Part 8 Proposed Redevelopment of The Wonderful Barn P82024.10

Traffic & Transport Assessment

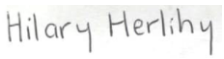
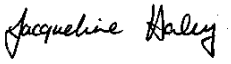
Kildare County Council

Project number: 60689541
60689541-ACM-XX-XX-RP-TR-00-0001

31 May 2024

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
			
Hillary Herlihy Consultant,	Laura Murphy Principal Transport Consultant	Phillip Craig Principal Transport Consultant	Jacqueline Haley Associate Director

Revision History

Revision	Revision date	Details	Authorized	Name	Position
P 01.1	24.05.2024	Draft Review	LM	Laura Murphy	Principal Consultant
P 1.0	31.05.2024	Planning Submission	JH	Jacqueline Haley	Associate Director

Distribution List

# Hard Copies	PDF Required	Association / Company Name
N/A	Yes	Metropolitan Workshop Architecture & Urbanism

Prepared for:

Kildare County Council

Prepared by:

Hillary Herlihy
Transport Consultant

AECOM Ireland Limited
4th Floor
Adelphi Plaza
Georges Street Upper
Dun Laoghaire
Co. Dublin A96 T927
Ireland

T: +353 1 696 6220
aecom.com

Table of Contents

Figures

Tables

1. Introduction

1.1 Background

AECOM were commissioned by Kildare County Council (KCC) to prepare a Traffic and Transport Assessment (TTA) in support of a Part 8 planning application, seeking permission for the redevelopment of The Wonderful Barn site and associated land, located on the R404 Celbridge Road, Leixlip, County Kildare.

1.2 Existing Site Overview

The existing site comprises the conical-shaped Wonderful Barn, several derelict outbuildings (main house and stables), which have 'protected structure' status, and associated land. Accessible to the public, the site includes recreational grounds/amenity park land and 55 allotments used by the local community.

1.3 Development Proposal Overview

The proposed redevelopment of the Wonderful Barn aims to restore the existing structures on the site, including one house, one barn (two dovecotes, a walled garden and two adjacent courtyards containing two stable buildings (all protected structures – RPS no. B11-15).)

The proposed works will protect and enhance the architectural heritage and amenity of the site and provide an integrated public amenity park and tourism destination at the Wonderful Barn and associated lands, informed by a detailed conservation plan. The project is aimed at fostering community engagement, provision of diverse recreational and cultural amenities and to attract tourism to the site.

The proposed Landscape Plan is contained in **Appendix A**. Further details in relation to the redevelopment proposals and the transport strategy are set out in Section 0 of this report.

1.4 Report Scope

This TTA outlines the redevelopment proposals in relation to access, parking and delivery and servicing and considers the potential transport implications of redeveloping The Wonderful Barn site at the proposed site access and the surrounding junctions (local road network) in proximity of the site during weekday peak hours.

The principal objective of this TTA is to quantify the net change in traffic and resulting level of impact (if any) on the site's surrounding local road network and subsequently ascertain both the existing and future operational performance of the local road network.

1.5 Methodology

The assessment approach contained herein aligns and complies with current and emerging policy and guidance at national, regional, and local level (outlined further in Section 2) and responds to best practices exemplified by a series of key publications, all of which advocate for the method of analysis applied in this TTA.

Key policy and publication references include, but are not limited to: -

- PE-PDV-02045 Traffic and Transport Assessment Guidelines (May 2014), Transport Infrastructure Ireland (TII);
- Design Manual for Urban Roads and Streets, May 2019 (Department of Transport, Tourism and Sport / Department of Environment, Community & Local Government);
- Project Ireland 2040: The National Planning Framework and the National Development Plan. (2018);
- National Sustainable Mobility Policy (2022);
- Kildare County Council Development Plan 2023-2029 (January 2023); and
- Leixlip Local Area Plan 2020-2023 – extended to 2026.

Our methodology incorporated several key inter-related stages, including: -

- **Site Visit** – AECOM attended a site visit on Thursday 14 July 2022 to understand how the site currently operates in relation to access and parking, to establish any existing road network issues and identify the site's

level of public transport and active travel mode accessibility. Photographs were taken during the site visit, which alongside observations, are included in the Existing Baseline Section of this TTA.

- **Traffic Counts** – Traffic flow data including flows, speeds, turning counts and queue lengths were surveyed in April 2023 and analysed to identify current peak hours for traffic and to establish local traffic characteristics in proximity of the application site.
- **Trip Generation** – The existing site's vehicle trip rates and subsequent trip generation was calculated using site access traffic survey counts. The trip rates were applied to the proposed additional number of allotments to determine the level of vehicle trips generated and TRICS survey data was interrogated to forecast the future vehicle trips generated by the proposed development.
- **Trip Distribution** – A gravity population model (applying population density and census data) was used to forecast the likely distribution of vehicle trips and assignment of routes across the local road network.
- **Network Impact Analysis** – In accordance with the Transport Infrastructure Ireland's (TII) Traffic and Transport Assessment Guidelines, the forecast level of impact generated by the redevelopment proposals on the local road network was reviewed and the junctions which required assessment in greater detail were identified.
- **Junction Operational Capacity Assessment** – Drawing upon the findings of the previous stages, an operational capacity assessment of the site's access priority junction and the immediate signalised junction in proximity of the site were assessed to evaluate their performance following the implementation and future occupation of the proposed development.

1.6 Report Structure

The remainder of this TTA is structured as follows:

- **Section 2** – Reviews relevant transport planning policy at national and local levels.
- **Section 3** - Provides details of the site's context in relation to its public transport connectivity and reviews the local road network and baseline traffic conditions surrounding the site.
- **Section 4** - Outlines the development proposal, including site access arrangements, car parking, cycle parking provisions, delivery and servicing and emergency access.
- **Section 5** - Summarises the trip generation assessment for the existing site and proposed development; reviews vehicle trips generated by committed development sites nearby; and outlines the distribution of the forecast vehicle trips on the local road network.
- **Section 6** – Assesses the operational impact of the development on the site's immediate and surrounding junctions.
- **Section 7** – Summarises the conclusions of this TTA.

2. Policy Context

2.1 Overview

The following relevant policy documents apply, and have been considered when developing the proposed transport strategy for The Wonderful Barn redevelopment proposals:

National Level:

- Project Ireland 2040: National Planning Framework and National Development Plan 2021 - 2030
- National Climate Action Plan 2023

Regional Level:

- Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 - 2031
- The Greater Dublin Area Transport Strategy 2022 – 2042
- The Greater Dublin Area Cycle Network Plan 2023 – 2042

Local Level:

- Kildare County Development Plan 2023 - 2029
- Leixlip Local Area Plan 2020- 2023 (extended to 2026)

2.2 National Policy

Project Ireland 2040: The National Planning Framework and the National Development Plan

The National Planning Framework (NPF), published in February 2018, is the Government's high-level strategic plan for shaping future growth and development in the country to 2040.

The core aim of the NPF is to avoid the pressure that urban sprawl places on the environment and the negative impacts it can have on the delivery and maintenance of key infrastructure and facilities. The NPF encourages the development of compact, higher density infill and brownfield sites that are well served by existing facilities, amenities, and public transport services.

As a part of Project Ireland 2040, the NPF is accompanied by a 10-year National Development Plan which sets the context for each of Ireland's three regional assemblies to develop their Regional Spatial and Economic Strategies taking account of and co-ordinating local County and City Development Plans in a manner that will ensure national, regional, and local plans align.

The National Strategic Outcomes (NSOs) of the NPF are:

NSO 1 - Compact Growth;
NSO 2 - Enhanced Regional Accessibility;
NSO 3 - Strengthened Rural Economies and Communities;
NSO 4 - Sustainable Mobility;
NSO 5 - a Strong Economy supported by Enterprise, Innovation and Skills, and
NSO 8 - Transition to a Low-Carbon and Climate Resilient Society.

Climate Action Plan 2023

Transport was responsible for 15.7% of Ireland's greenhouse gas emissions in 2021 and was second only to agriculture in terms of emission share by sector. Road transport accounted for the majority of these emissions, with private cars accounting for 40%. Heavy Goods Vehicles (HGVs) for 18% and Light Goods Vehicles (LGV) for 6.2%

The Climate Action Plan 2023 sets out an ambitious course of action for each sector within Ireland to achieve the targets needed to adhere to the Paris Agreement. For the transport sector, the target is to reduce transport related emissions by 45-50% by 2030, with a significant reduction expected in the latter half of the decade. As set out in the Climate Action Plan, this will require a significant modal shift from car to public transport and active travel, as well as a significant uptake of electric vehicles and increased use of biofuels.

National Sustainable Mobility Policy, Action Plan 2022 - 2025 published in 2022 supersedes the Smarter Travel, A Sustainable Transport Future (STASTF) – A New Transport Policy for Ireland 2009-2020. It recognises the importance of facilitating behavioural shifts in traveller mode choice towards sustainable modes from private vehicles by improving and expanding safe, accessible, and reliable active and public transport infrastructure across the country.

The accompanying 2025 Action Plan seeks to promote utilisation of sustainable mobility options available that enable the efficient, effective, and sustainable movement of people and goods, contributing to the required 51% reduction in carbon emissions by 2030. The policy aims fall under the following key themes:

- *Safe and Green Mobility* – Expanding infrastructure, zero emissions vehicles and improved safety.
- *People Focused Mobility* – Improving active and sustainable transport accessibility, reallocating road space to prioritise walking and cycling and reviewing public transport service fare structures.
- *Better Integrated Mobility* – Increasing linked-journeys between different modes or services with the delivery of better integrated multimodal transport networks.

2.3 Regional Policy

Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019 - 2031

The Regional Spatial and Economic Strategy (RSES) for the Eastern and Midlands Regional Assembly, adopted in June 2019, is the strategic plan which identifies regional assets, opportunities and pressures and provides appropriate policy responses in the form of Regional Policy Objectives.

The principal statutory purpose of the RSES is to support the implementation of Project Ireland 2040 – National Planning Framework and National Development Plan 2019-2027. At this strategic level it provides a framework for investment to better manage spatial planning and economic development to sustainably grow the region to 2031.

The RSES acknowledges that the transport sector is one of the main contributors to national Green House Gas (GHG) emissions and emphasises the importance of promoting a modal shift away from a dependence on the private car to more sustainable modes of transport, to facilitate greater efficiency in transport networks thereby addressing the impacts of climate change.

The Greater Dublin Area Transport Strategy 2022 – 2042

The Greater Dublin Area Transport Strategy aims to contribute to the economic, social, and cultural progress of the greater Dublin Area by providing the efficient, effective, and sustainable movement of people and goods – helping to reduce modal share of car-based commuting to a maximum of 45%. To achieve the Strategy's principles, development proposals must:

- Have transport as a key consideration in land use planning – integration of land use and transport to reduce the need to travel, reduce the distance travelled, reduce the time taken to travel, promote walking and cycling especially within development plans.
- Protect the capacity of the strategic road network.
- Ensure a significant reduction in share of trips taken by car.
- Consider all day travel demand from all groups.
- Provide alternate transport modes to reduce the strain on the M50 as current increase in traffic is unsustainable.

The Greater Dublin Area (GDA) Cycle Network Plan 2023 - 2042

The Greater Dublin Area Cycle Network Plan sets out a 20-year strategy to expand the urban cycle network from 500km to 2,480km. The overarching ambition of the plan is to increase the number of commuters who travel by bicycle the same amount by those that commute via bus. The plan focuses on local routes to better connect the GDA towns and improve infrastructure for trips of less than 10km in distance.

The Greater Dublin Area (GDA) Cycle Network Plan identifies a network of intra-urban and urban cycle routes across the GDA. Leixlip is in the North Kildare Sector Town Cycle Network within the Greater Dublin Area (GDA). Figure 2-1 shows the wider network and the key cycle routes in proximity of The Wonderful Barn site, which include the following:

- K1 Royal Canal Greenway.
- LP1 R148 Main Street and Maynooth Road to Intel Plant cycle route.

- LP2 Barnhall Road to Celbridge via Castletown Demesne cycle route.

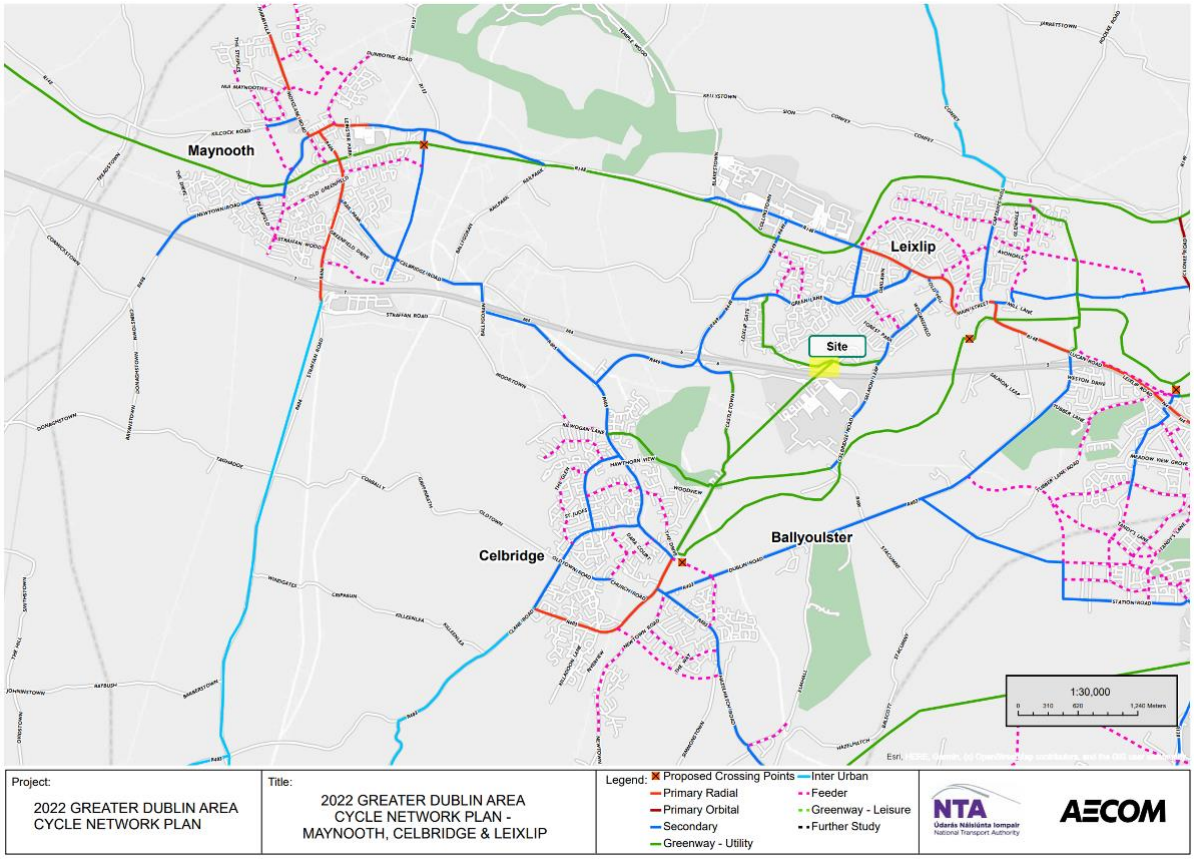


Figure 2-1: GDA Cycle Network Plan

Source: Extract from NTA, GDA Network Plan, 2023

The section highlighted in yellow in Figure 2-1 includes a prospective pedestrian/cycle overpass over the M4 Motorway secured by the Kildare Innovation Campus planning permission (ref: 2360047) that will connect Celbridge, to the south with The Wonderful Barn site. The provision of this connection across the M4 also forms Walking and Cycling Policy MT1.11 of the Leixlip Local Area Plan (2020 – 2023, extended to 2026) which states, *"To support the delivery of a pedestrian and cycle overpass of the M4 to link The Wonderful Barn at Leixlip to Castletown Demesne in Celbridge in consultation with Transport Infrastructure Ireland (TII)."*

2.4 Local Policy

Kildare County Council Development Plan 2023-2029

The Kildare County Development Plan was adopted in December 2022, and is the key strategy document which structures the planning of sustainable development of land use across the County of Kildare. The Core Strategy of the Development Plan is centred on the following key principals: - compact growth, urban regeneration and placemaking.

Chapter 5 of the Kildare County Development Plan is the Sustainable Mobility and Transport section which aims to promote and facilitate the ease of movement within and through County Kildare, by integrating sustainable land use planning and a high-quality integrated transport system; and to support and prioritise investment in more sustainable modes of travel, the transition to a lower carbon transport system, and the development of a safer, efficient, inclusive and connected transport system.

KCC sets its overall policy for sustainable mobility transport, in Chapter 5, as *"Avoid-Shift-Improve",* illustrated in Figure 2-2, which is an extract of Figure 5.1 of the Kildare County Development Plan. The Council adopts a "Decide and Provide' approach to forecasting travel demand, which requires deciding on *"a preferred future that is desirable and achievable and providing a development path best suited to achieving it".*

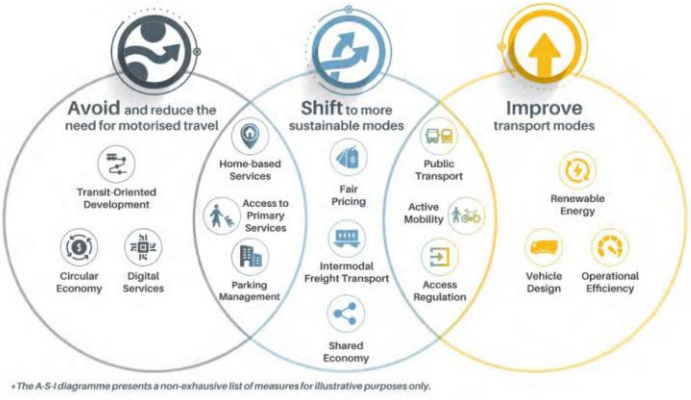


Figure 2-2: Chapter 5 'Avoid-Shift-Improve' Measures

Source: Kildare County Council Development Plan 2023-2029, Chapter 5, Figure 5-1, Page 141

The Plan sets objectives that target the reduction of car-based trips, whilst encouraging an increase in active and sustainable modes i.e., targets include an increase in cycling and walking by 9% and 14% respectively and a target to increase journeys via public transport services by 9%.

Chapter 15 of the Kildare County Development Plan includes Development Management Policies for new developments in the County, which include standards for car parking, disabled parking, and cycle parking.

Parking Standards

The KCC Development Plan's (2017-2023) Car Parking Guidance, set out in Table 15.9, Table 15.10 and supporting text of Chapter 15, requires a maximum of:

- 1 car parking space per 15sqm gross floor area (GFA) for 'Recreation Centre' land use;
- 5% of the total car parking provision for non-residential developments should be disabled parking; and
- Set down/drop-off areas and/or coach parking should be provided as appropriate.

Policy Objective TM O117 requires *"a future proofed approach to the rollout of Electric Vehicle (EV) Charging infrastructure is applied in accordance with the requirements of the EU (Energy Performance of Buildings) Regulations 2021 (S.I.393 2021) for EV recharging infrastructure:*

- *New buildings or buildings undergoing major renovations (other than a dwelling) shall install at least one recharging point and ducting infrastructure for at least one in every 5 car parking spaces to enable the subsequent installation of recharging points for electric vehicles.*
- *New buildings or buildings undergoing major renovations (containing one or more than one dwelling), which has more than 10 car parking spaces, shall install ducting infrastructure for each car parking space to enable the subsequent installation of recharging points for electric vehicles."*

Policy PK2 requires car parking to be designed in accordance with the Design Manual for Urban Roads and Streets (DMURS) 2013, and states, *"a Mobility Management Plan will be required where developments include a substantial parking provision".*

Cycle Parking Standards

The KCC Development Plan's (2017-2023) Cycle Parking Guidance, set out in Table 15.5 of Chapter 15, requires a minimum of 1 cycle parking space per 50sqm GFA for 'Recreation Centre' land use.

Furthermore, Policy WC8 requires the provision of secure cycle parking facilities in towns, at public service destinations and in all new residential and non-residential developments.

Leixlip Local Area Plan 2020-2023 extended to 2026.

The Leixlip Local Area Plan (LAP) 2020-2023 was originally adopted in December 2019. The extension of the LAP by a further 3 years (up to 30th March 2026) was adopted in October 2022. The LAP outlines an overall strategy for the planning and development of Leixlip in the context of the Kildare County Development Plan 2017-2023 and

the Regional Spatial and Economic Strategy for the Eastern and Midland Region 2019-2031.

The overall transportation objective set out in Section 8 'Movement and Transport' of the LAP is, *"To promote and facilitate a sustainable transport system for Leixlip that prioritises walking, cycling and public transport and provides an appropriate level of road infrastructure, road capacity and traffic management to support future development."*

The walking and cycling Policy (MT1) objectives seek to address existing permeability issues, inadequate footpaths and provide cycle facilities in line with the Greater Dublin Area (GDA) Cycle Network Plan, with a long-term aspiration to deliver improvements to make the area more attractive and desirable for those living and working in the area, as well as visitors (tourism) travelling to the area. Objective MT1.11 outlines the delivery of a pedestrian and cycle overpass over the M4 to link to The Wonderful Barn site in Leixlip to Castletown Demesne in Celbridge as a Council objective.

The LAP acknowledges the expected increased service frequency at the two Leixlip stations (Leixlip (Louisa Bridge) Station and Confey Station) because of the planned Dart Expansion Programme and improved connectivity and bus priority measures that will be critical to support sustainable transport mode Policy (MT2) objectives for the area.

Road improvement Policy (MT3) objectives seek to maintain, improve, and extend the local road network in and around Leixlip to ensure continued connectivity for all road users.

In relation to cycling, Figure 2-3 is an extract from the Leixlip Local Area Plan's Cycle Network Plan which includes the key cycle routes, outlines in the GDA Cycle Network Plan (above) in proximity of The Wonderful Barn site.

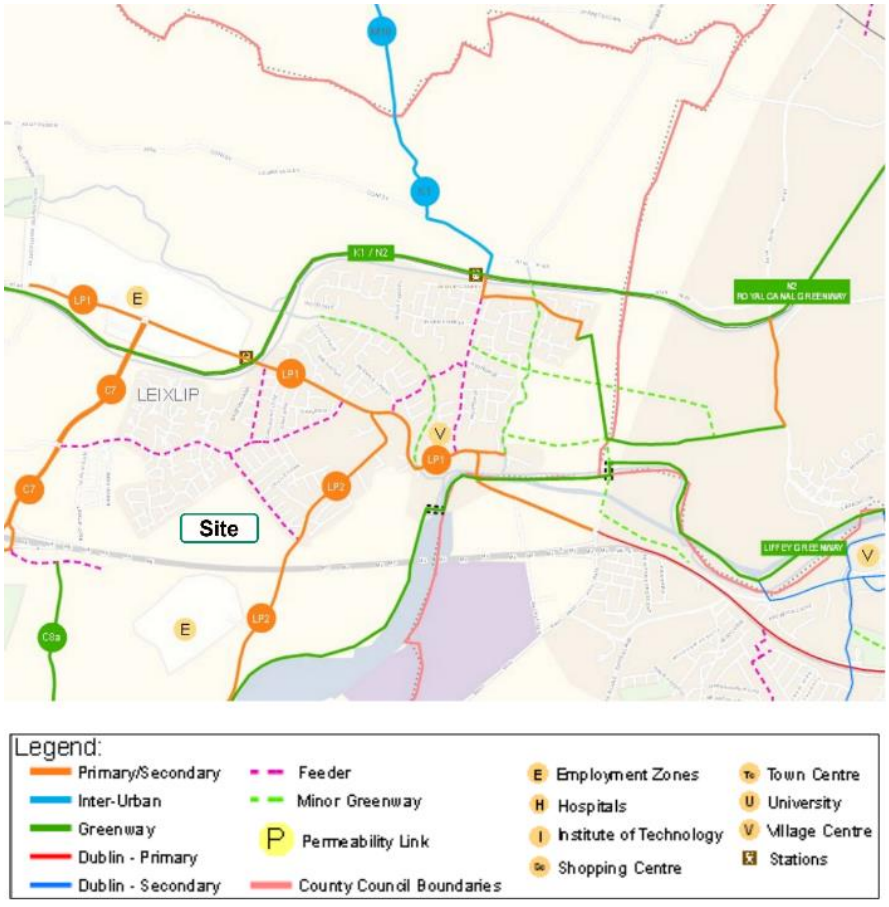


Figure 2-3: Leixlip Local Area Plan's Local Cycle Network

Source: Leixlip Local Area Plan 2020-2023 extended to 2026

In relation to the Wonderful Barn site, the Leixlip Local Area Plan states, "*The Wonderful Barn, Leixlip Castle and Leixlip Spa in particular present opportunities to attract tourists to Leixlip. Together with its links to Castletown House in Celbridge, Leixlip offers the opportunity for visitors to visit a cluster of attractions in the area."*

3. Existing Site & Baseline Transport Conditions

3.1 Overview

This section describes the existing site, including access and on-site parking provisions. This section also considers the site's accessibility for pedestrians, cyclists and public transport users and reviews the local road network and existing traffic flows.

3.2 Location

The site, shown in Figure 3-1, is located approximately 1.5km (as the crow flies) south-west of Leixlip town centre (Main Street) and Leixlip Castle.

The site is bounded by the R404 Celbridge Road to the east; Barnhall Meadows and two new residential developments of Beech Park estates (Rinawade and Barnhall Meadows) to the north, which loops around the northern perimeter of the site; and Barnhall Meadows (haul road) bounds the site's southern perimeter.

The M4 motorway is situated to the south of the site, parallel to Barnhall Meadows (haul road). The site's nearest junction with the M4 is the interchange with R449, to the west of the site, shown in Figure 3-1.

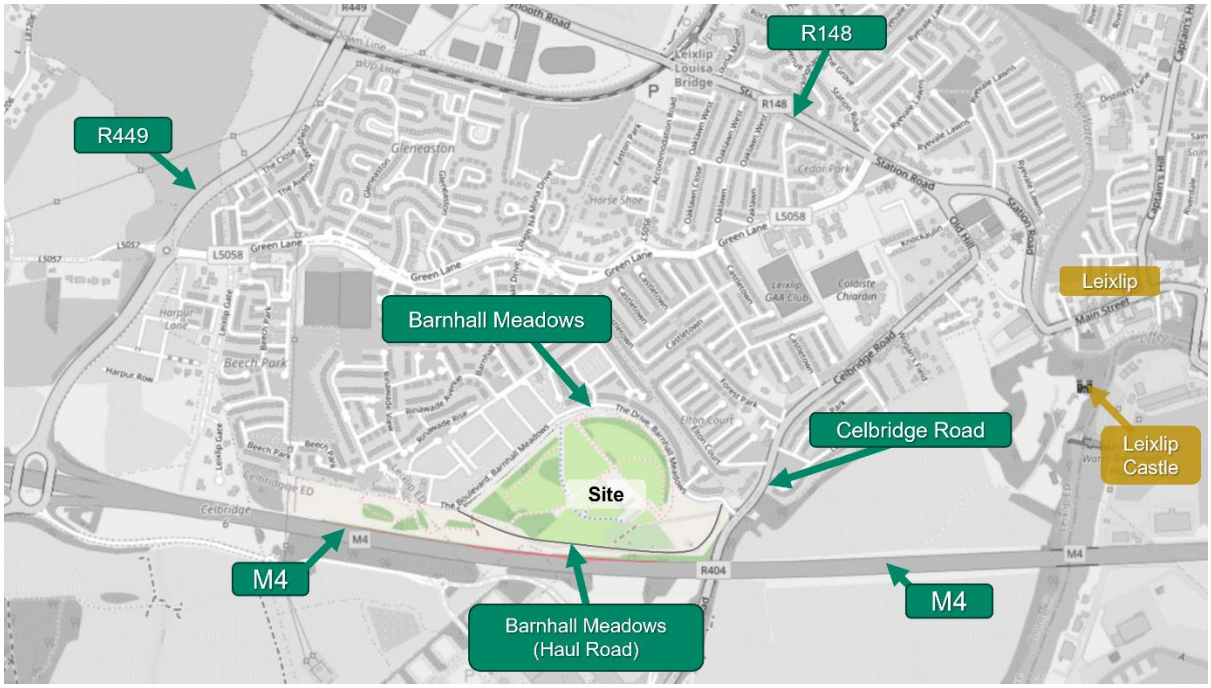


Figure 3-1: Site Location & Local Context

Source: https://www.openstreetmap.org/

3.3 Existing Site

The existing site, shown in Figure 3-1 and Figure 3-2, currently comprises the conical-shaped Wonderful Barn, several derelict outbuildings (main house and stables) shown in Figure 3-3, which have 'protected structure' status and associated land.

Accessible to the public, the site includes recreational grounds/amenity park land and 55 allotments used by the local community.

Uisce Éireann (Irish Water) have a pumping station on-site (shown in pink in Figure 3-2) and require access for Uisce Éireann vehicles.

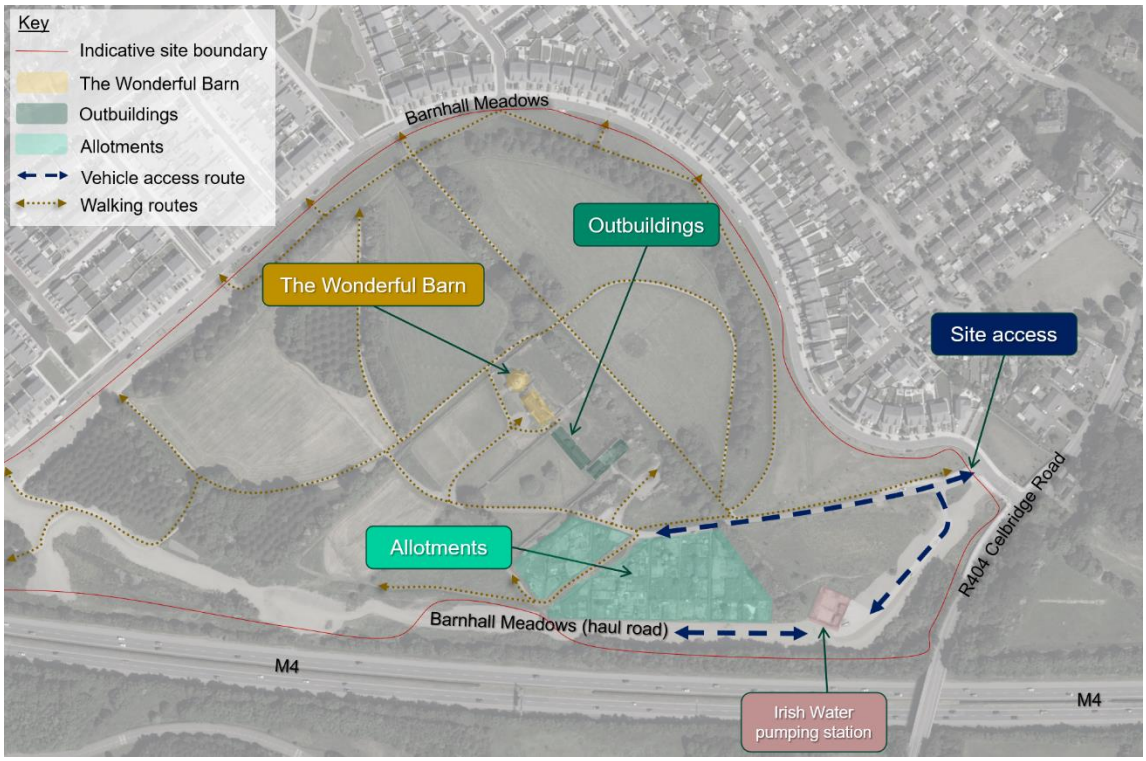


Figure 3-2: Existing Site – The Wonderful Barn

Source: https://www.bing.com/maps/

Figure 3-3: The Wonderful Barn and Existing Outbuildings

Source: AECOM Site Visit Photograph (14/07/22)

3.4 Existing Site Access

3.4.1 Pedestrian Footpaths

There are several on-site footpaths, shown in Figure 3-4 and indicated by the brown arrows in Figure 3-2, which facilitate access through the site and connect The Wonderful Barn site with the adjacent existing residential neighbourhood to the north of the site.

Figure 3-4: Existing On-site Footpaths

Source: AECOM Site Visit Photograph (14/07/22)

In addition to the existing pedestrian footpaths, there is evidence throughout the site of worn-down grass indicating pedestrian desire lines and routes, shown in Figure 3-5. Pedestrian desire lines were observed in proximity of The Wonderful Barn and outbuildings (left and right, below) and the allotments (centre photograph, below) where on-site footfall is generally higher.

Figure 3-5: Existing Pedestrian Desire Lines

Source: AECOM Site Visit Photograph (14/07/22)

3.4.2 Vehicle Access

Access to the site for vehicles can be achieved via an existing priority access junction with Barnhall Meadows. Figure 3-6 shows the access is provided with dropped kerbs, tactile paving, and an on-site pedestrian footpath, facilitating pedestrian access from Barnhall Meadows and the R404 Celbridge Road.

Figure 3-6: Existing Site Access for Vehicles

Source: AECOM Site Visit Photograph (14/07/22)

3.4.3 Existing Parking

There are currently no dedicated car parking facilities on the site. There is a large turning area before the entrance to the walled garden and this is currently used by visitors as informal parking.

During AECOM's site visit, visitors were observed to park at various intervals along the length of the access road or within the on-site turning area between The Wonderful Barn and the allotments. Visitors were also observed to park on the site's surrounding road network (Barnhall Meadows and adjacent roads) and travel on-foot to the site, which is expected to occur due to the lack of a formal on-site car park.

3.5 Land Use

The application site is designated for open space and amenity use within the Leixlip Local Area Plan (2020-2026) as illustrated in Figure 3-7.

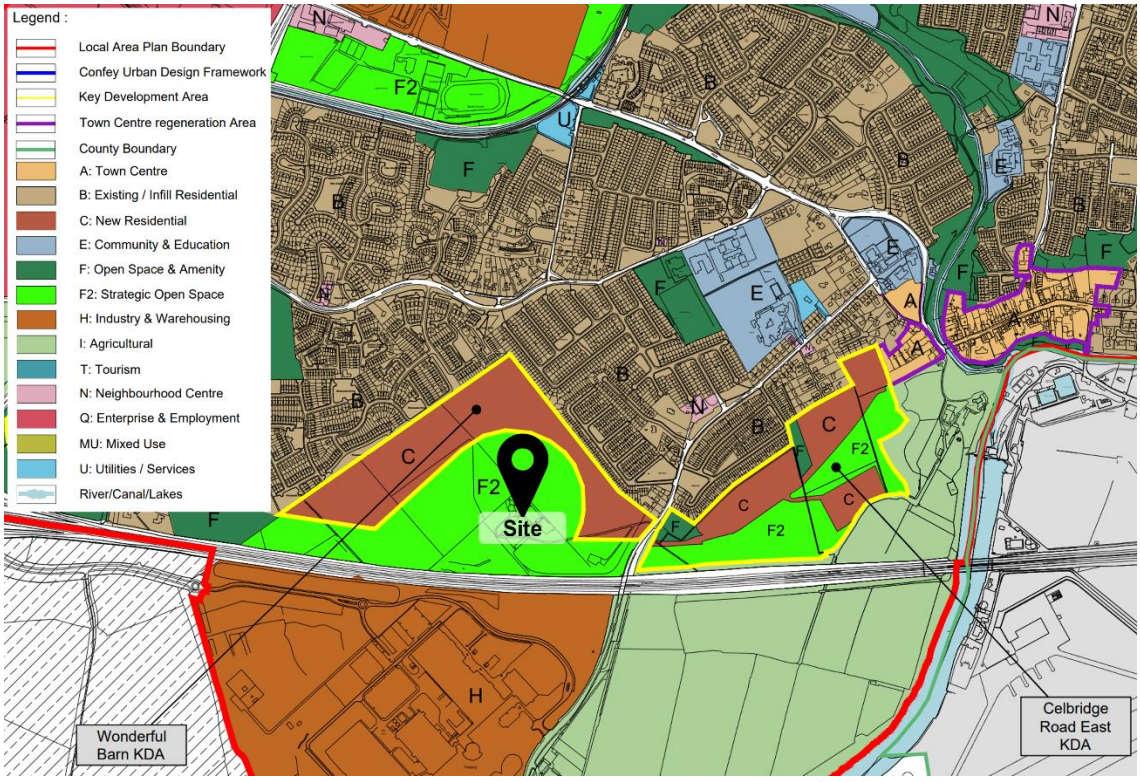


Figure 3-7: Land Use Zoning Map

Source: Leixlip Local Area Plan 2020-2026, Land Use Zoning Map

Figure 3-7 shows the development site is bounded to the north by two new residential development sites: Rinawade and Barnhall Meadows. The M4 motorway bounds the site of the south.

Land uses surrounding the development site are primarily established or new residential properties, and there are several small open space/amenity land uses interspersed amongst the residential zones. The Kildare Innovation Campus (industry and warehouse land use) is situated to the south of the site and M4 motorway, shown in dark orange in Figure 3-7.

3.6 Local Amenities

Currently The Wonderful Barn site provides recreational open space and allotments for its surrounding local community.

The application site benefits from its proximity to existing and new residential areas to the north and north-east of the site and employment land use (i.e., industry and warehouse use) to the south. As a trip attractor, adjacent to established communities, the site has the propensity, at present, to generate localised trips on foot, by bicycle or via public transport services.

Visitors of the site can access nearby retail uses, which include a Eurospar, a coffee shop and food takeaway retailers on the R404 Celbridge Road, located within a 10-minute walk (600m).

3.7 Baseline Connectivity – Active and Sustainable Transport

This section reviews and describes the existing connectivity and accessibility of the site by active and sustainable travel modes, (i.e., on foot, by bicycle) including the site's proximity to public transport stations and stops that may be used by visitors of the redevelopment site.

3.7.1 Existing Pedestrian Environment

In the vicinity of the site, a footway approximately 2m in width is provided on the northern side of Barnhall Meadows. Uncontrolled pedestrian crossings, with dropped kerbs and tactile paving, are provided at various intervals along the length of Barnhall Meadows, connecting the northern footway with the site, as shown in Figure 3-2 and Figure 3-8.

Figure 3-8: Barnhall Meadows Uncontrolled Pedestrian Crossing.

Source: AECOM Site Visit Photograph (14/07/22)

On the R404 Celbridge Road, pedestrians benefit from footway provision approximately 3m in width on both sides of the road. Controlled pedestrian crossings, with dropped kerbs and tactile paving, are provided on each arm of the R404 Celbridge Road / Barnhall Meadows signalised junction.

3.7.2 Existing Cycling Environment

Figure 3-9 shows the existing cycle network in proximity of the site, which includes a cycle route (in blue) that connects the site access on Barnhall Meadows with The Green (residential street to the north) via The Wonderful Barn site.

Figure 3-9: Existing Cycling Facilities

Source: https://www.openstreetmap.org/

Barnhall Meadows and the R404 Celbridge Road do not have any dedicated or advisory cycle facilities at present, and so cyclists travelling along these roads would need to share the carriageway with vehicles. The R404 Celbridge Road is identified in the Leixlip Local Area Plan (2020 – 2023, extended to 2026), illustrated in Figure 2-3, as primary cycle route LP2: Barnhall Road to Celbridge via Castletown Demesne.

Green Lane to the north of the site has segregated shared footway/cycleways on each side of the carriageway. Advisory cycle lanes are provided in both directions on the section of the R148 Station Road between its roundabout junction with the R449 until its signalised junction with Green Lane.

Cycling is growing in popularity and has the potential to replace short-car trips, particularly for trips under 5km. At an average speed of 17km/h this would relate to a journey time of approximately 20 minutes.

Figure 3-10 indicates areas accessible from the site within a 20-minute cycle (in blue) and within a 30-minute journey time on public transport (in red) from the application site.

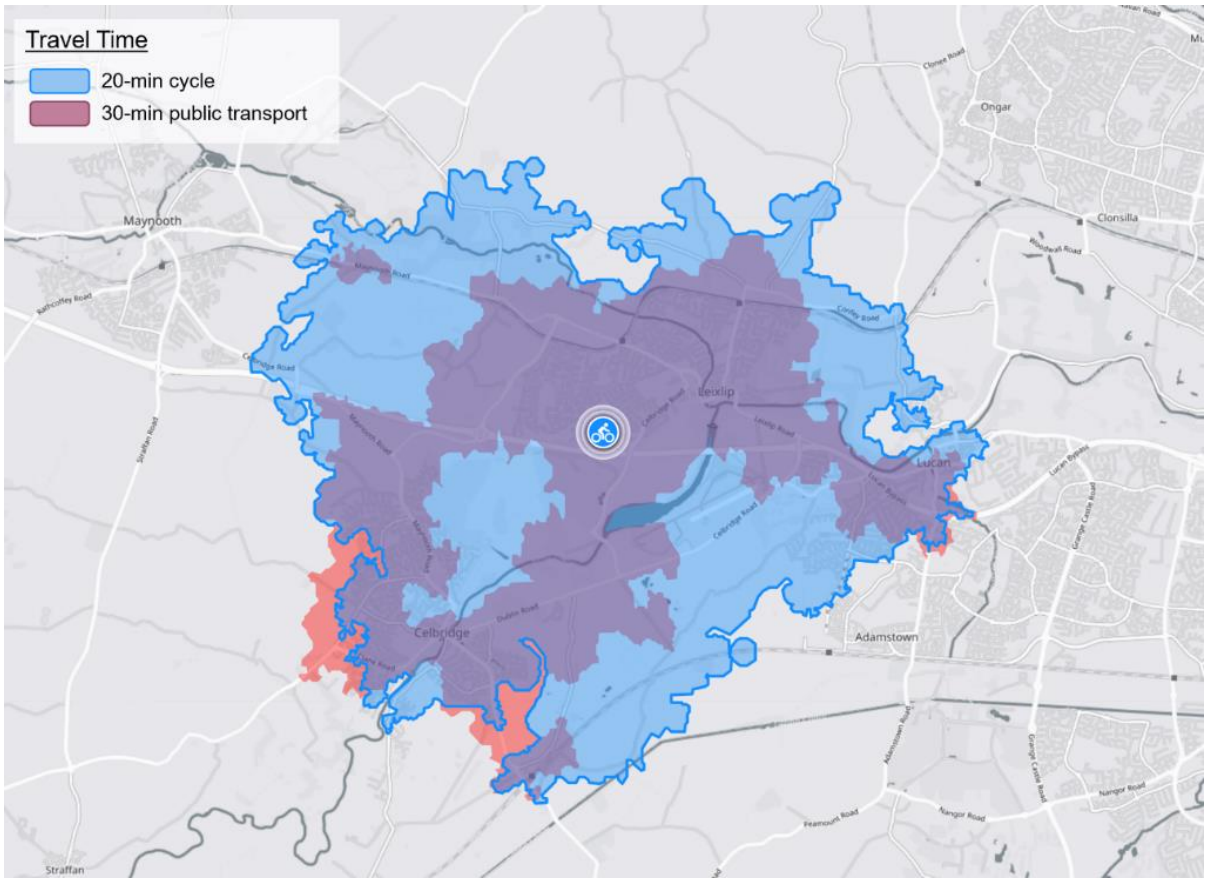


Figure 3-10: Cycling Catchment - 20-minute cycling isochrone (c. 5km)

Source: https://app.traveltime.com/

Figure 3-10 demonstrates that it is possible to access a relatively significant catchment extending throughout Leixlip, Celbridge and beyond, in a shorter timeframe (20-minutes) when compared with the areas covered in a 30-minute journey time on local public transport services.

3.8 Sustainable Transport Provision

Figure 3-11 shows the existing public transport service stations and stops in proximity of The Wonderful Barn site and includes a 10-minute walking catchment for scale.

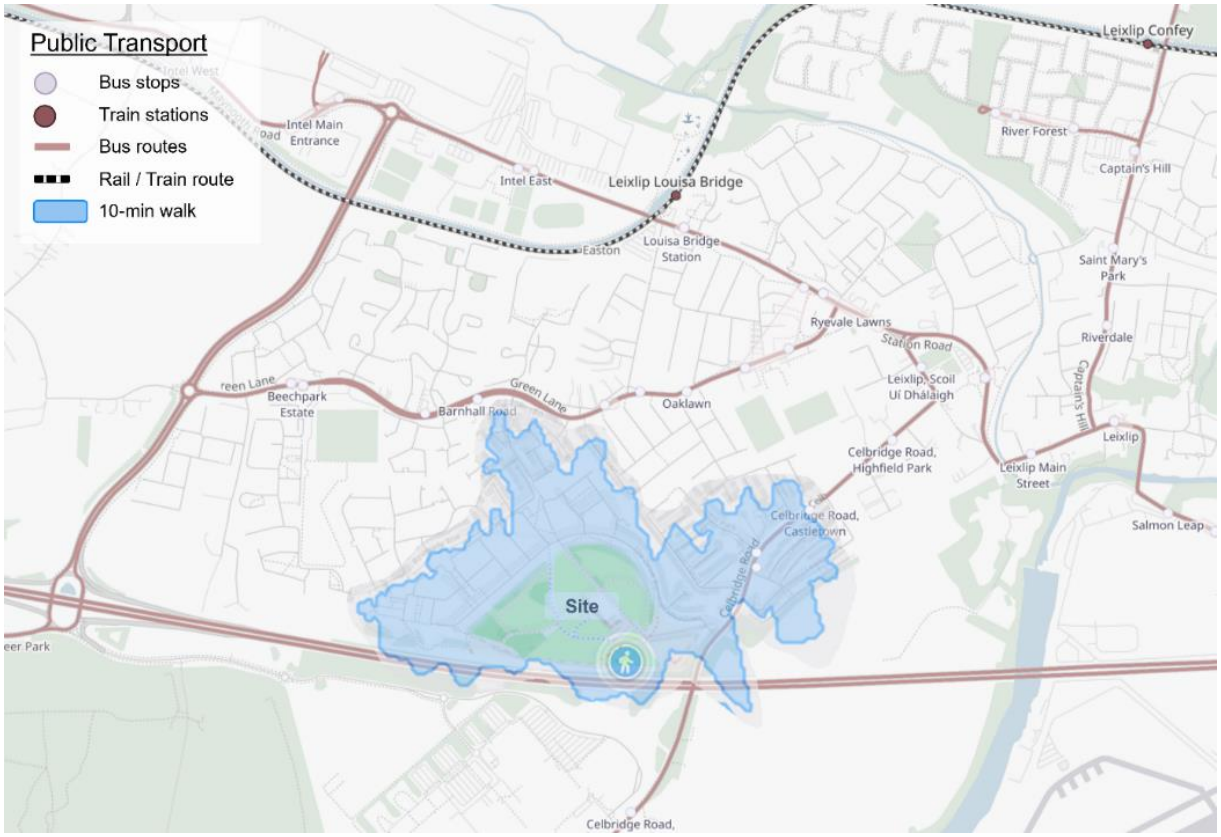


Figure 3-11: Public Transport Stations and Stops

Source: https://app.traveltime.com/ | https://www.openstreetmap.org/

3.8.1 Public Transport - Bus

The site benefits from its proximity to six local bus routes (L58, X32, 52, C5, L59, X25), operated by Dublin Bus and can be reached within a 17-minute walk of The Wonderful Barn site. Table 1 summarises the bus service, route, bus stop, distance (metres) and walking time (minutes) from the site.

Table 1. Local bus services

Service	Route	Bus stop	Distance	Walk time (mins)
L58	Hazelhatch Station	Elton Court	600m – 900m	8 -12
	River Forest	Leixlip Park		
X32	Earlsfort Terrace	Leixlip Park		
L59	River Forest	Lough na Mona	c. 1.2km	17
	Hazelhatch Station	Barnhall Road		
52	Ringsend Road	Lough na Mona		
	Leixlip Intel	Barnhall Road		
C5	Ringsend Road	Lough na Mona		
	Maynooth	Barnhall Road		
X25	UCD Belfield	Barnhall Road		

Source: *https://www.dublinbus.ie/* | *https://www.transportforireland.ie/plan-a-journey/*

3.8.2 Public Transport – Heavy Rail

Leixlip (Louisa Bridge) Train Station is located approximately 2.1km north of the site and can be reached within a 28-minute walk or 9-minute cycle from the site. Leixlip (Louisa Bridge) Train Station is operated by Irish Rail and serves routes between Dublin Connolly – Sligo and Dublin – Longford (commuter service, Maynooth service and Sligo/Longford service). Facilities including car parking and bicycle parking/storage are available at Leixlip (Louisa Bridge) Train Station.

Table 2 summarises the routes and frequencies that can be accessed from the site's nearest Train Station.

Table 2. Train Services and Frequencies from/to Leixlip Louisa Bridge Station

Route	Journey Time	Service Frequency		
		Weekday	Saturday	Sunday
To: Dublin Connolly	33 mins	1 service every 15mins during peak hours	1 service every 20mins	
To: Maynooth	12 mins	1 service every 30mins during peak hours		

Source: https://www.transportforireland.ie/plan-a-journey/

Hazelhatch Train Station is located 6km (25-minute cycle or 45-minute journey time via public transport services) to the south of the site and provides access to services to Dublin Heuston and Portlaoise.

3.9 Baseline Traffic Conditions

This section reviews the local road network in proximity of the site to establish the existing transport conditions and baseline vehicle movement patterns across the existing network.

3.9.1 Local Road Network

The local and strategic roads which are situated within proximity of the development site and are reviewed in detail in the forthcoming paragraphs are shown in Figure 3-12.

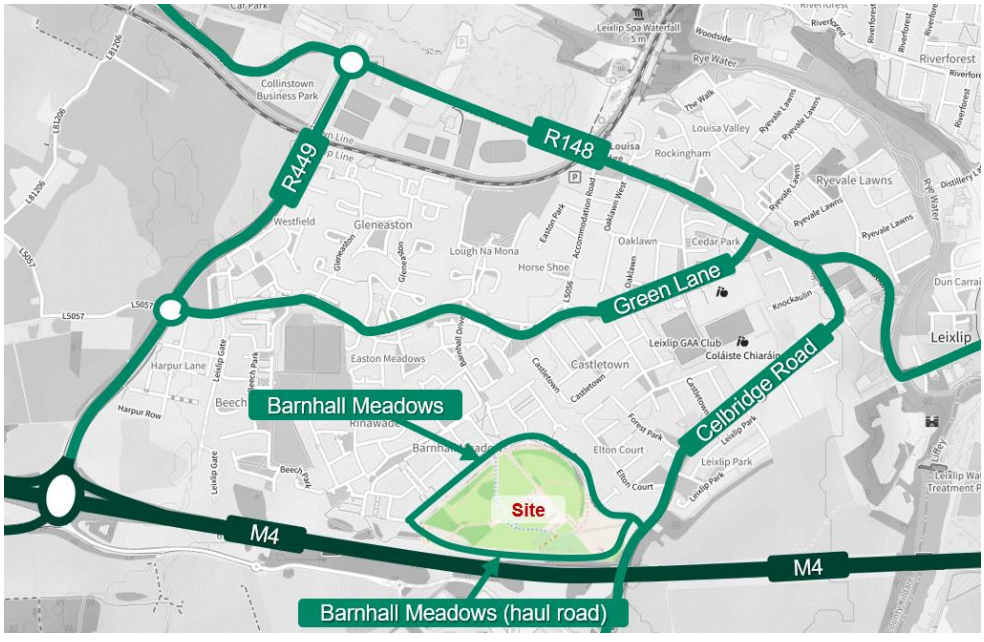


Figure 3-12: Local Road Network

Source: https://www.openstreetmap.org/

R404 Celbridge Road

The R404 Celbridge Road is a two-way, single carriageway road which starts at the roundabout with the R404 and Barnhall Road to the south and becomes Old Hill at the Celbridge Road/Old Hill priority junction to the north. Celbridge Road is subject to an 80km/h speed limit and has a carriageway width of approximately 7.5m. The carriageway widens at the signalised junction with Barnhall Meadows where a right turn pocket for southbound traffic is provided, facilitating access into Barnhall Meadows, shown in Figure 3-13.

Figure 3-13: R404 Celbridge Road / Barnhall Meadows Junction

Source: AECOM Site Visit Photograph (14/07/22) looking north on Celbridge Road

Footways are provided on both sides of the carriageway varying between 2m-3m in width and pedestrian crossings with dropped kerbs and tactile paving are provided on each arm of the signalised junction with Barnhall Meadows. Street lighting is provided on the western side of Celbridge Road. There are no dedicated cycle facilities on the R404 Celbridge Road.

Barnhall Meadows

Barnhall Meadows is a two-way, single carriageway, residential road, which starts at the signalised junction with the R404 Celbridge Road and loops around the north of the application site until it becomes Barnhall Meadows (haul road) at the south-western corner of the site. Barnhall Meadows is subject to a 30km/h speed limit and has several priority junctions which provide access to residential properties to the north.

Footways are provided on the northern side of Barnhall Meadows, as shown in Figure 3-14, and there are uncontrolled pedestrian crossings provided with dropped kerbs and tactile paving along the length of this road.

Figure 3-14: Barnhall Meadows

Source: AECOM Site Visit Photograph (14/07/22)

Traffic calming measures (i.e., speed bumps, shown in Figure 3-14, and raised tables at priority junctions with residential access roads) are provided along the length of Barnhall Meadows. Inset parking bays are provided on the southern side of Barnhall Meadows and the residents properties located on the northern side of the road are provided with on-site parking (driveways/hardstand) with crossovers (dropped kerbs). Street lighting is provided intermittently along the length of this road.

Barnhall Meadows (haul road)

Barnhall Meadows (haul road) is a two-way single carriageway road which starts at its priority junction with Barnhall Meadows/the site's access junction and bounds the site to the south, running parallel to the M4 until its crossover access at the east with Barnhall Meadows.

In recent years Barnhall Meadows (haul road) has formed a primary construction traffic route for the residential development which wraps around The Wonderful Barn site and will serve as a haulage route for the construction of the M4 pedestrian/cycle bridge (proposed by others). At the eastern end of Barnhall Meadows (haul road), the vehicle crossover on Barnhall Meadows has been reinstated to footway and a new construction vehicle access has been created, off the site's vehicular access to serve the prospective construction of the pedestrian/cycle bridge over the M4 as a part of the Kildare Innovation Campus site. The western end of Barnhall Meadows (haul road) has since (c. April 2023) been closed to vehicular traffic and now only serves as an off-road pedestrian footpath.

R148 Station Road

Station Road, a two-way Regional Road (R148), is located 1.2km (as the crow flies) north of the site and is subject to an 80km/h speed limit. To the north-west of the application site, the R148 Station Road has a roundabout junction with the R449 and priority junctions with Green Lane and with the R404 Old Hill (Celbridge Road further south) respectively to the east.

The R148 Station Road is provided with footways and crossings on both side of the carriageway. A diagonal signalised crossing is provided at the R148 Station Road junction with Green Lane, facilitating pedestrians between the north-west and the south-eastern sides of the carriageway.

Advisory cycle lanes are provided in both directions on the section of the R148 Station Road between its roundabout junction with the R449 until its signalised junction with Green Lane. A section of this route in the eastbound direction is at grade with the footway, while the remaining route in both directions is in the carriageway.

R148 Station Road provides direct access to Leixlip (Louisa Bridge) Train Station and forms a route for several bus services in both directions. Bus stops with flags, timetable, seating, Kassel kerbs and a bus stop cage in the carriageway are provided along the length of this road.

R449

Regional Road R449 is a two-way dual carriageway road, located to the west of the application site, which starts in the north at its roundabout junction with the R148 and continues southbound, via the grade separated interchange (Junction 6) with the M4, until its roundabout junction with the R405 Maynooth Road. The R449 is provided with a shared footway/cycleway and street lighting on each side of the carriageway.

Uncontrolled pedestrian crossings with dropped kerbs and tactile paving are provided at the R449's roundabout junction with Green Lane near the site and with the R148 Station Road to the north.

M4

The M4 is the motorway-standard part of the N4 National Primary Road route from Dublin to Sligo and starts from Junction 5 at Weston in Dublin until Junction 13 in Heathstown, County Westmeath. The M4 is subject to a 120km/h speed limit.

The M4 is situated to the south of the proposed development, both directions of motorway surrounding the site are dual carriageway, separated by vegetation and a grass verge. The application site can be accessed via the on-slip/off-slip entry/exits at the Junction 6 grade separated interchange with the R449. Due to it nature of this strategic road, there are no pedestrian/cycle facilities adjacent or on the motorway.

Green Lane

Green Lane is a two-way single carriageway road which starts to the west at its roundabout junction with the R449 and ends at the signalised junction with the A148 Station Road.

Segregated shared footway/cycleways are provided on each side of the carriageway. Crossings with dropped kerbs and tactile paving (both uncontrolled and signalised) and street lighting are provided along the length of this road. Speed calming measures, i.e., raised tables and speed ramps are provided in proximity of pedestrian crossings adjacent to the two local schools: Scoil Eoin Phoil and Scoil Bhride. Bus stops are provided in both directions on this road.

3.10 Collision History

A review of the Road Safety Authority (RSA) traffic collision database[2] was not possible at the time of preparing this report due to RSA collision mapping and GDPR website issues.

3.11 Baseline Traffic Surveys

Automatic Traffic Counts

AECOM commissioned Automatic Traffic Count (ATC) surveys on Barnhall Meadows (in between the junctions with The Court and The Heights) for a seven-day period commencing Thursday 25 May 2023 to Wednesday 31 May 2023.

A summary of the AM peak hour, PM peak hour and average weekday and week traffic flows are provided in Table 3 and Table 4 respectively, and the survey data record is contained in **Appendix B** of this report.

Table 3. Barnhall Meadows ATC data – AM Peak Hour

AM peak hour 07:30 - 08:30	Eastbound		Westbound	
	Total traffic	HGVs (%)	Total traffic	HGVs (%)
Thursday 25 May	167	1%	43	2%
Friday 26 May	147	1%	49	2%
Saturday 27 May	35	6%	22	5%
Sunday 28 May	20	5%	15	0%
Monday 29 May	157	1%	50	2%
Tuesday 30 May	163	1%	56	7%
Wednesday 31 May	157	2%	43	7%
Weekday average (5-day)	158	1%	48	4%
Week average (7-day)	126	2%	41	4%

**Rounding has occurred*

Table 4. Barnhall Meadows ATC data – PM Peak Hour

PM peak hour 16:15 – 17:15	Eastbound		Westbound	
	Total traffic	HGVs (%)	Total traffic	HGVs (%)
Thursday 25 May	94	0%	115	2%
Friday 26 May	113	0%	131	0%
Saturday 27 May	79	0%	106	2%
Sunday 28 May	69	1%	88	1%
Monday 29 May	71	0%	125	1%
Tuesday 30 May	90	0%	121	2%
Wednesday 31 May	91	1%	112	1%
Weekday average (5-day)	92	0%	121	1%
Week average (7-day)	87	0%	115	1%

[2] https://www.rsa.ie/road-safety/statistics/road-traffic-collision-data

**Rounding has occurred*

Whilst the proportion (%) of westbound HGVs, in Table 3 appears higher during the AM peak hour, this is a result of a lower traffic flow on average recorded. The average number of HGVs is comparable in the morning and evening peak hours. A desktop review (Google Streetview) indicates construction of the adjacent residential estate was still taking place during the ATC survey period, which could contribute to a slightly inflated number of HGVs.

The average level of traffic in both directions on Barnhall Meadows is slightly lower on the weekend, as shown in Table 3, Table 4, and in the average 24-hour weekday and week flows in Table 5.

Table 5. Barnhall Meadows Average 24-hour Weekday and Week Traffic Flows

Total Traffic Flows 24-hour	Eastbound	Westbound	Average HGVs %
Weekday average	1,163	1,139	1%
Week average	1,113	1,100	1%

The ATC data also showed 85th%ile eastbound and westbound speeds of 38.83km/h and 35.88km/h on Barnhall Meadows respectively across the surveyed period.

Manual Classified Counts & Queue Length Surveys

Manual Classified Traffic Counts (MCCs) and queue length surveys were undertaken on Thursday 25 May 2023 between 07:00 – 19:00 at the following junctions, shown in Figure 3-15:

- Site 1: - R449 / Slips on-off M4 / Barnhall Road
- Site 2: - R449/Green Lane / Unnamed Road
- Site 3: - Dublin Road / R148 / R449
- Site 4: - Station Road / Accommodation Road
- Site 5: - Accommodation Road / Green Lane
- Site 6: - Station Road / Ryevale Lawns / Green Lane
- Site 7: - R148 Station Road / Old Hill R404
- Site 8: - Castletown / Celbridge Road
- Site 9 & 11: - Barnhall Meadows / Celbridge Road / Site Access Road

Figure 3-15: MCC Junction/Site Locations

Source: https://www.openstreetmap.org/

Analysis of the MCC traffic surveys found that the AM peak hour and PM peak hour was 07:30-08:30 and 16:15-17:15 respectively. Figure 3-16 is an extract of the 2023 AM peak hour (07:30-08:30) and PM peak hour (16:15 – 17:15) traffic flows across the network study area. A full set out Traffic Flow Diagrams prepared by AECOM can be found in Appendix F.

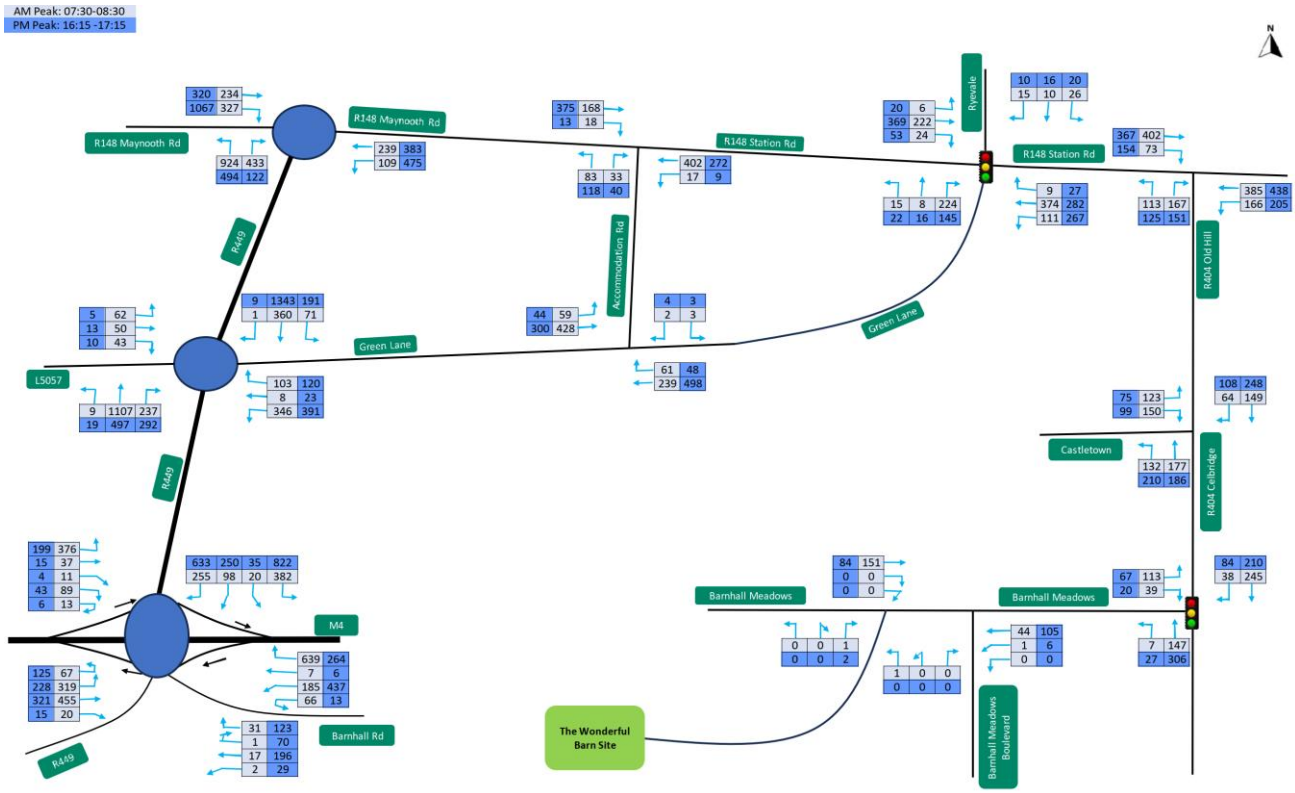


Figure 3-16: 2023 Baseline Traffic Flows during the AM and PM peak hours.

3.12 Emerging Transport Infrastructure & Connectivity Improvements

The site is expected to benefit from several infrastructure improvement projects, both aspired and planned, which will further improve connectivity to/from the site, and include: -

- The implementation of a pedestrian and cycle overpass over the M4 to link The Wonderful Barn to Castletown Demesne, which would deliver a connection to existing, proposed (by others) and aspired/planned cycle routes in proximity of The Wonderful Barn site.
- Maynooth to Leixlip Project which could result in junction, bridge and infrastructure improvements including the potential for a bus priority lane within the hard shoulder of the M4. The potential for an NTA-led Park and Ride Scheme/Strategy for the M4/N4 corridor.
- The Leixlip Town Renewal Masterplan is underway which can bring added scope to the local transport infrastructure and the KCC Development Plan will become available during this developments project lifetime, bringing additional transport developments and improvements to the region.
- Increased passenger capacity from 5,000 to 13,200 per hour, per direction and train service frequency between Maynooth and M3 Parkway and Dublin City, as a part of the DART+ West (Dublin Connolly Station to Sligo) upgrade and partial electrification improvements. It is expected to be operational after 2027.

3.13 Local Planning Applications/Permissions

The Wonderful Barn site is situated in proximity of the following sites with planning permission:

- **Leixlip Demesne** (KCC ref: 23513 | An Bord Pleanála ref: LH09.317923)

Planning permission granted for: Large scale residential development (LRD): Construction 167 houses and 70 apartments and all associated site works. The scheme will deliver improved footways on Celbridge Road to the north of the site.

The planning permission includes the upgrade of the existing R404 Celbridge Road / Barnhall Meadows signalised junction to provide a fourth arm to the junction to facilitate access into the Leixlip Demesne site. A drawing of the consented signalised junction arrangement is shown in Figure 3-17.

- **Kildare Innovation Campus** (KCC ref: 2360047)

Planning permission granted for: Data centres with combined total GFA of circa 72,135sqm. The provision of a net increase of 678 new car spaces, resulting in a total of 2291 car spaces across the site (including a total of 244 EV car spaces). Construction of a new pedestrian and cycle overpass across the M4 motorway and pedestrian/cycle path adjacent to lands known as The Wonderful Barn Allotments; the overpass will link the new publicly accessible link road within Kildare Innovation Campus to the entrance of Barnhall Meadows estate. An extract from the M4 Pedestrian and Cycle Overbridge Preliminary Design Report, showing the proposed overbridge is included in Figure 3-18.

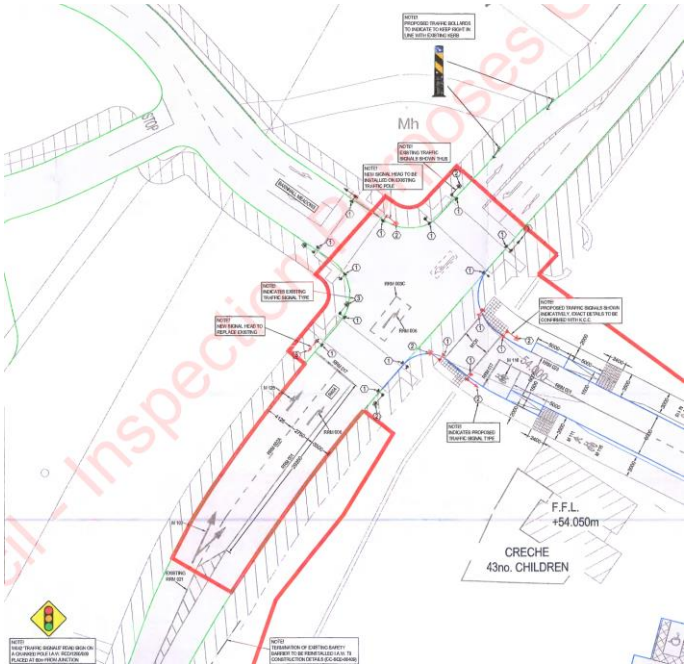


Figure 3-17: Leixlip Demesne - R404 Celbridge Road / Barnhall Meadows Signalised Junction

Source: KCC Planning Application Register | Application ref: 23513 | Drawing ref: 2236-DOB-XX-SI-DR-C-0550-S2-PO2

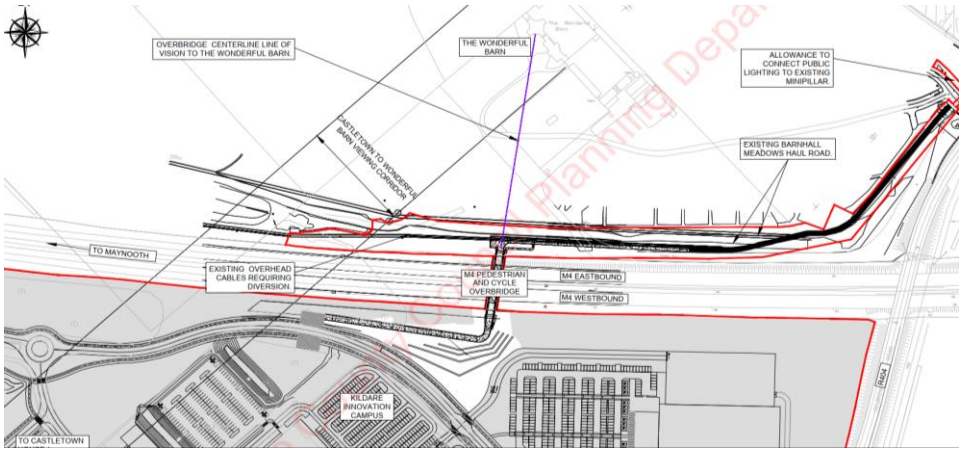


Figure 3-18: Kildare Innovation Campus' Proposed Pedestrian/Cycle M4 Overbridge

Source: KCC Planning Application Register | Application ref: 2360047 | Bridge Preliminary Design Report, April 2023

4. Proposed Development

4.1 Area Vision

Kildare is one of the three fastest growing counties in Leinster and there is a growing need for recreational and leisure facilities with a modern range of resources and spaces. The Wonderful Barn site is identified as open amenity lands scheduled for further development and an opportunity site for tourism and recreation in the Leixlip Town Renewal Masterplan. The redeveloped Wonderful Barn site will be a landmark development and a key cultural catalyst within the County's overall development strategy.

4.2 Development Proposal

The proposed redevelopment of the Wonderful Barn aims to restore the existing structures on the site, including one house, one barn (two dovecotes, a walled garden and two adjacent courtyards containing two stable buildings (all protected structures – RPS no. B11-15). The proposed works will protect and enhance the architectural heritage and amenity of the site and provide an integrated public amenity park and tourism destination at the Wonderful Barn and associated lands, informed by a detailed conservation plan. The project is aimed at fostering community engagement, provision of diverse recreational and cultural amenities and to attract tourism to the site.

The proposed redevelopment includes:

A. Conservation-led restoration and reuse of the existing building complex including:

- The barn (corkscrew-shaped conical tower), reuse of ground floor as community/cultural space, reuse of upper floors within confines of limited access for other use. Conversion of existing 'potato house' to toilets / first floor add-on general storage area.
- The house, including demolition of small quantum of existing fabric to reinstate integrity of protected structures, provision of improved access at rear of the house for community reuse,
- Reuse of existing stable buildings to facilitate re-use as cafe and multipurpose community/meeting rooms, other community activities, including events, classes, and gatherings. Provision of a 115sqm extension to former stable buildings to provide a commercial kitchen and café with a southern outlook into the historic walled working vegetable garden amenity including external vents.
- Dedicated space within Barnhall House to highlight the context of the structure's past, key historic events, architectural features.
- Restoration of both dovecotes (conical towers) and adjacent courtyards.
- Walled garden restoration, including small scale intervention to facilitate proposed cafe, relocation of existing temporary roadway to be outside of the garden.
- Provision of security, including CCTV.
- Exterior lighting to the Barn to highlight the structure.

B. Upgrade works at existing site entrance from R404 including:

- Provision of new carpark with 65 no. of carparking spaces and 28 no. of bike parking spaces and 4 bus parking spaces.
- Accommodation works to provide access to existing Uisce Éireann water services pumphouse, to include landscape screening works.

C. Redevelopment of existing parkland to include:

- Redevelopment of the current 55 no. allotments to realign the plots within the restored historical landscape axes and provide new and improved facilities for the local allotment users.
- Provision of a new 174sqm building to the East of the existing building complex which will provide a storage facility to replace an existing container on site, new toilets, kitchenette, and workshop facilities for the local allotment user group as well as short term workplace facilities for the KCC Parks Department. Provision of water and power outlet market facilities adjacent to the new building to accommodate weekly / monthly local markets.
- Installation of children's play-area, fitness stations, sport areas and other ancillary open space facilities. Upgrade of existing/ addition of new combined footpath/cycle-paths throughout the site with associated new street furniture, seating, and public lighting throughout the parkland, new

wayfinding and signage throughout the parkland, facilities for existing park user groups, e.g. dog walking facilities.

- Development of a new shared pedestrian and cycle route within The Wonderful Barn site. The proposed internal route will link to the Celbridge/Backweston to Leixlip cycle route proposed (by others) to the south via the Kildare Innovation Campus (formerly the Hewlett Packard site) and via the M4 pedestrian/cycle overpass. The proposed internal route within The Wonderful Barn site allows for future connections to planned cycle infrastructure improvements along the R404 Celbridge Road towards Leixlip Town Centre, to be delivered by Kildare County Council.
- Protection and reinstatement of the axial views within the site boundary between Castletown House and the Wonderful Barn and undergrounding of overhead cables.
- Protection and reinstatement of the integrity of the historic landscape including the Southern and South-Western formal tree lined avenues and forecourt to Barnhall House, formal planting of the walled garden, formal planting of the historic orchard to the Northwest of the building complex and an historic tree line and hedgerow to the Northern boundary of the courtyards.
- Improve overall park accessibility for residents of all ages and abilities throughout the park.
- Soft and hard landscaping, including sustainable landscaping practices to enhance biodiversity and environmental sustainability. New conservation-led woodland planting and motorway screening planting.
- Sensitive design and mitigation measures to minimise environmental impact on native habitat preservation.

D. Other works:

- Realignment and improvements to pedestrian, cycle and vehicular access to site including all necessary infrastructure works required to integrate the site with a proposed M4 Cycle/Walkway bridge.
- Proposed noise barrier to protect the site from adjacent motorway noise nuisance.
- Provision of all utilities, necessary services, drainage works and associated site works.

The redevelopment proposal also includes a new performance space (120.99sqm) which has a maximum person capacity for 75 attendees.

The proposed site layout plan is shown in Figure 4-1 and the proposed redevelopment of The Wonderful Barn and adjacent on-site buildings will result in a total gross internal area (GIA) of 1,136.63sqm, an increase of 120.7sqm floor area.

Figure 4-1: Proposed Landscape Concept Plan

Source: AECOM Landscape Architect Drawing, reference: 60689541-AEC-XX-00-00-DR-L-1000

4.3 Opening Hours

Whilst the parklands will be accessible 24 hours a day, the courtyard gates, café, workshops, and exhibition spaces will typically close at 6pm daily.

Occasionally the Wonderful Barn, gallery, workshops, and performance spaces may remain open after 6pm for scheduled events. Scheduled events would typically start after 6pm, after the PM network peak hour. Local markets are anticipated to occur on weekends (i.e., Sundays).

4.4 Site Access

The Wonderful Barn redevelopment proposals will result in improved pedestrian and cycle permeability including new footways, cycleways and crossings, access to a formal on-site car park, cycle parking, bus pick-up/drop-off bays and the realignment of the site's access with Barnhall Meadows, as shown in Figure 4-1

4.4.1 Pedestrian & Cycle Permeability

Pedestrian access from Barnhall Meadows has been recessed into the site to divert pedestrians away from the vehicular access.

A shared pedestrian and cycle raised table crossing, 6m in width and provided with tactile paving is proposed approximately 20m from the site access junction. Ladder and tram paving is shown in Figure 4-2, alerting pedestrians travelling into the site from Barnhall Meadows that they are entering shared surface crossing point.

Figure 4-2: Proposed Pedestrian Access and Shared Pedestrian and Cycle Crossing

Source: AECOM Landscape Architect Drawing, reference: 60689541-AEC-XX-00-00-DR-L-1000

Within the site a series of improved, interconnected on-site shared primary pedestrian and cycle routes measuring 4m in width and lined with public lighting are proposed, as shown in Figure 4-2. The on-site shared pedestrian and cycle routes connect with the existing pedestrian footway and crossing infrastructure on Barnhall Meadows.

In addition to the primary routes, pedestrian footpaths measuring 2m in width (shown in grey in Figure 4-3) connect the primary shared pedestrian/cycle routes with the different open parkland areas including natural playground, skate park, informal kickabout areas, meadows and dog runs which are expected to have lower footfall than the primary routes.

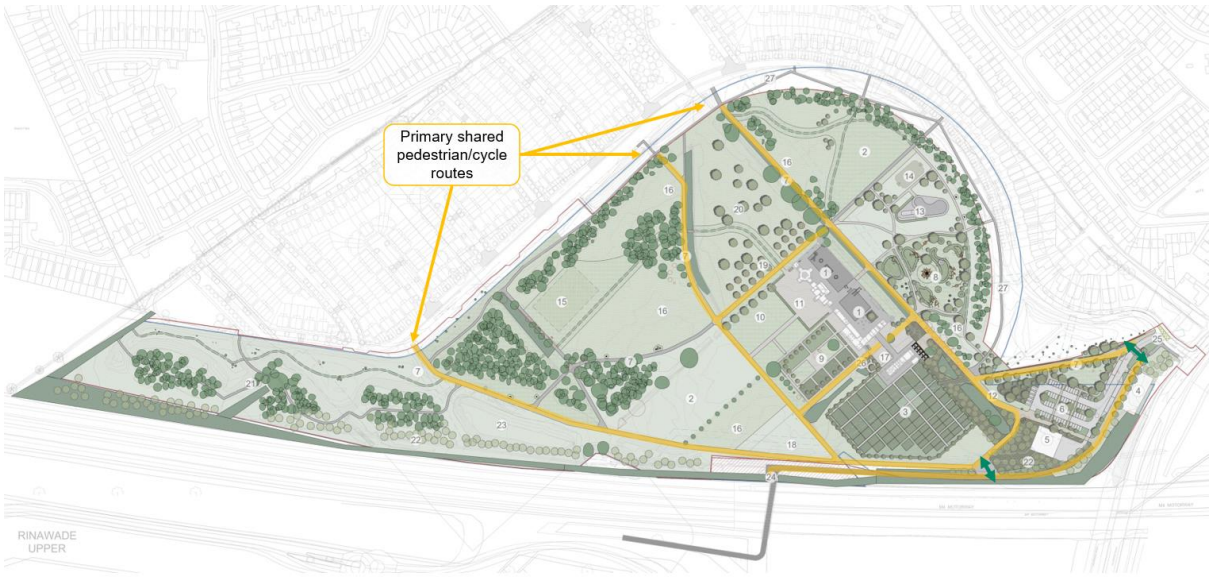


Figure 4-3: On-site Pedestrian and Cycle Routes and Connections

Source: AECOM Landscape Architect Drawing, reference: 60689541-AEC-XX-00-00-DR-L-1000

The Wonderful Barn scheme proposes a shared pedestrian cycle route (4m in width) that will connect the site with the Kildare Innovation Campus via a pedestrian and cycle overbridge (across the M4) proposed (by others). The proposed pedestrian/cycleway will be routed at the south-eastern corner of the site, adjacent to the main car park and will lead to the proposed shared crossing, where cyclists will join and continue their journey via the carriageway.

Strategically, the proposed internal route within The Wonderful Barn site allows for future connections to planned cycle infrastructure improvements along the R404 Celbridge Road towards Leixlip Town Centre, to be delivered by Kildare County Council.

The existing pathway at the perimeter of the site and outside of the red line boundary will remain unchanged by the redevelopment proposals at the request of KCC and these perimeter routes are expected to form informal pedestrian routes.

4.4.2 Vehicle access

The site's existing vehicular access, shown in Figure 4-4, is proposed to be realigned to facilitate the turning movement of cars and buses. The site access will remain a priority junction with Barnhall Meadows.

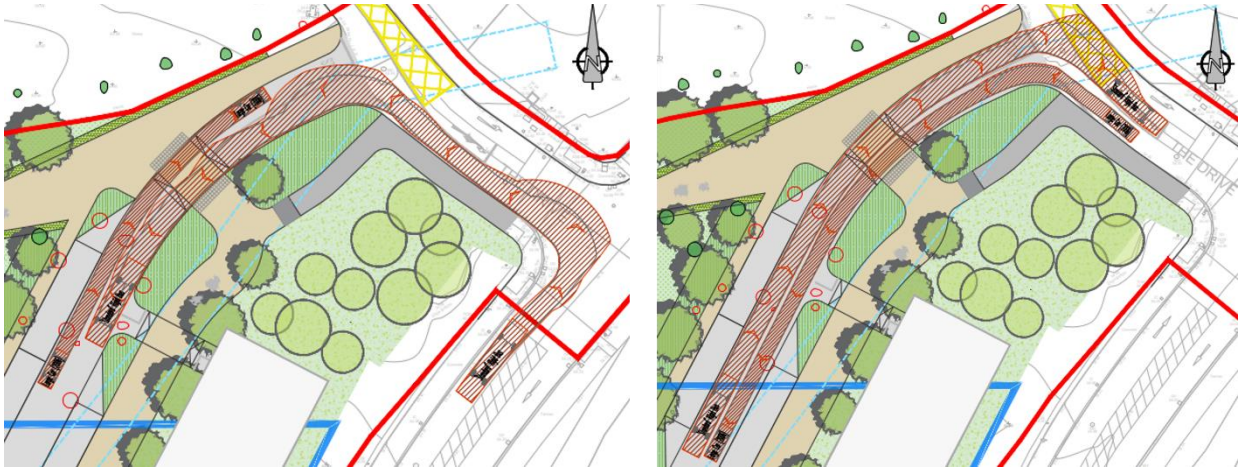


Figure 4-4: Proposed Site Access

Source: AECOM drawings contained in Appendix C and Appendix D

The two-way site access road is proposed to be 6m in width, to allow buses to pass one another, and is compliant

with the DMURS requirements for link streets with low design speeds, which requires carriageway widths of 5.5m to 6.5m. At the mouth of the site's priority access junction, the width of the carriageway increases from 6m to 7m in width to allow for buses turning in and out of the site.

Visibility Splay

In accordance with the Design Manual for Urban Roads (DMURS), a sightline (visibility splay) of 23m is required for the proposed design speed of 30km/h from the site access, set back by 2.4m. A visibility splay drawing for the proposed site access is contained in Appendix C.

Traffic Signs and Restrictions

The on-site road has been designed as a 'Slow Zone' in accordance with the Department of Transport, Tourism and Sport's traffic signs advice note TSAN-2016-02. Appendix C includes a drawing showing the location of speed limit signs (RUS 0044 30km/h) and warning signage (Children at Play, Shared Pedestrian/Cycle route) within the site, in accordance with the Department of Transport, Tourism and Sport (DTTAS) Traffic Signs Manual.

A yellow box, prohibiting stopping or parking in the area, is proposed at the site access priority junction on Barnhall Meadows, opposite the site access road to facilitate buses turning right out of the site.

KCC Maintenance / Uisce Éireann (Irish Water) Access

The proposed landscape plan, shown in Figure 4-1, includes the allocation of space for KCC's Parks Department. It is envisaged that this area will be a fenced off depot with on-site storage. The space demarcated for KCC's Parks Department will be accessed by small vans during operational hours and sufficient space has been reserved to facilitate vehicles to turn around.

Uisce Éireann's (Irish Water) pumping station and existing hard-stand area for turning vehicles will remain unaffected by the proposals. The hard-stand area adjacent to the pumping station is proposed to be resurfaced and landscaped at the edges. Access can be achieved via the site's access priority junction with Barnhall Meadows and vehicles will travel through the car park to access the Uisce Éireann pumping station.

Swept Path Analysis

Swept path analysis has been undertaken to inform the site access design and adjacent signalised junction. The right turn stop line on Barnhall Meadows is proposed to be set back 4.5m to allow for left turning buses into Barnhall Meadows from the R404 Celbridge Road.

A Stage 1 / 2 Road Safety Audit will be undertaken for the development proposal and infrastructure works within the red line boundary during the detailed design stage.

4.4.3 Deliveries & Servicing

Delivery vehicles will access the site from Barnhall Meadows and travel via the shared pedestrian/cycle route, as shown in Figure 4-5, to access the Wonderful Barn and adjacent buildings. With the exception of the café, which is expected to generate daily delivery demand, deliveries for the remaining land uses are expected to be ad-hoc and very low in frequency.

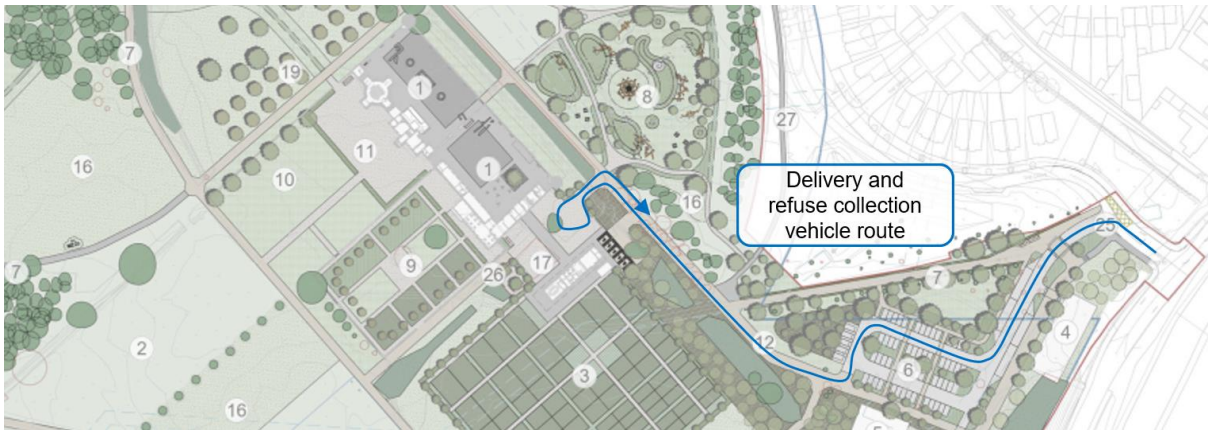


Figure 4-5: Proposed Delivery Vehicle Access Route

Source: AECOM Landscape Architect Drawing, reference: 60689541-AEC-XX-00-00-DR-L-1000

Delivery vehicle access to the courtyards, to the front of the Wonderful Barn and adjacent buildings, will be required infrequently when special scheduled events such as performances are taking place on-site. Deliveries for such occasions will occur outside of the peak hours for traffic on the site's surrounding road network. Delivery vehicles accessing courtyards are proposed to be routed as shown in Figure 4-6.

A 3-axle KCC refuse collection vehicle measuring 2.5m in width and 9.86m in length will be required to serve the site. Swept path analysis (AutoTrack) of a refuse collection vehicle (RCV) 10.2m in length has been undertaken to demonstrate the safe access, egress, contained in Appendix D. Whilst the vehicle tracked exceeds the length of the KCC refuse collection vehicle, it demonstrates that access for KCC's 9.86m RCV can be achieved.

4.4.4 Emergency Access

In the event of an emergency, emergency vehicles will access the site from the site access junction with Barnhall Meadows, travel through the car park and around The Wonderful Barn on-site buildings to access courtyards, as shown in Figure 4-6.

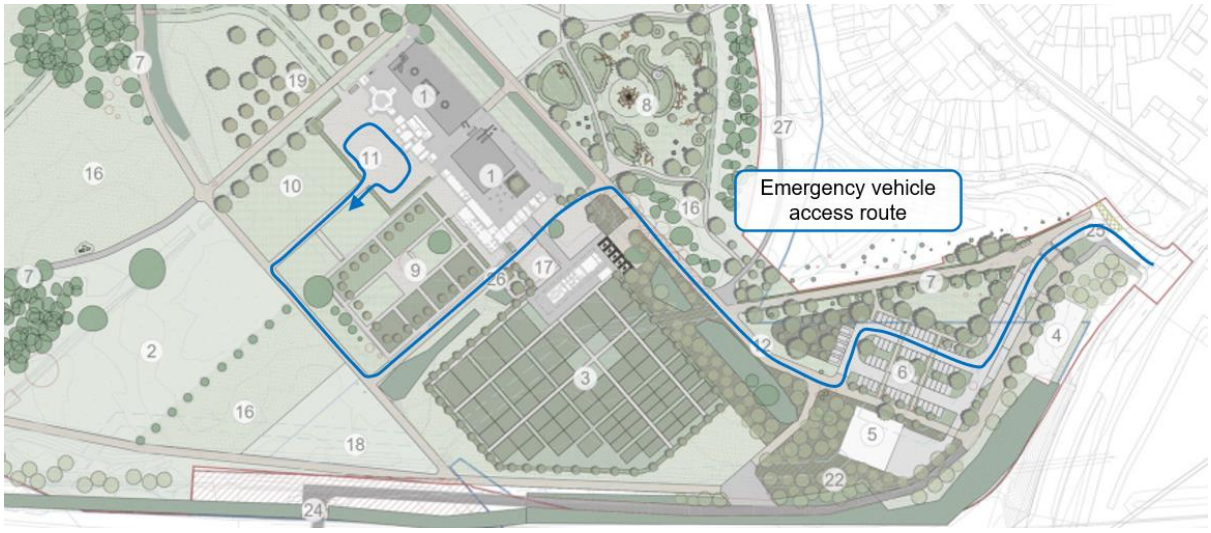


Figure 4-6: Emergency Vehicle Access Route

Source: AECOM Landscape Architect Drawing, reference: 60689541-AEC-XX-00-00-DR-L-1000

Swept path analysis (1:250), showing the access and egress of a fire tender vehicle has been undertaken and is contained in Appendix D.

4.5 Car Parking Strategy

Car parking

A maximum of 1 car parking space per 15sqm of recreational centre land use is required by KCC Development Plan's (2017-2023) Chapter 15, Car Parking Standards, equating to a maximum policy compliant provision of 76 spaces.

Given the site's proximity to existing residential areas, several bus services that connect with nearby train stations and cycle infrastructure, a 'decide and provide' and moderate approach to car parking has been applied for The Wonderful Barn site.

A total of 65 car parking spaces are proposed, comprising 55 standard 2.5m x 5m bays, 5 disabled parking bays, and 5 enlarged bays for families. The proposed main car park layout is shown in Figure 4-7.

Figure 4-7: Proposed Car Park Layout and Bus Parking Bays

Source: AECOM Landscape Architect Drawing, reference: 60689541-AEC-XX-00-00-DR-L-1000

The proposed on-site car park will provide a minimum of 6m width aisles for vehicle circulation and includes 2m wide pedestrian footpaths, connecting with the on-site shared pedestrian/cycle routes. The proposed on-site provision seeks to facilitate necessary vehicle trips without encouraging or attracting additional trips and subsequent parking demand.

Swept path analysis of the proposed car park has been undertaken demonstrating the access/egress and on-site manoeuvrability of on-site parking for a large car. The AECOM swept path analysis drawing is contained in Appendix D.

Disabled parking

5 disabled parking spaces are proposed shown in Figure 4-8, equating to 7% of the total car parking provision, which exceeds the minimum 5% provision required for compliance with the standards set out in KCC Development Plan's (2017-2023) Chapter 15, Car Parking Guidance.

The proposed disabled parking spaces will be located within 25m of the main access, as shown in Figure 4-8. The layout of the proposed disabled parking spaces will comply with Irish Wheelchair Association's Best Practice Access Guidelines, which requires 1.2m wide access aisles to the side and rear of each parking bay, a white wheelchair roundel and clearly marked with 100 mm wide white lines with a durable permanent material.

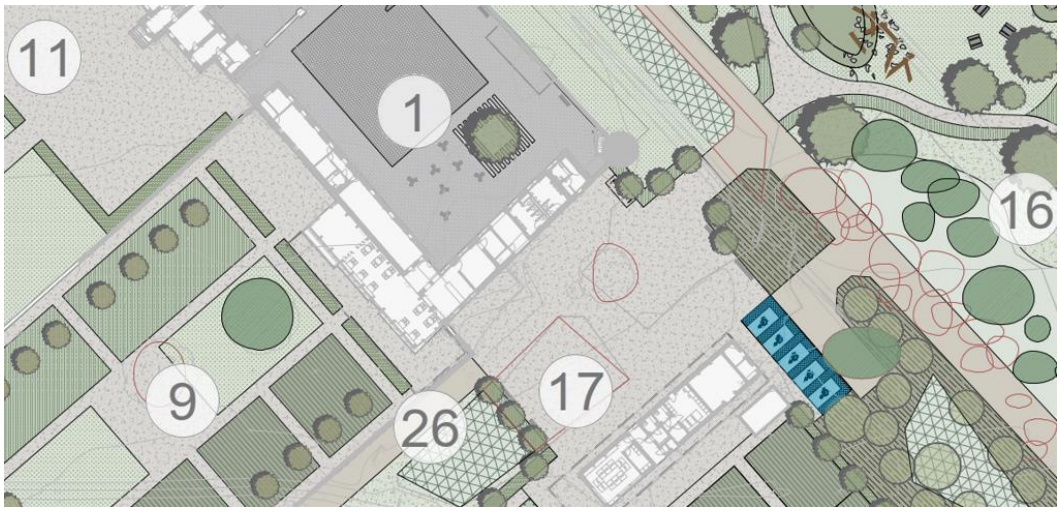


Figure 4-8: Disabled Parking Bays

Source: AECOM Landscape Architect Drawing, reference: 60689541-AEC-XX-00-00-DR-L-1000

The proposed main car park includes enlarged parking bays with 1.2m access aisles to the side and rear facilitating flexible use by disabled visitors and/or visitors with children. Furthermore, the disabled parking area adjacent to the main buildings allows for disabled or mobility impaired visitors to be dropped off close to the main buildings should all disabled bays be occupied.

Electric Vehicle Charging Points

100% of on-site car parking is proposed to be equipped with electric vehicle charging (active and passive) provision, ensuring future proofing of the site, and preventing the need to lay cabling in the future as demand for electric vehicle charging increases.

Bus

The proposed scheme includes inset bays on-site to accommodate 4 buses at any given time in, as shown in Figure 4-7. Footpaths will connect to the bus pick-up/drop-off area providing place for passengers to board and alight buses within the site.

Swept path analysis (AutoTrack) demonstrating the safe access and egress of a bus, including a bus passing a large car on the site access road and at the proposed site access priority junction with Barnhall Meadows, is contained in Appendix D.

The proposed bus pick-up/drop-off area ensures resilience and flexibility in the scheme design, enabling larger numbers of visitors to arrive/depart the site in one vehicle trip and is expected to assist in reducing multiple single car occupancy journeys/trips.

4.6 Cycle Parking Strategy

To comply with the minimum cycle parking provisions required by the KCC Development Plan's (2017-2023) Chapter 15, Cycle Parking Guidance, a recreational centre should provide a minimum of 1 cycle parking space per 50sqm, equating to a provision of 23 cycle parking spaces (1,137sqm / 50).

28 cycle parking spaces are proposed for The Wonderful Barn site, exceeding the minimum provisions to comply with policy. The proposed on-site cycle parking, shown in the proposed Landscape Plan, will comprise a mixture of sheltered cycle parking areas and Sheffield stands within the landscape to cater for both long-stay staff and visitor parking and short-stay visitors respectively.

The on-site cycle parking will be located in proximity of The Wonderful Barn and on-site buildings, ensuring passive surveillance and public lighting in accordance with Table 15.4 of Chapter 15 of the KCC Development Plan 2023 – 2029.

The provision of cycle parking and on-site cycleways connecting with existing and proposed (by others) routes is expected to increase the propensity for cycle-based trips to/from the site, reducing car borne journeys.

5. Trip Generation and Distribution

5.1 Overview

This section calculates the level of vehicle trips generated by the existing site using survey data and forecasts the vehicle trip generation for The Wonderful Barn development using the TRICS database and assigns the net vehicle trips onto the site's local road network.

5.2 Existing Site Trip Generation

MCC survey data for the site's vehicular access has been extracted to identify the current number of vehicle trips generated by the existing site i.e. trips associated with those visiting one of the 55 existing allotments and/or driving to the site to go for a walk.

The site's hourly vehicle trips recorded during the survey period are set out in Table 6.

Table 6. Existing Site Vehicle Trip Generation

Time (hr)	Arrivals	Departures	2-way (Total)
0700 - 0800	1	2	3
0800 - 0900	2	1	3
0900 - 1000	5	4	9
1000 - 1100	3	1	4
1100 - 1200	6	4	10
1200 - 1300	2	3	5
1300 - 1400	4	9	13
1400 - 1500	5	4	9
1500 - 1600	5	7	12
1600 - 1700	7	4	11
1700 - 1800	8	5	13
1800 - 1900	8	5	13
12 hr total (0700-1900)	**56**	**49**	**105**

Source: Hourly MCC data, Site 9 (Site Access) on Thursday 25 May 2023

As shown in Table 6, the site generates a total of 105 two-way vehicle trips throughout the day (07:00 – 19:00). The site's peak two-way flow was 13 vehicles, and this peak flow was recorded during the following hourly periods 13:00-14:00, 17:00-18:00 and 18:00-19:00.

5.3 Proposed Development Trip Generation

5.3.1 Allotments

The proposed development includes the provision of 67 allotments, an increase of 12 allotments compared to existing number of allotments (55). To calculate the vehicle trips generated by these additional allotments, trip rates have been calculated using the existing site access survey data (Table 6). For the purposes of this assessment all site-generated vehicle trips have been considered as allotment-generated trips.

The trip rates per allotment calculated from the site access survey data, and the forecast vehicle trip generation for the proposed 67 allotments are shown in Table 7.

.

Table 7. Calculated Allotment Trip Rate and Forecast Allotment Vehicle Trips

Time (hr)	Vehicle Trip Rate per Allotment			Vehicle Trip Generation (67 Allotments)		
	Arrivals	Departures	2-way (Total)	Arrivals	Departures	2-way (Total)
0700 - 0800	0.018	0.036	0.055	1	2	3
0800 - 0900	0.036	0.018	0.055	2	1	3
0900 - 1000	0.091	0.073	0.164	6	5	11
1000 - 1100	0.055	0.018	0.073	4	1	5
1100 - 1200	0.109	0.073	0.182	7	5	12
1200 - 1300	0.036	0.055	0.091	2	4	6
1300 - 1400	0.073	0.164	0.236	5	11	16
1400 - 1500	0.091	0.073	0.164	6	5	11
1500 - 1600	0.091	0.127	0.218	6	9	15
1600 - 1700	0.127	0.073	0.200	9	5	14
1700 - 1800	0.145	0.091	0.236	10	6	16
1800 - 1900	0.145	0.091	0.236	10	6	16
12 hr total (0700-1900)	**1.018**	**0.891**	**1.909**	**68**	**60**	**128**

As shown in Table 7, the increase in allotment plots (from 55 to 67) is expected to result in a slight increase in the number of vehicle trips to/from the site, with a maximum of 3 additional two-way trips per hour. The proposed increase in allotments is forecast to result in 23 additional vehicle trips across the day when compared with the surveyed existing site traffic flows.

5.3.2 Ancillary Land Uses

In addition to the allotments, the proposed development includes the following ancillary land uses:

- Café;
- Community workshops;
- Gallery/exhibition rooms and performance spaces;
- Outdoor space for local markets;
- Play Park; and
- Areas of open space, including walking paths, a skate park and informal kick about areas.

Due to the range of land uses proposed, it is expected that most site-generated vehicle trips will be internalised trips, i.e. visitors arriving in one vehicle but visiting multiple facilities on-site in one trip. Calculating the trip generation for each land use individually would result in inflated and exaggerated trip generation outputs and therefore would not allow for an accurate representation of the likely traffic generation for the site.

The TRICS database (7.11.1) was interrogated to identify land uses and subsequent sites comparable to the redevelopment proposals for The Wonderful Barn site. The ‘Country Park’ TRICS land use category was selected, and sites were reviewed to identified comparable sites to The Wonderful Barn redevelopment proposal. TRICS sites from Greater London and East-East England were omitted from the search parameters, as the site locations were not considered comparable.

However, due to limited available site surveys within the TRICS database, which were considered comparable to The Wonderful Barn site’s location, access to public transport services and proposed land uses, the following sites were identified:

- Celtic Planetarium, Dundrum (TRICS site reference: TI-07-M-01).
- Queen Elizabeth Country Park (TRICS site reference: HC-07-M-02 / 01)

On investigation into Celtic Planetarium, Dundrum (reference TI-07-M-01), the site was found to have some comparable land uses such as gardens, walks, water features and ancient monuments, however key comparable trip attractors (i.e., café / shop / workshop space) were not available at the Celtic Planetarium. The inclusion of this site when obtaining an average trip rate could result in much lower vehicle trips that would not accurately represent the potential traffic generation at The Wonderful Barn site. The Celtic Planetarium site and survey data was therefore discounted from the TRICS search.

The most comparable site was 'Queen Elizabeth Country Park', (TRICS site reference: HC-07-M-02 / 01). This site is 350 hectares and whilst not comparable in terms of size (i.e., the proposed Wonderful Barn site is approximately 20 hectares), the site has comparable land uses and trip attractors to those proposed at The Wonderful Barn site. The Queen Elizabeth Country Park TRICS site has the following comparable on-site facilities:

- Visitor Centre with a shop and café;
- Walking and cycling trails;
- Play park;
- Assault course;
- Orienteering;
- Camping; and
- Venue-hire for weddings/clubs and outdoor events including local markets.

As shown above, the Queen Elizabeth Country Park site has some additional on-site facilities/trip attractors, including camping space, when compared to that proposed at The Wonderful Barn. In addition, the Queen Elizabeth Country Park site is situated in a more rural location, unlike The Wonderful Barn site which is located adjacent to an existing residential community and several frequent bus services. It is therefore expected that whilst applying the Queen Elizabeth Country Park site's trip rates may result in slightly higher vehicle trips forecast for The Wonderful Barn site, this would allow for a robust assessment.

The Queen Elizabeth Country Park site's survey was undertaken on a Saturday. Due to the recreational nature of both the TRICS site and The Wonderful Barn site, it is expected that Saturday trips would likely be higher than weekday trips. The Saturday trip rates, and subsequent forecast trip generation calculated for The Wonderful Barn site will be applied to weekday peak hour traffic flows. This will assess the worst-case vehicle trip demand during the peak period for traffic on the surrounding road network, which is considered robust.

The Queen Elizabeth Country Park vehicle trips surveyed/recorded are set out in Table 8 with the site's trip rate per parking space. The trip rate per parking space has been applied to the proposed car parking provision (65 spaces) and the hourly vehicle trips forecast are set out in Table 8.

The TRICS survey details are provided in Appendix E.

Table 8. TRICS Country Park Trip Rates and Forecast Trip Generation

Time	Recorded/Surveyed Vehicle Trips			Trip Rate per Parking Space (304 spaces)			Proposed Vehicle Trip Generation (65 spaces)		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
0700 - 0800	15	4	19	0.049	0.013	0.063	3	1	5
0800 - 0900	118	15	133	0.388	0.049	0.438	25	3	28
0900 - 1000	57	50	107	0.188	0.164	0.352	12	11	23
1000 - 1100	89	64	153	0.293	0.211	0.503	19	14	33
1100 - 1200	70	54	124	0.230	0.178	0.408	15	12	27
1200 - 1300	107	56	163	0.352	0.184	0.536	23	12	35

1300 - 1400	91	89	180	0.299	0.293	0.592	19	19	38
1400 - 1500	75	100	175	0.247	0.329	0.576	16	21	37
1500 - 1600	57	124	181	0.188	0.408	0.595	12	27	38
1600 - 1700	22	102	124	0.072	0.336	0.408	5	22	27
1700 - 1800	8	47	55	0.026	0.155	0.181	2	10	12
1800 - 1900	3	10	13	0.010	0.033	0.043	1	2	3
12 hr total (0700-1900)	**712**	**715**	**1427**	**2.342**	**2.352**	**4.694**	**152**	**153**	**305**

Source – Trip Rates Associated with 'Queen Elizabeth Country Park' TRICS site only.

As shown in Table 8, the remaining land uses proposed are expected to generate approximately 305 two-way vehicle trips each day. This traffic is expected to be in addition to any traffic generated by the allotments.

It is noted that the proposed development has the propensity to generate vehicle trips for scheduled events, including infrequent performances and ad-hoc local markets, however, these events are not anticipated to occur daily and are expected to be scheduled outside of the peak hours and during the weekends, when typically traffic flows on the local road network will be considerably lower. Such planned events will be subject to events management planning and on-site measures including space for four buses to park are proposed to facilitate and consolidate trips into fewer vehicle trips. Trip generation for weekend markets and evening events have therefore not been included in this assessment.

5.3.3 Proposed Development Total Trip Generation

Table 9 shows the combined total trip generation forecast for the proposed development (i.e., Table 7 and 8).

As referenced in Section 3, peak hours for traffic on the surrounding network were identified from 07:30-08:30 and 16:15-17:15. As the TRICS data is calculated on the hour (e.g. 07:00 – 08:00), the hourly period either side of the peak hour with the highest vehicle trip generation was selected for assessment, i.e. for the AM peak, the highest trips from either 07:00-08:00 or 08:00-09:00 were applied. Forecast vehicle trips from 08:00-09:00 and 16:00-17:00 were assessed.

Table 9. Proposed Total Development Vehicle Trip Generation

Time	Proposed Allotment Trips			Proposed Additional Trips			Total Trip Generation		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
AM Peak	2	1	3	25	3	28	28	4	31
PM Peak	9	5	14	5	22	27	13	27	41

As shown in Table 9, the total trip generation reaches 31 two-way trips in the AM peak and 41 two-way trips in the PM peak.

Table 10 therefore sets out the net traffic generation of the site i.e. the total proposed trips minus the existing allotment traffic.

Table 10. Net Vehicle Trip Generation

Time	Existing Site Trips			Proposed Site Trips			Net Trip Generation		
	Arr	Dep	Total	Arr	Dep	Total	Arr	Dep	Total
AM Peak	2	1	3	28	4	31	+26	+3	+28
PM Peak	7	4	11	13	27	41	+6	+23	+30

As shown in Table 10, the proposed development is expected to generate 28 additional two-way trips in the AM peak and 30 additional two-way trips in the PM peak.

5.4 Parking Demand

A parking accumulation calculation using the total proposed trip generation (i.e. existing and proposed), shown in Table 11, was undertaken to demonstrate that the proposed on-site car parking provision will accommodate the forecast hourly demand.

Table 11. Parking Demand and Accumulation

Time	Total Proposed Development Vehicle Trips			Parking Accumulation
	Arrivals	Departures	Total	
07:00-08:00	4	3	8	1
08:00-09:00	28	4	31	24
09:00-10:00	18	16	34	27
10:00-11:00	23	15	38	35
11:00-12:00	22	16	39	41
12:00-13:00	25	16	41	50
13:00-14:00	24	30	54	45
14:00-15:00	22	26	48	41
15:00-16:00	18	35	53	24
16:00-17:00	13	27	41	10
17:00-18:00	11	16	28	6
18:00-19:00	10	8	19	8

Table 11 shows that the maximum parking demand for the site will be for 50 car parking spaces, which would result in residual capacity for 15 vehicles/parking bays. The proposed on-site car park can accommodate the forecast parking demand, indicating that no overspill parking onto the surrounding network is expected to occur.

5.5 Delivery Demand

With the exception of KCC refuse and recycling collections, the proposed on-site café and other uses are expected to generate a maximum of one delivery vehicle trip daily.

The remaining land uses are not expected to generate delivery demand, except for the proposed performance space and/or local market which may require delivery vehicle access prior to a scheduled event, however this will be planned prior to the event and scheduled to occur outside of the weekday network peak hours.

5.6 Committed Development

Through discussions with KCC, AECOM have identified a list of local committed development schemes, referenced in Section 3, located in proximity of the site.

A review has been completed of these schemes to identify those that will generate significant traffic on the network which should be assessed in this TTA. A number of the sites have been excluded from this assessment due to being located far enough from the site that they will not generate significant traffic on the site's local road network.

The following two developments have been included as committed development in the assessment. The relevant vehicle trip generation has been extracted from the TTA for each of the following developments and considered cumulatively:

Leixlip Demesne (KCC ref: 23513 | An Bord Pleanála ref: LH09.317923) - *Large scale residential development (LRD): Construction 167 houses and 70 apartments and all associated site works.*

Vehicle trips for this consented development have been extracted from traffic flow diagrams set out in the TTA. It should be noted that the TTA document has been scanned and uploaded onto KCC's website, which has resulted in some figures in the TTA being pixelated and unclear. Where data is missing or illegible in the scanned copy, some estimates have been made using the proposed trip generation tables shown in the TTA. All flows associated with this development are shown in Appendix F.

Kildare Innovation Campus (KCC ref: 2360047) - *Data centres with combined total GFA of circa 72,135sqm. The provision of a net increase of 678 new car spaces, resulting in a total of 2291 car spaces across the site (including a total of 244 EV car spaces). Construction of a new pedestrian and cycle overpass across the M4 motorway and pedestrian/cycle path adjacent to lands known as the Wonderful Barn Allotments; the overpass will link the new publicly accessible link road within Kildare Innovation Campus to the entrance of Barnhall Meadows estate.*

No traffic flow diagrams were provided in the TTA associated with this consented development. However, the TTA included proposed traffic distribution from the site access. This included traffic distribution at the M4 junction and at the site access, which is located to the south of the Celbridge Road/ Barnhall Meadows junction. The trips associated with the M4 junction and the Celbridge Road/ Barnhall Meadows junction (i.e. in proximity of The Wonderful Barn site) have therefore been added to the network, and it was assumed that all traffic exiting the site and travelling north continues to travel north through the Celbridge Road/ Barnhall Meadows junction.

The trips haven't been distributed beyond these junctions due to the accurate distribution not being known or included in the submitted TTA. All flows associated with this development are shown in Appendix F.

5.7 Trip Distribution and Assignment

Forecast vehicle trips have been distributed based on a population gravity model. This model has been generated using the County Kildare 2022 Census data for electoral districts within a 15 minutes' drive (approximately) of The Wonderful Barn site.

Some assumptions have been made for the distribution and routing (turning movements) throughout the local Leixlip area. These assumptions have been based on the location of residential areas and the density of an area i.e. less traffic has been directed towards areas with fewer houses or in a cul-de-sacs/no-through route.

The distribution is shown in the network flow diagrams in Appendix F.

5.8 Traffic Growth

The planned date for operation of the site is unknown at this stage, therefore the proposed development's planned operational year has been estimated to be 2026 (subject to planning approval). In accordance with TII Guidance, future design years of 2031 and 2041 (5 years and 15 years) respectively have been assessed.

5.9 Assessment Scenarios

The following scenarios for the AM and PM peak hours have been assessed:

Do Nothing (AM/PM)

- 2023 Base Flows (Existing)
- 2026 Future Base Flows + Committed Developments' Traffic (Opening Year)
- 2031 Future Base Flows + Committed Developments' Traffic (+ 5 Years)
- 2041 Future Base Flows + Committed Developments' Traffic (+ 15 Years)

Do Something (AM/PM)

- 2026 Future Base Flows + Committed Developments' Traffic + Proposed Development (Opening Year)
- 2031 Future Base Flows + Committed Developments' Traffic + Proposed Development (+ 5 Years)
- 2041 Future Base Flows + Committed Developments' Traffic + Proposed Development (+ 15 Years)

5.10 Network Distribution and Impact

Table 12 sets out the forecast traffic impact for each of the junctions surveyed within the wider study area.

Table 12. Proposed Traffic Impact

Junction		AM Peak			PM Peak		
		Baseline Traffic Flow	Development Flow	Impact	Baseline Traffic Flow	Development Flow	Impact
1	M4/ R449 Junction	3806	2	0.1%	4412	2	0.0%
2	L5057/R449/Green Lane	2568	2	0.1%	3118	2	0.1%

3	R449/R148 Maynooth Rd	4071	3	0.1%	3043	3	0.1%
4	R148 Station Road/ Accommodation Road	767	3	0.4%	885	3	0.4%
5	Green Road/ Accommodation Road	867	4	0.5%	982	3	0.3%
6	Ryevale Lawns/ Green Lane/ R148 Station Road	1147	7	0.6%	1368	6	0.5%
7	R404 Old Hill/ R148 Station Road	1474	20	1.3%	1620	20	1.2%
8	R404 Celbridge Rd/ Castletown	933	24	2.6%	1076	24	2.2%
9	R404 Celbridge Rd/ Barnhall Meadows	820	28	3.4%	925	30	3.2%
10	Barnhall Meadows/ Site Access Junction	210	28	13.3%	208	30	14.4%

As shown in Table 12, the forecast traffic exceeds the 5% threshold at the site access junction (highlighted in green) which is to be expected, due to the low traffic flows at this priority junction at present and the forecast intensification of use at this junction when the proposed development becomes operational.

The distribution assessment includes the assignment of routing for visitors located within a 15-minute drive. This 15-minute catchment area would include some of the local Leixlip area, increasing pressure at localised junctions and assumes that no Leixlip-originating visitors would travel by active or sustainable modes, as a worst-case scenario. It is expected that visitors travelling from further originating locations would be routed onto the local Leixlip road network/junctions assessed.

The forecast total two-way flow of 28 and 30 vehicles in the AM and PM peak hours respectively were applied to all junctions as a worst-case sensitivity test. The subsequent impact by junction is set out in Table 13 which demonstrates that even if all junctions experienced The Wonderful Barn's forecast total traffic impact at each junction, the impact would not exceed 5%, except for the site access priority junction.

Table 13. Worst-case Impact Junction Distribution Assessment

Junction		AM Peak			PM Peak		
		Baseline Traffic Flow	Development Flow	Impact	Baseline Traffic Flow	Development Flow	Impact
1	M4/ R449 Junction	3806	28	0.7%	4412	30	0.7%
2	L5057/R449/Green Lane	2568	28	1.1%	3118	30	1.0%
3	R449/R148 Maynooth Rd	4071	28	0.7%	3043	30	1.0%
4	R148 Station Road/ Accommodation Road	767	28	3.7%	885	30	3.4%
5	Green Road/ Accommodation Road	867	28	3.2%	982	30	3.1%
6	Ryevale Lawns/ Green Lane/ R148 Station Road	1147	28	2.4%	1368	30	2.2%
7	R404 Old Hill/ R148 Station Road	1474	28	1.9%	1620	30	1.9%
8	R404 Celbridge Rd/ Castletown	933	28	3.0%	1076	30	2.8%
9	R404 Celbridge Rd/ Barnhall Meadows	820	28	3.4%	925	30	3.2%
10	Barnhall Meadows/ Site Access Junction	210	28	13.3%	208	30	14.4%

It is considered that even with up to 40 two-way trips during the AM peak hour, the impact on all junctions (except for the site access) remains below 5%. In the PM peak, up to 45 two-way trips could be accommodated at all junctions before the 5% threshold is exceeded.

6. Network Analysis

6.1 Overview

As previously shown in Section 5, the 5% threshold has been exceeded at the site access junction, as a result of the forecast intensification of use. Slight alterations have also been proposed to this junction (minimal alignment changes). Therefore, an operational assessment of the site access junction has been undertaken using the Transport Research Laboratory (TRL) computer package Junctions 10 for priority-controlled junctions. When considering priority-controlled junctions, a Ratio of Flow to Capacity (RFC) of greater than 85% (0.85) would indicate a junction to be approaching capacity, as operation above this RFC value is poor and deteriorates quickly.

Furthermore, although the forecast impact at the neighbouring R404 Celbridge Road/Barnhall Meadows signalised junction does not exceed the 5%, slight amendments have been made to its stop lines on the Barnhall Meadows arm of the junction. Therefore, for completeness, this junction has also been modelled using LinSig software. When considering a Degree of Saturation (DoS) of 90% (0.90) would indicate a junction to be approaching capacity.

In order to determine if the proposed site access junction and adjacent signalised junction will cater for the predicted level of traffic generation, traffic simulation model of the site access junction was analysed for the opening year for The Wonderful Barn site 2026[3] and subsequent 2031 and 2041 future design years, as outlined in the previous section of this report.

6.2 Site Access Priority Junction

The results of the operational assessment of this three-arm priority-controlled junction during the weekday morning and evening peaks are summarised in Table 14, Table 15 and Table 16 below. The arms were labelled as follows within the PICADY model:

- Arm A: Barnhall Meadows (East)
- Arm B: Site Access
- Arm C: Barnhall Meadows (West)

It should be noted that due to the minimal existing flows at the site access, shown in Table 6 and the proposed alignment alterations, this junction has been assessed as a new junction. Therefore, only Do Something scenarios have been modelled for the assessment years of 2026, 2031 and 2041.

2026 Opening Year

During the 2026 “Do Something” AM peak hour, with the inclusion of the increased development traffic, the junction simulation model (Table 14) results indicate the maximum ratio of demand to capacity (RFC) of 0.00 with no corresponding queue, will occur on the Site Access arm of the junction.

For the 2026 “Do Something” PM peak hour, with the inclusion of the increased subject development traffic, the junction simulation model (Table 14) results indicate the maximum ratio of demand to capacity (RFC) of 0.05 (5%), with a corresponding queue of 0.0 pcus, will occur on the site access arm of the junction. The full output data is included in Appendix G.

Table 14. Junctions 10 Site Access Results – 2026 Opening Year Do Something

Stream	AM			PM		
	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
Stream B – AC (out of access)	0.0	0.00	0.00	0.0	7.45	0.05
Stream C- AB (right turn into access and straight ahead)	0.0	0.00	0.00	0.0	0.00	0.00

[3] Estimated Opening Year, subject to Planning Permission

2031 Future Year

During the 2031 "Do Something" AM peak hour, with the inclusion of the increased development traffic, the junction simulation model (Table 15) results indicate the maximum ratio of demand to capacity (RFC) of 0.00 with no corresponding queue, will occur on the Site Access arm of the junction.

For the 2031 "Do Something" PM peak hour, with the inclusion of the increased subject development traffic, the junction simulation model (Table 15) results indicate the maximum ratio of demand to capacity (RFC) of 0.05 (5%), with a corresponding queue of 0.0 pcus, will occur on the site access arm of the junction. The full output data is included in Appendix G.

Table 15. Junctions 10 Site Access Results – 2031 Future Year Do Something

Stream	AM			PM		
	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
Stream B – AC (out of access)	0.0	0.00	0.00	0.0	7.52	0.05
Stream C- AB (right turn into access and straight ahead)	0.0	0.00	0.00	0.0	0.00	0.00

2041 Future Year

During the 2041 "Do Something" AM peak hour, with the inclusion of the increased development traffic, the junction simulation model (Table 16) results indicate the maximum ratio of demand to capacity (RFC) of 0.00 with no corresponding queue, will occur on the Site Access arm of the junction.

For the 2041 "Do Something" PM peak hour, with the inclusion of the increased subject development traffic, the junction simulation model (Table 16) results indicate the maximum ratio of demand to capacity (RFC) of 0.05 (5%), with a corresponding queue of 0.0 pcus, will occur on the site access arm of the junction. The full output data is included in Appendix G.

Table 16. Junctions 10 Site Access Results – 2041 Future Year Do Something

Stream	AM			PM		
	Queue	Delay (s)	RFC	Queue	Delay (s)	RFC
Stream B – AC (out of access)	0.0	0.00	0.00	0.0	7.57	0.05
Stream C- AB (right turn into access and straight ahead)	0.0	0.00	0.00	0.0	0.00	0.00

It is therefore concluded that the proposed site access will operate with ample spare capacity in all future year scenarios.

6.3 Celbridge Road/ Barnhall Meadows Signalised Junction

LinSig is an industry standard software to model the capacity and queuing of signalised junctions. The meaning of the acronyms used within the capacity assessment results are discussed below.

- DoS Degree of Saturation (for signal-controlled junctions)
- PRC Practical Reserve Capacity (for signal-controlled junctions)

It is generally accepted that DoS values of 90% and less are indicators that a junction is operating within capacity. Although a junction would be said to be operating at capacity at values of 100%, the use of 90% allow for a margin of error and fluctuations in traffic flows. Junctions are therefore only identified as operating over capacity if these values are exceeded.

PRC is a term used to denote the maximum desirable flow through a signalised junction and 0% PRC is reached when one or more of the approaches to the junction are operating at 90% of their capacity. Therefore, it should be

recognised that the actual maximum limit for a signalised junction is -10% PRC and a junction would therefore be considered to be operating within its maximum capacity with a PRC value of -9.99%.

With regard to the above, it is noted that DMURS acknowledges that the above thresholds cannot always be achieved in urban areas and that "In areas …such as in Neighbourhoods and Centres…junctions may have to operate at saturation levels for short periods…"

A model was completed for observed traffic volume scenario (2023 volumes) for AM and PM, as shown in Table 17 below. This model considered the junction in its current state, with 3 arms. Full results are contained within Appendix H.

The model assumed a 90 second cycle time and includes an all-red phase to allow for pedestrian crossing on all arms.

Table 17. LinSig Celbridge Road/ Barnhall Meadows Junction – 2023 Base Year

Lane and Movement	2023 Surveyed Traffic			
	AM Peak		PM Peak	
	DoS (%)	Modelled MMQ	DoS (%)	Modelled MMQ
SB Celbridge Road – Ahead & Right	33.3%	4.3	27.0%	2.9
NB Celbridge Road – Ahead & Left	18.5%	2.5	32.1%	4.8
Barnhall Meadows – Left & Right	33.4%	2.5	32.6%	1.7
PRC Over All Lanes	**169.5**		**176.4**	
Total Delay (pcu/hr)	**3.76**		**3.52**	

SB – Southbound | NB - Northbound

Table 17 shows that the junction, under current conditions operates within capacity with a maximum degree of saturation of 33.4% on the Barnhall Meadows arm of the junction in the AM peak hour. The highest Mean Max Queue (MMQ) modelled was 4.8 pcus on the Celbridge Road (northbound arm).

Analysis was then completed for the Opening Year of 2026[4], Opening Year +5 of 2031 and Opening Year + 15 of 2041. The results for the Do Nothing and Do Something Scenarios for each year are set out in Table 18, Table 19 and Table 20.

It is noted that the Do-Nothing model considers the junction in its current state, i.e. with 3 arms. The Do Something scenario adds a fourth arm to the junction, which forms part of the planning approval for the Leixlip Demesne scheme (ref: 23513), discussed in Section 5.6.

Table 18. LinSig Celbridge Road/ Barnhall Meadows Junction – 2026 Opening Year

Lane and Movement	AM Peak				PM Peak			
	2026 AM Base Without Dev		2026 AM Base With Dev		2026 PM Base Without Dev		2026 PM Base With Dev	
	DoS (%)	Modelled MMQ	DoS (%)	Modelled MMQ	DoS (%)	Modelled MMQ	DoS (%)	Modelled MMQ
Celbridge Road – Ahead Right	35.4%	4.7	54.4%	7.6	28.6%	3.0	44.9%	5.6
Celbridge Road – Ahead Left	19.6%	2.6	25.7%	3.3	34.0%	5.2	44.9%	7.1
Barnhall Meadows – Left Right	35.5%	2.7	51.5%	3.3	34.5%	1.9	44.8%	2.5
Proposed Arm (East) Right Left Ahead	-	-	53.7%	2.6	-	-	41.6%	1.8
PRC Over All Lanes	**153.4**		**65.6**		**160.8**		**100.4**	
Total Delay (pcu/hr)	**4.04**		**7.82**		**3.78**		**7.33**	

[4] Estimated Opening Year, subject to Planning Permission

Table 19. LinSig Celbridge Road/ Barnhall Meadows Junction – 2031 Future Year

Lane and Movement	AM Peak				PM Peak			
	2031AM Base Without Dev		2031AM Base With Dev		2031 PM Base Without Dev		2031PM Base With Dev	
	DoS (%)	Modelled MMQ	DoS (%)	Modelled MMQ	DoS (%)	Modelled MMQ	DoS (%)	Modelled MMQ
SB Celbridge Road – Ahead, Right	38.5%	5.2	58.0%	8.4	31.2%	3.3	48.1%	6.3
NB Celbridge Road – Ahead, Left	21.4%	2.9	27.6%	3.6	37.0%	5.7	51.3%	8.0
Barnhall Meadows – Left, Right	38.4%	3.0	56.1%	3.7	37.4%	2.1	47.8%	2.7
Proposed Arm (East) Right Left Ahead	-	-	53.7%	2.6	-	-	41.6%	1.8
PRC Over All Lanes	**133.8**		**55.2**		**140.5**		**75.6**	
Total Delay (pcu/hr)	**4.25**		**8.48**		**4.21**		**8.25**	

Table 20. LinSig Celbridge Road/ Barnhall Meadows Junction – 2041 Future Year

Lane and Movement	AM Peak				PM Peak			
	2041AM Base Without Dev		2041AM Base With Dev		2041 PM Base Without Dev		2041PM Base With Dev	
	DoS (%)	Modelled MMQ	DoS (%)	Modelled MMQ	DoS (%)	Modelled MMQ	DoS (%)	Modelled MMQ
Celbridge Road – Ahead, Right	41.0%	5.7	59.0%	8.8	33.1%	3.6	49.3%	6.6
Celbridge Road – Ahead, Left	22.7%	3.1	28.2%	3.7	39.3%	6.2	52.8%	8.4
Barnhall Meadows – Left, Right	40.8%	3.2	59.5%	4.0	39.9%	2.2	54.0%	2.9
Proposed Arm (East) Right Left Ahead	-	-	60.4%	2.8	-	-	41.6%	1.8
PRC Over All Lanes	**119.7**		**48.9**		**125.8**		**66.7**	
Total Delay (pcu/hr)	**4.80**		**9.01**		**4.56**		**8.67**	

As shown in Tables 18-20, the modelling of future years (2026/2031/2041) with development traffic, has shown that the junction continues to operate with spare capacity in all lanes; degrees of saturation all below 85% and queueing does not exceed the physical lane length.

6.4 Junction Capacity Assessment Summary

The junction analysis of the site access junction and Celbridge Road/Barnhall Meadows signalised junction revealed that they will operate with reserve capacity during the scheme's 2026 opening year and subsequent 2031 and 2041 future design years with the addition of the forecast Wonderful Barn-generated traffic.

7. Conclusions

AECOM have prepared this Traffic and Transport Assessment (TTA) on behalf of Kildare County Council (KCC) in support of a planning application for the refurbishment and redevelopment of The Wonderful Barn and associated land in Leixlip, County Kildare.

Based on the assessment work presented in this TTA, the conclusions are:

- In the context of the site regarding national planning, the redevelopment proposals align with the National Strategic Outcomes (NSOs) of the NPF, and the scheme seeks to deliver provision-led walking and cycling routes and parking to encourage and support active and sustainable travel to/from the site in accordance with national, regional and local policy.
- The redevelopment of The Wonderful Barn will result in increased tourism to the area, an opportunity identified in the Leixlip Local Area Plan, which states, "*The Wonderful Barn, Leixlip Castle and Leixlip Spa in particular present opportunities to attract tourists to Leixlip. Together with its links to Castletown House in Celbridge, Leixlip offers the opportunity for visitors to visit a cluster of attractions in the area.*"
- The immediate area surrounding the proposed redevelopment site is well connected by footways, pedestrian crossings with dropped kerbs and tactile paving and cycle routes, and the site benefits from its proximity to six local bus routes, which has the propensity to support active and sustainable trips to the site in lieu of car/vehicle trips.
- The development proposal seeks planning permission for the redevelopment of The Wonderful Barn to protect and enhance the rich architectural heritage and amenity of The Wonderful Barn and adjacent buildings and provide an integrated public amenity park and tourism destination at The Wonderful Barn and associated lands. Occasionally the Wonderful Barn, gallery, workshops, and performance spaces may remain open after 6pm for scheduled events. Scheduled events would typically start after 6pm, after the PM network peak hour.
- The existing access is proposed to be realigned to improve access for buses. The existing dropped kerbs and tactile paving at the site access is proposed to be reinstated to footway and the Barnhall Meadows footway is proposed to be realigned to draw pedestrians into the site. A shared pedestrian and cycle 6m wide raised table crossing is proposed within the site, approximately 20m from the site's access junction.
- The transport strategy for the proposed redevelopment has been designed to prioritise active travel (walking and cycling) whilst managing and containing the presence of vehicles where possible. On-site shared pedestrian/cycle routes of 4m in width are proposed, and 2m wide pedestrian paths are also proposed, improving the site's permeability.
- The scheme will also deliver a new shared pedestrian and cycle internal route that will connect to the Celbridge/Backweston to Leixlip cycle route proposed (by others) to the south via the Kildare Innovation Campus (formerly the Hewlett Packard site) and via the M4 pedestrian/cycle overpass (secured by planning permission ref: 2360047). The proposed internal share route within the Wonderful Barn site allows for future connections to planned cycle infrastructure improvements along the R404 Celbridge Road towards Leixlip Town Centre, to be delivered by Kildare County Council.
- In accordance with KCC's Development Management policies, the proposed development includes the provision of 65 car parking spaces, including 5 disabled parking bays, 5 enlarged bays and 28 cycle parking spaces. Electric vehicle charging will be provided for 100% of on-site car parking. In addition, a lay down area for up to 4 buses is proposed on-site, which is expected to reduce single occupancy car trips in the future.
- All deliveries and refuse/recycling collections are proposed to occur on-site and are expected to be low in frequency. Access to the Uisce Éireann will be retained via the site access and through the car park and occasional vehicle access to the KCC maintenance depot, proposed on-site, has been designed for.
- Drawings including swept path analysis, visibility splay drawings, and site access arrangement drawing with proposed road lining and signage has been prepared to inform design layout realignments/proposals and to demonstrate the safe access and egress of all vehicles that require access of the site.
- A trip generation assessment has been undertaken. The Wonderful Barn has extant trip generation, and this was obtained from site access traffic count surveys. The TRICS database was interrogated to forecast future vehicle trips generated by the redeveloped Wonderful Barn site. The trip generation assessment indicates that the proposals would result in 28 and 30 additional vehicle trips during the AM and PM peak hours respectively.

- Whilst the proposed development has the propensity to generated vehicle trips for the scheduled events, including infrequent performances and ad-hoc local markets, these events are not anticipated to occur daily and are expected to be scheduled outside of the peak hours and during the weekends, when typically traffic flows on the road network surrounding the site will be considerably lower. Such planned events will be subject to events management planning and on-site measures including space for four buses to park are proposed to facilitate and consolidate trips into fewer vehicle trips.
- The forecast net vehicle trips were distributed onto the site's surrounding road network using a population gravity model. The distribution assignment assessment has demonstrated that the traffic impact at all junctions with the exception of the site access junction would not exceed 5% impact. A sensitivity test which applied 100% of the site's total net traffic to each junction, and the impact (with the exception of the site access junction) remained below 5%.
- The junction operational analysis of the site access junction and Celbridge Road/Barnhall Meadows signalised junction revealed that they will operate in a satisfactory manner with reserve capacity during the scheme's 2026 opening year and subsequent 2031 and 2041 future design years with the addition of the forecast Wonderful Barn-generated traffic.

This Traffic and Transport Assessment has demonstrated that the redevelopment proposals for The Wonderful Barn site will prioritise active and sustainable travel, will contribute to localised improvements to the site and its surroundings, and that the site access junction and Celbridge Road/Barnhall Meadows signalised junction would continue to operate with reserve capacity.

Although the proposed development will generate additional vehicle trips, the level is considered low. Furthermore, the site's proximity to existing residential neighbourhood in conjunction with the active and sustainable travel measures (on-site walking/cycling routes, cycle parking, bus drop-off/pick-up bays) proposed will increase the propensity for travel to/from the site by walking and cycling and subsequently result in a reduction in the number of vehicle trips forecast and assessed in this TTA.

Thus, under current assessment, there are no highway related grounds on which this application should not be given planning permission.

Appendix A – Proposed Landscape Plan

ISO A1 594mm x 841mm

Project Management Initials: **Designer:** BICKY SANGHERA **Checked:** KIERAN CULLETON **Approved:** RICH O'CONNOR

Last saved by: CRAIG.SWEENEY(2024-05-30) Last Plotted: 2024-05-31
Filename: C:\USERS\SULEYAN.ANJUM\AECOM\60689541-WONDERFUL BARN - GENERAL\900_CAD\910_CAD01\WIP\LA01_SHEETS\60689541-AEC-XX-00-00-DR-L-1000.DWG

1. AMENITY COURTYARD
2. OPEN PARKLAND
3. ALLOTMENTS
4. PARKS DEPARTMENT YARD
5. EXISTING SERVICE DEPOT
6. CAR PARK
7. PEDESTRIAN AND CYCLIST ROUTE
8. NATURAL PLAYGROUND
9. WALLED GARDEN
10. MANICURED LAWN
11. ARRIVAL SPACE
12. SHARED ACCESS ROUTE
13. SKATE PARK
14. MUGA
15. INFORMAL KICKABOUT AREA
16. MEADOW AREA
17. SHARED SURFACE PLAZA
18. DOG RUN
19. FRUIT TREE BORDER PLANTING
20. TREE PLANTING REFERRING TO HISTORIC LAYOUT
21. EXISTING MOUNDED LANDSCAPE
22. ADDITIONAL BUFFER PLANTING
23. EXISTING ATTENUATION AREA
24. M4 PEDESTRIAN BRIDGE CONNECTION
25. PRIMARY SITE ENTRANCE
26. MEMORIAL GARDEN
27. EXISTING FOOTPATH RETAINED
28. 3M ACOUSTIC FENCE TO ACOUSTIC ENGINEER

AECOM

PROJECT

The Wonderful Barn Development

CLIENT

Kildare County Council

CONSULTANT

AECOM Ireland Limited
24 Lower Hatch Street
Dublin 2, D02 TY88
01 676 3671 tel

www.aecom.com/ie

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
2. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
3. AECOM LIMITED TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
4. DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
5. FOR GENERAL NOTES & LEGENDS REFER TO DRAWING STG-AEC-00-00-DR-L-000001.

LEGEND

ISSUE/REVISION

FOR INFORMATION ONLY

I/R	DATE	DESCRIPTION

SCALE

1:2000

0 50 100 m

N

PROJECT NUMBER

60689541

SHEET TITLE

OVERALL LANDSCAPE SITE PLAN

SHEET NUMBER

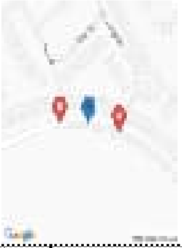
60689541-AEC-XX-00-00-DR-L-1000

Appendix B – Traffic Survey Data

IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip ATC
Site: ATC 1
Location: Barnhall Meadows
Date: Thu 25-May-2023

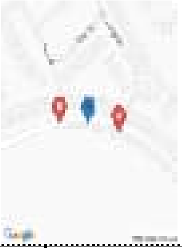
	Westbound (A => B)								Eastbound (B => A)							
TIME	M/C	CAR	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	SV(BUS	TOT	PCU
00:00	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
00:15	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
00:30	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
00:45	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
H/TOT	0	6	0	0	0	0	6	6	0	5	0	0	0	0	5	5
01:00	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
01:15	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
01:30	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	6	0	0	0	0	6	6	0	1	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
02:15	0	1	0	0	0	0	1	1	0	0	1	0	0	0	1	1
02:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	0	0	0	0	2	2	0	2	1	0	0	0	3	3
03:00	0	2	0	0	0	0	2	2	0	1	1	0	0	0	2	2
03:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
03:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	3	0	0	0	0	3	3	0	2	1	0	0	0	3	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	1	1	0	3	0	0	0	0	3	3
05:30	0	1	0	0	0	0	1	1	0	3	0	0	0	0	3	3
05:45	0	1	0	0	0	0	1	1	0	7	1	0	0	0	8	8
H/TOT	0	3	0	0	0	0	3	3	0	13	1	0	0	0	14	14
06:00	0	1	0	0	0	0	1	1	0	9	0	0	0	0	9	9
06:15	0	2	0	0	0	0	2	2	1	6	2	0	0	0	9	8.4
06:30	0	1	0	0	0	0	1	1	0	11	1	0	0	0	12	12
06:45	0	5	0	0	0	0	5	5	0	8	1	1	0	0	10	10.5
H/TOT	0	9	0	0	0	0	9	9	1	34	4	1	0	0	40	39.9
07:00	0	3	0	0	0	0	3	3	0	22	0	1	0	0	23	23.5
07:15	0	7	0	0	0	0	7	7	0	14	2	0	0	0	16	16
07:30	0	7	1	0	0	0	8	8	0	24	0	1	0	0	25	25.5
07:45	0	5	0	0	0	0	5	5	0	22	2	0	0	0	24	24
H/TOT	0	22	1	0	0	0	23	23	0	82	4	2	0	0	88	89
08:00	0	9	0	1	0	0	10	10.5	1	34	2	0	0	0	37	36.4
08:15	0	9	1	0	0	0	10	10	0	38	4	0	0	0	42	42
08:30	0	9	1	0	0	0	10	10	0	38	1	0	0	0	39	39
08:45	0	11	1	0	0	0	12	12	0	31	0	0	0	0	31	31
H/TOT	0	38	3	1	0	0	42	42.5	1	141	7	0	0	0	149	148.4
09:00	0	18	1	0	0	0	19	19	0	33	1	1	0	0	35	35.5
09:15	0	23	2	0	0	0	25	25	0	19	0	0	0	0	19	19
09:30	0	21	0	0	0	0	21	21	0	18	0	0	0	0	18	18
09:45	0	10	1	0	0	0	11	11	0	7	0	1	0	0	8	8.5
H/TOT	0	72	4	0	0	0	76	76	0	77	1	2	0	0	80	81
10:00	0	11	1	0	0	0	12	12	0	9	0	1	0	0	10	10.5
10:15	0	8	0	0	0	0	8	8	0	12	0	0	0	0	12	12
10:30	0	4	1	0	0	0	5	5	0	10	1	0	0	0	11	11
10:45	0	10	1	0	0	0	11	11	0	14	0	1	0	0	15	15.5
H/TOT	0	33	3	0	0	0	36	36	0	45	1	2	0	0	48	49
11:00	1	7	0	0	0	0	8	7.4	0	6	0	0	0	0	6	6
11:15	0	7	1	0	0	0	8	8	0	20	0	0	0	0	20	20
11:30	0	7	0	0	0	0	7	7	0	11	0	1	0	0	12	12.5
11:45	0	11	3	0	0	0	14	14	0	10	0	0	0	0	10	10
H/TOT	1	32	4	0	0	0	37	36.4	0	47	0	1	0	0	48	48.5
12:00	0	20	1	0	0	0	21	21	0	12	2	0	0	0	14	14
12:15	0	18	1	1	0	1	21	22.5	0	11	1	0	0	0	12	12
12:30	0	12	0	1	0	0	13	13.5	0	11	1	0	0	1	13	14
12:45	0	14	2	2	0	0	18	19	0	24	0	3	0	0	27	28.5
H/TOT	0	64	4	4	0	1	73	76	0	58	4	3	0	1	66	68.5
13:00	0	11	0	1	0	0	12	12.5	0	11	2	1	0	0	14	14.5
13:15	0	12	3	1	0	0	16	16.5	0	14	1	0	0	0	15	15
13:30	0	19	0	1	0	0	20	20.5	0	13	0	0	0	0	13	13
13:45	0	16	0	0	0	0	16	16	0	25	0	0	0	0	25	25
H/TOT	0	58	3	3	0	0	64	65.5	0	63	3	1	0	0	67	67.5
14:00	0	17	1	1	0	0	19	19.5	0	14	1	1	0	0	16	16.5
14:15	0	9	1	0	0	0	10	10	0	10	1	1	0	0	12	12.5
14:30	0	14	2	0	0	0	16	16	0	20	0	0	0	0	20	20
14:45	0	7	3	0	0	0	10	10	0	16	2	1	0	0	19	19.5
H/TOT	0	47	7	1	0	0	55	55.5	0	60	4	3	0	0	67	68.5
15:00	0	22	1	0	0	0	23	23	0	11	0	1	0	0	12	12.5
15:15	0	30	3	0	0	0	33	33	0	9	1	0	0	0	10	10
15:30	0	21	4	1	0	0	26	26.5	0	8	4	0	0	0	12	12
15:45	0	23	2	0	0	0	25	25	0	16	3	1	0	0	20	20.5
H/TOT	0	96	10	1	0	0	107	107.5	0	44	8	2	0	0	54	55
16:00	0	21	3	2	0	0	26	27	0	11	1	0	0	0	12	12
16:15	0	16	1	0	0	0	17	17	0	18	1	0	0	0	19	19
16:30	0	22	2	1	0	0	25	25.5	0	13	1	0	0	0	14	14
16:45	0	15	1	0	0	0	16	16	0	15	0	0	0	0	15	15
H/TOT	0	74	7	3	0	0	84	85.5	0	57	3	0	0	0	60	60
17:00	2	28	4	0	0	0	34	32.8	0	18	1	0	0	0	19	19
17:15	0	20	2	1	0	0	23	23.5	0	22	5	0	0	0	27	27
17:30	1	21	1	0	0	0	23	22.4	0	19	1	0	0	0	20	20
17:45	0	23	1	2	1	0	27	29.3	0	17	0	0	1	0	18	19.3
H/TOT	3	92	8	3	1	0	107	108	0	76	7	0	1	0	84	85.3
18:00	0	20	4	0	0	0	24	24	0	17	0	0	0	0	17	17
18:15	0	17	4	1	1	0	23	24.8	0	26	1	0	0	0	27	27
18:30	0	24	1	0	0	0	25	25	0	25	1	0	0	0	26	26
18:45	0	25	3	0	0	0	28	28	0	19	1	0	0	0	20	20
H/TOT	0	86	12	1	1	0	100	101.8	0	87	3	0	0	0	90	90
19:00	0	19	4	0	0	0	23	23	0	18	0	0	0	0	18	18
19:15	0	15	2	0	0	0	17	17	0	16	1	0	0	0	17	17
19:30	0	19	2	0	0	0	21	21	0	16	3	0	0	0	19	19
19:45	0	19	3	0	0	0	22	22	0	14	1	0	0	0	15	15
H/TOT	0	72	11	0	0	0	83	83	0	64	5	0	0	0	69	69
20:00	0	22	1	0	0	0	23	23	0	12	1	0	0	0	13	13
20:15	0	16	2	0	1	0	19	20.3	0	12	0	0	0	0	12	12
20:30	0	15	0	0	0	0	15	15	0	8	0	0	0	0	8	8
20:45	0	22	2	0	0	0	24	24	0	14	1	0	0	0	15	15
H/TOT	0	75	5	0	1	0	81	82.3	0	46	2	0	0	0	48	48
21:00	0	10	0	0	0	0	10	10	0	10	0	0	0	0	10	10
21:15	0	19	2	0	0	0	21	21	0	13	0	0	0	0	13	13
21:30	0	21	1	0	0	0	22	22	0	11	0	0	0	0	11	11
21:45	0	17	0	0	0	0	17	17	0	3	0	0	0	0	3	3
H/TOT	0	67	3	0	0	0	70	70	0	37	0	0	0	0	37	37
22:00	0	21	0	0	0	0	21	21	0	12	0	0	0	0	12	12
22:15	0	11	2	0	0	0	13	13	0	6	1	0	0	0	7	7
22:30	0	9	0	0	0	0	9	9	0	7	0	0	0	0	7	7
22:45	0	6	1	0	0	0	7	7	0	2	1	0	0	0	3	3
H/TOT	0	47	3	0	0	0	50	50	0	27	2	0	0	0	29	29
23:00	0	6	0	0	0	0	6	6	0	4	0	0	0	0	4	4
23:15	0	4	1	0	0	0	5	5	0	3	0	0	0	0	3	3
23:30	0	3	0	0	0	0	3	3	0	2	0	0	0	0	2	2
23:45	0	5	0	0	0	0	5	5	0	1	0	0	0	0	1	1
H/TOT	0	18	1	0	0	0	19	19	0	10	0	0	0	0	10	10
24 TOT	4	1022	89	17	3	1	1136	1147	2	1078	62	17	1	1	1161	1171



IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip ATC
Site: ATC 1
Location: Barnhall Meadows
Date: Fri 26-May-2023

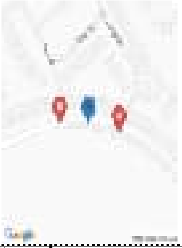
	Westbound (A => B)								Eastbound (B => A)							
TIME	M/C	CAR	LGV	OGV1	OGV2	SV(BUS	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	SV(BUS	TOT	PCU
00:00	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
00:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
00:30	0	3	0	0	0	0	3	3	0	3	0	0	0	0	3	3
00:45	0	3	0	0	0	0	3	3	0	0	1	0	0	0	1	1
H/TOT	0	8	0	0	0	0	8	8	0	4	1	0	0	0	5	5
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
01:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
01:45	0	1	0	0	0	0	1	1	0	3	0	0	0	0	3	3
H/TOT	0	3	0	0	0	0	3	3	0	4	0	0	0	0	4	4
02:00	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
02:15	0	1	0	0	0	0	1	1	0	0	1	0	0	0	1	1
02:30	0	1	1	0	0	0	2	2	0	1	0	0	0	0	1	1
02:45	0	1	0	0	0	0	1	1	0	2	1	0	0	0	3	3
H/TOT	0	4	1	0	0	0	5	5	0	4	2	0	0	0	6	6
03:00	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
03:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
03:30	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
03:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	5	0	0	0	0	5	5	0	2	0	0	0	0	2	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
04:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
04:45	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
H/TOT	0	4	0	0	0	0	4	4	0	2	0	0	0	0	2	2
05:00	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
05:15	0	1	0	1	0	0	2	2.5	0	1	0	1	0	0	2	2.5
05:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
05:45	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10
H/TOT	0	3	0	1	0	0	4	4.5	0	11	2	1	0	0	14	14.5
06:00	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7
06:15	0	1	0	0	0	0	1	1	1	10	1	0	0	0	12	11.4
06:30	0	3	0	0	0	0	3	3	0	8	0	0	0	0	8	8
06:45	0	2	0	0	0	0	2	2	0	17	2	1	0	0	20	20.5
H/TOT	0	6	0	0	0	0	6	6	1	42	3	1	0	0	47	46.9
07:00	0	5	0	0	0	0	5	5	0	12	0	1	0	0	13	13.5
07:15	0	2	0	0	0	0	2	2	0	17	1	0	0	0	18	18
07:30	0	4	0	0	0	0	4	4	0	17	1	1	0	0	19	19.5
07:45	0	11	0	0	0	0	11	11	0	16	2	0	0	0	18	18
H/TOT	0	22	0	0	0	0	22	22	0	62	4	2	0	0	68	69
08:00	0	8	2	0	0	0	10	10	0	36	3	0	0	0	39	39
08:15	0	8	0	0	0	0	8	8	0	30	0	0	0	0	30	30
08:30	0	14	1	1	0	0	16	16.5	0	40	1	0	0	0	41	41
08:45	0	13	1	0	0	0	14	14	0	34	0	1	0	0	35	35.5
H/TOT	0	43	4	1	0	0	48	48.5	0	140	4	1	0	0	145	145.5
09:00	0	15	1	0	0	0	16	16	0	31	0	1	0	0	32	32.5
09:15	0	25	0	0	0	0	25	25	0	13	1	0	0	0	14	14
09:30	0	16	3	1	0	0	20	20.5	0	16	1	1	0	0	18	18.5
09:45	0	12	1	0	0	0	13	13	0	17	1	1	0	0	19	19.5
H/TOT	0	68	5	1	0	0	74	74.5	0	77	3	3	0	0	83	84.5
10:00	0	6	2	0	0	0	8	8	0	6	1	0	0	0	7	7
10:15	0	9	1	0	0	0	10	10	0	7	2	0	0	0	9	9
10:30	0	9	0	0	0	0	9	9	0	11	0	0	0	0	11	11
10:45	0	9	2	1	0	0	12	12.5	0	13	1	0	0	0	14	14
H/TOT	0	33	5	1	0	0	39	39.5	0	37	4	0	0	0	41	41
11:00	0	10	1	0	0	0	11	11	0	15	1	1	0	0	17	17.5
11:15	0	7	2	0	0	0	9	9	0	7	1	0	0	0	8	8
11:30	0	14	0	0	0	0	14	14	0	24	0	0	1	0	25	26.3
11:45	0	11	2	1	0	0	14	14.5	0	16	1	0	0	0	17	17
H/TOT	0	42	5	1	0	0	48	48.5	0	62	3	1	1	0	67	68.8
12:00	0	17	2	0	0	0	19	19	0	18	1	1	0	0	20	20.5
12:15	0	20	0	0	0	0	20	20	0	19	0	0	0	0	19	19
12:30	0	18	0	0	0	0	18	18	0	15	0	0	0	0	15	15
12:45	0	15	1	1	0	0	17	17.5	0	17	2	1	0	0	20	20.5
H/TOT	0	70	3	1	0	0	74	74.5	0	69	3	2	0	0	74	75
13:00	0	12	0	0	0	0	12	12	0	25	0	1	0	0	26	26.5
13:15	0	16	0	0	0	0	16	16	0	19	1	1	0	0	21	21.5
13:30	0	26	3	0	0	0	29	29	0	18	1	0	0	0	19	19
13:45	0	23	1	0	0	0	24	24	0	30	1	0	0	0	31	31
H/TOT	0	77	4	0	0	0	81	81	0	92	3	2	0	0	97	98
14:00	0	11	1	0	0	0	12	12	0	15	1	0	0	0	16	16
14:15	0	13	2	0	0	0	15	15	0	6	0	0	0	0	6	6
14:30	0	15	3	0	0	0	18	18	0	20	0	0	0	0	20	20
14:45	0	14	0	0	0	0	14	14	0	12	0	0	0	0	12	12
H/TOT	0	53	6	0	0	0	59	59	0	53	1	0	0	0	54	54
15:00	0	18	1	0	0	0	19	19	0	7	0	0	0	0	7	7
15:15	1	30	1	2	0	0	34	34.4	0	11	1	1	0	0	13	13.5
15:30	1	22	4	0	0	0	27	26.4	0	8	0	1	0	0	9	9.5
15:45	0	15	3	1	0	0	19	19.5	0	20	1	1	0	0	22	22.5
H/TOT	2	85	9	3	0	0	99	99.3	0	46	2	3	0	0	51	52.5
16:00	0	20	2	0	0	0	22	22	0	17	1	1	0	0	19	19.5
16:15	0	23	2	0	0	0	25	25	0	19	1	0	0	0	20	20
16:30	0	21	1	0	0	0	22	22	0	18	1	0	0	0	19	19
16:45	0	29	0	0	0	0	29	29	0	19	1	0	0	0	20	20
H/TOT	0	93	5	0	0	0	98	98	0	73	4	1	0	0	78	78.5
17:00	0	22	3	0	0	0	25	25	0	31	0	0	0	0	31	31
17:15	0	25	5	0	0	0	30	30	0	23	0	0	0	0	23	23
17:30	0	28	2	1	0	0	31	31.5	0	30	1	0	0	0	31	31
17:45	0	22	0	3	0	0	25	26.5	0	26	0	1	0	0	27	27.5
H/TOT	0	97	10	4	0	0	111	113	0	110	1	1	0	0	112	112.5
18:00	0	27	4	1	0	0	32	32.5	0	27	1	0	0	0	28	28
18:15	0	22	4	1	0	0	27	27.5	0	19	1	0	0	0	20	20
18:30	0	18	0	0	0	0	18	18	0	21	0	0	0	0	21	21
18:45	0	16	1	0	0	0	17	17	0	14	0	0	0	0	14	14
H/TOT	0	83	9	2	0	0	94	95	0	81	2	0	0	0	83	83
19:00	0	21	0	1	0	0	22	22.5	0	16	0	0	0	0	16	16
19:15	1	14	3	0	0	0	18	17.4	0	18	1	0	0	0	19	19
19:30	0	26	2	0	0	0	28	28	0	12	2	0	0	0	14	14
19:45	0	16	2	0	0	0	18	18	0	18	0	0	0	0	18	18
H/TOT	1	77	7	1	0	0	86	85.9	0	64	3	0	0	0	67	67
20:00	0	24	3	0	0	0	27	27	0	12	0	0	0	0	12	12
20:15	0	14	5	0	0	0	19	19	0	12	0	0	0	0	12	12
20:30	1	20	2	0	0	0	23	22.4	0	17	0	0	0	0	17	17
20:45	0	16	1	0	0	0	17	17	0	11	0	0	0	0	11	11
H/TOT	1	74	11	0	0	0	86	85.4	0	52	0	0	0	0	52	52
21:00	0	25	2	0	0	0	27	27	0	15	0	0	0	0	15	15
21:15	0	19	1	0	0	0	20	20	0	14	1	0	0	0	15	15
21:30	0	16	1	0	0	0	17	17	1	6	0	0	0	0	7	6.4
21:45	0	13	1	0	0	0	14	14	0	11	1	0	0	0	12	12
H/TOT	0	73	5	0	0	0	78	78	1	46	2	0	0	0	49	48.4
22:00	0	11	0	0	0	0	11	11	0	9	0	0	0	0	9	9
22:15	0	7	2	0	0	0	9	9	0	3	0	0	0	0	3	3
22:30	0	16	1	0	0	0	17	17	0	8	0	0	0	0	8	8
22:45	0	6	0	0	0	0	6	6	0	3	0	0	0	0	3	3
H/TOT	0	40	3	0	0	0	43	43	0	23	0	0	0	0	23	23
23:00	0	9	0	0	0	0	9	9	0	5	0	0	0	0	5	5
23:15	0	6	0	0	0	0	6	6	0	4	0	0	0	0	4	4
23:30	0	3	1	0	0	0	4	4	0	4	0	0	0	0	4	4
23:45	0	2	2	0	0	0	4	4	0	4	0	0	0	0	4	4
H/TOT	0	20	3	0	0	0	23	23	0	17	0	0	0	0	17	17
24 TOT	4	1083	95	16	0	0	1198	1204	2	1173	47	18	1	0	1241	1250



IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip ATC
Site: ATC 1
Location: Barnhall Meadows
Date: Sat 27-May-2023

TIME	Westbound (A => B)						TOT	PCU	Eastbound (B => A)						TOT	PCU
	M/C	CAR	LGV	OGV1	OGV2	SV(BUS)			M/C	CAR	LGV	OGV1	OGV2	SV(BUS)		
00:00	0	7	0	0	0	0	7	7	0	8	0	0	0	0	8	8
00:15	0	6	0	0	0	0	6	6	0	0	1	0	0	0	1	1
00:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
00:45	0	8	0	0	0	0	8	8	0	4	0	0	0	0	4	4
H/TOT	0	22	0	0	0	0	22	22	0	12	1	0	0	0	13	13
01:00	0	4	0	0	0	0	4	4	0	1	0	0	0	0	1	1
01:15	0	3	1	0	0	0	4	4	0	5	0	0	0	0	5	5
01:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
01:45	0	3	0	0	0	0	3	3	0	2	1	0	0	0	3	3
H/TOT	0	11	1	0	0	0	12	12	0	8	1	0	0	0	9	9
02:00	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
02:15	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
02:30	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	5	0	0	0	0	5	5	0	4	0	0	0	0	4	4
03:00	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
03:15	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
03:30	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
03:45	1	1	0	0	0	0	2	1.4	0	0	0	0	0	0	0	0
H/TOT	1	7	0	0	0	0	8	7.4	0	3	0	0	0	0	3	3
04:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
04:15	0	1	1	0	0	0	2	2	0	1	0	0	0	0	1	1
04:30	0	1	0	0	0	0	1	1	0	3	0	0	0	0	3	3
04:45	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
H/TOT	0	4	1	0	0	0	5	5	0	5	0	0	0	0	5	5
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
05:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
05:45	0	1	0	0	0	0	1	1	0	2	1	0	0	0	3	3
H/TOT	0	3	0	0	0	0	3	3	0	6	1	0	0	0	7	7
06:00	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
06:15	0	5	0	0	0	0	5	5	0	5	0	1	0	0	6	6.5
06:30	0	3	0	0	0	0	3	3	0	2	1	0	0	0	3	3
06:45	0	1	0	0	0	0	1	1	0	5	0	0	0	0	5	5
H/TOT	0	9	0	0	0	0	9	9	0	15	1	1	0	0	17	17.5
07:00	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9
07:15	0	3	0	0	0	0	3	3	0	6	1	0	0	0	7	7
07:30	0	4	0	0	0	0	4	4	0	1	0	0	0	0	1	1
07:45	0	5	0	0	0	0	5	5	0	4	0	1	0	0	5	5.5
H/TOT	0	12	0	0	0	0	12	12	0	20	1	1	0	0	22	22.5
08:00	0	3	1	0	0	0	4	4	0	7	0	0	0	0	7	7
08:15	0	3	0	1	0	0	4	4.5	0	5	0	1	0	0	6	6.5
08:30	0	5	0	0	0	0	5	5	0	15	1	0	0	0	16	16
08:45	0	1	0	0	0	0	1	1	0	21	0	0	0	0	21	21
H/TOT	0	12	1	1	0	0	14	14.5	0	48	1	1	0	0	50	50.5
09:00	0	5	1	0	0	0	6	6	0	18	1	0	0	0	19	19
09:15	0	3	0	0	0	0	3	3	0	16	0	1	0	0	17	17.5
09:30	0	9	1	0	0	0	10	10	0	10	1	0	0	0	11	11
09:45	0	11	2	0	0	0	13	13	1	19	2	0	0	0	22	21.4
H/TOT	0	28	4	0	0	0	32	32	1	63	4	1	0	0	69	68.9
10:00	0	8	3	0	0	0	11	11	0	19	1	0	0	0	20	20
10:15	0	10	6	0	0	0	16	16	0	27	0	1	0	0	28	28.5
10:30	0	14	0	0	0	0	14	14	0	29	1	0	0	0	30	30
10:45	0	10	1	0	0	0	11	11	0	25	0	0	0	0	25	25
H/TOT	0	42	10	0	0	0	52	52	0	100	2	1	0	0	103	103.5
11:00	0	10	2	0	0	0	12	12	0	19	1	0	0	0	20	20
11:15	0	16	0	0	0	0	16	16	0	15	0	0	0	0	15	15
11:30	0	15	2	0	0	0	17	17	0	15	2	0	0	0	17	17
11:45	0	10	0	0	0	0	10	10	0	20	0	0	0	0	20	20
H/TOT	0	51	4	0	0	0	55	55	0	69	3	0	0	0	72	72
12:00	0	13	3	0	0	0	16	16	0	28	1	0	0	0	29	29
12:15	0	20	3	0	0	0	23	23	0	18	2	0	0	0	20	20
12:30	0	20	1	0	0	0	21	21	0	12	1	0	0	0	13	13
12:45	0	23	2	0	0	0	25	25	0	19	0	0	0	0	19	19
H/TOT	0	76	9	0	0	0	85	85	0	77	4	0	0	0	81	81
13:00	0	16	0	0	0	0	16	16	0	15	0	0	0	0	15	15
13:15	1	11	1	1	0	0	14	13.9	0	16	1	0	0	0	17	17
13:30	0	9	1	0	0	0	10	10	0	16	0	0	0	0	16	16
13:45	0	26	1	0	0	0	27	27	0	13	1	0	0	0	14	14
H/TOT	1	62	3	1	0	0	67	66.9	0	60	2	0	0	0	62	62
14:00	0	24	0	1	0	0	25	25.5	0	22	0	0	0	0	22	22
14:15	0	20	0	0	0	0	20	20	0	21	2	0	0	0	23	23
14:30	1	28	1	0	0	0	30	29.4	1	19	0	0	0	0	20	19.4
14:45	0	21	1	0	0	0	22	22	0	11	0	0	0	0	11	11
H/TOT	1	93	2	1	0	0	97	96.9	1	73	2	0	0	0	76	75.4
15:00	0	15	2	0	0	0	17	17	0	15	0	0	0	0	15	15
15:15	0	18	0	0	0	0	18	18	0	16	0	0	0	0	16	16
15:30	0	21	0	0	0	0	21	21	0	15	0	0	0	0	15	15
15:45	0	21	0	0	0	0	21	21	0	19	0	0	0	0	19	19
H/TOT	0	75	2	0	0	0	77	77	0	65	0	0	0	0	65	65
16:00	0	20	0	1	0	0	21	21.5	0	21	0	0	0	0	21	21
16:15	0	21	0	0	0	0	21	21	0	16	1	0	0	0	17	17
16:30	0	22	2	0	0	0	24	24	0	12	2	0	0	0	14	14
16:45	0	14	2	1	0	0	17	17.5	0	15	0	0	0	0	15	15
H/TOT	0	77	4	2	0	0	83	84	0	64	3	0	0	0	67	67
17:00	0	20	2	1	0	0	23	23.5	0	20	0	0	0	0	20	20
17:15	0	20	1	0	0	0	21	21	0	13	0	0	0	0	13	13
17:30	0	21	1	0	0	0	22	22	0	18	0	0	0	0	18	18
17:45	0	24	1	0	0	0	25	25	0	17	0	1	0	0	18	18.5
H/TOT	0	85	5	1	0	0	91	91.5	0	68	0	1	0	0	69	69.5
18:00	1	25	0	2	0	0	28	28.4	0	17	0	0	0	0	17	17
18:15	1	17	2	0	0	0	20	19.4	0	16	0	0	0	0	16	16
18:30	0	13	2	1	0	0	16	16.5	0	16	0	0	0	0	16	16
18:45	0	24	2	0	0	0	26	26	0	13	0	0	0	0	13	13
H/TOT	2	79	6	3	0	0	90	90.3	0	62	0	0	0	0	62	62
19:00	0	12	0	1	0	0	13	13.5	0	11	0	0	0	0	11	11
19:15	1	16	1	0	0	0	18	17.4	0	11	1	0	0	0	12	12
19:30	0	16	0	0	0	0	16	16	0	16	1	0	0	0	17	17
19:45	0	13	0	0	0	0	13	13	0	14	1	0	0	0	15	15
H/TOT	1	57	1	1	0	0	60	59.9	0	52	3	0	0	0	55	55
20:00	0	27	0	0	0	0	27	27	0	14	0	0	0	0	14	14
20:15	0	9	1	0	0	0	10	10	0	12	0	0	0	0	12	12
20:30	0	21	1	0	0	0	22	22	0	14	1	0	0	0	15	15
20:45	0	15	0	0	0	0	15	15	0	15	0	0	0	0	15	15
H/TOT	0	72	2	0	0	0	74	74	0	55	1	0	0	0	56	56
21:00	0	6	0	0	0	0	6	6	0	7	0	0	0	0	7	7
21:15	0	11	1	0	0	0	12	12	0	8	0	0	0	0	8	8
21:30	0	8	0	0	0	0	8	8	0	17	0	0	0	0	17	17
21:45	0	12	1	0	0	0	13	13	0	8	0	0	0	0	8	8
H/TOT	0	37	2	0	0	0	39	39	0	40	0	0	0	0	40	40
22:00	0	12	1	0	0	0	13	13	0	10	0	0	0	0	10	10
22:15	1	10	0	0	0	0	11	10.4	0	6	0	0	0	0	6	6
22:30	0	9	0	0	0	0	9	9	0	12	0	0	0	0	12	12
22:45	0	7	0	0	0	0	7	7	0	8	0	0	0	0	8	8
H/TOT	1	38	1	0	0	0	40	39.4	0	36	0	0	0	0	36	36
23:00	0	13	1	0	0	0	14	14	0	8	0	0	0	0	8	8
23:15	0	11	1	0	0	0	12	12	0	7	0	0	0	0	7	7
23:30	0	5	0	0	0	0	5	5	0	4	0	0	0	0	4	4
23:45	0	3	0	1	0	0	4	4.5	0	6	0	0	0	0	6	6
H/TOT	0	32	2	1	0	0	35	35.5	0	25	0	0	0	0	25	25
24 TOT	7	989	60	11	0	0	1067	1068	2	1030	30	6	0	0	1068	1070



IDASO

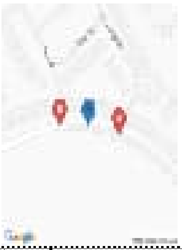
Survey Name: 167 23001 Wonderful Barn Leixlip ATC
Site: ATC 1
Location: Barnhall Meadows
Date: Sun 28-May-2023

TIME	Westbound (A => B)						TOT	PCU	Eastbound (B => A)						TOT	PCU
	M/C	CAR	LGV	OGV1	OGV2	SV(BUS)			M/C	CAR	LGV	OGV1	OGV2	SV(BUS)		
00:00	0	6	0	0	0	0	6	6	0	1	0	1	0	0	2	2.5
00:15	0	3	0	0	0	0	3	3	0	2	0	0	0	0	2	2
00:30	0	6	1	0	0	0	7	7	0	2	0	0	0	0	2	2
00:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	15	1	0	0	0	16	16	0	7	0	1	0	0	8	8.5
01:00	0	5	1	0	0	0	6	6	0	2	0	0	0	0	2	2
01:15	0	5	0	0	0	0	5	5	0	1	0	0	0	0	1	1
01:30	0	3	1	0	0	0	4	4	0	1	0	0	0	0	1	1
01:45	0	4	0	0	0	0	4	4	0	7	1	0	0	0	8	8
H/TOT	0	17	2	0	0	0	19	19	0	11	1	0	0	0	12	12
02:00	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
02:15	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
02:30	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
02:45	0	3	0	0	0	0	3	3	0	2	0	0	0	0	2	2
H/TOT	0	9	0	0	0	0	9	9	0	6	0	0	0	0	6	6
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
03:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
03:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	4	0	0	0	0	4	4	0	2	0	0	0	0	2	2
04:00	0	2	0	0	0	0	2	2	0	3	0	0	0	0	3	3
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
H/TOT	0	3	0	0	0	0	3	3	0	3	0	0	0	0	3	3
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
05:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
05:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	3	0	0	0	0	3	3	0	4	0	0	0	0	4	4
06:00	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
06:15	0	2	0	0	0	0	2	2	0	2	1	0	0	0	3	3
06:30	0	0	1	0	0	0	1	1	0	3	0	0	0	0	3	3
06:45	0	2	0	0	0	0	2	2	0	4	0	0	0	0	4	4
H/TOT	0	4	1	0	0	0	5	5	0	11	1	0	0	0	12	12
07:00	0	2	0	0	0	0	2	2	0	3	0	0	0	0	3	3
07:15	0	1	0	0	0	0	1	1	0	5	0	0	0	0	5	5
07:30	0	1	1	0	0	0	2	2	0	2	0	0	0	0	2	2
07:45	0	1	0	0	0	0	1	1	0	3	0	0	0	0	3	3
H/TOT	0	5	1	0	0	0	6	6	0	13	0	0	0	0	13	13
08:00	0	4	0	0	0	0	4	4	0	2	0	0	0	0	2	2
08:15	0	4	2	0	0	0	6	6	0	6	0	0	0	0	6	6
08:30	0	2	0	0	0	0	2	2	0	6	0	1	0	0	7	7.5
08:45	0	1	0	0	0	0	1	1	0	6	1	0	0	0	7	7
H/TOT	0	11	2	0	0	0	13	13	0	20	1	1	0	0	22	22.5
09:00	0	5	0	0	0	0	5	5	0	10	0	0	0	0	10	10
09:15	0	4	0	0	0	0	4	4	0	6	0	0	0	0	6	6
09:30	0	8	0	0	0	0	8	8	0	18	1	0	0	0	19	19
09:45	0	9	0	0	0	0	9	9	0	8	0	0	0	0	8	8
H/TOT	0	26	0	0	0	0	26	26	0	42	1	0	0	0	43	43
10:00	0	7	0	0	0	0	7	7	0	15	0	0	0	0	15	15
10:15	0	9	1	0	0	0	10	10	0	22	1	0	0	0	23	23
10:30	0	6	1	0	0	0	7	7	0	17	0	0	0	0	17	17
10:45	0	6	0	0	0	0	6	6	0	14	0	0	0	0	14	14
H/TOT	0	28	2	0	0	0	30	30	0	68	1	0	0	0	69	69
11:00	0	10	0	0	0	0	10	10	0	12	1	0	0	0	13	13
11:15	0	7	2	1	0	0	10	10.5	0	18	1	0	0	0	19	19
11:30	0	7	0	1	0	0	8	8.5	0	21	0	0	0	0	21	21
11:45	0	12	0	0	0	0	12	12	0	18	0	1	0	0	19	19.5
H/TOT	0	36	2	2	0	0	40	41	0	69	2	1	0	0	72	72.5
12:00	0	14	1	2	0	0	17	18	0	19	1	1	0	0	21	21.5
12:15	0	15	1	2	0	0	18	19	0	16	1	0	0	0	17	17
12:30	0	12	3	0	0	0	15	15	0	17	0	0	0	0	17	17
12:45	0	15	1	1	0	0	17	17.5	0	21	1	0	0	0	22	22
H/TOT	0	56	6	5	0	0	67	69.5	0	73	3	1	0	0	77	77.5
13:00	0	19	1	0	0	0	20	20	0	16	0	2	0	0	18	19
13:15	0	13	2	0	0	0	15	15	0	19	0	0	0	0	19	19
13:30	1	15	0	0	0	0	16	15.4	0	20	0	0	0	0	20	20
13:45	0	21	2	0	0	0	23	23	0	15	0	0	0	0	15	15
H/TOT	1	68	5	0	0	0	74	73.4	0	70	0	2	0	0	72	73
14:00	0	18	0	0	0	0	18	18	0	14	1	0	0	0	15	15
14:15	0	19	2	0	0	0	21	21	0	10	1	0	0	0	11	11
14:30	0	10	1	0	0	0	11	11	0	14	0	0	0	0	14	14
14:45	1	13	0	0	0	0	14	13.4	1	9	0	0	0	0	10	9.4
H/TOT	1	60	3	0	0	0	64	63.4	1	47	2	0	0	0	50	49.4
15:00	0	21	1	0	0	0	22	22	0	22	0	0	0	0	22	22
15:15	0	18	1	0	0	0	19	19	0	18	1	0	0	0	19	19
15:30	0	22	0	0	0	0	22	22	1	14	0	0	0	0	15	14.4
15:45	0	20	2	0	0	0	22	22	0	18	0	0	0	0	18	18
H/TOT	0	81	4	0	0	0	85	85	1	72	1	0	0	0	74	73.4
16:00	0	17	2	0	0	0	19	19	0	15	2	0	0	0	17	17
16:15	0	12	2	1	0	0	15	15.5	0	14	2	1	0	0	17	17.5
16:30	0	27	1	0	0	0	28	28	0	8	0	0	0	0	8	8
16:45	0	15	1	0	0	0	16	16	0	17	0	0	0	0	17	17
H/TOT	0	71	6	1	0	0	78	78.5	0	54	4	1	0	0	59	59.5
17:00	0	18	1	0	0	0	19	19	0	10	0	0	0	0	10	10
17:15	0	9	1	0	0	0	10	10	0	15	2	0	0	0	17	17
17:30	0	14	0	0	0	0	14	14	0	18	1	0	0	0	19	19
17:45	0	16	2	0	0	0	18	18	0	14	0	0	0	0	14	14
H/TOT	0	57	4	0	0	0	61	61	0	57	3	0	0	0	60	60
18:00	0	21	0	0	0	0	21	21	0	16	0	0	0	0	16	16
18:15	0	21	3	0	0	0	24	24	0	20	0	0	0	0	20	20
18:30	0	20	3	0	0	0	23	23	0	14	0	0	0	0	14	14
18:45	0	19	0	0	0	0	19	19	0	19	0	0	0	0	19	19
H/TOT	0	81	6	0	0	0	87	87	0	69	0	0	0	0	69	69
19:00	1	19	1	0	0	0	21	20.4	1	12	0	0	0	0	13	12.4
19:15	0	17	3	1	0	0	21	21.5	0	15	0	1	0	0	16	16.5
19:30	1	12	0	0	0	0	13	12.4	0	12	1	0	0	0	13	13
19:45	0	15	0	0	0	0	15	15	0	16	0	0	0	0	16	16
H/TOT	2	63	4	1	0	0	70	69.3	1	55	1	1	0	0	58	57.9
20:00	0	23	1	0	0	0	24	24	0	12	0	0	0	0	12	12
20:15	0	19	2	0	0	0	21	21	0	15	0	0	0	0	15	15
20:30	0	27	2	1	0	0	30	30.5	0	17	0	0	0	0	17	17
20:45	0	15	0	1	0	0	16	16.5	0	14	0	0	0	0	14	14
H/TOT	0	84	5	2	0	0	91	92	0	58	0	0	0	0	58	58
21:00	0	14	1	1	0	0	16	16.5	0	13	0	1	0	0	14	14.5
21:15	0	14	0	0	0	0	14	14	0	11	0	0	0	0	11	11
21:30	0	5	0	0	0	0	5	5	0	5	0	0	0	0	5	5
21:45	0	10	0	0	0	0	10	10	0	2	0	0	0	0	2	2
H/TOT	0	43	1	1	0	0	45	45.5	0	31	0	1	0	0	32	32.5
22:00	0	9	0	0	0	0	9	9	0	6	0	0	0	0	6	6
22:15	0	9	1	0	0	0	10	10	0	11	0	0	0	0	11	11
22:30	0	4	0	0	0	0	4	4	0	4	0	0	0	0	4	4
22:45	0	4	0	0	0	0	4	4	0	3	0	0	0	0	3	3
H/TOT	0	26	1	0	0	0	27	27	0	24	0	0	0	0	24	24
23:00	0	5	0	0	0	0	5	5	0	1	0	0	0	0	1	1
23:15	0	4	0	0	0	0	4	4	0	4	0	0	0	0	4	4
23:30	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0
23:45	0	3	0	0	0	0	3	3	0	3	0	0	0	0	3	3
H/TOT	0	15	0	0	0	0	15	15	0	8	0	0	0	0	8	8
24 TOT	4	866	56	12	0	0	938	941.6	3	874	21	9	0	0	907	909.7

IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip ATC
Site: ATC 1
Location: Barnhall Meadows
Date: Mon 29-May-2023

	Westbound (A => B)								Eastbound (B => A)							
TIME	M/C	CAR	LGV	OGV1	OGV2	SV(BUS)	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	SV(BUS)	TOT	PCU
00:00	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
00:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
00:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	4	0	0	0	0	4	4	0	2	0	0	0	0	2	2
01:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
01:15	0	3	0	0	0	0	3	3	0	2	0	0	0	0	2	2
01:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
01:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	5	0	0	0	0	5	5	0	4	0	0	0	0	4	4
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
H/TOT	0	0	1	0	0	0	1	1	0	0	1	0	0	0	1	1
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	0	1	0	0	0	1	1	0	1	1	0	0	0	2	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
04:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	0	1	0	0	0	1	1	0	4	1	0	0	0	5	5
05:00	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
05:15	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
05:30	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
05:45	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5
H/TOT	0	1	0	0	0	0	1	1	0	11	1	0	0	0	12	12
06:00	0	1	0	0	0	0	1	1	0	3	0	0	0	0	3	3
06:15	0	1	0	0	0	0	1	1	0	5	2	0	0	0	7	7
06:30	0	2	0	0	0	0	2	2	0	13	0	0	0	0	13	13
06:45	0	2	0	1	0	0	3	3.5	0	9	0	1	0	0	10	10.5
H/TOT	0	6	0	1	0	0	7	7.5	0	30	2	1	0	0	33	33.5
07:00	0	3	0	0	0	0	3	3	0	18	1	0	0	0	19	19
07:15	0	4	1	0	0	0	5	5	0	19	2	0	0	0	21	21
07:30	0	6	0	0	0	0	6	6	1	20	1	2	0	0	24	24.4
07:45	0	8	1	0	0	0	9	9	0	26	3	0	0	0	29	29
H/TOT	0	21	2	0	0	0	23	23	1	83	7	2	0	0	93	93.4
08:00	0	9	1	1	0	0	11	11.5	0	31	1	0	0	0	32	32
08:15	0	11	3	0	0	0	14	14	1	34	5	0	0	0	40	39.4
08:30	0	10	0	0	0	0	10	10	0	29	3	0	0	0	32	32
08:45	0	15	1	0	0	0	16	16	0	31	0	1	0	0	32	32.5
H/TOT	0	45	5	1	0	0	51	51.5	1	125	9	1	0	0	136	135.9
09:00	0	19	0	0	0	0	19	19	0	29	0	1	0	0	30	30.5
09:15	0	15	0	2	0	0	17	18	0	17	0	0	0	0	17	17
09:30	0	14	1	2	0	0	17	18	0	13	1	2	0	0	16	17
09:45	0	9	2	0	0	0	11	11	0	7	2	1	0	0	10	10.5
H/TOT	0	57	3	4	0	0	64	66	0	66	3	4	0	0	73	75
10:00	0	9	2	1	1	0	13	14.8	0	9	0	1	0	0	10	10.5
10:15	0	9	2	0	0	0	11	11	0	10	0	1	0	0	11	11.5
10:30	1	8	2	0	0	0	11	10.4	0	17	0	0	0	0	17	17
10:45	0	11	2	0	0	0	13	13	0	13	0	0	0	0	13	13
H/TOT	1	37	8	1	1	0	48	49.2	0	49	0	2	0	0	51	52
11:00	0	11	1	1	0	0	13	13.5	0	9	2	0	0	0	11	11
11:15	0	12	1	0	0	0	13	13	0	11	2	1	0	0	14	14.5
11:30	0	2	1	1	0	0	4	4.5	0	10	0	0	0	0	10	10
11:45	0	11	0	0	0	0	11	11	0	13	0	1	0	0	14	14.5
H/TOT	0	36	3	2	0	0	41	42	0	43	4	2	0	0	49	50
12:00	0	13	2	0	0	0	15	15	0	10	3	0	0	0	13	13
12:15	0	10	0	0	0	0	10	10	0	27	2	0	0	0	29	29
12:30	0	18	2	0	0	0	20	20	0	13	2	0	0	0	15	15
12:45	0	12	1	0	0	0	13	13	0	11	0	0	0	0	11	11
H/TOT	0	53	5	0	0	0	58	58	0	61	7	0	0	0	68	68
13:00	0	22	1	1	0	0	24	24.5	0	11	1	1	0	0	13	13.5
13:15	0	15	3	0	0	0	18	18	1	16	0	0	0	0	17	16.4
13:30	0	16	0	0	0	0	16	16	0	11	0	0	0	0	11	11
13:45	0	12	2	0	0	0	14	14	0	12	2	0	0	0	14	14
H/TOT	0	65	6	1	0	0	72	72.5	1	50	3	1	0	0	55	54.9
14:00	1	13	0	1	0	0	15	14.9	0	19	1	0	0	0	20	20
14:15	0	9	1	0	0	0	10	10	0	19	2	1	0	0	22	22.5
14:30	1	18	0	1	0	0	20	19.9	0	14	0	0	0	0	14	14
14:45	0	15	1	0	0	0	16	16	0	16	0	0	0	0	16	16
H/TOT	2	55	2	2	0	0	61	60.8	0	68	3	1	0	0	72	72.5
15:00	0	15	2	2	0	0	19	20	0	12	0	0	0	0	12	12
15:15	0	26	0	2	0	0	28	29	0	13	0	2	0	0	15	16
15:30	0	19	0	2	0	0	21	22	0	15	1	1	0	0	17	17.5
15:45	0	12	3	0	0	0	15	15	0	20	0	0	0	0	20	20
H/TOT	0	72	5	6	0	0	83	86	0	60	1	3	0	0	64	65.5
16:00	0	20	1	1	0	0	22	22.5	0	8	0	0	0	0	8	8
16:15	0	23	1	0	0	0	24	24	1	8	0	0	0	0	9	8.4
16:30	0	26	2	0	0	0	28	28	0	9	1	0	0	0	10	10
16:45	0	17	2	0	0	0	19	19	0	15	2	0	0	0	17	17
H/TOT	0	86	6	1	0	0	93	93.5	1	40	3	0	0	0	44	43.4
17:00	0	28	3	1	0	0	32	32.5	0	17	0	0	0	0	17	17
17:15	0	20	2	0	0	0	22	22	0	19	0	0	0	0	19	19
17:30	0	18	1	0	0	0	19	19	0	21	1	0	0	0	22	22
17:45	0	31	2	0	0	0	33	33	0	16	0	0	0	0	16	16
H/TOT	0	97	8	1	0	0	106	106.5	0	73	1	0	0	0	74	74
18:00	0	26	5	1	0	0	32	32.5	0	19	2	0	0	0	21	21
18:15	0	19	2	0	0	0	21	21	1	21	1	0	0	0	23	22.4
18:30	0	20	4	0	0	0	24	24	0	13	1	0	0	0	14	14
18:45	0	27	1	1	0	0	29	29.5	0	16	1	0	0	0	17	17
H/TOT	0	92	12	2	0	0	106	107	1	69	5	0	0	0	75	74.4
19:00	0	18	5	1	0	0	24	24.5	0	12	1	0	0	0	13	13
19:15	0	15	2	0	0	0	17	17	0	27	0	0	0	0	27	27
19:30	0	12	0	0	0	0	12	12	0	14	1	1	0	0	16	16.5
19:45	0	16	3	0	0	0	19	19	0	22	0	0	0	0	22	22
H/TOT	0	61	10	1	0	0	72	72.5	0	75	2	1	0	0	78	78.5
20:00	0	23	1	0	0	0	24	24	0	7	0	0	0	0	7	7
20:15	0	21	0	1	0	0	22	22.5	0	6	0	0	0	0	6	6
20:30	0	22	2	0	0	0	24	24	1	15	0	0	0	0	16	15.4
20:45	0	15	0	0	0	0	15	15	0	14	0	1	0	0	15	15.5
H/TOT	0	81	3	1	0	0	85	85.5	1	42	0	1	0	0	44	43.9
21:00	1	17	2	0	1	0	21	21.7	0	13	0	0	0	0	13	13
21:15	1	19	1	0	0	0	21	20.4	0	9	0	0	0	0	9	9
21:30	0	15	1	0	0	0	16	16	0	8	1	0	0	0	9	9
21:45	0	14	2	0	0	0	16	16	0	8	0	0	0	0	8	8
H/TOT	2	65	6	0	1	0	74	74.1	0	38	1	0	0	0	39	39
22:00	0	11	1	0	0	0	12	12	0	5	0	0	0	0	5	5
22:15	0	6	0	0	0	0	6	6	0	6	0	0	0	0	6	6
22:30	0	4	0	0	0	0	4	4	0	4	0	0	0	0	4	4
22:45	0	4	0	0	0	0	4	4	0	5	0	0	0	0	5	5
H/TOT	0	25	1	0	0	0	26	26	0	20	0	0	0	0	20	20
23:00	0	5	1	0	0	0	6	6	0	3	0	0	0	0	3	3
23:15	0	5	0	0	0	0	5	5	0	2	0	0	0	0	2	2
23:30	0	4	0	0	0	0	4	4	0	2	0	0	0	0	2	2
23:45	0	2	0	0	0	0	2	2	0	3	0	0	0	0	3	3
H/TOT	0	16	1	0	0	0	17	17	0	10	0	0	0	0	10	10
24 TOT	5	980	88	24	2	0	1099	1111	6	1023	54	19	0	0	1102	1108



IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip ATC
Site: ATC 1
Location: Barnhall Meadows
Date: Tue 30-May-2023

	Westbound (A => B)								Eastbound (B => A)							
TIME	M/C	CAR	LGV	OGV1	OGV2	SV(BUS)	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	SV(BUS)	TOT	PCU
00:00	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
00:15	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
00:30	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
00:45	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
H/TOT	0	8	0	0	0	0	8	8	0	6	0	0	0	0	6	6
01:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
01:15	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	1	0	0	0	0	1	1	0	3	0	0	0	0	3	3
02:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	0	1	0	0	0	1	1
03:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
03:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
04:45	0	1	0	0	0	0	1	1	0	2	0	0	0	0	2	2
H/TOT	0	2	0	0	0	0	2	2	0	4	0	0	0	0	4	4
05:00	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
05:15	0	1	0	0	0	0	1	1	0	3	0	0	0	0	3	3
05:30	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
05:45	0	1	0	0	0	0	1	1	0	7	1	0	0	0	8	8
H/TOT	0	3	0	0	0	0	3	3	0	12	1	0	0	0	13	13
06:00	0	3	0	0	0	0	3	3	0	5	0	0	0	0	5	5
06:15	0	1	0	0	0	0	1	1	1	9	1	0	0	0	11	10.4
06:30	0	3	0	0	0	0	3	3	0	15	0	0	0	0	15	15
06:45	0	2	1	0	0	0	3	3	0	9	1	1	0	0	11	11.5
H/TOT	0	9	1	0	0	0	10	10	1	38	2	1	0	0	42	41.9
07:00	0	4	1	0	0	0	5	5	0	21	2	0	0	0	23	23
07:15	0	7	0	0	1	0	8	9.3	1	19	1	1	0	0	22	21.9
07:30	0	6	0	0	0	0	6	6	0	26	1	1	0	0	28	28.5
07:45	0	12	0	0	0	0	12	12	1	30	1	0	0	0	32	31.4
H/TOT	0	29	1	0	1	0	31	32.3	2	96	5	2	0	0	105	104.8
08:00	0	8	0	3	0	0	11	12.5	0	33	1	1	0	0	35	35.5
08:15	0	12	1	0	0	0	13	13	0	35	1	0	0	0	36	36
08:30	0	12	1	1	0	0	14	14.5	0	30	2	0	0	0	32	32
08:45	0	13	1	1	0	0	15	15.5	0	43	3	0	0	0	46	46
H/TOT	0	45	3	5	0	0	53	55.5	0	141	7	1	0	0	149	149.5
09:00	0	12	2	0	0	0	14	14	0	28	1	1	0	0	30	30.5
09:15	0	23	4	2	0	0	29	30	0	15	1	0	1	0	17	18.3
09:30	0	19	0	0	0	0	19	19	0	9	0	0	0	0	9	9
09:45	0	19	1	1	0	0	21	21.5	0	15	2	0	0	0	17	17
H/TOT	0	73	7	3	0	0	83	84.5	0	67	4	1	1	0	73	74.8
10:00	0	5	1	0	0	0	6	6	0	14	1	1	0	0	16	16.5
10:15	0	12	2	0	1	0	15	16.3	1	11	1	1	0	0	14	13.9
10:30	0	4	1	1	0	0	6	6.5	0	11	0	0	0	0	11	11
10:45	0	7	0	1	0	0	8	8.5	0	9	0	0	0	0	9	9
H/TOT	0	28	4	2	1	0	35	37.3	1	45	2	2	0	0	50	50.4
11:00	0	7	0	0	0	0	7	7	0	9	0	0	0	0	9	9
11:15	0	14	0	1	0	0	15	15.5	0	6	2	1	0	0	9	9.5
11:30	0	11	1	1	0	0	13	13.5	0	15	0	1	0	0	16	16.5
11:45	0	11	1	0	0	0	12	12	0	23	0	0	0	0	23	23
H/TOT	0	43	2	2	0	0	47	48	0	53	2	2	0	0	57	58
12:00	1	18	2	0	0	0	21	20.4	0	12	2	0	0	0	14	14
12:15	0	12	0	0	0	0	12	12	0	16	0	0	0	0	16	16
12:30	0	15	3	1	1	0	20	21.8	1	12	0	0	0	0	13	12.4
12:45	0	9	2	1	0	0	12	12.5	0	15	1	0	0	0	16	16
H/TOT	1	54	7	2	1	0	65	66.7	1	55	3	0	0	0	59	58.4
13:00	0	16	1	2	0	0	19	20	0	20	2	2	0	0	24	25
13:15	0	18	2	1	0	0	21	21.5	0	14	2	1	0	0	17	17.5
13:30	0	12	2	0	0	0	14	14	0	13	2	0	0	0	15	15
13:45	1	15	2	1	0	0	19	18.9	1	17	2	0	0	0	20	19.4
H/TOT	1	61	7	4	0	0	73	74.4	1	64	8	3	0	0	76	76.9
14:00	1	17	2	0	0	0	20	19.4	0	22	2	0	0	0	24	24
14:15	1	13	1	0	0	0	15	14.4	0	14	0	0	0	0	14	14
14:30	0	10	2	0	0	0	12	12	0	20	2	1	0	0	23	23.5
14:45	0	10	7	1	0	0	18	18.5	0	22	3	0	0	0	25	25
H/TOT	2	50	12	1	0	0	65	64.3	0	78	7	1	0	0	86	86.5
15:00	0	20	4	1	0	0	25	25.5	0	7	0	0	0	0	7	7
15:15	0	21	2	1	0	0	24	24.5	0	8	1	0	0	0	9	9
15:30	0	16	1	0	0	0	17	17	0	17	1	1	0	0	19	19.5
15:45	1	22	1	0	0	0	24	23.4	0	9	0	0	0	0	9	9
H/TOT	1	79	8	2	0	0	90	90.4	0	41	2	1	0	0	44	44.5
16:00	0	16	3	1	0	0	20	20.5	0	12	1	0	0	0	13	13
16:15	0	20	3	0	0	0	23	23	0	10	2	0	0	0	12	12
16:30	0	15	1	0	0	0	16	16	0	22	1	0	0	0	23	23
16:45	0	17	2	0	0	0	19	19	0	16	0	0	0	0	16	16
H/TOT	0	68	9	1	0	0	78	78.5	0	60	4	0	0	0	64	64
17:00	0	37	2	1	0	0	40	40.5	0	18	1	0	0	0	19	19
17:15	0	20	2	1	0	0	23	23.5	0	20	0	0	0	0	20	20
17:30	0	24	2	0	0	0	26	26	0	20	2	1	1	0	24	25.8
17:45	0	38	2	0	0	0	40	40	0	17	0	0	0	0	17	17
H/TOT	0	119	8	2	0	0	129	130	0	75	3	1	1	0	80	81.8
18:00	0	25	1	0	0	0	26	26	0	23	0	1	0	0	24	24.5
18:15	1	24	4	2	0	0	31	31.4	0	22	2	0	0	0	24	24
18:30	0	21	0	0	0	0	21	21	0	11	0	0	0	0	11	11
18:45	0	18	5	0	0	0	23	23	0	22	3	0	0	0	25	25
H/TOT	1	88	10	2	0	0	101	101.4	0	78	5	1	0	0	84	84.5
19:00	0	10	0	1	0	0	11	11.5	0	13	0	0	0	0	13	13
19:15	0	21	1	0	0	0	22	22	0	20	0	0	0	0	20	20
19:30	0	15	1	0	0	0	16	16	0	16	0	0	0	0	16	16
19:45	1	14	4	0	0	0	19	18.4	0	15	0	0	0	0	15	15
H/TOT	1	60	6	1	0	0	68	67.9	0	64	0	0	0	0	64	64
20:00	0	21	2	0	0	0	23	23	1	12	1	0	0	0	14	13.4
20:15	0	18	5	0	0	0	23	23	0	10	0	0	0	0	10	10
20:30	0	15	0	0	0	0	15	15	0	7	0	0	0	0	7	7
20:45	0	18	0	1	0	0	19	19.5	0	8	0	1	0	0	9	9.5
H/TOT	0	72	7	1	0	0	80	80.5	1	37	1	1	0	0	40	39.9
21:00	0	13	2	0	0	0	15	15	0	13	0	0	0	0	13	13
21:15	0	14	1	0	0	0	15	15	0	6	0	0	0	0	6	6
21:30	0	12	1	0	0	0	13	13	0	8	0	1	0	0	9	9.5
21:45	0	11	2	0	0	0	13	13	0	5	0	0	0	0	5	5
H/TOT	0	50	6	0	0	0	56	56	0	32	0	1	0	0	33	33.5
22:00	0	9	2	0	0	0	11	11	0	5	1	0	0	0	6	6
22:15	1	10	1	0	0	0	12	11.4	0	7	0	0	0	0	7	7
22:30	0	9	0	0	0	0	9	9	0	4	0	0	0	0	4	4
22:45	0	9	0	0	0	0	9	9	0	3	0	0	0	0	3	3
H/TOT	1	37	3	0	0	0	41	40.4	0	19	1	0	0	0	20	20
23:00	0	4	0	0	0	0	4	4	0	4	0	0	0	0	4	4
23:15	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
23:30	0	1	1	0	0	0	2	2	0	1	0	0	0	0	1	1
23:45	0	2	1	0	0	0	3	3	0	2	0	0	0	0	2	2
H/TOT	0	9	2	0	0	0	11	11	0	7	0	0	0	0	7	7
24 TOT	8	991	103	28	3	0	1133	1146	7	1076	58	18	2	0	1161	1168

IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip ATC
Site: ATC 1
Location: Barnhall Meadows
Date: Wed 31-May-2023

	Westbound (A => B)								Eastbound (B => A)							
TIME	M/C	CAR	LGV	OGV1	OGV2	SV(BUS)	TOT	PCU	M/C	CAR	LGV	OGV1	OGV2	SV(BUS)	TOT	PCU
00:00	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
00:15	0	0	1	0	0	0	1	1	0	1	1	0	0	0	2	2
00:30	0	2	0	0	0	0	2	2	0	1	0	0	0	0	1	1
00:45	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	3	1	0	0	0	4	4	0	4	1	0	0	0	5	5
01:00	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
01:15	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0
01:30	0	3	0	0	0	0	3	3	0	1	0	0	0	0	1	1
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	6	0	0	0	0	6	6	0	1	0	0	0	0	1	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	1	0	0	0	0	1	1	0	1	1	0	0	0	2	2
02:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	0	0	0	0	1	1	0	2	1	0	0	0	3	3
03:00	0	0	1	0	0	0	1	1	0	2	0	0	0	0	2	2
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	1	0	0	0	2	2	0	3	0	0	0	0	3	3
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0
04:30	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
04:45	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
H/TOT	0	3	0	0	0	0	3	3	0	5	0	0	0	0	5	5
05:00	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
05:15	0	1	0	0	0	0	1	1	0	1	0	0	0	0	1	1
05:30	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
05:45	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
H/TOT	0	1	0	0	0	0	1	1	0	8	2	0	0	0	10	10
06:00	0	2	0	0	0	0	2	2	0	7	0	0	0	0	7	7
06:15	0	2	0	0	0	0	2	2	0	10	1	0	0	0	11	11
06:30	0	1	1	1	0	0	3	3.5	1	11	0	1	0	0	13	12.9
06:45	0	1	0	0	0	0	1	1	0	11	1	1	0	0	13	13.5
H/TOT	0	6	1	1	0	0	8	8.5	1	39	2	2	0	0	44	44.4
07:00	0	6	2	0	0	0	8	8	0	24	0	0	0	0	24	24
07:15	0	6	1	0	0	0	7	7	0	23	2	0	0	0	25	25
07:30	0	7	0	0	1	0	8	9.3	0	23	0	2	0	0	25	26
07:45	0	5	0	1	0	0	6	6.5	0	17	2	0	0	0	19	19
H/TOT	0	24	3	1	1	0	29	30.8	0	87	4	2	0	0	93	94
08:00	0	7	0	1	0	0	8	8.5	0	32	1	0	0	0	33	33
08:15	0	11	4	0	0	0	15	15	0	33	4	0	0	0	37	37
08:30	0	5	1	0	0	0	6	6	0	40	2	1	0	0	43	43.5
08:45	0	10	2	2	0	0	14	15	0	40	1	0	0	0	41	41
H/TOT	0	33	7	3	0	0	43	44.5	0	145	8	1	0	0	154	154.5
09:00	0	20	4	1	0	0	25	25.5	0	30	1	2	0	0	33	34
09:15	0	25	1	1	0	0	27	27.5	0	21	1	1	0	0	23	23.5
09:30	0	24	2	1	0	0	27	27.5	0	15	1	1	0	0	17	17.5
09:45	0	10	1	1	0	0	12	12.5	0	16	0	1	0	0	17	17.5
H/TOT	0	79	8	4	0	0	91	93	0	82	3	5	0	0	90	92.5
10:00	0	11	1	1	0	0	13	13.5	0	15	0	1	0	0	16	16.5
10:15	0	13	0	1	0	0	14	14.5	0	7	0	0	0	0	7	7
10:30	0	6	3	0	0	0	9	9	1	10	1	0	0	0	12	11.4
10:45	0	7	0	0	0	0	7	7	0	9	1	1	0	0	11	11.5
H/TOT	0	37	4	2	0	0	43	44	1	41	2	2	0	0	46	46.4
11:00	0	10	0	0	0	0	10	10	0	10	0	1	0	0	11	11.5
11:15	0	4	0	1	0	0	5	5.5	0	10	0	0	0	0	10	10
11:30	0	8	2	0	0	0	10	10	0	12	1	1	0	0	14	14.5
11:45	0	6	0	0	0	0	6	6	0	15	1	0	0	0	16	16
H/TOT	0	28	2	1	0	0	31	31.5	0	47	2	2	0	0	51	52
12:00	0	17	2	0	0	0	19	19	0	11	0	1	0	0	12	12.5
12:15	0	17	0	0	0	0	17	17	0	12	0	0	0	0	12	12
12:30	1	12	3	2	0	0	18	18.4	0	9	2	1	0	0	12	12.5
12:45	0	7	1	1	0	0	9	9.5	0	10	3	3	0	0	16	17.5
H/TOT	1	53	6	3	0	0	63	63.9	0	42	5	5	0	0	52	54.5
13:00	0	12	0	1	0	0	13	13.5	0	15	2	1	0	0	18	18.5
13:15	0	12	2	2	0	0	16	17	0	10	0	0	0	0	10	10
13:30	0	14	1	0	0	0	15	15	0	16	1	2	0	0	19	20
13:45	0	11	4	1	0	0	16	16.5	0	20	3	0	0	0	23	23
H/TOT	0	49	7	4	0	0	60	62	0	61	6	3	0	0	70	71.5
14:00	0	14	2	0	0	0	16	16	0	16	1	1	0	0	18	18.5
14:15	0	7	0	1	0	0	8	8.5	0	14	0	1	0	0	15	15.5
14:30	0	14	1	0	0	0	15	15	0	15	1	0	0	0	16	16
14:45	0	16	1	0	0	0	17	17	0	13	2	1	0	0	16	16.5
H/TOT	0	51	4	1	0	0	56	56.5	0	58	4	3	0	0	65	66.5
15:00	0	14	4	1	0	0	19	19.5	0	9	0	0	0	0	9	9
15:15	0	28	2	0	0	0	30	30	0	16	0	0	0	0	16	16
15:30	0	19	2	1	0	0	22	22.5	0	12	0	0	0	0	12	12
15:45	0	17	2	0	0	0	19	19	0	11	1	1	0	0	13	13.5
H/TOT	0	78	10	2	0	0	90	91	0	48	1	1	0	0	50	50.5
16:00	1	19	4	0	0	0	24	23.4	0	14	0	0	0	0	14	14
16:15	0	10	4	0	0	0	14	14	0	12	2	0	0	0	14	14
16:30	0	24	2	0	0	0	26	26	0	8	2	0	0	0	10	10
16:45	0	19	2	1	0	0	22	22.5	0	13	1	0	1	0	15	16.3
H/TOT	1	72	12	1	0	0	86	85.9	0	47	5	0	1	0	53	54.3
17:00	1	21	2	0	0	0	24	23.4	0	20	2	0	0	0	22	22
17:15	0	21	5	0	0	0	26	26	0	28	2	0	0	0	30	30
17:30	0	28	5	0	0	0	33	33	1	21	1	0	0	0	23	22.4
17:45	0	23	4	0	0	0	27	27	0	22	1	0	0	0	23	23
H/TOT	1	93	16	0	0	0	110	109.4	1	91	6	0	0	0	98	97.4
18:00	0	24	1	0	0	0	25	25	0	20	0	1	0	0	21	21.5
18:15	0	23	3	1	0	0	27	27.5	0	18	0	0	0	0	18	18
18:30	0	26	2	0	0	0	28	28	0	27	0	0	0	0	27	27
18:45	0	26	1	0	0	0	27	27	0	22	2	0	0	0	24	24
H/TOT	0	99	7	1	0	0	107	107.5	0	87	2	1	0	0	90	90.5
19:00	0	32	1	1	0	0	34	34.5	0	16	1	0	0	0	17	17
19:15	0	15	4	0	0	0	19	19	1	16	0	0	0	0	17	16.4
19:30	0	20	1	0	0	0	21	21	0	13	0	0	0	0	13	13
19:45	0	19	2	0	0	0	21	21	1	19	0	0	0	0	20	19.4
H/TOT	0	86	8	1	0	0	95	95.5	2	64	1	0	0	0	67	65.8
20:00	0	31	1	0	0	0	32	32	0	12	0	1	0	0	13	13.5
20:15	0	20	3	1	0	0	24	24.5	0	8	0	0	0	0	8	8
20:30	1	15	2	0	0	0	18	17.4	0	13	1	0	0	0	14	14
20:45	0	14	2	1	0	0	17	17.5	0	15	0	0	0	0	15	15
H/TOT	1	80	8	2	0	0	91	91.4	0	48	1	1	0	0	50	50.5
21:00	0	10	1	0	0	0	11	11	0	9	0	0	0	0	9	9
21:15	0	21	1	1	0	0	23	23.5	0	11	0	0	0	0	11	11
21:30	0	14	1	0	0	0	15	15	0	4	0	0	0	0	4	4
21:45	1	8	0	0	0	0	9	8.4	0	6	0	0	0	0	6	6
H/TOT	1	53	3	1	0	0	58	57.9	0	30	0	0	0	0	30	30
22:00	1	10	1	0	0	0	12	11.4	0	3	0	0	0	0	3	3
22:15	0	11	1	0	0	0	12	12	0	5	0	0	0	0	5	5
22:30	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0
22:45	0	2	0	0	0	0	2	2	0	2	0	0	0	0	2	2
H/TOT	1	30	3	0	0	0	34	33.4	0	10	0	0	0	0	10	10
23:00	0	7	0	0	0	0	7	7	0	2	0	0	0	0	2	2
23:15	0	6	0	0	0	0	6	6	0	3	0	0	0	0	3	3
23:30	0	3	0	0	0	0	3	3	0	3	0	0	0	0	3	3
23:45	0	1	0	0	0	0	1	1	0	4	0	0	0	0	4	4
H/TOT	0	17	0	0	0	0	17	17	0	12	0	0	0	0	12	12
24 TOT	6	983	111	28	1	0	1129	1141	5	1062	56	28	1	0	1152	1164

IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip
Site: Site 1
Location: R449/Slips on-off M4/Barnhall Rd
Date: Thu 25-May-2023

	A => A									A => B									A => C									A => D									A => E								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	1	53	13	1	1	2	71	74.2	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	4	7	12	0	0	22	2	1	0	0	25	25.5
07:15	0	0	0	0	0	0	0	0	0	0	0	68	8	2	2	1	81	85.6	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4	6.5	0	0	24	3	0	0	1	28	29
07:30	0	0	0	0	0	0	0	0	0	0	0	72	10	2	4	2	90	98.2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	4	7.5	0	0	15	3	1	0	0	19	19.5
07:45	0	0	0	0	0	0	0	0	0	0	1	71	10	2	2	3	89	95	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	1	18	19
H/TOT	0	0	0	0	0	0	0	0	0	0	2	264	41	7	9	8	331	353	0	0	0	0	0	0	0	0	0	0	0	2	0	4	0	9	15	26	0	0	76	10	2	0	2	90	93
08:00	0	0	0	0	0	0	0	0	0	0	0	69	7	0	3	1	80	84.9	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	2	5	8	1	0	21	8	0	0	1	31	31.2
08:15	0	0	0	0	0	0	0	0	0	0	0	90	4	2	2	1	99	103.6	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	3	4.5	0	0	25	3	0	0	0	28	28
08:30	0	0	0	0	0	0	0	0	0	1	0	86	10	1	4	0	102	106.9	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	31	6	1	0	1	39	40.5
08:45	0	0	0	0	0	0	0	0	0	0	0	70	12	3	2	0	87	91.1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	3	5.8	0	0	24	2	0	0	0	26	26
H/TOT	0	0	0	0	0	0	0	0	0	1	0	315	33	6	11	2	368	386.5	0	0	0	0	0	0	0	0	0	0	0	3	0	5	1	4	13	20.8	1	0	101	19	1	0	2	124	125.7
09:00	0	0	0	0	0	0	0	0	0	0	0	58	14	4	3	1	80	86.9	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	3.8	0	0	22	3	1	0	1	27	28.5
09:15	0	0	0	0	0	0	0	0	0	0	0	65	5	3	3	0	76	81.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	24	1	0	0	0	25	25
09:30	0	0	0	0	0	0	0	0	0	0	1	63	6	3	1	2	76	80.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	4	6	0	1	27	31
09:45	0	0	0	0	0	0	0	0	0	0	0	59	12	3	4	0	78	84.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	16	3	2	0	0	21	22
H/TOT	0	0	0	0	0	0	0	0	0	0	1	245	37	13	11	3	310	333.2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	5	8.8	0	0	78	11	9	0	2	100	106.5
10:00	0	0	0	0	0	0	0	0	0	0	0	42	9	7	5	1	64	75	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	0	14	2	0	0	1	17	18
10:15	0	0	0	0	0	0	0	0	0	0	1	52	5	1	4	0	63	68.1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	5	0	0	19	3	0	0	1	23	24
10:30	0	0	0	0	0	0	0	0	0	0	0	47	7	6	3	0	63	69.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	1	0	0	21	21.5
10:45	0	0	0	0	0	0	0	0	0	0	1	41	10	4	8	0	64	75.8	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	4	8.1	0	0	13	1	0	1	1	16	18.3
H/TOT	0	0	0	0	0	0	0	0	0	0	2	182	31	18	20	1	254	288.8	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	9	16.1	0	0	64	8	1	1	3	77	81.8
11:00	0	0	0	0	0	0	0	0	0	2	0	56	5	3	3	0	69	72.8	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	0	14	3	1	0	0	18	18.5
11:15	0	0	0	0	0	0	0	0	0	0	0	62	6	3	4	0	75	81.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4.3	0	0	14	2	1	0	1	18	19.5
11:30	0	0	0	0	0	0	0	0	0	0	0	61	11	6	4	1	83	92.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	18	4	3	0	0	25	26.5
11:45	0	0	0	0	0	0	0	0	0	1	1	53	13	3	3	0	74	78	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	15	3	1	0	1	20	21.5
H/TOT	0	0	0	0	0	0	0	0	0	3	1	232	35	15	14	1	301	324.7	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	6	11.6	0	0	61	12	6	0	2	81	86
12:00	0	0	0	0	0	0	0	0	0	0	1	50	7	2	4	1	65	71.6	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	20	3	2	0	0	25	26
12:15	0	0	0	0	0	0	0	0	0	0	0	52	17	3	3	0	75	80.4	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	3.5	0	0	19	1	2	0	1	23	25
12:30	0	0	0	0	0	0	0	0	0	2	0	73	6	6	1	1	89	92.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2.3	0	0	17	4	3	0	0	24	25.5
12:45	0	0	0	0	0	0	0	0	0	1	0	58	8	5	1	0	73	76	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	22	3	1	0	1	27	28.5
H/TOT	0	0	0	0	0	0	0	0	0	3	1	233	38	16	9	2	302	320.7	0	0	0	0	0	0	0	0	0	0	0	2	0	2	1	2	7	11.3	0	0	78	11	8	0	2	99	105
13:00	0	0	0	0	0	0	0	0	0	0	1	70	4	0	3	1	79	83.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	2	1	0	0	24	24.5
13:15	0	0	0	0	0	0	0	0	0	0	2	58	6	5	1	0	72	74.6	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2	3.5	0	0	21	2	2	0	1	26	28
13:30	0	0	0	0	1	0	0	1	1.5	0	0	46	6	4	5	1	62	71.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	1	24	25
13:45	0	0	0	0	0	0	0	0	0	0	0	48	6	1	1	0	56	57.8	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	3	5	0	0	17	3	1	0	1	22	23.5
H/TOT	0	0	0	0	1	0	0	1	1.5	0	3	222	22	10	10	2	269	287.2	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	2	5	8.5	0	0	79	10	4	0	3	96	101
14:00	0	0	0	0	0	0	0	0	0	1	0	58	11	3	3	2	78	84.6	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4.5	0	0	20	2	4	0	0	26	28
14:15	0	0	0	0	1	0	0	1	1.5	0	0	60	12	4	8	0	84	96.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2	3	0	0	22	3	3	0	1	29	31.5
14:30	0	0	0	0	0	0	0	0	0	0	0	56	9	1	4	2	72	79.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	25
14:45	0	0	0	0	0	0	0	0	0	0	0	62	4	1	4	0	71	76.7	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	3	4.5	0	0	23	3	1	1	0	28	29.8
H/TOT	0	0	0	0	1	0	0	1	1.5	1	0	236	36	9	19	4	305	337.4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	2	8	12	0	0	88	10	8	1	1	108	114.3
15:00	0	0	0	0	0	0	0	0	0	0	1	101	17	8	2	3	132	141	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	2	5	8	0	0	30	2	0	0	1	33	34
15:15	0	0	0	0	0	0	0	0	0	0	0	86	8	7	2	2	105	113.1	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	4	5.5	0	0	38	4	4	0	0	46	48
15:30	0	0	0	0	0	0	0	0	0	0	0	86	13	3	6	1	109	119.3	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	2	5	8.8	0	0	34	5	4	0	1	44	47
15:45	0	0	0	0	0	0	0	0	0	0	0	94	11	2	1	1	109	112.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	5	0	0	35	3	0	0	1	39	40
H/TOT	0	0	0	0	0	0	0	0	0	0	1	367	49	20	11	7	455	485.7	0	0	0	0	0	0	0	0	0	0	0	5	0	4	1	7	17	27.3	0	0	137	14	8	0	3	162	169
16:00	0	0	0	0	0	0	0	0	0	0	1	153	20	2	5	3	184	193.9	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	4	6.5	0	0	50	6	1	0	1	58	59.5
16:15	0	0	0	0	0	0	0	0	0	2	2	138	24	1	2	1	170	171.3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	5	8	0	0	49	8	0	0	0	57	57
16:30	0	0	0	0	0	0	0	0	0	1	2	196	14	3	1	2	219	221.8	0	0	0	0	0	0	0	0	0	0	0	2	0	1	1	2	6	9.8	0	0	55	8	0	0	1	64	65
16:45	0	0	0	0	0	0	0	0	0	1	2	212	9	3	0	1	228	228.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	5	8	0	0	58	7	1	0	1	67	68.5
H/TOT	0	0	0	0	0	0	0	0	0	4	7	699	67	9	8	7	801	815.5	0	0	0	0	0	0	0	0	0	0	0	7	0	2	1	10	20	32.3	0	0	212	29	2	0	3	246	250
17:00	0	0	0	0	0	0	0	0	0	1	2	182	10	1	0	3	199	200.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	5	9	0	0	51	5	1	0	1	58	59.5
17:15	0	0	0	0	0	0	0	0	0	0	3	166	6	2	0	1	178	178.2	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	1	4	5.5	0	0	52	4	0	0	0	56	56
17:30	0	0	0	0	0	0	0	0	0	1	1	149	7	2	2	2	164	168.2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	4	7	12.3	0	0	53	6	1	0	1	61	62.5
17:45	0	0	0	0	0	0	0	0	0	2	0	118	2	1	1	1	125	126.2	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	3	4.5	0	0	38	5	0	0	0	43	43
H/TOT	0	0	0	0	0	0	0	0	0	4	6	615	25	6	3	7	666	673.1	0	0	0	0	0	0	0	0	0	0	0	6	0	2	1	10	19	31.3	0	0	194	20	2	0	2	218	221
18:00	0	0	0	0	0	0	0	0	0	0	0	150	8	0	0	2	160	162	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	2	5	7.5	0	0	40	3	1	0	0	44	44.5
18:15	0	0	0	0	0	0	0	0	0	1	3	145	10	1	0	1	161	159.9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	5	0	0	31	2	1	0	1	35	36.5
18:30	0	0	0	0	0	0	0	0	0	0	0	118	2	2	1	1	124	127.3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	4	7	0	0	36	3	0	0	0	39	39
18:45	0	0	0	0	0	0	0	0	0	1	1	98	3	0	0	2	105	105.6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	3	5	0	0	33	1	0	0	0	34	34
H/TOT	0	0	0	0	0	0	0	0	0	2	4	511	23	3	1	6	550	554.8	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	9	15	24.5	0	0	140	9	2	0	1	152	154
12 TOT	0	0	0	0	2	0	0	2	3	18	28	4121	437	132	126	50	4912	5160.6	0	0	0	0	0	0	0	0	0	0	0	33	0	35	10	61	139	230.5	1	0	1308	163	53	2	26	1553	1607.3

	A => F									A => G									B => A									B => B									B => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	1	0	57	5	0	1	2	66	68.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	59	6	2	0	0	67	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	1	0	39	6	1	0	0	47	46.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	38	6	0	3	0	47	50.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	193	23	3	4	2	227	234.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	1	52	5	4	3	2	67	74.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	2	0	68	8	0	3	0	81	83.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	2	76	18	1	1	0	98	98.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	0	63	5	0	3	0	72	75.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	3	3	259	36	5	10	2	318	331.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	1	1	53	8	1	1	2	67	69.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	58	5	2	0	1	66	68	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	3	0	40	12	2	0	0	57	55.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	3	0	42	10	4	2	0	61	63.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	7	1	193	35	9	3	3	251	256.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	1	35	6	1	1	1	45	47.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	49	8	0	1	0	58	59.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	45	7	2	3	1	58	63.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	32	3	2	1	0	38	40.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	1	161	24	5	6	2	199	210.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	34	9	0	1	0	44	45.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	1	0	37	7	0	0	0	45	44.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	1	0	46	9	3	0	0	59	59.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	38	7	4	1	0	50	53.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	155	32	7	2	0	198	202.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	45	13	0	0	0	58	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	48	7	2	1	0	58	60.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	2	0	43	12	2	1	0	60	60.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	53	11	0	1	0	65	66.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	189	43	4	3	0	241	245.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	47	11	1	0	0	59	59.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	53	7	2	1	0	63	65.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	46	13	1	3	0	63	67.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	42	9	0	1	0	52	53.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	188	40	4	5	0	237	245.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	1	0	51	6	2	2	1	63	66.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	51	10	5	1	0	67	70.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	60	5	1	0	0	66	66.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	1	0	59	6	1	2	0	69	71.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	221	27	9	5	1	265	275.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	73	11	1	1	1	87	89.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	96	11	1	2	0	110	113.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	1	84	17	2	2	0	106	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	1	84	14	3	1	0	103	105.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	337	53	7	6	1	406	417.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	1	147	28	1	0	1	178	178.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	3	122	23	0	0	0	148	146.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	3	139	22	0	0	0	164	162.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	1	2	144	25	1	1	0	174	173.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	9	552	98	2	1	1	664	661.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	2	131	15	1	1	0	150	150.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	2	1	129	13	0	0	0	145	142.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	2	1	131	17	0	0	1	152	150.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	1	98	13	1	1	0	114	115.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	4	5	489	58	2	2	1	561	559.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	1	96	10	0	0	1	108	108.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	1	75	10	0	0	0	86	85.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	1	89	10	2	0	0	102	102.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	1	1	83	5	0	0	1	91	90.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	4	343	35	2	0	2	387	386.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 TOT	24	25	3280	504	59	47	15	3954	4025.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	B => D									B => E									B => F									B => G									C => A								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	115	8	2	2	1	132	134.2
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	128	12	2	3	1	149	153.1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	197	10	3	3	4	222	228.4
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	164	20	0	2	3	192	195.8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	604	50	7	10	9	695	711.5
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	98	13	4	3	1	120	126.3
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	76	8	0	1	1	86	88.3
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67	10	3	2	0	82	86.1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	69	3	6	2	1	82	88
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	310	34	13	8	3	370	388.7
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	8	3	4	0	60	66.7
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	57	5	5	0	2	70	73.9
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	4	1	5	1	52	60
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	9	3	3	1	64	70.4
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	191	26	12	12	4	246	271
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	7	3	4	0	49	55.7
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	39	5	3	5	1	54	62.4
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	30	5	3	6	0	45	53.7
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35	6	3	4	0	48	54.7
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	139	23	12	19	1	196	226.5
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	5	5	3	0	52	58.4
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	45	8	5	4	0	65	70.5
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	45	7	0	4	1	58	63.4
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	5	4	2	1	57	62.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	174	25	14	13	2	232	254.9
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45	5	2	1	0	53	55.3
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	42	4	4	3	1	54	60.9
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	5	4	4	0	63	70.2
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	8	4	3	1	66	72.9
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187	22	14	11	2	236	259.3
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	9	1	6	1	67	76.3
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	46	4	1	2	2	56	60.3
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	50	9	3	2	1	66	70.5
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	45	9	1	5	1	63	69.6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	191	31	6	15	5	252	276.7
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	52	5	0	2	0	60	62
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	55	4	3	3	0	65	70.4
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	75	4	3	3	1	88	93.2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	62	4	5	1	3	76	82.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	244	17	11	9	4	289	307.8
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	64	7	2	3	2	79	85.3
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53	13	2	7	4	79	93.1
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	48	5	2	3	2	60	66.9
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	49	5	1	2	3	60	66.1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	214	30	7	15	11	278	311.4
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	55	6	0	1	1	64	65.7
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	51	5	3	2	0	61	65.1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	48	7	0	0	0	56	55.4
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	7	1	0	1	69	70.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	214	25	4	3	2	250	256.7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	60	5	2	0	2	71	72.6
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	68	2	1	1	1	76	76.8
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	11	3	0	2	85	88.5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	83	8	1	1	2	96	99.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	4	280	26	7	2	7	328	337.1
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	82	3	2	0	2	89	92
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	87	7	1	1	0	97	98.2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	97	6	1	0	1	106	106.9
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	91	2	0	0	1	94	95
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	357	18	4	1	4	386	392.1
12 TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	36	3105	327	111	118	54	3758	3993.7

	C => B									C => C									C => D									C => E									C => F								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	40	4	0	0	0	46	44.6	0	1	26	3	1	2	5	38	45.5	0	0	1	0	0	0	0	1	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	28	2	0	0	0	30	30	0	0	25	4	2	1	2	34	38.3	0	0	1	0	0	0	0	1	1
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	19	1	0	0	0	22	20.4	0	1	35	3	1	0	0	40	39.9	0	0	2	0	0	0	0	2	2
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0	25	7	2	0	0	34	35	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	103	9	0	0	0	116	113	0	2	111	17	6	3	7	146	158.7	0	0	6	0	0	0	0	6	6
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	16	1	0	0	0	18	17.2	0	0	49	5	0	2	0	56	58.6	0	0	2	0	0	0	0	2	2
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	40	3	1	2	1	47	51.1	0	0	1	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	25	9	2	0	1	37	39	0	0	1	0	0	0	0	1	1
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	25	10	3	2	0	40	44.1	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	37	4	0	0	0	42	41.2	0	0	139	27	6	6	2	180	192.8	0	0	5	0	0	0	0	5	5
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0	28	2	3	0	0	33	34.5	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0	20	7	2	1	0	30	32.3	0	0	1	0	0	0	0	1	1
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	3	0	0	0	7	7	0	0	31	6	1	0	0	38	38.5	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	8	1	0	0	0	11	9.4	0	0	26	9	3	0	0	38	39.5	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	22	4	2	0	0	30	29.4	0	0	105	24	9	1	0	139	144.8	0	0	2	0	0	0	0	2	2
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	7.5	0	0	36	6	0	0	0	42	42	0	0	0	0	0	1	0	1	2.3
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	5	5	0	0	29	8	3	1	0	41	43.8	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	42	10	0	0	0	52	52	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6	0	0	0	0	8	6.4	0	0	32	11	3	1	0	47	49.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	20	5	1	0	0	28	26.9	0	0	139	35	6	2	0	182	187.6	0	0	0	0	0	1	0	1	2.3
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	0	0	33	13	2	1	0	49	51.3	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	1	0	0	7	6.7	0	0	34	11	1	1	0	47	48.8	0	0	1	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	2	0	0	7	8	0	0	64	10	1	1	0	76	77.8	0	0	1	0	0	0	0	1	1
11:45	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	1	0	4	1	1	0	0	7	6.7	0	0	54	12	3	0	0	69	70.5	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	3	0	17	1	4	0	0	25	24.6	0	0	185	46	7	3	0	241	248.4	0	0	3	0	0	0	0	3	3
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	60	10	0	0	0	70	70	0	0	1	0	0	0	0	1	1
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	5.3	0	0	42	11	3	0	0	56	57.5	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	0	0	67	5	0	0	0	72	72	0	0	1	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	6	2	3	1	0	14	15.2	0	0	44	10	4	1	0	59	62.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	18	4	3	2	0	30	31.7	0	0	213	36	7	1	0	257	261.8	0	0	2	0	0	0	0	2	2
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	73	8	2	0	0	83	84	0	0	1	0	0	0	0	1	1
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	61	10	2	0	0	73	74	0	0	1	0	0	0	0	1	1
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	0	0	63	8	1	2	0	74	77.1	0	0	1	0	0	0	0	1	1
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	1	0	5	6.8	0	0	90	7	3	1	0	101	103.8	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	2	2	1	0	17	19.3	0	0	287	33	8	3	0	331	338.9	0	0	5	0	0	0	0	5	5
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	0	0	73	7	0	0	1	81	82	0	0	1	0	0	0	0	1	1
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	1	2	9	12.3	0	0	82	14	2	4	1	103	110.2	0	0	1	0	0	1	0	2	3.3
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	1	74	15	1	0	0	91	90.9	0	0	2	0	0	0	0	2	2
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	1	61	14	4	0	0	80	81.4	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	18	2	1	1	2	25	28	0	2	290	50	7	4	2	355	364.5	0	0	5	0	0	1	0	6	7.3
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	1	5	6	0	0	62	16	1	1	0	80	81.8	0	0	1	0	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	99	13	0	1	0	113	114.3	0	0	2	0	0	0	0	2	2
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	1	0	6	7.3	0	0	76	16	0	0	0	92	92	0	0	1	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	0	88	27	3	0	1	119	121.5	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	14	3	0	1	1	20	21.5	0	0	325	72	4	2	1	404	409.6	0	0	5	0	0	0	0	5	5
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	3.2	0	0	98	16	0	0	2	116	118	0	0	2	0	0	0	0	2	2
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	6	3.6	0	1	92	21	1	0	2	117	118.9	0	0	1	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	1	0	3	4.3	0	1	85	9	2	0	1	98	99.4	0	0	2	1	0	0	0	3	3
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	3	91	17	1	1	2	115	117	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	8	2	0	1	0	16	13.3	0	5	366	63	4	1	7	446	453.3	0	0	6	1	0	0	0	7	7
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	3.2	0	1	82	15	0	1	1	100	101.7	0	0	1	0	0	0	0	1	1
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	2	63	11	0	0	0	76	74.8	0	0	1	0	0	0	0	1	1
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	0	2	67	10	1	0	0	80	79.3	0	0	1	0	0	0	0	1	1
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6	1.2	0	5	76	12	0	0	0	93	90	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	6	1	0	0	0	15	8.6	0	10	288	48	1	1	1	349	345.8	0	0	5	0	0	0	0	5	5
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	78	7	2	0	0	87	88	0	0	1	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	86	7	0	0	0	93	93	0	0	2	0	0	0	0	2	2
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	1	95	13	0	0	0	109	108.4	0	0	2	0	0	0	0	2	2
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	4	0	0	0	0	7	4.8	0	0	90	9	0	1	0	100	101.3	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	11	1	0	0	0	16	13	0	1	349	36	2	1	0	389	390.7	0	0	7	0	0	0	0	7	7
12 TOT	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	32	2	286	38	13	6	3	380	370.5	0	20	2797	487	67	28	20	3419	3496.9	0	0	51	1	0	2	0	54	56.6

	C => G									D => A									D => B									D => C									D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	3	6	8.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	2	0	2	2	3	0	3	12	14.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	3	6	8.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	1	0	2	0	2	0	2	7	9.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	5	0	6	2	7	0	11	31	41.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	3	0	4	1	0	1	1	10	9.9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	1	0	1	1	0	0	1	4	4.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	1	0	3	1	2	0	0	7	7.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	6	0	10	4	2	1	2	25	24.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	1	5	6.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	1	0	2	2	1	0	0	6	5.7	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	1	1	1	0	1	4	5.5	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	1	0	2	2	0	1	0	6	6.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	8	5	3	1	2	21	24.2	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	5	0	3	1	0	0	1	10	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	1	0	4	2	1	0	1	9	9.7	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	6	0	15	5	2	0	2	30	28.2	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	1	0	4	2	2	0	1	10	11.2	0	0	2	0	0	1	0	3	4.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5	0	0	1	0	2	1	0	4	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	1	8	9.5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	1	0	5	2	0	0	0	8	7.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	18	6	4	0	2	32	34.4	0	0	11	0	2	2	0	15	18.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	1	0	4	2	0	1	1	9	10.5	0	0	3	1	0	1	0	5	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	4	1	1	0	0	6	6.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	6	3	1	0	1	11	12.5	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	21	7	2	1	2	34	37.5	0	0	13	2	0	1	0	16	17.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	6	1	1	0	1	9	10.5	0	0	5	1	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	1	0	5	1	0	0	0	7	6.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	4	1	1	1	0	7	8.8	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	20	4	2	1	1	29	31.5	0	0	16	1	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	5	1	1	0	0	7	7.5	0	0	3	0	0	1	0	4	5.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	1	0	4	0	1	0	0	6	5.7	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	1	0	5	2	0	0	1	9	9.2	0	0	3	1	0	1	0	5	6.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	4	2	1	0	0	7	7.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	18	5	3	0	1	29	29.9	0	0	11	1	0	2	0	14	16.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	8	2	1	0	2	13	15.5	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	23	1	0	0	2	26	28	0	0	20	2	2	0	1	25	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	13	3	1	0	0	17	17.5	0	0	9	1	0	0	2	12	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	14	3	1	1	3	22	26.8	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	58	9	3	1	7	78	87.8	0	0	44	5	2	0	3	54	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	2	18	20	0	0	13	5	0	1	0	19	20.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	1	1	27	5	0	0	2	36	36.6	0	0	21	3	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	1	0	13	3	0	0	4	21	24.2	0	0	9	1	0	1	0	11	12.3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	1	18	3	0	1	2	25	27.7	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	2	72	13	0	1	10	100	108.5	0	0	57	10	0	2	0	69	71.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	1	0	22	4	0	0	4	31	34.2	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	1	0	22	2	1	0	1	27	27.7	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	2	16	2	0	0	2	22	22.8	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	1	0	14	3	0	0	2	20	21.2	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	3	2	74	11	1	0	9	100	105.9	0	0	54	6	0	0	0	60	60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	2	14	16.5	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	2	12	14	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	2	0	6	1	0	0	2	11	11.4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	2	10	12	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	29	7	1	0	8	47	53.9	0	0	19	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	32	4	349	78	30	6	57	556	607.8	0	0	239	26	6	7	3	281	296.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

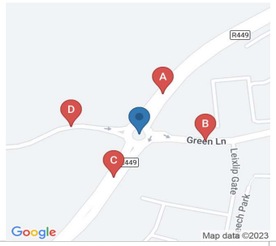
	D => E									D => F									D => G									E => A									E => B								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	66	5	0	0	0	71	71	1	3	81	33	5	2	0	125	127.5
07:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	1	5	6	0	0	0	0	0	0	0	0	0	1	0	72	2	0	0	3	78	80.2	2	1	89	21	3	2	0	118	119.9
07:30	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	0	64	11	0	0	1	77	77.2	1	3	84	12	2	2	0	104	105
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	69	11	2	0	1	84	85.2	1	2	85	15	2	0	0	105	104
H/TOT	0	0	1	0	0	0	0	1	1	0	0	10	1	0	0	1	12	13	0	0	0	0	0	0	0	0	0	3	0	271	29	2	0	5	310	313.6	5	9	339	81	12	6	0	452	456.4
08:00	0	0	1	0	0	0	0	1	1	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	79	7	2	0	0	88	89	1	2	98	11	1	0	0	113	111.5
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	1	4	6.3	0	0	0	0	0	0	0	0	0	0	0	63	3	1	0	0	67	67.5	2	3	117	9	3	0	1	135	134.1
08:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	73	6	1	0	2	82	84.5	2	2	91	8	0	2	0	105	104.8
08:45	0	0	1	0	0	1	0	2	3.3	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	1	0	60	9	1	0	1	72	72.7	0	1	78	20	2	0	2	103	105.4
H/TOT	0	0	2	0	0	1	0	3	4.3	0	0	13	2	0	1	1	17	19.3	0	0	0	0	0	0	0	0	0	1	0	275	25	5	0	3	309	313.7	5	8	384	48	6	2	3	456	455.8
09:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	43	7	1	0	0	51	51.5	1	0	103	8	2	1	4	119	124.5
09:15	0	0	1	0	0	0	0	1	1	0	0	3	1	0	0	1	5	6	0	0	0	0	0	0	0	0	0	0	0	54	9	0	0	1	64	65	0	2	88	13	1	1	0	105	105.6
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	35	4	0	0	0	39	39	2	1	94	7	5	0	0	109	109.3
09:45	0	0	1	0	0	0	0	1	1	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	39	7	4	0	0	50	52	1	0	101	11	1	1	0	115	116
H/TOT	0	0	2	0	0	0	0	2	2	0	0	10	2	0	0	1	13	14	0	0	0	0	0	0	0	0	0	0	0	171	27	5	0	1	204	207.5	4	3	386	39	9	3	4	448	455.4
10:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	5	0	33	4	2	0	0	44	41	7	0	54	7	3	0	0	71	66.9
10:15	0	0	2	0	0	0	0	2	2	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	45	3	1	0	1	50	51.5	0	0	80	8	3	2	0	93	97.1
10:30	0	0	1	0	1	0	0	2	2.5	0	0	6	1	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	34	5	1	0	0	40	40.5	0	0	62	8	1	0	0	71	71.5
10:45	0	0	1	0	0	0	0	1	1	0	0	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	32	4	3	0	0	39	40.5	0	0	48	6	2	1	0	57	59.3
H/TOT	0	0	4	0	1	0	0	5	5.5	0	0	26	1	2	0	0	29	30	0	0	0	0	0	0	0	0	0	5	0	144	16	7	0	1	173	173.5	7	0	244	29	9	3	0	292	294.8
11:00	0	0	1	0	0	0	0	1	1	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	38	2	1	0	1	42	43.5	1	0	66	7	4	2	0	80	83.8
11:15	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	33	2	0	0	0	35	35	1	0	51	5	3	0	0	60	60.7
11:30	0	0	2	0	0	0	0	2	2	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	36	6	0	0	0	42	42	0	0	46	10	3	0	0	59	60.5
11:45	0	0	2	0	0	0	0	2	2	0	0	11	2	0	0	1	14	15	0	0	0	0	0	0	0	0	0	0	0	35	7	2	0	0	44	45	2	0	47	7	5	2	0	63	66.5
H/TOT	0	0	5	0	0	0	0	5	5	0	0	34	3	0	0	1	38	39	0	0	0	0	0	0	0	0	0	0	0	142	17	3	0	1	163	165.5	4	0	210	29	15	4	0	262	271.5
12:00	0	0	1	0	1	0	0	2	2.5	0	0	7	3	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	31	6	1	0	1	39	40.5	0	3	63	6	2	0	0	74	73.2
12:15	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	33	6	0	0	1	40	41	0	0	66	10	5	0	0	81	83.5
12:30	0	0	1	0	0	0	0	1	1	0	0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	31	4	2	0	0	37	38	1	1	58	6	3	0	0	69	69.1
12:45	0	0	2	0	1	0	0	3	3.5	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	34	6	1	0	1	42	43.5	0	0	65	9	2	0	0	76	77
H/TOT	0	0	4	0	2	0	0	6	7	0	0	36	8	0	0	0	44	44	0	0	0	0	0	0	0	0	0	0	0	129	22	4	0	3	158	163	1	4	252	31	12	0	0	300	302.8
13:00	0	0	2	0	0	0	0	2	2	0	0	14	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	38	7	1	0	0	46	46.5	1	0	48	9	5	0	0	63	64.7
13:15	0	0	2	0	0	0	0	2	2	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	46	5	1	1	1	54	56.8	0	1	56	7	0	1	0	65	65.7
13:30	0	0	2	0	1	0	0	3	3.5	0	0	11	2	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	35	8	1	1	1	46	48.8	1	0	45	6	1	0	1	54	54.7
13:45	0	0	1	0	0	0	0	1	1	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	45	5	4	0	1	55	58	0	0	55	6	3	0	0	64	65.5
H/TOT	0	0	7	0	1	0	0	8	8.5	0	0	45	6	0	0	0	51	51	0	0	0	0	0	0	0	0	0	0	0	164	25	7	2	3	201	210.1	2	1	204	28	9	1	1	246	250.6
14:00	0	0	1	0	0	0	0	1	1	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	44	3	3	0	1	51	53.5	0	0	54	7	3	0	0	64	65.5
14:15	0	0	2	0	0	0	0	2	2	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	48	11	0	0	1	60	61	1	0	64	12	1	0	0	78	77.7
14:30	0	0	1	0	0	0	0	1	1	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0	1	0	43	6	1	0	0	51	50.7	1	1	53	9	1	0	0	65	64.1
14:45	0	0	1	0	2	0	0	3	4	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	49	7	1	0	0	57	57.5	1	0	63	9	2	0	0	75	75.2
H/TOT	0	0	5	0	2	0	0	7	8	0	0	32	4	0	0	0	36	36	0	0	0	0	0	0	0	0	0	1	0	184	27	5	0	2	219	222.7	3	1	234	37	7	0	0	282	282.5
15:00	0	0	2	0	1	0	0	3	3.5	0	0	16	3	0	0	0	19	19	0	0	0	0	0	0	0	0	0	0	0	41	6	3	0	0	50	51.5	0	2	57	9	4	0	1	73	74.8
15:15	0	0	13	1	0	0	0	14	14	0	0	43	5	0	0	0	48	48	0	0	0	0	0	0	0	0	0	0	0	43	4	0	1	1	49	51.3	0	0	54	5	2	2	0	63	66.6
15:30	0	0	4	0	0	0	0	4	4	0	0	26	4	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	42	4	0	0	0	46	46	0	0	54	9	2	1	0	66	68.3
15:45	0	0	4	0	0	0	0	4	4	0	0	29	4	0	0	0	33	33	0	0	0	0	0	0	0	0	0	0	0	38	10	1	0	3	52	55.5	2	0	57	14	4	1	0	78	79.7
H/TOT	0	0	23	1	1	0	0	25	25.5	0	0	114	16	0	0	0	130	130	0	0	0	0	0	0	0	0	0	0	0	164	24	4	1	4	197	204.3	2	2	222	37	12	4	1	280	289.4
16:00	0	0	6	0	0	0	0	6	6	0	0	39	6	0	0	0	45	45	0	0	0	0	0	0	0	0	0	0	0	49	7	0	0	0	56	56	0	2	62	11	3	0	1	79	80.3
16:15	0	0	9	1	0	0	0	10	10	0	0	58	9	0	0	0	67	67	0	0	0	0	0	0	0	0	0	0	0	47	3	1	0	2	53	55.5	1	1	57	8	1	1	1	70	71.4
16:30	0	0	4	0	0	0	0	4	4	0	0	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0	0	0	52	9	0	0	1	62	63	0	0	70	14	1	1	0	86	87.8
16:45	0	0	6	0	0	0	0	6	6	0	0	39	4	0	0	0	43	43	0	0	0	0	0	0	0	0	0	0	0	45	7	0	1	1	54	56.3	2	0	57	9	3	0	1	72	72.9
H/TOT	0	0	25	1	0	0	0	26	26	0	0	163	22	0	0	0	185	185	0	0	0	0	0	0	0	0	0	0	0	193	26	1	1	4	225	230.8	3	3	246	42	8	2	3	307	312.4
17:00	0	0	8	1	0	0	0	9	9	0	0	48	6	0	0	1	55	56	0	0	0	0	0	0	0	0	0	0	0	45	8	0	0	0	53	53	1	0	76	11	0	0	1	89	89.2
17:15	0	0	7	1	0	0	0	8	8	0	0	45	4	0	0	0	49	49	0	0	0	0	0	0	0	0	0	0	0	51	5	1	0	0	57	57.5	1	0	83	10	1	0	0	95	94.7
17:30	0	0	5	0	0	0	0	5	5	0	0	33	5	0	0	1	39	40	0	0	0	0	0	0	0	0	0	0	0	53	5	0	0	1	59	60	1	0	68	5	0	0	0	74	73.2
17:45	0	0	4	0	0	0	0	4	4	0	0	27	4	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	60	7	0	0	0	67	67	1	0	66	13	1	0	0	81	80.7
H/TOT	0	0	24	2	0	0	0	26	26	0	0	153	19	0	0	2	174	176	0	0	0	0	0	0	0	0	0	0	0	209	25	1	0	1	236	237.5	4	0	293	39	2	0	1	339	337.8
18:00	0	0	2	0	0	0	0	2	2	0	0	17	2	0	0	1	20	21	0	0	0	0	0	0	0	0	0	0	0	49	6	0	0	1	56	57	0	0	61	8	0	1	0	70	71.3
18:15	0	0	3	0	0	0	0	3	3	0	0	19	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	47	4	0	0	2	53	55	0	1	57	6	1	1	0	66	67.2
18:30	0	0	1	0	0	0	0	1	1	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	44	3	0	0	0	47	47	1	0	57	5	1	0	1	65	65.7
18:45	0	0	2	0	0	0	0	2	2	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	53	5	0	0	1	59	60	0	1	59	6	1	1	0	68	69.2
H/TOT	0	0	8	0	0	0	0	8	8	0	0	57	5	0	0	1	63	64	0	0	0	0	0	0	0	0	0	0	0	193	18	0	0	4	215	219	1	2	234	25	3	3	1	269	273.4
12 TOT	0	0	110	4	7	1	0	122	126.8	0	0	693	89	2	1	7	792	801.3	0	0	0	0	0	0	0	0	0	10	0	2239	281	44	4	32	2610	2661.2	41	33	3248	465	104	28	14	3933	3982.8

	E => C									E => D									E => E									E => F									E => G								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	6	0	1	1	0	8	9.8	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	0	0	9	1	0	1	0	11	12.3	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	10	1	0	1	0	12	13.3	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	18	1	1	0	0	20	20.5	0	0	0	0	0	0	0	0	0	0	0	32	4	1	3	0	40	44.4	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	11	3	0	0	0	14	14	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	25	4	1	0	0	30	30.5	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	16	5	2	0	2	25	28	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	67	14	3	0	2	86	89.5	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	12	2	1	0	0	15	15.5	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	10	0	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	18	3	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	14	2	1	0	0	17	17.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	54	7	4	0	0	65	67	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	10	2	0	2	0	14	16.6	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	37	5	0	2	0	44	46.6	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	13	3	1	1	0	18	19.8	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	10	1	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	11	4	2	0	0	17	18	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	10	2	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	44	10	5	1	0	60	63.8	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	3	16	3	1	0	0	23	21.7	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	11	0	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	0	13	13	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	9	4	0	0	0	13	13	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	3	46	10	2	0	0	61	60.2	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	14	3	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	22	6	0	0	0	28	28	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	16	3	2	0	0	21	22	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	62	14	3	0	0	79	80.5	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	24	3	1	0	0	28	28.5	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	20	4	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	19	4	1	0	0	24	24.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	81	13	3	0	0	97	98.5	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	1	0	1	2.3	0	0	35	4	2	0	1	42	44	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	19	1	0	2	0	22	24.6	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	20	4	0	0	0	24	24	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	1	0	1	2.3	0	0	94	10	2	2	1	109	113.6	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	23	5	1	0	0	29	29.5	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	23	4	0	0	0	27	27	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	30	6	0	0	0	36	36	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	24	4	2	0	0	30	31	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	100	19	3	0	0	122	123.5	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	24	7	0	0	0	31	31	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	36	6	0	0	0	42	42	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	18	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	25	8	0	0	0	33	33	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	103	21	0	0	0	124	124	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	16	4	0	0	0	20	20	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	9	2	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	12	3	0	0	0	16	15.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	1	48	10	2	0	0	61	61.4	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	0	0	157	2	2	0	0	161	162	0	0	0	0	0	1	0	1	2.3	0	4	768	137	28	8	3	948	973	0	0	0	0	0	0	0	0	0

	F => A									F => B									F => C									F => D									F => E								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	F => F									F => G									G => A									G => B									G => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	80	13	0	0	0	94	93.4	0	0	7	1	0	1	0	9	10.3	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	97	15	1	2	0	115	118.1	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	110	11	2	1	1	126	128.7	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	84	9	2	0	1	98	98.8	0	0	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	371	48	5	3	2	433	439	0	0	32	4	1	1	0	38	39.8	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69	7	1	0	0	77	77.5	0	0	8	2	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	60	6	0	2	0	68	70.6	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	61	9	0	2	0	72	74.6	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	53	7	1	0	1	63	63.9	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	243	29	2	4	1	280	286.6	0	0	25	2	1	0	0	28	28.5	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	5	0	1	0	46	47.3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	7	1	1	0	47	48.8	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	36	3	5	0	0	45	46.9	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	24	4	2	0	0	30	31	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	138	19	8	2	0	168	174	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	8	1	1	1	37	39.8	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	9	1	2	0	33	36.1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	17	5	1	1	0	24	25.8	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	30	7	2	0	0	40	40.4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	94	29	5	4	1	134	142.1	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	2	6	0	0	24	27	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	3	6	1	0	32	36.3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	29	3	1	1	0	34	35.8	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	5	1	0	0	32	32.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	93	13	14	2	0	122	131.6	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	4	2	2	0	30	33.6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	17	5	0	2	0	25	27	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	5	2	0	0	28	29	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	1	1	0	22	23.8	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	78	16	5	5	0	105	113.4	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	4	1	1	1	29	31.8	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	22	1	2	2	0	27	30.6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19	6	0	1	0	26	27.3	0	0	2	0	0	1	0	3	4.3	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	3	1	3	0	33	37.4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	14	4	7	1	115	127.1	0	0	10	0	0	1	0	11	12.3	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	6	3	2	1	32	37.1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2	1	1	2	29	32.8	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	3	1	3	0	30	34.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	2	1	1	2	29	32.8	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	89	13	6	7	5	120	137.1	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26	2	1	3	0	32	36.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	32	2	3	0	0	37	38.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	27	3	1	0	2	33	35.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	8	0	1	0	34	35.3	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	110	15	5	4	2	136	145.7	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	3	2	0	0	36	37	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	36	11	2	0	1	50	52	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	39	6	0	1	0	46	47.3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	38	3	2	0	2	45	48	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	144	23	6	1	3	177	184.3	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	47	5	0	0	0	52	52	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44	2	0	1	1	48	50.3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	3	2	1	0	52	54.3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	62	1	0	0	0	63	63	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	199	11	2	2	1	215	219.6	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	50	5	0	1	0	56	57.3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77	4	1	0	0	82	82.5	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72	2	1	1	1	77	79.8	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	54	3	1	0	2	60	62.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	253	14	3	2	3	275	282.1	0	0	22	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	1901	244	65	43	19	2280	2382.6	0	0	177	10	2	2	0	191	194.6	0	0	0	0	0	0	0	0	0

	G => D									G => E									G => F									G => G								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	2	0	0	0	0	2	2	0	0	16	3	0	0	0	19	19	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
07:15	0	0	3	0	0	0	0	3	3	0	0	10	3	1	0	0	14	14.5	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
07:30	0	0	3	0	0	0	0	3	3	0	1	16	6	0	0	0	23	22.4	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
07:45	0	0	2	0	0	0	0	2	2	0	0	17	3	0	0	0	20	20	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	10	0	0	0	0	10	10	0	1	59	15	1	0	0	76	75.9	0	0	14	2	0	0	0	16	16	0	0	0	0	0	0	0	0	0
08:00	0	0	3	1	0	0	0	4	4	0	1	18	4	0	0	0	23	22.4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
08:15	0	0	2	0	0	0	0	2	2	0	0	22	2	0	0	0	24	24	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
08:30	0	0	2	0	0	0	0	2	2	0	0	20	3	1	0	0	24	24.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
08:45	0	0	1	0	0	0	0	1	1	0	0	18	5	0	0	0	23	23	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	8	1	0	0	0	9	9	0	1	78	14	1	0	0	94	93.9	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
09:00	0	0	1	0	0	0	0	1	1	0	0	17	2	2	0	1	22	24	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:15	0	0	1	0	0	0	0	1	1	0	0	19	3	0	0	0	22	22	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
09:30	0	0	1	0	0	0	0	1	1	0	0	15	2	0	0	0	17	17	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	15	1	1	0	0	17	17.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	3	0	0	66	8	3	0	1	78	80.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	12	8	0	0	0	20	20	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
10:45	0	0	1	0	0	0	0	1	1	0	0	8	0	0	0	0	8	8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	39	10	0	0	0	49	49	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	10	5	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	8	3	1	0	0	12	12.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
11:30	0	0	1	0	0	0	0	1	1	0	0	12	1	2	1	0	16	18.3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	1	1	2	0	0	8	3	0	0	0	11	11	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	1	2	3	0	0	38	12	4	1	0	55	58.3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	7	1	2	0	0	10	11	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	1	4	3	2	0	0	10	10.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	11	1	3	0	0	15	16.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	13	2	0	0	0	15	15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	35	7	7	0	0	50	52.9	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
13:00	0	0	1	0	0	0	0	1	1	0	0	11	1	0	0	0	12	12	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	11	5	0	0	0	16	16	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	5	4	1	0	0	10	10.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	34	10	1	0	0	45	45.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	8	7.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	1	1	0	0	15	5	0	0	0	20	20	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	1	11	3	2	0	0	17	17.4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	4	3	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	2	37	11	3	0	0	53	53.3	0	0	2	0	1	0	0	3	3.5	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:15	0	0	1	0	1	0	0	2	2.5	0	0	11	4	0	0	0	15	15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
15:30	0	0	1	0	0	0	0	1	1	0	0	14	2	0	0	0	16	16	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	1	0	0	3	3.5	0	0	44	10	0	0	0	54	54	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	13	13.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:15	0	0	1	0	0	0	0	1	1	0	0	7	4	0	0	0	11	11	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
16:30	0	0	1	0	0	0	0	1	1	0	0	8	2	0	0	0	10	10	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:45	0	0	1	0	0	0	0	1	1	0	0	8	1	0	0	0	9	9	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	0	0	0	3	3	0	0	34	8	1	0	0	43	43.5	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
17:00	0	0	1	0	0	0	0	1	1	0	0	7	4	1	0	0	12	12.5	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17:15	0	0	1	0	0	0	0	1	1	0	0	10	3	0	0	0	13	13	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17:30	0	0	1	0	0	0	0	1	1	0	0	7	2	0	1	0	10	11.3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
17:45	0	0	2	0	0	0	0	2	2	0	0	10	2	0	0	0	12	12	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	5	0	0	0	0	5	5	0	0	34	11	1	1	0	47	48.8	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
18:00	0	0	1	0	0	0	0	1	1	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
18:15	0	0	2	0	0	0	0	2	2	0	0	12	2	0	1	0	15	16.3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
18:30	0	0	2	0	0	0	0	2	2	0	0	5	3	0	0	0	8	8	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
18:45	0	0	1	0	0	0	0	1	1	0	0	8	1	0	0	0	9	9	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	6	0	0	0	0	6	6	0	0	29	6	0	1	0	36	37.3	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
12 TOT	0	0	41	1	1	0	1	44	45.5	0	5	527	122	22	3	1	680	692.9	0	0	73	2	1	0	0	76	76.5	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip
Site: Site 2
Location: R449/Green Ln/Unnamed Rd
Date: Thu 25-May-2023

	A => A									A => B									A => C									A => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	1	0	24	2	0	0	0	27	26.2	0	1	83	9	3	3	8	107	119.8	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	12	1	2	0	0	15	16	0	0	93	8	6	1	3	111	118.3	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	13	5	0	0	2	20	22	1	0	46	9	3	4	5	68	78.9	0	0	1	0	0	0	0	1	1
07:45	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	11	11.5	0	1	38	10	2	4	3	58	66.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	58	9	3	0	2	73	75.7	1	2	260	36	14	12	19	344	383.6	0	0	1	0	0	0	0	1	1
08:00	0	0	1	0	0	0	0	1	1	0	0	9	2	0	0	1	12	13	0	1	51	12	6	7	5	82	98.5	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	20	4	0	0	0	24	24	0	0	89	11	2	4	2	108	116.2	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	1	21	22	0	2	90	26	4	5	0	127	134.3	0	0	2	0	0	0	0	2	2
08:45	0	0	0	0	0	0	0	0	0	0	0	32	1	1	0	1	35	36.5	0	1	94	11	2	6	1	115	124.2	0	0	1	0	0	0	0	1	1
H/TOT	0	0	1	0	0	0	0	1	1	0	0	80	8	1	0	3	92	95.5	0	4	324	60	14	22	8	432	473.2	0	0	3	0	0	0	0	3	3
09:00	0	0	0	0	0	0	0	0	0	0	0	23	5	0	0	1	29	30	0	0	70	14	4	4	3	95	105.2	0	0	2	0	0	0	0	2	2
09:15	0	0	0	0	1	0	0	1	1.5	0	0	32	2	2	0	1	37	39	0	0	79	9	4	3	1	96	102.9	0	0	0	0	0	0	0	0	0
09:30	0	0	1	0	0	0	0	1	1	1	0	21	1	2	0	1	26	27.2	0	1	71	14	8	1	1	96	101.7	0	0	1	0	0	0	0	1	1
09:45	0	0	2	0	0	0	0	2	2	2	0	23	4	0	0	0	29	27.4	0	0	67	21	9	6	1	104	117.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	3	0	1	0	0	4	4.5	3	0	99	12	4	0	3	121	123.6	0	1	287	58	25	14	6	391	427.1	0	0	3	0	0	0	0	3	3
10:00	0	0	0	0	0	0	0	0	0	0	1	27	5	0	0	0	33	32.4	0	1	45	11	7	6	2	72	84.7	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	2	0	27	6	0	0	0	35	33.4	0	1	69	13	4	5	1	93	101.9	0	0	1	0	0	0	0	1	1
10:30	0	0	0	0	0	0	0	0	0	1	0	18	1	1	0	1	22	22.7	0	0	52	3	9	6	1	71	84.3	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	1	0	23	5	0	0	0	29	28.2	0	1	46	9	4	13	1	74	93.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	4	1	95	17	1	0	1	119	116.7	0	3	212	36	24	30	5	310	364.2	0	0	1	0	0	0	0	1	1
11:00	0	0	0	0	0	0	0	0	0	1	0	22	1	0	0	0	24	23.2	0	0	57	12	4	2	0	75	79.6	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	2	0	19	3	3	0	0	27	26.9	1	0	72	9	1	4	1	88	93.9	0	0	1	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	1	0	22	2	0	0	1	26	26.2	1	0	71	15	9	5	1	102	113.2	0	0	1	0	0	0	0	1	1
11:45	0	0	0	0	0	0	0	0	0	0	0	34	4	0	0	0	38	38	0	0	64	18	5	5	1	93	103	0	0	1	0	1	0	0	2	2.5
H/TOT	0	0	0	0	0	0	0	0	0	4	0	97	10	3	0	1	115	114.3	2	0	264	54	19	16	3	358	389.7	0	0	3	0	1	0	0	4	4.5
12:00	0	0	0	1	0	0	0	1	1	0	0	27	4	2	0	0	33	34	0	1	66	10	5	3	1	86	92.8	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	26	4	0	0	0	30	30	0	0	75	18	7	4	1	105	114.7	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	25	1	0	0	1	27	28	1	0	80	14	10	4	1	110	120.4	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	1	0	24	1	2	0	0	28	28.2	0	0	90	17	4	1	1	113	117.3	0	0	2	0	0	0	0	2	2
H/TOT	0	0	0	1	0	0	0	1	1	1	0	102	10	4	0	1	118	120.2	1	1	311	59	26	12	4	414	445.2	0	0	2	0	0	0	0	2	2
13:00	0	0	0	0	0	0	0	0	0	0	0	21	4	1	0	0	26	26.5	0	1	92	10	1	3	1	108	112.8	1	0	1	0	0	0	0	2	1.2
13:15	0	0	1	0	0	0	0	1	1	0	0	25	5	2	0	0	32	33	0	1	70	7	6	2	1	87	93	0	0	1	0	0	0	0	1	1
13:30	0	0	1	0	0	0	0	1	1	0	0	25	3	0	0	1	29	30	0	0	66	12	5	8	1	92	105.9	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	27	3	0	0	0	30	30	0	0	67	13	4	3	1	88	94.9	0	0	1	0	0	0	0	1	1
H/TOT	0	0	2	0	0	0	0	2	2	0	0	98	15	3	0	1	117	119.5	0	2	295	42	16	16	4	375	406.6	1	0	3	0	0	0	0	4	3.2
14:00	0	0	1	0	0	0	0	1	1	0	0	27	2	1	1	1	32	34.8	0	0	82	14	9	4	2	111	122.7	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	1	1	0	0	35	2	1	0	0	38	38.5	0	0	99	18	10	8	1	136	152.4	1	0	1	0	0	0	0	2	1.2
14:30	0	0	0	0	0	0	0	0	0	0	0	32	2	0	0	1	35	36	0	0	86	12	1	4	1	104	110.7	1	0	1	1	0	0	0	3	2.2
14:45	0	0	0	0	0	0	0	0	0	1	0	34	3	1	0	0	39	38.7	0	0	89	7	3	6	1	106	116.3	0	0	1	0	0	0	0	1	1
H/TOT	0	0	2	0	0	0	0	2	2	1	0	128	9	3	1	2	144	148	0	0	356	51	23	22	5	457	502.1	2	0	3	1	0	0	0	6	4.4
15:00	0	0	0	0	0	0	0	0	0	1	0	37	2	0	0	1	41	41.2	0	1	146	21	10	3	5	186	199.3	0	0	2	0	0	0	0	2	2
15:15	0	0	0	0	0	0	0	0	0	0	0	40	1	0	0	0	41	41	0	0	149	17	8	3	3	180	190.9	0	0	2	0	0	0	0	2	2
15:30	0	0	1	0	0	0	0	1	1	1	0	24	1	1	0	1	28	28.7	0	2	153	26	8	9	4	202	220.5	0	0	0	0	0	0	0	0	0
15:45	0	0	1	0	0	0	0	1	1	2	0	44	3	1	0	0	50	48.9	0	0	143	22	5	1	2	173	178.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	2	0	0	0	0	2	2	4	0	145	7	2	0	2	160	159.8	0	3	591	86	31	16	14	741	789.5	0	0	4	0	0	0	0	4	4
16:00	0	0	0	0	0	0	0	0	0	2	0	41	0	1	0	0	44	42.9	0	2	279	41	4	5	7	338	352.3	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	2	0	42	6	0	0	0	50	48.4	0	5	235	41	0	2	4	287	290.6	0	0	1	0	0	0	0	1	1
16:30	0	0	0	0	0	0	0	0	0	1	0	45	4	1	0	1	52	52.7	0	5	305	31	4	2	4	351	356.6	2	0	3	0	0	0	0	5	3.4
16:45	0	0	1	1	0	0	0	2	2	1	0	32	5	0	0	0	38	37.2	0	4	324	31	4	0	4	367	370.6	0	0	3	2	0	0	0	5	5
H/TOT	0	0	1	1	0	0	0	2	2	6	0	160	15	2	0	1	184	181.2	0	16	1143	144	12	9	19	1343	1370.1	2	0	7	2	0	0	0	11	9.4
17:00	0	0	0	1	0	0	0	1	1	1	0	47	5	0	0	0	53	52.2	0	4	283	21	2	1	7	318	324.9	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	1	0	45	3	1	0	0	50	49.7	1	3	268	18	3	0	2	295	295.9	0	0	2	0	0	0	0	2	2
17:30	0	0	0	0	0	0	0	0	0	3	2	42	0	0	0	1	48	45.4	0	1	240	21	2	3	7	274	285.3	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	1	0	42	3	0	0	0	46	45.2	0	1	183	16	2	2	2	206	211	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	1	0	0	0	1	1	6	2	176	11	1	0	1	197	192.5	1	9	974	76	9	6	18	1093	1117.1	0	0	3	0	0	0	0	3	3
18:00	0	0	0	0	0	0	0	0	0	0	0	46	1	0	0	0	47	47	0	1	215	13	2	0	6	237	243.4	1	0	3	0	0	0	0	4	3.2
18:15	0	0	0	0	0	0	0	0	0	2	0	42	2	0	0	0	46	44.4	1	4	171	15	2	0	2	195	194.8	0	0	0	1	0	0	0	1	1
18:30	0	0	0	0	0	0	0	0	0	0	1	43	3	0	0	1	48	48.4	0	1	160	11	3	0	4	179	183.9	1	0	0	0	0	0	0	1	0.2
18:45	0	0	0	0	0	0	0	0	0	2	1	25	3	0	0	0	31	28.8	0	2	143	6	0	0	5	156	159.8	0	0	1	0	0	0	0	1	1
H/TOT	0	0	0	0	0	0	0	0	0	4	2	156	9	0	0	1	172	168.6	1	8	689	45	7	0	17	767	781.9	2	0	4	1	0	0	0	7	5.4
12 TOT	0	0	11	3	1	0	0	15	15.5	34	5	1394	132	27	1	19	1612	1615.6	6	49	5706	747	220	175	122	7025	7450.3	7	0	37	4	1	0	0	49	43.9

	B => A									B => B									B => C									B => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	1	20	3	0	0	0	24	23.4	0	0	0	0	0	0	0	0	0	1	0	50	9	1	0	0	61	60.7	0	0	0	0	0	0	0	0	0
07:15	2	2	17	5	0	0	0	26	23.2	0	0	0	0	0	0	0	0	0	0	0	44	6	0	0	1	51	52	0	0	0	0	0	0	0	0	0
07:30	0	0	26	2	1	0	0	29	29.5	0	0	0	0	0	0	0	0	0	0	0	68	10	1	0	0	79	79.5	0	0	3	0	0	0	0	3	3
07:45	4	0	14	5	0	0	1	24	21.8	0	0	0	0	0	0	0	0	0	0	0	71	7	0	1	1	80	82.3	0	0	2	0	0	0	0	2	2
H/TOT	6	3	77	15	1	0	1	103	97.9	0	0	0	0	0	0	0	0	0	1	0	233	32	2	1	2	271	274.5	0	0	5	0	0	0	0	5	5
08:00	2	0	16	2	0	0	0	20	18.4	0	0	0	0	0	0	0	0	0	1	0	84	7	0	0	1	93	93.2	0	0	1	0	0	0	0	1	1
08:15	0	0	30	0	2	0	0	32	33	0	0	0	0	0	0	0	0	0	2	0	91	0	0	0	0	93	91.4	0	0	2	0	0	0	0	2	2
08:30	0	0	38	1	0	0	1	40	41	0	0	0	0	1	0	0	1	1.5	1	0	92	8	0	1	1	103	104.5	0	0	3	0	0	0	0	3	3
08:45	0	0	13	1	0	0	1	15	16	0	0	1	0	0	0	0	1	1	1	0	59	7	2	0	1	70	71.2	0	0	5	0	0	0	0	5	5
H/TOT	2	0	97	4	2	0	2	107	108.4	0	0	1	0	1	0	0	2	2.5	5	0	326	22	2	1	3	359	360.3	0	0	11	0	0	0	0	11	11
09:00	0	1	31	2	0	0	0	34	33.4	0	0	0	0	0	0	0	0	0	1	0	59	10	2	0	0	72	72.2	0	0	3	0	0	0	0	3	3
09:15	0	0	23	3	1	0	0	27	27.5	0	0	0	0	1	0	0	1	1.5	0	0	65	3	1	0	1	70	71.5	0	0	2	0	0	0	0	2	2
09:30	1	0	17	1	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0	3	0	41	7	3	0	2	56	57.1	0	0	3	0	0	0	0	3	3
09:45	0	0	28	2	0	0	1	31	32	0	0	0	0	0	0	0	0	0	3	0	52	4	2	0	1	62	61.6	0	0	1	0	0	0	0	1	1
H/TOT	1	1	99	8	1	0	1	111	111.1	0	0	0	0	1	0	0	1	1.5	7	0	217	24	8	0	4	260	262.4	0	0	9	0	0	0	0	9	9
10:00	0	0	22	2	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0	0	0	51	6	1	0	0	58	58.5	0	0	2	0	1	0	0	3	3.5
10:15	0	1	15	2	0	0	0	18	17.4	0	0	0	0	0	0	0	0	0	0	0	47	4	0	0	1	52	53	0	0	1	0	0	0	0	1	1
10:30	0	0	19	4	0	0	0	23	23	0	0	1	1	0	0	0	2	2	0	0	54	11	0	1	0	66	67.3	0	0	2	0	0	0	0	2	2
10:45	0	0	28	6	0	0	1	35	36	0	0	0	0	0	0	0	0	0	0	0	36	5	2	0	1	44	46	0	0	2	0	0	0	0	2	2
H/TOT	0	1	84	14	1	0	1	101	101.9	0	0	1	1	0	0	0	2	2	0	0	188	26	3	1	2	220	224.8	0	0	7	0	1	0	0	8	8.5
11:00	1	2	6	5	1	0	0	15	13.5	0	0	0	0	0	0	0	0	0	2	0	40	6	2	0	0	50	49.4	0	0	4	0	0	0	0	4	4
11:15	2	0	12	3	2	0	0	19	18.4	0	0	0	0	0	0	0	0	0	0	0	41	4	3	1	1	50	53.8	0	0	2	0	0	0	0	2	2
11:30	0	0	13	3	2	0	0	18	19	0	0	0	0	0	0	0	0	0	1	0	47	6	3	0	0	57	57.7	0	0	3	0	0	0	0	3	3
11:45	0	0	17	0	0	0	1	18	19	0	0	1	0	0	0	0	1	1	0	1	40	8	3	0	1	53	54.9	0	0	0	0	0	0	0	0	0
H/TOT	3	2	48	11	5	0	1	70	69.9	0	0	1	0	0	0	0	1	1	3	1	168	24	11	1	2	210	215.8	0	0	9	0	0	0	0	9	9
12:00	0	0	25	2	1	0	0	28	28.5	0	0	0	0	0	0	0	0	0	0	0	48	12	0	0	0	60	60	0	1	4	0	0	0	0	5	4.4
12:15	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	0	42	7	1	0	1	51	52.5	0	0	1	0	0	0	0	1	1
12:30	1	0	18	1	0	0	0	20	19.2	0	0	1	0	0	0	0	1	1	3	0	46	7	1	0	0	57	55.1	0	0	2	0	0	0	0	2	2
12:45	0	0	21	0	0	0	1	22	23	0	0	0	0	0	0	0	0	0	1	0	40	4	3	0	1	49	50.7	0	0	2	0	0	0	0	2	2
H/TOT	1	0	80	3	1	0	1	86	86.7	0	0	1	0	0	0	0	1	1	4	0	176	30	5	0	2	217	218.3	0	1	9	0	0	0	0	10	9.4
13:00	0	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	50	7	1	0	0	58	58.5	0	0	3	0	0	0	0	3	3
13:15	0	0	16	5	0	0	1	22	23	0	0	1	0	0	0	0	1	1	0	1	57	6	3	0	1	68	69.9	0	0	5	0	0	0	0	5	5
13:30	0	0	29	6	2	0	0	37	38	0	0	0	0	0	0	0	0	0	0	0	46	8	1	0	1	56	57.5	0	0	2	0	0	0	0	2	2
13:45	0	0	22	7	1	0	1	31	32.5	0	0	0	0	0	0	0	0	0	1	0	41	5	0	0	1	48	48.2	0	0	4	0	0	0	0	4	4
H/TOT	0	0	90	19	3	0	2	114	117.5	0	0	1	0	0	0	0	1	1	1	1	194	26	5	0	3	230	234.1	0	0	14	0	0	0	0	14	14
14:00	0	0	23	2	0	0	0	25	25	0	0	0	1	0	0	0	1	1	1	0	43	6	3	0	1	54	55.7	0	0	1	0	1	0	0	2	2.5
14:15	0	0	22	2	0	0	1	25	26	0	0	1	0	0	0	0	1	1	0	0	40	5	3	1	1	50	53.8	0	0	2	0	0	0	0	2	2
14:30	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	43	5	1	0	1	50	51.5	0	0	1	0	0	0	0	1	1
14:45	0	0	21	2	1	0	2	26	28.5	0	0	1	0	0	0	0	1	1	1	0	61	6	1	1	0	70	71	0	0	7	0	0	0	0	7	7
H/TOT	0	0	81	8	1	0	3	93	96.5	0	0	2	1	0	0	0	3	3	2	0	187	22	8	2	3	224	232	0	0	11	0	1	0	0	12	12.5
15:00	0	0	20	5	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	60	9	0	0	2	71	73	0	0	3	1	0	0	0	4	4
15:15	0	0	21	3	1	0	0	25	25.5	0	0	0	0	0	0	0	0	0	0	0	62	7	5	2	0	76	81.1	0	0	6	0	0	0	0	6	6
15:30	0	0	19	4	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	59	9	2	0	1	71	73	0	0	0	0	0	0	0	0	0
15:45	0	0	20	1	0	0	1	22	23	0	0	1	0	0	0	0	1	1	0	0	53	6	1	0	1	61	62.5	0	0	1	0	0	0	0	1	1
H/TOT	0	0	80	13	1	0	1	95	96.5	0	0	1	0	0	0	0	1	1	0	0	234	31	8	2	4	279	289.6	0	0	10	1	0	0	0	11	11
16:00	1	0	15	2	1	0	0	19	18.7	0	0	0	1	0	0	0	1	1	0	0	68	14	0	0	0	82	82	0	0	2	1	0	0	0	3	3
16:15	0	0	22	2	0	0	0	24	24	0	0	0	0	0	0	0	0	0	2	0	81	13	1	0	0	97	95.9	0	0	3	1	0	0	0	4	4
16:30	0	0	28	3	0	0	0	31	31	0	0	0	0	0	0	0	0	0	1	0	78	12	1	0	1	93	93.7	0	0	4	0	0	0	0	4	4
16:45	0	0	28	1	2	0	0	31	32	0	0	1	0	0	0	0	1	1	2	0	89	9	0	1	1	102	102.7	0	0	10	1	0	0	0	11	11
H/TOT	1	0	93	8	3	0	0	105	105.7	0	0	1	1	0	0	0	2	2	5	0	316	48	2	1	2	374	374.3	0	0	19	3	0	0	0	22	22
17:00	0	0	29	2	0	0	1	32	33	0	0	1	0	0	0	0	1	1	1	0	84	11	1	0	1	98	98.7	0	0	3	1	0	0	0	4	4
17:15	0	0	31	1	0	0	0	32	32	0	0	0	0	0	0	0	0	0	1	1	75	5	0	0	0	82	80.6	0	0	1	0	0	0	0	1	1
17:30	0	0	37	2	0	0	0	39	39	0	0	0	0	0	0	0	0	0	3	1	87	9	1	0	1	102	100.5	0	0	6	0	0	0	0	6	6
17:45	1	0	32	0	0	0	0	33	32.2	0	0	1	1	0	0	0	2	2	2	0	66	5	0	0	0	73	71.4	0	0	2	0	0	0	0	2	2
H/TOT	1	0	129	5	0	0	1	136	136.2	0	0	2	1	0	0	0	3	3	7	2	312	30	2	0	2	355	351.2	0	0	12	1	0	0	0	13	13
18:00	2	0	29	4	0	0	1	36	35.4	0	0	0	0	0	0	0	0	0	0	0	67	8	0	0	0	75	75	0	0	5	0	0	0	0	5	5
18:15	0	0	32	2	0	0	1	35	36	0	0	0	0	0	0	0	0	0	0	0	77	8	0	0	1	86	87	0	0	2	1	0	0	0	3	3
18:30	0	0	16	0	0	0	1	17	18	0	0	0	0	0	0	0	0	0	0	0	84	2	1	0	0	87	87.5	0	0	0	2	0	0	0	2	2
18:45	0	0	29	0	0	0	1	30	31	0	0	0	0	0	0	0	0	0	2	0	67	3	0	0	0	72	70.4	0	0	3	0	0	0	0	3	3
H/TOT	2	0	106	6	0	0	4	118	120.4	0	0	0	0	0	0	0	0	0	2	0	295	21	1	0	1	320	319.9	0	0	10	3	0	0	0	13	13
12 TOT	17	7	1064	114	19	0	18	1239	1248.7	0	0	11	4	2	0	0	17	18	37	4	2846	336	57	9	30	3319	3357.2	0	1	126	8	2	0	0	137	137.4

	C => A									C => B									C => C									C => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	1	3	236	18	3	2	6	269	276.5	0	2	23	8	0	0	0	33	31.8	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
07:15	2	3	273	23	6	4	5	316	325.8	0	0	25	9	0	1	2	37	40.3	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2
07:30	2	6	335	21	4	4	5	377	384	0	0	35	10	1	0	4	50	54.5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
07:45	2	5	275	30	4	1	5	322	325.7	0	0	42	9	3	1	2	57	61.8	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	7	17	1119	92	17	11	21	1284	1312	0	2	125	36	4	2	8	177	188.4	0	0	2	0	0	0	0	2	2	1	0	6	0	0	0	0	7	6.2
08:00	3	1	196	19	3	3	2	227	231.4	0	0	53	7	3	0	0	63	64.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	1	0	136	15	2	4	1	159	165.4	0	0	52	4	0	0	0	56	56	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5
08:30	1	0	139	14	3	3	2	162	168.6	0	0	64	11	1	1	1	78	80.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	1	2	127	16	6	2	2	156	161.6	0	0	60	4	3	0	1	68	70.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	6	3	598	64	14	12	7	704	727	0	0	229	26	7	1	2	265	271.8	0	0	1	0	0	0	0	1	1	0	0	5	0	0	0	0	5	5
09:00	0	0	91	11	4	5	1	112	121.5	0	0	38	9	2	0	0	49	50	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2
09:15	0	1	98	15	5	0	2	121	124.9	0	0	50	7	1	0	1	59	60.5	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1
09:30	0	1	85	6	4	6	1	103	113.2	0	0	24	4	4	0	0	32	34	0	0	1	1	0	0	0	2	2	1	0	4	0	0	0	0	5	4.2
09:45	0	0	86	12	9	4	1	112	122.7	0	0	27	10	0	0	1	38	39	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	2	360	44	22	15	5	448	482.3	0	0	139	30	7	0	2	178	183.5	0	0	2	1	0	0	0	3	3	2	0	6	1	0	0	0	9	7.4
10:00	0	0	69	16	2	4	2	93	101.2	0	0	21	4	1	1	0	27	28.8	0	0	1	0	0	0	0	1	1	12	0	3	0	1	0	0	16	6.9
10:15	1	0	71	12	6	7	1	98	110.3	0	0	31	6	2	0	1	40	42	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
10:30	0	0	51	5	5	6	1	68	79.3	0	2	34	8	1	0	0	45	44.3	0	0	0	1	0	0	0	1	1	0	0	1	1	0	0	0	2	2
10:45	0	0	57	14	6	5	0	82	91.5	0	1	39	5	2	0	0	47	47.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	248	47	19	22	4	341	382.3	0	3	125	23	6	1	1	159	162.5	0	0	1	1	0	0	0	2	2	12	0	6	1	1	0	0	20	10.9
11:00	1	0	49	9	10	2	1	72	79.8	0	0	43	2	4	1	1	51	55.3	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
11:15	0	1	70	9	11	5	0	96	107.4	0	0	31	4	1	0	0	36	36.5	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	2.4
11:30	0	0	64	11	1	5	2	83	92	0	0	46	6	1	0	0	53	53.5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2
11:45	0	0	58	12	6	2	1	79	85.6	0	0	48	6	1	0	0	55	55.5	0	0	1	0	0	0	0	1	1	1	0	3	0	0	0	0	4	3.2
H/TOT	1	1	241	41	28	14	4	330	364.8	0	0	168	18	7	1	1	195	200.8	0	0	2	0	0	0	0	2	2	4	0	6	0	0	0	0	10	6.8
12:00	1	0	65	12	3	4	1	86	92.9	0	0	36	5	2	0	1	44	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	55	6	4	4	0	69	76.2	0	1	43	8	1	0	1	54	54.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	70	11	5	5	2	93	104	0	0	34	5	3	0	0	42	43.5	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
12:45	0	0	60	11	4	4	1	80	88.2	0	0	47	6	2	0	1	56	58	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	250	40	16	17	4	328	361.3	0	1	160	24	8	0	3	196	202.4	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
13:00	0	0	70	16	5	7	2	100	113.6	0	0	42	7	0	0	1	50	51	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
13:15	1	0	70	6	3	5	1	86	94.2	0	0	41	4	1	0	2	48	50.5	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
13:30	0	1	68	11	4	4	2	90	98.6	1	0	37	11	1	0	0	50	49.7	0	0	0	1	0	0	0	1	1	0	0	3	1	0	0	0	4	4
13:45	1	0	71	10	6	7	2	97	110.3	0	1	45	7	1	2	0	56	58.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	2	1	279	43	18	23	7	373	416.7	1	1	165	29	3	2	3	204	209.7	0	0	0	1	0	0	0	1	1	0	0	10	2	0	0	0	12	12
14:00	0	0	72	7	4	3	1	87	93.9	0	1	46	6	2	0	1	56	57.4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	2	3.3
14:15	1	0	84	11	5	4	1	106	113.9	0	0	44	8	2	0	1	55	57	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1
14:30	2	2	91	6	4	5	2	112	119.7	0	0	53	8	1	1	0	63	64.8	0	0	1	0	0	0	0	1	1	0	0	2	1	0	0	0	3	3
14:45	0	0	87	13	7	1	5	113	122.8	0	1	57	2	1	0	1	62	62.9	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3
H/TOT	3	2	334	37	20	13	9	418	450.3	0	2	200	24	6	1	3	236	242.1	0	0	1	1	0	0	0	2	2	0	0	6	2	0	1	0	9	10.3
15:00	0	1	84	13	4	6	3	111	123.2	0	0	55	4	2	1	1	63	66.3	0	0	0	0	1	0	0	1	1.5	0	0	1	0	0	0	0	1	1
15:15	0	0	89	13	3	7	6	118	134.6	0	0	59	7	1	0	1	68	69.5	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2
15:30	0	0	71	12	3	4	4	94	104.7	0	0	51	3	0	0	0	54	54	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
15:45	0	0	76	11	3	4	7	101	114.7	0	0	43	15	1	0	2	61	63.5	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
H/TOT	0	1	320	49	13	21	20	424	477.2	0	0	208	29	4	1	4	246	253.3	0	0	2	0	1	0	0	3	3.5	0	0	7	0	0	0	0	7	7
16:00	0	0	81	10	3	1	3	98	103.8	0	1	63	8	0	0	0	72	71.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	1	92	14	6	2	4	120	128.2	0	0	60	9	0	0	1	70	71	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8
16:30	0	0	84	18	0	1	5	108	114.3	1	1	54	5	0	0	0	61	59.6	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8
16:45	0	0	93	11	3	2	5	114	123.1	0	0	72	8	0	0	1	81	82	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	2	2
H/TOT	1	1	350	53	12	6	17	440	469.4	1	2	249	30	0	0	2	284	284	0	0	0	1	0	0	0	1	1	0	0	15	3	0	0	0	18	18
17:00	0	1	103	14	1	0	6	125	130.9	1	1	69	8	1	0	0	80	79.1	0	0	1	0	0	0	0	1	1	1	0	1	0	0	0	0	2	1.2
17:15	2	2	102	8	1	2	3	120	123.3	0	0	67	3	1	0	0	71	71.5	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7	7.5
17:30	0	2	107	15	4	1	5	134	141.1	0	0	81	5	1	0	0	87	87.5	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
17:45	1	1	131	16	1	0	4	154	157.1	0	0	91	2	0	1	0	94	95.3	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4
H/TOT	3	6	443	53	7	3	18	533	552.4	1	1	308	18	3	1	0	332	333.4	0	0	1	0	0	0	0	1	1	1	0	13	2	1	0	0	17	16.7
18:00	0	0	102	10	3	0	4	119	124.5	0	0	72	5	0	1	1	79	81.3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3
18:15	0	1	148	8	1	1	3	162	166.2	0	0	69	8	1	0	1	79	80.5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:30	0	1	157	8	2	0	4	172	176.4	1	0	75	5	0	0	0	81	80.2	0	0	0	0	0	1	0	1	2.3	0	0	0	0	0	0	0	0	0
18:45	0	0	155	9	1	0	5	170	175.5	1	0	54	3	0	0	1	59	59.2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
H/TOT	0	2	562	35	7	1	16	623	642.6	2	0	270	21	1	1	3	298	301.2	0	0	0	0	0	1	0	1	2.3	0	0	6	0	0	0	0	6	6
12 TOT	25	36	5104	598	193	158	132	6246	6638.3	5	12	2346	308	56	11	32	2770	2833.1	0	0	13	5	1	1	0	20	21.8	20	0	88	11	2	1	0	122	108.3

	D => A									D => B									D => C									D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	6	0	0	0	0	6	6	0	0	6	1	0	0	0	7	7	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
07:15	2	0	18	1	0	0	0	21	19.4	0	0	2	3	0	0	0	5	5	0	0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0
07:30	2	0	28	3	0	0	0	33	31.4	0	0	10	4	0	0	0	14	14	0	0	10	2	0	0	0	12	12	0	0	0	0	0	0	0	0	0
07:45	1	0	15	4	0	0	0	20	19.2	0	0	17	2	0	0	0	19	19	0	0	16	2	0	0	0	18	18	0	0	0	0	0	0	0	0	0
H/TOT	5	0	67	8	0	0	0	80	76	0	0	35	10	0	0	0	45	45	0	0	36	8	0	0	0	44	44	0	0	0	0	0	0	0	0	0
08:00	3	0	8	0	0	0	0	11	8.6	0	0	8	0	0	0	0	8	8	0	0	7	0	1	0	0	8	8.5	0	0	0	0	0	0	0	0	0
08:15	1	0	3	0	0	0	0	4	3.2	0	0	8	1	0	0	0	9	9	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
08:30	0	0	2	1	0	0	0	3	3	1	0	7	1	0	0	0	9	8.2	0	0	9	1	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0
08:45	0	0	5	1	0	0	0	6	6	0	0	8	1	0	0	0	9	9	0	0	7	2	0	0	0	9	9	0	0	0	0	0	0	0	0	0
H/TOT	4	0	18	2	0	0	0	24	20.8	1	0	31	3	0	0	0	35	34.2	0	0	27	3	2	0	0	32	33	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	3	2.7	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
09:45	2	0	1	0	0	0	0	3	1.4	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	2	0	1	0	0	0	0	3	1.4	1	0	8	1	1	0	0	11	10.7	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
10:00	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	1	0	2	1	0	0	0	4	3.2	0	1	0	0	0	0	0	1	0.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
10:30	0	0	3	0	0	0	0	3	3	0	0	5	0	1	0	0	6	6.5	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
10:45	1	0	1	0	0	0	0	2	1.2	1	0	3	0	0	0	0	4	3.2	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
H/TOT	2	0	7	1	0	0	0	10	8.4	1	1	8	0	2	0	0	12	11.6	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
11:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	2	0	1	0	0	0	0	3	1.4	0	0	2	1	0	0	0	3	3	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0
11:45	2	0	1	0	0	0	0	3	1.4	0	0	4	0	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	4	0	3	0	0	0	0	7	3.8	1	0	9	1	0	0	0	11	10.2	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0
12:00	1	0	4	0	0	0	0	5	4.2	1	0	1	0	0	0	0	2	1.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
12:15	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
12:30	0	0	1	0	1	0	0	2	2.5	0	2	1	0	0	0	0	3	1.8	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
12:45	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
H/TOT	1	0	7	1	1	0	0	10	9.7	1	2	5	0	0	0	0	8	6	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
13:15	0	0	3	0	0	0	0	3	3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	1	0	3	0	0	0	0	4	3.2	0	0	5	0	0	0	0	5	5	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
13:45	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	1	0	7	0	0	0	0	8	7.2	0	0	12	0	0	0	0	12	12	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
14:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
14:15	0	0	1	0	0	0	0	1	1	0	0	6	1	0	0	0	7	7	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
14:45	0	0	1	0	0	0	0	1	1	0	0	2	1	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	4	0	0	0	0	4	4	0	0	13	3	1	0	0	17	17.5	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
15:00	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
15:30	1	0	1	0	0	0	0	2	1.2	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	1	0	2	0	0	0	0	3	2.2	0	0	7	2	0	0	0	9	9	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1	0.2	1	0	3	0	0	0	0	4	3.2	0	0	1	1	0	0	0	2	2	0	0	1	0	0	0	0	1	1
16:30	0	0	1	1	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
16:45	0	0	2	0	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	1	0	3	1	0	0	0	5	4.2	1	0	11	0	0	0	0	12	11.2	0	0	6	1	0	0	0	7	7	0	0	1	0	0	0	0	1	1
17:00	0	0	1	0	0	0	0	1	1	1	0	3	0	0	0	0	4	3.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
17:15	1	0	0	0	0	0	0	1	0.2	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
17:30	0	0	2	0	0	0	0	2	2	0	0	8	0	0	0	0	8	8	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0
17:45	0	0	1	1	0	0	0	2	2	0	0	4	0	0	0	0	4	4	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0
H/TOT	1	0	4	1	0	0	0	6	5.2	1	0	16	0	0	0	0	17	16.2	0	0	12	1	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0
18:00	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
18:15	0	0	2	0	0	0	0	2	2	1	0	2	0	0	0	0	3	2.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
18:30	0	0	3	0	0	0	0	3	3	0	0	3	0	0	0	0	3	3	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0
18:45	3	0	1	0	0	0	0	4	1.6	0	0	3	1	0	0	0	4	4	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	3	0	7	0	0	0	0	10	7.6	1	0	15	1	0	0	0	17	16.2	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0
12 TOT	25	0	130	14	1	0	0	170	150.5	8	3	170	21	4	0	0	206	199.8	0	0	146	22	3	0	0	171	172.5	0	0	1	0	0	0	0	1	1

IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip
Site: Site 3
Location: Dublin Rd/R148/R449
Date: Thu 25-May-2023

	A => A									A => B									A => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	2	0	58	7	0	0	2	69	69.4	1	0	77	9	4	4	7	102	115.4
07:15	0	0	0	0	0	0	0	0	0	2	0	46	3	0	0	2	53	53.4	1	0	85	8	3	0	2	99	101.7
07:30	0	0	6	0	0	0	0	6	6	1	0	40	7	0	0	2	50	51.2	0	0	44	9	2	3	8	66	78.9
07:45	0	0	0	0	0	0	0	0	0	1	1	35	4	1	1	4	47	51.4	0	0	27	9	3	3	2	44	51.4
H/TOT	0	0	6	0	0	0	0	6	6	6	1	179	21	1	1	10	219	225.4	2	0	233	35	12	10	19	311	347.4
08:00	0	0	1	0	0	0	0	1	1	1	0	43	4	3	1	2	54	58	0	1	51	9	4	6	6	77	92.2
08:15	0	0	1	0	0	0	0	1	1	4	0	64	3	0	0	3	74	73.8	0	0	84	7	2	3	2	98	104.9
08:30	0	0	1	0	0	0	0	1	1	3	0	39	6	0	2	1	51	52.2	0	2	70	23	4	3	1	103	108.7
08:45	0	0	0	0	0	0	0	0	0	0	0	46	0	2	2	3	53	59.6	0	0	98	9	3	4	1	115	122.7
H/TOT	0	0	3	0	0	0	0	3	3	8	0	192	13	5	5	9	232	243.6	0	3	303	48	13	16	10	393	428.5
09:00	0	0	0	0	0	0	0	0	0	1	0	40	0	3	1	0	45	47	0	0	71	11	1	1	2	86	89.8
09:15	0	0	0	0	0	0	0	0	0	1	2	34	4	1	2	4	48	53.1	0	0	67	10	2	3	1	83	88.9
09:30	0	0	0	0	0	0	0	0	0	1	0	38	7	3	0	1	50	51.7	0	1	65	12	9	1	2	90	97.2
09:45	0	0	0	0	0	0	0	0	0	0	0	39	3	2	0	3	47	51	0	0	57	14	7	4	1	83	92.7
H/TOT	0	0	0	0	0	0	0	0	0	3	2	151	14	9	3	8	190	202.8	0	1	260	47	19	9	6	342	368.6
10:00	0	0	1	0	0	0	0	1	1	0	1	33	6	0	0	0	40	39.4	0	2	48	11	5	5	2	73	82.8
10:15	0	0	0	0	0	0	0	0	0	1	0	20	3	0	0	2	26	27.2	2	0	59	14	3	3	1	82	86.8
10:30	0	0	0	0	0	0	0	0	0	2	0	18	8	0	1	2	31	32.7	1	0	43	5	6	6	1	62	73
10:45	0	0	0	0	0	0	0	0	0	0	0	43	13	4	0	2	62	66	0	0	42	5	4	5	1	57	66.5
H/TOT	0	0	1	0	0	0	0	1	1	3	1	114	30	4	1	6	159	165.3	3	2	192	35	18	19	5	274	309.1
11:00	0	0	0	0	0	0	0	0	0	0	0	45	6	2	2	1	56	60.6	0	0	56	7	2	2	0	67	70.6
11:15	0	0	0	0	0	0	0	0	0	0	1	32	7	1	1	2	44	47.2	1	0	66	8	5	3	1	84	90.6
11:30	0	0	0	0	0	0	0	0	0	1	0	49	4	1	0	0	55	54.7	2	0	67	12	3	3	2	89	94.8
11:45	0	0	0	0	0	0	0	0	0	1	0	32	4	1	1	3	42	46	0	0	69	18	1	2	1	91	95.1
H/TOT	0	0	0	0	0	0	0	0	0	2	1	158	21	5	4	6	197	208.5	3	0	258	45	11	10	4	331	351.1
12:00	0	0	0	0	0	0	0	0	0	2	0	46	4	1	0	2	55	55.9	0	1	66	13	7	2	1	90	96.5
12:15	0	0	1	0	0	0	0	1	1	2	0	45	6	3	0	1	57	57.9	0	0	62	11	8	3	1	85	93.9
12:30	0	0	0	0	0	0	0	0	0	1	1	41	9	2	0	2	56	57.6	1	0	76	9	7	3	2	98	106.6
12:45	0	0	1	0	0	0	0	1	1	4	0	42	8	1	0	1	56	54.3	0	0	68	11	3	0	1	83	85.5
H/TOT	0	0	2	0	0	0	0	2	2	9	1	174	27	7	0	6	224	225.7	1	1	272	44	25	8	5	356	382.5
13:00	0	0	0	0	0	0	0	0	0	6	0	39	7	3	0	1	56	53.7	0	1	88	10	2	2	1	104	108
13:15	0	0	2	0	0	0	0	2	2	1	0	49	6	2	0	2	60	62.2	0	1	70	8	4	1	1	85	88.7
13:30	0	0	1	0	0	0	0	1	1	1	0	28	5	2	0	1	37	38.2	0	0	65	11	3	7	2	88	100.6
13:45	0	0	0	0	0	0	0	0	0	1	0	44	7	2	1	2	57	60.5	0	0	65	11	3	3	1	83	89.4
H/TOT	0	0	3	0	0	0	0	3	3	9	0	160	25	9	1	6	210	214.6	0	2	288	40	12	13	5	360	386.7
14:00	0	0	0	0	0	0	0	0	0	1	0	27	6	2	0	1	37	38.2	0	0	79	9	8	3	2	101	110.9
14:15	0	0	1	0	0	0	0	1	1	1	0	54	7	5	0	3	70	74.7	0	0	90	10	9	5	1	115	127
14:30	0	0	0	0	0	0	0	0	0	3	0	26	4	3	0	0	36	35.1	0	0	73	11	0	3	2	89	94.9
14:45	0	0	1	0	0	0	0	1	1	1	0	46	7	4	0	2	60	63.2	1	1	72	4	2	4	1	85	90.8
H/TOT	0	0	2	0	0	0	0	2	2	6	0	153	24	14	0	6	203	211.2	1	1	314	34	19	15	6	390	423.6
15:00	0	0	0	0	0	0	0	0	0	17	1	54	8	2	0	2	84	72.8	2	0	120	10	6	1	6	145	153.7
15:15	0	0	0	0	0	0	0	0	0	0	0	56	4	2	0	3	65	69	3	0	108	12	8	2	0	133	137.2
15:30	0	0	0	0	0	0	0	0	0	7	1	43	4	0	0	1	56	50.8	0	1	114	16	4	7	5	147	162.5
15:45	0	0	0	0	0	0	0	0	0	11	2	44	8	3	1	1	70	63.8	1	0	141	13	5	1	2	163	168
H/TOT	0	0	0	0	0	0	0	0	0	35	4	197	24	7	1	7	275	256.4	6	1	483	51	23	11	13	588	621.4
16:00	0	0	0	0	0	0	0	0	0	21	3	69	8	0	0	6	107	94.4	3	2	208	17	4	4	6	244	253.6
16:15	0	0	1	0	0	0	0	1	1	9	1	56	6	0	0	2	74	68.2	1	4	183	26	0	1	3	218	219.1
16:30	0	0	0	0	0	0	0	0	0	13	0	74	8	1	0	1	97	88.1	3	6	236	22	4	1	6	278	281.3
16:45	0	0	0	0	0	0	0	0	0	14	2	70	2	1	0	3	92	83.1	1	3	259	27	3	0	3	296	297.9
H/TOT	0	0	1	0	0	0	0	1	1	57	6	269	24	2	0	12	370	333.8	8	15	886	92	11	6	18	1036	1051.9
17:00	0	0	0	0	0	0	0	0	0	11	0	70	4	0	0	2	87	80.2	2	3	238	18	1	0	5	267	269.1
17:15	0	0	0	0	0	0	0	0	0	7	1	59	7	2	0	3	79	76.8	1	2	223	16	3	0	2	247	248.5
17:30	0	0	0	0	0	0	0	0	0	7	1	58	5	2	1	0	74	70.1	0	1	163	16	1	1	7	189	197.2
17:45	0	0	1	0	0	0	0	1	1	7	0	28	1	0	0	2	38	34.4	0	1	157	10	1	2	2	173	177.5
H/TOT	0	0	1	0	0	0	0	1	1	32	2	215	17	4	1	7	278	261.5	3	7	781	60	6	3	16	876	892.3
18:00	0	0	1	1	0	0	0	2	2	2	0	54	4	0	0	1	61	60.4	1	1	174	11	1	0	4	192	195.1
18:15	0	0	0	0	0	0	0	0	0	2	0	43	4	1	0	3	53	54.9	2	4	147	7	2	0	2	164	163
18:30	0	0	1	0	0	0	0	1	1	1	1	47	2	0	0	0	51	49.6	0	1	113	8	1	0	4	127	130.9
18:45	0	0	1	0	0	0	0	1	1	4	0	55	5	0	0	1	65	62.8	0	0	118	6	0	0	4	128	132
H/TOT	0	0	3	1	0	0	0	4	4	9	1	199	15	1	0	5	230	227.7	3	6	552	32	4	0	14	611	621
12 TOT	0	0	22	1	0	0	0	23	23	179	19	2161	255	68	17	88	2787	2776.5	30	39	4822	563	173	120	121	5868	6184.1

	B => A									B => B									B => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	18	1	38	3	0	0	1	61	47	0	0	1	0	0	0	0	1	1	0	1	28	4	1	0	1	35	35.9
07:15	14	1	50	5	1	2	0	73	64.3	0	0	0	0	0	0	0	0	0	0	0	24	2	3	0	0	29	30.5
07:30	11	0	53	4	1	0	4	73	68.7	0	0	0	0	0	0	0	0	0	0	0	13	4	1	2	0	20	23.1
07:45	14	0	60	2	2	1	2	81	74.1	0	0	1	1	0	0	0	2	2	0	1	17	4	1	0	0	23	22.9
H/TOT	57	2	201	14	4	3	7	288	254.1	0	0	2	1	0	0	0	3	3	0	2	82	14	6	2	1	107	112.4
08:00	5	1	37	3	2	0	2	50	48.4	0	0	0	0	0	0	0	0	0	0	0	14	3	1	2	0	20	23.1
08:15	3	0	44	2	1	0	0	50	48.1	0	0	0	0	0	0	0	0	0	0	0	31	9	0	0	0	40	40
08:30	0	1	25	4	3	0	2	35	37.9	0	0	0	1	1	0	0	2	2.5	0	0	34	3	0	3	0	40	43.9
08:45	0	0	48	5	0	0	1	54	55	0	0	0	0	0	0	0	0	0	0	1	35	4	0	2	1	43	46
H/TOT	8	2	154	14	6	0	5	189	189.4	0	0	0	1	1	0	0	2	2.5	0	1	114	19	1	7	1	143	153
09:00	1	0	31	6	1	0	2	41	42.7	0	0	0	0	0	0	0	0	0	0	0	26	6	4	2	2	40	46.6
09:15	2	0	43	4	4	0	0	53	53.4	0	0	1	0	0	0	0	1	1	0	0	40	1	4	0	1	46	49
09:30	2	0	32	4	3	0	3	44	46.9	0	0	1	0	0	0	0	1	1	1	0	30	5	2	0	0	38	38.2
09:45	0	0	42	4	2	1	1	50	53.3	0	0	3	0	0	0	0	3	3	2	0	33	10	1	2	0	48	49.5
H/TOT	5	0	148	18	10	1	6	188	196.3	0	0	5	0	0	0	0	5	5	3	0	129	22	11	4	3	172	183.3
10:00	1	0	45	6	0	0	2	54	55.2	0	0	1	0	0	0	0	1	1	0	1	25	6	3	2	0	37	40.5
10:15	2	0	42	6	4	0	1	55	56.4	0	0	0	0	0	0	0	0	0	0	0	33	6	1	1	0	41	42.8
10:30	1	1	46	9	4	0	1	62	63.6	0	0	0	0	0	0	0	0	0	0	0	36	1	3	1	1	42	45.8
10:45	1	1	47	11	3	0	0	63	63.1	0	0	0	1	0	0	0	1	1	1	1	22	8	1	7	0	40	48.2
H/TOT	5	2	180	32	11	0	4	234	238.3	0	0	1	1	0	0	0	2	2	1	2	116	21	8	11	1	160	177.3
11:00	1	0	28	6	4	0	1	40	42.2	0	0	0	0	0	0	0	0	0	1	0	23	6	1	0	0	31	30.7
11:15	0	0	41	4	1	1	1	48	50.8	0	0	1	0	0	0	0	1	1	2	0	32	4	1	2	0	41	42.5
11:30	1	0	41	10	0	0	2	54	55.2	0	0	3	0	0	0	0	3	3	0	0	27	5	4	1	0	37	40.3
11:45	0	0	44	4	4	0	1	53	56	0	0	0	0	0	0	0	0	0	0	0	32	4	4	3	0	43	48.9
H/TOT	2	0	154	24	9	1	5	195	204.2	0	0	4	0	0	0	0	4	4	3	0	114	19	10	6	0	152	162.4
12:00	1	1	42	6	3	0	1	54	55.1	0	0	0	0	0	0	0	0	0	0	0	32	2	0	2	0	36	38.6
12:15	1	1	45	8	1	0	1	57	57.1	0	0	0	0	0	0	0	0	0	0	0	33	11	1	1	0	46	47.8
12:30	1	1	42	10	3	0	1	58	59.1	0	0	0	0	0	0	0	0	0	0	0	30	5	1	0	0	36	36.5
12:45	1	0	50	7	1	0	1	60	60.7	0	0	1	0	0	0	0	1	1	1	0	44	9	3	1	0	58	60
H/TOT	4	3	179	31	8	0	4	229	232	0	0	1	0	0	0	0	1	1	1	0	139	27	5	4	0	176	182.9
13:00	0	0	48	8	4	0	1	61	64	0	0	1	0	0	0	0	1	1	1	0	27	1	0	1	0	30	30.5
13:15	2	0	48	8	2	0	1	61	61.4	0	0	0	0	0	0	0	0	0	0	0	29	5	4	1	0	39	42.3
13:30	0	1	40	8	1	0	2	52	53.9	0	0	0	0	0	0	1	1	2	0	0	24	3	2	1	0	30	32.3
13:45	1	0	42	8	2	0	1	54	55.2	0	0	0	0	0	0	0	0	0	0	0	33	5	1	1	0	40	41.8
H/TOT	3	1	178	32	9	0	5	228	234.5	0	0	1	0	0	0	1	2	3	1	0	113	14	7	4	0	139	146.9
14:00	1	0	38	6	1	1	1	48	50	0	0	1	0	0	0	0	1	1	0	0	30	7	2	2	1	42	46.6
14:15	0	0	40	3	1	1	0	45	46.8	0	0	0	0	0	0	0	0	0	1	0	42	10	2	2	0	57	59.8
14:30	0	0	57	8	4	0	3	72	77	0	0	0	0	0	0	1	1	2	0	0	51	4	1	2	0	58	61.1
14:45	0	0	56	10	3	1	1	71	74.8	0	0	0	0	0	0	0	0	0	0	0	46	8	2	1	0	57	59.3
H/TOT	1	0	191	27	9	3	5	236	248.6	0	0	1	0	0	0	1	2	3	1	0	169	29	7	7	1	214	226.8
15:00	1	1	48	5	5	0	1	61	63.1	0	0	0	0	0	0	0	0	0	0	0	71	10	4	3	1	89	95.9
15:15	0	0	63	6	1	0	0	70	70.5	0	0	1	0	0	0	0	1	1	0	0	74	6	1	0	2	83	85.5
15:30	0	2	51	6	1	1	2	63	65.6	0	0	0	0	0	0	0	0	0	0	1	60	15	4	2	0	82	86
15:45	2	1	61	8	2	0	1	75	74.8	0	0	0	0	0	0	0	0	0	0	0	62	9	1	0	1	73	74.5
H/TOT	3	4	223	25	9	1	4	269	274	0	0	1	0	0	0	0	1	1	0	1	267	40	10	5	4	327	341.9
16:00	2	2	55	3	2	0	2	66	66.2	0	0	0	0	0	0	0	0	0	1	0	103	24	1	1	1	131	133
16:15	0	0	59	8	4	1	1	73	77.3	0	0	0	0	0	0	0	0	0	0	1	98	21	0	2	0	122	124
16:30	1	0	108	6	0	0	1	116	116.2	0	0	2	0	0	0	0	2	2	0	0	106	12	2	0	0	120	121
16:45	4	0	80	4	2	0	2	92	91.8	0	0	0	0	0	0	0	0	0	0	2	110	12	0	1	0	125	125.1
H/TOT	7	2	302	21	8	1	6	347	351.5	0	0	2	0	0	0	0	2	2	1	3	417	69	3	4	1	498	503.1
17:00	1	0	82	10	1	0	2	96	97.7	0	0	1	0	0	0	0	1	1	2	1	90	9	1	0	2	105	105.3
17:15	0	1	74	5	0	0	0	80	79.4	0	0	1	0	0	0	0	1	1	0	0	91	5	1	0	0	97	97.5
17:30	2	1	55	8	1	0	1	68	67.3	0	0	1	0	0	0	0	1	1	3	1	108	9	1	2	1	125	126.1
17:45	1	0	48	6	0	0	1	56	56.2	0	0	0	0	0	0	0	0	0	1	0	81	5	2	0	0	89	89.2
H/TOT	4	2	259	29	2	0	4	300	300.6	0	0	3	0	0	0	0	3	3	6	2	370	28	5	2	3	416	418.1
18:00	1	1	63	3	0	0	0	68	66.6	0	0	0	0	0	0	0	0	0	1	0	85	6	0	0	2	94	95.2
18:15	2	0	66	2	0	0	1	71	70.4	0	0	0	1	0	0	0	1	1	0	0	69	8	0	0	0	77	77
18:30	3	1	43	4	1	0	0	52	49.5	0	0	0	0	0	0	0	0	0	1	1	78	6	2	0	1	89	89.6
18:45	1	0	33	8	0	0	0	42	41.2	0	0	0	0	0	0	0	0	0	2	3	59	3	0	0	1	68	65.6
H/TOT	7	2	205	17	1	0	1	233	227.7	0	0	1	0	0	0	0	1	1	4	4	291	23	2	0	4	328	327.4
12 TOT	106	20	2374	284	86	10	56	2936	2951.2	0	0	22	3	1	0	2	28	30.5	21	15	2321	325	75	56	19	2832	2935.5

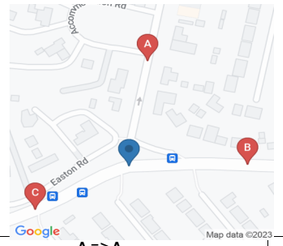
	C => A									C => B									C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	1	4	184	13	2	2	5	211	216.4	0	0	67	10	1	0	1	79	80.5	0	0	0	0	0	0	0	0	0
07:15	3	4	214	21	4	4	3	253	258.4	3	1	80	8	0	0	0	92	89	0	0	0	0	0	0	0	0	0
07:30	4	4	213	16	4	0	5	246	247.4	0	1	113	10	2	1	1	128	130.7	0	0	2	0	0	0	0	2	2
07:45	5	4	237	24	4	3	5	282	286.5	2	2	135	15	0	1	0	155	153.5	0	0	2	0	0	0	0	2	2
H/TOT	13	16	848	74	14	9	18	992	1008.7	5	4	395	43	3	2	2	454	453.7	0	0	4	0	0	0	0	4	4
08:00	7	1	222	13	4	0	3	250	248.8	1	0	85	9	0	2	1	98	100.8	0	0	0	0	0	0	0	0	0
08:15	1	0	118	10	3	3	1	136	141.6	1	0	38	5	0	2	0	46	47.8	0	0	1	0	0	0	0	1	1
08:30	1	0	115	9	2	3	2	132	138.1	0	0	69	3	2	0	1	75	77	0	0	0	0	0	0	0	0	0
08:45	1	1	105	14	4	0	2	127	129.6	0	1	31	8	2	1	0	43	44.7	0	0	0	0	0	0	0	0	0
H/TOT	10	2	560	46	13	6	8	645	658.1	2	1	223	25	4	5	2	262	270.3	0	0	1	0	0	0	0	1	1
09:00	0	0	85	9	2	4	2	102	110.2	0	1	42	3	2	2	0	50	53	0	0	2	0	0	0	0	2	2
09:15	0	0	72	15	4	0	2	93	97	0	1	40	4	1	0	0	46	45.9	0	0	0	0	0	0	0	0	0
09:30	1	0	80	6	3	3	1	94	99.6	0	1	25	1	3	1	0	31	33.2	0	0	0	0	0	0	0	0	0
09:45	2	0	92	5	6	5	2	112	121.9	0	0	26	8	2	1	0	37	39.3	0	0	0	0	0	0	0	0	0
H/TOT	3	0	329	35	15	12	7	401	428.7	0	3	133	16	8	4	0	164	171.4	0	0	2	0	0	0	0	2	2
10:00	0	0	62	17	3	2	2	86	92.1	0	0	25	2	1	2	0	30	33.1	0	0	0	0	0	0	0	0	0
10:15	1	0	72	11	4	5	1	94	102.7	0	0	22	4	1	2	0	29	32.1	0	0	0	0	0	0	0	0	0
10:30	1	0	52	6	4	3	1	67	73.1	0	0	21	3	2	2	0	28	31.6	0	0	0	0	0	0	0	0	0
10:45	1	0	61	13	5	3	1	84	90.6	0	1	27	7	0	3	0	38	41.3	0	0	0	0	0	0	0	0	0
H/TOT	3	0	247	47	16	13	5	331	358.5	0	1	95	16	4	9	0	125	138.1	0	0	0	0	0	0	0	0	0
11:00	2	0	45	7	5	0	1	60	61.9	0	0	15	7	4	2	0	28	32.6	0	0	0	0	0	0	0	0	0
11:15	2	3	60	8	7	3	0	83	87	0	0	20	4	5	2	0	31	36.1	0	0	1	0	1	0	0	2	2.5
11:30	2	0	54	9	4	2	2	73	78	0	0	20	5	2	2	0	29	32.6	0	0	0	0	0	0	0	0	0
11:45	2	0	53	9	5	2	2	73	78.5	0	0	17	3	1	1	0	22	23.8	0	0	0	0	0	0	0	0	0
H/TOT	8	3	212	33	21	7	5	289	305.4	0	0	72	19	12	7	0	110	125.1	0	0	1	0	1	0	0	2	2.5
12:00	2	0	71	7	3	3	1	87	91.8	0	0	27	8	1	1	0	37	38.8	0	0	0	0	0	0	0	0	0
12:15	0	0	47	7	3	3	0	60	65.4	0	0	21	3	1	1	0	26	27.8	0	0	2	0	0	0	0	2	2
12:30	0	0	62	8	5	4	2	81	90.7	0	0	19	0	1	1	0	21	22.8	0	0	0	1	0	0	0	1	1
12:45	0	0	62	11	3	3	2	81	88.4	0	0	24	4	1	1	0	30	31.8	0	0	0	0	0	0	0	0	0
H/TOT	2	0	242	33	14	13	5	309	336.3	0	0	91	15	4	4	0	114	121.2	0	0	2	1	0	0	0	3	3
13:00	1	0	69	15	4	6	2	97	108	0	0	25	3	1	0	0	29	29.5	0	0	1	0	0	0	0	1	1
13:15	1	0	64	7	2	6	1	81	90	0	0	23	5	1	0	1	30	31.5	0	0	1	0	0	0	0	1	1
13:30	1	1	79	10	5	2	2	100	105.7	0	0	19	4	1	1	0	25	26.8	0	0	0	0	0	0	0	0	0
13:45	0	0	78	11	4	4	3	100	110.2	0	0	26	5	3	4	0	38	44.7	0	0	0	0	0	0	0	0	0
H/TOT	3	1	290	43	15	18	8	378	413.9	0	0	93	17	6	5	1	122	132.5	0	0	2	0	0	0	0	2	2
14:00	1	0	75	7	3	1	1	88	91	0	0	21	4	1	2	0	28	31.1	0	0	0	0	0	0	0	0	0
14:15	1	0	66	9	4	3	1	84	90.1	0	0	39	5	1	0	1	46	47.5	0	0	0	0	0	0	0	0	0
14:30	2	1	73	7	1	3	2	89	93.2	0	1	34	3	3	3	0	44	48.8	0	0	0	0	0	0	0	0	0
14:45	0	0	81	6	6	0	6	99	108	0	0	27	8	2	1	1	39	42.3	0	0	2	0	0	0	0	2	2
H/TOT	4	1	295	29	14	7	10	360	382.3	0	1	121	20	7	6	2	157	169.7	0	0	2	0	0	0	0	2	2
15:00	0	1	73	13	1	5	3	96	105.4	0	0	23	6	3	1	0	33	35.8	0	0	1	1	0	0	0	2	2
15:15	0	0	90	10	2	5	6	113	126.5	0	0	29	4	2	2	0	37	40.6	0	0	1	0	0	0	0	1	1
15:30	0	0	59	9	2	0	4	74	79	0	0	28	6	1	3	0	38	42.4	0	0	0	0	0	0	0	0	0
15:45	1	0	66	11	2	3	7	90	101.1	0	0	27	3	1	1	1	33	35.8	0	0	0	0	0	0	0	0	0
H/TOT	1	1	288	43	7	13	20	373	412	0	0	107	19	7	7	1	141	154.6	0	0	2	1	0	0	0	3	3
16:00	0	0	77	9	2	1	3	92	97.3	0	0	21	1	2	1	0	25	27.3	0	0	2	0	0	0	0	2	2
16:15	1	0	86	10	4	1	4	106	112.5	0	1	21	8	2	0	0	32	32.4	0	0	1	0	0	0	0	1	1
16:30	3	0	86	13	0	1	5	108	111.9	0	0	21	8	0	1	0	30	31.3	0	0	0	1	0	0	0	1	1
16:45	0	0	102	15	4	1	4	126	133.3	0	0	23	2	1	0	1	27	28.5	0	0	0	0	0	0	0	0	0
H/TOT	4	0	351	47	10	4	16	432	455	0	1	86	19	5	2	1	114	119.5	0	0	3	1	0	0	0	4	4
17:00	0	1	107	11	1	1	7	128	136.2	0	0	26	4	0	0	0	30	30	0	0	0	0	0	0	0	0	0
17:15	3	1	98	9	1	0	2	114	113.5	0	0	25	1	0	2	1	29	32.6	0	0	1	0	0	0	0	1	1
17:30	0	3	109	14	4	1	5	136	142.5	0	0	26	1	0	0	0	27	27	0	0	1	0	0	0	0	1	1
17:45	2	0	111	12	0	0	3	128	129.4	0	1	46	5	1	0	1	54	54.9	0	0	0	0	0	0	0	0	0
H/TOT	5	5	425	46	6	2	17	506	521.6	0	1	123	11	1	2	2	140	144.5	0	0	2	0	0	0	0	2	2
18:00	2	0	86	10	2	0	5	105	109.4	0	0	42	1	0	0	0	43	43	0	0	0	0	0	0	0	0	0
18:15	0	1	135	9	2	1	3	151	155.7	0	0	42	4	0	0	1	47	48	0	0	0	0	0	0	0	0	0
18:30	0	1	127	5	2	0	5	140	145.4	0	0	39	3	0	0	0	42	42	0	0	0	0	0	0	0	0	0
18:45	3	0	148	7	1	0	4	163	165.1	0	0	57	5	0	0	1	63	64	0	0	0	0	0	0	0	0	0
H/TOT	5	2	496	31	7	1	17	559	575.6	0	0	180	13	0	0	2	195	197	0	0	0	0	0	0	0	0	0
12 TOT	61	31	4583	507	152	105	136	5575	5856.1	7	12	1719	233	61	53	13	2098	2197.6	0	0	21	3	1	0	0	25	25.5

IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip
Site: Site 4
Location: Station Rd/Accommodation Rd
Date: Thu 25-May-2023

	A => A									A => B									A => C									B => A								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	1	0	0	0	0	1	1	3	0	27	3	0	0	1	34	32.6	0	0	11	0	0	0	0	11	11	6	2	60	10	0	0	0	78	72
07:15	0	0	0	0	0	0	0	0	0	1	0	35	3	0	1	2	42	44.5	2	0	12	2	0	0	0	16	14.4	16	1	66	8	0	2	1	94	84.2
07:30	0	0	0	0	0	0	0	0	0	2	0	27	1	0	0	1	31	30.4	0	0	8	1	0	0	1	10	11	22	0	97	5	1	0	1	126	109.9
07:45	0	0	0	0	0	0	0	0	0	1	0	22	4	0	1	3	31	34.5	0	0	6	0	0	0	0	6	6	8	0	102	10	1	1	1	123	119.4
H/TOT	0	0	1	0	0	0	0	1	1	7	0	111	11	0	2	7	138	142	2	0	37	3	0	0	1	43	42.4	52	3	325	33	2	3	3	421	385.5
08:00	0	0	0	0	0	0	0	0	0	2	0	34	7	0	0	2	45	45.4	0	0	1	0	0	0	0	1	1	8	1	86	4	2	1	0	102	97.3
08:15	0	0	0	0	0	0	0	0	0	5	0	48	5	1	0	1	60	57.5	0	0	0	0	0	0	0	0	0	2	0	69	4	0	1	0	76	75.7
08:30	0	0	0	0	0	0	0	0	0	4	0	64	4	1	0	2	75	74.3	0	0	1	0	0	0	0	1	1	0	1	50	4	2	0	2	59	61.4
08:45	0	0	1	0	0	0	0	1	1	0	0	68	4	1	1	2	76	79.8	0	0	4	1	0	0	0	5	5	1	0	58	4	1	0	0	64	63.7
H/TOT	0	0	1	0	0	0	0	1	1	11	0	214	20	3	1	7	256	257	0	0	6	1	0	0	0	7	7	11	2	263	16	5	2	2	301	298.1
09:00	0	0	0	0	0	0	0	0	0	1	1	62	3	4	0	0	71	71.6	0	0	3	0	0	0	0	3	3	0	0	55	6	1	0	3	65	68.5
09:15	0	0	0	0	0	0	0	0	0	1	1	48	3	2	0	2	57	58.6	1	0	1	1	0	0	0	3	2.2	3	0	82	3	4	0	2	94	95.6
09:30	0	0	0	0	0	0	0	0	0	1	0	45	6	1	0	1	54	54.7	0	0	1	0	0	0	0	1	1	3	0	47	4	3	0	1	58	58.1
09:45	0	0	0	0	0	0	0	0	0	1	0	41	2	1	0	2	47	48.7	0	0	1	0	0	0	0	1	1	2	0	49	2	1	3	1	58	61.8
H/TOT	0	0	0	0	0	0	0	0	0	4	2	196	14	8	0	5	229	233.6	1	0	6	1	0	0	0	8	7.2	8	0	233	15	9	3	7	275	284
10:00	0	0	0	0	0	0	0	0	0	0	0	51	7	0	0	0	58	58	0	0	2	0	0	0	0	2	2	1	1	60	6	2	1	1	72	73.9
10:15	0	0	0	0	0	0	0	0	0	0	0	45	4	1	0	1	51	52.5	0	0	0	0	0	0	0	0	0	1	0	60	8	3	0	1	73	74.7
10:30	0	0	0	0	0	0	0	0	0	2	0	42	8	3	0	1	56	56.9	1	0	1	0	0	0	0	2	1.2	3	0	56	4	1	0	1	65	64.1
10:45	0	0	0	0	0	0	0	0	0	0	0	56	9	1	0	1	67	68.5	0	0	1	0	0	0	0	1	1	2	0	53	5	3	2	0	65	67.5
H/TOT	0	0	0	0	0	0	0	0	0	2	0	194	28	5	0	3	232	235.9	1	0	4	0	0	0	0	5	4.2	7	1	229	23	9	3	3	275	280.2
11:00	0	0	0	0	0	0	0	0	0	1	0	48	7	3	1	1	61	64	0	0	2	0	0	0	0	2	2	2	0	42	9	2	0	0	55	54.4
11:15	0	0	0	0	0	0	0	0	0	0	2	44	8	1	1	1	57	58.6	0	0	1	0	0	0	0	1	1	2	0	63	4	1	0	1	71	70.9
11:30	0	0	0	0	0	0	0	0	0	2	0	51	3	2	0	0	58	57.4	1	0	0	0	0	0	0	1	0.2	2	0	48	4	4	0	1	59	60.4
11:45	0	0	0	0	0	0	0	0	0	3	0	47	4	1	0	2	57	57.1	0	0	0	0	0	0	0	0	0	1	0	57	5	0	0	1	64	64.2
H/TOT	0	0	0	0	0	0	0	0	0	6	2	190	22	7	2	4	233	237.1	1	0	3	0	0	0	0	4	3.2	7	0	210	22	7	0	3	249	249.9
12:00	0	0	0	0	0	0	0	0	0	3	0	71	7	3	0	0	84	83.1	0	0	1	0	0	0	0	1	1	1	1	65	6	1	0	0	74	73.1
12:15	0	0	0	0	0	0	0	0	0	1	0	62	5	1	0	2	71	72.7	0	0	2	0	0	0	0	2	2	1	1	53	6	0	0	1	62	61.6
12:30	0	0	1	0	0	0	0	1	1	1	0	64	5	1	0	0	71	70.7	0	0	4	0	0	0	0	4	4	1	0	54	11	5	0	0	71	72.7
12:45	0	0	0	0	0	0	0	0	0	3	0	64	7	2	1	1	78	78.9	1	0	3	1	0	0	0	5	4.2	1	0	62	10	2	0	1	76	77.2
H/TOT	0	0	1	0	0	0	0	1	1	8	0	261	24	7	1	3	304	305.4	1	0	10	1	0	0	0	12	11.2	4	2	234	33	8	0	2	283	284.6
13:00	0	0	0	0	0	0	0	0	0	4	1	69	2	2	0	1	79	77.2	1	0	2	0	1	0	0	4	3.7	1	0	54	6	2	0	0	63	63.2
13:15	0	0	0	0	0	0	0	0	0	1	0	54	8	3	0	2	68	70.7	1	0	1	0	0	0	0	2	1.2	1	1	50	8	2	0	1	63	63.6
13:30	0	0	0	0	0	0	0	0	0	1	0	56	6	1	0	1	65	65.7	0	0	1	0	0	0	0	1	1	2	0	44	3	1	1	1	52	53.2
13:45	0	0	0	0	0	0	0	0	0	1	0	63	3	4	1	2	74	78.5	1	0	1	0	0	0	0	2	1.2	1	0	67	5	2	1	1	77	79.5
H/TOT	0	0	0	0	0	0	0	0	0	7	1	242	19	10	1	6	286	292.1	3	0	5	0	1	0	0	9	7.1	5	1	215	22	7	2	3	255	259.5
14:00	0	0	0	0	0	0	0	0	0	2	0	46	3	2	0	0	53	52.4	0	0	1	0	0	0	0	1	1	0	0	55	3	0	1	1	60	62.3
14:15	0	0	0	0	0	0	0	0	0	2	0	75	5	3	0	3	88	90.9	0	0	1	0	0	0	0	1	1	0	0	48	3	4	0	0	55	57
14:30	0	0	0	0	0	0	0	0	0	3	0	59	3	2	0	1	68	67.6	1	0	1	0	0	0	0	2	1.2	1	0	63	6	0	0	2	72	73.2
14:45	0	0	1	0	0	0	0	1	1	0	0	59	8	3	0	2	72	75.5	1	0	3	0	0	0	0	4	3.2	1	0	55	9	3	0	1	69	70.7
H/TOT	0	0	1	0	0	0	0	1	1	7	0	239	19	10	0	6	281	286.4	2	0	6	0	0	0	0	8	6.4	2	0	221	21	7	1	4	256	263.2
15:00	0	0	0	0	0	0	0	0	0	7	2	72	3	1	0	1	86	80.7	4	0	3	0	0	0	0	7	3.8	0	1	63	6	2	0	1	73	74.4
15:15	0	0	0	0	0	0	0	0	0	2	0	78	3	3	0	1	87	87.9	0	0	0	0	0	0	0	0	0	1	0	53	4	0	0	2	60	61.2
15:30	0	0	0	0	0	0	0	0	0	6	3	67	7	0	1	1	85	80.7	0	0	1	0	0	0	0	1	1	1	1	55	6	2	1	1	67	68.9
15:45	0	0	0	0	0	0	0	0	0	7	2	65	6	2	0	0	82	76.2	0	0	2	0	0	0	0	2	2	3	1	47	12	4	0	1	68	68
H/TOT	0	0	0	0	0	0	0	0	0	22	7	282	19	6	1	3	340	325.5	4	0	6	0	0	0	0	10	6.8	5	3	218	28	8	1	5	268	272.5
16:00	0	0	0	0	0	0	0	0	0	6	0	85	9	1	0	5	106	106.7	2	0	1	0	0	0	0	3	1.4	6	1	59	4	0	0	2	72	68.6
16:15	0	0	0	0	0	0	0	0	0	6	0	76	7	1	0	2	92	89.7	2	0	2	2	0	0	0	6	4.4	1	1	50	6	2	0	1	61	61.6
16:30	0	0	0	0	0	0	0	0	0	12	0	96	6	0	1	0	115	106.7	3	0	4	0	0	0	0	7	4.6	5	0	60	4	1	0	0	70	66.5
16:45	0	0	0	0	0	0	0	0	0	4	2	66	6	1	0	2	81	79.1	3	0	2	0	0	0	0	5	2.6	1	0	66	3	1	0	2	73	74.7
H/TOT	0	0	0	0	0	0	0	0	0	28	2	323	28	3	1	9	394	382.2	10	0	9	2	0	0	0	21	13	13	2	235	17	4	0	5	276	271.4
17:00	0	0	1	0	0	0	0	1	1	9	2	87	6	1	0	1	106	99.1	0	0	1	0	0	0	0	1	1	3	0	60	5	1	0	1	70	69.1
17:15	0	0	0	0	0	0	0	0	0	2	1	58	4	2	0	3	70	71.8	3	0	1	0	0	0	0	4	1.6	1	1	57	6	0	0	0	65	63.6
17:30	0	0	0	0	0	0	0	0	0	3	3	76	4	1	0	1	88	85.3	1	0	5	0	0	0	0	6	5.2	3	0	57	4	1	0	0	65	63.1
17:45	0	0	0	0	0	0	0	0	0	6	0	73	3	0	0	1	83	79.2	1	0	0	0	0	0	0	1	0.2	1	0	50	4	0	0	1	56	56.2
H/TOT	0	0	1	0	0	0	0	1	1	20	6	294	17	4	0	6	347	335.4	5	0	7	0	0	0	0	12	8	8	1	224	19	2	0	2	256	252
18:00	0	0	1	0	0	0	0	1	1	1	1	66	8	1	0	1	78	78.1	2	0	3	0	0	0	0	5	3.4	3	2	67	5	0	0	0	77	73.4
18:15	0	0	0	0	0	0	0	0	0	1	0	53	8	0	0	2	64	65.2	1	0	3	0	0	0	0	4	3.2	7	0	86	7	0	0	1	101	96.4
18:30	0	0	0	0	0	0	0	0	0	2	1	78	8	0	0	1	90	88.8	0	0	4	0	0	0	0	4	4	3	0	76	3	1	0	0	83	81.1
18:45	0	0	0	0	0	0	0	0	0	1	0	79	2	0	0	1	83	83.2	1	0	2	1	0	0	0	4	3.2	3	1	58	6	1	0	1	70	68.5
H/TOT	0	0	1	0	0	0	0	1	1	5	2	276	26	1	0	5	315	315.3	4	0	12	1	0	0	0	17	13.8	16	3	287	21	2	0	2	331	319.4
12 TOT	0	0	6	0	0	0	0	6	6	127	22	2822	247	64	9	64	3355	3347.9	34	0	111	9	1	0	1	156	130.3	138	18	2894	270	70	15	41	3446	3420.3

	B => B									B => C									C => A									C => B									C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	2	0	10	2	0	0	0	14	12.4	1	0	7	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	1	17	2	0	0	0	20	19.4	1	0	5	3	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	5	0	19	1	0	0	0	25	21	1	0	5	0	0	0	0	6	5.2	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	7	1	27	1	0	0	1	37	31.8	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	25	25	14	2	73	6	0	0	1	96	84.6	3	0	30	4	0	0	0	37	34.6	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	0	0	18	1	0	0	0	19	19	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	11	0	0	0	0	11	11	0	0	3	0	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3	1	27	0	0	0	0	31	28	1	0	13	0	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	10	1	0	0	1	12	13	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	3	1	66	2	0	0	1	73	71	1	0	30	1	1	0	0	33	32.7	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	1.2	3	0	9	1	0	0	0	13	10.6	0	0	20	3	0	0	0	23	23	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	2	0	24	2	0	0	0	28	26.4	1	0	10	2	0	0	0	13	12.2	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	14	0	0	0	0	14	14	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	16	1	0	0	0	17	17	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	7	1	0	0	0	9	8.2	5	0	63	4	0	0	0	72	68	1	0	38	5	0	0	0	44	43.2	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	15	2	0	0	0	17	17	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	17	0	0	0	0	17	17	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	16	0	1	0	0	18	17.7	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	1	0	61	2	1	0	0	65	64.7	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	9	1	0	0	0	11	10.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	7	1	0	0	0	8	8	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	11	1	0	0	0	14	12.4	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	9	0	0	0	0	9	9	0	0	8	3	0	0	0	11	11	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	3	0	36	3	0	0	0	42	39.6	1	0	20	3	0	0	0	24	23.2	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	13	0	1	0	0	14	14.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	10	1	1	0	0	12	12.5	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	6	0	1	0	0	7	7.5	1	0	3	1	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	5	4.2	0	0	36	1	3	0	0	40	41.5	1	0	15	3	0	0	0	19	18.2	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	14	0	2	0	0	16	17	0	0	5	2	0	0	0	7	7	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	17	0	0	0	1	19	19.2	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	14	0	0	0	0	14	14	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	2	1.4	0	0	7	1	0	0	0	8	8	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	7	0	0	0	0	8	7.4	1	0	52	1	2	0	1	57	58.2	0	0	21	3	0	0	0	24	24	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	15	1	0	0	0	16	16	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	18	0	0	0	1	19	20	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	10	1	0	0	0	11	11	1	0	5	1	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	25	25	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	0	0	68	2	0	0	1	71	72	1	0	23	1	0	0	0	25	24.2	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	0	0	20	2	0	0	0	22	22	0	0	9	1	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	1	0	24	0	0	0	0	25	24.2	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	17	1	0	0	0	19	18.2	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	1	0	19	1	0	0	0	21	20.2	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	11	0	1	0	0	14	12.9	3	0	80	4	0	0	0	87	84.6	0	0	29	2	1	0	0	32	32.5	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	2.4	1	0	21	0	1	1	0	24	25	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	6	4.4	1	0	32	2	0	0	0	35	34.2	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	3	0	34	0	0	0	0	37	34.6	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	2.4	1	0	25	0	0	0	0	26	25.2	0	0	6	2	0	0	0	8	8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	6	0	9	1	0	0	0	16	11.2	6	0	112	2	1	1	0	122	119	0	0	34	2	0	0	0	36	36	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	23	1	0	0	0	25	24.2	1	0	12	0	0	0	0	13	12.2	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	3.2	1	0	15	0	0	0	0	16	15.2	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	0	0	28	1	0	0	0	29	29	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	23	23	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	5	1	0	0	0	8	6.4	2	0	89	2	0	0	0	93	91.4	1	0	42	0	0	0	0	43	42.2	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	1	0	5	2	0	0	0	8	7.2	0	0	35	2	0	0	0	37	37	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	1	0	0	2	0	0	0	3	2.2	3	0	39	1	0	0	0	43	40.6	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	1	27	2	0	0	0	30	29.4	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	2	0	4	0	0	0	0	6	4.4	4	0	21	1	0	0	0	26	22.8	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	4	0	12	4	0	0	0	20	16.8	7	1	122	6	0	0	0	136	129.8	0	0	33	3	0	0	0	36	36	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	17	1	98	11	1	0	0	128	114.3	45	4	858	35	7	1	4	954	924.4	9	0	328	27	2	0	0	366	359.8	0	0	0	0	0	0	0	0	0

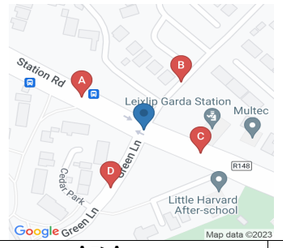


IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip
Site: Site 5
Location: Accommodation Rd/Green Ln
Date: Thu 25-May-2023

	A => A									A => B									A => C									B => A									B => B								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	8	3	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	1.2	0	0	1	0	0	0	0	1	1	0	0	16	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	1	0	12	0	0	0	0	13	12.2	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	23	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	4	2.4	0	0	1	0	0	0	0	1	1	2	0	57	5	0	0	0	64	62.4	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	1	0	0	0	1	1	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	16	0	0	0	0	17	16.4	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	9	10	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	1	1	0	0	0	2	2	0	1	49	1	0	0	1	52	52.4	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.4	1	0	45	1	0	0	0	47	46.2	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	1	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	37	2	1	0	0	40	40.5	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	3	3	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	1	2	0	0	0	4	3.2	0	0	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	0	0	0	0	0	2	0.4	0	0	9	0	1	0	0	10	10.5	0	0	1	0	0	0	0	1	1
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	3	0	1	0	0	0	0	4	1.6	0	0	36	1	1	0	0	38	38.5	0	0	1	0	0	0	0	1	1
13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	1	0	0	0	2	1.2	0	0	13	1	0	0	1	15	16	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.4	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	3	0	0	1	0	0	0	4	1.6	0	0	48	1	0	0	1	50	51	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.4	0	0	9	0	0	0	1	10	11	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	20	1	0	0	0	22	21.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0.6	1	0	47	2	0	0	1	51	51.2	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	0	6	2	1	0	9	0	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	1	0	14	1	0	0	0	16	15.2	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	1	0	0	0	1	1	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	6	0	4	1	0	0	0	11	6.2	2	0	47	3	0	0	0	52	50.4	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	1	0	0	0	3	1.4	0	0	10	0	0	1	0	11	12.3	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	4	0	0	0	0	0	0	4	0.8	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.4	1	0	11	1	0	0	0	13	12.2	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	0.8	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	12	0	0	1	0	0	0	13	3.4	1	0	42	1	0	1	0	45	45.5	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	2	0	0	0	0	3	2.2	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	0.6	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	4	0	0	0	0	0	0	4	0.8	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.4	0	0	18	0	0	0	0	18	18	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	1.2	10	0	2	0	0	0	0	12	4	0	0	53	1	0	0	0	54	54	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	21	21	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	1	1	0	0	59	1	0	0	0	60	60	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	3	0	13	6	0	0	0	22	19.6	40	0	12	6	0	0	0	58	26	7	1	547	22	2	1	3	583	582.1	0	0	1	0	0	0	0	1	1

	B => C									C => A									C => B									C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	1	25	1	0	0	0	27	26.4	0	0	14	1	0	0	0	15	15	1	0	27	6	1	1	1	37	39	0	0	0	0	0	0	0	0	0
07:15	0	0	27	6	0	0	1	34	35	1	1	7	2	0	0	0	11	9.6	0	0	43	8	0	0	0	51	51	0	0	0	0	0	0	0	0	0
07:30	0	0	28	7	0	0	0	35	35	1	0	17	2	0	0	0	20	19.2	1	0	53	9	1	0	5	69	73.7	0	0	0	0	0	0	0	0	0
07:45	0	0	39	6	0	0	2	47	49	2	0	19	0	0	0	0	21	19.4	2	0	82	7	3	0	2	96	97.9	0	0	0	0	0	0	0	0	0
H/TOT	0	1	119	20	0	0	3	143	145.4	4	1	57	5	0	0	0	67	63.2	4	0	205	30	5	1	8	253	261.6	0	0	0	0	0	0	0	0	0
08:00	1	0	56	7	0	0	1	65	65.2	0	0	13	0	1	0	0	14	14.5	6	0	92	3	1	0	3	105	103.7	0	0	0	0	0	0	0	0	0
08:15	4	0	79	6	1	0	1	91	89.3	2	0	5	0	0	0	0	7	5.4	17	0	140	8	1	0	0	166	152.9	0	0	0	0	0	0	0	0	0
08:30	0	0	87	4	1	0	0	92	92.5	2	0	14	0	0	0	0	16	14.4	16	0	123	7	1	1	2	150	141	0	0	0	0	0	0	0	0	0
08:45	1	0	94	4	0	0	2	101	102.2	0	0	4	0	0	0	0	4	4	24	0	127	8	0	0	0	159	139.8	0	0	0	0	0	0	0	0	0
H/TOT	6	0	316	21	2	0	4	349	349.2	4	0	36	0	1	0	0	41	38.3	63	0	482	26	3	1	5	580	537.4	0	0	0	0	0	0	0	0	0
09:00	1	0	74	6	2	0	0	83	83.2	2	0	19	2	0	0	0	23	21.4	27	0	164	5	3	0	2	201	182.9	0	0	0	0	0	0	0	0	0
09:15	4	1	111	4	2	0	2	124	123.2	2	0	13	0	0	0	0	15	13.4	8	0	93	5	2	0	3	111	108.6	0	0	0	0	0	0	0	0	0
09:30	2	0	64	6	1	0	1	74	73.9	0	0	8	0	0	0	0	8	8	0	0	57	2	2	0	1	62	64	0	0	0	0	0	0	0	0	0
09:45	3	0	48	0	0	0	2	53	52.6	0	0	5	1	0	0	0	6	6	2	0	55	7	0	0	1	65	64.4	0	0	0	0	0	0	0	0	0
H/TOT	10	1	297	16	5	0	5	334	332.9	4	0	45	3	0	0	0	52	48.8	37	0	369	19	7	0	7	439	419.9	0	0	0	0	0	0	0	0	0
10:00	0	0	44	8	0	0	0	52	52	0	0	6	0	0	0	0	6	6	0	0	47	3	0	0	0	50	50	0	0	0	0	0	0	0	0	0
10:15	0	0	58	2	0	0	1	61	62	0	0	6	3	0	0	0	9	9	1	1	35	5	2	0	1	45	45.6	0	0	0	0	0	0	0	0	0
10:30	2	0	41	3	2	0	0	48	47.4	0	0	9	1	0	0	0	10	10	2	0	36	6	1	0	1	46	45.9	0	0	0	0	0	0	0	0	0
10:45	0	0	46	3	2	0	2	53	56	1	0	7	0	0	0	0	8	7.2	0	0	53	3	1	0	0	57	57.5	0	0	0	0	0	0	0	0	0
H/TOT	2	0	189	16	4	0	3	214	217.4	1	0	28	4	0	0	0	33	32.2	3	1	171	17	4	0	2	198	199	0	0	0	0	0	0	0	0	0
11:00	2	0	39	1	0	0	0	42	40.4	0	0	3	1	0	0	0	4	4	1	1	48	3	3	0	1	57	58.1	0	0	0	0	0	0	0	0	0
11:15	1	0	47	3	2	0	1	54	55.2	1	0	7	0	0	0	0	8	7.2	1	0	36	2	0	0	0	39	38.2	0	0	0	0	0	0	0	0	0
11:30	1	1	41	5	3	0	0	51	51.1	2	0	1	0	0	0	0	3	1.4	0	0	57	4	0	0	1	62	63	0	0	0	0	0	0	0	0	0
11:45	0	0	61	6	0	0	2	69	71	0	0	4	0	0	0	0	4	4	1	0	69	3	0	0	0	73	72.2	0	0	0	0	0	0	0	0	0
H/TOT	4	1	188	15	5	0	3	216	217.7	3	0	15	1	0	0	0	19	16.6	3	1	210	12	3	0	2	231	231.5	0	0	0	0	0	0	0	0	0
12:00	0	1	61	3	0	0	0	65	64.4	0	0	5	1	1	0	0	7	7.5	1	0	55	4	2	0	1	63	64.2	0	0	0	0	0	0	0	0	0
12:15	1	0	56	4	2	0	1	64	65.2	0	0	1	1	1	0	0	3	3.5	2	0	56	6	0	0	0	64	62.4	0	0	0	0	0	0	0	0	0
12:30	0	0	47	6	3	0	0	56	57.5	1	0	6	0	0	0	0	7	6.2	0	0	55	4	3	0	2	64	67.5	0	0	0	0	0	0	0	0	0
12:45	2	0	61	4	1	0	3	71	72.9	0	0	1	0	0	0	0	1	1	2	0	55	5	2	0	0	64	63.4	0	0	0	0	0	0	0	0	0
H/TOT	3	1	225	17	6	0	4	256	260	1	0	13	2	2	0	0	18	18.2	5	0	221	19	7	0	3	255	257.5	0	0	0	0	0	0	0	0	0
13:00	1	0	63	4	0	0	0	68	67.2	0	0	5	0	1	0	0	6	6.5	0	0	44	10	0	0	2	56	58	0	0	0	0	0	0	0	0	0
13:15	1	0	62	12	1	0	2	78	79.7	0	0	3	1	0	0	0	4	4	1	0	49	3	1	0	1	55	55.7	0	0	0	0	0	0	0	0	0
13:30	1	0	64	4	1	0	1	71	71.7	0	0	3	1	0	0	0	4	4	1	0	45	4	3	0	1	54	55.7	0	0	0	0	0	0	0	0	0
13:45	1	0	59	8	4	0	2	74	77.2	0	0	4	1	0	0	0	5	5	1	0	86	6	1	1	2	97	100	0	0	0	0	0	0	0	0	0
H/TOT	4	0	248	28	6	0	5	291	295.8	0	0	15	3	1	0	0	19	19.5	3	0	224	23	5	1	6	262	269.4	0	0	0	0	0	0	0	0	0
14:00	0	0	73	6	2	0	1	82	84	0	1	8	0	0	0	0	9	8.4	0	0	56	5	1	1	1	64	66.8	0	0	0	0	0	0	0	0	0
14:15	0	0	55	8	1	1	1	66	68.8	0	0	7	0	0	0	0	7	7	0	1	67	5	3	0	1	77	78.9	0	0	0	0	0	0	0	0	0
14:30	7	0	75	3	2	0	2	89	86.4	1	0	3	2	0	0	0	6	5.2	3	0	89	6	1	0	1	100	99.1	0	0	0	0	0	0	0	0	0
14:45	14	0	82	4	1	0	3	104	96.3	0	0	5	1	0	0	0	6	6	6	1	103	7	0	0	1	118	113.6	0	0	0	0	0	0	0	0	0
H/TOT	21	0	285	21	6	1	7	341	335.5	1	1	23	3	0	0	0	28	26.6	9	2	315	23	5	1	4	359	358.4	0	0	0	0	0	0	0	0	0
15:00	37	0	123	6	0	0	0	166	136.4	0	0	8	1	1	0	0	10	10.5	2	0	55	1	1	0	1	60	59.9	0	0	0	0	0	0	0	0	0
15:15	6	0	87	2	0	0	0	95	90.2	0	0	7	0	0	0	0	7	7	0	0	73	2	0	0	2	77	79	0	0	0	0	0	0	0	0	0
15:30	0	0	70	1	0	0	1	72	73	0	0	2	0	0	0	0	2	2	0	0	64	5	1	0	1	71	72.5	0	0	0	0	0	0	0	0	0
15:45	2	1	78	5	1	0	2	89	89.3	0	0	6	1	0	0	0	7	7	0	0	71	9	2	0	1	83	85	0	0	0	0	0	0	0	0	0
H/TOT	45	1	358	14	1	0	3	422	388.9	0	0	23	2	1	0	0	26	26.5	2	0	263	17	4	0	5	291	296.4	0	0	0	0	0	0	0	0	0
16:00	3	0	123	13	1	0	0	140	138.1	0	0	14	0	0	0	0	14	14	0	1	73	3	0	0	1	78	78.4	0	0	0	0	0	0	0	0	0
16:15	5	0	112	9	0	0	0	126	122	0	0	12	0	0	0	0	12	12	3	0	64	7	0	0	1	75	73.6	0	0	0	0	0	0	0	0	0
16:30	1	0	115	9	0	0	1	126	126.2	0	0	9	0	0	0	0	9	9	1	0	61	9	0	0	1	72	72.2	0	0	0	0	0	0	0	0	0
16:45	3	0	113	15	2	1	1	135	135.9	0	0	14	1	0	0	0	15	15	1	0	69	6	0	0	1	77	77.2	0	0	0	0	0	0	0	0	0
H/TOT	12	0	463	46	3	1	2	527	522.2	0	0	49	1	0	0	0	50	50	5	1	267	25	0	0	4	302	301.4	0	0	0	0	0	0	0	0	0
17:00	1	2	105	4	0	0	2	114	114	0	0	7	1	0	0	0	8	8	0	0	68	9	0	0	0	77	77	0	0	0	0	0	0	0	0	0
17:15	0	1	123	13	0	0	1	138	138.4	0	0	8	1	0	0	0	9	9	1	1	83	8	2	0	0	95	94.6	0	0	0	0	0	0	0	0	0
17:30	1	1	101	9	0	0	0	112	110.6	0	0	10	1	0	0	0	11	11	0	0	89	6	1	0	1	97	98.5	0	0	0	0	0	0	0	0	0
17:45	5	0	96	6	0	0	0	107	103	0	0	9	0	0	0	0	9	9	2	0	78	8	0	1	0	89	88.7	0	0	0	0	0	0	0	0	0
H/TOT	7	4	425	32	0	0	3	471	466	0	0	34	3	0	0	0	37	37	3	1	318	31	3	1	1	358	358.8	0	0	0	0	0	0	0	0	0
18:00	3	0	110	11	0	0	3	127	127.6	0	0	11	1	0	0	0	12	12	3	2	66	2	0	0	1	74	71.4	0	0	0	0	0	0	0	0	0
18:15	1	1	86	10	1	0	0	99	98.1	2	0	17	1	0	0	0	20	18.4	2	0	103	6	1	0	1	113	112.9	0	0	0	0	0	0	0	0	0
18:30	3	0	82	5	0	0	1	91	89.6	0	1	7	2	0	0	0	10	9.4	1	0	98	4	0	0	1	104	104.2	0	0	0	0	0	0	0	0	0
18:45	3	0	98	3	0	0	2	106	105.6	0	0	6	0	0	0	0	6	6	1	0	95	5	0	0	0	101	100.2	0	0	0	0	0	0	0	0	0
H/TOT	10	1	376	29	1	0	6	423	420.9	2	1	41	4	0	0	0	48	45.8	7	2	362	17	1	0	3	392	388.7	0	0	0	0	0	0	0	0	0
12 TOT	124	10	3489	275	39	2	48	3987	3951.9	20	3	379	31	5	0	0	438	422.7	144	8	3407	259	47	5	50	3920	3880	0	0	0	0	0	0	0	0	0



IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip
Site: Site 6
Location: Station Rd/Ryevale Lawns/Green Ln
Date: Thu 25-May-2023

	A => A									A => B									A => C									A => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	1	42	5	0	0	1	51	49.8	0	0	3	0	0	0	0	3	3
07:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	5	0	36	6	0	1	1	49	47.3	0	0	4	1	0	0	0	5	5
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	43	2	0	0	2	50	49.6	0	0	3	0	0	0	0	3	3
07:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	0	34	5	0	1	2	44	45.7	0	0	8	0	0	0	0	8	8
H/TOT	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	12	1	155	18	0	2	6	194	192.4	0	0	18	1	0	0	0	19	19
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	49	8	0	0	3	63	63.6	0	0	4	0	0	0	0	4	4
08:15	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	4	0	56	3	1	0	1	65	63.3	0	0	8	1	0	0	0	9	9
08:30	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	3	2.7	3	0	65	3	1	0	2	74	74.1	0	0	10	0	0	0	0	10	10
08:45	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	79	4	1	0	1	85	86.5	0	0	11	0	0	0	1	12	13
H/TOT	0	0	0	0	0	0	0	0	0	2	0	6	1	1	0	0	10	8.9	10	0	249	18	3	0	7	287	287.5	0	0	33	1	0	0	1	35	36
09:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	1	62	9	3	1	0	78	78.6	1	0	22	0	1	0	0	24	23.7
09:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	69	2	2	0	1	75	76.2	0	0	10	1	0	0	0	11	11
09:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	1	0	48	3	1	0	2	55	56.7	0	0	4	2	0	0	0	6	6
09:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	47	1	1	0	2	52	53.7	0	0	6	0	0	0	0	6	6
H/TOT	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	5	1	226	15	7	1	5	260	265.2	1	0	42	3	1	0	0	47	46.7
10:00	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	45	7	1	0	0	53	53.5	0	0	12	1	0	0	0	13	13
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	43	7	1	0	1	53	53.7	1	0	7	1	0	0	0	9	8.2
10:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	40	7	2	0	1	51	52.2	0	0	3	2	1	0	0	6	6.5
10:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	2	0	50	7	0	0	1	60	59.4	0	0	9	2	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	4	0	178	28	4	0	3	217	218.8	1	0	31	6	1	0	0	39	38.7
11:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	45	5	5	1	1	58	62	0	0	12	0	0	0	0	12	12
11:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	2	39	9	1	1	1	53	54.6	0	0	6	0	0	0	0	6	6
11:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	1	0	51	3	2	0	0	57	57.2	0	0	6	0	0	0	0	6	6
11:45	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	2	0	50	7	1	0	2	62	62.9	0	0	10	2	0	0	0	12	12
H/TOT	0	0	0	0	0	0	0	0	0	2	0	4	1	0	0	0	7	5.4	4	2	185	24	9	2	4	230	236.7	0	0	34	2	0	0	0	36	36
12:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	2	0	59	7	3	0	0	71	70.9	0	0	12	0	0	0	0	12	12
12:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	66	5	1	0	2	75	76.7	0	0	3	0	0	0	0	3	3
12:30	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	52	6	1	0	0	59	59.5	0	0	10	1	0	0	0	11	11
12:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	3	0	57	6	1	1	1	69	69.4	0	0	12	1	0	0	0	13	13
H/TOT	0	0	0	0	0	0	0	0	0	1	0	8	1	0	0	0	10	9.2	6	0	234	24	6	1	3	274	276.5	0	0	37	2	0	0	0	39	39
13:00	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	3	1	72	4	3	0	1	84	83.5	0	0	12	0	0	0	0	12	12
13:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	48	7	3	0	2	60	63.5	1	0	6	3	0	0	0	10	9.2
13:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	51	7	1	0	1	61	61.7	0	0	10	0	0	0	0	10	10
13:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	52	4	4	1	1	62	66.3	0	0	13	3	0	0	0	16	16
H/TOT	0	0	0	0	0	0	0	0	0	1	0	5	2	0	0	0	8	7.2	4	1	223	22	11	1	5	267	275	1	0	41	6	0	0	0	48	47.2
14:00	0	0	0	0	0	0	0	0	0	2	0	3	1	0	0	0	6	4.4	0	0	52	0	1	0	1	54	55.5	0	0	6	1	1	0	0	8	8.5
14:15	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	1	0	69	5	3	0	3	81	84.7	0	0	7	0	0	0	0	7	7
14:30	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5	1	0	51	2	1	0	1	56	56.7	0	0	9	0	0	0	0	9	9
14:45	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	58	7	3	0	1	69	71.5	0	0	17	1	0	0	0	18	18
H/TOT	0	0	0	0	0	0	0	0	0	2	0	13	1	1	0	0	17	15.9	2	0	230	14	8	0	6	260	268.4	0	0	39	2	1	0	0	42	42.5
15:00	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	5	1	78	3	1	0	2	90	87.9	0	0	6	0	0	0	0	6	6
15:15	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	7	4.6	2	1	80	3	2	0	1	89	88.8	0	0	9	0	0	0	0	9	9
15:30	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	4	3	56	6	0	1	0	70	66.3	0	0	8	0	0	0	0	8	8
15:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	2	2	58	10	2	0	1	75	74.2	0	0	11	0	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	0	0	3	0	12	0	0	0	0	15	12.6	13	7	272	22	5	1	4	324	317.2	0	0	34	0	0	0	0	34	34
16:00	0	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	5	3.4	5	0	69	5	1	0	2	82	80.5	0	0	17	2	0	0	0	19	19
16:15	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	3	0	88	6	1	0	5	103	106.1	0	0	13	1	0	0	0	14	14
16:30	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2	6	0	85	6	0	1	0	98	94.5	0	0	15	0	0	0	0	15	15
16:45	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	6	2	65	5	1	0	1	80	75.5	0	0	11	2	0	0	0	13	13
H/TOT	0	0	0	0	0	0	0	0	0	3	0	11	2	0	0	0	16	13.6	20	2	307	22	3	1	8	363	356.6	0	0	56	5	0	0	0	61	61
17:00	0	0	0	0	0	0	0	0	0	1	0	10	0	0	0	0	11	10.2	6	2	80	7	1	0	1	97	92.5	0	0	11	0	0	0	0	11	11
17:15	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	1	0	64	2	1	0	3	71	73.7	0	1	9	1	0	0	0	11	10.4
17:30	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	0	6	5.2	1	2	59	2	1	0	0	65	63.5	0	0	14	0	0	0	0	14	14
17:45	0	0	0	0	0	0	0	0	0	1	0	3	1	1	0	0	6	5.7	3	1	76	5	0	0	2	87	86	0	0	17	1	0	0	0	18	18
H/TOT	0	0	0	0	0	0	0	0	0	3	0	19	2	1	0	0	25	23.1	11	5	279	16	3	0	6	320	315.7	0	1	51	2	0	0	0	54	53.4
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	1	63	8	1	0	0	73	72.9	0	0	14	1	0	0	0	15	15
18:15	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	0	4	4	0	0	58	8	0	0	3	69	72	0	0	5	0	0	0	0	5	5
18:30	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	3	3	1	1	71	11	0	0	1	85	84.6	0	0	11	1	0	0	0	12	12
18:45	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	65	4	0	0	1	71	71.2	0	0	16	0	0	0	0	16	16
H/TOT	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	2	2	257	31	1	0	5	298	300.7	0	0	46	2	0	0	0	48	48
12 TOT	0	0	0	0	0	0	0	0	0	17	0	107	14	3	0	0	141	128.9	93	21	2795	254	60	9	62	3294	3310.7	3	1	462	32	3	0	1	502	501.5

	B => A									B => B									B => C									B => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	1	0	2	1	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
07:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	4	4.5	0	0	3	0	0	0	0	3	3
07:30	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	1	9	0	0	0	0	10	9.4	0	0	3	0	0	0	0	3	3
07:45	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	1	0	4	0	0	0	0	5	4.2	0	0	2	0	0	0	0	2	2
H/TOT	2	0	10	1	0	0	0	13	11.4	0	0	0	0	0	0	0	0	0	1	1	24	2	1	0	0	29	28.1	0	0	8	0	0	0	0	8	8
08:00	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	2	0	0	0	0	2	2
08:15	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	3	0	0	0	0	3	3
08:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	13	2	0	0	0	16	15.2	1	0	6	0	0	0	0	7	6.2
08:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	13	0	1	0	0	14	14.5	0	0	3	0	0	0	0	3	3
H/TOT	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	1	0	38	2	1	0	0	42	41.7	1	0	14	0	0	0	0	15	14.2
09:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	1	0	0	0	0	1	1
09:15	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	3	0	2	0	0	0	0	5	2.6
09:30	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	1	0	0	0	0	1	1
09:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	6	1	0	0	0	7	7	0	0	1	0	0	0	0	1	1
H/TOT	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	33	2	0	0	0	35	35	3	0	5	0	0	0	0	8	5.6
10:00	0	0	1	2	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	5	0	0	0	0	5	5
10:15	1	0	1	1	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	4	4.5	0	0	6	0	0	0	0	6	6
10:30	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	2	0	0	0	0	2	2
10:45	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	4	0	0	0	0	4	4
H/TOT	2	0	8	3	0	0	0	13	11.4	0	0	0	0	0	0	0	0	0	0	0	20	2	1	0	0	23	23.5	0	0	17	0	0	0	0	17	17
11:00	2	0	2	0	0	0	0	4	2.4	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
11:15	1	0	4	1	0	0	0	6	5.2	0	0	0	0	0	0	0	0	0	0	1	3	2	0	0	0	6	5.4	0	0	1	0	0	0	0	1	1
11:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	6	0	1	0	0	7	7.5	0	0	1	0	0	0	0	1	1
11:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	6	1	0	0	0	7	7
H/TOT	3	0	10	1	0	0	0	14	11.6	0	0	0	0	0	0	0	0	0	0	1	25	4	1	0	0	31	30.9	0	0	8	1	0	0	0	9	9
12:00	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	1	0	0	0	0	1	1
12:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	1	0	0	0	0	1	1
12:30	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2
12:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	3	1	0	0	0	4	4
H/TOT	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	23	0	0	7	1	0	0	0	8	8
13:00	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
13:15	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	1	1	4	0	0	0	0	6	4.6	0	0	2	1	0	0	0	3	3
13:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	3	1	0	0	0	5	4.2	0	0	2	0	0	0	0	2	2
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	0	0	2	1	0	0	0	3	3
H/TOT	0	0	5	1	0	0	0	6	6	0	0	0	0	0	0	0	0	0	2	1	17	3	0	0	0	23	20.8	0	0	6	2	0	0	0	8	8
14:00	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2
14:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	9	2	0	0	0	11	11	0	0	1	0	0	0	0	1	1
14:30	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1
14:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	1	13	0	0	0	0	15	13.6	0	0	2	0	0	0	0	2	2
H/TOT	0	0	11	1	0	0	0	12	12	0	0	0	0	0	0	0	0	0	1	1	31	2	0	0	0	35	33.6	0	0	6	0	0	0	0	6	6
15:00	0	0	5	0	1	0	0	6	6.5	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	0	7	6.2	0	0	0	1	0	0	0	1	1
15:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	0	0	1	1	0	0	0	2	2
15:30	0	0	2	1	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	1	0	0	0	0	1	1
15:45	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	2	0	1	0	0	3	3.5
H/TOT	0	0	12	1	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	1	0	24	1	0	0	0	26	25.2	0	0	4	2	1	0	0	7	7.5
16:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	7	1	0	0	0	8	8	2	0	2	1	0	0	0	5	3.4
16:15	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	3	0	0	0	0	3	3
16:30	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	3	1	0	0	0	5	4.2
16:45	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	5	0	0	0	0	5	5
H/TOT	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	21	1	0	0	0	22	22	3	0	13	2	0	0	0	18	15.6
17:00	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	4	0	0	0	0	4	4
17:15	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3	3	0	0	3	1	0	0	0	4	4
17:30	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	0	0	7	0	0	0	0	7	7
17:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	6	0	1	0	0	8	7.7	2	0	4	0	0	0	0	6	4.4
H/TOT	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	1	0	21	1	1	0	0	24	23.7	2	0	18	1	0	0	0	21	19.4
18:00	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	5	5	0	0	3	1	0	0	0	4	4
18:15	1	0	3	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	7	7	1	0	6	0	0	0	0	7	6.2
18:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	1	0	3	0	0	0	0	4	3.2
18:45	2	0	3	1	0	0	0	6	4.4	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6	0	0	8	0	0	0	0	8	8
H/TOT	3	0	12	2	0	0	0	17	14.6	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	20	2	0	20	1	0	0	0	23	21.4
12 TOT	10	0	123	11	1	0	0	145	137.5	0	0	0	0	0	0	0	0	0	7	4	294	23	5	0	0	333	327.5	11	0	126	10	1	0	0	148	139.7

	C => A									C => B									C => C									C => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	3	1	66	8	0	0	0	78	75	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10
07:15	6	1	67	6	0	2	1	83	81.2	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	1	18	19
07:30	3	0	101	7	1	0	1	113	112.1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	10	3	0	0	1	14	15
07:45	9	0	104	8	1	1	1	124	119.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	4	0	0	3	21	24
H/TOT	21	2	338	29	2	3	3	398	387.9	0	0	3	2	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	47	11	0	0	5	63	68
08:00	1	1	71	4	2	2	0	81	83.2	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16
08:15	1	0	56	1	0	0	1	59	59.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	49	2	2	0	1	54	56
08:30	0	1	40	4	2	0	1	48	49.4	0	0	2	2	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	32	1	0	0	0	33	33
08:45	0	0	58	5	1	0	0	64	64.5	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	71	3	0	0	2	76	78
H/TOT	2	2	225	14	5	2	2	252	256.3	0	0	10	4	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	166	8	2	0	3	179	183
09:00	1	0	47	8	1	0	3	60	62.7	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	41	3	2	0	0	46	47
09:15	1	0	60	2	3	0	1	67	68.7	0	0	0	2	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	41	2	0	0	2	45	47
09:30	4	0	32	3	4	0	1	44	43.8	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	27	5	0	0	0	32	32
09:45	1	0	45	6	1	3	1	57	61.6	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	26	2	0	0	2	30	32
H/TOT	7	0	184	19	9	3	6	228	236.8	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	135	12	2	0	4	153	158
10:00	0	1	54	5	2	1	1	64	66.7	0	0	9	1	1	0	0	11	11.5	0	0	0	0	0	0	0	0	0	0	0	27	6	1	0	0	34	34.5
10:15	1	0	53	8	3	0	1	66	67.7	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	27	0	0	0	1	28	29
10:30	1	0	47	5	1	0	1	55	55.7	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	24	2	1	0	0	27	27.5
10:45	1	0	52	6	4	2	0	65	68.8	0	0	4	2	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	32	1	1	0	2	36	38.5
H/TOT	3	1	206	24	10	3	3	250	258.9	0	0	23	3	1	0	0	27	27.5	0	0	0	0	0	0	0	0	0	0	0	110	9	3	0	3	125	129.5
11:00	0	0	41	6	1	0	0	48	48.5	0	1	7	1	0	0	0	9	8.4	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	32	32
11:15	0	0	51	2	1	0	1	55	56.5	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	27	6	1	0	1	37	37.3
11:30	2	0	47	4	4	0	1	58	59.4	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	21	3	0	0	0	24	24
11:45	1	0	55	5	0	0	1	62	62.2	0	0	6	1	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	35	4	0	0	2	41	43
H/TOT	3	0	194	17	6	0	3	223	226.6	0	1	19	2	0	0	0	22	21.4	0	0	0	0	0	0	0	0	0	0	2	115	13	1	0	3	134	136.3
12:00	1	2	61	7	1	0	1	73	72.5	0	0	7	1	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	1	45	6	0	0	0	52	51.4
12:15	0	0	50	7	0	0	0	57	57	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	41	5	1	0	1	48	49.5
12:30	1	0	56	9	5	0	0	71	72.7	0	1	10	1	0	0	0	12	11.4	0	0	0	0	0	0	0	0	0	0	0	32	6	1	0	1	40	41.5
12:45	0	0	51	9	2	0	1	63	65	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	37	2	0	0	2	41	43
H/TOT	2	2	218	32	8	0	2	264	267.2	0	1	31	2	0	0	0	34	33.4	0	0	0	0	0	0	0	0	0	0	1	155	19	2	0	4	181	185.4
13:00	1	0	63	5	3	0	0	72	72.7	1	0	3	1	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0	1	27	1	0	0	0	29	28.2
13:15	0	0	53	4	1	0	1	59	60.5	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	35	4	1	0	1	41	42.5
13:30	2	0	44	4	1	1	1	53	54.2	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	38	2	0	0	1	41	42
13:45	1	1	61	5	2	1	1	72	73.9	1	0	2	1	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	44	2	1	0	1	48	49.5
H/TOT	4	1	221	18	7	2	3	256	261.3	2	0	13	2	0	0	0	17	15.4	0	0	0	0	0	0	0	0	0	0	1	0	144	9	2	0	3	159	162.2
14:00	0	0	52	2	0	1	0	55	56.3	0	0	7	2	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	38	5	1	0	0	44	44.5
14:15	0	0	50	3	4	0	0	57	59	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	2	29	31
14:30	2	0	73	4	0	0	2	81	81.4	1	0	6	0	0	0	0	7	6.2	0	0	0	0	0	0	0	0	0	0	3	0	59	2	0	0	0	64	61.6
14:45	1	0	45	10	3	0	1	60	61.7	1	0	7	2	0	0	0	10	9.2	0	0	0	0	0	0	0	0	0	0	0	0	63	2	1	0	3	69	72.5
H/TOT	3	0	220	19	7	1	3	253	258.4	2	0	24	5	0	0	0	31	29.4	0	0	0	0	0	0	0	0	0	0	3	0	185	11	2	0	5	206	209.6
15:00	2	1	42	4	1	0	1	51	50.3	0	0	6	0	1	0	0	7	7.5	0	0	0	0	0	0	0	0	0	0	0	0	39	1	0	0	0	40	40
15:15	0	0	49	6	0	0	1	56	57	0	0	3	1	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	43	1	0	0	0	44	44
15:30	3	1	56	6	0	1	1	68	67.3	0	1	3	0	0	0	0	4	3.4	0	0	0	0	0	0	0	0	0	0	0	0	49	1	0	0	1	51	52
15:45	0	1	48	12	4	0	1	66	68.4	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0	0	1	35	6	0	0	2	44	45.4
H/TOT	5	3	195	28	5	1	4	241	243	1	1	16	1	1	0	0	20	19.1	0	0	0	0	0	0	0	0	0	0	0	1	166	9	0	0	3	179	181.4
16:00	4	0	57	6	0	0	1	68	65.8	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	61	7	0	0	0	68	68
16:15	2	1	57	6	2	0	1	69	68.8	1	0	11	1	0	0	0	13	12.2	0	0	0	0	0	0	0	0	0	0	0	0	64	5	0	0	0	69	69
16:30	2	0	64	6	1	0	1	74	73.9	0	1	5	0	0	0	0	6	5.4	0	0	0	0	0	0	0	0	0	0	0	0	55	5	0	0	2	62	64
16:45	1	1	69	2	1	0	0	74	73.1	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	58	4	0	0	0	62	62
H/TOT	9	2	247	20	4	0	3	285	281.6	1	1	28	1	0	0	0	31	29.6	0	0	0	0	0	0	0	0	0	0	0	0	238	21	0	0	2	261	263
17:00	2	0	57	5	1	0	1	66	65.9	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	1	60	8	0	0	2	71	72.4
17:15	3	1	59	10	0	0	0	73	70	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	1	0	64	5	0	0	1	71	71.2
17:30	2	0	59	6	1	0	0	68	66.9	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	1	1	61	3	0	0	0	66	64.6
17:45	1	0	50	6	0	0	1	58	58.2	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	2	0	48	3	0	0	1	54	53.4
H/TOT	8	1	225	27	2	0	2	265	261	0	0	30	1	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	4	2	233	19	0	0	4	262	261.6
18:00	2	2	64	8	0	0	0	76	73.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	50	5	0	0	2	57	59
18:15	6	0	91	8	0	0	1	106	102.2	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	50	8	0	0	0	58	58
18:30	3	0	78	4	1	0	0	86	84.1	0	1	9	1	0	0	0	11	10.4	0	0	0	0	0	0	0	0	0	0	0	0	46	5	0	0	1	52	53
18:45	0	1	44	5	1	0	1	52	52.9	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	54	1	0	0	2	57	59
H/TOT	11	3	277	25	2	0	2	320	312.4	0	1	22	1	0	0	0	24	23.4	0	0	0	0	0	0	0	0	0	0	0	0	200	19	0	0	5	224	229
12 TOT	78	17	2750	272	67	15	36	3235	3251.4	6	5	231	26	2	0	0	270	263.2	0	0	0	0	0	0	0	0	0	0	8	6	1894	160	14	0	44	2126	2167

	D => A									D => B									D => C									D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	1	0	27	9	1	1	1	40	42	0	0	0	0	0	0	0	0	0
07:15	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	34	10	0	0	0	44	44	0	0	0	0	0	0	0	0	0
07:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	38	6	1	0	4	50	53.7	0	0	0	0	0	0	0	0	0
07:45	0	0	3	1	0	0	0	4	4	0	0	0	0	1	0	0	1	1.5	1	0	49	4	1	0	3	58	60.7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	8	1	0	0	0	9	9	0	0	0	0	1	0	0	1	1.5	3	0	148	29	3	1	8	192	200.4	0	0	0	0	0	0	0	0	0
08:00	1	0	4	1	0	0	0	6	5.2	1	0	6	0	0	0	0	7	6.2	1	0	40	3	2	0	2	48	50.2	0	0	0	0	0	0	0	0	0
08:15	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	51	5	1	0	1	58	59.5	0	0	0	0	0	0	0	0	0
08:30	0	0	5	1	0	0	0	6	6	1	0	0	1	0	0	0	2	1.2	1	0	53	1	1	0	2	58	59.7	0	0	0	0	0	0	0	0	0
08:45	0	0	2	0	0	0	0	2	2	0	0	3	0	0	0	0	3	3	0	1	50	3	0	0	0	54	53.4	0	0	0	0	0	0	0	0	0
H/TOT	1	0	15	2	0	0	0	18	17.2	2	0	9	1	0	0	0	12	10.4	2	1	194	12	4	0	5	218	222.8	0	0	0	0	0	0	0	0	0
09:00	0	0	10	1	0	0	0	11	11	0	0	1	0	0	0	0	1	1	0	0	30	1	1	0	2	34	36.5	0	0	0	0	0	0	0	0	0
09:15	0	0	20	2	1	0	1	24	25.5	0	0	1	0	0	0	0	1	1	0	0	59	2	1	0	0	62	62.5	0	0	0	0	0	0	0	0	0
09:30	0	0	6	2	0	0	0	8	8	0	0	4	0	0	0	0	4	4	0	0	41	2	1	0	2	46	48.5	0	0	0	0	0	0	0	0	0
09:45	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	39	5	0	0	1	45	46	0	0	0	0	0	0	0	0	0
H/TOT	0	0	41	5	1	0	1	48	49.5	0	0	6	0	0	0	0	6	6	0	0	169	10	3	0	5	187	193.5	0	0	0	0	0	0	0	0	0
10:00	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	33	1	0	0	0	34	34	0	0	0	0	0	0	0	0	0
10:15	0	0	4	0	0	0	0	4	4	0	0	1	0	0	0	0	1	1	1	0	20	4	1	0	1	27	27.7	0	0	0	0	0	0	0	0	0
10:30	0	0	1	1	0	0	0	2	2	0	0	2	0	0	0	0	2	2	0	1	28	4	1	0	1	35	35.9	0	0	0	0	0	0	0	0	0
10:45	0	0	4	1	0	0	0	5	5	0	0	3	0	0	0	0	3	3	0	0	29	4	1	0	0	34	34.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	14	2	0	0	0	16	16	0	0	7	0	0	0	0	7	7	1	1	110	13	3	0	2	130	132.1	0	0	0	0	0	0	0	0	0
11:00	0	0	9	0	1	0	0	10	10.5	0	0	1	1	0	0	0	2	2	0	1	31	1	1	0	1	35	35.9	0	0	0	0	0	0	0	0	0
11:15	0	0	6	0	0	0	0	6	6	0	0	0	0	0	0	0	0	0	0	0	27	3	0	0	0	30	30	0	0	0	0	0	0	0	0	0
11:30	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	39	5	1	0	1	47	47.7	0	0	0	0	0	0	0	0	0
11:45	0	0	4	0	0	0	0	4	4	0	0	2	0	0	0	0	2	2	0	0	38	2	0	0	0	40	40	0	0	0	0	0	0	0	0	0
H/TOT	0	0	21	0	1	0	0	22	22.5	0	0	3	1	0	0	0	4	4	1	1	135	11	2	0	2	152	153.6	0	0	0	0	0	0	0	0	0
12:00	0	0	5	1	0	0	0	6	6	0	0	1	0	0	0	0	1	1	1	0	30	4	1	0	1	37	37.7	0	0	0	0	0	0	0	0	0
12:15	0	0	5	1	0	0	0	6	6	0	0	2	0	0	0	0	2	2	0	0	26	11	0	0	0	37	37	0	0	0	0	0	0	0	0	0
12:30	1	0	3	2	0	0	0	6	5.2	0	0	4	0	0	0	0	4	4	0	0	34	1	2	0	2	39	42	0	0	0	0	0	0	0	0	0
12:45	0	0	4	0	0	0	0	4	4	0	0	4	0	0	0	0	4	4	0	0	26	4	1	0	0	31	31.5	0	0	0	0	0	0	0	0	0
H/TOT	1	0	17	4	0	0	0	22	21.2	0	0	11	0	0	0	0	11	11	1	0	116	20	4	0	3	144	148.2	0	0	0	0	0	0	0	0	0
13:00	0	0	2	2	0	0	0	4	4	0	0	2	0	0	0	0	2	2	0	0	25	1	0	0	1	27	28	0	0	0	0	0	0	0	0	0
13:15	0	1	3	0	0	0	0	4	3.4	0	0	1	0	0	0	0	1	1	0	0	34	5	0	0	0	39	39	0	0	0	0	0	0	0	0	0
13:30	1	0	4	0	0	0	0	5	4.2	0	0	1	1	0	0	0	2	2	0	0	24	2	0	0	2	28	30	0	0	0	0	0	0	0	0	0
13:45	0	0	6	0	0	0	0	6	6	0	0	3	0	0	0	0	3	3	0	0	35	5	2	0	2	44	47	0	0	0	0	0	0	0	0	0
H/TOT	1	1	15	2	0	0	0	19	17.6	0	0	7	1	0	0	0	8	8	0	0	118	13	2	0	5	138	144	0	0	0	0	0	0	0	0	0
14:00	0	0	6	0	0	0	1	7	8	0	0	3	0	0	0	0	3	3	0	0	41	2	0	1	1	45	47.3	0	0	0	0	0	0	0	0	0
14:15	0	0	3	2	0	0	0	5	5	0	0	0	1	0	0	0	1	1	0	0	46	2	2	0	1	51	53	0	0	0	0	0	0	0	0	0
14:30	0	0	5	4	0	0	0	9	9	0	0	2	1	0	0	0	3	3	1	0	28	0	1	0	1	31	31.7	0	0	0	0	0	0	0	0	0
14:45	0	0	3	2	0	0	0	5	5	1	0	2	0	0	0	0	3	2.2	0	1	27	3	0	0	1	32	32.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	17	8	0	0	1	26	27	1	0	7	2	0	0	0	10	9.2	1	1	142	7	3	1	4	159	164.4	0	0	0	0	0	0	0	0	0
15:00	0	0	19	0	0	0	1	20	21	0	0	2	0	0	0	0	2	2	1	0	48	1	0	0	1	51	51.2	0	0	0	0	0	0	0	0	0
15:15	0	0	4	0	0	0	0	4	4	2	0	2	0	0	0	0	4	2.4	0	0	39	2	0	0	2	43	45	0	0	0	0	0	0	0	0	0
15:30	0	0	5	0	0	0	0	5	5	0	0	2	0	0	0	0	2	2	0	0	46	1	0	0	1	48	49	0	0	0	0	0	0	0	0	0
15:45	0	0	4	0	0	0	0	4	4	0	0	7	0	0	0	0	7	7	0	0	30	3	0	0	0	33	33	0	0	0	0	0	0	0	0	0
H/TOT	0	0	32	0	0	0	1	33	34	2	0	13	0	0	0	0	15	13.4	1	0	163	7	0	0	4	175	178.2	0	0	0	0	0	0	0	0	0
16:00	0	0	9	0	0	0	1	10	11	0	0	3	0	0	0	0	3	3	0	0	33	4	1	0	1	39	40.5	0	0	0	0	0	0	0	0	0
16:15	0	0	3	0	0	0	0	3	3	1	0	2	1	0	0	0	4	3.2	1	0	28	1	0	0	1	31	31.2	0	0	0	0	0	0	0	0	0
16:30	0	0	6	0	0	0	0	6	6	1	0	5	0	0	0	0	6	5.2	0	0	45	4	0	0	1	50	51	0	0	0	0	0	0	0	0	0
16:45	0	0	3	0	0	0	0	3	3	0	0	2	0	0	0	0	2	2	0	0	30	1	0	0	1	32	33	0	0	0	0	0	0	0	0	0
H/TOT	0	0	21	0	0	0	1	22	23	2	0	12	1	0	0	0	15	13.4	1	0	136	10	1	0	4	152	155.7	0	0	0	0	0	0	0	0	0
17:00	0	0	9	1	0	0	0	10	10	0	0	6	0	0	0	0	6	6	0	0	28	2	0	0	0	30	30	0	0	0	0	0	0	0	0	0
17:15	0	0	4	0	0	0	0	4	4	0	0	5	0	0	0	0	5	5	0	0	34	5	1	0	0	40	40.5	0	0	0	0	0	0	0	0	0
17:30	0	0	6	0	0	0	0	6	6	0	0	3	0	0	0	0	3	3	0	0	43	2	0	0	1	46	47	0	0	0	0	0	0	0	0	0
17:45	0	0	5	0	0	0	0	5	5	0	0	1	0	0	0	0	1	1	0	0	46	1	0	0	0	47	47	0	0	0	0	0	0	0	0	0
H/TOT	0	0	24	1	0	0	0	25	25	0	0	15	0	0	0	0	15	15	0	0	151	10	1	0	1	163	164.5	0	0	0	0	0	0	0	0	0
18:00	0	0	2	0	0	0	0	2	2	1	0	2	0	0	0	0	3	2.2	0	2	34	3	0	0	1	40	39.8	0	0	0	0	0	0	0	0	0
18:15	0	0	7	0	0	0	0	7	7	0	0	4	0	0	0	0	4	4	2	0	44	2	0	0	1	49	48.4	0	0	0	0	0	0	0	0	0
18:30	0	0	8	0	0	0	0	8	8	0	0	1	0	0	0	0	1	1	0	0	38	3	0	0	1	42	43	0	0	0	0	0	0	0	0	0
18:45	0	0	4	1	0	0	0	5	5	0	0	3	0	0	0	0	3	3	0	0	40	1	0	0	0	41	41	0	0	0	0	0	0	0	0	0
H/TOT	0	0	21	1	0	0	0	22	22	1	0	10	0	0	0	0	11	10.2	2	2	156	9	0	0	3	172	172.2	0	0	0	0	0	0	0	0	0
12 TOT	3	1	246	26	2	0	4	282	284	8	0	100	6	1	0	0	115	109.1	13	6	1738	151	26	2	46	1982	2029.6	0	0	0	0	0	0	0	0	0

IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip
Site: Site 7
Location: R148 Station Rd/Old Hill R404
Date: Thu 25-May-2023

	A => A									A => B									A => C									B => A									B => B								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	3	0	66	11	1	1	2	84	85.4	0	1	16	1	0	0	0	18	17.4	2	1	58	10	0	0	0	71	68.8	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	3	0	70	10	0	0	1	84	82.6	1	0	8	2	1	1	0	13	14	7	1	74	10	0	0	2	94	89.8	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	3	1	76	8	1	0	6	95	98.5	2	0	13	1	0	0	0	16	14.4	2	0	91	8	0	0	2	103	103.4	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	2	0	83	7	1	0	5	98	101.9	0	0	6	1	0	1	0	8	9.3	9	0	105	10	1	1	4	130	128.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	11	1	295	36	3	1	14	361	368.4	3	1	43	5	1	2	0	55	55.1	20	2	328	38	1	1	8	398	390.6	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	3	0	88	9	2	0	4	106	108.6	1	0	10	1	0	0	2	14	15.2	2	1	70	6	1	0	0	80	78.3	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	3	0	79	6	2	0	2	92	92.6	4	0	31	2	0	0	0	37	33.8	1	1	63	3	3	0	2	73	75.1	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	2	0	99	4	2	0	3	110	112.4	10	0	37	2	0	0	1	50	43	0	0	50	6	0	0	1	57	58	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	1	104	2	1	0	1	109	109.9	6	0	32	2	1	0	0	41	36.7	0	0	88	5	1	0	2	96	98.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	8	1	370	21	7	0	10	417	423.5	21	0	110	7	1	0	3	142	128.7	3	2	271	20	5	0	5	306	309.9	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	2	1	89	5	2	0	1	100	99.8	0	0	18	6	2	1	1	28	31.3	1	0	64	9	2	0	3	79	82.2	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	2	0	101	4	1	0	1	109	108.9	0	0	37	2	1	0	0	40	40.5	1	0	70	4	1	0	2	78	79.7	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	79	5	0	0	4	88	92	0	0	14	0	3	0	0	17	18.5	6	0	56	5	2	0	1	70	67.2	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	1	0	71	7	1	0	3	83	85.7	0	0	25	2	0	0	0	27	27	0	0	61	6	1	1	3	72	76.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	5	1	340	21	4	0	9	380	386.4	0	0	94	10	6	1	1	112	117.3	8	0	251	24	6	1	9	299	305.9	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	77	5	1	0	0	83	83.5	0	0	10	2	0	0	0	12	12	0	1	69	9	2	0	1	82	83.4	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	1	0	59	7	2	0	2	71	73.2	0	0	10	2	1	0	0	13	13.5	1	0	72	5	3	0	2	83	85.7	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	2	1	62	8	3	0	2	78	79.3	0	0	11	3	0	0	0	14	14	1	0	66	4	1	0	2	74	75.7	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	1	0	75	6	1	0	1	84	84.7	0	0	11	4	0	0	0	15	15	1	0	71	7	3	0	1	83	84.7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	4	1	273	26	7	0	5	316	320.7	0	0	42	11	1	0	0	54	54.5	3	1	278	25	9	0	6	322	329.5	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	2	1	69	5	4	0	2	83	84.8	0	0	19	1	2	1	0	23	25.3	0	0	62	4	1	0	0	67	67.5	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	3	58	10	1	0	1	73	72.7	0	0	16	2	0	1	0	19	20.3	0	2	66	6	2	0	2	78	79.8	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	2	0	76	9	1	0	1	89	88.9	0	0	20	0	3	0	0	23	24.5	1	0	64	3	0	0	1	69	69.2	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	2	0	84	7	0	0	2	95	95.4	0	0	14	3	1	0	0	18	18.5	2	0	74	8	0	0	3	87	88.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	6	4	287	31	6	0	6	340	341.8	0	0	69	6	6	2	0	83	88.6	3	2	266	21	3	0	6	301	304.9	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	2	0	69	10	1	0	1	83	82.9	1	0	18	3	3	0	0	25	25.7	1	3	91	10	1	0	1	107	105.9	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	1	0	75	16	0	0	2	94	95.2	0	0	27	2	1	0	0	30	30.5	0	0	77	9	1	0	1	88	89.5	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	76	5	2	0	2	85	88	1	0	14	2	1	0	0	18	17.7	2	1	77	15	4	0	1	100	100.8	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	2	0	64	9	1	0	1	77	76.9	2	0	23	3	1	1	0	30	30.2	0	0	72	7	0	0	3	82	85	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	5	0	284	40	4	0	6	339	343	4	0	82	10	6	1	0	103	104.1	3	4	317	41	6	0	6	377	381.2	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	3	1	78	6	1	0	2	91	90.5	0	0	24	0	2	0	0	26	27	0	0	72	8	1	0	0	81	81.5	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	1	74	10	2	0	1	88	89.4	1	0	12	2	1	0	1	17	17.7	0	0	72	7	1	0	2	82	84.5	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	1	0	59	8	1	0	2	71	72.7	0	0	18	2	0	0	1	21	22	2	0	81	6	0	0	2	91	91.4	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	71	9	5	0	1	86	89.5	0	0	21	1	1	1	2	26	29.8	1	1	90	6	3	0	2	103	105.1	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	4	2	282	33	9	0	6	336	342.1	1	0	75	5	4	1	4	90	96.5	3	1	315	27	5	0	6	357	362.5	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	73	4	0	0	2	79	81	0	0	20	1	1	1	0	23	24.8	0	0	69	9	1	0	0	79	79.5	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	1	0	98	8	5	0	3	115	119.7	0	0	25	2	0	0	1	28	29	0	0	67	4	1	0	2	74	76.5	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	3	0	69	1	1	0	1	75	74.1	0	0	10	1	0	0	1	12	13	1	0	117	8	0	0	2	128	129.2	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	1	1	75	9	3	0	1	90	91.1	2	1	24	3	1	0	1	32	31.3	1	0	78	11	3	0	3	96	99.7	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	5	1	315	22	9	0	7	359	365.9	2	1	79	7	2	1	3	95	98.1	2	0	331	32	5	0	7	377	384.9	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	7	1	102	1	1	0	3	115	112.3	1	0	35	1	0	0	0	37	36.2	0	1	70	4	1	0	1	77	77.9	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	3	1	96	3	0	0	3	106	106	0	0	22	1	2	0	0	25	26	0	0	75	5	0	0	1	81	82	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	6	3	91	5	0	1	1	107	102.7	0	0	26	2	0	0	0	28	28	3	1	91	6	0	1	2	104	104.3	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	3	2	69	11	2	0	1	88	86.4	0	0	21	3	0	0	0	24	24	0	2	71	13	2	0	3	91	93.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	19	7	358	20	3	1	8	416	407.4	1	0	104	7	2	0	0	114	114.2	3	4	307	28	3	1	7	353	358	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	4	0	76	7	2	0	2	91	90.8	1	0	35	4	0	0	1	41	41.2	5	0	109	15	0	0	1	130	127	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	3	0	84	5	0	0	6	98	101.6	0	0	29	1	1	0	0	31	31.5	2	1	88	7	2	0	1	101	100.8	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	3	0	88	7	0	0	1	99	97.6	0	0	39	2	0	1	0	42	43.3	1	1	99	9	1	0	3	114	116.1	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	9	2	64	4	0	0	2	81	74.6	0	0	41	2	1	0	0	44	44.5	3	1	98	6	0	0	0	108	105	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	19	2	312	23	2	0	11	369	364.6	1	0	144	9	2	1	1	158	160.5	11	3	394	37	3	0	5	453	448.9	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	5	2	84	7	0	0	0	98	92.8	0	0	29	2	1	0	1	33	34.5	2	1	95	13	1	0	3	115	116.3	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	2	0	77	7	1	0	3	90	91.9	1	0	26	0	1	0	0	28	27.7	5	0	102	11	0	0	1	119	116	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	1	87	4	1	0	1	95	95.1	0	1	22	1	0	0	0	24	23.4	1	1	113	8	0	0	0	123	121.6	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	2	1	95	5	1	0	1	105	104.3	2	0	29	2	0	0	1	34	33.4	4	0	86	7	0	0	2	99	97.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	10	4	343	23	3	0	5	388	384.1	3	1	106	5	2	0	2	119	119	12	2	396	39	1	0	6	456	451.7	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	2	85	9	0	0	1	97	96.8	0	1	25	2	1	0	0	29	28.9	2	2	105	12	0	0	2	123	122.2	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	2	0	79	8	0	0	4	93	95.4	0	0	29	1	0	0	0	30	30	4	0	99	9	0	0	1	113	110.8	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	1	1	77	9	0	0	2	90	90.6	0	0	31	3	0	0	0	34	34	3	1	96	9	0	0	1	110	108	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	1	0	78	4	0	0	0	83	82.2	0	0	38	3	0	0	1	42	43	0	1	103	4	0	0	3	111	113.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	4	3	319	30	0	0	7	363	365	0	1	123	9	1	0	1	135	135.9	9	4	403	34	0	0	7	457	454.4	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	100	27	3778	326	57	2	94	4384	4412.9	36	4	1071	91	34	9	15	1260	1272.5	80	25	3857	366	47	3	78	4456	4482.4	0	0	0	0	0	0	0	0	0

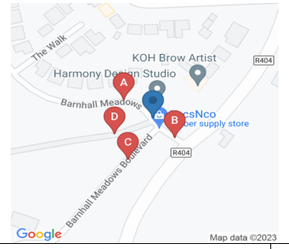
	B => C									C => A									C => B									C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	1	8	2	0	0	1	12	12.4	0	0	17	1	0	0	0	18	18	1	0	16	4	0	0	1	22	22.2	0	0	0	0	0	0	0	0	0
07:15	1	0	22	3	0	0	0	26	25.2	0	0	12	2	0	2	0	16	18.6	0	0	20	7	0	0	1	28	29	0	0	0	0	0	0	0	0	0
07:30	0	0	24	4	2	0	1	31	33	0	0	22	1	1	0	0	24	24.5	0	0	26	2	1	0	0	29	29.5	0	0	0	0	0	0	0	0	0
07:45	0	0	27	7	0	0	0	34	34	2	0	12	2	1	0	0	17	15.9	0	0	30	5	0	0	2	37	39	0	0	0	0	0	0	0	0	0
H/TOT	1	1	81	16	2	0	2	103	104.6	2	0	63	6	2	2	0	75	77	1	0	92	18	1	0	4	116	119.7	0	0	0	0	0	0	0	0	0
08:00	0	0	34	9	0	0	1	44	45	0	0	19	1	1	1	0	22	23.8	0	1	39	7	1	0	0	48	47.9	0	0	0	0	0	0	0	0	0
08:15	0	0	50	4	0	0	0	54	54	0	0	49	0	0	0	0	49	49	0	0	43	6	0	0	1	50	51	0	0	0	0	0	0	0	0	0
08:30	0	0	22	4	0	0	1	27	28	0	0	30	3	1	0	0	34	34.5	0	0	51	5	0	0	1	57	58	0	0	0	0	0	0	0	0	0
08:45	1	0	34	5	2	0	0	42	42.2	0	0	42	3	0	0	0	45	45	0	0	44	3	2	0	1	50	52	0	0	0	0	0	0	0	0	0
H/TOT	1	0	140	22	2	0	2	167	169.2	0	0	140	7	2	1	0	150	152.3	0	1	177	21	3	0	3	205	208.9	0	0	0	0	0	0	0	0	0
09:00	1	1	29	4	2	0	1	38	38.6	0	0	33	2	1	0	0	36	36.5	0	1	48	5	1	0	0	55	54.9	0	0	0	0	0	0	0	0	0
09:15	0	0	36	8	0	0	0	44	44	0	0	31	1	2	0	1	35	37	1	0	45	4	0	0	2	52	53.2	0	0	0	0	0	0	0	0	0
09:30	0	0	40	1	0	0	1	42	43	1	0	15	2	2	0	0	20	20.2	0	0	37	1	1	0	0	39	39.5	0	0	0	0	0	0	0	0	0
09:45	0	0	27	2	0	0	0	29	29	1	0	12	2	0	3	0	18	21.1	0	0	30	2	1	0	1	34	35.5	0	0	0	0	0	0	0	0	0
H/TOT	1	1	132	15	2	0	2	153	154.6	2	0	91	7	5	3	1	109	114.8	1	1	160	12	3	0	3	180	183.1	0	0	0	0	0	0	0	0	0
10:00	0	0	23	3	2	0	1	29	31	0	0	19	2	2	0	0	23	24	0	0	28	6	0	0	0	34	34	0	0	0	0	0	0	0	0	0
10:15	0	0	26	3	0	0	0	29	29	0	0	19	1	0	0	0	20	20	0	0	39	1	1	0	1	42	43.5	0	0	0	0	0	0	0	0	0
10:30	0	0	32	3	0	0	1	36	37	0	0	12	1	1	1	0	15	16.8	1	0	27	3	0	0	0	31	30.2	0	0	0	0	0	0	0	0	0
10:45	0	0	24	1	0	0	0	25	25	0	1	12	0	2	1	0	16	17.7	0	0	30	3	1	0	1	35	36.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	105	10	2	0	2	119	122	0	1	62	4	5	2	0	74	78.5	1	0	124	13	2	0	2	142	144.2	0	0	0	0	0	0	0	0	0
11:00	0	0	24	2	0	0	1	27	28	0	1	19	4	0	0	0	24	23.4	0	0	29	1	0	0	1	31	32	0	0	0	0	0	0	0	0	0
11:15	0	0	30	5	0	0	0	35	35	0	0	10	2	1	0	0	13	13.5	0	0	34	2	0	0	0	36	36	0	0	0	0	0	0	0	0	0
11:30	0	0	23	5	0	0	1	29	30	1	0	18	2	3	0	0	24	24.7	3	0	21	3	0	0	0	27	24.6	0	0	0	0	0	0	0	0	0
11:45	0	0	32	3	2	0	0	37	38	0	0	26	2	0	0	0	28	28	1	0	32	1	0	0	1	35	35.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	109	15	2	0	2	128	131	1	1	73	10	4	0	0	89	89.6	4	0	116	7	0	0	2	129	127.8	0	0	0	0	0	0	0	0	0
12:00	0	0	24	5	0	0	1	30	31	0	0	21	3	0	0	0	24	24	0	0	27	3	1	0	0	31	31.5	0	0	0	0	0	0	0	0	0
12:15	0	0	38	3	1	0	0	42	42.5	0	0	22	2	0	0	0	24	24	1	0	28	4	0	0	1	34	34.2	0	0	0	0	0	0	0	0	0
12:30	1	0	25	3	0	0	1	30	30.2	0	0	20	1	2	0	0	23	24	0	1	34	2	0	0	0	37	36.4	0	0	0	0	0	0	0	0	0
12:45	0	0	33	1	1	0	0	35	35.5	0	0	20	3	2	0	0	25	26	1	0	31	5	0	0	1	38	38.2	0	0	0	0	0	0	0	0	0
H/TOT	1	0	120	12	2	0	2	137	139.2	0	0	83	9	4	0	0	96	98	2	1	120	14	1	0	2	140	140.3	0	0	0	0	0	0	0	0	0
13:00	0	0	32	4	0	0	1	37	38	2	0	20	1	2	0	0	25	24.4	0	0	40	4	0	0	0	44	44	0	0	0	0	0	0	0	0	0
13:15	0	0	29	1	0	0	0	30	30	0	0	18	2	1	0	0	21	21.5	0	0	34	6	1	0	1	42	43.5	0	0	0	0	0	0	0	0	0
13:30	0	0	37	2	0	0	1	40	41	0	0	15	0	1	1	0	17	18.8	1	0	30	2	1	0	1	35	35.7	0	0	0	0	0	0	0	0	0
13:45	0	0	27	2	1	0	0	30	30.5	0	0	20	0	0	1	0	21	22.3	0	0	25	1	0	0	0	26	26	0	0	0	0	0	0	0	0	0
H/TOT	0	0	125	9	1	0	2	137	139.5	2	0	73	3	4	2	0	84	87	1	0	129	13	2	0	2	147	149.2	0	0	0	0	0	0	0	0	0
14:00	0	0	35	4	0	0	1	40	41	0	0	17	0	0	1	0	18	19.3	0	0	26	0	0	0	0	26	26	0	0	0	0	0	0	0	0	0
14:15	0	0	30	2	2	0	0	34	35	0	0	16	2	3	0	0	21	22.5	0	0	29	2	0	0	1	32	33	0	0	0	0	0	0	0	0	0
14:30	0	0	46	1	0	0	2	49	51	15	0	28	0	1	0	0	44	32.5	0	0	32	3	2	0	1	38	40	0	0	0	0	0	0	0	0	0
14:45	0	0	32	5	0	0	0	37	37	3	0	35	2	1	0	1	42	41.1	0	1	39	5	0	0	0	45	44.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	143	12	2	0	3	160	164	18	0	96	4	5	1	1	125	115.4	0	1	126	10	2	0	2	141	143.4	0	0	0	0	0	0	0	0	0
15:00	0	0	43	4	0	0	1	48	49	2	0	29	3	0	0	0	34	32.4	0	0	33	7	1	0	1	42	43.5	0	0	0	0	0	0	0	0	0
15:15	0	0	44	6	0	0	0	50	50	1	0	11	1	0	0	0	13	12.2	0	0	29	4	0	0	0	33	33	0	0	0	0	0	0	0	0	0
15:30	0	0	21	5	1	0	1	28	29.5	1	1	18	1	0	0	0	21	19.6	0	0	25	5	0	0	0	30	30	0	0	0	0	0	0	0	0	0
15:45	0	0	47	1	0	0	0	48	48	4	0	18	3	2	0	0	27	24.8	0	2	33	6	0	0	1	42	41.8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	155	16	1	0	2	174	176.5	8	1	76	8	2	0	0	95	89	0	2	120	22	1	0	2	147	148.3	0	0	0	0	0	0	0	0	0
16:00	0	1	40	6	0	0	0	47	46.4	0	0	30	4	0	0	0	34	34	0	0	34	3	1	0	1	39	40.5	0	0	0	0	0	0	0	0	0
16:15	0	1	42	5	1	0	1	50	50.9	2	0	33	2	0	0	0	37	35.4	0	0	43	3	0	0	0	46	46	0	0	0	0	0	0	0	0	0
16:30	0	0	43	4	0	0	1	48	49	0	0	30	1	1	0	0	32	32.5	0	0	35	1	0	0	1	37	38	0	0	1	0	0	0	0	1	1
16:45	0	1	48	5	0	0	0	54	53.4	2	0	29	0	0	0	0	31	29.4	0	0	23	3	1	0	0	27	27.5	0	0	0	0	0	0	0	0	0
H/TOT	0	3	173	20	1	0	2	199	199.7	4	0	122	7	1	0	0	134	131.3	0	0	135	10	2	0	2	149	152	0	0	1	0	0	0	0	1	1
17:00	0	0	45	3	1	0	1	50	51.5	1	0	24	3	0	0	0	28	27.2	0	1	36	3	0	0	0	40	39.4	0	0	0	0	0	0	0	0	0
17:15	0	0	40	5	0	0	0	45	45	1	1	33	2	0	0	0	37	35.6	0	1	37	3	0	0	1	42	42.4	0	0	0	0	0	0	0	0	0
17:30	0	1	34	4	0	0	1	40	40.4	0	0	18	4	1	0	0	23	23.5	0	0	38	3	2	0	0	43	44	0	0	0	0	0	0	0	0	0
17:45	0	1	47	3	1	0	0	52	51.9	1	0	20	2	0	0	0	23	22.2	0	0	41	3	0	0	1	45	46	0	0	0	0	0	0	0	0	0
H/TOT	0	2	166	15	2	0	2	187	188.8	3	1	95	11	1	0	0	111	108.5	0	2	152	12	2	0	2	170	171.8	0	0	0	0	0	0	0	0	0
18:00	0	0	39	5	0	0	1	45	46	0	0	30	3	0	0	0	33	33	0	0	35	2	0	0	0	37	37	0	0	0	0	0	0	0	0	0
18:15	0	1	43	3	0	0	0	47	46.4	1	0	38	3	0	0	0	42	41.2	1	1	29	3	1	0	1	36	36.1	0	0	0	0	0	0	0	0	0
18:30	0	0	49	0	0	0	0	49	49	1	0	33	1	1	0	0	36	35.7	0	0	30	2	0	0	1	33	34	0	0	0	0	0	0	0	0	0
18:45	0	0	46	3	0	0	2	51	53	1	0	14	1	1	0	0	17	16.7	0	1	32	5	0	0	0	38	37.4	0	0	0	0	0	0	0	0	0
H/TOT	0	1	177	11	0	0	3	192	194.4	3	0	115	8	2	0	0	128	126.6	1	2	126	12	1	0	2	144	144.5	0	0	0	0	0	0	0	0	0
12 TOT	4	8	1626	173	19	0	26	1856	1883.5	43	4	1089	84	37	11	2	1270	1268	11	10	1577	164	20	0	28	1810	1833.2	0	0	1	0	0	0	0	1	1

IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip
Site: Site 8
Location: Castletown/Celbridge Rd
Date: Thu 25-May-2023

	A => A									A => B									A => C									B => A								
TIME	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU	P/C	M/C	CAR	LGV	OGV1	OGV2	PSV	TOT	PCU
07:00	0	0	0	0	0	0	0	0	0	0	0	7	2	0	0	0	9	9	0	0	9	0	0	0	0	9	9	0	1	5	1	0	0	0	7	6.4
07:15	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	6	1	0	13	3	0	0	0	17	16.2	1	0	6	1	0	0	0	8	7.2
07:30	0	0	0	0	0	0	0	0	0	0	0	8	2	0	0	0	10	10	1	0	30	1	0	0	0	32	31.2	0	0	9	2	0	0	0	11	11
07:45	0	0	0	0	0	0	0	0	0	0	0	11	4	0	0	0	15	15	0	0	38	4	0	0	0	42	42	0	0	6	5	0	0	0	11	11
H/TOT	0	0	0	0	0	0	0	0	0	0	0	32	8	0	0	0	40	40	2	0	90	8	0	0	0	100	98.4	1	1	26	9	0	0	0	37	35.6
08:00	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	1	0	38	2	1	0	0	42	41.7	0	0	14	1	0	0	0	15	15
08:15	0	0	0	0	0	0	0	0	0	2	0	73	7	0	0	0	82	80.4	0	0	34	1	0	0	0	35	35	1	0	26	1	0	0	0	28	27.2
08:30	0	0	0	0	0	0	0	0	0	0	0	33	2	0	0	0	35	35	1	0	43	1	0	0	0	45	44.2	0	0	25	0	0	0	0	25	25
08:45	0	0	0	0	0	0	0	0	0	0	0	40	3	1	0	0	44	44.5	0	0	39	4	0	0	0	43	43	0	0	31	1	1	0	1	34	35.5
H/TOT	0	0	0	0	0	0	0	0	0	2	0	162	14	1	0	0	179	177.9	2	0	154	8	1	0	0	165	163.9	1	0	96	3	1	0	1	102	102.7
09:00	0	0	0	0	0	0	0	0	0	0	0	26	1	1	0	0	28	28.5	0	0	43	1	0	0	0	44	44	1	0	34	6	0	1	0	42	42.5
09:15	0	0	0	0	0	0	0	0	0	0	0	38	4	0	0	1	43	44	0	0	48	3	0	0	0	51	51	0	1	19	2	0	0	0	22	21.4
09:30	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	26	3	0	0	0	29	29	0	0	15	1	0	0	0	16	16
09:45	0	0	0	0	0	0	0	0	0	1	0	14	0	2	2	0	19	21.8	0	0	28	3	0	0	0	31	31	0	0	14	0	1	0	0	15	15.5
H/TOT	0	0	0	0	0	0	0	0	0	1	0	93	7	3	2	1	107	111.3	0	0	145	10	0	0	0	155	155	1	1	82	9	1	1	0	95	95.4
10:00	0	0	0	0	0	0	0	0	0	0	0	7	5	0	0	0	12	12	0	0	23	3	0	0	0	26	26	0	0	13	2	0	0	0	15	15
10:15	0	0	0	0	0	0	0	0	0	0	0	13	4	0	0	0	17	17	0	0	20	3	3	0	0	26	27.5	0	0	12	2	0	0	0	14	14
10:30	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	19	4	0	0	0	23	23	0	0	15	4	0	0	0	19	19
10:45	0	0	0	0	0	0	0	0	0	0	0	16	2	1	0	0	19	19.5	0	0	18	0	0	0	0	18	18	0	0	11	2	0	0	0	13	13
H/TOT	0	0	0	0	0	0	0	0	0	0	0	49	12	1	0	0	62	62.5	0	0	80	10	3	0	0	93	94.5	0	0	51	10	0	0	0	61	61
11:00	0	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	17	17	0	0	13	5	0	0	0	18	18	0	0	9	4	0	0	0	13	13
11:15	0	0	0	0	0	0	0	0	0	0	0	10	2	0	0	0	12	12	0	0	12	2	1	0	0	15	15.5	0	0	14	2	1	0	0	17	17.5
11:30	0	0	0	0	0	0	0	0	0	0	0	18	3	0	0	0	21	21	0	0	18	0	0	0	0	18	18	0	0	11	4	0	0	0	15	15
11:45	0	0	0	0	0	0	0	0	0	0	0	26	2	1	0	0	29	29.5	0	0	23	3	0	0	0	26	26	0	0	20	2	1	0	0	23	23.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	68	10	1	0	0	79	79.5	0	0	66	10	1	0	0	77	77.5	0	0	54	12	2	0	0	68	69
12:00	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	1	0	29	2	0	0	0	32	31.2	0	0	24	1	0	0	0	25	25
12:15	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0	18	4	1	0	0	23	23.5	0	0	21	2	2	0	0	25	26
12:30	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	1	0	29	2	1	0	0	33	32.7	1	0	14	2	0	0	0	17	16.2
12:45	0	0	0	0	0	0	0	0	0	0	0	14	2	0	0	0	16	16	0	0	16	1	1	0	0	18	18.5	1	0	18	1	0	0	0	20	19.2
H/TOT	0	0	0	0	0	0	0	0	0	0	0	63	5	0	0	0	68	68	2	0	92	9	3	0	0	106	105.9	2	0	77	6	2	0	0	87	86.4
13:00	0	0	0	0	0	0	0	0	0	0	0	13	4	1	0	0	18	18.5	0	0	26	1	0	0	0	27	27	0	0	29	4	0	0	0	33	33
13:15	0	0	0	0	0	0	0	0	0	0	0	14	1	0	0	0	15	15	0	0	21	5	0	0	0	26	26	0	0	21	0	0	0	1	22	23
13:30	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	20	1	2	0	0	23	24	0	0	21	1	0	0	1	23	24
13:45	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	16	1	0	0	0	17	17	0	0	17	1	1	0	1	20	21.5
H/TOT	0	0	0	0	0	0	0	0	0	0	0	55	8	1	0	0	64	64.5	0	0	83	8	2	0	0	93	94	0	0	88	6	1	0	3	98	101.5
14:00	0	0	0	0	0	0	0	0	0	0	0	13	1	2	0	0	16	17	0	0	34	1	0	0	0	35	35	0	0	22	0	0	0	0	22	22
14:15	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	25	25	0	0	21	3	1	0	0	25	25.5	0	0	12	3	1	0	1	17	18.5
14:30	0	0	0	0	0	0	0	0	0	0	0	37	2	1	0	0	40	40.5	0	0	24	1	1	0	0	26	26.5	9	0	28	0	1	0	1	39	33.3
14:45	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	23	23	4	0	10	3	0	0	0	17	13.8	5	0	31	2	0	0	1	39	36
H/TOT	0	0	0	0	0	0	0	0	0	0	0	94	7	3	0	0	104	105.5	4	0	89	8	2	0	0	103	100.8	14	0	93	5	2	0	3	117	109.8
15:00	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	27	27	0	0	16	4	0	0	0	20	20	0	0	22	1	0	0	0	23	23
15:15	0	0	0	0	0	0	0	0	0	0	0	15	3	0	0	0	18	18	0	0	21	0	1	0	0	22	22.5	0	0	27	1	0	0	0	28	28
15:30	0	0	0	0	0	0	0	0	0	0	0	17	0	1	0	0	18	18.5	0	0	23	2	0	0	0	25	25	0	0	12	0	0	0	0	12	12
15:45	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	0	13	13	0	0	24	5	1	0	0	30	30.5	0	0	16	1	0	0	0	17	17
H/TOT	0	0	0	0	0	0	0	0	0	0	0	70	5	1	0	0	76	76.5	0	0	84	11	2	0	0	97	98	0	0	77	3	0	0	0	80	80
16:00	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	1	0	19	2	0	0	0	22	21.2	2	0	22	4	0	0	0	28	26.4
16:15	0	0	0	0	0	0	0	0	0	1	0	16	1	0	0	0	18	17.2	0	0	24	2	0	0	0	26	26	2	0	21	2	0	0	0	25	23.4
16:30	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	19	4	0	0	0	23	23	0	0	26	3	0	0	0	29	29
16:45	0	0	0	0	0	0	0	0	0	0	0	19	2	0	0	0	21	21	5	0	22	2	0	0	0	29	25	2	0	30	0	1	0	0	33	31.9
H/TOT	0	0	0	0	0	0	0	0	0	1	0	62	6	0	0	0	69	68.2	6	0	84	10	0	0	0	100	95.2	6	0	99	9	1	0	0	115	110.7
17:00	0	0	0	0	0	0	0	0	0	0	1	22	2	0	0	0	25	24.4	0	0	21	2	1	0	0	24	24.5	0	0	23	1	0	0	0	24	24
17:15	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	1	1	21	5	0	0	0	28	26.6	0	0	26	4	1	0	0	31	31.5
17:30	0	0	0	0	0	0	0	0	0	0	0	9	0	2	0	0	11	12	1	0	32	4	1	0	0	38	37.7	0	0	16	2	0	0	0	18	18
17:45	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	23	23	2	0	27	2	0	0	0	31	29.4	0	0	25	1	0	0	0	26	26
H/TOT	0	0	0	0	0	0	0	0	0	0	1	66	3	2	0	0	72	72.4	4	1	101	13	2	0	0	121	118.2	0	0	90	8	1	0	0	99	99.5
18:00	0	0	0	0	0	0	0	0	0	0	1	16	1	0	0	0	18	17.4	1	0	30	2	1	0	0	34	33.7	0	1	16	1	0	0	0	18	17.4
18:15	0	0	0	0	0	0	0	0	0	0	0	26	1	0	0	0	27	27	1	0	19	2	0	0	0	22	21.2	0	1	21	0	1	0	0	23	22.9
18:30	0	0	0	0	0	0	0	0	0	0	0	43	3	0	0	0	46	46	0	0	25	1	1	0	0	27	27.5	0	0	26	0	0	0	0	26	26
18:45	0	0	0	0	0	0	0	0	0	0	0	44	0	0	0	0	44	44	0	0	19	1	0	0	0	20	20	0	0	22	1	0	0	0	23	23
H/TOT	0	0	0	0	0	0	0	0	0	0	1	129	5	0	0	0	135	134.4	2	0	93	6	2	0	0	103	102.4	0	2	85	2	1	0	0	90	89.3
12 TOT	0	0	0	0	0	0	0	0	0	4	2	943	90	13	2	1	1055	1060.7	22	1	1161	111	18	0	0	1313	1303.8	25	4	918	82	12	1	7	1049	1040.9

	B => B									B => C									C => A									C => B									C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	1	18	2	0	0	1	22	22.4	0	0	16	4	0	0	0	20	20	0	0	22	3	0	0	2	27	29	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	22	2	0	1	0	25	26.3	0	0	21	1	0	0	0	22	22	0	0	25	5	2	2	0	34	37.6	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	2	0	24	3	1	0	1	31	30.9	0	0	24	2	0	0	0	26	26	0	0	37	0	0	0	0	37	37	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	3	0	23	5	0	0	0	31	28.6	1	0	20	2	0	0	0	23	22.2	0	0	24	3	0	0	2	29	31	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	5	1	87	12	1	1	2	109	108.2	1	0	81	9	0	0	0	91	90.2	0	0	108	11	2	2	4	127	134.6	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	38	7	0	0	3	48	51	0	0	41	4	0	0	0	45	45	1	1	46	5	1	1	0	55	55.4	0	0	1	0	0	0	0	1	1
08:15	0	0	0	0	0	0	0	0	0	0	0	33	5	0	0	0	38	38	0	0	38	1	0	0	0	39	39	5	0	47	4	0	0	1	57	54	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	42	3	0	0	1	46	47	0	0	19	4	1	0	0	24	24.5	0	0	59	3	2	0	1	65	67	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	41	4	1	0	0	46	46.5	0	0	35	1	0	0	0	36	36	0	0	45	2	0	0	1	48	49	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	154	19	1	0	4	178	182.5	0	0	133	10	1	0	0	144	144.5	6	1	197	14	3	1	3	225	225.4	0	0	1	0	0	0	0	1	1
09:00	0	0	0	0	0	0	0	0	0	0	1	31	6	0	1	0	39	39.7	1	0	35	1	0	0	0	37	36.2	0	1	50	3	0	0	1	55	55.4	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	35	8	4	0	1	48	51	0	0	23	3	0	2	0	28	30.6	0	0	29	3	1	0	1	34	35.5	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	39	1	1	0	1	42	43.5	0	0	19	3	0	0	0	22	22	3	0	31	1	3	0	1	39	39.1	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	33	4	0	0	0	37	37	1	0	19	1	1	0	0	22	21.7	0	0	22	4	0	1	0	27	28.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	138	19	5	1	2	166	171.2	2	0	96	8	1	2	0	109	110.5	3	1	132	11	4	1	3	155	158.3	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	18	4	1	0	1	24	25.5	0	0	18	2	1	0	0	21	21.5	0	0	25	2	0	1	0	28	29.3	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	18	3	2	0	0	23	24	0	0	18	2	2	0	0	22	23	2	0	23	0	1	0	1	27	26.9	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	21	3	0	0	1	25	26	0	0	14	2	0	0	0	16	16	0	0	16	4	0	1	0	21	22.3	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	20	2	0	0	0	22	22	0	0	21	3	2	0	0	26	27	0	1	26	3	2	0	1	33	34.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	77	12	3	0	2	94	97.5	0	0	71	9	5	0	0	85	87.5	2	1	90	9	3	2	2	109	112.9	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	3	0	22	1	0	1	1	28	27.9	1	0	11	0	0	0	0	12	11.2	0	1	21	4	0	0	1	27	27.4	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	23	3	0	1	0	27	28.3	0	0	13	0	1	0	0	14	14.5	1	0	22	2	1	0	0	26	25.7	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	17	2	0	0	1	20	21	0	0	23	4	1	0	0	28	28.5	3	0	16	1	2	0	1	23	22.6	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	1	0	23	3	1	0	0	28	27.7	0	0	24	3	0	0	0	27	27	2	0	32	1	0	0	0	35	33.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	4	0	85	9	1	2	2	103	104.9	1	0	71	7	2	0	0	81	81.2	6	1	91	8	3	0	2	111	109.1	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	1	0	15	4	2	0	1	23	24.2	0	0	21	2	0	0	0	23	23	1	0	17	4	1	0	0	23	22.7	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	32	6	1	0	0	39	39.5	0	0	27	3	0	0	0	30	30	0	0	24	6	0	0	1	31	32	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	1	0	23	1	2	0	1	28	29.2	0	0	14	3	3	0	0	20	21.5	0	1	26	3	1	0	0	31	30.9	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	24	1	1	1	0	27	28.8	0	0	29	2	0	0	0	31	31	1	0	35	3	0	0	1	40	40.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	94	12	6	1	2	117	121.7	0	0	91	10	3	0	0	104	105.5	2	1	102	16	2	0	2	125	125.8	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	1	0	28	1	0	0	1	31	31.2	0	0	39	3	1	0	0	43	43.5	1	0	30	3	0	0	0	34	33.2	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	27	2	1	0	0	30	30.5	1	0	24	5	1	0	0	31	30.7	1	0	35	2	0	0	1	39	39.2	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	1	30	31	0	0	21	4	1	0	0	26	26.5	1	0	25	1	2	1	1	31	33.5	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	29	0	0	1	0	30	31.3	0	0	39	1	0	0	0	40	40	0	0	29	1	0	1	1	32	34.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	111	5	1	1	2	121	124	1	0	123	13	3	0	0	140	140.7	3	0	119	7	2	2	3	136	140.2	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	24	1	1	0	1	27	28.5	0	0	22	3	2	0	0	27	28	0	0	26	1	0	1	1	29	31.3	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	24	3	2	0	0	29	30	0	0	26	3	1	0	0	30	30.5	0	0	33	2	0	0	0	35	35	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	1	0	38	1	0	0	2	42	43.2	0	0	31	0	1	0	0	32	32.5	0	0	31	1	2	0	2	36	39	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	4	0	39	0	0	0	0	43	39.8	0	0	25	1	0	0	0	26	26	0	1	35	3	0	0	0	39	38.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	5	0	125	5	3	0	3	141	141.5	0	0	104	7	4	0	0	115	117	0	1	125	7	2	1	3	139	143.7	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	1	0	34	2	0	0	1	38	38.2	1	0	28	3	0	0	0	32	31.2	0	0	30	2	1	0	1	34	35.5	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	41	4	1	0	0	46	46.5	1	0	21	2	0	0	0	24	23.2	1	0	21	5	0	0	0	27	26.2	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	1	0	27	8	2	0	0	38	38.2	0	0	26	2	0	0	0	28	28	0	0	20	3	2	0	1	26	28	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	46	2	0	0	1	49	50	1	0	38	4	1	0	0	44	43.7	1	2	35	6	0	0	0	44	42	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	148	16	3	0	2	171	172.9	3	0	113	11	1	0	0	128	126.1	2	2	106	16	3	0	2	131	131.7	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	1	1	36	7	0	1	0	46	45.9	0	0	35	3	0	1	0	39	40.3	2	0	41	5	1	0	1	50	49.9	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	1	1	42	5	2	0	2	53	54.6	0	0	45	2	0	0	0	47	47	3	0	44	4	0	0	0	51	48.6	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	55	5	0	1	1	62	64.3	1	0	41	3	0	0	0	45	44.2	0	0	45	2	2	0	1	50	52	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	56	4	1	0	0	61	61.5	0	1	59	7	2	0	0	69	69.4	0	0	34	4	1	0	0	39	39.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	2	189	21	3	2	3	222	226.3	1	1	180	15	2	1	0	200	200.9	5	0	164	15	4	0	2	190	190	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	1	54	8	1	0	2	66	67.9	0	1	42	5	1	0	0	49	48.9	0	1	39	4	0	1	0	45	45.7	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	35	5	2	0	0	42	43	1	0	46	6	0	0	0	53	52.2	2	0	35	3	1	0	1	42	41.9	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	1	2	38	4	0	0	1	46	45	1	0	37	6	1	0	0	45	44.7	0	0	42	6	1	0	1	50	51.5	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	3	0	39	3	0	0	1	46	44.6	0	0	42	4	0	0	0	46	46	0	0	49	5	1	0	0	55	55.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	4	3	166	20	3	0	4	200	200.5	2	1	167	21	2	0	0	193	191.8	2	1	165	18	3	1	2	192	194.6	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	38	3	1	0	1	43	44.5	1	0	38	5	0	0	0	44	43.2	0	0	38	6	0	0	1	45	46	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	46	3	0	0	0	49	49	0	0	51	5	1	0	0	57	57.5	0	0	56	1	1	0	0	58	58.5	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	1	44	3	0	0	0	48	47.4	0	0	36	3	0	0	0	39	39	1	0	46	2	1	0	1	51	51.7	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	41	4	0	0	3	48	51	1	0	32	1	0	0	0	34	33.2	0	1	31	5	1	0	0	38	37.9	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	1	169	13	1	0	4	188	191.9	2	0	157	14	1	0	0	174	172.9	1	1	171	14	3	0	2	192	194.1	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	25	8	1543	163	31	8	32	1810	1843.1	13	2	1387	134	25	3	0	1564	1568.8	32	10	1570	146	34	10	30	1832	1860.4	0	0	1	0	0	0	0	1	1



IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip
Site: Site 9
Location: Barnhall Meadows/Unnamed Rd
Date: Thu 25-May-2023

	A => A									A => B									A => C									A => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	1	0	22	5	0	0	0	28	27.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	20	1	0	0	0	21	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	23	2	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	1	0	32	2	0	0	0	35	34.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	97	10	0	0	0	109	107.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	1	0	0	0	0	1	1	1	1	41	5	0	0	0	48	46.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	6	0	41	3	0	0	0	50	45.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	47	1	0	0	0	48	48	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	36	2	0	0	0	38	38	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	7	1	165	11	0	0	0	184	177.8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	35	1	0	0	0	36	36	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	3	0	20	0	0	0	0	23	20.6	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:45	0	0	0	0	0	0	0	0	0	0	0	8	0	1	0	0	9	9.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	3	0	81	3	1	0	0	88	86.1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:00	0	0	0	0	0	0	0	0	0	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	1	0	14	0	1	0	0	16	15.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	12	1	1	0	0	14	14.5	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
10:45	0	0	0	0	0	0	0	0	0	0	0	15	2	1	0	0	18	18.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	51	4	3	0	0	59	59.7	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:00	0	0	0	0	0	0	0	0	0	1	0	7	3	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:15	0	0	0	0	0	0	0	0	0	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:30	0	0	0	0	0	0	0	0	0	0	0	17	3	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	49	7	0	0	0	57	56.2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
12:00	0	0	0	0	0	0	0	0	0	0	0	16	2	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	13	1	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	11	1	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	25	2	1	0	0	28	28.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	65	6	2	0	0	73	74	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	1	0	13	1	0	0	0	15	14.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	1	0	12	1	0	0	0	14	13.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	28	0	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	68	4	0	0	0	74	72.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	16	1	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	1	0	13	2	1	0	0	17	16.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	21	3	0	0	0	24	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	22	3	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	72	9	1	0	0	83	82.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	2	0	13	2	0	0	0	17	15.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	1	0	22	2	1	0	0	26	25.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	3	0	54	7	1	0	0	65	63.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	3	0	13	1	0	0	0	17	14.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	20	3	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	18	2	1	0	0	21	21.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	3	0	66	8	1	0	0	78	76.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	25	3	1	0	0	29	29.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	27	2	0	0	0	29	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	1	0	18	1	0	0	0	20	19.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	92	6	1	0	0	100	99.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:15	0	0	0	0	0	0	0	0	0	5	0	30	0	0	0	0	35	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	26	2	1	0	0	29	29.5	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0	0	0	0	27	1	0	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	5	0	105	3	1	0	0	114	110.5	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
12 TOT	0	0	1	0	0	0	0	1	1	29	1	965	78	11	0	0	1084	1065.7	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	0	6	6

	B => A									B => B									B => C									B => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1
07:30	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	1	0	8	0	0	0	0	9	8.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	1	0	30	1	0	0	0	32	31.2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	0	0	0	0	1	1
08:00	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15	0	0	11	0	0	0	0	11	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	13	0	0	0	0	13	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
08:45	0	0	14	1	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	50	3	0	0	0	53	53	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
09:00	0	0	23	3	0	0	0	26	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	21	2	1	0	0	24	24.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
09:30	0	0	21	1	0	0	0	22	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
09:45	0	0	11	0	1	0	0	12	12.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	0	0	76	6	2	0	0	84	85	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
10:00	0	0	12	2	0	0	0	14	14	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1
10:15	0	0	8	2	2	0	0	12	13	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
10:30	0	0	7	0	0	0	0	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
10:45	0	0	15	0	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	42	4	2	0	0	48	49	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	2	0	0	0	0	2	2
11:00	3	0	4	4	0	0	0	11	8.6	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
11:15	1	0	9	1	0	0	0	11	10.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	1.4
11:30	0	0	8	1	0	0	0	9	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	1	0	16	1	0	0	0	18	17.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	5	0	37	7	0	0	0	49	45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	2.4
12:00	0	0	23	0	0	0	0	23	23	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2
12:15	0	0	23	2	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0
12:30	0	0	14	1	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	12	3	0	0	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	72	6	2	0	0	80	81	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	1	1.5	0	0	1	1	0	0	0	2	2
13:00	2	0	17	1	0	0	0	20	18.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
13:15	0	0	14	4	0	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
13:30	2	0	17	1	1	0	0	21	19.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	2	0	18	1	0	0	0	21	19.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	6	0	66	7	1	0	0	80	75.7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4
14:00	0	0	18	2	0	0	0	20	20	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
14:15	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	4	3.2
14:30	0	0	15	2	0	0	0	17	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
14:45	8	0	14	2	0	0	0	24	17.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	8	0	62	8	0	0	0	78	71.6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	1	0	4	0	0	0	0	5	4.2
15:00	2	0	22	2	0	0	0	26	24.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	30	5	0	0	0	35	35	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	3	3.5
15:30	1	0	21	3	0	0	0	25	24.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
15:45	0	0	24	4	2	0	0	30	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2
H/TOT	3	0	97	14	2	0	0	116	114.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	0	1	0	0	5	4.7
16:00	0	0	26	5	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2
16:15	0	0	23	0	0	0	0	23	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
16:30	0	0	23	2	0	0	0	25	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2
16:45	1	0	15	2	0	0	0	18	17.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.4
H/TOT	1	0	87	9	0	0	0	97	96.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	0	0	0	0	7	4.6
17:00	1	1	34	5	0	0	0	41	39.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	2.4
17:15	1	0	25	2	0	0	0	28	27.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	1.2
17:30	0	1	26	3	1	0	0	31	30.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
17:45	1	0	31	2	0	0	0	34	33.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
H/TOT	3	2	116	12	1	0	0	134	130.9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	4	1	0	0	0	8	5.6
18:00	0	0	31	1	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:15	1	0	27	3	0	0	0	31	30.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3	1.4
18:30	0	0	30	1	0	0	0	31	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
18:45	0	0	31	1	0	0	0	32	32	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2
H/TOT	1	0	119	6	0	0	0	126	125.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	6	3.6
12 TOT	28	2	854	83	10	0	0	977	958.4	0	0	2	0	0	0	0	2	2	0	0	2	1	2	0	0	5	6	13	0	33	3	1	0	0	50	40.1

	C => A									C => B									C => C									C => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	2.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	1	0	0	0	1	1	0	0	2	1	1	0	0	4	4.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	D => A									D => B									D => C									D => D								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	1.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	4	2.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	1	0	2	1	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	1	0	0	0	0	1	1	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	3	0	4	1	0	0	0	8	5.6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	1	0	1	0	0	2	2.5	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	1	0	0	2	2.5	1	0	4	0	0	0	0	5	4.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	2	0	0	0	0	0	0	2	0.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2	0.4	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	2.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1	1	1	0	3	0	0	0	0	4	3.2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12 TOT	2	0	5	0	1	0	0	8	6.9	7	0	31	3	0	0	0	41	35.4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

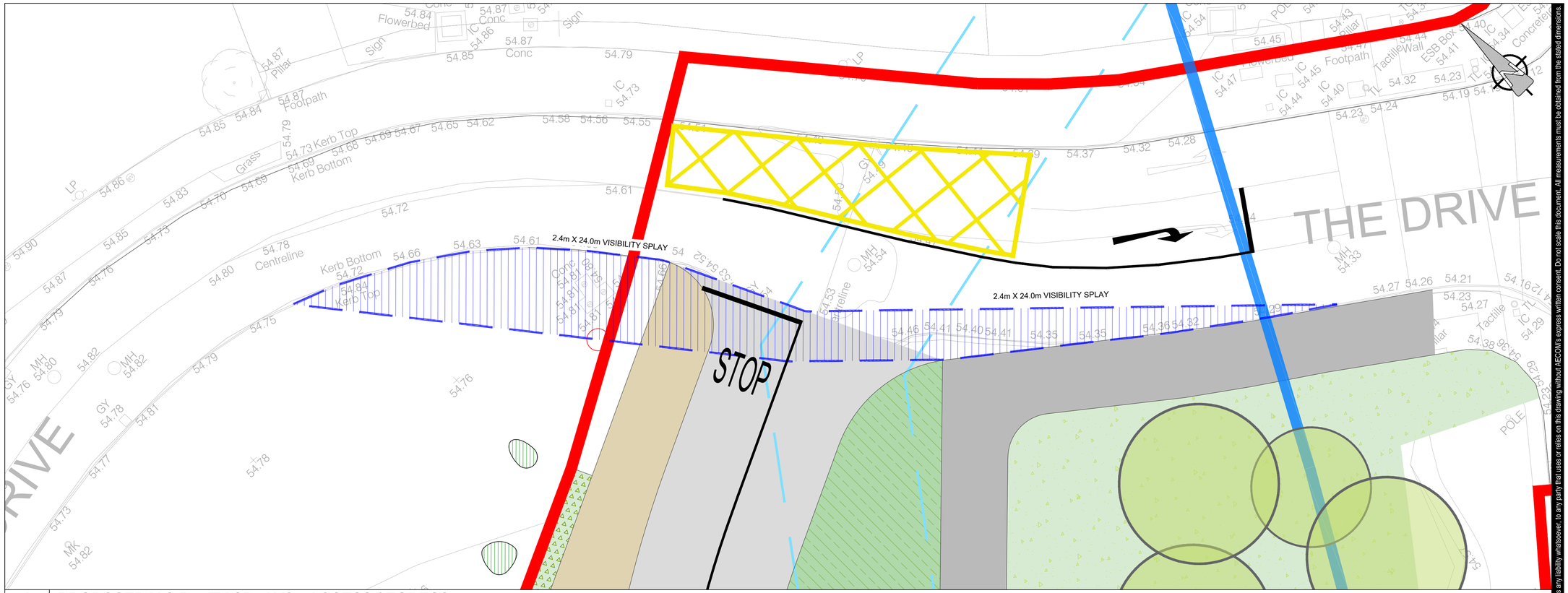
IDASO

Survey Name: 167 23001 Wonderful Barn Leixlip
Site: Site 11
Location: Barnhall Meadows/Celbridge Rd
Date: Thu 25-May-2023

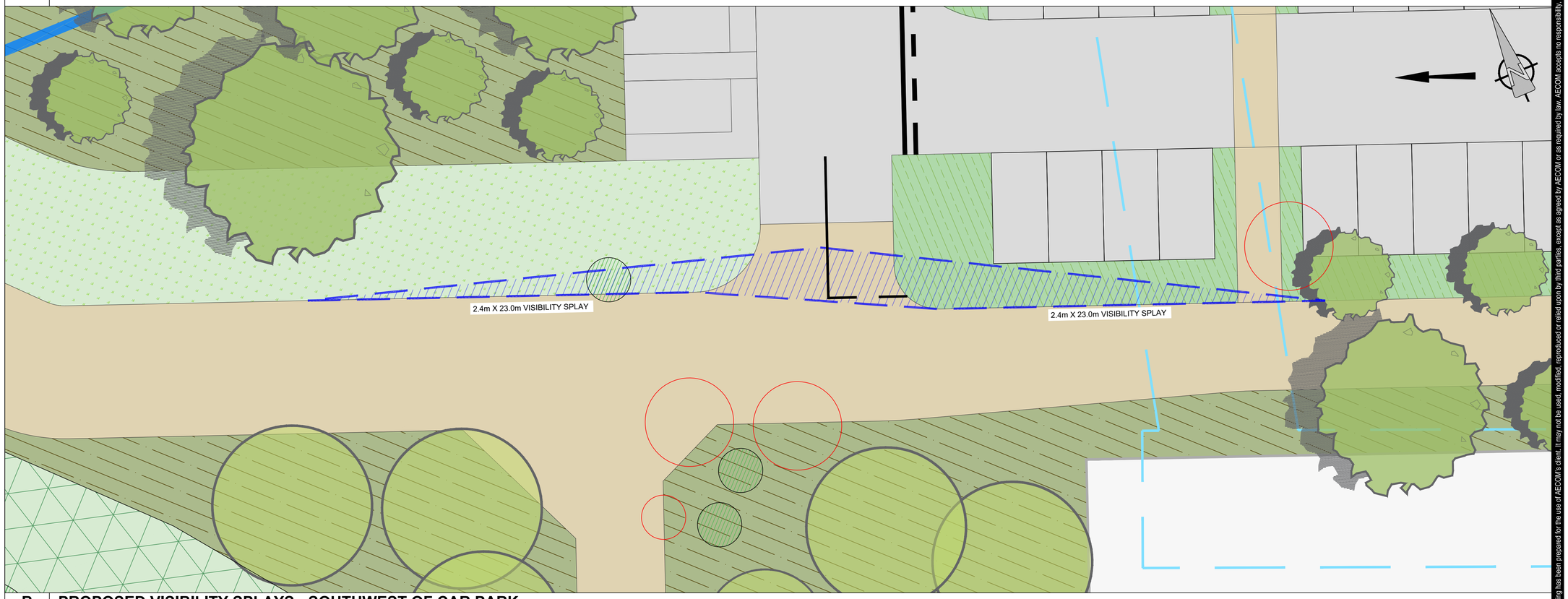
	A => A									A => B									A => C									B => A									B => B								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	0	0	0	0	0	0	0	0	0	0	18	2	0	0	0	20	20	1	0	5	3	0	0	0	9	8.2	0	0	3	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	12	1	0	0	0	13	13	0	0	7	0	0	0	0	7	7	0	0	4	1	0	0	0	5	5	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	22	0	0	0	0	22	22	0	0	3	1	0	0	0	4	4	0	0	9	1	0	0	0	10	10	0	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0	0	0	0	18	1	0	0	0	19	19	1	0	13	2	0	0	0	16	15.2	1	0	7	0	0	0	0	8	7.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	70	4	0	0	0	74	74	2	0	28	6	0	0	0	36	34.4	1	0	23	2	0	0	0	26	25.2	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	1	1	31	3	0	0	0	36	34.6	0	0	11	2	0	0	0	13	13	0	0	9	3	0	0	0	12	12	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	6	0	33	3	0	0	0	42	37.2	0	0	7	0	0	0	0	7	7	0	0	9	0	0	0	0	9	9	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	29	2	0	0	0	31	31	0	0	18	0	0	0	0	18	18	0	0	14	0	0	0	0	14	14	0	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0	0	0	0	25	2	0	0	0	27	27	0	0	11	0	0	0	0	11	11	0	0	12	1	0	0	0	13	13	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	7	1	118	10	0	0	0	136	129.8	0	0	47	2	0	0	0	49	49	0	0	44	4	0	0	0	48	48	0	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0	0	0	0	30	1	0	0	0	31	31	0	0	7	0	0	0	0	7	7	0	0	15	1	0	0	0	16	16	0	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0	0	0	0	15	2	0	0	0	17	17	0	0	3	0	0	0	0	3	3	0	0	20	1	1	0	0	22	22.5	0	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0	0	3	0	17	0	0	0	0	20	17.6	0	0	2	0	0	0	0	2	2	0	0	18	1	0	0	0	19	19	0	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0	0	0	0	8	1	1	0	0	10	10.5	0	0	3	0	0	0	0	3	3	0	0	10	0	0	0	0	10	10	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	3	0	70	4	1	0	0	78	76.1	0	0	15	0	0	0	0	15	15	0	0	63	3	1	0	0	67	67.5	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	8	0	0	0	0	8	8	0	0	3	1	0	0	0	4	4	0	0	10	1	0	0	0	11	11	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	1	0	10	0	1	0	0	12	11.7	0	0	5	0	0	0	0	5	5	0	0	8	1	3	0	0	12	13.5	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	8	1	0	0	0	9	9	0	0	4	0	1	0	0	5	5.5	0	0	5	0	0	0	0	5	5	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	10	1	2	0	0	13	14	0	0	5	1	0	0	0	6	6	0	0	8	0	0	0	0	8	8	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	36	2	3	0	0	42	42.7	0	0	17	2	1	0	0	20	20.5	0	0	31	2	3	0	0	36	37.5	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	1	0	6	2	0	0	0	9	8.2	0	0	2	1	0	0	0	3	3	3	0	5	2	0	0	0	10	7.6	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	1	0	9	0	0	0	0	10	9.2	0	0	6	1	0	0	0	7	7	2	0	8	0	0	0	0	10	8.4	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	1	0	13	2	0	0	0	16	15.2	0	0	5	1	0	0	0	6	6	0	0	4	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	0	9	9	0	0	2	0	0	0	0	2	2	1	0	11	0	0	0	0	12	11.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	3	0	37	4	0	0	0	44	41.6	0	0	15	3	0	0	0	18	18	6	0	28	2	0	0	0	36	31.2	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	7	1	0	0	0	8	8	0	0	19	1	0	0	0	20	20	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	9	1	0	0	0	10	10	0	0	3	0	0	0	0	3	3	0	0	14	1	1	0	0	16	16.5	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	11	1	0	0	0	12	12	0	0	1	0	1	0	0	2	2.5	0	0	12	0	1	0	0	13	13.5	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	21	2	0	0	0	23	23	0	0	5	0	1	0	0	6	6.5	0	0	8	2	0	0	0	10	10	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	52	5	0	0	0	57	57	0	0	16	1	2	0	0	19	20	0	0	53	4	2	0	0	59	60	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	12	0	0	3	2	0	0	0	5	5	2	0	14	0	0	0	0	16	14.4	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	1	0	12	2	0	0	0	15	14.2	1	0	4	0	0	0	0	5	4.2	0	0	13	3	0	0	0	16	16	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	1	0	11	1	0	0	0	13	12.2	0	0	2	0	0	0	0	2	2	2	0	12	1	1	0	0	16	14.9	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	2	0	21	0	0	0	0	23	21.4	0	0	7	0	0	0	0	7	7	2	0	15	1	0	0	0	18	16.4	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	4	0	56	3	0	0	0	63	59.8	1	0	16	2	0	0	0	19	18.2	6	0	54	5	1	0	0	66	61.7	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	11	0	0	0	0	11	11	0	0	7	1	0	0	0	8	8	0	0	16	2	0	0	0	18	18	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	12	2	1	0	0	15	15.5	1	0	1	0	0	0	0	2	1.2	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	19	1	0	0	0	20	20	0	0	5	2	0	0	0	7	7	0	0	12	0	0	0	0	12	12	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	19	3	0	0	0	22	22	0	0	3	0	0	0	0	3	3	8	0	12	1	0	0	0	21	14.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	0	0	61	6	1	0	0	68	68.5	1	0	16	3	0	0	0	20	19.2	8	0	52	3	0	0	0	63	56.6	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	1	0	10	1	0	0	0	12	11.2	1	0	1	1	0	0	0	3	2.2	1	0	17	1	0	0	0	19	18.2	0	0	0	1	0	0	0	1	1
15:15	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	0	10	10	0	0	3	0	0	0	0	3	3	0	0	21	4	1	0	0	26	26.5	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0	0	8	8	1	0	4	1	0	0	0	6	5.2	1	0	16	3	0	0	0	20	19.2	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	1	0	19	2	1	0	0	23	22.7	0	0	5	0	0	0	0	5	5	0	0	19	3	1	0	0	23	23.5	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	45	5	1	0	0	53	51.9	2	0	13	2	0	0	0	17	15.4	2	0	73	11	2	0	0	88	87.4	0	0	0	1	0	0	0	1	1
16:00	0	0	0	0	0	0	0	0	0	3	0	11	1	0	0	0	15	12.6	0	0	1	0	0	0	0	1	1	0	0	23	3	0	0	0	26	26	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	14	3	0	0	0	17	17	0	0	7	0	0	0	0	7	7	0	0	20	0	0	0	0	20	20	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	12	2	0	0	0	14	14	0	0	4	0	0	0	0	4	4	0	0	18	2	0	0	0	20	20	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	16	1	1	0	0	18	18.5	0	0	3	1	0	0	0	4	4	3	0	11	2	0	0	0	16	13.6	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	3	0	53	7	1	0	0	64	62.1	0	0	15	1	0	0	0	16	16	3	0	72	7	0	0	0	82	79.6	0	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0	0	0	0	17	0	0	0	0	17	17	0	0	5	0	0	0	0	5	5	0	1	25	5	0	0	0	31	30.4	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	20	2	1	0	0	23	23.5	1	0	7	1	0	0	0	9	8.2	0	0	17	2	0	0	0	19	19	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	22	2	0	0	0	24	24	0	0	6	0	0	0	0	6	6	0	1	21	2	1	0	0	25	24.9	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	1	0	14	1	0	0	0	16	15.2	0	0	4	0	0	0	0	4	4	1	0	26	1	0	0	0	28	27.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	1	0	73	5	1	0	0	80	79.7	1	0	22	1	0	0	0	24	23.2	1	2	89	10	1	0	0	103	101.5	0	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0	0	0	0	19	0	0	0	0	19	19	0	0	4	0	0	0	0	4	4	0	0	26	1	0	0	0	27	27	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	2	0	23	0	0	0	0	25	23.4	3	0	7	0	0	0	0	10	7.6	3	0	19	2	0	0	0	24	21.6	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	18	3	0	0	0	21	21	0	0	9	0	1	0	0	10	10.5	0	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	24	1	0	0	0	25	25	0	0	5	0	0	0	0	5	5	0	0	23	1	0	0	0	24	24	0	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0	0	2	0	84	4	0	0	0	90	88.4	3	0	25	0	1	0	0	29	27.1	3	0	91	5	0	0	0	99	96.6	0	0	0	0	0	0	0	0	0
12 TOT	0	0	0	0	0	0	0	0	0	26	1	755	59	8	0	0	849	831.6	10	0	245	23	4	0	0	282	276	30	2	673	58	10	0	0	773	752.8	0	0	0	1	0	0	0	1	1

	B => C									C => A									C => B									C => C								
TIME	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**	**P/C**	**M/C**	**CAR**	**LGV**	**OGV1**	**OGV2**	**PSV**	**TOT**	**PCU**
07:00	0	1	21	3	0	0	1	26	26.4	0	0	1	0	0	0	0	1	1	0	0	17	4	0	1	2	24	27.3	0	0	0	0	0	0	0	0	0
07:15	2	0	33	3	0	1	0	39	38.7	0	0	5	0	0	0	0	5	5	0	0	19	4	1	1	0	25	26.8	0	0	0	0	0	0	0	0	0
07:30	3	0	45	4	1	0	1	54	53.1	0	0	1	0	0	0	0	1	1	0	0	29	3	0	0	0	32	32	0	0	0	0	0	0	0	0	0
07:45	3	0	51	7	0	0	0	61	58.6	0	0	1	0	0	0	0	1	1	1	0	18	6	0	0	2	27	28.2	0	0	0	0	0	0	0	0	0
H/TOT	8	1	150	17	1	1	2	180	176.8	0	0	8	0	0	0	0	8	8	1	0	83	17	1	2	4	108	114.3	0	0	0	0	0	0	0	0	0
08:00	1	0	60	4	1	0	3	69	71.7	0	0	3	0	0	0	0	3	3	0	0	41	5	1	1	0	48	49.8	0	0	0	0	0	0	0	0	0
08:15	0	0	58	4	0	0	0	62	62	0	0	2	0	0	0	0	2	2	0	0	32	3	0	0	1	36	37	0	0	0	0	0	0	0	0	0
08:30	1	0	68	3	0	0	1	73	73.2	0	0	1	0	0	0	0	1	1	0	0	48	4	3	0	1	56	58.5	0	0	0	0	0	0	0	0	0
08:45	0	0	71	6	0	0	0	77	77	0	0	1	0	0	0	0	1	1	0	0	32	3	1	0	1	37	38.5	0	0	0	0	0	0	0	0	0
H/TOT	2	0	257	17	1	0	4	281	283.9	0	0	7	0	0	0	0	7	7	0	0	153	15	5	1	3	177	183.8	0	0	0	0	0	0	0	0	0
09:00	0	0	55	6	1	1	0	63	64.8	0	0	9	2	0	0	0	11	11	1	0	40	1	0	0	1	43	43.2	0	0	0	0	0	0	0	0	0
09:15	0	0	48	6	4	0	1	59	62	0	0	2	1	0	0	0	3	3	0	0	27	3	1	2	0	33	36.1	0	0	0	0	0	0	0	0	0
09:30	0	0	47	1	1	0	1	50	51.5	0	0	4	0	0	0	0	4	4	0	0	17	4	2	0	1	24	26	0	0	0	0	0	0	0	0	0
09:45	1	0	40	4	0	0	0	45	44.2	0	0	3	0	1	0	0	4	4.5	1	0	24	5	0	1	0	31	31.5	0	0	0	0	0	0	0	0	0
H/TOT	1	0	190	17	6	1	2	217	222.5	0	0	18	3	1	0	0	22	22.5	2	0	108	13	3	3	2	131	136.8	0	0	0	0	0	0	0	0	0
10:00	1	0	31	4	0	0	1	37	37.2	0	0	3	1	0	0	0	4	4	0	0	21	3	1	1	1	27	29.8	0	0	0	0	0	0	0	0	0
10:15	0	0	33	2	3	0	0	38	39.5	0	0	0	1	0	0	0	1	1	1	0	20	3	2	0	0	26	26.2	0	0	0	0	0	0	0	0	0
10:30	0	0	22	5	0	0	1	28	29	0	0	3	0	0	0	0	3	3	0	0	13	1	0	1	0	15	16.3	0	0	0	0	0	0	0	0	0
10:45	0	0	26	2	0	0	0	28	28	0	0	7	0	0	0	0	7	7	0	1	28	4	2	0	1	36	37.4	0	0	0	0	0	0	0	0	0
H/TOT	1	0	112	13	3	0	2	131	133.7	0	0	13	2	0	0	0	15	15	1	1	82	11	5	2	2	104	109.7	0	0	0	0	0	0	0	0	0
11:00	0	0	25	4	0	1	0	30	31.3	0	0	1	2	0	0	0	3	3	1	1	21	2	0	0	1	26	25.6	0	0	0	0	0	0	0	0	0
11:15	0	0	20	2	1	1	1	25	27.8	1	0	2	1	0	0	0	4	3.2	0	0	18	4	2	0	0	24	25	0	0	0	0	0	0	0	0	0
11:30	0	0	26	2	0	0	1	29	30	0	0	5	1	0	0	0	6	6	3	0	23	3	3	0	1	33	33.1	0	0	0	0	0	0	0	0	0
11:45	0	0	28	4	1	0	0	33	33.5	0	0	4	1	0	0	0	5	5	1	0	29	3	0	0	0	33	32.2	0	0	0	0	0	0	0	0	0
H/TOT	0	0	99	12	2	2	2	117	122.6	1	0	12	5	0	0	0	18	17.2	5	1	91	12	5	0	2	116	115.9	0	0	0	0	0	0	0	0	0
12:00	1	0	14	3	1	0	1	20	20.7	0	0	8	1	0	0	0	9	9	1	0	22	5	1	0	0	29	28.7	0	0	0	0	0	0	0	0	0
12:15	1	0	28	5	1	0	0	35	34.7	0	0	7	0	1	0	0	8	8.5	1	0	38	6	0	0	1	46	46.2	0	0	0	0	0	0	0	0	0
12:30	1	0	34	0	2	0	1	38	39.2	0	0	2	1	0	0	0	3	3	0	1	27	3	3	0	0	34	34.9	0	0	0	0	0	0	0	0	0
12:45	0	0	20	2	2	1	0	25	27.3	0	0	4	1	0	0	0	5	5	1	0	34	4	0	0	1	40	40.2	0	0	0	0	0	0	0	0	0
H/TOT	3	0	96	10	6	1	2	118	121.9	0	0	21	3	1	0	0	25	25.5	3	1	121	18	4	0	2	149	150	0	0	0	0	0	0	0	0	0
13:00	0	0	31	1	0	0	1	33	34	0	0	6	1	0	0	0	7	7	1	0	46	3	0	1	0	51	51.5	0	0	0	0	0	0	0	0	0
13:15	0	0	25	3	1	0	0	29	29.5	0	0	1	1	0	0	0	2	2	1	0	38	5	1	0	1	46	46.7	0	0	0	0	0	0	0	0	0
13:30	0	0	26	2	0	0	1	29	30	0	0	5	0	0	0	0	5	5	1	0	30	3	2	0	1	37	38.2	0	0	0	0	0	0	0	0	0
13:45	0	0	32	1	0	1	0	34	35.3	0	0	4	0	0	0	0	4	4	0	0	32	1	0	1	0	34	35.3	0	0	0	0	0	0	0	0	0
H/TOT	0	0	114	7	1	1	2	125	128.8	0	0	16	2	0	0	0	18	18	3	0	146	12	3	2	2	168	171.7	0	0	0	0	0	0	0	0	0
14:00	0	0	30	0	1	0	1	32	33.5	0	0	3	0	0	0	0	3	3	0	0	31	2	2	1	1	37	40.3	0	0	0	0	0	0	0	0	0
14:15	0	0	25	4	2	0	0	31	32	1	0	6	2	0	0	0	9	8.2	0	0	34	1	1	0	0	36	36.5	0	0	0	0	0	0	0	0	0
14:30	3	0	30	2	1	0	2	38	38.1	0	0	4	2	0	0	0	6	6	0	0	41	0	2	0	2	45	48	0	0	0	0	0	0	0	0	0
14:45	0	0	26	1	0	0	0	27	27	0	0	2	1	0	0	0	3	3	0	1	30	1	0	0	0	32	31.4	0	0	0	0	0	0	0	0	0
H/TOT	3	0	111	7	4	0	3	128	130.6	1	0	15	5	0	0	0	21	20.2	0	1	136	4	5	1	3	150	156.2	0	0	0	0	0	0	0	0	0
15:00	1	0	27	4	0	0	1	33	33.2	1	0	6	1	0	0	0	8	7.2	1	0	43	2	1	0	1	48	48.7	0	0	0	0	0	0	0	0	0
15:15	0	0	30	0	1	0	0	31	31.5	0	0	10	1	0	0	0	11	11	1	0	27	5	0	0	0	33	32.2	0	0	0	0	0	0	0	0	0
15:30	0	0	24	7	1	0	0	32	32.5	0	0	6	0	0	0	0	6	6	0	0	37	5	2	0	1	45	47	0	0	0	0	0	0	0	0	0
15:45	0	0	31	4	1	0	1	37	38.5	1	0	5	1	1	0	0	8	7.7	0	2	41	5	0	0	0	48	46.8	0	0	0	0	0	0	0	0	0
H/TOT	1	0	112	15	3	0	2	133	135.7	2	0	27	3	1	0	0	33	31.9	2	2	148	17	3	0	2	174	174.7	0	0	0	0	0	0	0	0	0
16:00	1	1	25	5	0	1	0	33	32.9	1	0	4	2	0	0	0	7	6.2	1	0	50	4	1	1	1	58	60	0	0	0	0	0	0	0	0	0
16:15	1	1	33	6	2	0	2	45	46.6	0	0	4	0	0	0	0	4	4	2	0	66	7	0	0	0	75	73.4	0	0	0	0	0	0	0	0	0
16:30	0	0	40	8	0	1	1	50	52.3	0	0	7	0	0	0	0	7	7	1	0	73	2	3	0	1	80	81.7	0	0	0	0	0	0	0	0	0
16:45	1	0	56	3	2	0	0	62	62.2	0	0	4	0	0	0	0	4	4	0	1	61	12	2	0	0	76	76.4	0	0	0	0	0	0	0	0	0
H/TOT	3	2	154	22	4	2	3	190	194	1	0	19	2	0	0	0	22	21.2	4	1	250	25	6	1	2	289	291.5	0	0	0	0	0	0	0	0	0
17:00	1	0	39	5	2	0	1	48	49.2	3	0	11	0	0	0	0	14	11.6	1	2	59	9	1	1	1	74	74.8	0	0	0	0	0	0	0	0	0
17:15	0	1	35	7	2	0	1	46	47.4	2	0	8	1	0	0	0	11	9.4	3	0	57	7	0	0	0	67	64.6	0	0	0	0	0	0	0	0	0
17:30	1	1	35	7	0	0	1	45	44.6	0	0	6	1	0	0	0	7	7	1	0	49	8	2	0	1	61	62.2	0	0	0	0	0	0	0	0	0
17:45	4	0	29	2	0	0	1	36	33.8	0	0	6	1	0	0	0	7	7	1	0	74	6	1	0	0	82	81.7	0	0	0	0	0	0	0	0	0
H/TOT	6	2	138	21	4	0	4	175	175	5	0	31	3	0	0	0	39	35	6	2	239	30	4	1	2	284	283.3	0	0	0	0	0	0	0	0	0
18:00	0	0	32	4	1	0	1	38	39.5	0	0	6	0	0	0	0	6	6	0	0	43	9	0	0	1	53	54	0	0	0	0	0	0	0	0	0
18:15	2	0	30	3	0	0	0	35	33.4	0	0	9	1	0	0	0	10	10	0	0	67	6	2	0	0	75	76	0	0	0	0	0	0	0	0	0
18:30	1	1	37	5	0	0	0	44	42.6	0	0	8	0	0	0	0	8	8	1	0	49	4	1	0	1	56	56.7	0	0	0	0	0	0	0	0	0
18:45	0	0	26	3	0	0	3	32	35	1	0	8	0	0	0	0	9	8.2	0	0	30	3	1	0	0	34	34.5	0	0	0	0	0	0	0	0	0
H/TOT	3	1	125	15	1	0	4	149	150.5	1	0	31	1	0	0	0	33	32.2	1	0	189	22	4	0	2	218	221.2	0	0	0	0	0	0	0	0	0
12 TOT	31	6	1658	173	36	8	32	1944	1976	11	0	218	29	3	0	0	261	253.7	28	9	1746	196	48	13	28	2068	2109.1	0	0	0	0	0	0	0	0	0

Appendix C – Site Access & Car Park Drawings



A 0101 **PROPOSED VISIBILITY SPLAYS - ACCESS / EGRESS**
Scale: 1:100



B 0101 **PROPOSED VISIBILITY SPLAYS - SOUTHWEST OF CAR PARK**
Scale: 1:100

AECOM

PROJECT

PART 8 PROPOSED REDEVELOPMENT OF THE WONDERFUL BARN P82024.10
CELBRIDGE RD,
BARNHALL,
LEIXLIP,
CO. KILDARE

CLIENT

KILDARE COUNTY COUNCIL

CONSULTANT

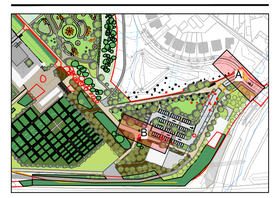
AECOM
Adelphi Plaza
George's Street Upper
Dun Laoghaire Co.Dublin
+353 (0) 1 696 6200 tel
www.aecom.com

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
2. DRAWING TO BE READ IN CONJUNCTION WITH LANDSCAPE'S ARCHITECT DRAWINGS.
3. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
4. AECOM LIMITED TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
5. DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
6. DO NOT SCALE, ALL MEASUREMENTS AND COORDINATES TO BE CHECKED ON SITE.

AECOM PLANNING

KEY



ISSUE/REVISION

0	04.06.2024	ISSUED FOR PART 8
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60689541

SHEET TITLE

PROPOSED VISIBILITY SPLAYS

SHEET NUMBER

60689541-ACM-XX-00-DR-CE-10-0101

A **PROPOSED ROAD SIGNS AND MARKINGS**

1201 Scale: 1:250

AECOM

PROJECT

PART 8 PROPOSED REDEVELOPMENT OF THE WONDERFUL BARN P82024.10
CELBRIDGE RD,
BARNHALL,
LEIXLIP,
CO. KILDARE

CLIENT

KILDARE COUNTY COUNCIL

CONSULTANT

AECOM
Adelphi Plaza
George's Street Upper
Dun Laoghaire Co.Dublin
+353 (0) 1 696 6200 tel
www.aecom.com

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
2. DRAWING TO BE READ IN CONJUNCTION WITH LANDSCAPE'S ARCHITECT DRAWINGS.
3. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
4. AECOM LIMITED TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
5. DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
6. DO NOT SCALE, ALL MEASUREMENTS AND COORDINATES TO BE CHECKED ON SITE.

AECOM PLANNING

ISSUE/REVISION

I/R	DATE	DESCRIPTION
0	04.06.2024	ISSUED FOR PART 8

PROJECT NUMBER

60689541

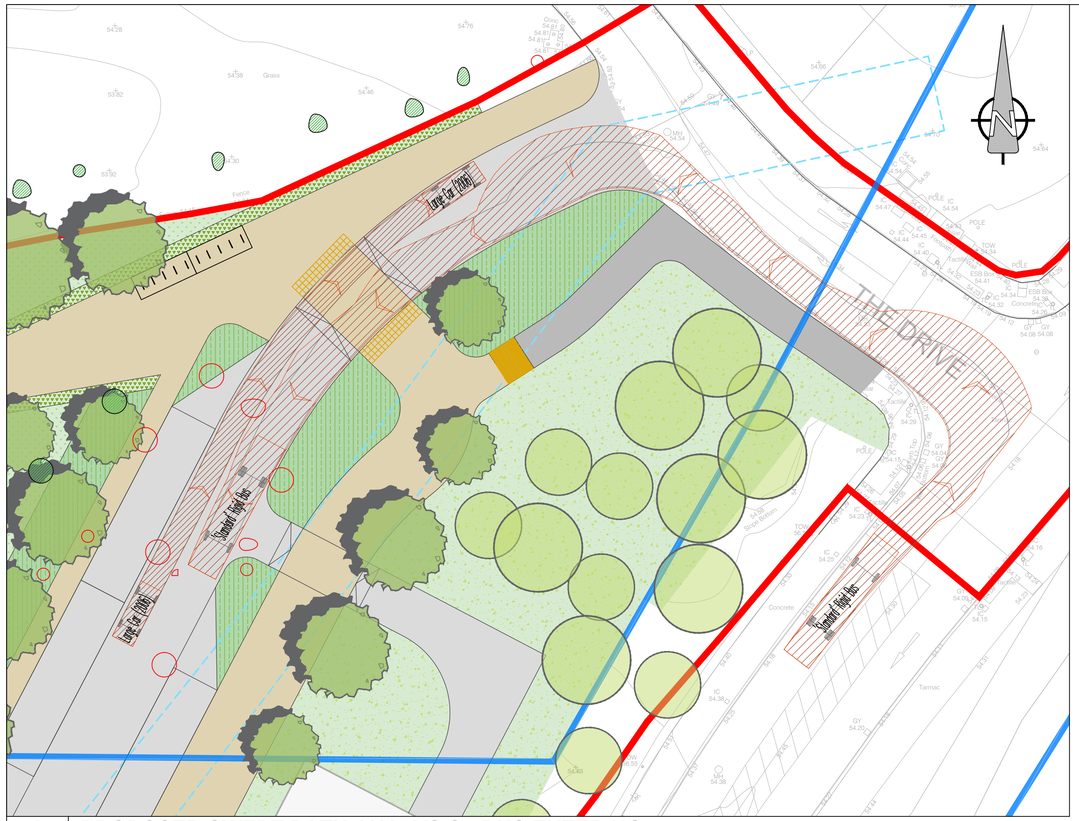
SHEET TITLE

PROPOSED ROAD SIGNS AND MARKINGS

SHEET NUMBER

60689541-ACM-XX-00-DR-CE-10-1201

Appendix D – Swept Path Analysis Drawings



A PROPOSED SWEPT PATH ANALYSIS - BUS ENTERING

0102 Scale: 1:250

B PROPOSED SWEPT PATH ANALYSIS - BUS EXITING

0102 Scale: 1:250

C PROPOSED SWEPT PATH ANALYSIS - BUS PARKING (EAST)

0102 Scale: 1:250

D PROPOSED SWEPT PATH ANALYSIS - BUS PARKING (WEST)

0102 Scale: 1:250

AECOM

PROJECT

PART 8 PROPOSED REDEVELOPMENT OF THE WONDERFUL BARN P82024.10
CELBRIDGE RD,
BARNHALL,
LEIXLIP,
CO. KILDARE

CLIENT

KILDARE COUNTY COUNCIL

CONSULTANT

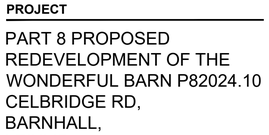
AECOM
Adelphi Plaza
George's Street Upper
Dun Laoghaire Co.Dublin
+353 (0) 1 696 6200 tel
www.aecom.com

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
2. DRAWING TO BE READ IN CONJUNCTION WITH LANDSCAPE'S ARCHITECT DRAWINGS.
3. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
4. AECOM LIMITED TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
5. DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
6. DO NOT SCALE, ALL MEASUREMENTS AND COORDINATES TO BE CHECKED ON SITE.

AECOM
PLANNING

STANDARD RIGID BUS



Overall Length.....12.000m
Overall Width.....2.550m
Overall Body Height.....3.069m
Min Body Ground Clearance.....0.309m
Track Width.....2.350m
Lock to lock time.....4.00s
Wall to Wall Turning Radius.....10.771m

ISSUE/REVISION

I/R	DATE	DESCRIPTION
0	04.06.2024	ISSUED FOR PART 8

PROJECT NUMBER

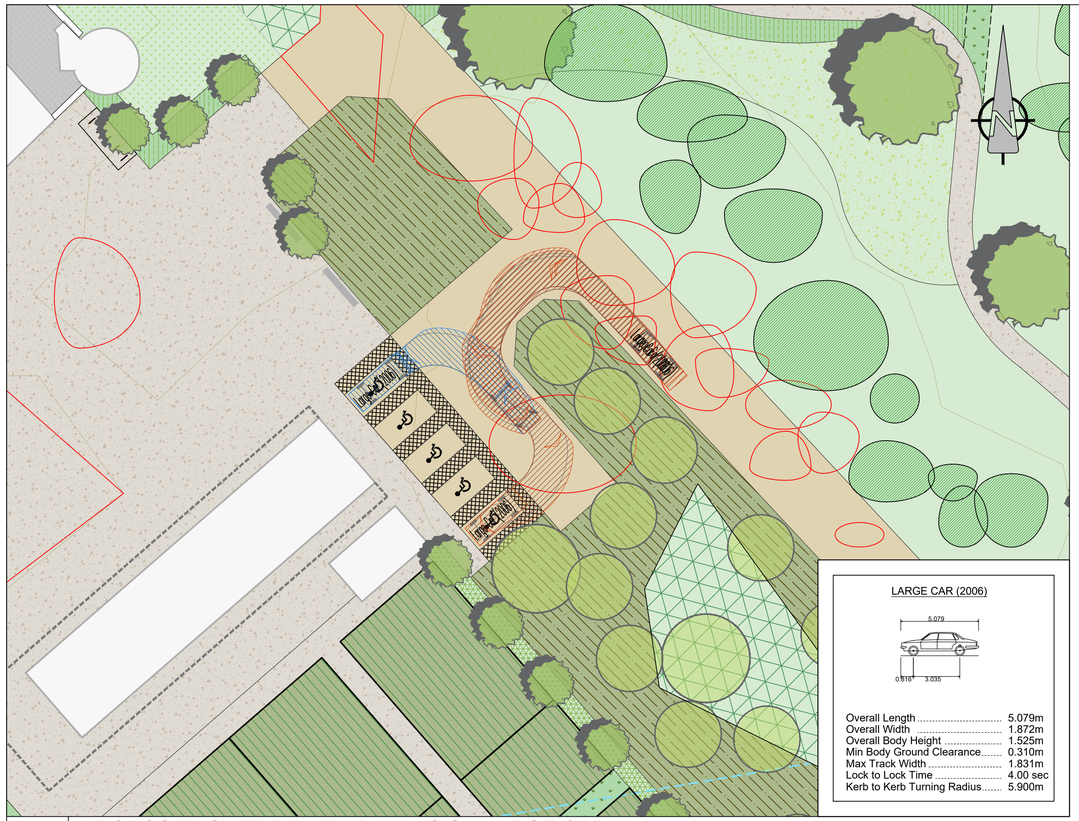
60689541

SHEET TITLE

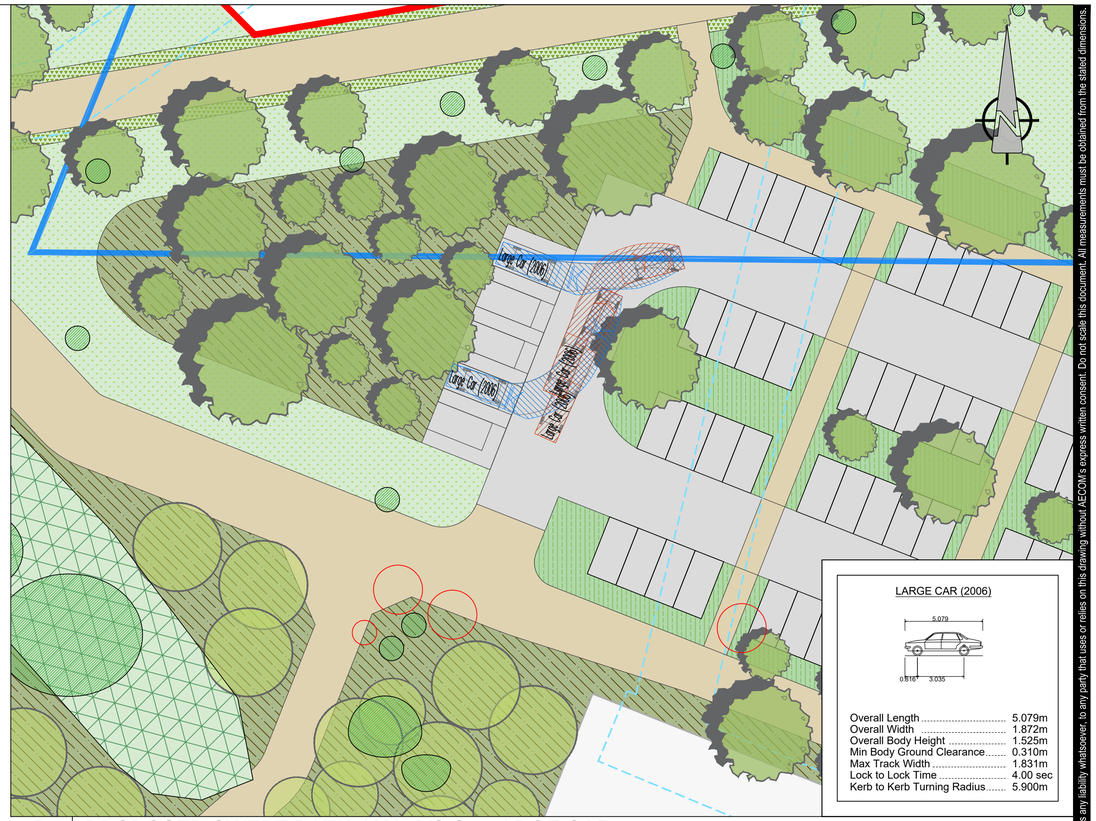
PROPOSED SWEPT PATH ANALYSIS
RIGID BUS

SHEET NUMBER

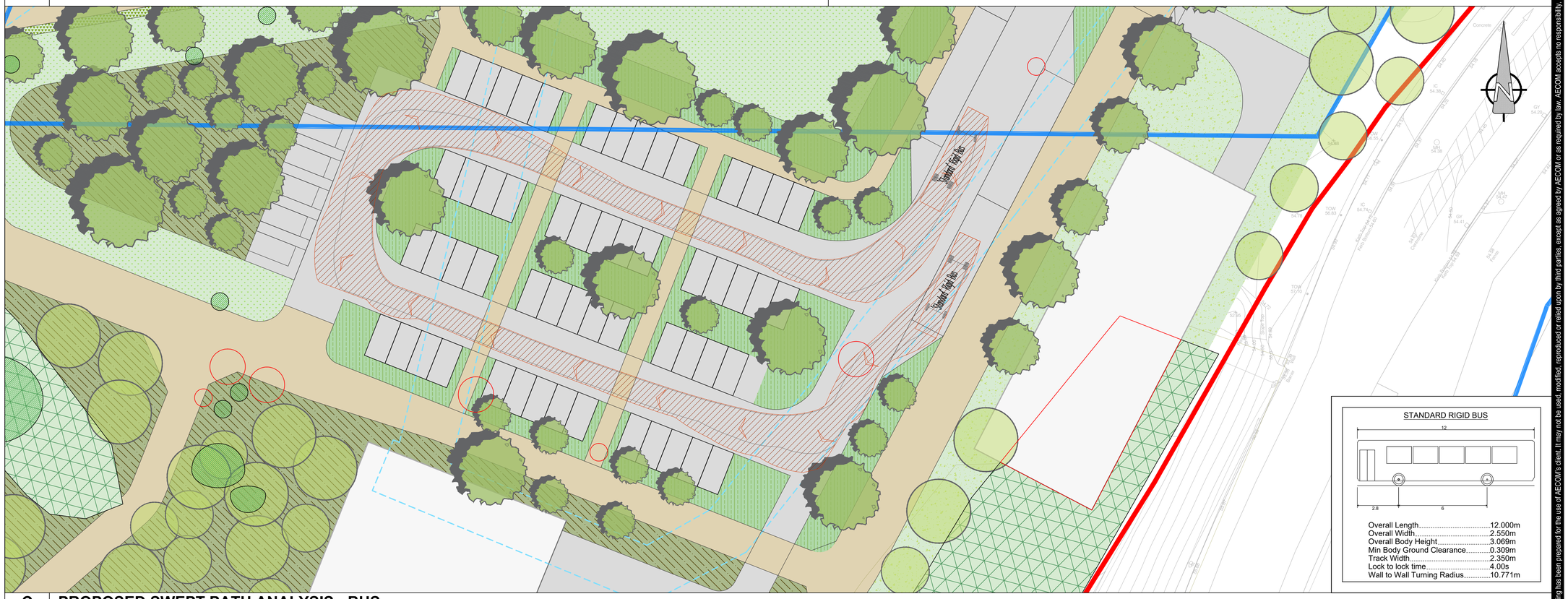
60689541-ACM-XX-00-DR-CE-10-0102



A **PROPOSED SWEPT PATH ANALYSIS - LARGE CAR**
0103 Scale: 1:250



B **PROPOSED SWEPT PATH ANALYSIS - LARGE CAR**
0103 Scale: 1:250



C **PROPOSED SWEPT PATH ANALYSIS - BUS**
0103 Scale: 1:250

AECOM

PROJECT

PART 8 PROPOSED REDEVELOPMENT OF THE WONDERFUL BARN P82024.10
CELBRIDGE RD,
BARNHALL,
LEIXLIP,
CO. KILDARE

CLIENT

KILDARE COUNTY COUNCIL

CONSULTANT

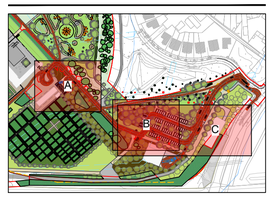
AECOM
Adelphi Plaza
George's Street Upper
Dun Laoghaire Co.Dublin
+353 (0) 1 696 6200 tel
www.aecom.com

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
2. DRAWING TO BE READ IN CONJUNCTION WITH LANDSCAPE'S ARCHITECT DRAWINGS.
3. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
4. AECOM LIMITED TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
5. DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
6. DO NOT SCALE, ALL MEASUREMENTS AND COORDINATES TO BE CHECKED ON SITE.

AECOM
PLANNING

KEY



ISSUE/REVISION

0	04.06.2024	ISSUED FOR PART 8
I/R	DATE	DESCRIPTION

PROJECT NUMBER

60689541

SHEET TITLE

PROPOSED SWEPT PATH ANALYSIS
BUS AND CARS

SHEET NUMBER

60689541-ACM-XX-00-DR-CE-10-0103

A **PROPOSED SWEPT PATH ANALYSIS - REFUSE VEHICLE (ACCESS)**

0104 Scale: 1:500

B **PROPOSED SWEPT PATH ANALYSIS - REFUSE VEHICLE (EGRESS)**

0104 Scale: 1:500

AECOM

PROJECT

PART 8 PROPOSED REDEVELOPMENT OF THE WONDERFUL BARN P82024.10
CELBRIDGE RD,
BARNHALL,
LEIXLIP,
CO. KILDARE

CLIENT

KILDARE COUNTY COUNCIL

CONSULTANT

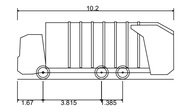
AECOM
Adelphi Plaza
George's Street Upper
Dun Laoghaire Co.Dublin
+353 (0) 1 696 6200 tel
www.aecom.com

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
2. DRAWING TO BE READ IN CONJUNCTION WITH LANDSCAPE'S ARCHITECT DRAWINGS.
3. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
4. AECOM LIMITED TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
5. DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
6. DO NOT SCALE, ALL MEASUREMENTS AND COORDINATES TO BE CHECKED ON SITE.

AECOM
PLANNING

Phoenix 2 Duo (P2-12W with Elite 6x4 chassis)



Overall Length	10.200m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	7.800m

ISSUE/REVISION

0	04.06.2024	ISSUED FOR PART 8
I/R	DATE	DESCRIPTION

PROJECT NUMBER

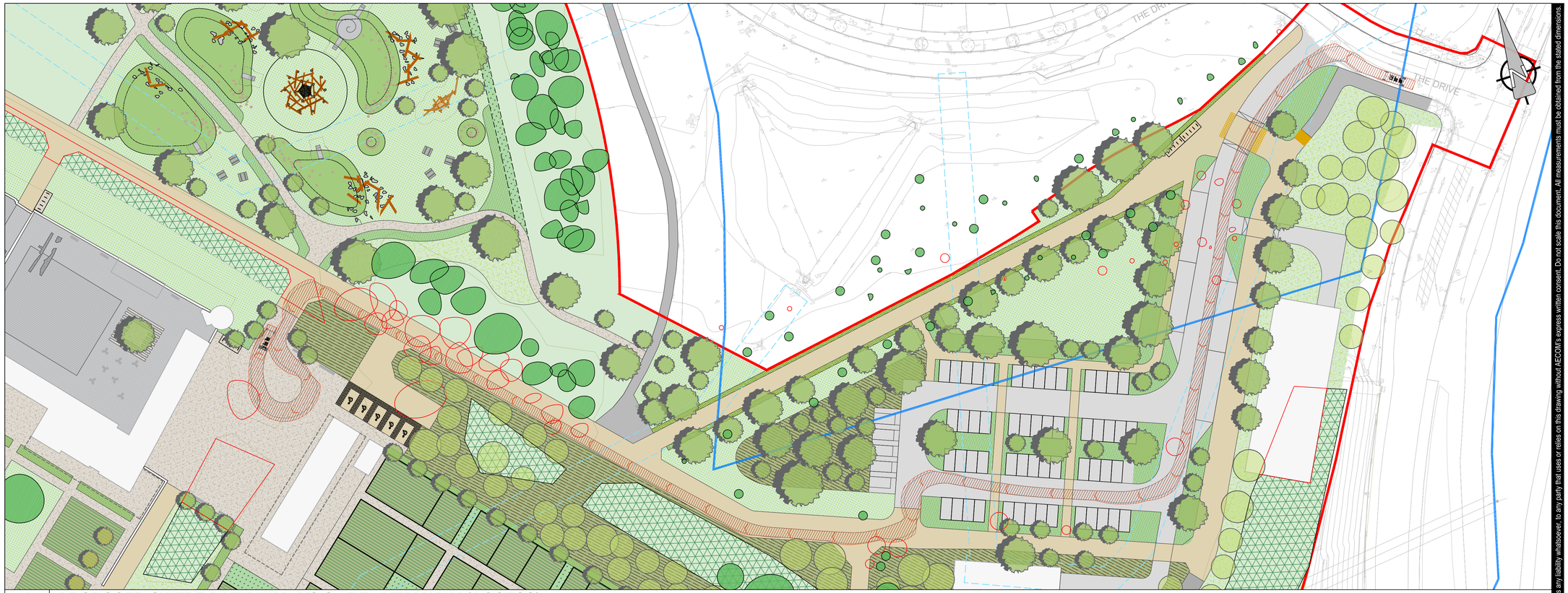
60689541

SHEET TITLE

PROPOSED SWEPT PATH ANALYSIS
REFUSE VEHICLE

SHEET NUMBER

60689541-ACM-XX-00-DR-CE-10-0104



A **PROPOSED SWEPT PATH ANALYSIS - DELIVERY VAN (ACCESS)**

0105 Scale: 1:500

B **PROPOSED SWEPT PATH ANALYSIS - DELIVERY VAN (EGRESS)**

0105 Scale: 1:500

AECOM

PROJECT

PART 8 PROPOSED REDEVELOPMENT OF THE WONDERFUL BARN P82024.10
CELBRIDGE RD,
BARNHALL,
LEIXLIP,
CO. KILDARE

CLIENT

KILDARE COUNTY COUNCIL

CONSULTANT

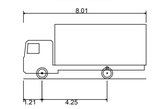
AECOM
Adelphi Plaza
George's Street Upper
Dun Laoghaire Co.Dublin
+353 (0) 1 696 6200 tel
www.aecom.com

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
2. DRAWING TO BE READ IN CONJUNCTION WITH LANDSCAPE'S ARCHITECT DRAWINGS.
3. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
4. AECOM LIMITED TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
5. DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
6. DO NOT SCALE, ALL MEASUREMENTS AND COORDINATES TO BE CHECKED ON SITE.

AECOM
PLANNING

7.5t Box Van



Overall Length	8.010m
Overall Width	2.100m
Overall Body Height	3.556m
Min Body Ground Clearance	0.351m
Track Width	2.064m
Lock to Lock Time	4.00 sec
Kerb to Kerb Turning Radius	7.400m

ISSUE/REVISION

I/R	DATE	DESCRIPTION
0	04.06.2024	ISSUED FOR PART 8

PROJECT NUMBER

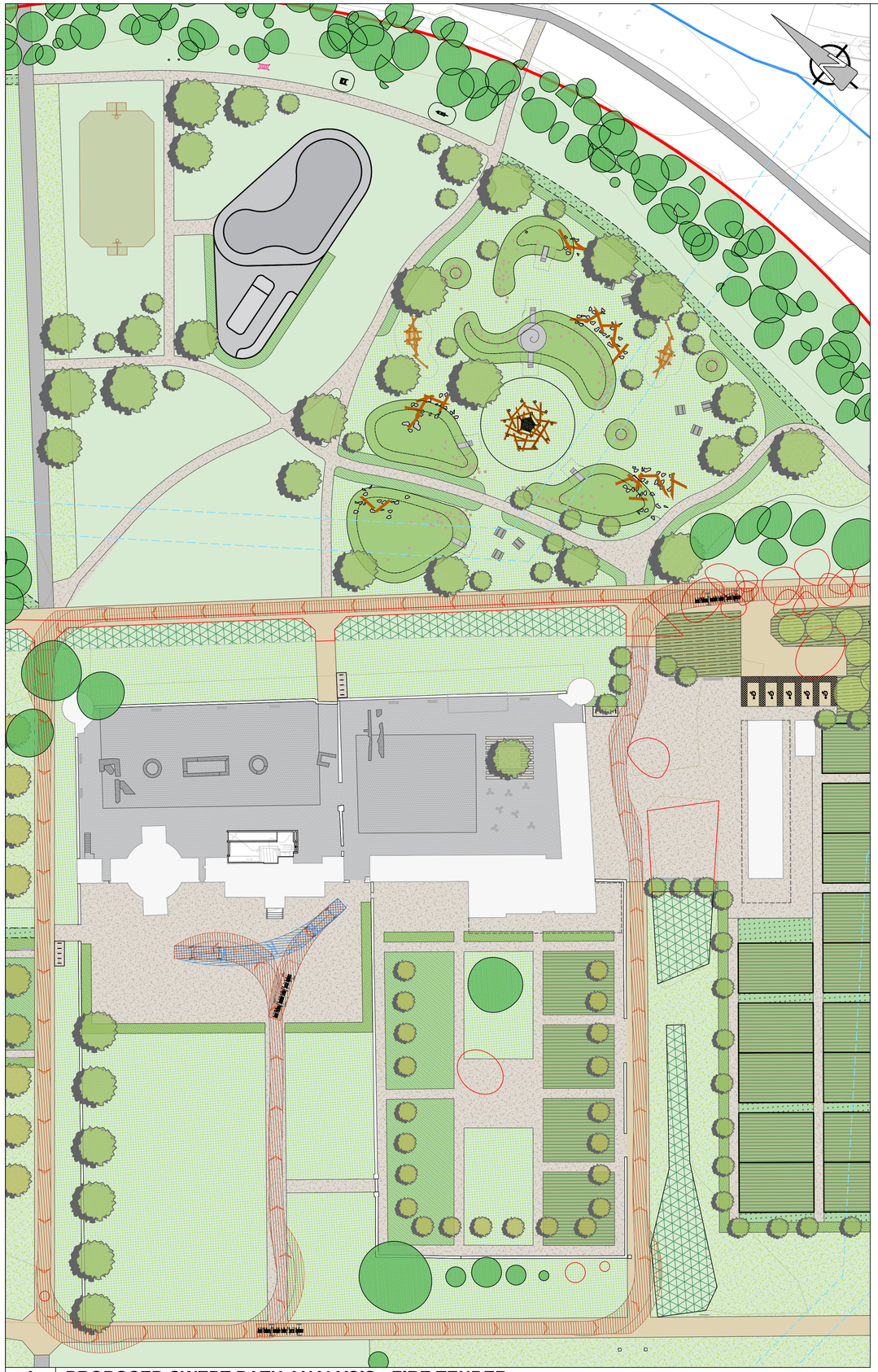
60689541

SHEET TITLE

PROPOSED SWEPT PATH ANALYSIS
DELIVERY VAN

SHEET NUMBER

60689541-ACM-XX-00-DR-CE-10-0105



A **PROPOSED SWEPT PATH ANALYSIS - FIRE TENDER**

0106 Scale: 1:500

B **PROPOSED SWEPT PATH ANALYSIS - FIRE TENDER**

0106 Scale: 1:500

AECOM

PROJECT

PART 8 PROPOSED REDEVELOPMENT OF THE WONDERFUL BARN P82024.10
CELBRIDGE RD,
BARNHALL,
LEIXLIP,
CO. KILDARE

CLIENT

KILDARE COUNTY COUNCIL

CONSULTANT

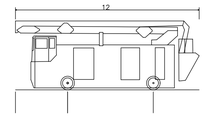
AECOM
Adelphi Plaza
George's Street Upper
Dun Laoghaire Co.Dublin
+353 (0) 1 696 6200 tel
www.aecom.com

NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT ARCHITECTURAL AND ENGINEERING DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE DESIGNER.
2. DRAWING TO BE READ IN CONJUNCTION WITH LANDSCAPE'S ARCHITECT DRAWINGS.
3. ALL DIMENSIONS TO BE CHECKED BY THE CONTRACTOR ON SITE PRIOR TO COMMENCEMENT OF WORKS.
4. AECOM LIMITED TO BE INFORMED BY THE CONTRACTOR OF ANY DISCREPANCIES PRIOR TO THE COMMENCEMENT OF WORKS ON SITE.
5. DIMENSIONS OF ALL BOUNDARIES AND ADJOINING ROADS TO BE CHECKED ON SITE PRIOR TO COMMENCEMENT OF WORKS.
6. DO NOT SCALE, ALL MEASUREMENTS AND COORDINATES TO BE CHECKED ON SITE.

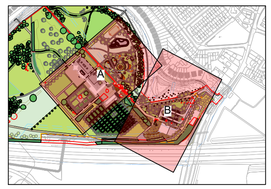
AECOM
PLANNING

Aerial Platform/ Turntable Ladder/ Special Appliance



Overall Length	12.000m
Overall Width	2.550m
Overall Body Height	4.500m
Min Body Ground Clearance	0.130m
Track Width	2.550m
Lock-to-lock time	4.00 sec
Curb to Curb Turning Radius	13.750m

KEY



ISSUE/REVISION

I/R	DATE	DESCRIPTION
0	06.04.2024	ISSUED FOR PART 8

PROJECT NUMBER

60689541

SHEET TITLE

PROPOSED SWEPT PATH ANALYSIS
FIRE TENDER

SHEET NUMBER

60689541-ACM-XX-00-DR-CE-10-0106

Appendix E – TRICS Output

Site reference:	HC-07-M-02
Trade name:	QUEEN ELIZABETH COUNTRY PARK
Site area (h/a):	350.00
Open since	1976
Total Employees	25
Full Time Employees	18 72%
Part Time Employees	7 28%
Approximate % of total employees working standard 9-5 hours or similar	72%
Approximate % of total employees working from home (any amount)	%
Name of nearest site	STAUNTON COUNTRY PK
Distance to nearest similar site	11.1 Km

OPENING TIMES (24 Hour format)

Mon to Thurs	10:00	to	17:30
Friday	10:00	to	17:30
Saturday	10:00	to	17:30
Sunday	10:00	to	17:30

Comments

The main section of Queen Elizabeth Country Park (east of the A3) has been included in this survey. The wider area includes Butser Hill and Buriton Chalk Pits, the site area including these elements being around 600 hectares.
Facilities at the site include a visitor centre with shop and café, venue hire for weddings, clubs and outdoor events, camping at Coney Acres, and seasonal activities and events.
The opening hours shown represent the visitor centre with its shop and café. The park is accessible 24 hours per day, seven days per week.
Employee figures include those working across multiple sites, the visitor centre and café. Volunteers are not included in these figures as the number is unknown.

On-Site parking

Total no. of parking spaces	304
Parking Spaces Per Hectare	0.869

Number of spaces

Employee	0
Disabled	3
Visitor/Customer	300
OGV parking bays	0
Cycle racks	0
OGV loading bays	0
Parent & Toddler	0
Motorcycle spaces	0
Electric Vehicle Charging Bays	1

Parking charges Yes

Comments on parking charges

October to March charges are <1 hour £2.00, 1-2 hours £3.50, 2-4 hours £4.50 and full day £6.00. Motorcycles are free, coaches with 15+ seats £15.00 and standard fees apply for Blue Badge holders.
April to September charges are <1 hour £2.50, 1-2 hours £5.00, 2-4 hours £7.00 and full day £9.00. Motorcycles are free, coaches with 15+ seats £15.00 and standard fees apply for Blue Badge holders.
All payment machines take card payments via contactless or chip and pin.

Comments about the management of the site car park, along with enforcement measures

ANPR barriers are present, requiring no physical ticket.

Site parking surface or non-surface (multi-storey/underground)
Surface

General Comments on Parking

The 300 visitor spaces at the site are unmarked, so are an estimate.

Types of servicing vehicle parking taking place
on-site (internal, within specified bays or otherwise)
Yes
off-site (on-street, in designated loading/servicing bays)
No
off-site (in restricted areas e.g. double yellow lines)
No

Off-Site parking details
Is there off-site parking available
No
Off-Site parking included in the counts
No
Free On-Street parking available nearby
No
If prepared to pay, easy to find somewhere to park off-site all day
No

Parking restrictions
Area subject to parking restrictions (controlled parking zone - CPZ)
No

Off-Street parking
Off-Street parking available NO

Park & Ride
Park & Ride Type Facility providing relevant means of accessing the site
No

Site reference: HC-07-M-02 Survey date: 16/10/21 Day of week: Saturday

Survey type: Manual Count
AM weather: Mild and Clear
PM weather: Mild and Clear
Initial car park occupancy: 3 Final car park occupancy: 0
BRACKETED ACCUMULATION FIGURES ARE NOT ABSOLUTE
Parking Capacity 72% (304 On-Site Spaces)

Data proportions in %

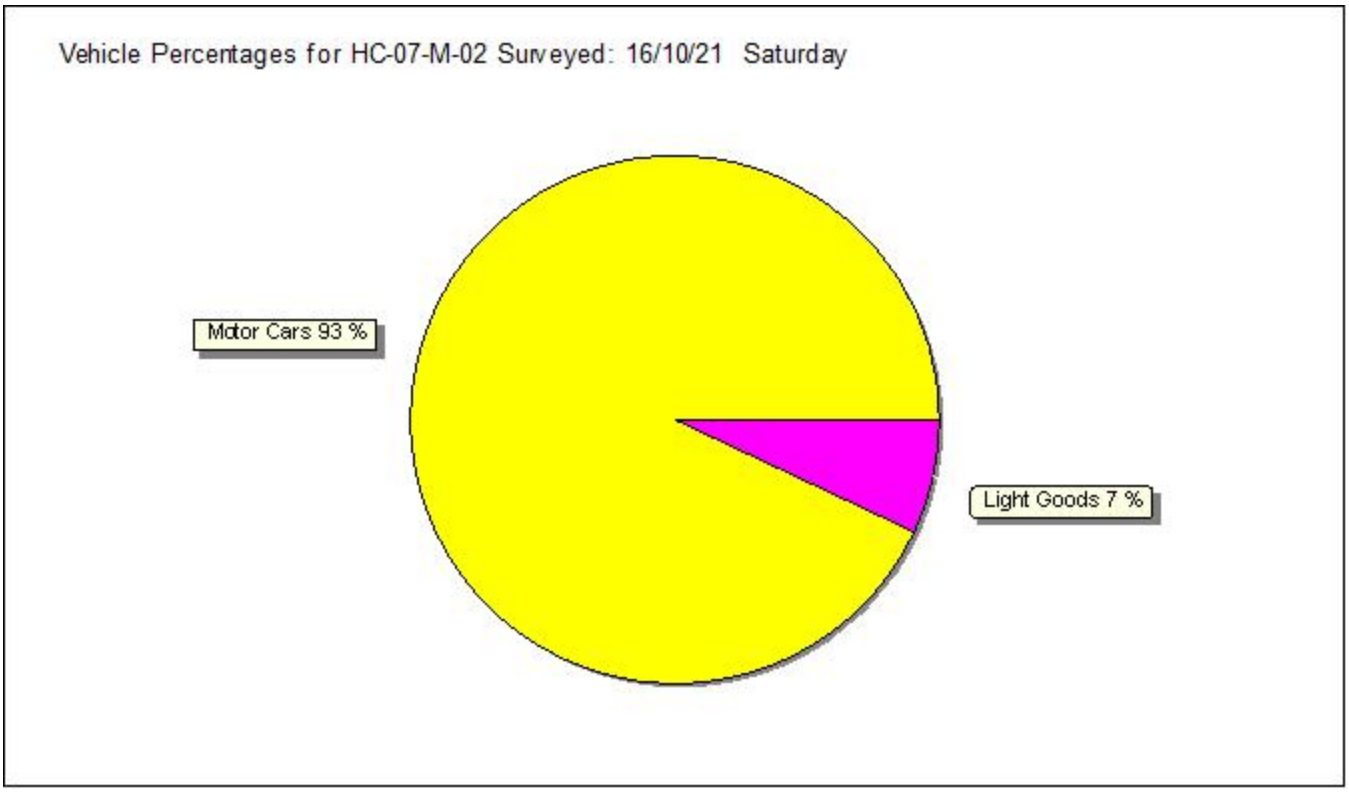
Motor cars	93	Motor cycles	0	Public service	0
Light goods	7	OGV (1)	0	OGV (2)	0
				Taxis	0

Servicing Vehicles count recorded No

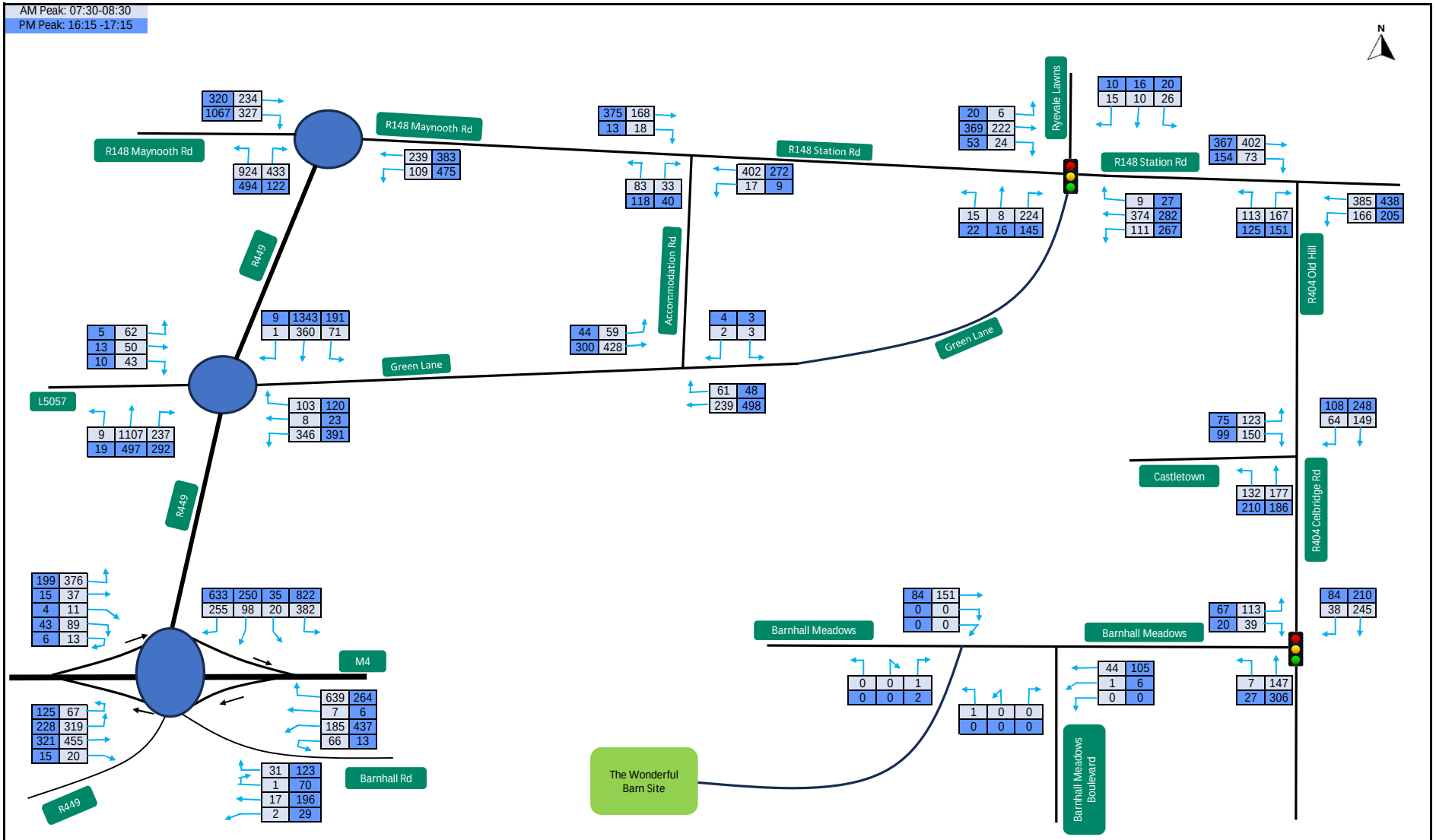
Time	Arr 712	Dep 715	Totals 1427	Parking Accum
00:00-01:00				
01:00-02:00				
02:00-03:00				
03:00-04:00				
04:00-05:00				
05:00-06:00				
06:00-07:00				
07:00-08:00	15	4	19	14
08:00-09:00	118	15	133	117
09:00-10:00	57	50	107	124
10:00-11:00	89	64	153	149
11:00-12:00	70	54	124	165
12:00-13:00	107	56	163	216
13:00-14:00	91	89	180	218
14:00-15:00	75	100	175	193
15:00-16:00	57	124	181	126
16:00-17:00	22	102	124	46
17:00-18:00	8	47	55	7
18:00-19:00	3	10	13	0
19:00-20:00	0	0	0	0
20:00-21:00				
21:00-22:00				
22:00-23:00				
23:00-24:00				

Comments

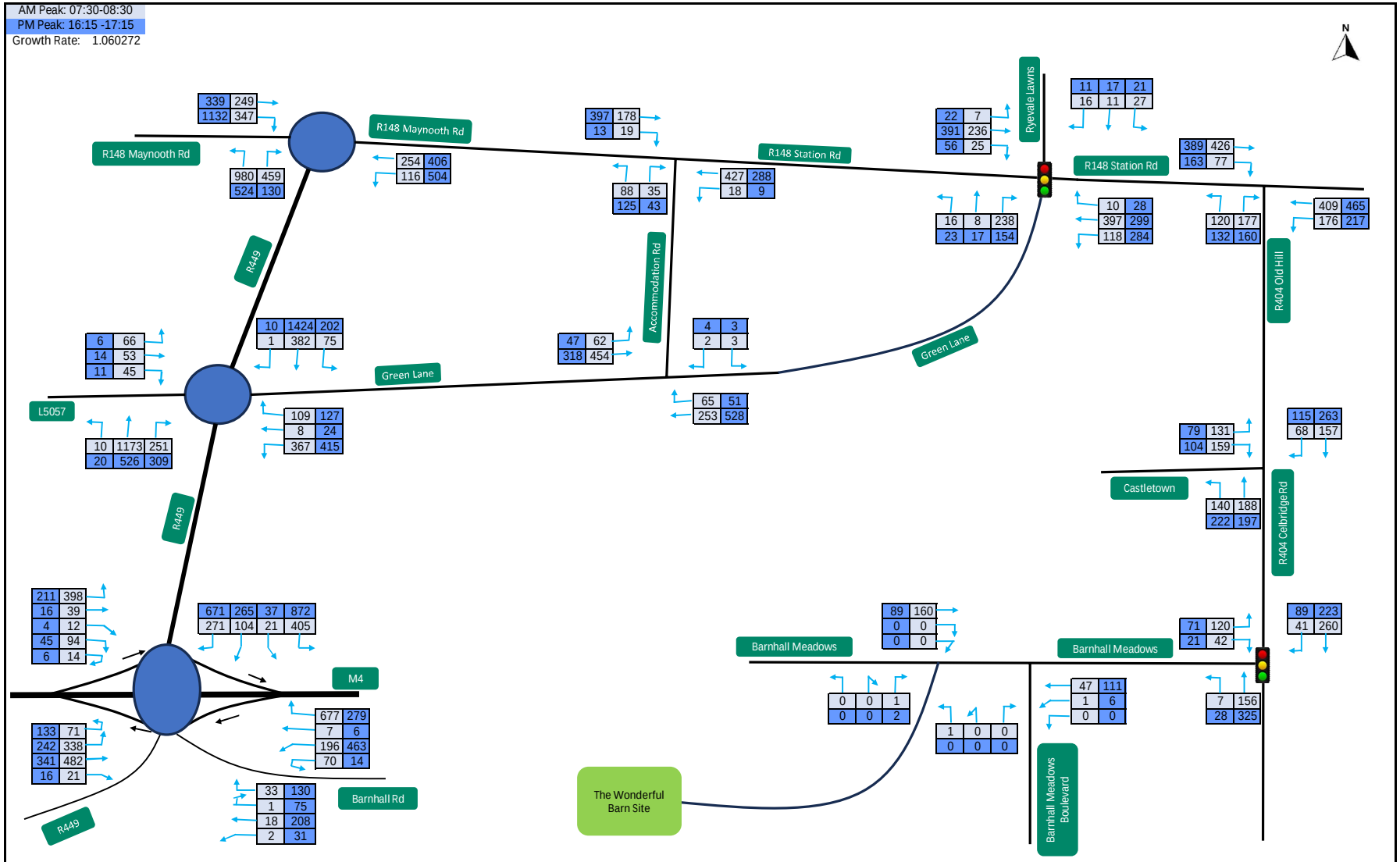
No taxis or OGVs visited the site during this survey.
The three initial car park occupants were cars.


Vehicle Percentages for HC-07-M-02 Surveyed: 16/10/21 Saturday
Motor Cars 93 %
Light Goods 7 %

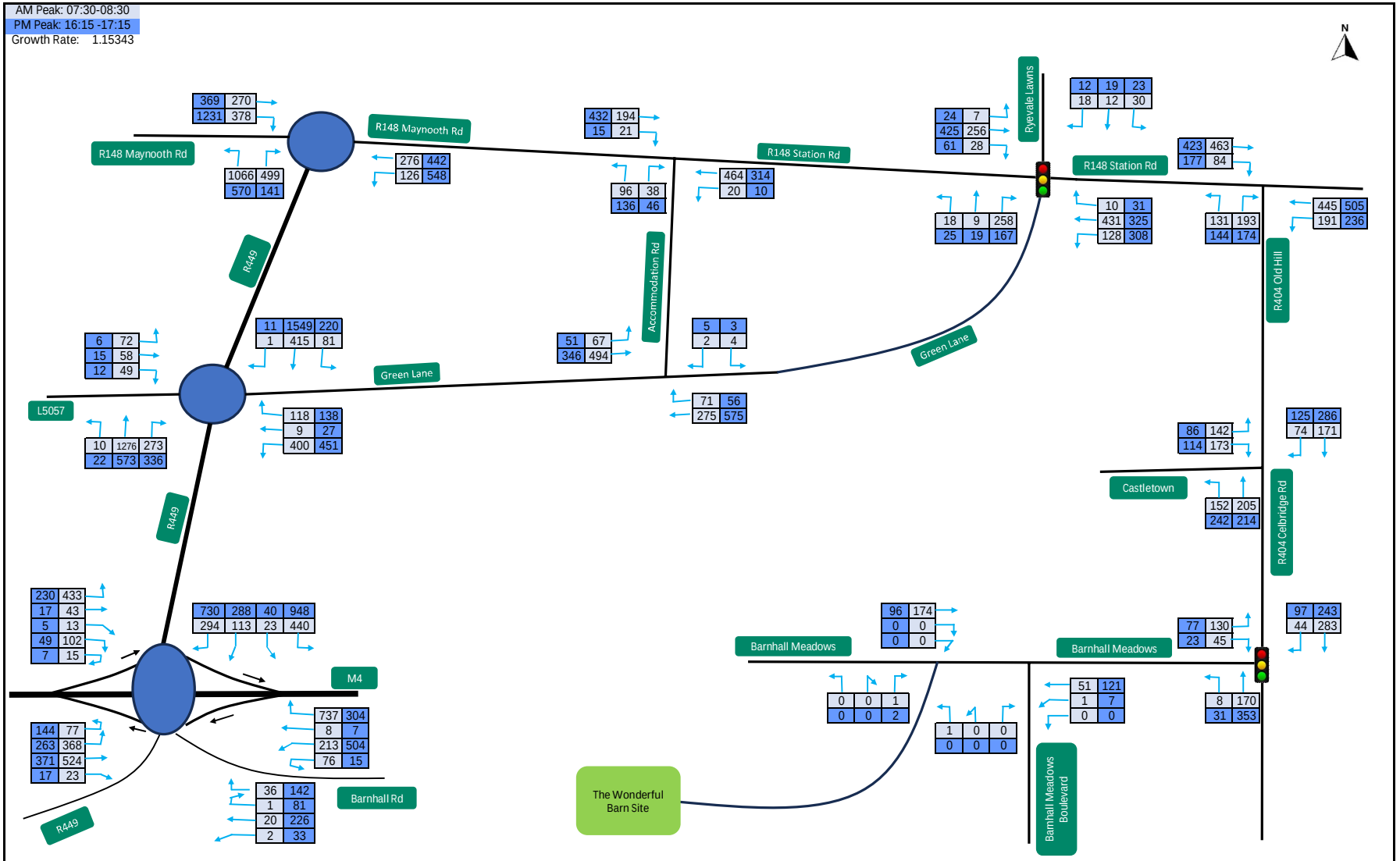
Appendix F – Network Flow Diagrams



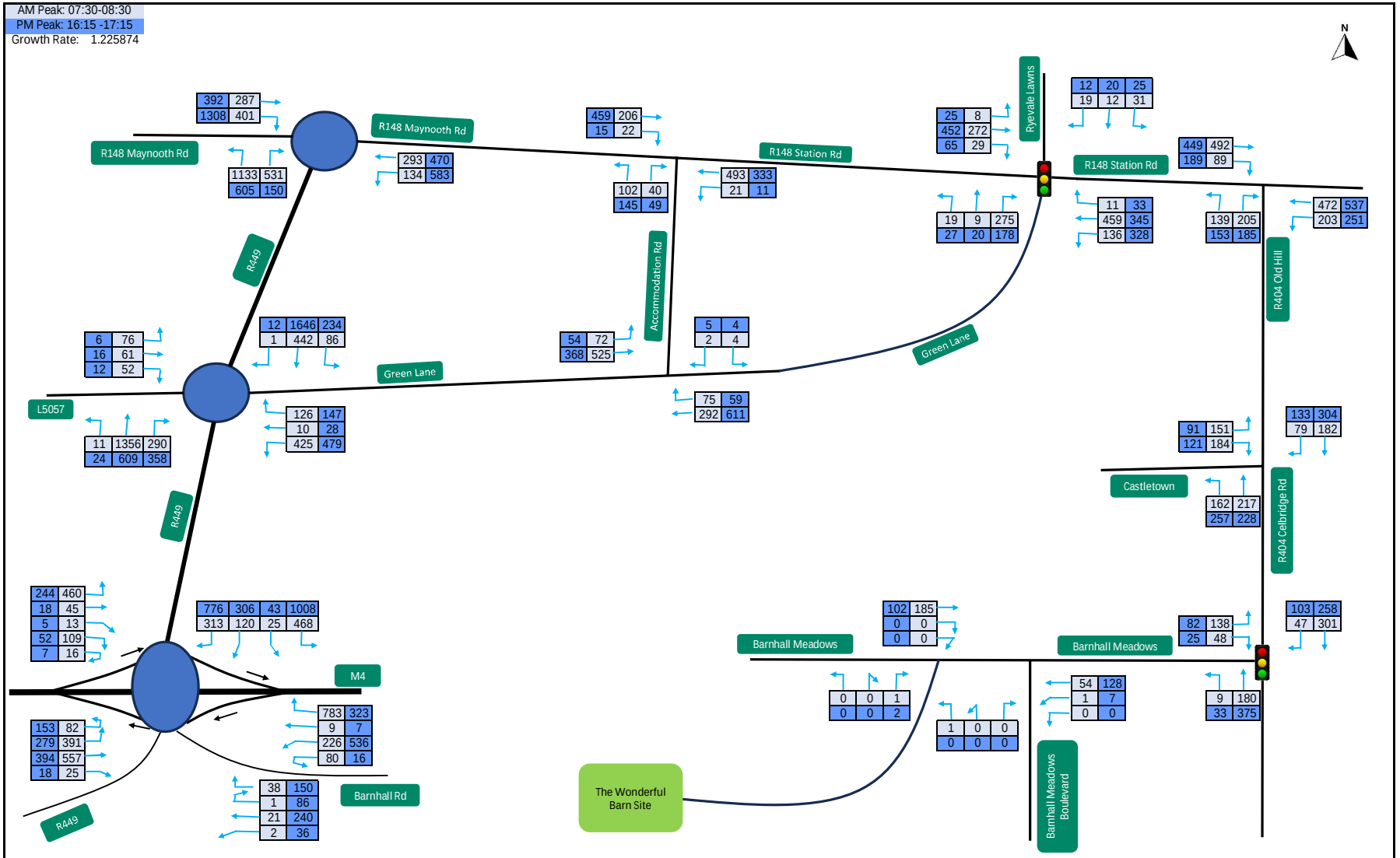
Client:	Kildare County Council	Title:	2023 Base Traffic Flows (pcus)			Date:	22.05.24
						Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:	Checked:	LM
						Approved:	JH



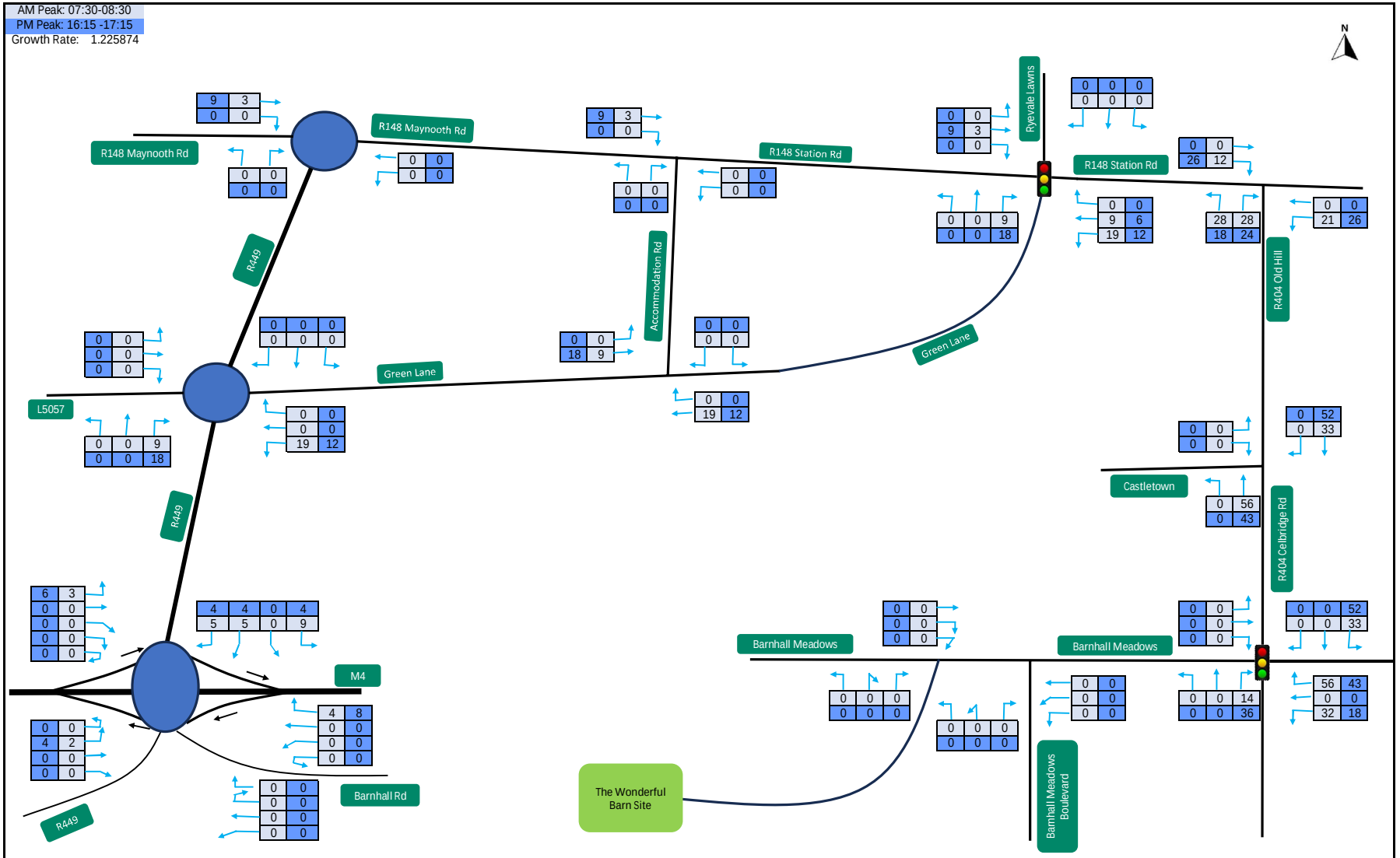
Client:	Kildare County Council	Title:	2026 Base Traffic Flows (pcus)				Date:	22.05.24
							Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:		Checked:	LM
							Approved:	JH



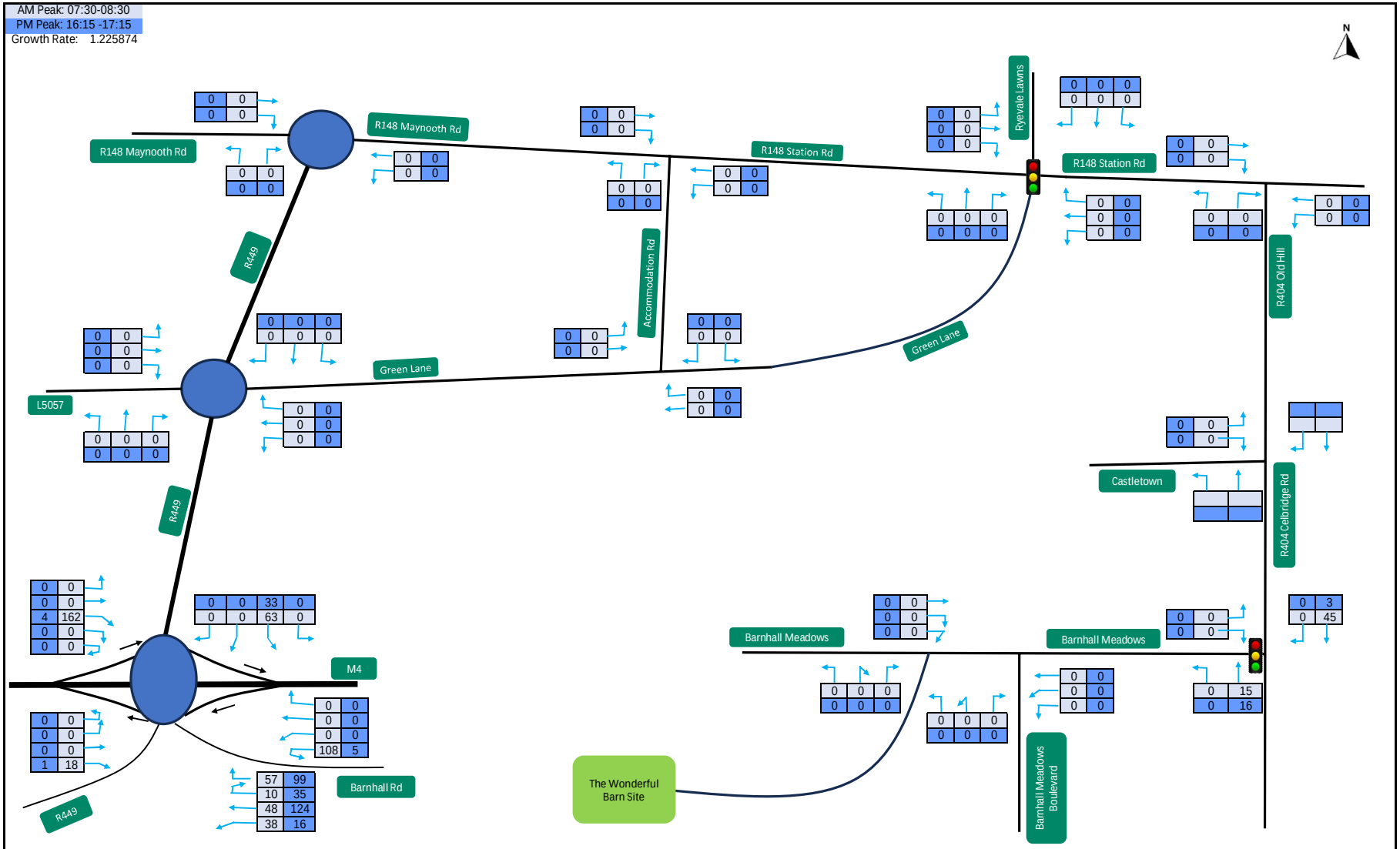
Client:	Kildare County Council	Title:	2031 Base Traffic Flows (pcus)				Date:	22.05.24
							Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:		Checked:	LM
							Approved:	JH



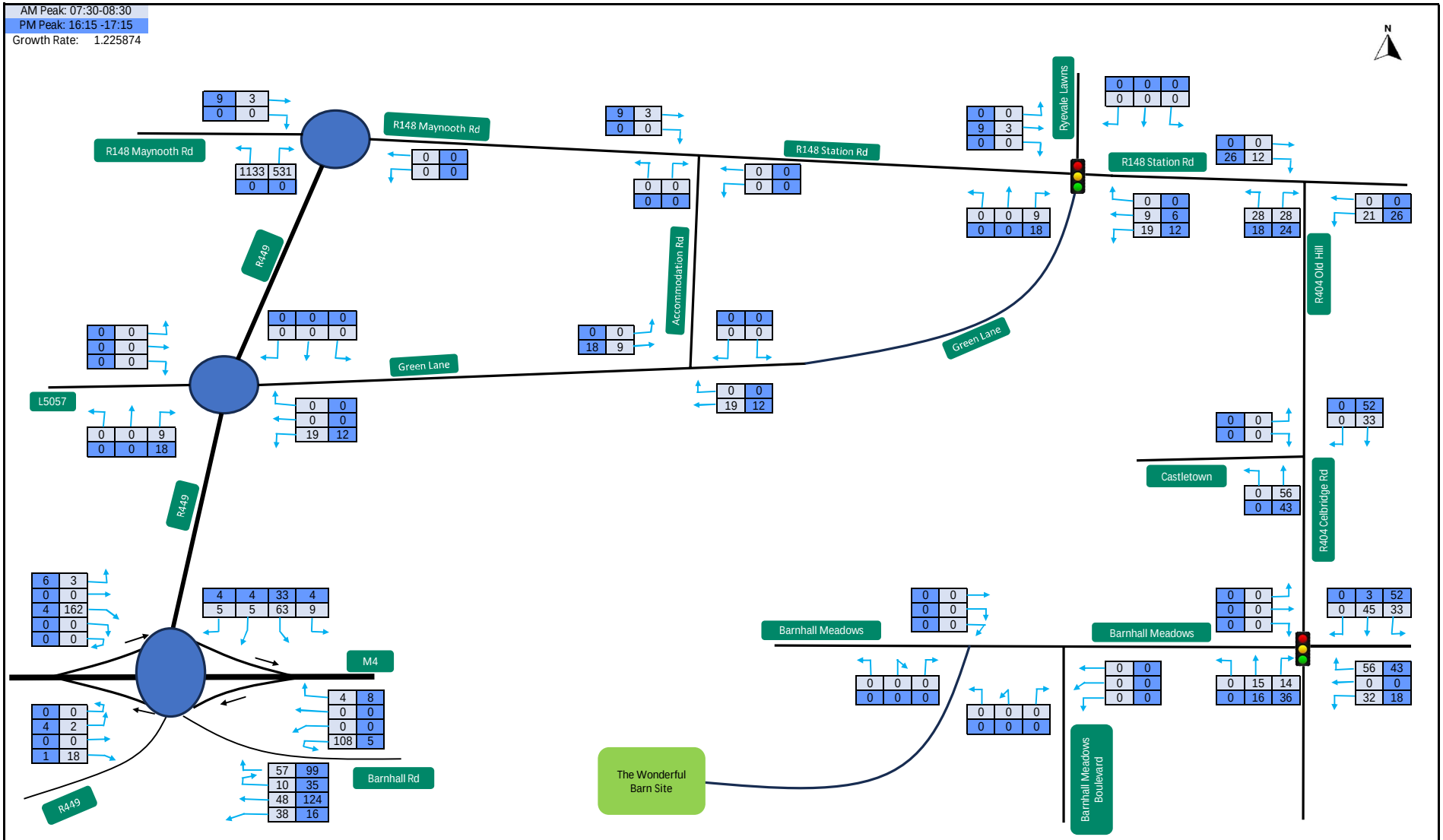
Client:	Kildare County Council	Title:	2041 Base Traffic Flows (pcus)				Date:	22.05.24
							Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:		Checked:	LM
							Approved:	JH



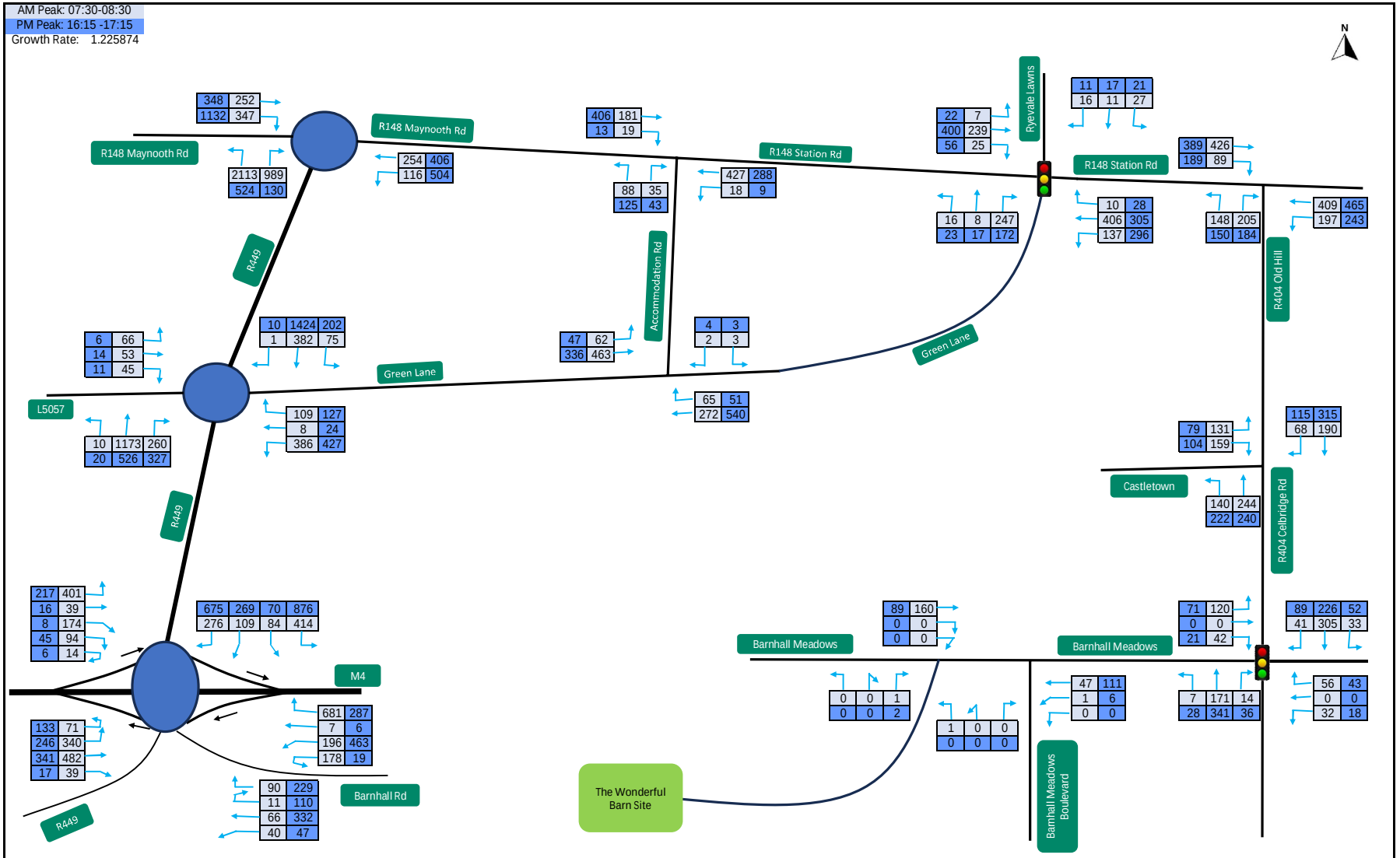
Client:	Kildare County Council	Title:	Committed Development Reference 23513 (Leixlip Demesne)				Date:	22.05.24
							Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:		Checked:	LM
							Approved:	JH



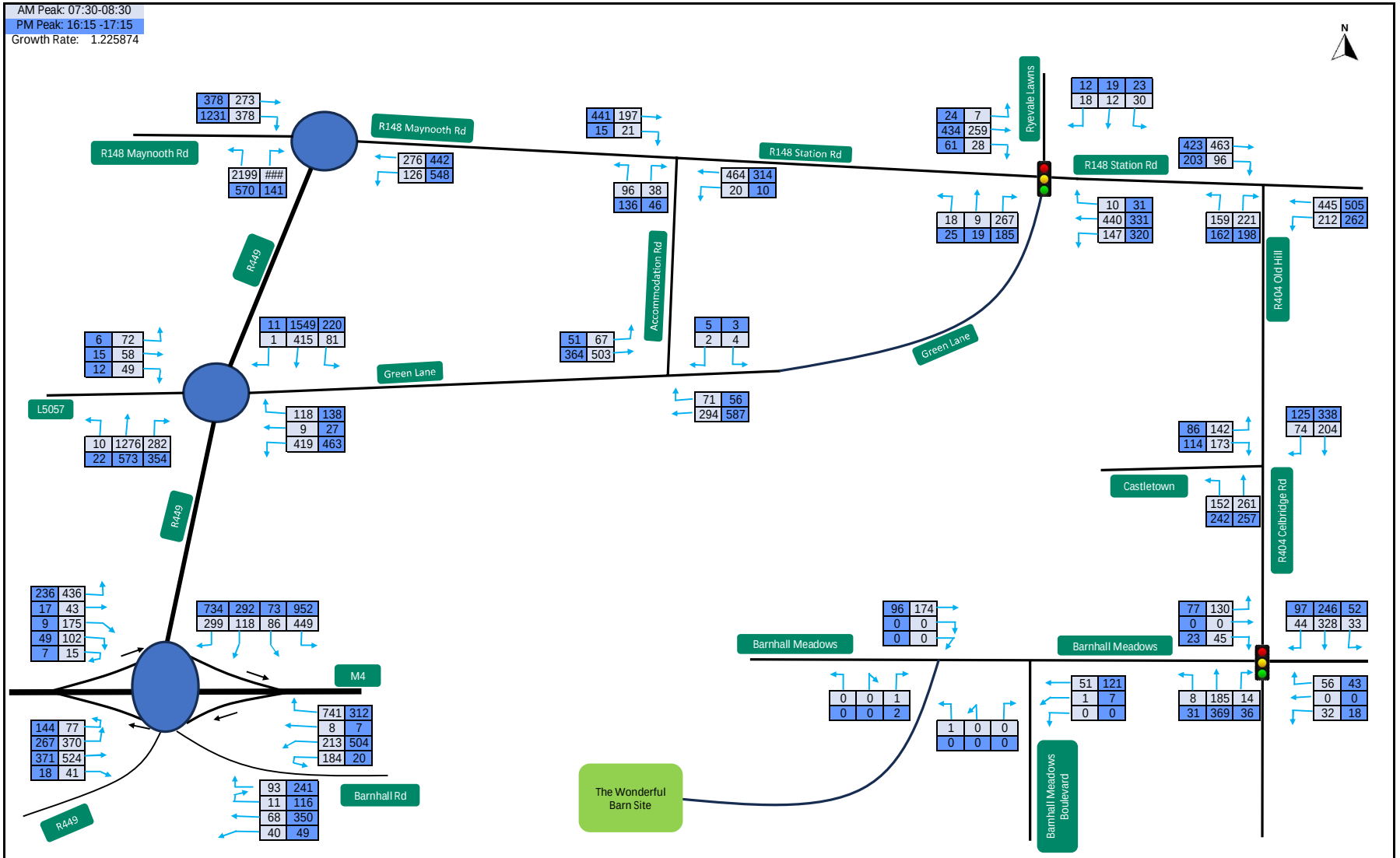
Client:	Kildare County Council	Title:	Committed Development Reference 2360047 (Kildare Innovation Campus)			Date:	22.05.24
						Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:	Checked:	LM
						Approved:	JH



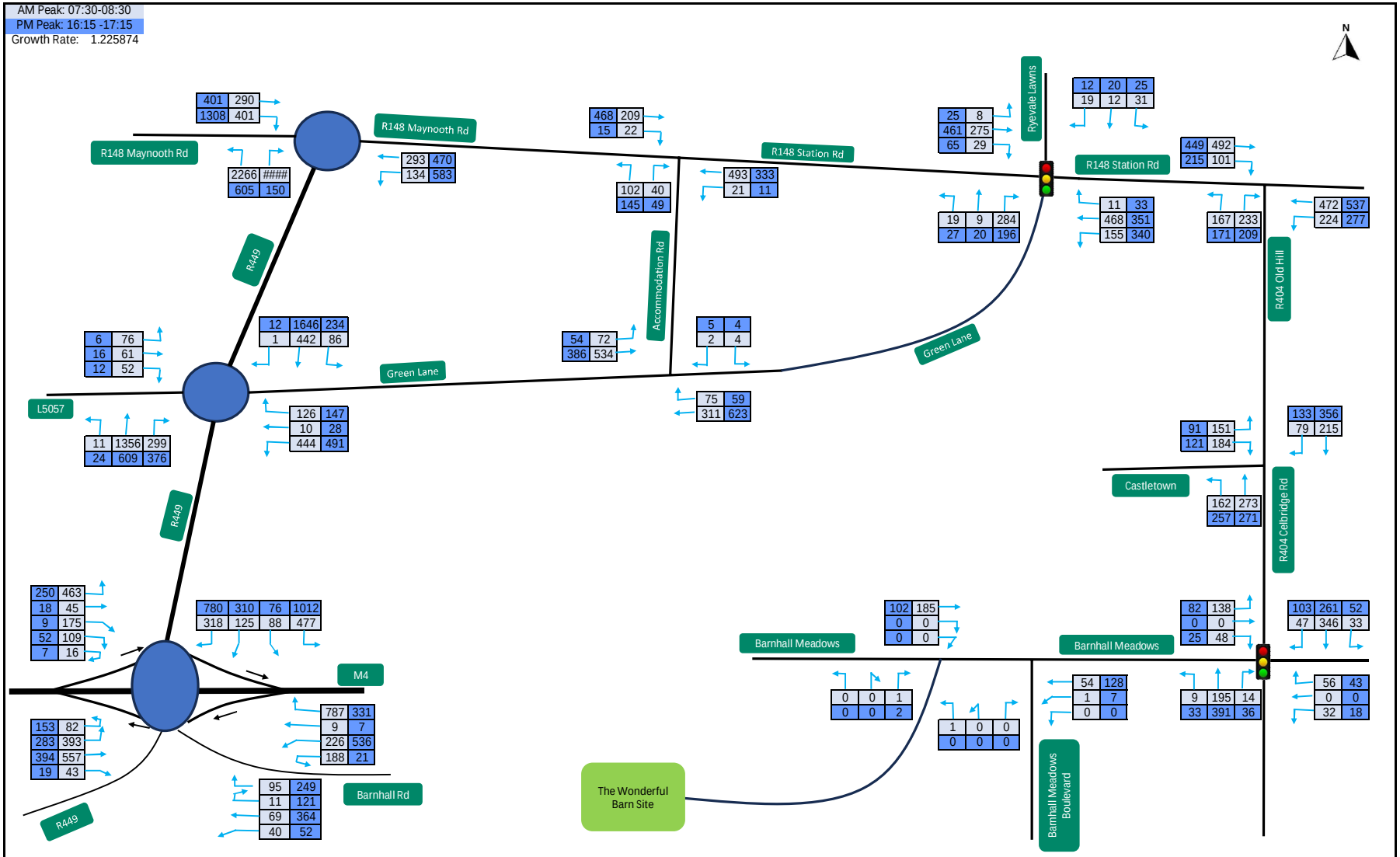
Client:	Kildare County Council	Title:	Total Committed Development Flows				Date:	22.05.24
							Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:		Checked:	LM
							Approved:	JH



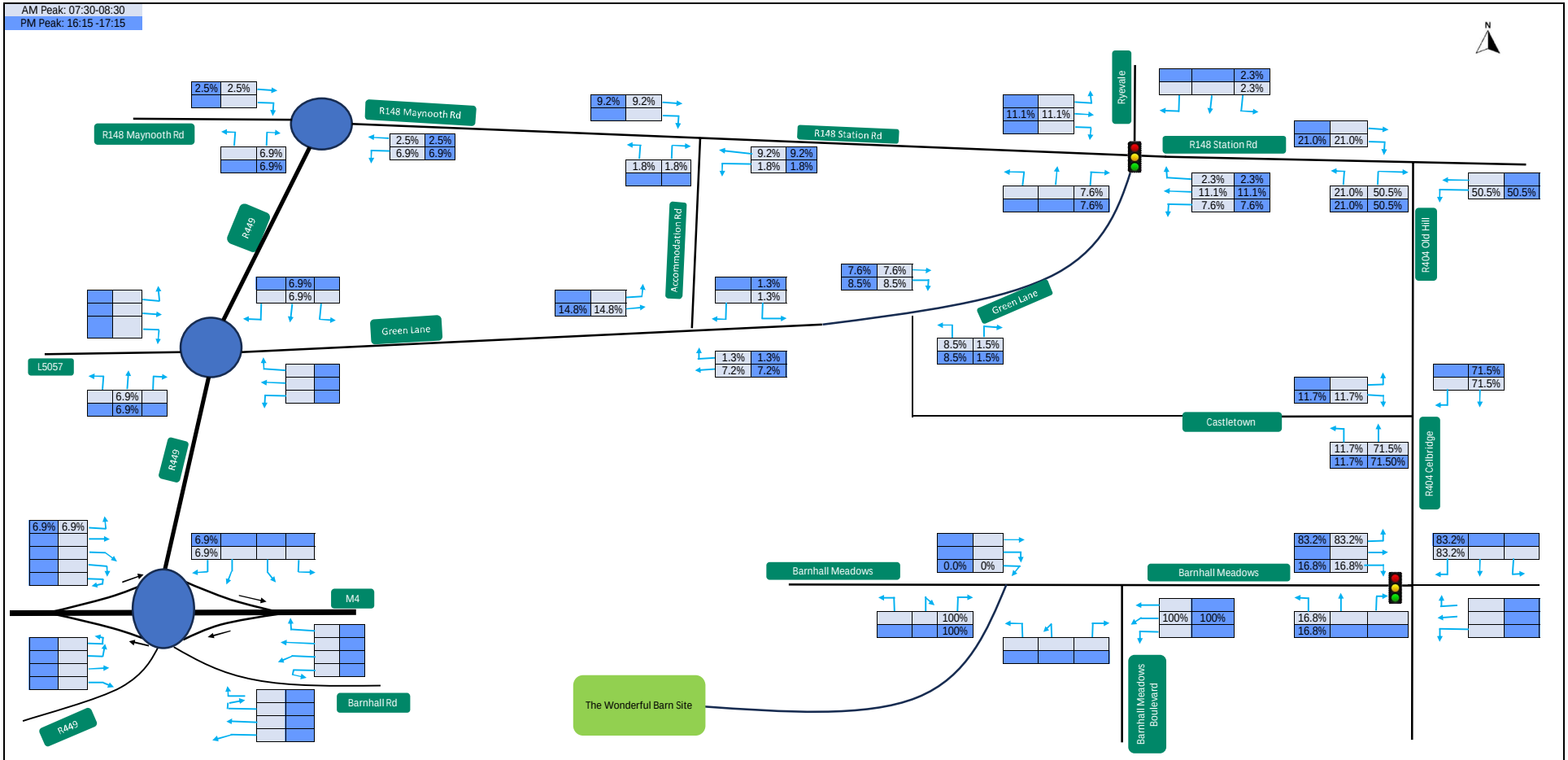
Client:	Kildare County Council	Title:	2026 Base + Committed Development Flows				Date:	22.05.24
							Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:		Checked:	LM
							Approved:	JH



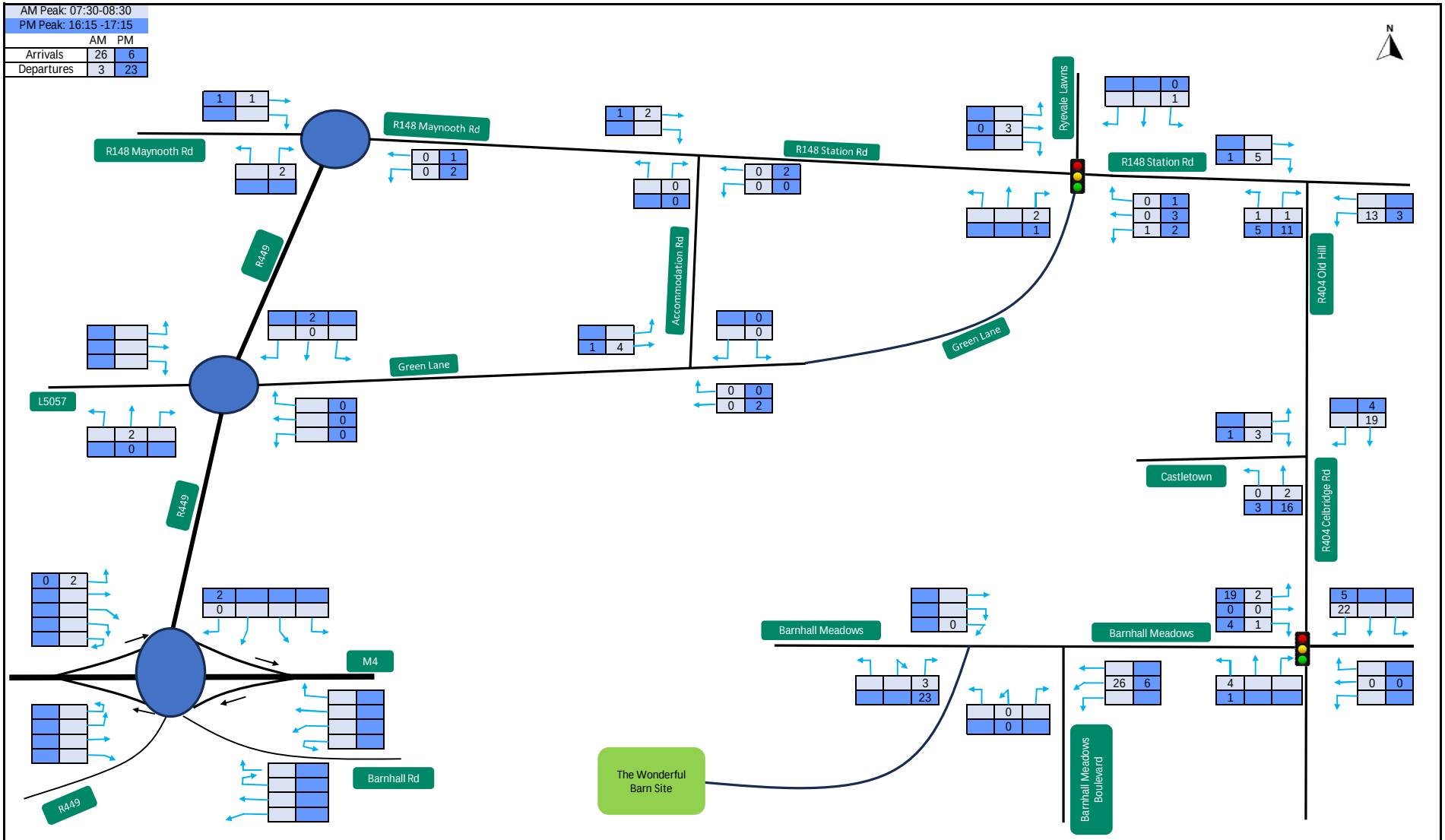
Client:	Kildare County Council	Title:	2031 Base + Committed Development Flows			Date:	22.05.24
						Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:	Checked:	LM
						Approved:	JH



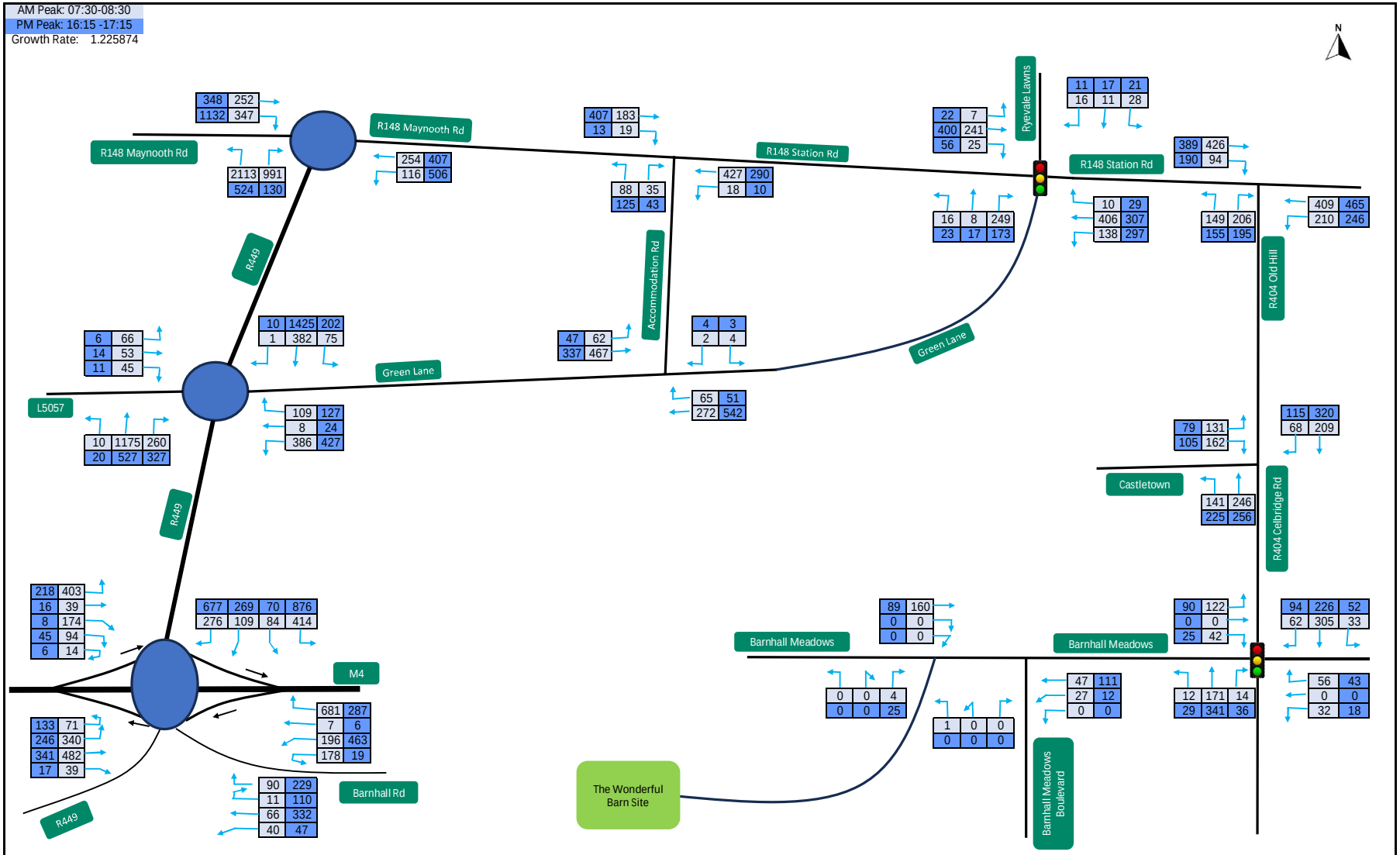
Client:	Kildare County Council	Title:	2041 Base + Committed Development Flows			Date:	22.05.24
						Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:	Checked:	LM
						Approved:	JH



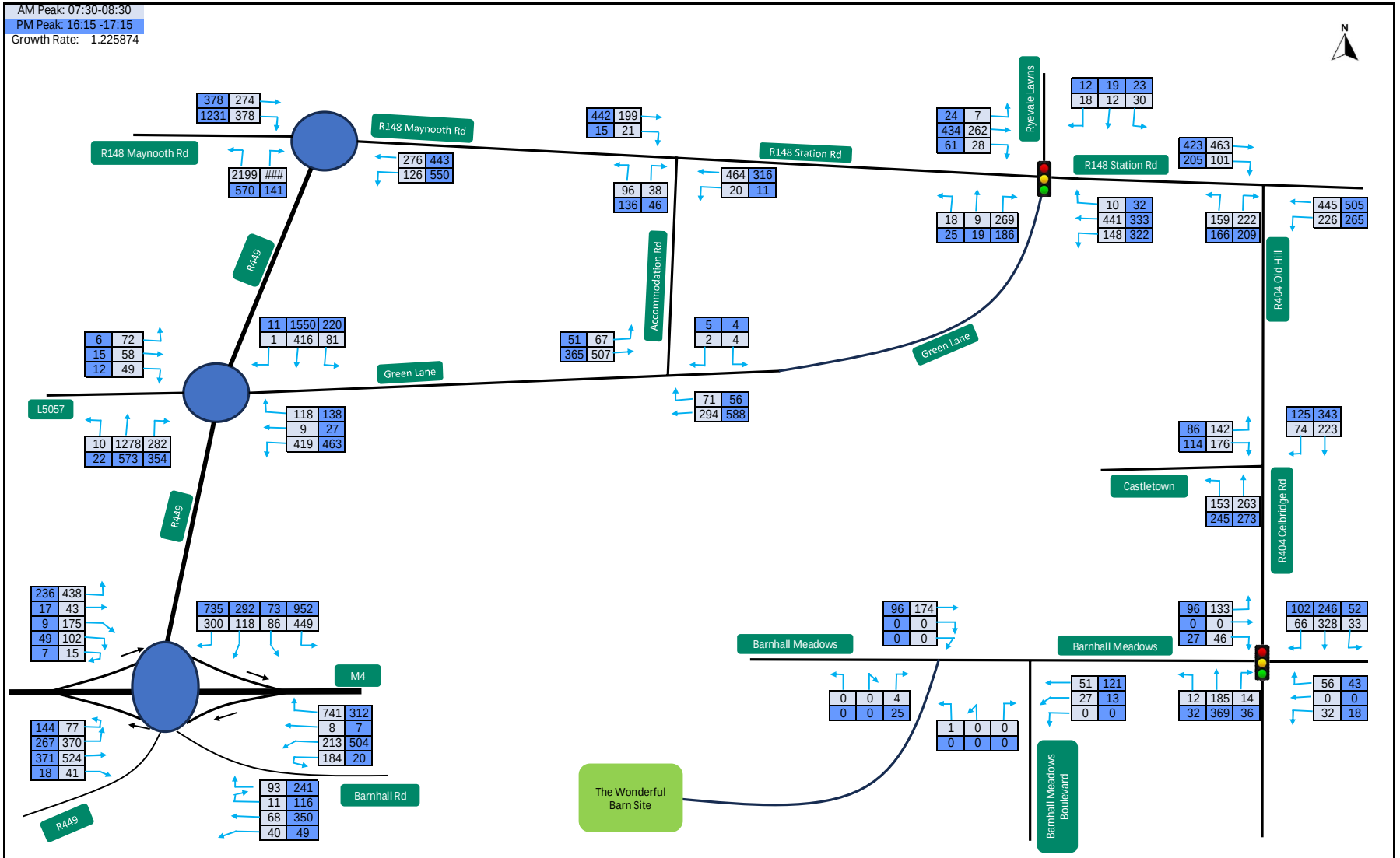
Client:	Kildare County Council	Title:	Gravity Model			Date:	22.05.24
						Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:	Checked:	LM
						Approved:	JH



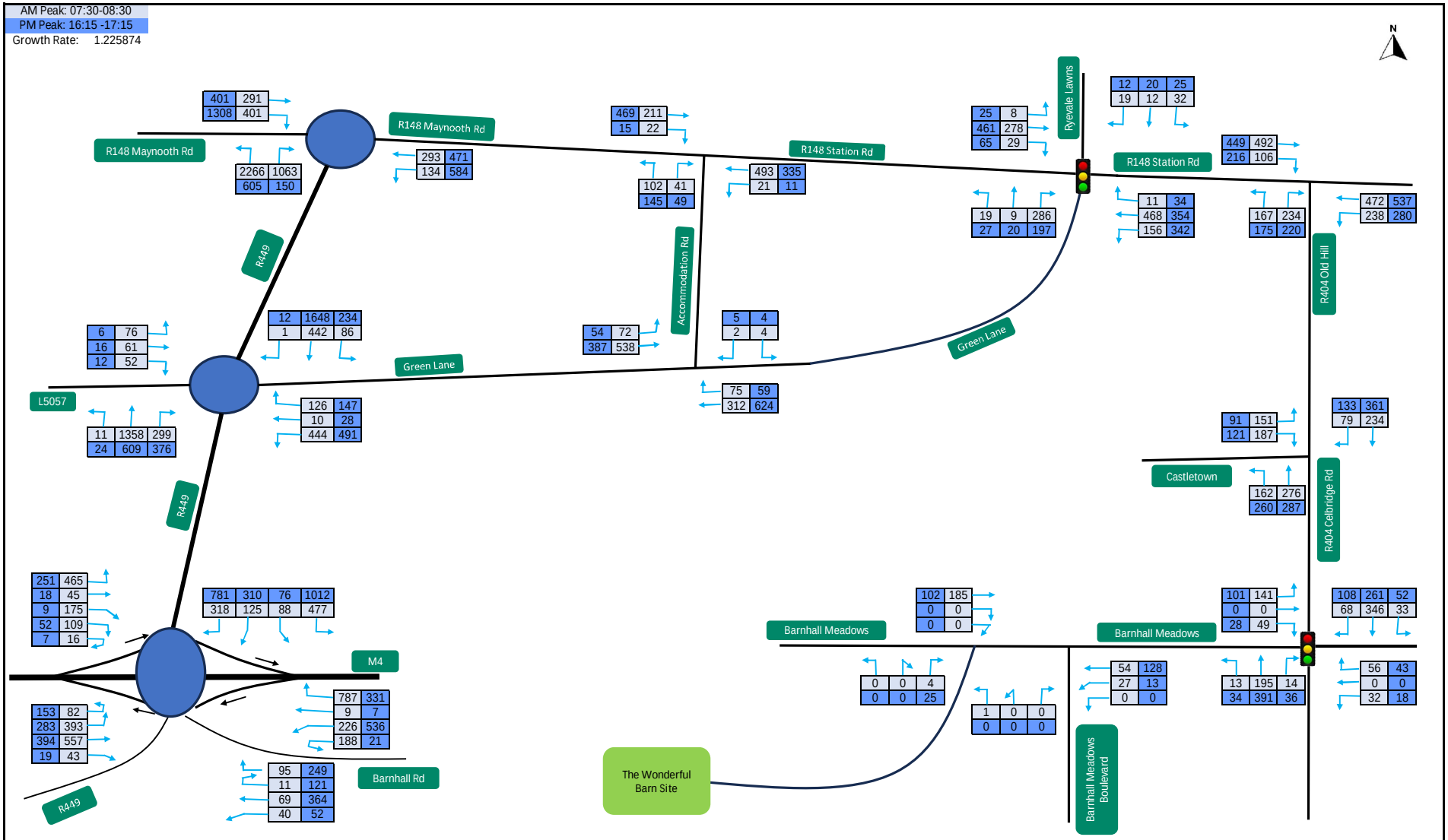
Client:	Kildare County Council	Title:	Development Trips			Date:	22.05.24
						Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:	Checked:	LM
						Approved:	JH



Client:	Kildare County Council	Title:	2026 Base + Committed Development + Development Flows			Date:	22.05.24
						Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:	Checked:	LM
						Approved:	JH



Client:	Kildare County Council	Title:	2031 Base + Committed Development + Development Flows			Date:	22.05.24
						Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:	Checked:	LM
						Approved:	JH



Client:	Kildare County Council	Title:	2041 Base + Committed Development + Development Flows			Date:	22.05.24
						Design:	KB
Project :	The Wonderful Barn	AECOM	Figure No.:		Revision:	Checked:	LM
						Approved:	JH

Appendix G – PICADY Outputs

Junctions 10

PICADY 10 - Priority Intersection Module

Filename: V1 - Wonderful Barn T Junction.j10
Path: L:\Legacy\UKBLF1FP002\V1TP\PROPOSALS\PROJECTS\The Wonderful Barn\12 - Junction Modelling\Junctions 10
Report generation date: 24/05/2024 09:34:35

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2026 + CD + DEV									
Stream B-AC	D1	0.0	0.00	0.00	A	D2	0.1	7.45	0.05	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2031 + CD + DEV									
Stream B-AC	D3	0.0	0.00	0.00	A	D4	0.1	7.52	0.05	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A
	2041 + CD + DEV									
Stream B-AC	D5	0.0	0.00	0.00	A	D6	0.1	7.57	0.05	A
Stream C-AB		0.0	0.00	0.00	A		0.0	0.00	0.00	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	The Wonderful Barn Access Junction
Location	
Site number	
Date	21/05/2024
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	NA\GrahamS3
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use iterations with HCM roundabouts	Max number of iterations for roundabouts
5.75						0.85	36.00	20.00		500

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 + CD + DEV	AM	ONE HOUR	07:30	09:00	15	✓
D2	2026 + CD + DEV	PM	ONE HOUR	16:15	17:45	15	✓
D3	2031 + CD + DEV	AM	ONE HOUR	07:30	09:00	15	✓
D4	2031 + CD + DEV	PM	ONE HOUR	16:15	17:45	15	✓
D5	2041 + CD + DEV	AM	ONE HOUR	07:30	09:00	15	✓
D6	2041 + CD + DEV	PM	ONE HOUR	16:15	17:45	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2026 + CD + DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Arms

Arms

Arm	Name	Description	Arm type
A	Barnhill Meadows E		Major
B	Site Access		Minor
C	Barnhill Meadows W		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C	6.20			35.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B	One lane	3.75	49	52

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	559	0.101	0.255	0.160	0.364
B-C	706	0.107	0.271	-	-
C-B	594	0.228	0.228	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D1	2026 + CD + DEV	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	74	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	160	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	47
	B	4	0	0
	C	160	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					147	220
A-B					25	37
A-C					43	65

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	600	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	120	30			120				
A-B	20	5			20				
A-C	35	9			35				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	595	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	579	0.000	0	0.0	0.0	0.000	A
C-A	144	36			144				
A-B	24	6			24				
A-C	42	11			42				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	589	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	576	0.000	0	0.0	0.0	0.000	A
C-A	176	44			176				
A-B	30	7			30				
A-C	52	13			52				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	589	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	576	0.000	0	0.0	0.0	0.000	A
C-A	176	44			176				
A-B	30	7			30				
A-C	52	13			52				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	595	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	579	0.000	0	0.0	0.0	0.000	A
C-A	144	36			144				
A-B	24	6			24				
A-C	42	11			42				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	600	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	582	0.000	0	0.0	0.0	0.000	A
C-A	120	30			120				
A-B	20	5			20				
A-C	35	9			35				

2026 + CD + DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.79	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.79	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D2	2026 + CD + DEV	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	123	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	89	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	12	111
	B	25	0	0
	C	89	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.45	0.1	A	23	34
C-AB	0.00	0.00	0.0	A	0	0
C-A					82	123
A-B					11	17
A-C					102	153

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	526	0.036	19	0.0	0.0	7.099	A
C-AB	0	0	573	0.000	0	0.0	0.0	0.000	A
C-A	67	17			67				
A-B	9	2			9				
A-C	84	21			84				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	519	0.043	22	0.0	0.0	7.246	A
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	80	20			80				
A-B	11	3			11				
A-C	100	25			100				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	510	0.054	27	0.0	0.1	7.454	A
C-AB	0	0	563	0.000	0	0.0	0.0	0.000	A
C-A	98	24			98				
A-B	13	3			13				
A-C	122	31			122				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	510	0.054	28	0.1	0.1	7.454	A
C-AB	0	0	563	0.000	0	0.0	0.0	0.000	A
C-A	98	24			98				
A-B	13	3			13				
A-C	122	31			122				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	519	0.043	23	0.1	0.0	7.250	A
C-AB	0	0	569	0.000	0	0.0	0.0	0.000	A
C-A	80	20			80				
A-B	11	3			11				
A-C	100	25			100				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	526	0.036	19	0.0	0.0	7.106	A
C-AB	0	0	573	0.000	0	0.0	0.0	0.000	A
C-A	67	17			67				
A-B	9	2			9				
A-C	84	21			84				

2031 + CD + DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D3	2031 + CD + DEV	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	78	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	174	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	51
	B	4	0	0
	C	174	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					160	239
A-B					25	37
A-C					47	70

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	598	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	131	33			131				
A-B	20	5			20				
A-C	38	10			38				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	593	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	156	39			156				
A-B	24	6			24				
A-C	46	11			46				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	586	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	575	0.000	0	0.0	0.0	0.000	A
C-A	192	48			192				
A-B	30	7			30				
A-C	56	14			56				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	586	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	575	0.000	0	0.0	0.0	0.000	A
C-A	192	48			192				
A-B	30	7			30				
A-C	56	14			56				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	593	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	156	39			156				
A-B	24	6			24				
A-C	46	11			46				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	598	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	581	0.000	0	0.0	0.0	0.000	A
C-A	131	33			131				
A-B	20	5			20				
A-C	38	10			38				

2031 + CD + DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.74	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D4	2031 + CD + DEV	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	134	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	96	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	121
	B	25	0	0
	C	96	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.52	0.1	A	23	34
C-AB	0.00	0.00	0.0	A	0	0
C-A					88	132
A-B					12	18
A-C					111	167

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	523	0.036	19	0.0	0.0	7.139	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	72	18			72				
A-B	10	2			10				
A-C	91	23			91				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	516	0.044	22	0.0	0.0	7.295	A
C-AB	0	0	567	0.000	0	0.0	0.0	0.000	A
C-A	86	22			86				
A-B	12	3			12				
A-C	109	27			109				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	506	0.054	27	0.0	0.1	7.519	A
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	106	26			106				
A-B	14	4			14				
A-C	133	33			133				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	506	0.054	28	0.1	0.1	7.519	A
C-AB	0	0	561	0.000	0	0.0	0.0	0.000	A
C-A	106	26			106				
A-B	14	4			14				
A-C	133	33			133				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	516	0.044	23	0.1	0.0	7.300	A
C-AB	0	0	567	0.000	0	0.0	0.0	0.000	A
C-A	86	22			86				
A-B	12	3			12				
A-C	109	27			109				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	523	0.036	19	0.0	0.0	7.146	A
C-AB	0	0	571	0.000	0	0.0	0.0	0.000	A
C-A	72	18			72				
A-B	10	2			10				
A-C	91	23			91				

2041 + CD + DEV, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.00	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.00	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D5	2041 + CD + DEV	AM	ONE HOUR	07:30	09:00	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	81	100.000
B		ONE HOUR	✓	4	100.000
C		ONE HOUR	✓	185	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	27	54
	B	4	0	0
	C	185	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.00	0.00	0.0	A	0	0
C-AB	0.00	0.00	0.0	A	0	0
C-A					170	255
A-B					25	37
A-C					50	74

Main Results for each time segment

07:30 - 07:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	580	0.000	0	0.0	0.0	0.000	A
C-A	139	35			139				
A-B	20	5			20				
A-C	41	10			41				

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	591	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	166	42			166				
A-B	24	6			24				
A-C	49	12			49				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	584	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	204	51			204				
A-B	30	7			30				
A-C	59	15			59				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	584	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	574	0.000	0	0.0	0.0	0.000	A
C-A	204	51			204				
A-B	30	7			30				
A-C	59	15			59				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	591	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	578	0.000	0	0.0	0.0	0.000	A
C-A	166	42			166				
A-B	24	6			24				
A-C	49	12			49				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	0	0	597	0.000	0	0.0	0.0	0.000	A
C-AB	0	0	580	0.000	0	0.0	0.0	0.000	A
C-A	139	35			139				
A-B	20	5			20				
A-C	41	10			41				

2041 + CD + DEV, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.71	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.71	A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Run automatically
D6	2041 + CD + DEV	PM	ONE HOUR	16:15	17:45	15	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A		ONE HOUR	✓	141	100.000
B		ONE HOUR	✓	25	100.000
C		ONE HOUR	✓	102	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A	B	C
From	A	0	13	128
	B	25	0	0
	C	102	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)
HV Percentages	2.00

Heavy Vehicle %

		To		
		A	B	C
From	A	0	0	0
	B	0	0	0
	C	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	0.05	7.57	0.1	A	23	34
C-AB	0.00	0.00	0.0	A	0	0
C-A					94	140
A-B					12	18
A-C					117	176

Main Results for each time segment

16:15 - 16:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	521	0.036	19	0.0	0.0	7.168	A
C-AB	0	0	570	0.000	0	0.0	0.0	0.000	A
C-A	77	19			77				
A-B	10	2			10				
A-C	96	24			96				

16:30 - 16:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	513	0.044	22	0.0	0.0	7.332	A
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	92	23			92				
A-B	12	3			12				
A-C	115	29			115				

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	503	0.055	27	0.0	0.1	7.567	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	112	28			112				
A-B	14	4			14				
A-C	141	35			141				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28	7	503	0.055	28	0.1	0.1	7.567	A
C-AB	0	0	559	0.000	0	0.0	0.0	0.000	A
C-A	112	28			112				
A-B	14	4			14				
A-C	141	35			141				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	6	513	0.044	23	0.1	0.0	7.336	A
C-AB	0	0	565	0.000	0	0.0	0.0	0.000	A
C-A	92	23			92				
A-B	12	3			12				
A-C	115	29			115				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	19	5	521	0.036	19	0.0	0.0	7.175	A
C-AB	0	0	570	0.000	0	0.0	0.0	0.000	A
C-A	77	19			77				
A-B	10	2			10				
A-C	96	24			96				

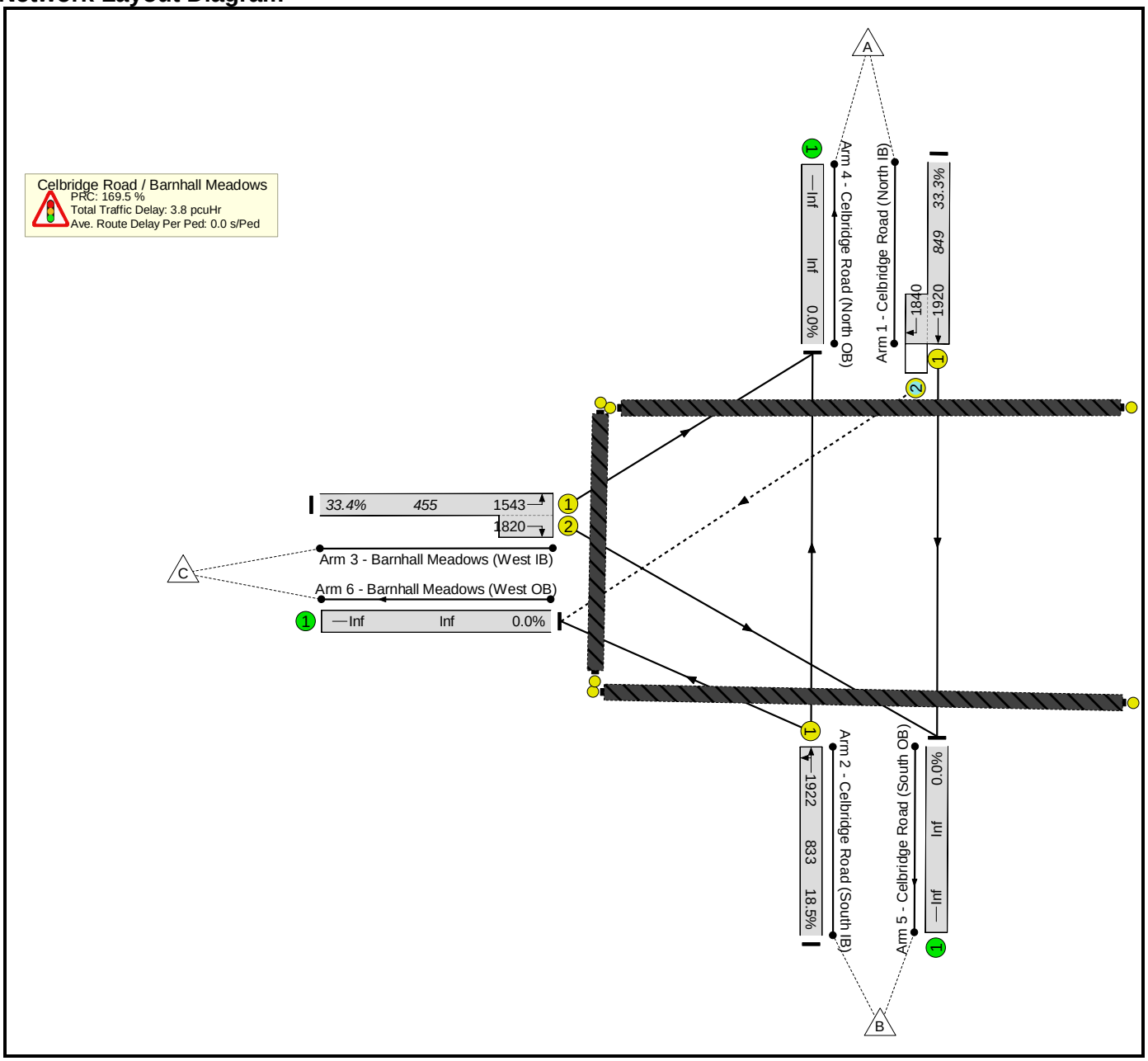
Appendix H – LinSig Outputs

Basic Results Summary

User and Project Details

Project:	
Title:	**Celbridge Rd, Barnhall Meadows Existing Layout**
Location:	Leixlip
Additional detail:	
File name:	Celbridge Rd_Barnhall Meadows Junction 24.05.24 V1.lsg3x
Author:	Natalya McCormick
Company:	AECOM
Address:	Clarence Street West Building

Network Layout Diagram



Basic Results Summary

Network Results

Scenario 1: '2023 Base (AM Peak)' (FG1: '2023 Base (AM Peak)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Existing Layout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.4%**	**38**	**0**	**0**	**3.8**	**-**	**-**
Celbridge Road / Barnhall Meadows	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**33.4%**	**38**	**0**	**0**	**3.8**	**-**	**-**
1/1+1/2	Celbridge Road (North IB) Ahead Right	U+O	A	D	1	38	0	283	1920:1840	849	33.3%	38	0	0	1.6	19.9	4.3
2/1	Celbridge Road (South IB) Ahead Left	U	B		1	38	-	154	1922	833	18.5%	-	-	-	0.8	18.4	2.5
3/1+3/2	Barnhall Meadows (West IB) Left Right	U	C		1	21	-	152	1543:1820	455	33.4%	-	-	-	1.4	33.3	2.5
Ped Link: P1	Celbridge Road (North)	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Celbridge Road / Barnhall Meadows

PRC for Signalled Lanes (%): 169.5
PRC Over All Lanes (%): 169.5

Total Delay for Signalled Lanes (pcuHr): 3.76
Total Delay Over All Lanes(pcuHr): 3.76

Cycle Time (s): 90

Basic Results Summary

Scenario 2: '2023 Base (PM Peak)' (FG2: '2023 Base (PM Peak)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Existing Layout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**32.6%**	**84**	**0**	**0**	**3.5**	**-**	**-**
Celbridge Road / Barnhall Meadows	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**32.6%**	**84**	**0**	**0**	**3.5**	**-**	**-**
1/1+1/2	Celbridge Road (North IB) Ahead Right	U+O	A	D	1	48	0	294	1920:1840	1090	27.0%	84	0	0	1.1	14.1	2.9
2/1	Celbridge Road (South IB) Ahead Left	U	B		1	48	-	333	1907	1038	32.1%	-	-	-	1.3	13.9	4.8
3/1+3/2	Barnhall Meadows (West IB) Left Right	U	C		1	11	-	87	1543:1820	267	32.6%	-	-	-	1.1	45.1	1.7
Ped Link: P1	Celbridge Road (North)	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Celbridge Road / Barnhall Meadows

PRC for Signalled Lanes (%): 176.4
PRC Over All Lanes (%): 176.4

Total Delay for Signalled Lanes (pcuHr): 3.52
Total Delay Over All Lanes(pcuHr): 3.52

Cycle Time (s): 90

Basic Results Summary

Scenario 3: '2026 Base (AM Peak)' (FG3: '2026 Base (AM Peak)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Existing Layout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.5%**	**41**	**0**	**0**	**4.0**	**-**	**-**
Celbridge Road / Barnhall Meadows	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**35.5%**	**41**	**0**	**0**	**4.0**	**-**	**-**
1/1+1/2	Celbridge Road (North IB) Ahead Right	U+O	A	D	1	38	0	301	1920:1840	850	35.4%	41	0	0	1.7	20.2	4.7
2/1	Celbridge Road (South IB) Ahead Left	U	B		1	38	-	163	1923	833	19.6%	-	-	-	0.8	18.5	2.6
3/1+3/2	Barnhall Meadows (West IB) Left Right	U	C		1	21	-	162	1543:1820	456	35.5%	-	-	-	1.5	33.6	2.7
Ped Link: P1	Celbridge Road (North)	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Celbridge Road / Barnhall Meadows

PRC for Signalled Lanes (%): 153.4
PRC Over All Lanes (%): 153.4

Total Delay for Signalled Lanes (pcuHr): 4.04
Total Delay Over All Lanes(pcuHr): 4.04

Cycle Time (s): 90

Basic Results Summary

Scenario 4: '2026 Base (PM Peak)' (FG4: '2026 Base (PM Peak)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Existing Layout	-	-	-		-	-	-	-	-	-	**34.5%**	**89**	**0**	**0**	**3.8**	-	-
Celbridge Road / Barnhall Meadows	-	-	-		-	-	-	-	-	-	**34.5%**	**89**	**0**	**0**	**3.8**	-	-
1/1+1/2	Celbridge Road (North IB) Ahead Right	U+O	A	D	1	48	0	312	1920:1840	1090	28.6%	89	0	0	1.2	14.3	3.0
2/1	Celbridge Road (South IB) Ahead Left	U	B		1	48	-	353	1908	1039	34.0%	-	-	-	1.4	14.1	5.2
3/1+3/2	Barnhall Meadows (West IB) Left Right	U	C		1	11	-	92	1543:1820	267	34.5%	-	-	-	1.2	45.5	1.9
Ped Link: P1	Celbridge Road (North)	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Celbridge Road / Barnhall Meadows

PRC for Signalled Lanes (%): 160.8
PRC Over All Lanes (%): 160.8

Total Delay for Signalled Lanes (pcuHr): 3.78
Total Delay Over All Lanes(pcuHr): 3.78

Cycle Time (s): 90

Basic Results Summary

Scenario 5: '2031 Base (AM Peak)' (FG5: '2031 Base (AM Peak)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Existing Layout	-	-	-		-	-	-	-	-	-	**38.5%**	**44**	**0**	**0**	**4.5**	-	-
Celbridge Road / Barnhall Meadows	-	-	-		-	-	-	-	-	-	**38.5%**	**44**	**0**	**0**	**4.5**	-	-
1/1+1/2	Celbridge Road (North IB) Ahead Right	U+O	A	D	1	38	0	327	1920:1840	849	38.5%	44	0	0	1.9	20.6	5.2
2/1	Celbridge Road (South IB) Ahead Left	U	B		1	38	-	178	1922	833	21.4%	-	-	-	0.9	18.7	2.9
3/1+3/2	Barnhall Meadows (West IB) Left Right	U	C		1	21	-	175	1543:1820	455	38.4%	-	-	-	1.7	34.0	3.0
Ped Link: P1	Celbridge Road (North)	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Celbridge Road / Barnhall Meadows

PRC for Signalled Lanes (%): 133.8
PRC Over All Lanes (%): 133.8

Total Delay for Signalled Lanes (pcuHr): 4.45
Total Delay Over All Lanes(pcuHr): 4.45

Cycle Time (s): 90

Basic Results Summary

Scenario 6: '2031 Base (PM Peak)' (FG6: '2031 Base (PM Peak)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Existing Layout	-	-	-		-	-	-	-	-	-	**37.4%**	**97**	**0**	**0**	**4.2**	-	-
Celbridge Road / Barnhall Meadows	-	-	-		-	-	-	-	-	-	**37.4%**	**97**	**0**	**0**	**4.2**	-	-
1/1+1/2	Celbridge Road (North IB) Ahead Right	U+O	A	D	1	48	0	340	1920:1840	1090	31.2%	97	0	0	1.4	14.7	3.3
2/1	Celbridge Road (South IB) Ahead Left	U	B		1	48	-	384	1908	1039	37.0%	-	-	-	1.5	14.4	5.7
3/1+3/2	Barnhall Meadows (West IB) Left Right	U	C		1	11	-	100	1543:1820	267	37.4%	-	-	-	1.3	46.0	2.1
Ped Link: P1	Celbridge Road (North)	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Celbridge Road / Barnhall Meadows

PRC for Signalled Lanes (%): 140.5
PRC Over All Lanes (%): 140.5

Total Delay for Signalled Lanes (pcuHr): 4.21
Total Delay Over All Lanes(pcuHr): 4.21

Cycle Time (s): 90

Basic Results Summary

Scenario 7: '2041 Base (AM Peak)' (FG7: '2041 Base (AM Peak)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Existing Layout	-	-	-		-	-	-	-	-	-	**41.0%**	**47**	**0**	**0**	**4.8**	-	-
Celbridge Road / Barnhall Meadows	-	-	-		-	-	-	-	-	-	**41.0%**	**47**	**0**	**0**	**4.8**	-	-
1/1+1/2	Celbridge Road (North IB) Ahead Right	U+O	A	D	1	38	0	348	1920:1840	849	41.0%	47	0	0	2.0	21.0	5.7
2/1	Celbridge Road (South IB) Ahead Left	U	B		1	38	-	189	1921	832	22.7%	-	-	-	1.0	18.8	3.1
3/1+3/2	Barnhall Meadows (West IB) Left Right	U	C		1	21	-	186	1543:1820	456	40.8%	-	-	-	1.8	34.4	3.2
Ped Link: P1	Celbridge Road (North)	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Celbridge Road / Barnhall Meadows

PRC for Signalled Lanes (%): 119.7
PRC Over All Lanes (%): 119.7

Total Delay for Signalled Lanes (pcuHr): 4.80
Total Delay Over All Lanes(pcuHr): 4.80

Cycle Time (s): 90

Basic Results Summary

Scenario 8: '2041 Base (PM Peak)' (FG8: '2041 Base (PM Peak)', Plan 1: 'Network Control Plan 1')

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Existing Layout	-	-	-		-	-	-	-	-	-	**39.9%**	**103**	**0**	**0**	**4.6**	-	-
Celbridge Road / Barnhall Meadows	-	-	-		-	-	-	-	-	-	**39.9%**	**103**	**0**	**0**	**4.6**	-	-
1/1+1/2	Celbridge Road (North IB) Ahead Right	U+O	A	D	1	48	0	361	1920:1840	1090	33.1%	103	0	0	1.5	15.0	3.6
2/1	Celbridge Road (South IB) Ahead Left	U	B		1	48	-	408	1908	1039	39.3%	-	-	-	1.7	14.7	6.2
3/1+3/2	Barnhall Meadows (West IB) Left Right	U	C		1	11	-	107	1543:1820	268	39.9%	-	-	-	1.4	46.5	2.2
Ped Link: P1	Celbridge Road (North)	-	E		1	7	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	10	-	0	-	0	0.0%	-	-	-	-	-	-

C1 - Celbridge Road / Barnhall Meadows

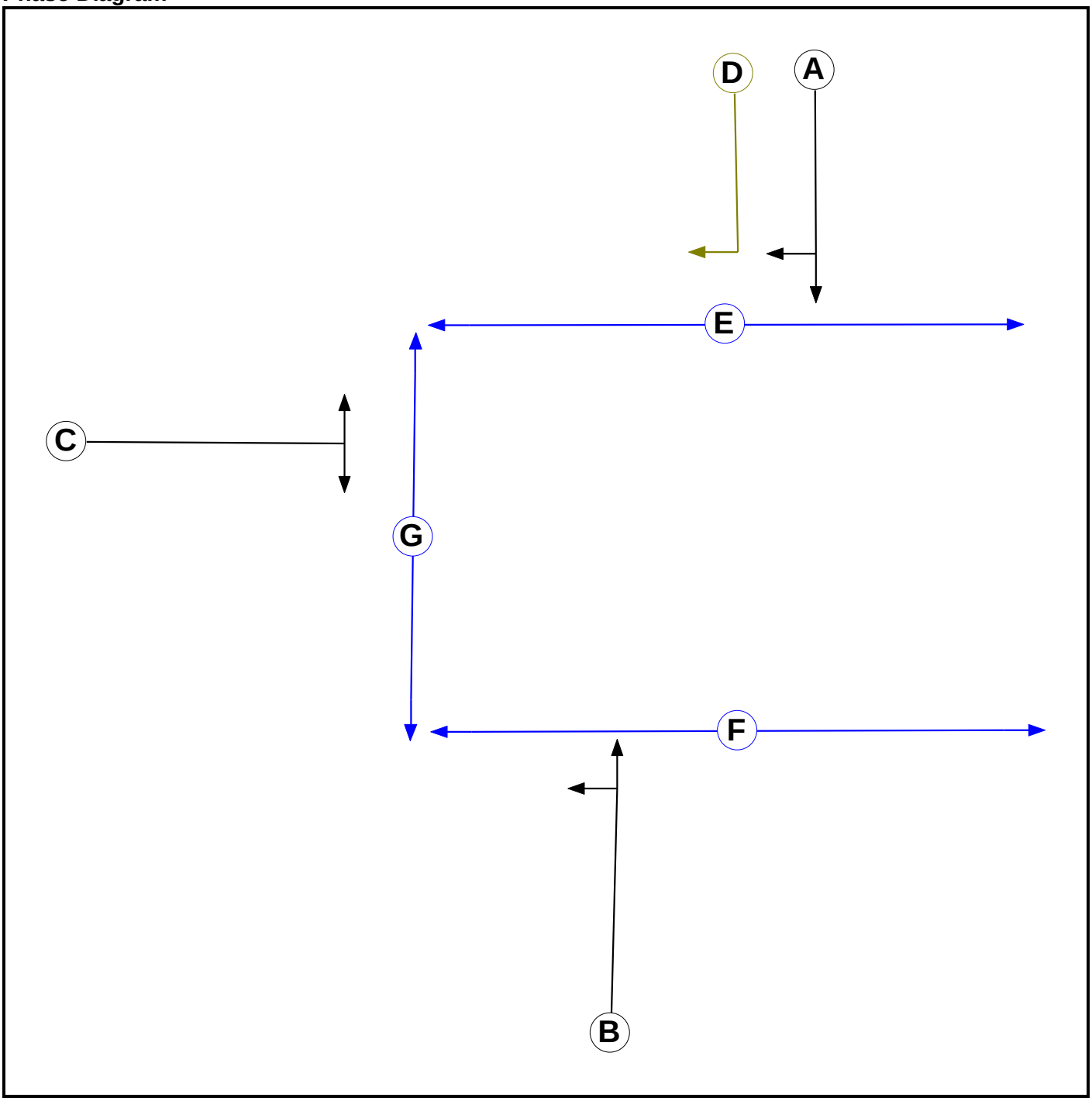
PRC for Signalled Lanes (%): 125.8
PRC Over All Lanes (%): 125.8

Total Delay for Signalled Lanes (pcuHr): 4.56
Total Delay Over All Lanes(pcuHr): 4.56

Cycle Time (s): 90

Basic Results Summary

Phase Diagram

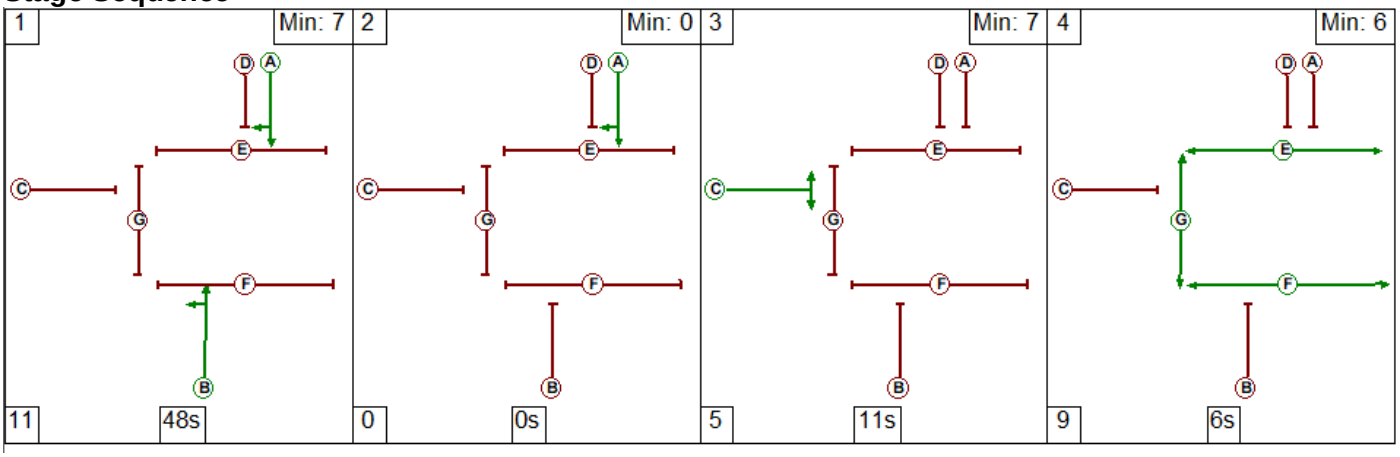


Basic Results Summary

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G
A		-	5	-	5	6	-
B	-		5	5	8	5	7
C	5	5		5	8	9	5
D	-	5	5		5	-	9
E	11	11	11	11		-	-
F	11	11	11	-	-		-
G	-	10	10	10	-	-	

Stage Sequence

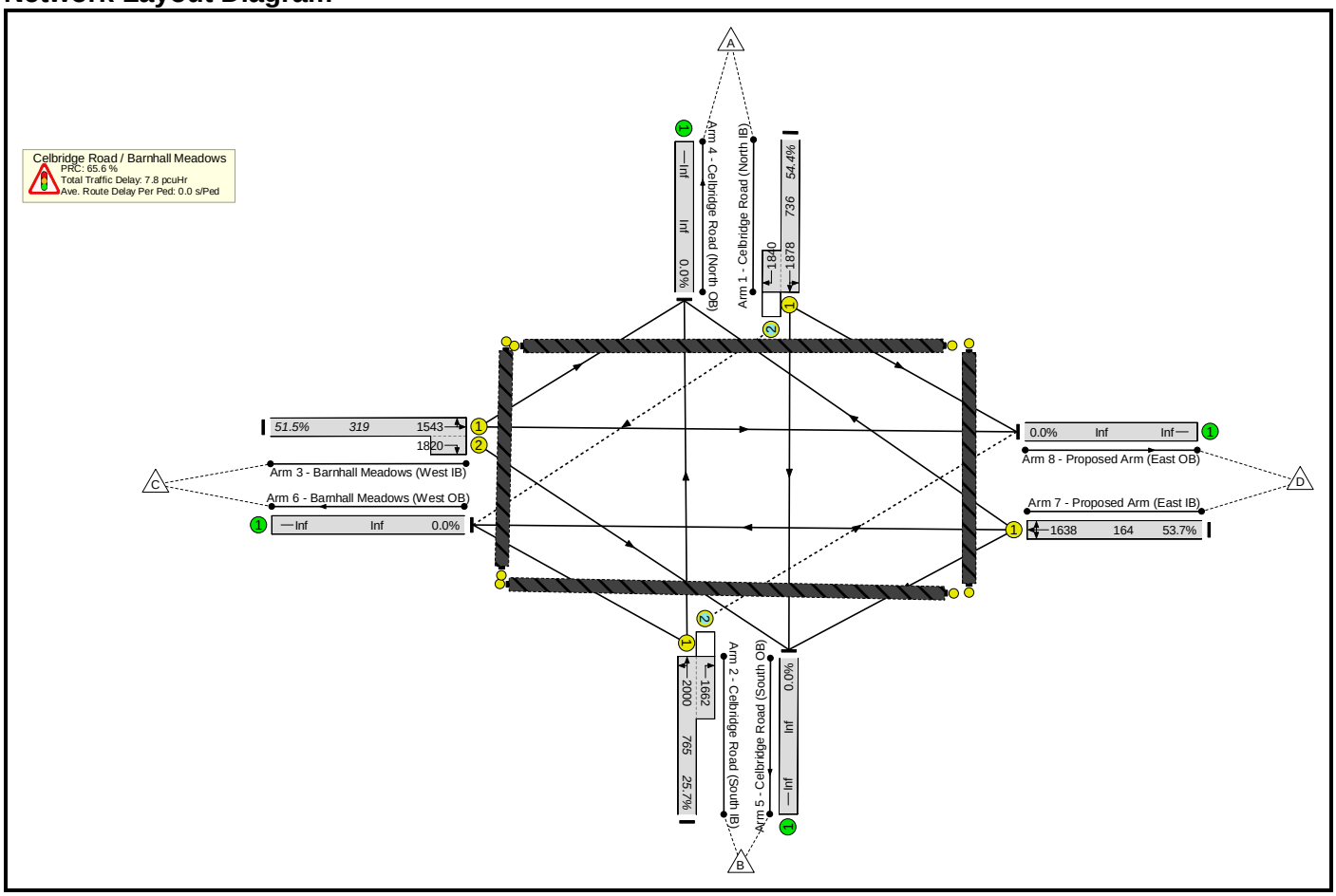


Basic Results Summary

User and Project Details

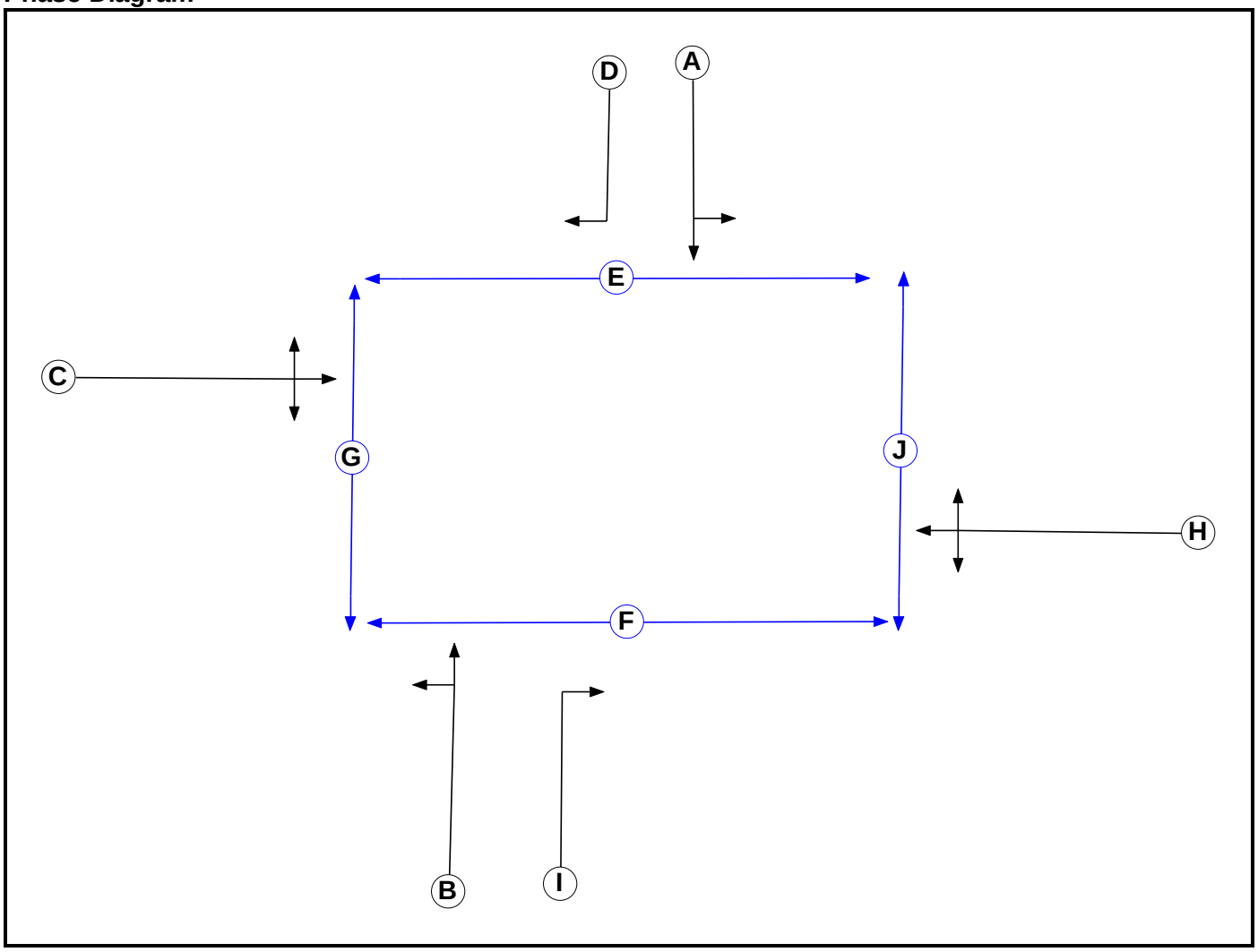
Project:	
Title:	**Celbridge Rd, Barnhall Meadows Proposed Layout**
Location:	Leixlip
Additional detail:	
File name:	Celbridge Rd_Barnhall Meadows Proposed Junction 24.05.24 V2 .lsg3x
Author:	Natalya McCormick
Company:	AECOM
Address:	Clarence Street West Building

Network Layout Diagram



Basic Results Summary

Phase Diagram

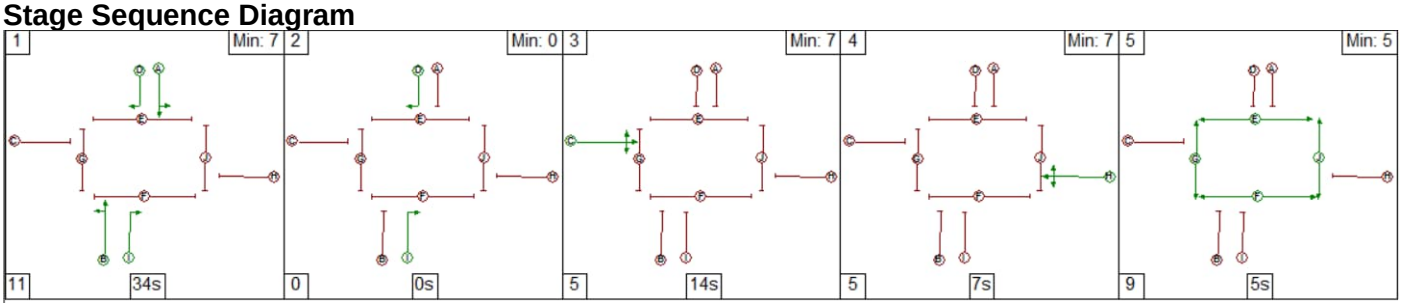


Basic Results Summary

Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	5	-	5	6	-	5	-	8
B	-		5	-	8	5	7	5	-	-
C	6	5		5	8	9	6	5	5	8
D	-	-	5		5	-	9	5	-	-
E	11	11	11	11		-	-	11	-	-
F	11	11	11	-	-		-	11	11	-
G	-	10	10	10	-	-		10	-	-
H	5	6	6	6	9	8	8		5	6
I	-	-	5	-	-	5	-	5		9
J	9	-	9	-	-	-	-	9	9	

Stage Sequence Diagram



Basic Results Summary

Scenario 1: '2026 + CD + Dev (AM Peak)' (FG1: '2026 + CD + Dev (AM Peak)', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Proposed Layout	-	-	-		-	-	-	-	-	-	**54.4%**	**76**	**0**	**0**	**7.8**	-	-
Celbridge Road / Barnhall Meadows	-	-	-		-	-	-	-	-	-	**54.4%**	**76**	**0**	**0**	**7.8**	-	-
1/1+1/2	Celbridge Road (North IB) Ahead Right Left	U+O	A D		1	33	-	400	1878:1840	736	54.4%	62	0	0	3.0	27.0	7.6
2/1+2/2	Celbridge Road (South IB) Ahead Left Right	U+O	B I		1	33	-	197	2000:1662	765	25.7%	14	0	0	1.3	22.9	3.3
3/1+3/2	Barnhall Meadows (West IB) Left Right Ahead	U	C		1	14	-	164	1543:1820	319	51.5%	-	-	-	2.1	45.0	3.3
7/1	Proposed Arm (East IB) Right Left Ahead	U	H		1	8	-	88	1638	164	53.7%	-	-	-	1.5	61.9	2.6
Ped Link: P1	Celbridge Road (North)	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Proposed Arm	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

C1 - Celbridge Road / Barnhall Meadows

PRC for Signalled Lanes (%): 65.6
PRC Over All Lanes (%): 65.6

Total Delay for Signalled Lanes (pcuHr): 7.82
Total Delay Over All Lanes(pcuHr): 7.82

Cycle Time (s): 90

Basic Results Summary

Scenario 2: '2026 + CD + Dev (PM Peak)' (FG2: '2026 + CD + Dev (PM Peak)', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Proposed Layout	-	-	-		-	-	-	-	-	-	**44.9%**	**94**	**0**	**0**	**7.3**	-	-
Celbridge Road / Barnhall Meadows	-	-	-		-	-	-	-	-	-	**44.9%**	**94**	**0**	**0**	**7.3**	-	-
1/1+1/2	Celbridge Road (North IB) Ahead Right Left	U+O	A D		1	37	-	372	1840:1840	829	44.9%	94	0	0	2.4	23.6	5.6
2/1+2/2	Celbridge Road (South IB) Ahead Left Right	U+O	B I		1	37	-	377	1988:1890	839	44.9%	0	0	0	2.3	22.4	7.1
3/1+3/2	Barnhall Meadows (West IB) Left Right Ahead	U	C		1	11	-	115	1543:1820	257	44.8%	-	-	-	1.5	48.2	2.5
7/1	Proposed Arm (East IB) Right Left Ahead	U	H		1	7	-	61	1648	146	41.6%	-	-	-	1.0	59.7	1.8
Ped Link: P1	Celbridge Road (North)	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Proposed Arm	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

C1 - Celbridge Road / Barnhall Meadows

PRC for Signalled Lanes (%): 100.4
PRC Over All Lanes (%): 100.4

Total Delay for Signalled Lanes (pcuHr): 7.33
Total Delay Over All Lanes(pcuHr): 7.33

Cycle Time (s): 90

Basic Results Summary

Scenario 3: '2031 + CD + Dev (AM Peak)' (FG3: '2031 + CD + Dev (AM Peak)', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Proposed Layout	-	-	-		-	-	-	-	-	-	**58.0%**	**80**	**0**	**0**	**8.5**	-	-
Celbridge Road / Barnhall Meadows	-	-	-		-	-	-	-	-	-	**58.0%**	**80**	**0**	**0**	**8.5**	-	-
1/1+1/2	Celbridge Road (North IB) Ahead Right Left	U+O	A D		1	33	-	427	1880:1840	736	58.0%	66	0	0	3.3	27.8	8.4
2/1+2/2	Celbridge Road (South IB) Ahead Left Right	U+O	B I		1	33	-	211	2002:1662	765	27.6%	14	0	0	1.4	23.2	3.6
3/1+3/2	Barnhall Meadows (West IB) Left Right Ahead	U	C		1	14	-	179	1543:1820	319	56.1%	-	-	-	2.3	46.4	3.7
7/1	Proposed Arm (East IB) Right Left Ahead	U	H		1	8	-	88	1638	164	53.7%	-	-	-	1.5	61.9	2.6
Ped Link: P1	Celbridge Road (North)	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Proposed Arm	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

C1 - Celbridge Road / Barnhall Meadows

PRC for Signalled Lanes (%): 55.2
PRC Over All Lanes (%): 55.2

Total Delay for Signalled Lanes (pcuHr): 8.48
Total Delay Over All Lanes(pcuHr): 8.48

Cycle Time (s): 90

Basic Results Summary

Scenario 4: '2031 + CD + Dev (PM Peak)' (FG4: '2031 + CD + Dev (PM Peak)', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Proposed Layout	-	-	-		-	-	-	-	-	-	**51.3%**	**138**	**0**	**0**	**8.2**	-	-
Celbridge Road / Barnhall Meadows	-	-	-		-	-	-	-	-	-	**51.3%**	**138**	**0**	**0**	**8.2**	-	-
1/1+1/2	Celbridge Road (North IB) Ahead Right Left	U+O	A D		1	37	-	400	1846:1840	832	48.1%	102	0	0	2.7	24.4	6.3
2/1+2/2	Celbridge Road (South IB) Ahead Left Right	U+O	B I		1	37	-	437	1994:1662	852	51.3%	36	0	0	2.9	23.5	8.0
3/1+3/2	Barnhall Meadows (West IB) Left Right Ahead	U	C		1	11	-	123	1543:1820	257	47.8%	-	-	-	1.7	49.0	2.7
7/1	Proposed Arm (East IB) Right Left Ahead	U	H		1	7	-	61	1648	146	41.6%	-	-	-	1.0	59.7	1.8
Ped Link: P1	Celbridge Road (North)	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Proposed Arm	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

C1 - Celbridge Road / Barnhall Meadows

PRC for Signalled Lanes (%): 75.6
PRC Over All Lanes (%): 75.6

Total Delay for Signalled Lanes (pcuHr): 8.25
Total Delay Over All Lanes(pcuHr): 8.25

Cycle Time (s): 90

Basic Results Summary

Scenario 5: '2041 + CD + Dev (AM Peak)' (FG5: '2041 + CD + Dev (AM Peak)', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Proposed Layout	-	-	-		-	-	-	-	-	-	**60.4%**	**82**	**0**	**0**	**9.0**	-	-
Celbridge Road / Barnhall Meadows	-	-	-		-	-	-	-	-	-	**60.4%**	**82**	**0**	**0**	**9.0**	-	-
1/1+1/2	Celbridge Road (North IB) Ahead Right Left	U+O	A D		1	34	-	447	1882:1840	757	59.0%	68	0	0	3.4	27.3	8.8
2/1+2/2	Celbridge Road (South IB) Ahead Left Right	U+O	B I		1	34	-	222	2001:1662	786	28.2%	14	0	0	1.4	22.5	3.7
3/1+3/2	Barnhall Meadows (West IB) Left Right Ahead	U	C		1	14	-	190	1543:1820	319	59.5%	-	-	-	2.5	47.7	4.0
7/1	Proposed Arm (East IB) Right Left Ahead	U	H		1	7	-	88	1638	146	60.4%	-	-	-	1.7	70.0	2.8
Ped Link: P1	Celbridge Road (North)	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Proposed Arm	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

C1 - Celbridge Road / Barnhall Meadows

PRC for Signalled Lanes (%): 48.9
PRC Over All Lanes (%): 48.9

Total Delay for Signalled Lanes (pcuHr): 9.01
Total Delay Over All Lanes(pcuHr): 9.01

Cycle Time (s): 90

Basic Results Summary

Scenario 6: '2041 + CD + Dev (PM Peak)' (FG6: '2041 + CD + Dev (PM Peak)', Plan 1: 'Network Control Plan 1')

Network Results

Item	Lane Description	Lane Type	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Celbridge Rd, Barnhall Meadows Proposed Layout	-	-	-		-	-	-	-	-	-	**54.0%**	**144**	**0**	**0**	**8.7**	-	-
Celbridge Road / Barnhall Meadows	-	-	-		-	-	-	-	-	-	**54.0%**	**144**	**0**	**0**	**8.7**	-	-
1/1+1/2	Celbridge Road (North IB) Ahead Right Left	U+O	A D		1	38	-	421	1849:1840	853	49.3%	108	0	0	2.8	24.0	6.6
2/1+2/2	Celbridge Road (South IB) Ahead Left Right	U+O	B I		1	38	-	461	1994:1662	874	52.8%	36	0	0	3.0	23.1	8.4
3/1+3/2	Barnhall Meadows (West IB) Left Right Ahead	U	C		1	10	-	129	1543:1820	239	54.0%	-	-	-	1.9	52.9	2.9
7/1	Proposed Arm (East IB) Right Left Ahead	U	H		1	7	-	61	1648	146	41.6%	-	-	-	1.0	59.7	1.8
Ped Link: P1	Celbridge Road (North)	-	E		1	5	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P2	Celbridge Road (South)	-	F		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P3	Barnhall Meadow	-	G		1	6	-	0	-	0	0.0%	-	-	-	-	-	-
Ped Link: P4	Proposed Arm	-			0	0	-	0	-	0	0.0%	-	-	-	Inf	Inf	Inf

C1 - Celbridge Road / Barnhall Meadows

PRC for Signalled Lanes (%): 66.7
PRC Over All Lanes (%): 66.7

Total Delay for Signalled Lanes (pcuHr): 8.67
Total Delay Over All Lanes(pcuHr): 8.67

Cycle Time (s): 90