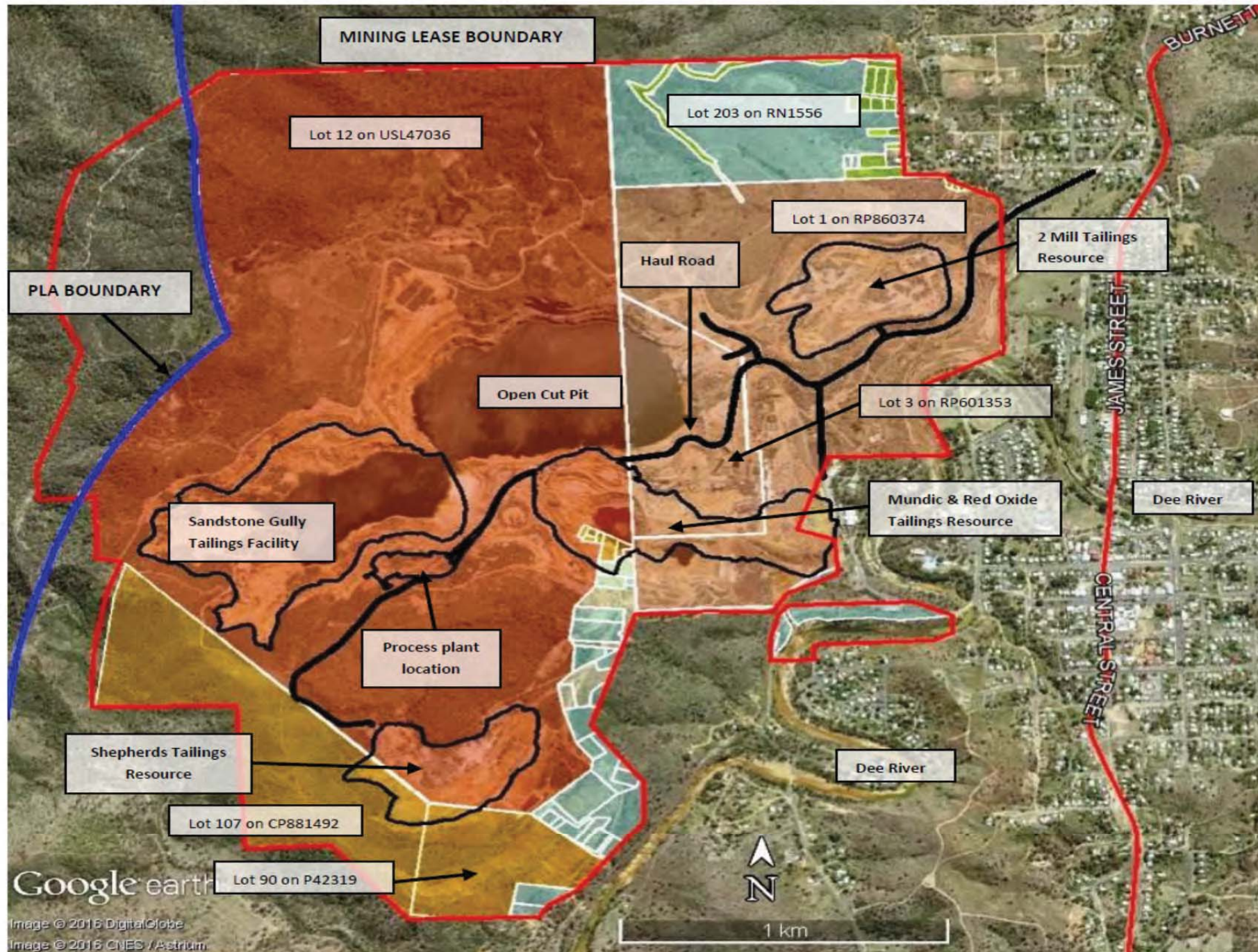


CARBINE RESOURCE ACTIVITY BY LOT AND PLAN



 Carbine resource activity footprint

LEGEND

1. Mining resource for extraction, rehabilitation and possible future exploration

Lot and Plans
107/CP881492, 1/MPH11057, 2/MPH11057, 69/USL42977, 63/USL42977, 64/USL42977, 65/USL42977, 66/USL42977, 67/USL42977, 68/USL42977, 90/P42319

2. Mineral processing plant, haul road, mining resource for extraction, potential future mining resource, tailings storage facility, future exploration and rehabilitation

Lot and Plan
Lot 12 on USL47036

3. Mining resource for extraction, haul road, possible future exploration

Lot and Plan
1/RP860374, 3/RP601353

4. Possible future exploration, rehabilitation and haul road

Lot and Plan
77/USL42977, 103/USL42977

5. Possible future exploration and rehabilitation

Lot and Plan
203/RN1556, USL Meinberg Crossing, Mundic Ck, Shepherds Gully, Dee River, 1 on MPH10729, 1/ MPH10396, 1/MPH10479, 1/MPH10827, 1/MPH10850, 1/MPH10966, 1/MPH1115, 1/MPH11627, 1/MPH11642, 1/MPH11780, 1/MPH12108, 1/MPH12202, 1/MPH25348, 1/MPH25461, 1/MPH25473, 1/MPH25494, 102/USL42977, 3/USL42977, 118/USL42948, 17/USL42984, 2/MPH10850, 2/MPH11057, 1/MPH11057, 2/MPH25461, 6/USL42977, 60/USL42977

6. Inside mining lease but outside any location of current or future activity

Lot and Plan
2452/MPH11067, 17/RP602104, Easement B in 1/RP860374, 19/RP602104, 18/RP602104, Easement A in 203/RN1556 on SP164788, Gordon lane, 1/MPH11169, 3912/MPH10386, 1197/MPH25518, 1341/MPH25518, 1342/MPH25518, 1463/MPH10760, 3273/MPH11435, 3274/MPH11435, 3276/MPH11435, 3469/MPH11435, 5164/MPH10386, 3012/MPH10386

PLANS AND DOCUMENTS
referred to in the
DEVELOPMENT APPROVAL

Approval no: RP117/001

Date: 26/07/2017





mcmurtrie
CONSULTING ENGINEERS

HAUL ROUTE ROAD IMPACT ASSESSMENT

(MT MORGAN PRIORITY LIVING AREA)

CARBINE RESOURCES LTD - MT. MORGAN MINE



PLANS AND DOCUMENTS
referred to in the
DEVELOPMENT APPROVAL



Approval no: RP117/001

Date: 26/07/2017

HAUL ROUTE ROAD IMPACT ASSESSMENT

(MT MORGAN PRIORITY LIVING AREA)


CARBINE RESOURCES LTD – MT. MORGAN MINE

Submission to:

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Rev.	Description	Sig.	Date
A	Submitted for Approval		18.04.2017
Revisions			

EXECUTIVE SUMMARY

This initial report considers the associated road impacts for the haulage of Pyrite from Mt Morgan Mine to Gladstone Port using heavy vehicle combination truck and quad dog. The report primarily focuses on the route within the Mt Morgan Priority Living Area (PLA) only. Assessment of the route will be directed at capacity, safety and the ability of existing roads, pavements and intersections to support development generated traffic increases.

Roads and intersections that comprise the proposed haulage route have been assessed in their current form and evaluated on the level of safety and capacity they provide to existing traffic with the addition of development generated traffic.

A comprehensive Pavement Impact Assessment (PIA) has also been carried out for the route.

The agreed route analysed includes Gordon Lane, Burnett Highway, Creek St and Razorback Road as far as the bottom of the 'jumpup'. A summary of recommended upgrades is as follows in Table 1:

Table 1

Location	Proposed Upgrade	Estimated Cost
Gordon Lane	Construct Access with Gordon Lane	Applicants Access
Gordon Lane Intersection with Burnett Highway	Alter Linemarking of side road median	\$5,000.00
Creek St/Razorback Rd Intersection with Burnett Highway	Provide Widening on side road approach	\$31,906.88
Creek St - Kangaroo Crs to Farris St	Provide curve widening of reverse curves including culvert extensions and guardrail	\$1,327,348.00
Razorback Road - 'jumpup'	Provide road widening and guardrail	\$2,947,675.50
	TOTAL ESTIMATED COST (MT MORGAN PLA)	\$4,311,930.38
Entire Haul route on State Controlled Network	Pavement Impact contribution	\$0.6302/Tonne
Entire Haul route on Council Controlled Network	Pavement Impact contribution	\$0.433/Tonne
	TOTAL ESTIMATED PAVEMENT CONTRIBUTIONS	\$1.0632/Tonne

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1. BACKGROUND

The Mount Morgan Gold & Copper Mine located approximately 100km west of Gladstone in Central Queensland comprises a large tailings resource with significant metal credits. The tailings were deposited as a result of over 100 years of mining activities at the site, which occurred up until 1991 (Carbine Resources Ltd, 2016). Carbine Resources Ltd has completed an agreement to progressively acquire Mt Morgan Mine from its current owners for the purpose of recovering remaining gold, copper and pyrite resources.

McMurtrie Consulting Engineers (MCE) has been commissioned by Carbine Resources Ltd to provide a Road Impact Assessment for the proposed haulage of mine product only from Gordon Lane, Mt Morgan to the Gladstone Port loading dock at Macfarlane Street, Gladstone. Note that this proposed route encompasses both Department of Transport and Main Roads (DTMR) controlled Roads as well as roads under the jurisdiction of Rockhampton Regional Council (RRC)

This report will provide an assessment of the proposed haulage route within the Mt Morgan Priority Living Area (PLA) under the control of both Authorities as follows:

- Traffic Impact Assessment (TIA) examining the suitability of the existing network in terms of capacity and make any recommendations for any required upgrading as a results of additional haulage traffic.
- Pavement Impact Assessment (PIA) to quantify any additional maintenance and possible “bring forward” rehabilitation costs associated with additional haulage loadings.
- A safety review to assess sight distances and swept paths for any intersections on proposed haulage route and a broad assessment of general road link safety and fitness for purpose based on current road standard.

2. REQUIREMENT FOR ASSESSMENT

Mt Morgan Mine will operate under an existing mining permit and as such is required to comply with the Mineral Resources Act 1989 (*The Act*). The proposed haulage is considered a ‘notifiable use’ under Ch 10, s 318EO of ‘The Act’ as it involves the use of a local government road, or state controlled road to haul more than 10 000 or 50 000 tonnes per annum respectively.

Currently Carbine Resources can operate truck and dog with a 50.5 Tonne Gross Combination Mass (GCM) on the proposed routes as of right. Previous work has focused on Carbines requirement to use PBS rated truck and dog with a GCM of 57.5 tonnes. PBS truck and dog are rated to carry 40.6 tonnes as opposed to the standard 31 Tonnes of the non PBS equivalent. Carbines proposal to use PBS rated vehicles will reduce development generated traffic volumes and reduce freight costs by approximately 20%. Whilst these facts are acknowledged there is no current approval in place to utilize the PBS system on the proposed haulage route, so this assessment will focus on the use of non PBS rated vehicles. The use of PBS rated vehicles is only likely to have impact upon the PIA and if an approval for PBS rated vehicles is obtained at some point in the future any PIA contributions can be reassessed.

As mentioned previously this Initial Assessment Document will focus on the Mt Morgan Priority Living Area (see Figure 1 overleaf) with the remainder of the proposed route to be assessed following submission of this document.

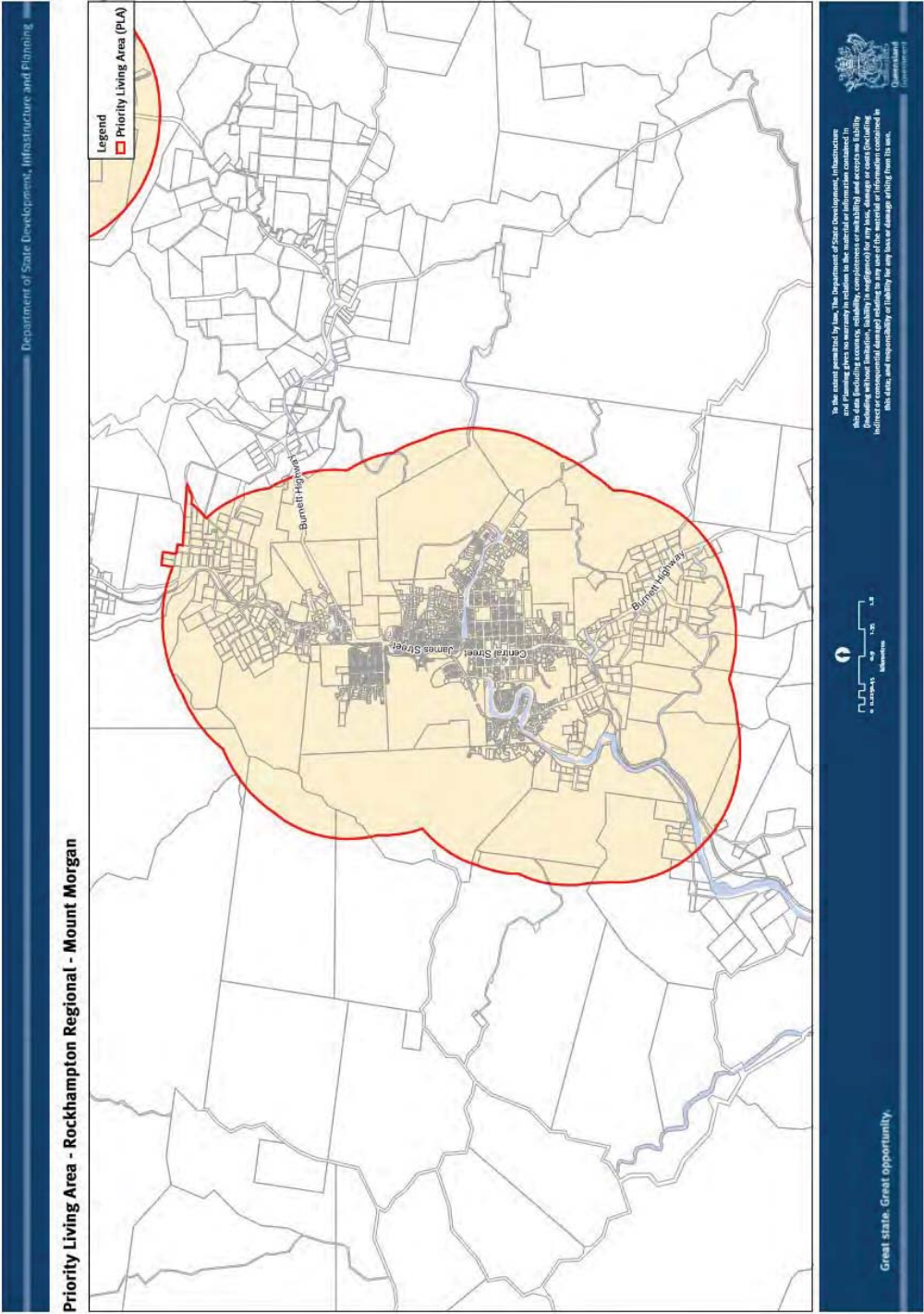


Figure 1 – Mt Morgan Priority Living Area

3. PROPOSED HAULAGE

3.1. PROPOSED HAULAGE VEHICLE

The proposed haulage vehicle is a 19m Truck and quad dog as shown in *Figure 1* below. The truck and quad dog configuration will operate at a GCM of GCM of 50.5 tonnes with a maximum operating payload of 31 tonnes.

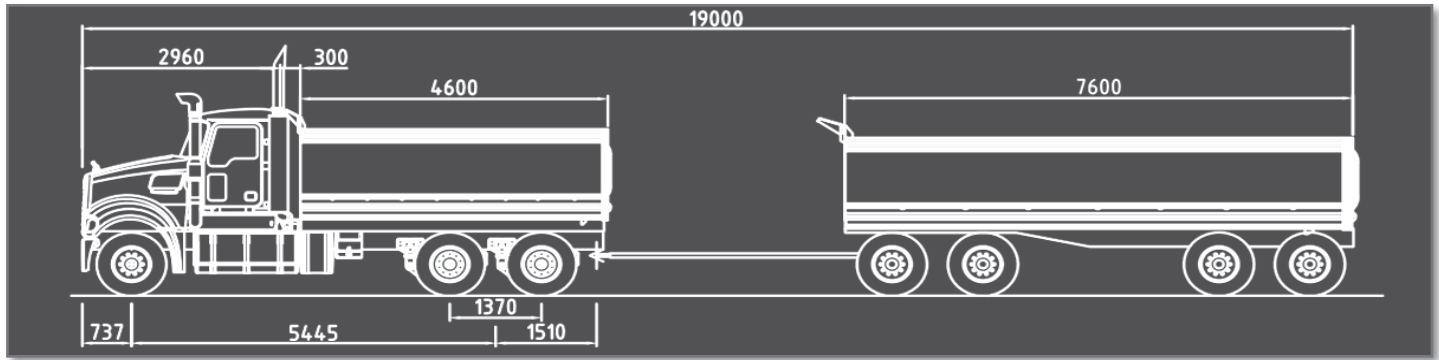


Figure 2 - Truck and quad dog elevation

3.2. PROPOSED HAULAGE STAGING & HOURS OF OPERATION

It is our understanding that Pryrite Concentrate is NOT CLASSIFIED AS A DANGEROUS GOOD BY THE CRITERIA OF THE ADG CODE, IMDG OR IATA. As such there are no special permits required to haul the material. The Material Data Safety Sheet for Pryrite Concentrate has been included in **Appendix A**.

Haulage of Pyrite from Mt Morgan Mine is to be staged over 9 years for a total haulage task of 1880 KT:

- Cartage will be evenly distributed over the 9 year period at a rate of 209,000 Tonne/year.
- Year 1 has been assumed as 2018 with full haulage completed in 2026.

Carbine Resources anticipates that haulage will operate 12 months per annum, 7 days per week, generally between the hours of 7am and 6pm.

3.3. HEAVY VEHICLE GENERATIONS

The vehicle generations as result of the proposed haulage shall be as follows:

$$\text{Year rate} = \frac{209,000 \text{ t per annum}}{365 \text{ days}} = \frac{573 \text{ t per day}}{31 \text{ t per truck}} = 18 \text{ trucks per day} = 36 \text{ heavy vehicle movements per day.}$$

Practically this equates to 1 to 2 vehicles/hour in each direction.

For the purposes of analysis and to remain conservative we have adopted figures of 2 vph in each direction in the peak hour.

4. PROPOSED HAUL ROUTE

Mount Morgan is directly accessible via the Burnett Hwy (SCR) which runs through the centre of the town and leads southbound to Biloela or northbound to Rockhampton. The proposed haulage route is as follows with the route highlighted in red relating to the Mount Morgan PLA only:

Outbound (Loaded)

xxxxxx – denotes road within Mt Morgan PLA

- Right turn from Site Access onto Gordon Lane (LGR)
- Left turn from Gordon Lane (LGR) to Burnett Hwy (SCR)
- Left turn from Burnett Hwy (SCR) onto Creek Street (LGR)
- Creek Street (LGR) transitions to Razorback Road (LGR)
- Right turn from Razorback Road (LGR) to Poison Creek Road (LGR)
- Left turn from Poison Creek Road (LGR) to Burnett Hwy (SCR)
- Right turn from Burnett Hwy (SCR) to Bruce Hwy (NH)
- Left turn from Bruce Hwy (NH) to Gladstone/Mt Larcom Road (SCR)
- Right Turn to Gladstone/Mt Larcom Road at Landing Road (LGR)
- Left turn from Gladstone/Mt Larcom Road to Port Access Road (SCR)
- Port Access Road (SCR) terminates at Mark Fenton Drive on Port Land

Inbound (Unloaded)

- Port Land onto Port Access Road (SCR)
- Right Turn to Gladstone/Mt Larcom Road (SCR)
- Left Turn to Gladstone/Mt Larcom Road (SCR) at Landing Road (LGR)
- Right Turn from Gladstone/Mt Larcom Road (SCR) to Bruce Hwy (SCR)
- Left turn from Bruce Hwy (NH) to Burnett Hwy (SCR)
- Right turn from Burnett Hwy (SCR) to Poison Creek Road (LGR)
- Left turn from Poison Creek Road (LGR) to Razorback Road (LGR)
- Razorback Road (LGR) transitions to Creek Street (LGR)
- Right turn from Creek Street (LGR) to the Burnett Hwy (SCR)
- Right turn from Burnett Hwy (SCR) to Gordon Lane (LGR)
- Left turn from Gordon Lane (LGR) onto Site Access

See over page for Haulage Route Map noting that initial assessment will be focused on the Mt Morgan PLA and thus including only that part of the route highlighted in red above.



Figure 3- Proposed Haulage Route

5. EXISTING ROAD NETWORK WITHIN MT MORGAN PLA

5.1. GORDON LANE

Only a short section of Gordon Lane (approximately 168m) will be utilized for the proposed haulage task. The width of this section averages about 7.7m

Gordon Lane is typical of a 50kph local access street that generally experiences little to no traffic growth. In fact, a comparison of traffic counts taken by DTMR in 1989 (see **Appendix B**) and counts taken by RRC in 2016 (see **Appendix B**) show zero or negative growth. That is, the 2016 counts show 12 hour volumes on Gordon Lane of 428 vpd and the 1989 traffic volumes show 12 hour counts of 468 vpd. Pavement impacts associated with increased ESA's will be examined further in this document in section 8.

5.2. BURNETT HIGHWAY – GORDON LANE TO CREEK STREET/RAZORBACK ROAD

A short length of the Burnett Highway (approximately 800m) will be impacted in this section between Gordon Lane and Creek Street.

The seal width averages approximately 8.4m along this length up to in excess of 8.5m where curve widening exists.

The AADT for this section is 3835 vpd with 11.53% heavy vehicles (see **Appendix B**). To put it in context the 36 vpd haulage movements only represent a small fraction of total daily traffic from a capacity perspective. Pavement impacts associated with increased ESA's will be examined further in section 8 this document.

5.3. CREEK STREET/RAZORBACK ROAD WITHIN MT MORGAN PLA

The subject section of Creek Street/Razorback Road between Poison Creek Road and the Burnett Highway in Mount Morgan provides an alternate route that traverses the Mt Morgan Range.

Razorback Road carries in the order of 2000 vpd with approximately 6.4% heavy vehicles (see **Appendix B**).

The majority of Razorback Road has a signed speed limit of 70km/hr. The existing alignment of Razorback Road incorporates sweeping horizontal curves that traverse sloping terrain with vertical grades up to 18.5% on the section referred to as the 'jump up' (Refer to Plan 0491516-SK-0001 included in **Appendix D** for further detail). Razorback Road generally has a 6m – 7m carriageway with line-marking to the centerline. The vertical alignment of Razorback Road is detailed in Plans 0491516-SK-0001 included in **Appendix D**.

Pavement markings along the section consist of a double barrier line with no breaks or opportunities for overtaking between the Poison Creek Road intersection and the top of the 'jump up'. Signage erected along this section provides minimum advice for traffic including signage for steep down grade at top of 'jump up'.

The section from the 'jump up' to the Burnett highway consists of a road in a semi-urban and urban environment as it progresses through the eastern side of Mount Morgan until the intersection with the Burnett Highway.



Figure 4 - View of "JUMP UP" Section

A full Pavement Impact Analysis (PIA) associated with the haulage task has been included a section 7 of this report.

6. INTERSECTION SAFETY AND TRAFFIC OPERATIONAL ASSESSMENT

6.1. SITE ACCESS TO GORDON LANE

The site access with Gordon Lane will be located generally as per Figure 5.

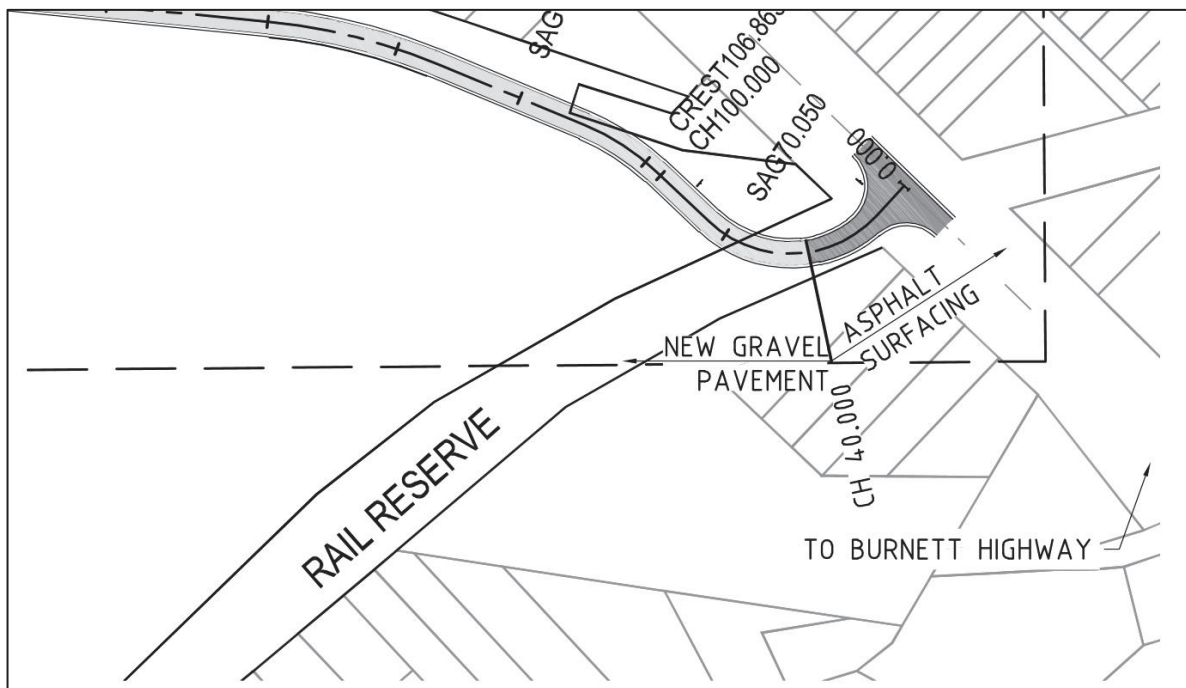


Figure 5 – Gordon Lane access

Intersection visibility exceeds minimum SISD for 50kph (90m) in both directions as follows.



Figure 6 – SISD for 50kph

Site distance looking left down Gordon Lane.



Figure 7 – Site Access Sight Distance Looking Left

Sight distance looking right towards the Burnett Highway.



Figure 8 – Site Access Sight Distance Looking Right

As mentioned previously in Section 5.1 the growth rate for Gordon Lane has shown to be negligible over the past 27 years from 1989 to 2016. As such peak hour volumes have been extracted from RRC traffic counts contained in **Appendix B**. An even directional split has been assumed for the peak hour resulting in the following peak hour turn volumes for 2026.

2026 PM Peak Background	Development Peak	2026 Development Plus Background
<div><div><div>22 →</div><div>0 ↘</div><div>← 22</div><div>0 ↙</div></div><div>Gordon Lane</div><div><div>← 0</div><div>→ 0</div><div>↘ 0</div><div>↙ 0</div></div><div>Access</div></div>	<div><div><div>0 →</div><div>0 ↘</div><div>← 0</div><div>0 ↙</div></div><div>Gordon Lane</div><div><div>← 0</div><div>→ 2</div><div>↘ 2</div><div>↙ 2</div></div><div>Access</div></div>	<div><div><div>22 →</div><div>0 ↘</div><div>← 22</div><div>0 ↙</div></div><div>Gordon Lane</div><div><div>← 0</div><div>→ 2</div><div>↘ 2</div><div>↙ 2</div></div><div>Access</div></div>

Figure 9 – Traffic Volumes for 2026

Based on Figure 4A-1 – Warrants – major road turn treatments – Normal Design Standard from the DTMR Road Planning and Design Manual (RPDM) a BAR/BAL will be sufficient.

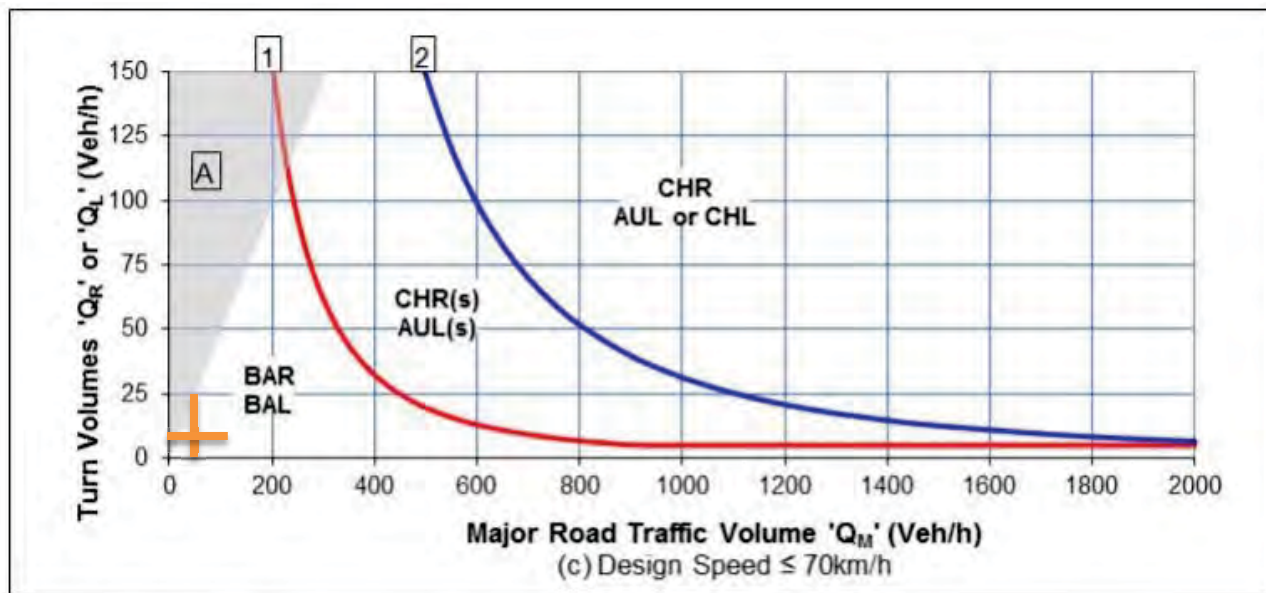


Figure 10 – Turn Warrants Analysis for 2027

A swept path assessment is included in **Appendix C** and it is recommended that a sealed road widening be carried out as per the Conceptual Layout in **Appendix E**.

The estimated cost to complete this work has not been included within this report as it is directly attributable to the applicant's access works. This will be advised during the detailed design phase in which Council will need to formally approve the design.

6.2. BURNETT HWY INTERSECTION WITH GORDON LANE

The existing intersection form is as per Figure 11 and the critical movement is the right turn in for an additional 2 haulage vehicle per hour.



Figure 11 – Gordon Lane/Burnett Hwy - Existing Intersection Form

Intersection visibility comfortably exceeds minimum SISD for 60kph speed limit (141m for 70kph design speed) in both directions as shown in the following Figures.



Figure 12 – SISD for 70kph



Figure 13 – Gordon St/Burnett Hwy Sight Distance Looking Left



Figure 14 – Gordon St/Burnett Hwy Sight Distance Looking Right

As mentioned previously in Section 5.1 Gordon Lane has experienced virtually no growth whatsoever over the past 27 years from 1989 to 2016 and there is nothing to suggest this will change in future without the introduction of any Mine traffic.

Peak hour volumes can therefore be extracted from the DTMR 1989 counts with Burnett Highway peak volumes estimated from the DTMR AADT data included in **Appendix B** (2015 AADT data – 3835 vpd) noting that DTMR has

provided advice to use a linear growth rate of 1.7% for this section of the Burnett Highway. Peak hour through volumes have been assumed as 10% of AADT.

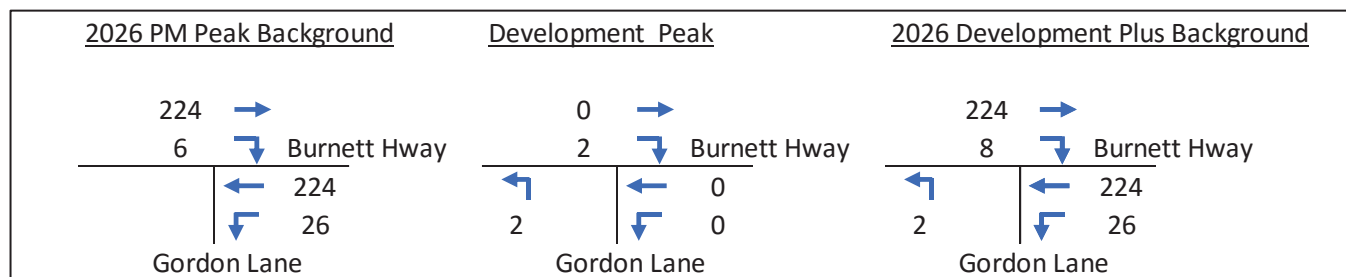


Figure 15 – Traffic Volumes for 2027

Based on Figure 4A-1 – Warrants – major road turn treatments – Normal Design Standard from the DTMR Road Planning and Design Manual (RPDM) a BAR/BAL is appropriate.

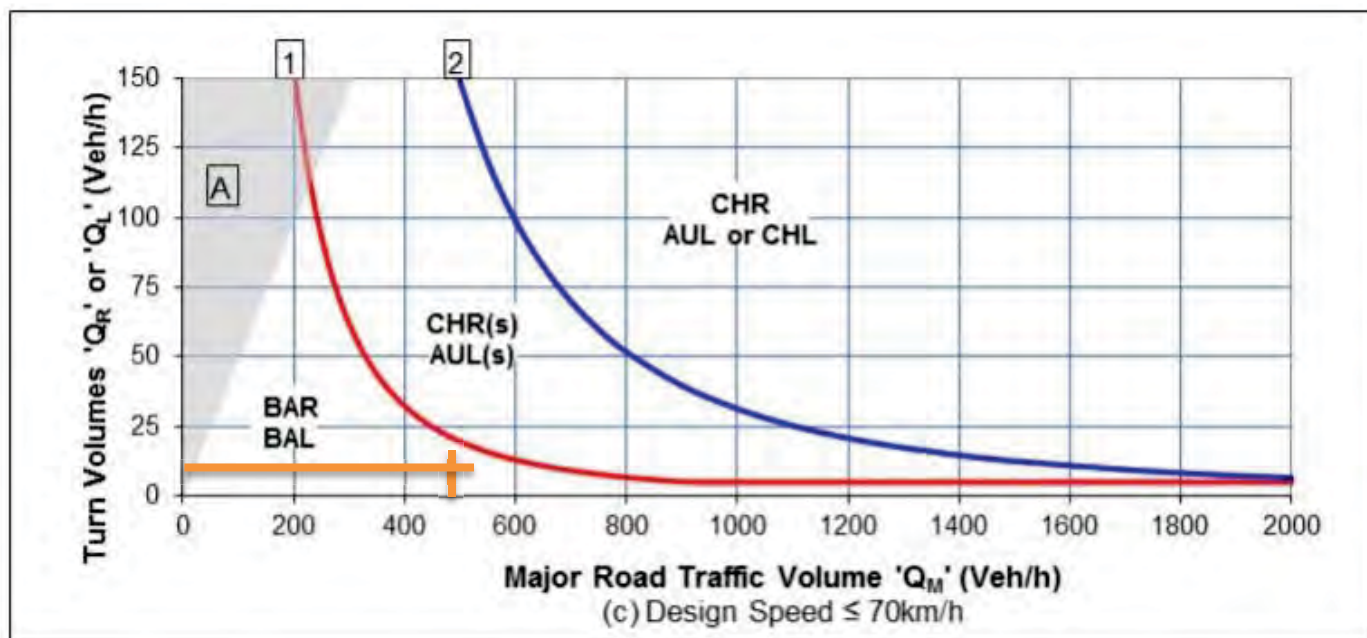


Figure 16 – Warrants Analysis for 2027

A swept path assessment is included in **Appendix C** and it is recommended that the intersection be re-linemarked out as per the Conceptual Layout in **Appendix E**.

The estimated cost to complete this work is \$5000.00.

Counts indicate that the slightly offset connection to East Street is low use/low volume generating between 0 and 4 individual in/out movements in any peak hour – we have not considered these movements in the turn warrants analysis as this would then require a SIDRA intersection analysis and any SIDRA analysis would prove counter-productive and would not register any capacity issues at these low volumes. If this offset leg causes any issues in the future for DTMR it would be a simple exercise to close the leg to the Burnett Highway although at these low volumes there would be no need to do so.

6.3. BURNETT HWY INTERSECTION – CREEK STREET/RAZORBACK ROAD

The intersection of the Burnett Highway and Creek Street/Razorback Road is as per Figure 17. The critical movement is the left turn into Creek Street from the Burnett Highway.



Figure 17 – Burnett Hwy – Creek St/Razorback Rd - Existing Intersection Form

As shown in Figure 18 there is an existing visibility deficiency looking left (or north) from Creek Street/Razorback Road due to the horizontal curve of the Burnett Hwy. The speed limit for vehicles approaching from this direction is 80kph.

Looking right at this point (refer Figure 19) visibility is good with a nearby power pole creating only a minor obstruction. SISD for this direction exceeds the 170m requirement for an 80kph design speed and is therefore appropriate.

The speed limit for southbound traffic on the Burnett Hwy is 80kph in this area and as mentioned available sight distance is less than that required for a 90kph design speed. An onsite check has shown that SISD for a 70kph design speed (150m grade corrected) can be achieved for this direction and it is therefore recommended that DTMR reduce the speed limit from the northern approach to 60kph in lieu of the existing 80kph regardless of the haulage task to ensure adequate SISD is provided for all traffic using the highway.



Figure 18- Burnett Hwy Looking Left



Figure 19- Creek St/Razorback Rd/Burnett Hwy Looking Right

Any detailed turn warrant assessment is largely superfluous for this intersection given peak left turn volumes are in excess of 130vph and the 2 vph (see **Appendix B**) associated with the haulage task will have no appreciable impact. The existing intersection is constructed to an AUL standard and therefore already at the highest standard noting that a CHL is not warranted given the extremely low volume of right turners at this intersection.

A swept path assessment is included in **Appendix C** and it is recommended that a sealed road widening be carried out as per the Conceptual Layout in **Appendix E**.

The estimated cost to complete this work is \$31,906.88 and is detailed in **Appendix F**.

7. ROAD LINK SAFETY REVIEW

7.1. GENERAL

The following provides a basic review of general road link safety along the proposed haulage routes considering major geometric elements other than intersections that have already been addressed in previous sections of the report.

The existing conditions and data have been assembled from information supplied by the Department of Transport and Main Roads, review of site conditions, and local knowledge for each section as identified.

7.2. GORDON LANE

Only a short section of Gordon Lane will be impacted by the proposed haulage and the majority of this will be widened and sealed as outlined in Section 6.1 of this report. This will also include an asphalt surfacing to the turning areas on Gordon Lane. No further improvements are proposed for Gordon Lane.

7.3. BURNETT HIGHWAY GORDON LANE TO CREEK STREET

The link from Gordon Lane to Creek Street/Razorback Road averages a seal width of 8.4m and includes one horizontal curve that shows curve/shoulder widening applied. Haulage vehicles only represent a small fraction of the overall daily to heavy vehicle movements. The existing speed limit is 60 – 80kph. There appears to be no immediate safety issues with this link in terms of width and geometry and the addition of 2 haulage vehicles per hour in each direction would seem quite appropriate.

7.4. CREEK ST/RAZORBACK ROAD WITHIN MT MORGAN PLA

The urban section of Razorback Road at the Burnett Highway end is signed at 60kph this climbs to 70kph into the rural section prior to the 'jumpup' and 80kph at the Poison Creek Road end. The width generally varies from 6.0m to 7.5m in places.

There are a number of horizontal curves within the urban 60kph section that may prove problematic for heavy vehicles to remain in their own lanes at the posted speed limit. The worst of these is a set of reverse curves (including culvert crossings) of radius 130m to 140m located between Kangaroo Crescent and Farris Street as shown in **Appendix D** Drawing Number 1021617-SK-0001.

These curves have been further investigated and whilst not necessarily substandard in terms of absolute minimum curve radii (although no detailed analysis of existing superelevation has been carried out at this stage) for a 70kph operating speed they are certainly at the lower end (135m) based on Table 7.6 of the Austroads Guide to Road Design Part 3 – Geometric Design shown in Figure 20 and require curve widening and possibly superelevation correction.

It is therefore recommended that they be addressed to provide additional curve widening/profile or superelevation correction along their length to ensure longer vehicles are able to negotiate the curves without wandering into the opposite lane. Any curve widening treatment will also necessitate widening of the existing culverts under Creek Street.

[see Commentary 16]

7.6.1 Minimum Radius Values

The minimum radius of a horizontal curve for a given operating speed can be determined from Equation 5. Using the values for f_{max} from Table 7.5, the approximate minimum radii for various vehicle speeds for typical values of e_{max} are as shown in Table 7.6.

Table 7.6: Minimum radii of horizontal curves based on superelevation and side friction at maximum values

Operating speed km/h	Urban roads		Rural roads					
	$e_{max} = 5\%$		$e_{max} = 6\%$		$e_{max} = 7\%$		$e_{max} = 10\%$	
	$f_{max} =$ Des min	$f_{max} =$ Abs min	$f_{max} =$ Des min	$f_{max} =$ Abs min	$f_{max} =$ Des min	$f_{max} =$ Abs min	$f_{max} =$ Des min	$f_{max} =$ Abs min
40	36	31	35	31	34	30	31	28
50	56	49	55	48	53	47	49	44
60	98	75	94	73	91	71	83	66
70	161	107	154	104	148	102	133	94
80	240	163	229	157	219	153	194	140
90	354	255	336	245	319	236	–	–
100	–	–	437	358	414	342	–	–
110	–	–	529	529	–	–	–	–
120	–	–	667	667	–	–	–	–
130	–	–	783	783	–	–	–	–

Figure 20 – Table 7.6 from Austroads GTRD Part 3

It is recommended that a sealed road and culvert widening and the addition of guardrail be carried out as per the Conceptual Design Layout in **Appendix E**.

The estimated cost to complete this work is \$1,327,348.00 and is detailed in **Appendix F**. Note that this estimate also includes an allowance for crossfall correction and provision of superelevation as required. This will need to be examined more closely during detailed design.

The primary safety concern for Razorback Road is the section of road known as the 'jump up' that traverses the Mt Morgan Range. This section consists of various factors that reduce traffic speed including small radii reverse curves, very limited shoulders and steep vertical grades up to 18.5%. Austroads *Guide to Road Design Part 3 ('the standard')*, Table 8.2 considers the existing vertical grade of Razorback road to be 'not negotiable' by heavy vehicles. In accordance with this standard, the maximum grade considered to be negotiable by heavy vehicles is 15 %. Section 8.5.3 of *the standard* states that 'the adoption of grades steeper than the general maximum may be justified where... (there is) difficult terrain in which general maximum grades are not practical'.

Despite the steep grade, there is practical evidence that the proposed haul vehicles are able to easily negotiate the 'jump up'. Truck and dog vehicles have 'as of right' use of this road and as captured in the traffic counts included in **Appendix B** it is evident that heavy vehicles use this section of road daily.

Although the longitudinal grade of the 'jumpup' cannot practically be improved it is considered appropriate that shoulder widening out to 8.5m can be achieved. The existing seal varies from 6.5m to 7.5m in width and widening to 8.5m and the inclusion of guardrails will provide improved safety benefits for all traffic using the Razorback Road.

It is recommended that a sealed road widening and the addition of guardrail be carried out as per the Conceptual Design in **Appendix E**.

The proposed widening has been preliminarily designed to widen on the abandoned rail line side at the top of the 'jumpup' transitioning to the eastern side after the first 200m from the top to avoid excessive retaining structures. A desktop assessment has also been completed to check if this short section of the impacted abandoned rail line is Heritage listed and we confirm that it does not appear on the National, State or Local registers. It is recommended that a town planning review of development approvals required for the road works be carried out during detailed design – this will advise of other values affecting the site requiring assessment as part of a development application, for example, Aboriginal Cultural Heritage. Outside of the planning process, there is also vegetation protected under the Nature Conservation Act (State) and Environmental Protection and Biodiversity Act (Federal) which is not mapped and would routinely require assessment and approval by relevant government agencies. We have made provision for these assessments to be carried out during the detailed design phase of the works. This would be considered normal practice for such works and we do not foresee any complications.

An allowance has also been made within the estimate for profile correction of the through lanes to ensure appropriate crossfall is also provided. Again, this will need to be examined more closely during the detailed design phase of the project.

The estimated cost to complete this work is \$2,947,675.50 and is detailed in **Appendix F**.

8. PAVEMENT IMPACT ASSESSMENT

A comprehensive Pavement Impact Analysis has been carried out for all the road links (both RRC controlled and DTMR controlled) on the haulage route (not limited to the Mt Morgan PLA in this case). Meetings with both RRC and DTMR confirmed that the accepted and preferred method of calculating any pavement impact is to use the DTMR spreadsheet which apportions increased pavement maintenance and 'bring forward' pavement rehabilitation costs as a result of increased pavement loading (i.e. increased heavy vehicle numbers) associated with the haulage task.

Separate analyses have been completed for RRC and DTMR controlled roads and the workings are included in **Appendix G**. All pavement impact costs have been apportioned across haulage volumes to result in a per Tonne contribution.

In summary, the pavement impact contribution for RRC roads has been calculated to be 43.3 cents per Tonne and for the DTMR roads 63.02 cents per Tonne. This contribution towards pavement impacts is usually paid periodically based upon tonnes carted for a particular time interval e.g. 6 monthly or yearly as agreed with the road authority.

Based on a yearly cartage of 209,000 tonnes this equates to a total of \$90,497.00 per year to be paid directly to the RRC and \$131,711.80 to be paid directly to DTMR. Of course, this amount will vary slightly depending on actual tonnes carted.

9. SUMMARY OF ROAD IMPROVEMENTS WITHIN THE MT MORGAN PLA

The preceding sections of this report confirm that several road upgrades are required along the proposed haul routes as a result of development generated traffic volumes. These works are summarized in Table 2 below.

Table 2

Location	Proposed Upgrade	Estimated Cost
Gordon Lane	Construct Access with Gordon Lane	Applicants Access
Gordon Lane Intersection with Burnett Highway	Alter Linemarking of side road median	\$5,000.00
Creek St/Razorback Rd Intersection with Burnett Highway	Provide Widening on side road approach	\$31,906.88
Creek St - Kangaroo Crs to Farris St	Provide curve widening of reverse curves including culvert extensions and guardrail	\$1,327,348.00
Razorback Road - 'jumpup'	Provide road widening and guardrail	\$2,947,675.50
	TOTAL ESTIMATED COST (MT MORGAN PLA)	\$4,311,930.38
Entire Haul route on State Controlled Network	Pavement Impact contribution	\$0.6302/Tonne
Entire Haul route on Council Controlled Network	Pavement Impact contribution	\$0.433/Tonne
	TOTAL ESTIMATED PAVEMENT CONTRIBUTIONS	\$1.0632/Tonne

10. APPENDIX A – Pyrite Material Safety Data Sheet

1. IDENTIFICATION OF THE MATERIAL AND SUPPLIER

1.1 Product identifier

Product name PYRITE CONCENTRATE
Synonym(s) PYRITE CON

1.2 Uses and uses advised against

Use(s) SULPHURIC ACID MANUFACTURE

1.3 Details of the supplier of the product

Supplier name CARBINE RESOURCES LIMITED
Address Suite 23, 513 Hay Street, Subiaco, WA, 6008, AUSTRALIA
Telephone (08) 6142 0986
Email pwalta@carbineresources.com.au
Website www.carbineresources.com.au

1.4 Emergency telephone number(s)

Emergency 0415 203 600

2. HAZARDS IDENTIFICATION

2.1 Classification of the substance or mixture

CLASSIFIED AS HAZARDOUS ACCORDING TO AUSTRALIAN WHS REGULATIONS

GHS classification(s) Specific Target Organ Systemic Toxicity (Repeated Exposure): Category 2

2.2 Label elements

Signal word WARNING

Pictogram(s)



Hazard statement(s)

H373 May cause damage to organs through prolonged or repeated exposure.

Prevention statement(s)

P260 Do not breathe dust/fume/gas/mist/vapours/spray.

Response statement(s)

P314 Get medical advice/attention if you feel unwell.

Storage statement(s)

None allocated.

Disposal statement(s)

P501 Dispose of contents/container in accordance with relevant regulations.

2.3 Other hazards

No information provided.

3. COMPOSITION/ INFORMATION ON INGREDIENTS

3.1 Substances / Mixtures

Ingredient	CAS Number	EC Number	Content
QUARTZ (CRYSTALLINE SILICA)	14808-60-7	238-878-4	2.6%
PYRITE (IRON SULPHIDE)	-	-	>60%

4. FIRST AID MEASURES

4.1 Description of first aid measures

Eye	If in eyes, hold eyelids apart and flush continuously with running water. Continue flushing until advised to stop by a Poisons Information Centre, a doctor, or for at least 15 minutes.
Inhalation	If inhaled, remove from contaminated area. Apply artificial respiration if not breathing.
Skin	If skin or hair contact occurs, remove contaminated clothing and flush skin and hair with running water. Continue flushing with water until advised to stop by a Poisons Information Centre or a doctor.
Ingestion	For advice, contact a Poison Information Centre on 13 11 26 (Australia Wide) or a doctor (at once). If swallowed, do not induce vomiting.
First aid facilities	No information provided.

4.2 Most important symptoms and effects, both acute and delayed

Chronic exposure to crystalline silica may result in lung fibrosis (silicosis). Principal symptoms of silicosis are coughing and breathlessness. Crystalline silica is classified as carcinogenic to humans (IARC Group 1).

4.3 Immediate medical attention and special treatment needed

Treat symptomatically.

5. FIRE FIGHTING MEASURES

5.1 Extinguishing media

Use an extinguishing agent suitable for the surrounding fire.

5.2 Special hazards arising from the substance or mixture

Non flammable. May evolve toxic gases (iron / sulphur oxides) when heated to decomposition.

5.3 Advice for firefighters

Evacuate area and contact emergency services. Toxic gases may be evolved in a fire situation. Remain upwind and notify those downwind of hazard. Wear full protective equipment including Self Contained Breathing Apparatus (SCBA) when combating fire. Use waterfog to cool intact containers and nearby storage areas.

5.4 Hazchem code

None allocated.

6. ACCIDENTAL RELEASE MEASURES

6.1 Personal precautions, protective equipment and emergency procedures

Wear Personal Protective Equipment (PPE) as detailed in section 8 of the SDS. Clear area of all unprotected personnel. Contact emergency services where appropriate.

6.2 Environmental precautions

Prevent product from entering drains and waterways.

6.3 Methods of cleaning up

Contain spillage, then collect and place in suitable containers for reuse or disposal. Avoid generating dust.

6.4 Reference to other sections

See Sections 8 and 13 for exposure controls and disposal.

7. HANDLING AND STORAGE

PRODUCT NAME PYRITE CONCENTRATE

7.1 Precautions for safe handling

Before use carefully read the product label. Use of safe work practices are recommended to avoid eye or skin contact and inhalation. Observe good personal hygiene, including washing hands before eating. Prohibit eating, drinking and smoking in contaminated areas.

7.2 Conditions for safe storage, including any incompatibilities

Store in a cool, dry, well ventilated area, removed from incompatible substances and foodstuffs. Ensure containers are adequately labelled and tightly closed when not in use.

7.3 Specific end use(s)

No information provided.

8. EXPOSURE CONTROLS / PERSONAL PROTECTION

8.1 Control parameters

Exposure standards

Ingredient	Reference	TWA		STEL	
		ppm	mg/m ³	ppm	mg/m ³
Quartz (respirable dust)	SWA (AUS)	--	0.1	--	--

Biological limits

No biological limit values have been entered for this product.

8.2 Exposure controls

Engineering controls Avoid inhalation. Use in well ventilated areas. Where an inhalation risk exists, mechanical extraction ventilation is recommended. Maintain dust levels below the recommended exposure standard.

PPE

Eye / Face	Wear dust-proof goggles.
Hands	Wear PVC or rubber gloves.
Body	When using large quantities or where heavy contamination is likely, wear coveralls.
Respiratory	Where an inhalation risk exists, wear a Class P1 (Particulate) respirator. At high dust levels, wear a Powered Air Purifying Respirator (PAPR) with Class P3 (Particulate) filter or a Full-face Class P3 (Particulate) respirator.



9. PHYSICAL AND CHEMICAL PROPERTIES

9.1 Information on basic physical and chemical properties

Appearance	GOLD TO BLACK COLOURED POWDER
Odour	ODOURLESS
Flammability	NON FLAMMABLE
Flash point	NOT RELEVANT
Boiling point	NOT AVAILABLE
Melting point	1777°C to 1877°C
Evaporation rate	NOT AVAILABLE
pH	7.5 to 8.5
Vapour density	NOT AVAILABLE
Specific gravity	5.0
Solubility (water)	INSOLUBLE
Vapour pressure	NOT AVAILABLE
Upper explosion limit	NOT RELEVANT
Lower explosion limit	NOT RELEVANT
Partition coefficient	NOT AVAILABLE
Autoignition temperature	NOT AVAILABLE
Decomposition temperature	500°C to 550°C
Viscosity	NOT AVAILABLE

PRODUCT NAME PYRITE CONCENTRATE

9.1 Information on basic physical and chemical properties

Explosive properties	NOT AVAILABLE
Oxidising properties	NOT AVAILABLE
Odour threshold	NOT AVAILABLE

10. STABILITY AND REACTIVITY

10.1 Reactivity

Carefully review all information provided in sections 10.2 to 10.6.

10.2 Chemical stability

Stable under recommended conditions of storage.

10.3 Possibility of hazardous reactions

Polymerization is not expected to occur.

10.4 Conditions to avoid

Avoid heat, sparks, open flames and other ignition sources.

10.5 Incompatible materials

Incompatible with acids (evolving hydrogen sulphide) and oxidising agents (e.g. hypochlorites).

10.6 Hazardous decomposition products

May evolve toxic gases (iron / sulphur oxides) when heated to decomposition.

11. TOXICOLOGICAL INFORMATION

11.1 Information on toxicological effects

Acute toxicity	Information available for the product: May be harmful if swallowed, in contact with skin, and/or if inhaled.
Skin	Contact may result in irritation, redness, pain and rash.
Eye	Contact may result in irritation, lacrimation, pain and redness.
Sensitisation	Not classified as causing skin or respiratory sensitisation.
Mutagenicity	Insufficient data available to classify as a mutagen.
Carcinogenicity	Crystalline silica is classified as carcinogenic to humans (IARC Group 1). However, there is a body of evidence supporting the fact that increased cancer risk would be limited to people already suffering from silicosis.
Reproductive	Insufficient data available to classify as a reproductive toxin.
STOT – single exposure	Over exposure may result in irritation of the nose and throat, with coughing.
STOT – repeated exposure	Repeated exposure to respirable silica may result in pulmonary fibrosis (silicosis). Silicosis is a fibronodular lung disease caused deposition in the lungs of fine respirable particles of crystalline silica. Principal symptoms of silicosis are coughing and breathlessness.
Aspiration	Not classified as causing aspiration.

12. ECOLOGICAL INFORMATION

12.1 Toxicity

No information provided.

12.2 Persistence and degradability

No information provided.

12.3 Bioaccumulative potential

No information provided.

12.4 Mobility in soil

No information provided.

12.5 Other adverse effects

No information provided.

13. DISPOSAL CONSIDERATIONS

13.1 Waste treatment methods

Waste disposal	SOLUBLE SULPHIDES: Add iron (III) chloride (FeCl ₃) solution. Stir until iron sulphide formation is complete. Add slight excess of soda ash (sodium carbonate). For small amounts, flush to sewer with excess water or absorb with sand, vermiculite or similar and dispose of to an approved landfill site. INSOLUBLE SULPHIDES: Dispose of to an approved landfill or waste processing site.
Legislation	Dispose of in accordance with relevant local legislation.

14. TRANSPORT INFORMATION

NOT CLASSIFIED AS A DANGEROUS GOOD BY THE CRITERIA OF THE ADG CODE, IMDG OR IATA

	LAND TRANSPORT (ADG)	SEA TRANSPORT (IMDG / IMO)	AIR TRANSPORT (IATA / ICAO)
14.1 UN Number	None Allocated	None Allocated	None Allocated
14.2 Proper Shipping Name	None Allocated	None Allocated	None Allocated
14.3 Transport Hazard Class	None Allocated	None Allocated	None Allocated
14.4 Packing Group	None Allocated	None Allocated	None Allocated

14.5 Environmental hazards No information provided

14.6 Special precautions for user

Hazchem code None Allocated

15. REGULATORY INFORMATION

15.1 Safety, health and environmental regulations/legislation specific for the substance or mixture

Poison schedule	A poison schedule number has not been allocated to this product using the criteria in the Standard for the Uniform Scheduling of Medicines and Poisons (SUSMP).	
Classifications	Safework Australia criteria is based on the Globally Harmonised System (GHS) of Classification and Labelling of Chemicals. The classifications and phrases listed below are based on the Approved Criteria for Classifying Hazardous Substances [NOHSC: 1008(2004)].	
Hazard codes	Xn	Harmful
Risk phrases	R48/20	Harmful: danger of serious damage to health by prolonged exposure through inhalation.
Safety phrases	S22	Do not breathe dust.
Inventory listing(s)	AUSTRALIA: AICS (Australian Inventory of Chemical Substances) All components are listed on AICS, or are exempt.	

16. OTHER INFORMATION

Additional information	<p>RESPIRATORS: In general the use of respirators should be limited and engineering controls employed to avoid exposure. If respiratory equipment must be worn ensure correct respirator selection and training is undertaken. Remember that some respirators may be extremely uncomfortable when used for long periods. The use of air powered or air supplied respirators should be considered where prolonged or repeated use is necessary.</p> <p>EXPOSURE STANDARDS - TIME WEIGHTED AVERAGE (TWA) or WES (WORKPLACE EXPOSURE STANDARD) (NZ): Exposure standards are established on the premise of an 8 hour work period of normal intensity, under normal climatic conditions and where a 16 hour break between shifts exists to enable the body to eliminate absorbed contaminants. In the following circumstances, exposure standards must be reduced: Strenuous work conditions; hot, humid climates; high altitude conditions; extended shifts (which increase the exposure period and shorten the period of recuperation).</p>
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PERSONAL PROTECTIVE EQUIPMENT GUIDELINES:

The recommendation for protective equipment contained within this report is provided as a guide only. Factors such as method of application, working environment, quantity used, product concentration and the availability of engineering controls should be considered before final selection of personal protective equipment is made.

HEALTH EFFECTS FROM EXPOSURE:

It should be noted that the effects from exposure to this product will depend on several factors including: frequency and duration of use; quantity used; effectiveness of control measures; protective equipment used and method of application. Given that it is impractical to prepare a report which would encompass all possible scenarios, it is anticipated that users will assess the risks and apply control methods where appropriate.

Abbreviations

ACGIH	American Conference of Governmental Industrial Hygienists
CAS #	Chemical Abstract Service number - used to uniquely identify chemical compounds
CNS	Central Nervous System
EC No.	EC No - European Community Number
EMS	Emergency Schedules (Emergency Procedures for Ships Carrying Dangerous Goods)
GHS	Globally Harmonized System
GTEPG	Group Text Emergency Procedure Guide
IARC	International Agency for Research on Cancer
LC50	Lethal Concentration, 50% / Median Lethal Concentration
LD50	Lethal Dose, 50% / Median Lethal Dose
mg/m ³	Milligrams per Cubic Metre
OEL	Occupational Exposure Limit
pH	relates to hydrogen ion concentration using a scale of 0 (high acidic) to 14 (highly alkaline).
ppm	Parts Per Million
STEL	Short-Term Exposure Limit
STOT-RE	Specific target organ toxicity (repeated exposure)
STOT-SE	Specific target organ toxicity (single exposure)
SUSMP	Standard for the Uniform Scheduling of Medicines and Poisons
SWA	Safe Work Australia
TLV	Threshold Limit Value
TWA	Time Weighted Average

Report status

This document has been compiled by RMT on behalf of the manufacturer, importer or supplier of the product and serves as their Safety Data Sheet ('SDS').

It is based on information concerning the product which has been provided to RMT by the manufacturer, importer or supplier or obtained from third party sources and is believed to represent the current state of knowledge as to the appropriate safety and handling precautions for the product at the time of issue. Further clarification regarding any aspect of the product should be obtained directly from the manufacturer, importer or supplier.

While RMT has taken all due care to include accurate and up-to-date information in this SDS, it does not provide any warranty as to accuracy or completeness. As far as lawfully possible, RMT accepts no liability for any loss, injury or damage (including consequential loss) which may be suffered or incurred by any person as a consequence of their reliance on the information contained in this SDS.

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[End of SDS]

11. APPENDIX B - Traffic Data

Traffic Analysis and Reporting System
AADT Segment Analysis Report (Complete)
Road Section 41F - BURNETT HIGHWAY (MT MORGAN-ROCKHAMPTON)
Traffic Year 2016

Road Segments Summary - All Vehicles

Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	AADT			VKT (Millions)			Data Year	Page
						G	A	B	G	A	B		
404	0.000 km	2.533 km	60057	0.423 km	Burnett Hwy 50m Sth Dee River	1,951	1,884	3,835	1.80379	1.74184	3.54563	2016	2
404	2.533 km	27.700 km	60008	15.000 km	Burnett Hwy 200m E Bouldercombe School	1,292	1,309	2,601	11.86825	12.02442	23.89267	2016	3
404	27.700 km	31.910 km	60059	30.600 km	Burnett Hwy 1km West of Bruce Hwy	1,750	1,614	3,364	2.68914	2.48015	5.16929	2016	4
								Totals	16.36118	16.24641	32.60759		

Road Segments Summary - Heavy Vehicles only

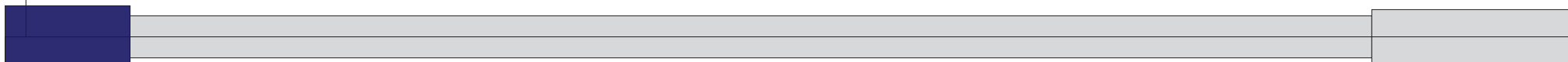
VKT totals are calculated only if traffic class data is available for all sites.

Region	Segment Start Tdist	Segment End Tdist	Site	Site Tdist	Description	HV AADT						HV VKT (Millions)			Data Year	Page
						G		A		B						
						AADT	HV %	AADT	HV %	AADT	HV %	G	A	B		
404	0.000 km	2.533 km	60057	0.423 km	Burnett Hwy 50m Sth Dee River	225	11.53%	342	18.15%	567	14.78%	0.20802	0.31619	0.52422	2016	2
404	2.533 km	27.700 km	60008	15.000 km	Burnett Hwy 200m E Bouldercombe School	120	9.29%	70	5.35%	190	7.30%	1.10231	0.64302	1.74533	2016	3
404	27.700 km	31.910 km	60059	30.600 km	Burnett Hwy 1km West of Bruce Hwy	93	5.31%	112	6.94%	205	6.09%	0.14291	0.17210	0.31501	2016	4
											Totals	1.45325	1.13132	2.58456		

Site 60057. Point 260000099.
Burnett Hwy 50m Sth Dee River.

0.42 km

The width of each Road Segment is proportional to its AADT.



0.00 km

Start Point 260000100.

2.53 km

End Point 260000020. Burnett
Hwy to Mt Morgan @ Coles Ave.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	1,951	100%
A	1,884	100%
B	3,835	100%

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	-1.51%	-1.71%	-0.23%
A	-1.88%	-2.78%	-0.18%
B	-1.69%	-2.24%	-0.21%

Light Vehicles (0A)

G	1,727	88.52%
A	1,543	81.90%
B	3,270	85.27%

Heavy Vehicles (0B)

G	225	11.53%
A	342	18.15%
B	567	14.78%

Short Vehicles (1A)

G	1,727	88.52%
A	1,543	81.90%
B	3,270	85.27%

Trucks and Buses (1B)

G	207	10.61%
A	318	16.88%
B	525	13.69%

Articulated Vehicles (1C)

G	17	0.87%
A	23	1.22%
B	40	1.04%

Road Trains (1D)

G	1	0.05%
A	1	0.05%
B	2	0.05%

Short 2-Axle
Vehicles (2A)

G	1,689	86.57%
A	1,512	80.25%
B	3,201	83.47%

Short Vehicles
Towing (2B)

G	38	1.95%
A	31	1.65%
B	69	1.80%

2-Axle Trucks
and Buses (2C)

G	190	9.74%
A	303	16.08%
B	493	12.86%

3-Axle Trucks
and Buses (2D)

G	15	0.77%
A	13	0.69%
B	28	0.73%

4-Axle
Trucks (2E)

G	2	0.10%
A	2	0.11%
B	4	0.10%

3-Axle
Articulated (2F)

G	7	0.36%
A	10	0.53%
B	17	0.44%

4-Axle
Articulated (2G)

G	6	0.31%
A	8	0.42%
B	14	0.37%

5-Axle
Articulated (2H)

G	1	0.05%
A	2	0.11%
B	3	0.08%

6-Axle
Articulated (2I)

G	3	0.15%
A	3	0.16%
B	6	0.16%

B Double (2J)

G	1	0.05%
A	1	0.05%
B	2	0.05%

Double Road
Trains (2K)

G	0	0%
A	0	0%
B	0	0%

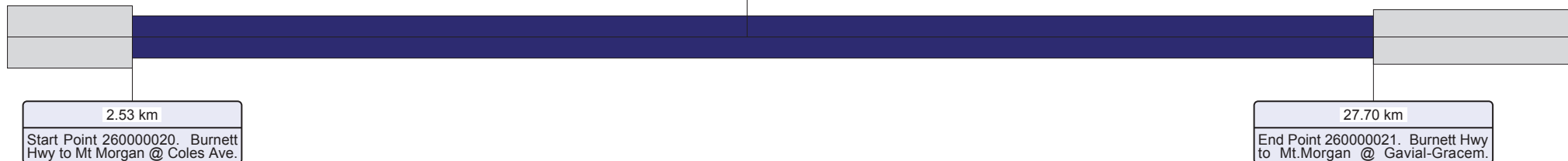
Triple Road
Trains (2L)

G	0	0%
A	0	0%
B	0	0%

Site 60008. Point 260000019. Burnett Hwy 2k E Bouldercombe School.

15.00 km

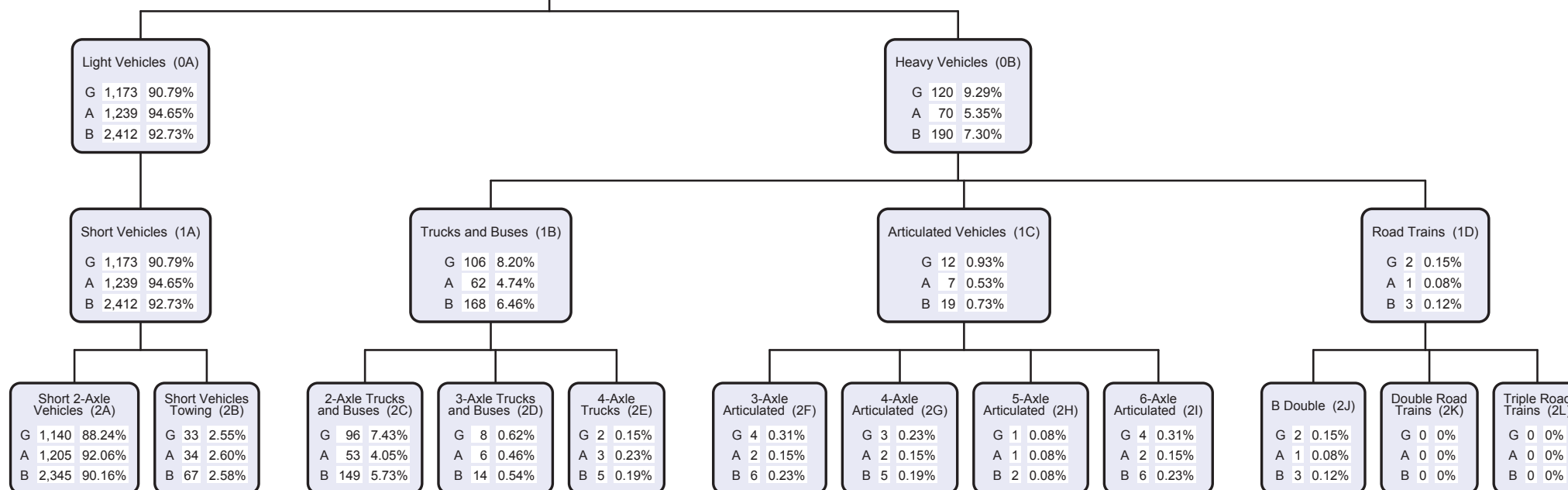
The width of each Road Segment is proportional to its AADT.



This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)		
G	1,292	100%
A	1,309	100%
B	2,601	100%

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	30.51%	-3.27%	0.38%
A	28.71%	-3.65%	0.27%
B	29.60%	-3.46%	0.32%



The width of each Road Segment is proportional to its AADT.

Site 60059. Point 260000102. Burnett Hwy 1.3km West of Bruce Hwy.

30.60 km

27.70 km

Start Point 260000021. Burnett Hwy to Mt.Morgan @ Gavial-Gracem.

31.91 km

End Point 260000103. Burnett Hwy to Mt.Morgan @ Burnett Hwy.

This report shows Annual Average Daily Traffic values (AADTs). Because the AADT values are converted to whole numbers, there will be occasional inaccuracies due to rounding. These inaccuracies are statistically insignificant.

All Vehicles (00)

G	1,750	100%
A	1,614	100%
B	3,364	100%

	Annual Segment Growth		
	Based on 1 year's data	Based on 5 years' data	Based on 10 years' data
G	-3.05%	-3.51%	2.25%
A	-8.97%	-2.17%	1.75%
B	-5.98%	-2.89%	1.99%

Light Vehicles (0A)

G	1,657	94.69%
A	1,501	93.00%
B	3,158	93.88%

Heavy Vehicles (0B)

G	93	5.31%
A	112	6.94%
B	205	6.09%

Short Vehicles (1A)

G	1,657	94.69%
A	1,501	93.00%
B	3,158	93.88%

Trucks and Buses (1B)

G	81	4.63%
A	98	6.07%
B	179	5.32%

Articulated Vehicles (1C)

G	8	0.46%
A	9	0.56%
B	17	0.51%

Road Trains (1D)

G	4	0.23%
A	5	0.31%
B	9	0.27%

Short 2-Axle Vehicles (2A)

G	1,614	92.23%
A	1,461	90.52%
B	3,075	91.41%

Short Vehicles Towing (2B)

G	43	2.46%
A	40	2.48%
B	83	2.47%

2-Axle Trucks and Buses (2C)

G	56	3.20%
A	75	4.65%
B	131	3.89%

3-Axle Trucks and Buses (2D)

G	22	1.26%
A	20	1.24%
B	42	1.25%

4-Axle Trucks (2E)

G	3	0.17%
A	3	0.19%
B	6	0.18%

3-Axle Articulated (2F)

G	1	0.06%
A	2	0.12%
B	3	0.09%

4-Axle Articulated (2G)

G	3	0.17%
A	3	0.19%
B	6	0.18%

5-Axle Articulated (2H)

G	1	0.06%
A	1	0.06%
B	2	0.06%

6-Axle Articulated (2I)

G	3	0.17%
A	3	0.19%
B	6	0.18%

B Double (2J)

G	4	0.23%
A	5	0.31%
B	9	0.27%

Double Road Trains (2K)

G	0	0%
A	0	0%
B	0	0%

Triple Road Trains (2L)

G	0	0%
A	0	0%
B	0	0%

AADT Segment Report

Provides AADT Segment details for a Road Section together with the traffic flow data collected at the related Site. Traffic data is reported by the start and end Through Distance of the AADT Segments on each section of road. The road segments are represented diagrammatically with AADT data including:

AADT by direction of traffic flow
VKT Vehicle Kilometres Travelled
%VC Percentage Vehicle Class as per the Austroads vehicle classification scheme

Annual Average Daily Traffic (AADT)

Annual Average Daily Traffic (AADT) is the number of vehicles passing a point on a road in a 24 hour period, averaged over a calendar year.

AADT Segment

Is a subdivision of a Road Section. The boundaries of an AADT Segment are its Start Point and End Point (or Start and End Through Distance (TDist)) within the Road Section. These distances are measured in kilometres from the beginning of the Road Section in Gazettal Direction. AADT Segments are determined by the traffic volume, collected at a count Site, located within the limits of each AADT Segment.

Annual Segment Growth (when displayed)

A percentage that represents the increase or decrease in AADT for the AADT Segment, using an exponential fit, calculated over a 1, 5 or 10 year period.

Area

For administration purposes the Department of Transport and Main Roads has divided Queensland into 12 Districts. The Area field in TSDM reports displays the District Name and Number.

District Name	District
Central West District	401
Darling Downs District	402
Far North District	403
Fitzroy District	404
Mackay/Whitsunday District	405
Metropolitan District	406
North Coast District	407
North West District	409
Northern District	408
South Coast District	410
South West District	411
Wide Bay/Burnett District	412

Data Year

The most recent year the traffic data was collected for this AADT Segment.

Gazettal Direction

The Gazettal Direction is the direction of the traffic flow. It can be easily recognised by referring to the name of the road eg. Road Section: 10A Brisbane - Gympie denotes that the gazettal direction is from Brisbane to Gympie.

- G Traffic flowing in Gazettal Direction
- A Traffic flowing against Gazettal Direction
- B The combined traffic flow in both Directions

Road Section

Is the Gazetted road from which the traffic data is collected. Each Road Section is given a code, allocated sequentially in Gazettal Direction. Larger roads are broken down into sections and identified by an ID code with a suffix for easier data collection and reporting (eg. 10A, 10B, 10C). Road Sections are then broken into AADT Segments which are determined by traffic volume.

Site

The physical location of a traffic counting device. Sites are located at a specified Through Distance along a Road Section.

Site TDist

The Through Distance in gazettal direction from the start of the Road Section at which the site is located.

Site Description

The description of the physical location of the traffic counting device.

Start and End Point

The unique identifier for the Through Distance along a Road Section.

Through Distance

The distance, in kilometres, from the beginning of the Road Section in Gazettal Direction.

Traffic Class

Is the 12 Austroads vehicle categories or classes into which vehicles are placed or binned. Traffic classes are formed in a hierarchical format.

Volume or All Vehicles

00 = 0A + 0B

Light Vehicles

0A = 1A

1A = 2A + 2B

Heavy Vehicles

0B = 1B + 1C + 1D

1B = 2C + 2D + 2E

1C = 2F + 2G + 2H + 2I

1D = 2J + 2K + 2L

The following classes are the categories for which data can be captured:

Volume

00 All vehicles.

2-Bin

0A Light vehicles

0B Heavy vehicles

4-Bin

1A Short vehicles

1B Truck or bus

1C Articulated vehicles

1D Road train

12-Bin

2A Short 2 axle vehicles

2B Short vehicles towing

2C 2 axle truck or bus

2D 3 axle truck or bus

2E 4 axle truck

2F 3 axle articulated vehicle

2G 4 axle articulated vehicle

2H 5 axle articulated vehicle

2I 6 axle articulated vehicle

2J B double

2K Double road train

2L Triple road train

Vehicle Kilometres Travelled (VKT)

Daily VKT is a measure of the traffic demand. It is calculated by the length of an AADT Segment in kilometres multiplied by its AADT. The yearly VKT is the daily VKT multiplied by 365 days.

AADT Segment Summary - All Vehicles

The Total VKT can be used to gauge the demand on an entire Road Section.

AADT Segment Summary - Heavy Vehicles only

A blank field indicates that vehicle classification data was not collected for this AADT Segment.

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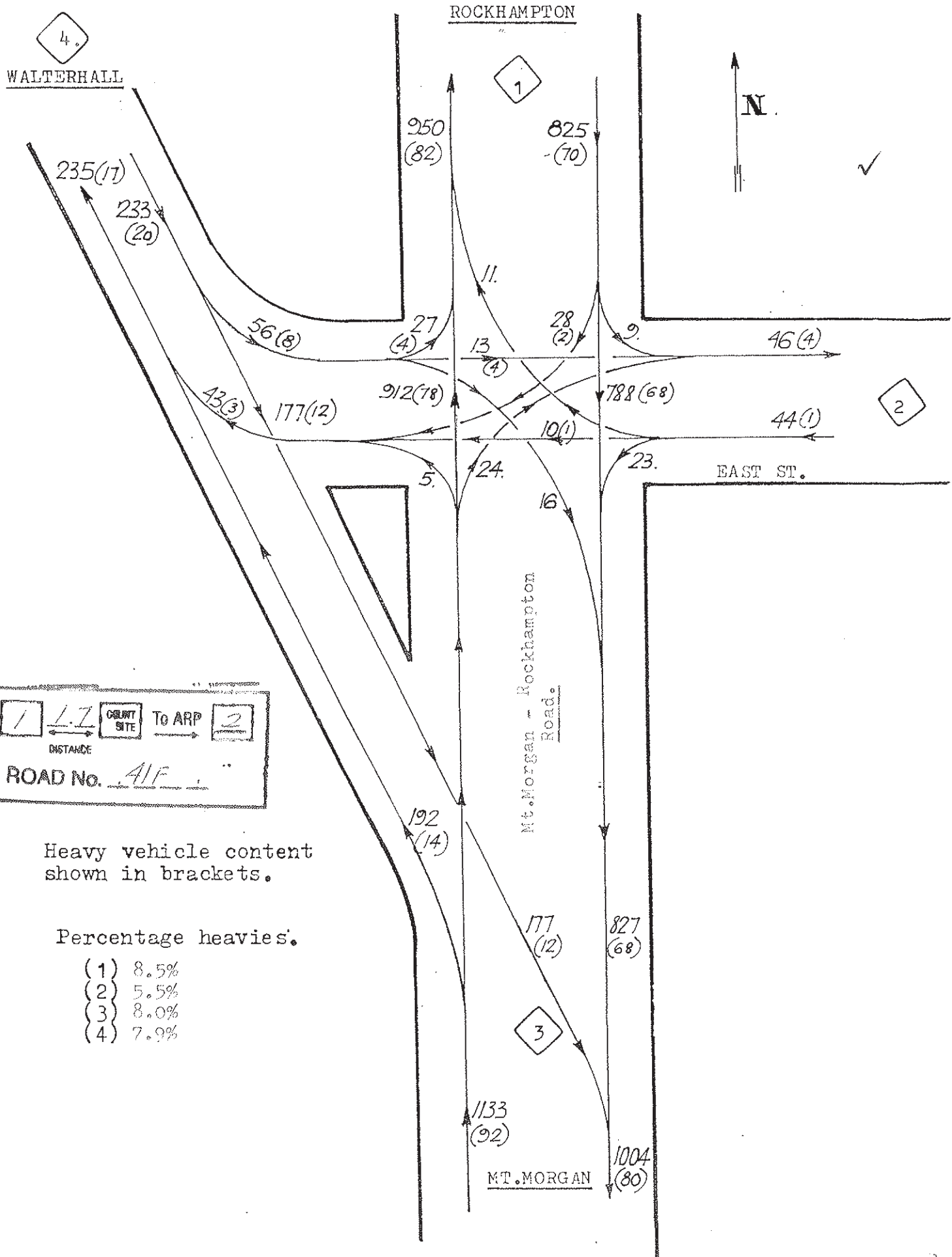
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VEHICLE MOVEMENTS

Intersection: Mt.Morgan - Rockhampton Rd.
East St.
Walterhall T/O.

Date: Thur 18 May 1989 (8am - 7pm)



Heavy vehicle content
shown in brackets.

Percentage heavies.

- (1) 8.5%
- (2) 5.5%
- (3) 8.0%
- (4) 7.9%

VEHICLE VOLUME SUMMARY SHEET (Classified Hourly)

LOCATION: MT.MORGAN SHIRE.. MT.MORGAN TOWN: Intersec n of Mt.Morgan - Rockhampton Rd

East St.
Walterhall T/O

Date: Thur 18 May 1989

Time: 7am - 7pm

Weather: Fine

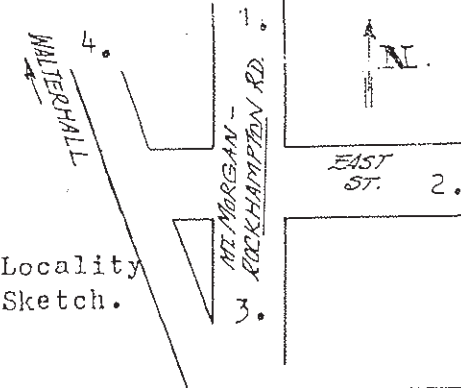
Compiler: J.Brailey

ARP ☐ / ☐ 1.7 COUNT SITE To ARP ☐ 2

DISTANCE

ROAD No. 41F

Locality Sketch.



TIME.										V E H I C L E S															TOTAL
	LIGHT			HEAVY			LIGHT			HEAVY			LIGHT			HEAVY			LIGHT			HEAVY			
	from 1 to			1			2			2			3			3			4			4			
	2	3	4	2	3	4	3	4	1	3	4	1	4	1	2	4	1	2	1	2	3	1	2	3	
7 - 8am		47			11	1	1		2				8	62		1	5		9		8				156
9am	1	80	3		6		2		1				19	84	4	3	6		1		25	1	1	3	240
10am	1	56			2		4	1	2				17	82	2	1	11		3	1	15			2	200
11am	1	51	1		6		1						16	69		4	2				12	1	1		165
12 noon	2	56	2		4		4	2	1				15	58	2	1	10		3	2	21			2	186
1pm	1	43			2		1	1					16	59	3	1	8		2		12			1	150
2pm	1	47	2		6		1	2	1				18	56			3		2	2	20				161
3pm		63	2		9		4	1	1		1		12	59	2	1	3		1	1	14		1	1	176
4pm		64	3		9		2	1					25	121	3	1	10			1	23		1		264
5pm	1	84	3		6	1	1	1					20	75	4	1	11		1	1	15	1		3	229
6pm	1	85	6		5		1		2				11	77	4		5		1	1	7				206
7pm		44	4		2		1		1				5	32			4				9				102
TOTAL	9	720	26		68	2	23	9	11		1		183	834	24	14	78		23	9	181	4	4	12	2235

VEHICLE VOLUME SUMMARY SHEET

(Classified Hourly)

Location: MT.MORGAN SHIRE

Mt.Morgan Town.. Junction of
Mt.Morgan - Rockhampton Road
at Baree T/o

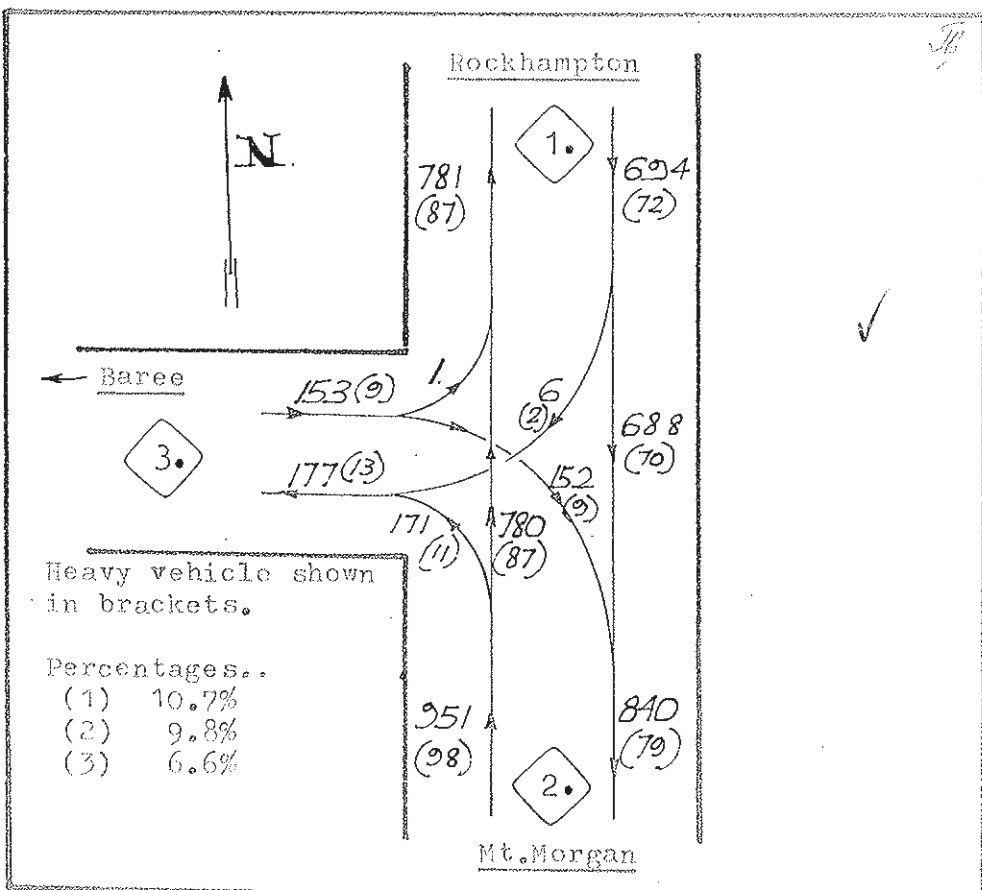
Date: Thur 25 May 1989

Time: 7am - 7pm

Weather: Fine

Compiler: J.Brailey

ARP 1 23 COUNT SITE To ARP 2
DISTANCE
ROAD No. 41F



TIME	VEHICLES												TOTAL
	Light		Heavy		Light		Heavy		Light		Heavy		
	from 1 to		1		2		2		3		3		
	2	3	2	3	3	1	3	1	1	2	1	2	
7am - 8 am	43		8		3	52		8		9			123
9 am	62		4		11	84	1	7		14		1	184
10 am	38		6	1	8	65	1	6		15		1	141
11 am	32		5		14	59	1	14		8		1	134
12noon	33		8		11	38		6		7		1	104
1 pm	46	2	4	1	14	45		4		9		1	126
2 pm	35		3		8	49	1	4		7		1	108
3 pm	71		5		12	41	1	9		16		2	157
4 pm	66		10		30	110	2	11	1	9		1	240
5 pm	78		13		26	68	1	11		24			221
6 pm	66	1	1		15	45	3	5		16			152
7 pm	48	1	3		8	37		2		9			108
TOTAL	618	4	70	2	160	693	11	87	1	143		9	1798

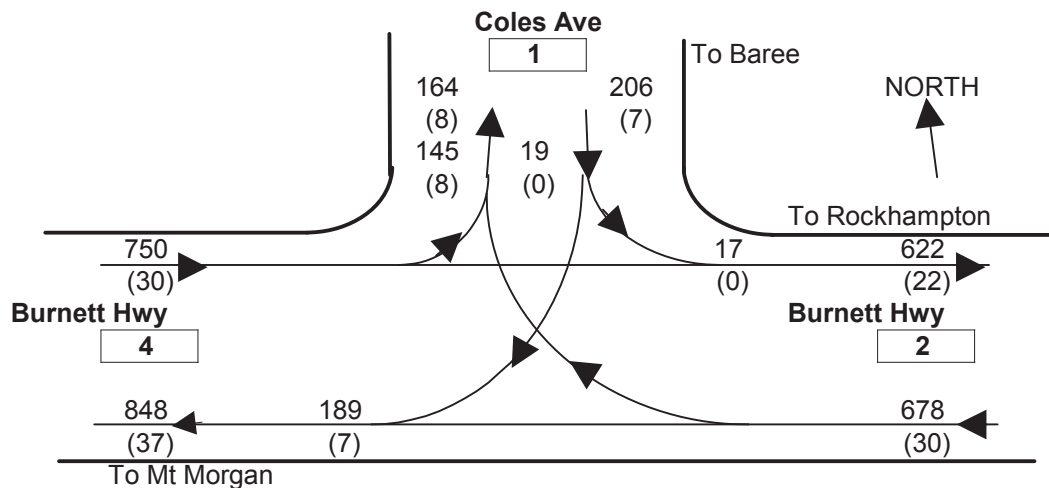
LOCATION: INTERSECTION BURNETT HWY & COLES AVE
ROAD No: 41F (Int.264 @ Tdist 2.533)
DAY: Wednesday
DATE: 12/07/00
TIME: 7am - 7pm
RECORDER : Ted Mooney

WEATHER:
COMPILER: K Ah Quee

Percentage Commercial
 Vehicles for:

1. 4.1%
2. 4.0%
4. 4.2%

NOTES:]



Commerical Vehicles Numbers
 Shown in Brackets ()

VEHICLES COUNTED FOR 12 HOURS

	LIGHT		HEAVY		LIGHT		HEAVY		LIGHT		HEAVY		
	From 1 To		From 1 To		From 2 To		From 2 To		From 4 To		From 4 To		
TIME	2	4	2	4	4	1	4	1	1	2	1	2	TOTAL
7:00-8:00am	2	8	0	1	27	0	2	0	6	45	3	3	97
8:00-9:00am	2	12	0	1	34	1	8	0	10	54	1	3	126
9:00-10:00am	3	9	0	1	24	1	2	0	4	44	0	2	90
10:00-11:00am	1	16	0	0	52	0	2	0	12	82	1	1	167
11:00-12noon	2	12	0	1	58	2	3	0	11	49	0	3	141
12:00-1:00pm	0	14	0	1	34	1	2	0	7	34	0	1	94
1:00-2:00pm	3	19	0	1	62	1	2	0	18	56	1	4	167
2:00-3:00pm	1	17	0	0	50	2	2	0	15	56	0	0	143
3:00-4:00pm	1	20	0	1	67	5	0	0	22	51	1	1	169
4:00-5:00pm	1	25	0	0	89	1	3	0	13	46	1	2	181
5:00-6:00pm	1	19	0	0	83	4	2	0	12	41	0	1	163
6:00-7:00pm	0	11	0	0	49	1	2	0	7	25	0	1	96
TOTAL	17	182	0	7	629	19	30	0	137	583	8	22	1634

FORM No.RK-SS-TE-FM03
 PAGE 2 of 3 : Approved:
 DATE: 7/94

VEHICLE VOLUME
 SUMMARY SHEETS
 (CLASSIFIED 1/4 HOURLY)



LOCATION: INTERSECTION BURNETT HWY & COLES AVE
 ROAD No: 41F (Int.264 @ Tdist 2.533)
 DAY: Wednesday
 DATE: 12/07/00
 TIME: 7am - 7pm
 RECORDER : Ted Mooney

WEATHER:
 COMPILER: K Ah Quee

	LIGHT		HEAVY		LIGHT		HEAVY		LIGHT		HEAVY		
	From 1 To		From 1 To		From 2 To		From 2 To		From 4 To		From 4 To		
TIME	2	4	2	4	4	1	4	1	1	2	1	2	TOTAL
7:00-7:15am	0	2	0	0	4	0	2	0	3	9	1	1	22
7:15-7:30am	0	2	0	0	3	0	0	0	1	17	0	1	24
7:30-7:45am	1	3	0	1	9	0	0	0	2	8	0	0	24
7:45-8:00am	1	1	0	0	11	0	0	0	0	11	2	1	27
8:00-8:15am	0	0	0	0	8	0	2	0	1	10	0	1	22
8:15-8:30am	1	5	0	0	12	0	3	0	4	24	0	1	50
8:30-8:45am	0	4	0	1	10	0	0	0	4	11	0	1	31
8:45-9:00am	1	3	0	0	4	1	3	0	1	9	1	0	23
9:00-9:15am	0	1	0	0	2	0	0	0	0	3	0	0	6
9:15-9:30am	2	3	0	1	4	1	0	0	1	3	0	1	16
9:30-9:45am	1	1	0	0	8	0	1	0	2	13	0	1	27
9:45-10:00am	0	4	0	0	10	0	1	0	1	25	0	0	41
10:00-10:15am	0	6	0	0	23	0	1	0	2	18	0	0	50
10:15-10:30am	0	5	0	0	17	0	1	0	2	25	0	0	50
10:30-10:45am	0	4	0	0	9	0	0	0	5	20	0	0	38
10:45-11:00am	1	1	0	0	3	0	0	0	3	19	1	1	29
11:00-11:15am	0	3	0	0	16	0	2	0	2	12	0	0	35
11:15-11:30am	1	3	0	1	15	0	1	0	4	16	0	3	44
11:30-11:45am	1	3	0	0	20	2	0	0	4	12	0	0	42
11:45-12:00am	0	3	0	0	7	0	0	0	1	9	0	0	20
AM TOTAL	10	57	0	4	195	4	17	0	43	274	5	12	621

LOCATION: INTERSECTION BURNETT HWY & COLES AVE
ROAD No: 41F (Int.264 @ Tdist 2.533)
DAY: Wednesday
DATE: 12/07/00
TIME: 7am - 7pm
RECORDER : Ted Mooney

WEATHER:
COMPILER: K Ah Quee

	LIGHT		HEAVY		LIGHT		HEAVY		LIGHT		HEAVY		
	From 1 To		From 1 To		From 2 To		From 2 To		From 4 To		From 4 To		
TIME	2	4	2	4	4	1	4	1	1	2	1	2	TOTAL
12:00-12:15pm	0	3	0	0	10	1	0	0	0	8	0	0	22
12:15-12:30pm	0	4	0	0	8	0	0	0	1	7	0	0	20
12:30-12:45pm	0	2	0	0	4	0	0	0	4	7	0	1	18
12:45-1:00pm	0	5	0	1	12	0	2	0	2	12	0	0	34
1:00-1:15pm	1	6	0	1	13	0	1	0	8	10	0	3	43
1:15-1:30pm	0	7	0	0	17	1	0	0	3	15	0	1	44
1:30-1:45pm	1	0	0	0	16	0	1	0	6	10	1	0	35
1:45-2:00pm	1	6	0	0	16	0	0	0	1	21	0	0	45
2:00-2:15pm	1	4	0	0	11	0	1	0	4	17	0	0	38
2:15-2:30pm	0	2	0	0	7	0	0	0	5	10	0	0	24
2:30-2:45pm	0	4	0	0	16	1	1	0	1	16	0	0	39
2:45-3:00pm	0	7	0	0	16	1	0	0	5	13	0	0	42
3:00-3:15pm	0	6	0	0	22	1	0	0	7	12	0	1	49
3:15-3:30pm	0	7	0	0	18	2	0	0	6	19	1	0	53
3:30-3:45pm	1	2	0	1	14	2	0	0	7	14	0	0	41
3:45-4:00pm	0	5	0	0	13	0	0	0	2	6	0	0	26
4:00-4:15pm	0	2	0	0	15	0	1	0	2	12	1	0	33
4:15-4:30pm	0	4	0	0	26	0	1	0	2	9	0	0	42
4:30-4:45pm	1	6	0	0	21	0	1	0	6	12	0	1	48
4:45-5:00pm	0	13	0	0	27	1	0	0	3	13	0	1	58
5:00-5:15pm	0	5	0	0	24	2	0	0	7	8	0	1	47
5:15-5:30pm	0	5	0	0	16	2	2	0	3	18	0	0	46
5:30-5:45pm	1	5	0	0	25	0	0	0	0	7	0	0	38
5:45-6:00pm	0	4	0	0	18	0	0	0	2	8	0	0	32
6:00-6:15pm	0	8	0	0	19	0	0	0	1	12	0	0	40
6:15-6:30pm	0	1	0	0	15	0	1	0	3	8	0	1	29
6:30-6:45pm	0	2	0	0	10	1	1	0	2	4	0	0	20
6:45-7:00pm	0	0	0	0	5	0	0	0	1	1	0	0	7
PM TOTAL	7	125	0	3	434	15	13	0	94	309	3	10	1013

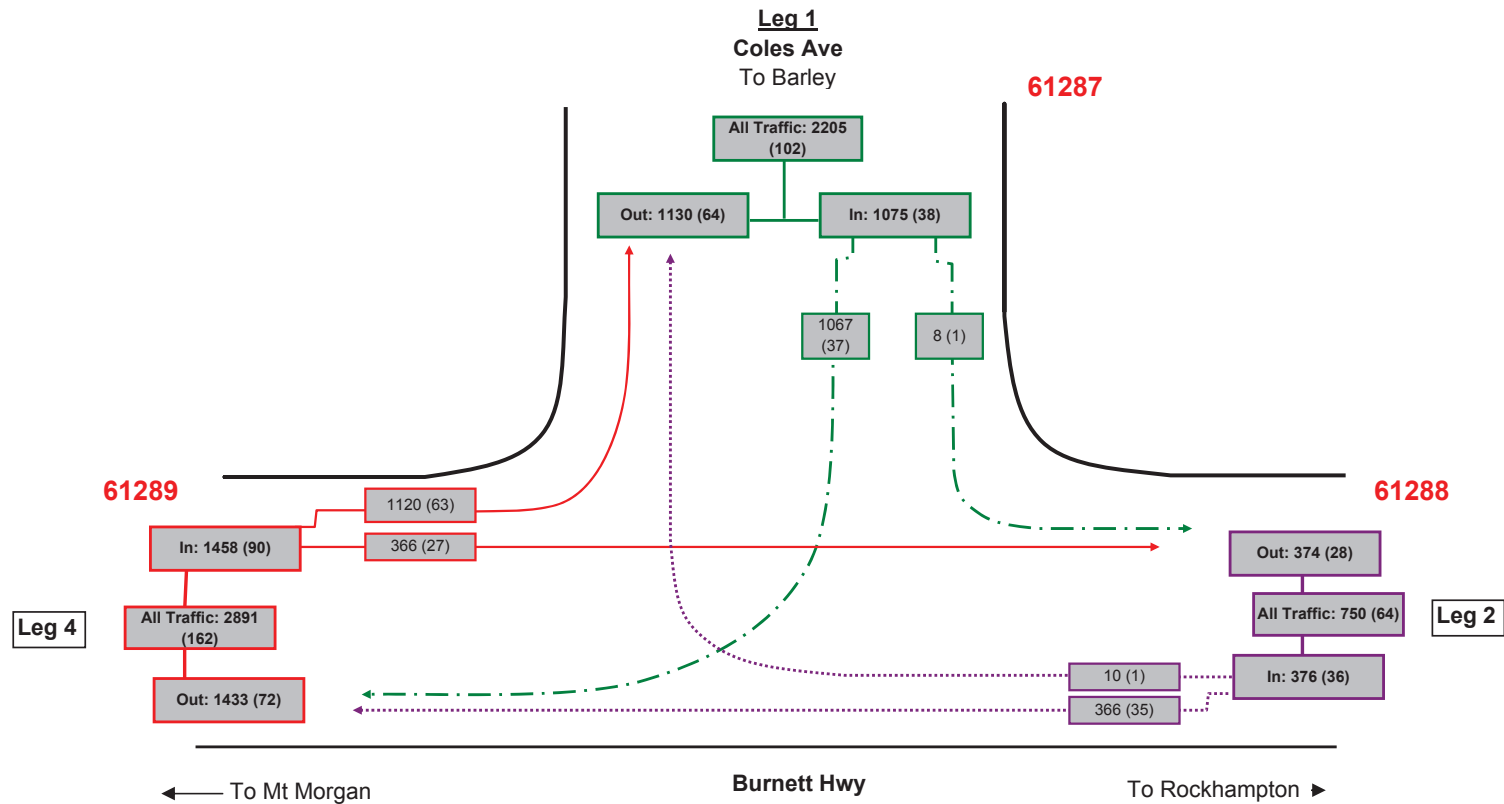


LOCATION: INTERSECTION BURNETT HWY & COLES AVE

ROAD No: 41F (Int.264 @ Tdist 2.533)

DATE: Tue, 24/04/12

TIME: 06:00 - 18:00



Count Tally Sheet With Totals and Peak Flows.



LOCATION: INTERSECTION BURNETT HWY & COLES AVE

ROAD No: 41F (Int.264 @ Tdist 2.533)

DATE: Tue, 24/04/12

TIME: 06:00 - 18:00

Time	Leg 1						Leg 2						Leg 4					
	Left		Right		U-turn	Leg Total	Thru		Right		U-turn	Leg Total	Left		Thru		U-turn	Leg Total
	Light	Heavy	Light	Heavy	All		Light	Heavy	Light	Heavy	All		Light	Heavy	Light	Heavy	All	
6:00 - 6:15	0	0	8	1		9	1	0	0	0		0	28	0	6	0		6
6:15 - 6:30	0	0	5	2		7	1	0	1	0		2	37	1	2	0		40
6:30 - 6:45	0	0	5	0		5	1	0	0	0		1	8	0	3	0		11
6:45 - 7:00	0	0	10	0		10	4	2	0	0		6	20	0	4	0		24
7:00 - 7:15	0	0	12	0		12	4	2	0	0		6	34	3	4	1		42
7:15 - 7:30	0	0	14	1		15	4	2	0	0		6	22	0	5	1		28
7:30 - 7:45	0	0	18	1		19	6	0	0	0		6	24	3	9	0		36
7:45 - 8:00	0	0	21	0		21	6	3	0	0		9	25	0	5	0		30
8:00 - 8:15	1	0	18	2		21	3	0	0	0		3	34	1	10	1		46
8:15 - 8:30	1	0	19	2		22	9	2	1	0		12	30	2	12	1		45
8:30 - 8:45	0	0	21	1		22	5	1	0	0		6	30	2	6	2		40
8:45 - 9:00	0	0	28	0		28	12	1	0	0		13	32	2	7	0		41
9:00 - 9:15	1	0	20	1		22	13	0	0	0		13	29	0	6	0		35
9:15 - 9:30	0	0	21	3		24	7	0	1	0		8	33	1	12	0		46
9:30 - 9:45	0	0	21	1		22	8	1	0	0		9	26	0	7	1		34
9:45 - 10:00	0	0	15	2		17	8	0	0	0		8	23	1	4	1		29
10:00 - 10:15	0	0	22	2		24	4	2	0	1		7	15	3	10	0		28
10:15 - 10:30	1	0	13	1		15	12	2	0	0		14	19	4	9	0		32
10:30 - 10:45	0	0	14	1		15	3	0	0	0		3	16	1	6	1		24
10:45 - 11:00	0	0	20	0		20	7	1	0	0		8	19	1	11	0		31
11:00 - 11:15	1	0	31	0		32	6	0	0	0		6	14	1	7	1		23
11:15 - 11:30	0	0	18	0		18	7	1	0	0		8	22	3	5	0		30
11:30 - 11:45	0	0	16	0		16	4	0	0	0		4	21	1	8	0		30
11:45 - 12:00	1	0	12	1		14	1	1	0	0		2	16	0	7	1		24

Count Tally Sheet With Totals and Peak Flows.



LOCATION: INTERSECTION BURNETT HWY & COLES AVE

ROAD No: 41F (Int.264 @ Tdist 2.533)

DATE: Tue, 24/04/12

TIME: 06:00 - 18:00

Time	Leg 1						Leg 2						Leg 4					
	Left		Right		U-turn	Leg Total	Thru		Right		U-turn	Leg Total	Left		Thru		U-turn	Leg Total
	Light	Heavy	Light	Heavy	All		Light	Heavy	Light	Heavy	All		Light	Heavy	Light	Heavy	All	
12:00 - 12:15	0	0	14	0		14	3	0	0	0		3	17	0	10	0		27
12:15 - 12:30	0	0	18	1		19	2	0	0	0		2	15	2	3	0		20
12:30 - 12:45	0	0	24	0		24	2	1	0	0		3	13	0	2	1		16
12:45 - 13:00	0	0	15	1		16	9	0	1	0		10	18	2	3	0		23
13:00 - 13:15	0	0	17	0		17	5	2	0	0		7	18	5	8	0		31
13:15 - 13:30	0	0	23	1		24	4	2	1	0		7	16	1	10	0		27
13:30 - 13:45	0	0	23	1		24	9	0	0	0		9	12	2	3	3		20
13:45 - 14:00	1	0	16	0		17	8	1	0	0		9	23	2	7	0		32
14:00 - 14:15	0	0	27	1		28	9	0	0	0		9	20	2	10	0		32
14:15 - 14:30	0	0	19	0		19	11	0	0	0		11	23	1	9	1		34
14:30 - 14:45	0	0	23	3		26	6	1	0	0		7	23	1	6	0		30
14:45 - 15:00	0	0	25	0		25	12	3	0	0		15	15	3	6	0		24
15:00 - 15:15	0	0	26	0		26	11	0	0	0		11	18	0	7	0		25
15:15 - 15:30	0	0	34	0		34	5	0	0	0		5	35	2	6	2		45
15:30 - 15:45	0	1	24	1		26	7	0	0	0		7	21	2	7	3		33
15:45 - 16:00	0	0	26	1		27	8	1	0	0		9	15	2	7	1		25
16:00 - 16:15	0	0	31	2		33	10	2	0	0		12	32	2	5	1		40
16:15 - 16:30	0	0	42	0		42	8	0	1	0		9	14	1	8	2		25
16:30 - 16:45	0	0	30	0		30	16	0	0	0		16	35	1	12	0		48
16:45 - 17:00	0	0	47	1		48	9	0	0	0		9	26	0	15	1		42
17:00 - 17:15	0	0	40	0		40	8	0	0	0		8	19	0	10	0		29
17:15 - 17:30	0	0	34	1		35	14	1	3	0		18	27	0	6	1		34
17:30 - 17:45	0	0	31	1		32	7	0	0	0		7	16	0	7	0		23
17:45 - 18:00	0	0	19	0		19	12	0	0	0		12	9	2	7	0		18
Total:	7	1	1030	37	0	1075	331	35	9	1	0	376	1057	63	339	27	0	1458
Peak Count:	2	1	159	8	0	160	47	7	3	1	0	51	126	10	45	7	0	172
Peak Hour:	07:30 to 08:30	14:45 to 15:45	16:15 to 17:15	09:15 to 10:15	06:00 to 07:00	16:15 to 17:15	16:30 to 17:30	07:00 to 08:00	16:30 to 17:30	09:15 to 10:15	06:00 to 07:00	16:30 to 17:30	08:00 to 09:00	12:45 to 13:45	16:15 to 17:15	15:15 to 16:15	06:00 to 07:00	08:00 to 09:00

MetroCount Traffic Executive

Daily Classes

DailyClass-422 -- English (ENA)

Datasets:

Site: [006205D] !Poison Ck Rd rd (350m E of Poison Ck Rd int)
Attribute: Bouldercombe
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 10:19 Friday, 26 February 2016 => 14:21 Tuesday, 15 March 2016,
Zone:
File: 006205D 0 2016-03-16 0809.EC0 (Plus)
Identifier: JJ09RE4S MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 10:20 Friday, 26 February 2016 => 14:21 Tuesday, 15 March 2016 (18.1675)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 19646 / 19648 (99.99%)

Daily Classes

DailyClass-422

Site: 006205D.0.1NS
Description: !Poison Ck Rd rd (350m E of Poison Ck Rd int)
Filter time: 10:20 Friday, 26 February 2016 => 14:21 Tuesday, 15 March 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 22 February 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
<u>Mon*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Tue*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Wed*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Thu*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Fri*</u>	846	26	46	4	0	0	1	0	3	1	0	0	927
(%)	91.3	2.8	5.0	0.4	0.0	0.0	0.1	0.0	0.3	0.1	0.0	0.0	
<u>Sat</u>	897	38	48	4	0	1	4	0	4	0	0	0	996
(%)	90.1	3.8	4.8	0.4	0.0	0.1	0.4	0.0	0.4	0.0	0.0	0.0	
<u>Sun</u>	756	30	30	0	0	0	3	0	1	0	0	0	820
(%)	92.2	3.7	3.7	0.0	0.0	0.0	0.4	0.0	0.1	0.0	0.0	0.0	

Average daily volume

<u>Entire week</u>													
	826	33	38	2	0	0	3	0	2	0	0	0	908
(%)	91.0	3.6	4.2	0.2	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.0	
<u>Weekdays</u>	No complete days.												
<u>Weekend</u>													
	826	33	38	2	0	0	3	0	2	0	0	0	908
(%)	91.0	3.6	4.2	0.2	0.0	0.0	0.3	0.0	0.2	0.0	0.0	0.0	

* - Incomplete

Daily Classes

DailyClass-422

Site: 006205D.0.1NS
Description: !Poison Ck Rd rd (350m E of Poison Ck Rd int)
Filter time: 10:20 Friday, 26 February 2016 => 14:21 Tuesday, 15 March 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 29 February 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
Mon	1009	28	64	6	6	2	2	0	6	0	0	0	1123
(%)	89.8	2.5	5.7	0.5	0.5	0.2	0.2	0.0	0.5	0.0	0.0	0.0	
Tue	1010	28	94	8	3	1	4	3	8	2	0	0	1161
(%)	87.0	2.4	8.1	0.7	0.3	0.1	0.3	0.3	0.7	0.2	0.0	0.0	
Wed	985	20	62	2	0	1	3	0	8	0	0	0	1081
(%)	91.1	1.9	5.7	0.2	0.0	0.1	0.3	0.0	0.7	0.0	0.0	0.0	
Thu	1033	12	69	2	0	2	6	0	4	1	0	0	1129
(%)	91.5	1.1	6.1	0.2	0.0	0.2	0.5	0.0	0.4	0.1	0.0	0.0	
Fri	1162	28	85	5	2	1	5	1	7	1	0	0	1297
(%)	89.6	2.2	6.6	0.4	0.2	0.1	0.4	0.1	0.5	0.1	0.0	0.0	
Sat	768	35	59	6	1	3	8	0	1	1	0	0	882
(%)	87.1	4.0	6.7	0.7	0.1	0.3	0.9	0.0	0.1	0.1	0.0	0.0	
Sun	675	33	30	4	0	1	2	2	1	0	0	0	748
(%)	90.2	4.4	4.0	0.5	0.0	0.1	0.3	0.3	0.1	0.0	0.0	0.0	

Average daily volume

Entire week													
	948	25	65	4	0	1	3	0	4	0	0	0	1060
(%)	89.4	2.4	6.1	0.4	0.0	0.1	0.3	0.0	0.4	0.0	0.0	0.0	
Weekdays													
	1039	23	74	4	2	0	3	0	6	0	0	0	1158
(%)	89.7	2.0	6.4	0.3	0.2	0.0	0.3	0.0	0.5	0.0	0.0	0.0	
Weekend													
	721	33	44	4	0	1	5	0	0	0	0	0	815
(%)	88.5	4.0	5.4	0.5	0.0	0.1	0.6	0.0	0.0	0.0	0.0	0.0	

* - Incomplete

Daily Classes

DailyClass-422

Site: 006205D.0.1NS
Description: !Poison Ck Rd rd (350m E of Poison Ck Rd int)
Filter time: 10:20 Friday, 26 February 2016 => 14:21 Tuesday, 15 March 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 7 March 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
Mon	1003	13	74	5	2	2	1	1	2	0	0	0	1103
(%)	90.9	1.2	6.7	0.5	0.2	0.2	0.1	0.1	0.2	0.0	0.0	0.0	
Tue	1049	18	67	1	3	0	1	4	6	1	0	0	1150
(%)	91.2	1.6	5.8	0.1	0.3	0.0	0.1	0.3	0.5	0.1	0.0	0.0	
Wed	987	45	61	1	2	0	3	0	3	1	0	0	1103
(%)	89.5	4.1	5.5	0.1	0.2	0.0	0.3	0.0	0.3	0.1	0.0	0.0	
Thu	1095	12	64	2	5	0	2	0	7	0	0	0	1187
(%)	92.2	1.0	5.4	0.2	0.4	0.0	0.2	0.0	0.6	0.0	0.0	0.0	
Fri	1183	37	71	5	3	0	2	0	4	1	0	0	1306
(%)	90.6	2.8	5.4	0.4	0.2	0.0	0.2	0.0	0.3	0.1	0.0	0.0	
Sat	816	26	42	3	1	1	5	0	5	0	0	0	899
(%)	90.8	2.9	4.7	0.3	0.1	0.1	0.6	0.0	0.6	0.0	0.0	0.0	
Sun	787	47	38	2	0	2	0	0	1	0	0	0	877
(%)	89.7	5.4	4.3	0.2	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.0	

Average daily volume

Entire week													
	988	28	59	2	2	0	1	0	3	0	0	0	1089
(%)	90.7	2.6	5.4	0.2	0.2	0.0	0.1	0.0	0.3	0.0	0.0	0.0	
Weekdays													
	1062	25	67	2	2	0	1	0	4	0	0	0	1169
(%)	90.8	2.1	5.7	0.2	0.2	0.0	0.1	0.0	0.3	0.0	0.0	0.0	
Weekend													
	801	36	39	2	0	1	2	0	3	0	0	0	887
(%)	90.3	4.1	4.4	0.2	0.0	0.1	0.2	0.0	0.3	0.0	0.0	0.0	

* - Incomplete

Daily Classes

DailyClass-422

Site: 006205D.0.1NS
Description: !Poison Ck Rd rd (350m E of Poison Ck Rd int)
Filter time: 10:20 Friday, 26 February 2016 => 14:21 Tuesday, 15 March 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 14 March 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
Mon	1024	17	62	6	6	2	1	0	1	1	0	0	1120
(%)	91.4	1.5	5.5	0.5	0.5	0.2	0.1	0.0	0.1	0.1	0.0	0.0	
Tue*	675	2	45	3	3	0	1	3	5	0	0	0	737
(%)	91.6	0.3	6.1	0.4	0.4	0.0	0.1	0.4	0.7	0.0	0.0	0.0	
Wed*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Fri*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sat*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week	1024	17	62	6	6	2	1	0	1	1	0	0	1120
(%)	91.4	1.5	5.5	0.5	0.5	0.2	0.1	0.0	0.1	0.1	0.0	0.0	
Weekdays	1024	17	62	6	6	2	1	0	1	1	0	0	1120
(%)	91.4	1.5	5.5	0.5	0.5	0.2	0.1	0.0	0.1	0.1	0.0	0.0	

Weekend No complete days.

*** - Incomplete**

MetroCount Traffic Executive **Weekly Vehicle Counts (Virtual Week)**

VirtWeeklyVehicle-421 -- English (ENA)

Datasets:

Site: [006205D] !Poison Ck Rd rd (350m E of Poison Ck Rd int)
Attribute: Bouldercombe
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 10:19 Friday, 26 February 2016 => 14:21 Tuesday, 15 March 2016,
Zone:
File: 006205D 0 2016-03-16 0809.EC0 (Plus)
Identifier: JJ09RE4S MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 10:20 Friday, 26 February 2016 => 14:21 Tuesday, 15 March 2016 (18.1675)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 19646 / 19648 (99.99%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-421

Site: 006205D.0.1NS

Description: !Poison Ck Rd rd (350m E of Poison Ck Rd int)

Filter time: 10:20 Friday, 26 February 2016 => 14:21 Tuesday, 15 March 2016

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	1.0	3.0	4.0	6.5	5.5	7.0	7.3	3.7	4.8
0100-0200	0.7	1.3	1.5	1.5	2.5	4.0	3.3	1.4	2.2
0200-0300	2.0	1.3	1.0	1.0	1.5	1.7	2.7	1.4	1.7
0300-0400	5.7	4.3	6.5	4.0	7.0	2.7	3.3	5.4	4.6
0400-0500	14.0	13.0	11.5	8.5	12.5	7.7	3.3	12.2	9.9
0500-0600	30.3	26.7	24.0	26.5	21.0	12.0	6.0	26.2	20.4
0600-0700	63.3	56.7	59.5	51.0	56.0	23.7	14.0	57.8	44.8
0700-0800	85.7	99.0	84.0	79.5	78.0	42.0	28.0	86.4	69.3
0800-0900	111.0	107.0	103.5	99.0	122.5	65.0	37.7	108.7	89.6
0900-1000	91.7	91.0	81.5	86.0	92.0	90.3	61.7	88.9	84.6
1000-1100	62.3	70.7	75.5	55.5	73.3	84.3	64.3	67.8	69.8
1100-1200	53.3	61.0	59.5	63.0	64.3	71.3	73.7	60.1	64.0
1200-1300	60.3	63.0	55.0	54.0	72.7	69.7	58.0	62.0	62.6
1300-1400	62.7	62.3	60.5	61.0	72.3	68.3	62.0	64.2	64.5
1400-1500	70.7	55.0	67.0	79.0	100.3	64.3	73.0	74.6	72.7
1500-1600	97.3	99.5	90.5	101.5	120.7	74.0	71.0	103.1	92.9
1600-1700	101.3	97.0	90.5	98.0	109.0	60.0	63.0	100.2	87.3
1700-1800	84.0	103.0	89.0	104.5	105.7	63.3	62.7	96.8	85.6
1800-1900	49.0	60.5	49.5	77.5	77.3	41.3	47.7	62.8	56.7
1900-2000	26.7	40.0	31.5	43.5	46.7	23.7	31.3	37.5	34.2
2000-2100	18.0	25.5	14.5	22.5	24.3	11.0	18.0	21.0	18.8
2100-2200	10.3	13.5	15.0	13.5	17.7	16.7	12.7	14.0	14.2
2200-2300	11.7	8.5	13.0	15.0	18.3	14.7	7.0	13.6	12.7
2300-2400	2.3	3.5	4.0	6.0	8.3	7.0	3.3	4.9	5.0
Totals									
0700-1900	929.3	969.0	906.0	958.5	1088.2	794.0	702.7	975.6	899.6
0600-2200	1047.7	1104.7	1026.5	1089.0	1232.8	869.0	778.7	1105.9	1011.6
0600-0000	1061.7	1116.7	1043.5	1110.0	1259.5	890.7	789.0	1124.4	1029.2
0000-0000	1115.3	1166.3	1092.0	1158.0	1309.5	925.7	815.0	1174.6	1072.9
AM Peak	0800	0800	0800	0800	0800	0900	1100		
	111.0	107.0	103.5	99.0	122.5	90.3	73.7		
PM Peak	1600	1700	1600	1700	1500	1500	1400		
	101.3	103.0	90.5	104.5	120.7	74.0	73.0		

* - No data.

MetroCount Traffic Executive

Daily Classes

DailyClass-425 -- English (ENA)

Datasets:

Site: [010133A] Gordon Lane
Attribute: Walterhall
Direction: 6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration: 9:27 Tuesday, 1 March 2016 => 13:48 Tuesday, 15 March 2016,
Zone:
File: 010133A15Mar2016.EC0 (Plus)
Identifier: R682Y9N1 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 9:28 Tuesday, 1 March 2016 => 13:48 Tuesday, 15 March 2016 (14.1807)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: East, West (bound), P = East
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 6788 / 6795 (99.90%)

Daily Classes

DailyClass-425

Site: 010133A.0.1WE

Description: Gordon Lane

Filter time: 9:28 Tuesday, 1 March 2016 => 13:48 Tuesday, 15 March 2016

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 29 February 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
<u>Mon*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Tue*</u>	329	5	12	2	1	0	0	0	0	0	0	0	349
(%)	94.3	1.4	3.4	0.6	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Wed</u>	462	12	15	0	0	0	2	0	0	0	0	0	491
(%)	94.1	2.4	3.1	0.0	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	
<u>Thu</u>	476	17	18	0	0	1	0	0	0	0	0	0	512
(%)	93.0	3.3	3.5	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Fri</u>	454	9	15	4	0	0	0	1	0	0	0	0	483
(%)	94.0	1.9	3.1	0.8	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	
<u>Sat</u>	417	10	13	0	0	0	1	0	0	0	0	0	441
(%)	94.6	2.3	2.9	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	
<u>Sun</u>	354	4	14	0	0	0	0	0	0	0	0	0	372
(%)	95.2	1.1	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

<u>Entire week</u>													
	432	10	14	0	0	0	0	0	0	0	0	0	459
(%)	94.1	2.2	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Weekdays</u>													
	463	12	15	0	0	0	0	0	0	0	0	0	495
(%)	93.5	2.4	3.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Weekend</u>													
	385	6	13	0	0	0	0	0	0	0	0	0	406
(%)	94.8	1.5	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

* - Incomplete

Daily Classes

DailyClass-425

Site: 010133A.0.1WE

Description: Gordon Lane

Filter time: 9:28 Tuesday, 1 March 2016 => 13:48 Tuesday, 15 March 2016

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 7 March 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
Mon	427	1	14	0	0	0	0	0	0	0	0	0	442
(%)	96.6	0.2	3.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Tue	472	4	19	1	0	0	0	0	0	0	0	0	496
(%)	95.2	0.8	3.8	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Wed	519	8	16	2	0	0	0	0	0	0	0	0	545
(%)	95.2	1.5	2.9	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Thu	522	1	17	0	2	1	0	0	0	0	0	0	543
(%)	96.1	0.2	3.1	0.0	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	
Fri	539	5	22	0	0	0	1	0	0	0	0	0	567
(%)	95.1	0.9	3.9	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	
Sat	419	10	7	0	0	0	0	0	0	0	0	0	436
(%)	96.1	2.3	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Sun	353	11	13	0	1	0	0	0	0	0	0	0	378
(%)	93.4	2.9	3.4	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week													
	464	5	15	0	0	0	0	0	0	0	0	0	486
(%)	95.5	1.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Weekdays													
	495	3	17	0	0	0	0	0	0	0	0	0	517
(%)	95.7	0.6	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Weekend													
	385	10	9	0	0	0	0	0	0	0	0	0	406
(%)	94.8	2.5	2.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

* - Incomplete

Daily Classes

DailyClass-425

Site: 010133A.0.1WE

Description: Gordon Lane

Filter time: 9:28 Tuesday, 1 March 2016 => 13:48 Tuesday, 15 March 2016

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 14 March 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
<u>Mon</u>	472	7	20	0	0	0	0	0	0	0	0	0	499
(%)	94.6	1.4	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Tue*</u>	225	2	5	2	0	0	0	0	0	0	0	0	234
(%)	96.2	0.9	2.1	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Wed*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Thu*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Fri*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Sat*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Sun*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

<u>Entire week</u>	472	7	20	0	0	0	0	0	0	0	0	0	499
(%)	94.6	1.4	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

<u>Weekdays</u>	472	7	20	0	0	0	0	0	0	0	0	0	499
(%)	94.6	1.4	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Weekend No complete days.

* - Incomplete

MetroCount Traffic Executive **Weekly Vehicle Counts (Virtual Week)**

VirtWeeklyVehicle-424 -- English (ENA)

Datasets:

Site: [010133A] Gordon Lane
Attribute: Walterhall
Direction: 6 - West bound A>B, East bound B>A. **Lane:** 0
Survey Duration: 9:27 Tuesday, 1 March 2016 => 13:48 Tuesday, 15 March 2016,
Zone:
File: 010133A15Mar2016.EC0 (Plus)
Identifier: R682Y9N1 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 9:28 Tuesday, 1 March 2016 => 13:48 Tuesday, 15 March 2016 (14.1807)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: East, West (bound), P = East
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 6788 / 6795 (99.90%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-424

Site: 010133A.0.1WE

Description: Gordon Lane

Filter time: 9:28 Tuesday, 1 March 2016 => 13:48 Tuesday, 15 March 2016

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(EW) Sp(10,160) Headway(>0) Span(0 - 100)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	1.5	1.0	3.0	1.5	1.0	4.0	4.0	1.6	2.3
0100-0200	0.0	0.0	0.5	1.5	1.0	2.5	1.0	0.6	0.9
0200-0300	2.0	0.0	0.5	2.0	0.5	3.0	0.0	1.0	1.1
0300-0400	3.0	3.0	2.0	4.0	2.5	1.0	2.5	2.9	2.6
0400-0500	2.5	1.0	1.5	1.0	3.0	3.0	0.5	1.8	1.8
0500-0600	3.5	1.5	1.5	2.0	2.5	2.5	1.0	2.2	2.1
0600-0700	11.5	15.0	15.0	15.0	15.0	7.5	4.0	14.3	11.9
0700-0800	21.0	24.0	30.5	20.5	23.5	14.5	11.0	23.9	20.7
0800-0900	43.5	31.5	44.0	44.5	38.5	30.0	13.5	40.4	35.1
0900-1000	46.0	33.7	48.0	49.0	48.5	41.0	33.0	44.0	42.1
1000-1100	32.0	43.3	33.0	41.0	34.0	31.5	43.0	37.3	37.3
1100-1200	29.5	33.3	39.5	37.5	33.0	42.0	31.5	34.5	35.1
1200-1300	30.0	27.3	34.0	41.0	31.0	42.5	31.0	32.2	33.4
1300-1400	23.5	25.0	27.0	32.5	34.5	26.5	28.0	28.2	27.9
1400-1500	31.0	32.0	33.0	32.0	41.5	30.5	44.5	33.9	34.9
1500-1600	49.0	45.0	48.0	40.5	41.0	27.0	28.5	44.7	39.9
1600-1700	32.0	54.0	44.0	42.5	40.5	35.0	21.5	42.6	38.5
1700-1800	38.5	29.0	41.5	47.5	34.5	27.5	23.5	38.2	34.6
1800-1900	26.0	24.5	26.0	30.5	35.5	30.5	22.0	28.5	27.9
1900-2000	17.5	18.0	26.0	18.5	25.0	12.0	14.5	21.0	18.8
2000-2100	16.5	7.5	9.5	8.5	15.0	4.0	7.0	11.4	9.7
2100-2200	6.5	4.5	5.5	7.5	11.0	9.5	4.5	7.0	7.0
2200-2300	1.0	2.0	2.0	6.0	4.5	5.5	3.5	3.1	3.5
2300-2400	3.0	2.0	2.5	1.0	8.0	5.5	1.5	3.3	3.4
Totals									
0700-1900	402.0	402.7	448.5	459.0	436.0	378.5	331.0	428.3	407.3
0600-2200	454.0	447.7	504.5	508.5	502.0	411.5	361.0	482.0	454.7
0600-0000	458.0	451.7	509.0	515.5	514.5	422.5	366.0	488.4	461.5
0000-0000	470.5	458.2	518.0	527.5	525.0	438.5	375.0	498.5	472.3
AM Peak	0900	1000	0900	0900	0900	1100	1000		
	46.0	43.3	48.0	49.0	48.5	42.0	43.0		
PM Peak	1500	1600	1500	1700	1400	1200	1400		
	49.0	54.0	48.0	47.5	41.5	42.5	44.5		

* - No data.

MetroCount Traffic Executive

Daily Classes

DailyClass-428 -- English (ENA)

Datasets:

Site: [010277A] Razorback rd (350m Sth of Poison Ck Rd int)
Attribute: Moongan
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 13:57 Monday, 29 February 2016 => 14:11 Tuesday, 15 March 2016,
Zone:
File: 010277A15Mar2016.EC0 (Plus)
Identifier: HE99RCT9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 13:58 Monday, 29 February 2016 => 14:11 Tuesday, 15 March 2016 (15.0092)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 29633 / 29639 (99.98%)

Daily Classes

DailyClass-428

Site: 010277A.0.1NS
Description: Razorback rd (350m Sth of Poison Ck Rd int)
Filter time: 13:58 Monday, 29 February 2016 => 14:11 Tuesday, 15 March 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 29 February 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
<u>Mon*</u>	756	26	49	2	3	0	4	1	1	0	1	0	843
(%)	89.7	3.1	5.8	0.2	0.4	0.0	0.5	0.1	0.1	0.0	0.1	0.0	
<u>Tue</u>	1761	52	152	14	6	4	3	3	9	3	0	0	2007
(%)	87.7	2.6	7.6	0.7	0.3	0.2	0.1	0.1	0.4	0.1	0.0	0.0	
<u>Wed</u>	1845	44	125	3	1	4	5	0	10	0	0	0	2037
(%)	90.6	2.2	6.1	0.1	0.0	0.2	0.2	0.0	0.5	0.0	0.0	0.0	
<u>Thu</u>	1931	39	109	2	0	5	5	0	3	2	0	0	2096
(%)	92.1	1.9	5.2	0.1	0.0	0.2	0.2	0.0	0.1	0.1	0.0	0.0	
<u>Fri</u>	2141	70	125	9	6	4	6	0	6	1	0	0	2368
(%)	90.4	3.0	5.3	0.4	0.3	0.2	0.3	0.0	0.3	0.0	0.0	0.0	
<u>Sat</u>	1540	75	69	3	0	2	7	0	3	2	0	0	1701
(%)	90.5	4.4	4.1	0.2	0.0	0.1	0.4	0.0	0.2	0.1	0.0	0.0	
<u>Sun</u>	1236	47	66	4	1	3	5	2	3	0	0	0	1367
(%)	90.4	3.4	4.8	0.3	0.1	0.2	0.4	0.1	0.2	0.0	0.0	0.0	

Average daily volume

<u>Entire week</u>	1742	53	106	5	2	3	4	0	5	0	0	0	1929
(%)	90.3	2.7	5.5	0.3	0.1	0.2	0.2	0.0	0.3	0.0	0.0	0.0	
<u>Weekdays</u>	1918	51	127	6	2	4	4	0	6	1	0	0	2126
(%)	90.2	2.4	6.0	0.3	0.1	0.2	0.2	0.0	0.3	0.0	0.0	0.0	
<u>Weekend</u>	1387	61	67	3	0	2	5	0	3	0	0	0	1533
(%)	90.5	4.0	4.4	0.2	0.0	0.1	0.3	0.0	0.2	0.0	0.0	0.0	

* - Incomplete

Daily Classes

DailyClass-428

Site: 010277A.0.1NS
Description: Razorback rd (350m Sth of Poison Ck Rd int)
Filter time: 13:58 Monday, 29 February 2016 => 14:11 Tuesday, 15 March 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 7 March 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
<u>Mon</u>	1715	33	122	8	4	6	2	0	4	0	0	0	1894
(%)	90.5	1.7	6.4	0.4	0.2	0.3	0.1	0.0	0.2	0.0	0.0	0.0	
<u>Tue</u>	1893	34	111	6	5	0	2	3	4	0	0	0	2058
(%)	92.0	1.7	5.4	0.3	0.2	0.0	0.1	0.1	0.2	0.0	0.0	0.0	
<u>Wed</u>	1827	75	98	5	4	3	8	0	11	0	0	0	2031
(%)	90.0	3.7	4.8	0.2	0.2	0.1	0.4	0.0	0.5	0.0	0.0	0.0	
<u>Thu</u>	1993	49	122	6	12	0	2	2	5	0	0	0	2191
(%)	91.0	2.2	5.6	0.3	0.5	0.0	0.1	0.1	0.2	0.0	0.0	0.0	
<u>Fri</u>	2175	88	148	11	5	1	6	0	6	1	0	0	2441
(%)	89.1	3.6	6.1	0.5	0.2	0.0	0.2	0.0	0.2	0.0	0.0	0.0	
<u>Sat</u>	1534	78	72	4	1	0	6	0	5	3	0	0	1703
(%)	90.1	4.6	4.2	0.2	0.1	0.0	0.4	0.0	0.3	0.2	0.0	0.0	
<u>Sun</u>	1443	64	46	4	0	2	0	1	4	0	0	0	1564
(%)	92.3	4.1	2.9	0.3	0.0	0.1	0.0	0.1	0.3	0.0	0.0	0.0	

Average daily volume

<u>Entire week</u>	1796	59	102	5	4	1	3	0	5	0	0	0	1982
(%)	90.6	3.0	5.1	0.3	0.2	0.1	0.2	0.0	0.3	0.0	0.0	0.0	
<u>Weekdays</u>	1919	55	120	7	5	2	3	0	5	0	0	0	2122
(%)	90.4	2.6	5.7	0.3	0.2	0.1	0.1	0.0	0.2	0.0	0.0	0.0	
<u>Weekend</u>	1488	70	59	3	0	1	2	0	4	1	0	0	1633
(%)	91.1	4.3	3.6	0.2	0.0	0.1	0.1	0.0	0.2	0.1	0.0	0.0	

* - Incomplete

Daily Classes

DailyClass-428

Site: 010277A.0.1NS
Description: Razorback rd (350m Sth of Poison Ck Rd int)
Filter time: 13:58 Monday, 29 February 2016 => 14:11 Tuesday, 15 March 2016
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 14 March 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
<u>Mon</u>	1856	54	105	13	8	1	3	0	7	0	0	0	2047
(%)	90.7	2.6	5.1	0.6	0.4	0.0	0.1	0.0	0.3	0.0	0.0	0.0	
<u>Tue*</u>	1165	24	70	5	2	4	2	4	7	2	0	0	1285
(%)	90.7	1.9	5.4	0.4	0.2	0.3	0.2	0.3	0.5	0.2	0.0	0.0	
<u>Wed*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Thu*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Fri*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Sat*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Sun*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

<u>Entire week</u>	1856	54	105	13	8	1	3	0	7	0	0	0	2047
(%)	90.7	2.6	5.1	0.6	0.4	0.0	0.1	0.0	0.3	0.0	0.0	0.0	
<u>Weekdays</u>	1856	54	105	13	8	1	3	0	7	0	0	0	2047
(%)	90.7	2.6	5.1	0.6	0.4	0.0	0.1	0.0	0.3	0.0	0.0	0.0	

Weekend No complete days.

* - Incomplete

MetroCount Traffic Executive

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-427 -- English (ENA)

Datasets:

Site: [010277A] Razorback rd (350m Sth of Poison Ck Rd int)
Attribute: Moongan
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 13:57 Monday, 29 February 2016 => 14:11 Tuesday, 15 March 2016,
Zone:
File: 010277A15Mar2016.EC0 (Plus)
Identifier: HE99RCT9 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 13:58 Monday, 29 February 2016 => 14:11 Tuesday, 15 March 2016 (15.0092)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 29633 / 29639 (99.98%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-427

Site: 010277A.0.1NS

Description: Razorback rd (350m Sth of Poison Ck Rd int)

Filter time: 13:58 Monday, 29 February 2016 => 14:11 Tuesday, 15 March 2016

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	2.5	4.7	10.0	11.0	7.5	16.5	14.5	6.9	9.2
0100-0200	3.0	3.0	3.0	4.0	5.5	9.5	6.0	3.6	4.7
0200-0300	5.5	3.7	3.5	4.0	5.0	6.0	3.5	4.3	4.4
0300-0400	11.5	7.3	11.0	7.5	10.5	7.0	3.5	9.4	8.3
0400-0500	24.5	21.3	20.5	15.5	22.0	8.0	5.0	20.8	17.0
0500-0600	46.0	42.3	41.5	41.0	35.0	17.0	12.5	41.3	34.2
0600-0700	97.5	97.0	102.0	93.5	105.0	46.0	24.0	98.8	81.8
0700-0800	129.0	156.7	146.5	133.5	136.5	72.0	50.5	141.9	120.4
0800-0900	181.5	166.3	177.0	168.0	204.0	112.0	72.5	178.2	155.3
0900-1000	172.0	160.7	159.0	156.5	186.5	155.5	104.5	166.4	156.7
1000-1100	118.0	133.3	129.0	117.0	153.5	148.5	112.0	130.5	130.4
1100-1200	112.5	126.7	112.0	124.0	122.0	136.5	136.5	120.1	124.5
1200-1300	120.0	129.0	119.5	117.5	152.5	137.5	118.5	127.8	127.9
1300-1400	88.0	123.0	127.0	133.0	153.0	127.5	124.0	121.6	122.6
1400-1500	129.3	98.3	139.0	152.5	177.5	118.5	138.0	135.1	133.4
1500-1600	154.7	172.5	157.0	183.5	195.0	138.0	126.5	170.9	160.6
1600-1700	176.7	163.0	177.0	187.0	189.5	105.0	114.5	178.5	160.1
1700-1800	149.3	167.5	152.5	171.0	194.5	113.5	101.0	165.4	149.9
1800-1900	88.0	102.5	102.0	119.5	134.0	81.0	76.5	107.3	99.7
1900-2000	46.3	68.0	59.0	87.5	81.0	51.5	52.0	66.4	62.5
2000-2100	37.0	42.0	26.5	49.5	44.0	23.5	34.0	39.5	36.7
2100-2200	18.0	28.0	26.0	30.0	33.5	31.5	16.5	26.3	25.7
2200-2300	18.3	14.5	24.5	27.5	35.5	22.5	11.5	23.5	21.8
2300-2400	6.7	7.0	9.0	9.5	21.5	17.5	7.5	10.4	10.9
Totals									
0700-1900	1619.0	1699.5	1697.5	1763.0	1998.5	1445.5	1275.0	1743.5	1641.3
0600-2200	1817.8	1934.5	1911.0	2023.5	2262.0	1598.0	1401.5	1974.5	1847.9
0600-0000	1842.8	1956.0	1944.5	2060.5	2319.0	1638.0	1420.5	2008.4	1880.7
0000-0000	1935.8	2038.3	2034.0	2143.5	2404.5	1702.0	1465.5	2094.7	1958.5
AM Peak	0800	0800	0800	0800	0800	0900	1100		
	181.5	166.3	177.0	168.0	204.0	155.5	136.5		
PM Peak	1600	1500	1600	1600	1500	1500	1400		
	176.7	172.5	177.0	187.0	195.0	138.0	138.0		

* - No data.

MetroCount Traffic Executive

Daily Classes

DailyClass-432 -- English (ENA)

Datasets:

Site: [010277K] Creek Street
Attribute: Baree
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 11:13 Friday, 26 February 2016 => 13:57 Tuesday, 15 March 2016,
Zone:
File: 010277K15Mar2016.EC0 (Plus)
Identifier: K547VXZH MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default axle (v4.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:14 Friday, 26 February 2016 => 13:57 Tuesday, 15 March 2016 (18.1136)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 36316 / 36338 (99.94%)

Daily Classes

DailyClass-432

Site: 010277K.0.1NS

Description: Creek Street

Filter time: 11:14 Friday, 26 February 2016 => 13:57 Tuesday, 15 March 2016

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 22 February 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
<u>Mon*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Tue*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Wed*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Thu*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Fri*</u>	1362	38	80	7	5	4	2	4	4	2	0	0	1508
(%)	90.3	2.5	5.3	0.5	0.3	0.3	0.1	0.3	0.3	0.1	0.0	0.0	
<u>Sat</u>	1693	79	102	5	0	4	4	0	8	1	0	0	1896
(%)	89.3	4.2	5.4	0.3	0.0	0.2	0.2	0.0	0.4	0.1	0.0	0.0	
<u>Sun</u>	1494	49	72	3	1	3	6	0	1	0	0	0	1629
(%)	91.7	3.0	4.4	0.2	0.1	0.2	0.4	0.0	0.1	0.0	0.0	0.0	

Average daily volume

Entire week

	1593	63	87	4	0	3	5	0	4	0	0	0	1762
(%)	90.4	3.6	4.9	0.2	0.0	0.2	0.3	0.0	0.2	0.0	0.0	0.0	

Weekdays No complete days.

Weekend

	1593	63	87	4	0	3	5	0	4	0	0	0	1762
(%)	90.4	3.6	4.9	0.2	0.0	0.2	0.3	0.0	0.2	0.0	0.0	0.0	

* - Incomplete

Daily Classes

DailyClass-432

Site: 010277K.0.1NS

Description: Creek Street

Filter time: 11:14 Friday, 26 February 2016 => 13:57 Tuesday, 15 March 2016

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 29 February 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
<u>Mon</u>	1789	50	133	11	8	3	6	1	6	0	0	0	2007
(%)	89.1	2.5	6.6	0.5	0.4	0.1	0.3	0.0	0.3	0.0	0.0	0.0	
<u>Tue</u>	1763	52	157	14	3	1	4	3	8	3	1	0	2009
(%)	87.8	2.6	7.8	0.7	0.1	0.0	0.2	0.1	0.4	0.1	0.0	0.0	
<u>Wed</u>	1900	38	125	4	1	3	4	0	10	0	0	0	2085
(%)	91.1	1.8	6.0	0.2	0.0	0.1	0.2	0.0	0.5	0.0	0.0	0.0	
<u>Thu</u>	1939	37	125	2	0	4	6	0	3	3	0	0	2119
(%)	91.5	1.7	5.9	0.1	0.0	0.2	0.3	0.0	0.1	0.1	0.0	0.0	
<u>Fri</u>	2166	67	158	11	6	4	10	0	6	0	0	0	2428
(%)	89.2	2.8	6.5	0.5	0.2	0.2	0.4	0.0	0.2	0.0	0.0	0.0	
<u>Sat</u>	1589	69	76	4	1	6	5	0	3	2	0	0	1755
(%)	90.5	3.9	4.3	0.2	0.1	0.3	0.3	0.0	0.2	0.1	0.0	0.0	
<u>Sun</u>	1299	51	71	3	0	3	5	1	3	0	0	0	1436
(%)	90.5	3.6	4.9	0.2	0.0	0.2	0.3	0.1	0.2	0.0	0.0	0.0	

Average daily volume

Entire week

	1777	51	120	6	2	3	5	0	5	0	0	0	1976
(%)	89.9	2.6	6.1	0.3	0.1	0.2	0.3	0.0	0.3	0.0	0.0	0.0	

Weekdays

	1911	48	138	7	3	2	5	0	6	0	0	0	2129
(%)	89.8	2.3	6.5	0.3	0.1	0.1	0.2	0.0	0.3	0.0	0.0	0.0	

Weekend

	1443	59	73	3	0	4	4	0	3	0	0	0	1595
(%)	90.5	3.7	4.6	0.2	0.0	0.3	0.3	0.0	0.2	0.0	0.0	0.0	

* - Incomplete

Daily Classes

DailyClass-432

Site: 010277K.0.1NS

Description: Creek Street

Filter time: 11:14 Friday, 26 February 2016 => 13:57 Tuesday, 15 March 2016

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 7 March 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
<u>Mon</u>	1726	28	151	8	4	6	3	1	4	0	0	0	1931
(%)	89.4	1.5	7.8	0.4	0.2	0.3	0.2	0.1	0.2	0.0	0.0	0.0	
<u>Tue</u>	1871	28	123	9	5	1	2	3	4	0	0	0	2046
(%)	91.4	1.4	6.0	0.4	0.2	0.0	0.1	0.1	0.2	0.0	0.0	0.0	
<u>Wed</u>	1839	63	125	5	4	7	6	0	11	0	0	0	2060
(%)	89.3	3.1	6.1	0.2	0.2	0.3	0.3	0.0	0.5	0.0	0.0	0.0	
<u>Thu</u>	1950	37	136	7	12	0	4	2	5	0	0	0	2153
(%)	90.6	1.7	6.3	0.3	0.6	0.0	0.2	0.1	0.2	0.0	0.0	0.0	
<u>Fri</u>	2184	79	183	10	6	2	3	0	6	1	0	0	2474
(%)	88.3	3.2	7.4	0.4	0.2	0.1	0.1	0.0	0.2	0.0	0.0	0.0	
<u>Sat</u>	1574	85	71	5	0	1	5	1	5	3	0	0	1750
(%)	89.9	4.9	4.1	0.3	0.0	0.1	0.3	0.1	0.3	0.2	0.0	0.0	
<u>Sun</u>	1507	62	58	4	1	4	1	1	5	0	0	0	1643
(%)	91.7	3.8	3.5	0.2	0.1	0.2	0.1	0.1	0.3	0.0	0.0	0.0	

Average daily volume

Entire week

	1807	53	120	6	4	2	3	0	5	0	0	0	2007
(%)	90.0	2.6	6.0	0.3	0.2	0.1	0.1	0.0	0.2	0.0	0.0	0.0	

Weekdays

	1913	47	143	7	5	2	3	1	5	0	0	0	2132
(%)	89.7	2.2	6.7	0.3	0.2	0.1	0.1	0.0	0.2	0.0	0.0	0.0	

Weekend

	1540	73	64	4	0	2	2	0	4	1	0	0	1696
(%)	90.8	4.3	3.8	0.2	0.0	0.1	0.1	0.0	0.2	0.1	0.0	0.0	

* - Incomplete

Daily Classes

DailyClass-432

Site: 010277K.0.1NS

Description: Creek Street

Filter time: 11:14 Friday, 26 February 2016 => 13:57 Tuesday, 15 March 2016

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

Monday, 14 March 2016

	1	2	3	4	5	6	7	8	9	10	11	12	
<u>Total</u>													
<u>Mon</u>	1899	51	134	14	9	3	4	0	7	0	0	0	2121
(%)	89.5	2.4	6.3	0.7	0.4	0.1	0.2	0.0	0.3	0.0	0.0	0.0	
<u>Tue*</u>	1133	22	87	8	1	1	3	3	6	2	0	0	1266
(%)	89.5	1.7	6.9	0.6	0.1	0.1	0.2	0.2	0.5	0.2	0.0	0.0	
<u>Wed*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Thu*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Fri*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Sat*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
<u>Sun*</u>	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	

Average daily volume

Entire week

	1899	51	134	14	9	3	4	0	7	0	0	0	2121
(%)	89.5	2.4	6.3	0.7	0.4	0.1	0.2	0.0	0.3	0.0	0.0	0.0	

Weekdays

	1899	51	134	14	9	3	4	0	7	0	0	0	2121
(%)	89.5	2.4	6.3	0.7	0.4	0.1	0.2	0.0	0.3	0.0	0.0	0.0	

Weekend No complete days.

* - Incomplete

MetroCount Traffic Executive **Weekly Vehicle Counts (Virtual Week)**

VirtWeeklyVehicle-431 -- English (ENA)

Datasets:

Site: [010277K] Creek Street
Attribute: Baree
Direction: 7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration: 11:13 Friday, 26 February 2016 => 13:57 Tuesday, 15 March 2016,
Zone:
File: 010277K15Mar2016.EC0 (Plus)
Identifier: K547VXZH MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default axle (v4.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 11:14 Friday, 26 February 2016 => 13:57 Tuesday, 15 March 2016 (18.1136)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, South (bound), P = North
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 36316 / 36338 (99.94%)

Weekly Vehicle Counts (Virtual Week)

VirtWeeklyVehicle-431

Site: 010277K.0.1NS

Description: Creek Street

Filter time: 11:14 Friday, 26 February 2016 => 13:57 Tuesday, 15 March 2016

Scheme: Vehicle classification (AustRoads94)

Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NS) Sp(10,160) Headway(>0) Span(0 - 100)

	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Averages	
								1 - 5	1 - 7
Hour									
0000-0100	3.7	4.3	9.0	8.5	7.5	17.3	11.3	6.2	8.9
0100-0200	2.3	2.7	2.0	4.0	5.0	10.3	7.0	3.1	4.9
0200-0300	5.3	3.0	3.0	4.0	4.0	5.0	4.7	3.9	4.2
0300-0400	10.7	7.7	10.5	8.5	9.5	7.7	4.0	9.3	8.2
0400-0500	20.3	19.7	19.0	13.5	20.5	9.7	4.7	18.8	14.9
0500-0600	48.3	41.7	38.5	39.5	37.0	18.3	10.0	41.7	32.5
0600-0700	97.3	84.7	95.0	81.0	94.5	41.7	24.0	90.6	71.3
0700-0800	126.3	147.0	136.0	132.5	134.5	79.7	47.0	135.5	111.4
0800-0900	187.7	172.3	182.5	160.0	206.0	124.0	82.0	181.4	155.3
0900-1000	174.0	169.7	170.0	166.5	196.5	171.7	113.7	174.8	164.1
1000-1100	130.0	143.0	133.5	131.0	154.0	155.7	129.3	138.0	139.5
1100-1200	109.3	135.3	118.5	132.0	125.3	133.0	139.0	123.9	127.7
1200-1300	126.7	128.3	132.5	120.5	147.0	145.3	127.3	131.7	133.2
1300-1400	128.0	121.3	131.5	134.0	154.7	133.0	130.3	134.1	133.3
1400-1500	140.3	130.5	145.5	149.5	182.0	133.7	138.3	151.5	146.3
1500-1600	156.3	173.5	164.5	180.0	197.7	138.3	133.0	174.8	161.8
1600-1700	172.0	165.0	175.5	182.0	191.0	119.3	123.3	177.8	159.0
1700-1800	153.0	155.5	152.0	164.0	189.0	115.0	114.3	164.1	147.6
1800-1900	91.7	104.5	100.0	119.5	146.7	92.7	87.3	113.6	105.7
1900-2000	52.3	68.5	64.0	87.0	84.0	53.3	54.7	70.7	65.1
2000-2100	36.3	41.0	27.5	49.5	51.3	30.7	38.0	41.6	39.2
2100-2200	22.0	31.0	28.0	27.5	36.3	28.3	22.7	29.0	27.8
2200-2300	18.7	15.0	24.0	31.5	32.7	22.7	15.0	24.6	22.7
2300-2400	7.0	5.0	10.0	10.0	19.7	14.0	8.3	10.8	10.9
Totals									
0700-1900	1695.3	1746.0	1742.0	1771.5	2024.3	1541.3	1365.0	1801.2	1684.9
0600-2200	1903.3	1971.2	1956.5	2016.5	2290.5	1695.3	1504.3	2033.0	1888.4
0600-0000	1929.0	1991.2	1990.5	2058.0	2342.8	1732.0	1527.7	2068.4	1922.0
0000-0000	2019.7	2070.2	2072.5	2136.0	2426.3	1800.3	1569.3	2151.4	1995.7
AM Peak	0800	0800	0800	0900	0800	0900	1100		
	187.7	172.3	182.5	166.5	206.0	171.7	139.0		
PM Peak	1600	1500	1600	1600	1500	1200	1400		
	172.0	173.5	175.5	182.0	197.7	145.3	138.3		

* - No data.