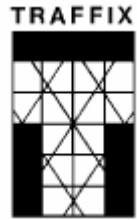


APPENDIX C

ROAD TRANSPORT ASSESSMENT



Snapper Mineral Sands Project Environmental Assessment



SNAPPER MINERAL SANDS PROJECT
ROAD TRANSPORT ASSESSMENT

PREPARED BY
TRAFFIX

FEBRUARY 2007
Ref: 06 166 Version 8

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Attachment CB	Traffic Count Data

C1 INTRODUCTION

The Snapper Mineral Sands Project (the Snapper Mine) is located approximately 10 kilometres (km) south of the Ginkgo Mineral Sands Project (Ginkgo Mine) and approximately 170 km south of the Broken Hill Mineral Separation Plant (MSP) (Figure C-1). Major ancillary infrastructure for the Snapper Mine comprises extensions/sharing of the existing Ginkgo Mine infrastructure (Figure C-2).

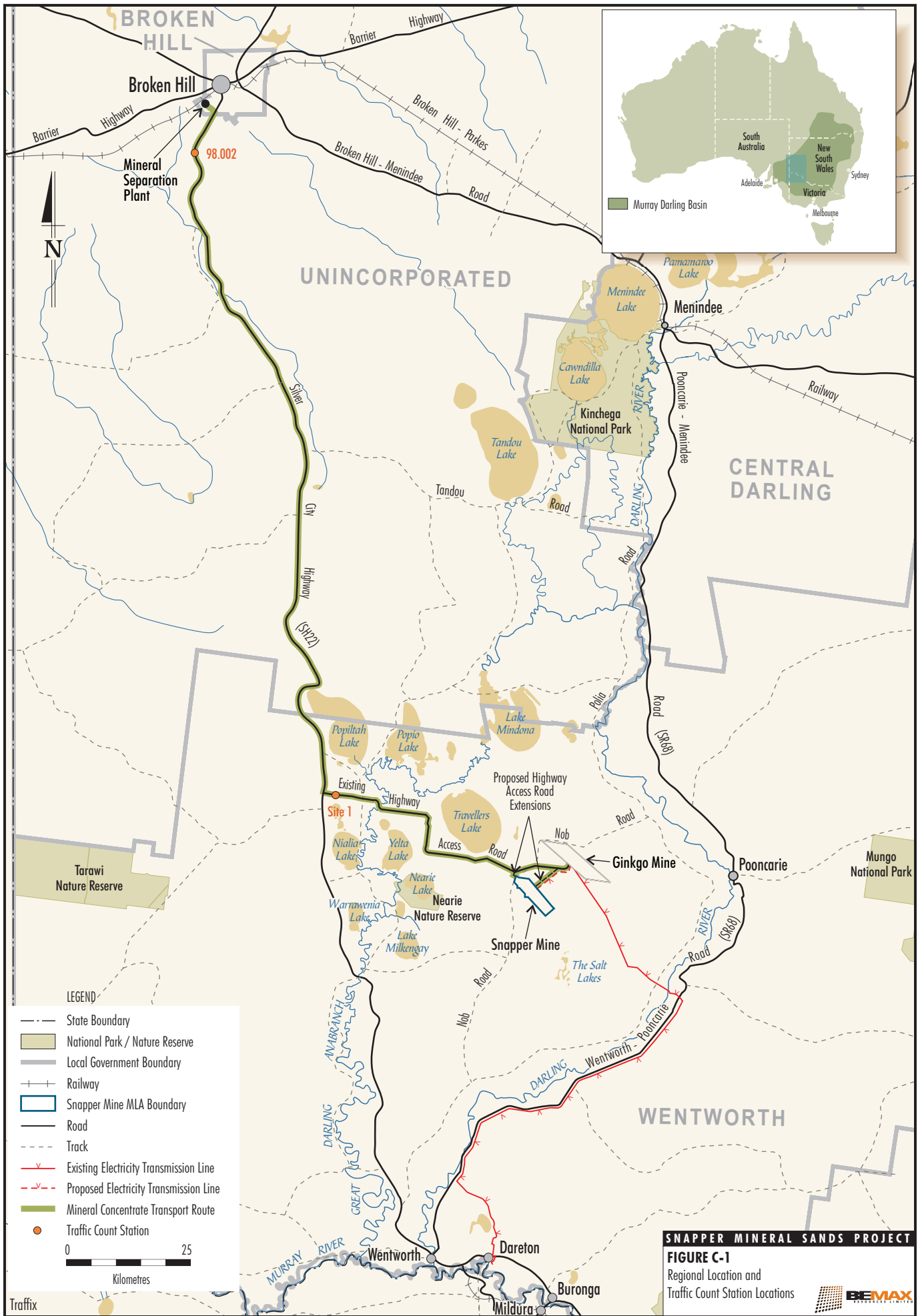
TRAFFIX has been commissioned by the proponent, BEMAX Resources Limited (BEMAX), to undertake a road transport assessment of the Snapper Mine. This report presents an assessment of the road transport related issues for the Snapper Mine in accordance with the general requirements of the New South Wales (NSW) Roads and Traffic Authority (RTA) *Guide to Traffic Generating Developments* (RTA, 2002) and the relevant Director-General's Requirements (DGRs) for the Snapper Mine issued by the NSW Director-General of the Department of Planning (DoP) on 17 August 2006.

The report is structured as follows:

Section C1	Introduction
Section C2	Regional Location and the Snapper Mine Site
Section C3	Existing Traffic Conditions
Section C4	Snapper Mine Description
Section C5	Traffic Generation During Mine Construction
Section C6	Traffic Generation During Mine Operation
Section C7	Recommended Traffic Management Improvements
Section C8	References

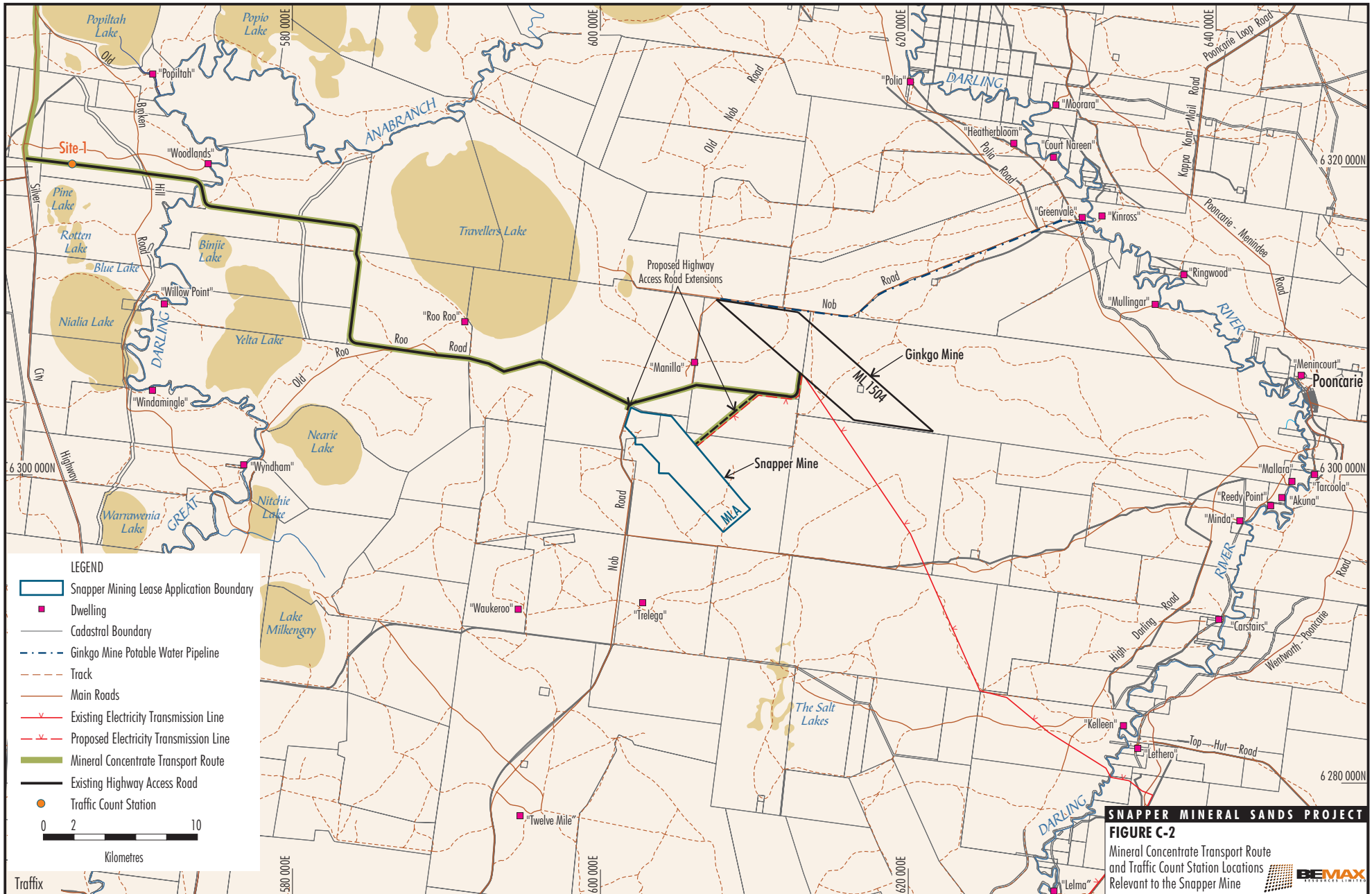
Potential road transport impacts and related management measures for the Ginkgo Mine and MSP have been previously described in the following documents:

- *Broken Hill Mineral Separation Plant Environmental Impact Statement* (BEMAX, 2001a);
- *Ginkgo Mineral Sands Project Environmental Impact Statement* (the Ginkgo Mine EIS) (BEMAX, 2001b);
- *Broken Hill Mineral Separation Plant August 2005 Modification Statement of Environmental Effects* (MSP Modification SEE) (BEMAX, 2005a);
- *Ginkgo Mineral Sands Project Modification Statement of Environmental Effects* (BEMAX, 2003);
- *Ginkgo Mineral Sands Project Modification Statement of Environmental Effects* (BEMAX, 2005b);
- *Ginkgo Mineral Sands Mine and Broken Hill Mineral Separation Plant Transport of Hazardous Materials Plan* (the Ginkgo and MSP Transport of Hazardous Materials Plan) (BEMAX, 2006a); and
- *Ginkgo Mineral Sands Mine and Broken Hill Mineral Separation Plant Traffic Code of Conduct* (the Ginkgo and MSP Traffic Code of Conduct) (BEMAX, 2006b).



SNAPPER MINERAL SANDS PROJECT
FIGURE C-1
 Regional Location and
 Traffic Count Station Locations





C2 REGIONAL LOCATION AND THE SNAPPER MINE SITE

The Snapper Mine is located within the Murray-Darling Basin of NSW, approximately 170 km south of Broken Hill and some 80 km north of Mildura. The site is located about 40 km west of the township of Pooncarie and approximately 50 km east of the Silver City Highway (State Highway No. 22).

In a local context, the site lies approximately 10 km south of the Ginkgo Mine and approximately 3.5 km to the south of the “Manilla” homestead. Snapper Mine traffic would share the existing 64 km highway access road (HAR) from the Ginkgo Mine to the Silver City Highway. The HAR would be extended by approximately 7 km in order to service the Snapper Mine site. This would include an extension of approximately 1 km into the northern extent of the Snapper Mine site and approximately 6 km to the eastern side of the mine site.

A location and site plan are provided in Figures C-1 and C-2 respectively.

C3 EXISTING TRAFFIC CONDITIONS

C3.1 ROAD HIERARCHY

The region is served principally by State Highway No. 22 (the Silver City Highway) which provides a north-south arterial route connecting Mildura, to the south of the Snapper Mine site, with Broken Hill to the north (Figure C-1).

In addition, State Road No. 68 provides a north-south arterial route to the east of the site, connecting the township of Wentworth in the south (where it intersects the Silver City Highway) with Menindee in the north, continuing to the north-east towards Wilcannia (Figure C-1).

It should be noted that roads to the east of the site including Nob Road and State Road No. 68 between Pooncarie and Menindee are unsealed and are not relied upon for access to the site. The section of State Road No. 68 between Pooncarie and Wentworth is sealed. However, this route is less direct than the Silver City Highway route described above and would not be used significantly by mine-related traffic.

The existing HAR comprises an unsealed road some 8 metres (m) wide (to provide access to the Ginkgo Mine under 90% of probable climatic conditions) on an alignment between the Ginkgo Mine site and the Silver City Highway. Road construction and upgrades (e.g. road intersections) undertaken by BEMAX along the mineral concentrate transport route between the Ginkgo Mine and MSP have been designed and constructed to a standard appropriate for Class 12 triple road trains (although the use of vehicles larger than double road trains [e.g. AB-triple vehicles] would be subject to further consultation with the RTA, Wentworth Shire Council [WSC] and Broken Hill City Council [BHCC]). These road upgrades are shown in Attachment CA. The approximate 7 km extension of this road to facilitate access to the Snapper Mine would also be designed and constructed to the same standard.

The Silver City Highway is currently used by Ginkgo Mine haulage vehicles to transport materials to and from the MSP. The Ginkgo Mine presently uses a fleet of 55 tonne (t) payload double road trains for this purpose. The MSP is located on the southern perimeter of Broken Hill. Access to the MSP is obtained from the Silver City Highway via Kanandah Road and Pinnacles Road. The MSP has a dedicated access road onto Pinnacles Road (Figure C-3).

C3.2 REVIEW OF TRAFFIC VOLUMES

A review of available traffic flow data on the various roads relevant to the transport of materials between the Snapper Mine and MSP has been undertaken to establish a base case against which the potential traffic impacts associated with the Snapper Mine may be assessed. Automatic classification surveys were undertaken at three survey sites to provide a more detailed understanding of conditions on key roads of interest. These surveys were undertaken over a one week period in October 2006 and included volumes and vehicle classifications (vehicle type) by direction over this period, at each location. The results of these surveys are provided in Attachment CB and summarised in Tables C-1 and C-2.



The survey locations are shown on Figures C-2 and C-3 and are described below:

- **The Ginkgo HAR, east of the Silver City Highway (Figure C-2)**

This enables traffic volumes associated with the existing mine operation to be separately identified.

- **Kanandah Road, west of the Silver City Highway (Figure C-3)**

This enables traffic volumes on this collector road to be assessed. Kanandah Road serves Broken Hill City generally as well as the MSP facility.

- **Pinnacles Road, east of the MSP access road (Figure C-3)**

This enables traffic volumes on this local road to be assessed. Pinnacles Road serves the MSP and neighbouring premises.

The available RTA traffic flow data for Station 98.002 was used to provide an understanding of conditions on the Silver City Highway.

The existing daily traffic volumes for the above road survey locations are summarised in Table C-1, which includes separate 5 Day (Annual Average Weekday Traffic [AAWT]) and 7 Day (Annual Average Daily Traffic [AADT]) totals. This enables conditions on weekends to be considered separately from weekday conditions. The available traffic flow data for the Silver City Highway is 7 day [AADT] only.

**Table C-1
Annual Average Weekday and Daily Traffic Flows**

Station Number	Road	Location	Traffic Volume (combined two-way)	
			5 Day (AAWT)	7 Day (AADT)
98.002 (2002)	Silver City Highway	13 km south of Eyre Street (Broken Hill)	-	387
Survey Site 1 (2006)	HAR	East of Silver City Highway	71	66
Survey Site 2 (2006)	Kanandah Road	West of Silver City Highway	564	511
Survey Site 3 (2006)	Pinnacles Road	East of MSP Access Road	370	312

It can be seen from the above that traffic volumes are higher on weekdays than on weekends, as the addition of weekend traffic data results in a lower 7 Day AADT in all cases (where AAWT data is available). Therefore, since a worst-case scenario occurs on a typical weekday, the AAWT has been adopted as the basis for assessment.

Table C-2 below provides AAWT traffic flows separated into light and heavy vehicles for Survey Sites 1-3.

**Table C-2
Annual Average Weekday Traffic Flows by Vehicle Type**

Road	Location	5 Day AAWT Traffic Volume (combined two-way)		
		Light	Heavy	Total
HAR	East of Silver City Highway	35 (49%)	36 (51%)	71
Kanandah Road	West of Silver City Highway	446 (79%)	118 (21%)	564
Pinnacles Road	East of MSP Access Road	296 (80%)	74 (20%)	370

The above flows need to be adjusted to reflect the additional traffic flows that are expected to arise when the Ginkgo Mine reaches full production, as this would form part of the 'base case' against which the potential impacts of the Snapper Mine are assessed in this report.

The existing HAR experiences 71 vehicle movements per day on an average weekday (combined in and out movements), including 36 heavy vehicle movements, based on surveyed traffic volumes (Table C-2). This level of activity is lower than the projected traffic volumes for the Ginkgo Mine at full development as assessed in the Ginkgo Mine EIS (BEMAX, 2001b) and MSP Modification SEE (BEMAX, 2005a).

These assessments indicate that, at the potential *maximum* level of activity, the mine would generate some 90 light vehicle movements and 72 heavy vehicle movements per day.

In order to establish base case weekday traffic flows against which Snapper Mine traffic generation can be assessed, the measured traffic flows have been adjusted upwards to conservatively include peak Ginkgo Mine traffic and in the case of the Silver City Highway, to estimate weekday traffic flow (Table C-3).

Table C-3
Estimated Base Case Average Weekday Traffic Flows
– Including Ginkgo Mine at Full Production

Station Number	Road	Location	Estimated Traffic (combined two-way)	
			5 Day (AAWT)	% Heavy Vehicles
98.002	Silver City Highway	13 km south of Eyre Street (Broken Hill)	543 ¹	35
Survey Site 1	HAR	East of Silver City Highway	162 ²	45
Survey Site 2	Kanandah Road	West of Silver City Highway	628 ²	25
Survey Site 3	Pinnacles Road	East of MSP Access Road	406 ²	30

¹ Estimated weekday flow - based on 2002 AADT plus 10%, plus peak Ginkgo Mine traffic.

² Includes 2006 measured AAWT traffic flows, plus peak Ginkgo Mine traffic.

C3.3 REVIEW OF TRAFFIC ACCIDENT DATA

Accident data for the five year period May 2001 to June 2006 was obtained from the RTA for the length of Kanandah Rd between Pinnacles Rd and the Silver City Highway, and for the Silver City Highway between Kanandah Rd and Wentworth.

No accidents were recorded for the length of Kanandah Rd between Pinnacles Rd and the Silver City Highway. Analysis of the data on the Silver City Highway identified that there were a total of 37 reported personal injury accidents, of which five were fatalities.

While there were a few sections of road where a number of accidents were recorded in close proximity (e.g. three injury accidents were reported on the Silver City Highway approximately 40 km south of Kanandah Rd), examination of the accidents on the Highway indicate a range of causes including swerving to avoid animals, driver error and mechanical failure (e.g. tyre blow-out). No particular accident patterns or causation factors were identified and there is no cluster site that represents a blackspot that would warrant further investigation.

C4 SNAPPER MINE DESCRIPTION

The development involves the construction and operation of the Snapper Mine.

A construction period of approximately 15 months is expected for the Snapper Mine, followed by an operational mine life of approximately 16 years. These two stages result in different potential traffic impacts which are discussed further in the following sections.

The overall development works associated with the Snapper Mine are discussed in detail in the Snapper Mine Environmental Assessment (EA).

Construction of the Snapper Mine would commence approximately between Years 3 to 5 of the Ginkgo Mine life. The mining operation would comprise the following:

- clearance of vegetation and stripping of soils on a campaign basis ahead of the advancing mine operation;
- overburden stripping, slurring and direct placement;
- predominantly dredge mining of ore by a conventional floating bucket wheel dredge located in the dredge pond;
- adjustment of dredge pond levels to maintain dredge access to the ore;
- supply of water from the borefields;
- disposal of water to the water disposal dam when lowering dredge pond levels;
- secondary mining of ore by conventional mobile equipment (i.e. dozers and/or scrapers), depositing ore in front of the dredge;
- ore concentration in the primary gravity concentration unit to produce heavy mineral concentrate (HMC);
- stockpiling of HMC;
- supply of desalinated water from the reverse osmosis (RO) plant for HMC salt washing;
- HMC separation via the Wet High Intensity Magnetic Separators (WHIMS) circuit either at the Snapper Mine or at the MSP, to produce three types of mineral concentrates (i.e. ilmenite-rich, leucoxene-rich and non-magnetic [rutile-rich and zircon-rich] concentrates);
- stockpiling of mineral concentrates;
- transport of HMC and/or mineral concentrates to the MSP;
- placement of wastes from the primary gravity concentration unit (i.e. sand residues) at the rear of the dredge pond as mining advances;
- treatment of process water to remove fines material (i.e. particles less than 53 microns in diameter);
- transport and placement of backloaded process waste from the MSP;
- replacement of overburden on top of sand residues; and
- staged replacement of soils and progressive rehabilitation.

Transport of materials between the Ginkgo Mine and MSP is currently undertaken in accordance with the Ginkgo and MSP Traffic Code of Conduct (BEMAX, 2006b).

The provisional production schedule for the Snapper Mine complements the provisional production schedule for the Ginkgo Mine (i.e. operation at the Snapper Mine would increase when ore grades at the Ginkgo Mine start to decline). The combined development of the Snapper and Ginkgo Mines would maintain up to 650,000 tonnes per annum (tpa) of mineral concentrate. The maximum rate of production from the Snapper Mine alone would be approximately 450,000 tpa and up to approximately 735,000 tpa of Ginkgo and Snapper Mines mineral concentrate would be transported to the MSP after an initial period when ilmenite-rich concentrate would be stockpiled.

Due to the increased production rate at the MSP as a result of the development of the Snapper Mine, the workforce at the MSP would increase by approximately 25 people. This increase has been assessed by this report, although it is noted that the MSP is an approved Project under Part 4 of the *Environmental Planning and Assessment Act, 1997* (the EP&A Act) and approval for this increase would be sought under that Part (i.e. separately to the approvals for the Snapper Mine under Part 3A of the EP&A Act).

C5 TRAFFIC GENERATION DURING MINE CONSTRUCTION

C5.1 LIGHT TRAFFIC

The construction phase of the Snapper Mine would require an average workforce of approximately 200 workers with a maximum of approximately 250 employees required during the peak two to three months of construction activity. The following assesses the potential traffic impacts of the maximum workforce of 250.

Ninety percent of the construction workforce (i.e. maximum of 225) would be expected to be present on-site on any given day, taking into account staff absentee rates associated with sick leave, rostered leave and off-site activities.

The expanded Ginkgo Mine accommodation camp would be shared to accommodate up to approximately 75% (i.e. 169) of the Snapper Mine construction workers, the majority of whom would be present for extended periods and would commute only between the Ginkgo Mine accommodation camp and the Snapper Mine on a daily basis. It is expected that approximately 70% (i.e. 119) of those workers on average would arrive on a Monday morning and depart on a Friday afternoon. Accordingly, the highest overall traffic flows would be expected on Mondays and Fridays. There would be approximately 119 arrivals prior to 7.00 am on a Monday and 119 departures after 7.00 pm on a Friday, as well as general daily worker traffic to and from the camp (expected to be lower due to significant car pooling and/or use of buses to and from the camp).

A maximum of approximately 56 other workers would commute from the local towns and rural areas on a daily basis. It is expected that many of the contractors would make separate arrangements to pool vehicles or shuttle workers each day in vans or mini-buses. Accordingly, it has been assumed that an average vehicle occupancy of 1.2 workers per vehicle would be attained. This reduction has not been applied to the workers who reside at the expanded Ginkgo Mine accommodation camp and are expected to primarily commute to the camp on a Monday morning and depart on a Friday afternoon independently of other workers, with less opportunity for car-pooling.

Therefore, it is expected that the profile of daily worker traffic generation during peak construction activities would be as follows:

Monday

- 119 camp worker arrivals in 119 cars prior to 7.00 am;
- 56 other worker arrivals in 47 cars prior to 7.00 am; and
- 56 other worker departures in 47 cars after 7.00 pm.

Friday

- 56 other worker arrivals in 47 cars prior to 7.00 am;
- 56 other worker departures in 47 cars after 7.00 pm; and
- 119 camp worker departures in 119 cars after 7.00 pm.

In addition to these movements, some 10 vehicle movements per day have been assumed to be generated by visitors (5 in, 5 out).

The peak daily light vehicle traffic volumes that would be generated by the construction phase may be summarised as follows:

Mondays and Fridays

- 213 light vehicle (worker) movements; and
- 10 light vehicle (visitor) movements.

C5.2 HEAVY TRAFFIC

The construction phase of the Snapper Mine would generate external heavy traffic associated with the construction of the mine and ancillary infrastructure, such as raw materials and spare part deliveries.

It is estimated that, over the construction phase, external heavy traffic would range between 4 visits (8 trips) and 21 visits (42 trips) per month, with an average of 12 visits (24 trips) per month. This equates to daily visits of about 1 visit (2 trips) on all days. These visits would occur via the Silver City Highway from the north and south.

C5.3 OVERSIZE TRAFFIC

A number of overwidth, overheight or overweight heavy loads could be generated during the construction phase, however the number of these oversize loads would be relatively very small. All such loads would be transported with the relevant permits, licences and escorts, as required by the regulatory authorities. The route for such oversize loads would be the same routes currently used for the Ginkgo Mine.

C5.4 POTENTIAL IMPACTS FROM COMBINED CONSTRUCTION TRAFFIC

On the basis that the highest volume of workers would be arriving and departing on Mondays and Fridays, the increase in volume on these days (i.e. the potential maximum daily traffic volume) has been adopted for the assessment.

Potential Construction Traffic Impacts

Potential maximum daily traffic volume increases during the construction phase of the Snapper Mine are as shown in Table C-4.

**Table C-4
Snapper Mine Maximum Daily Traffic Generation – Construction Phase
(Total Trips in Both Directions)**

Trip Source	Daily Light Traffic	Daily Heavy Traffic	Daily Total Traffic
Visitors	10	2	12
Workers	213	0	213
Total	223	2	225

The following assumptions regarding the trips shown in Table C-4 have been made for assessment purposes:

- all trips would be directed onto the Silver City Highway;
- worker and visitor trips would be split equally to the north and south;
- heavy vehicles would travel to the north to Broken Hill; and
- all traffic heading north would use Kanandah Road to access Broken Hill.

Table C-5 illustrates how the traffic generation associated with construction would affect the baseline traffic volumes.

**Table C-5
Potential Impacts of the Snapper Mine Construction Phase on Baseline Traffic Flows**

Road	Station Number	Location	Base Case Traffic Volume ¹	Snapper Mine Workforce/ Visitors	Snapper Mine Deliveries/ Trucks	Snapper Mine Total Increase	New Traffic Volume with Snapper Mine	% Change	Level of Service Criteria [†] A
Silver City Highway	98.002	13 km south of Eyre Street (Broken Hill)	543	112	2	114	657	21%	<2,400
HAR	Survey Site 1	East of Silver City Highway	162	223	2	225	387	139%	<1,000
Kanandah Road	Survey Site 2	West of Silver City Highway	628	112	2	114	742	18%	<5,000
Pinnacles Road	Survey Site 3	East of MSP Access Road	406	0	0	0	406	0%	<2,000

[†] Austroads (1988)

¹ Refer Table C-3

Table C-5 shows moderate volumes in absolute terms on all roads that would have no effect on the levels of service on the existing road network. The predicted flow increases could be accommodated without any adverse impacts and with no change in existing levels of service, even with conservative base case assumptions.

Specifically, the impact of traffic generated by the Snapper Mine during the construction stage may be assessed in terms of the capacity of the road system, based on level of service criteria provided in *Guide to Traffic Engineering Practice Part 2: Roadway Capacity* (Austroads, 1988). That is, the capacity of the road system is related to Levels of Service (LOS) A to F, with LOS A representing the most satisfactory condition. In this regard, the Silver City Highway can accommodate up to 2,400 vehicles per day at LOS A under rural conditions (i.e. at Station 98.002). The predicted traffic flows including Snapper Mine construction traffic at station 98.002 is substantially lower, and LOS A would be retained.

Kanandah Road and Pinnacles Road are within an urban environment, where interrupted flow conditions prevail and where capacities are about 5,000 vehicles per day (for a local collector road) and 2,000 vehicles per day (for a local road) respectively. At these locations, existing flows are well below these capacities and conditions would remain essentially unchanged, with existing LOS A being maintained.

The existing HAR has been constructed with a carriageway width of approximately 8 m, comprising a 3.5 m wide traffic lane in each direction, with a 0.5 m wide shoulder on each side, on a formation about 10 m wide. This is considered satisfactory for the predicted traffic volumes and future traffic volumes remain well below the nominal capacity of 1,000 vehicles per day (at LOS A) that is attributable to this road, based on *Rural Road Design: Guide to the Geometric Design of Rural Roads* (Austroads, 1993). The new 7 km road extension to the Snapper Mine would be constructed with the same configuration and also to a design speed of 100 kilometres per hour (km/h).

C5.5 INTERSECTION REQUIREMENTS FOR PEAK HOUR TRAFFIC DURING MINE CONSTRUCTION

In addition to route impacts, the need for traffic improvements at intersections has been assessed. This was undertaken on the basis of hourly flows during peak periods. Under maximum construction conditions as discussed above, volumes through all intersections would increase by a maximum of 166 vehicles per hour at shift changeover times on Mondays and Fridays (7.00 am and 7.00 pm) (note: heavy vehicles have not been included here since they are assumed to arrive between these times). This equates to one additional vehicle movement every 22 seconds on all intersection approaches combined. This can be readily accommodated with no change to existing intersection geometry. The computer models that are available to assess intersection performance are not sensitive to changes of this small order, particularly with flows that remain well below the traffic capacity of all intersections. These volumes also occur at a time when 'background' traffic volumes on the public road system generally (associated with the journey to work) would be minimal.

C6 TRAFFIC GENERATION DURING MINE OPERATION

C6.1 LIGHT TRAFFIC

The Snapper Mine operation phase would follow the construction phase discussed in Section C5. At peak production the mine would be operated by up to approximately 110 staff. Ninety percent of the operational workforce (i.e. maximum of 99) would be expected to be present on-site on any given day, taking into account staff absentee rates associated with sick leave, rostered leave and off-site activities.

The expanded Ginkgo Mine accommodation camp would be shared to accommodate up to approximately 75% (i.e. 75) of the Snapper Mine operational workers, the majority of whom would be present for extended periods and would commute only between the Ginkgo Mine accommodation camp and the Snapper Mine on a daily basis. It is expected that approximately 70% (i.e. 53) of those workers on average would arrive on a Monday morning and depart on a Friday afternoon. Accordingly, the highest overall traffic flows would be expected on Mondays and Fridays. There would be approximately 53 arrivals prior to 7.00 am on a Monday and 53 departures after 7.00 pm on a Friday, as well as general daily worker traffic to and from the camp (expected to be lower due to significant car pooling and/or use of buses to and from the camp).

A maximum of approximately 22 other workers would commute from the local towns and rural areas on a daily basis. It is expected that many of the contractors would make separate arrangements to pool vehicles or shuttle workers each day in vans or mini-buses. Accordingly, it has been assumed that an average vehicle occupancy of 1.2 workers per vehicle would be attained. This reduction has not been applied to the workers who reside at the expanded Ginkgo Mine accommodation camp and are expected to primarily commute to the camp on a Monday morning and depart on a Friday afternoon independently of other workers, with less opportunity for car-pooling.

Therefore, it is expected that the profile of daily worker traffic generation during peak operation activities would be as follows:

Monday

- 53 camp worker arrivals in 53 cars prior to 7.00 am;
- 22 other worker arrivals in 19 cars prior to 7.00 am; and
- 22 other worker departures in 19 cars after 7.00 pm.

Friday

- 22 other worker arrivals in 19 cars prior to 7.00 am;
- 22 other worker departures in 19 cars after 7.00 pm; and
- 53 camp worker departures in 53 cars after 7.00 pm.

In addition to these movements, some 40 vehicle movements per day have been assumed to be generated by visitors (20 in, 20 out).

The peak daily light vehicle traffic volumes that would be generated by the operation phase may be summarised as follows:

Mondays and Fridays

- 91 light vehicle (worker) movements; and
- 40 light vehicle (visitor) movements.

As a result of the combined development of the Snapper and Ginkgo Mines, approximately 25 additional employees would work at the MSP, following commencement of operation at the Snapper Mine. The additional employees would be split into two 12 hour shifts and generate a total of 50 light vehicle movements per day (25 in, 25 out). However, these would only occur on Pinnacles Road and would be generated mainly from within Broken Hill.

C6.2 HEAVY TRAFFIC

During operation of the Snapper Mine, transport of mineral concentrate to the MSP would increase (beyond the existing number of trips from the Ginkgo Mine), given the increase from the approved concentrate haulage of 576,000 tpa for the Ginkgo Mine alone to the combined concentrate haulage of approximately 735,000 tpa from the Snapper and Ginkgo Mines. The frequency of double road trains would increase from approximately 52 vehicle movements per day (26 in, 26 out) to a maximum of approximately 74 vehicle movements per day (37 in, 37 out). Movement frequencies of larger vehicle types (e.g. AB-triple vehicles) would be less than those for double road trains.

In addition to these movements, up to 10 visits to the site per day could be expected associated with maintenance, spare parts deliveries etc., equating to a total of 20 heavy vehicle trips per day (10 in, 10 out). These visits would occur via the Silver City Highway from the north and south.

In summary, there would be up to approximately 42 additional heavy vehicle movements per day (i.e. 21 in, 21 out, additional to the existing traffic flow).

C6.3 OVERSIZE TRAFFIC

A number of overwidth, overheight or overweight heavy loads could be generated during the operation phase, however the number of these oversize loads would be relatively very small. All such loads would be transported with the relevant permits, licences and escorts, as required by the regulatory authorities. The route for such oversize loads would be the same routes currently used for the Ginkgo Mine.

C6.4 POTENTIAL IMPACTS FROM COMBINED OPERATIONAL TRAFFIC

On the basis that the highest volume of workers would be arriving and departing on Mondays and Fridays, the increase in volume on these days (i.e. the potential maximum daily traffic volumes) has been adopted for the assessment.

Potential Operational Traffic Impacts

Potential maximum daily traffic volume increases during the operation phase of the Snapper Mine are as shown in Table C-6. These relate to the traffic generation associated with the Snapper Mine only. Generation from the MSP is discussed separately below.

**Table C-6
Snapper Mine Maximum Daily Traffic Generation – Operation Phase
(Total Trips in Both Directions)**

Trip Source	Daily Light Traffic	Daily Heavy Traffic	Daily Total Traffic
Visitors	40	42	82
Workers	91	-	91
Total	131	42	173

The following assumptions regarding the trips shown in Table C-6 have been made for assessment purposes:

- all trips would be directed onto the Silver City Highway;
- worker and visitor trips would be split equally to the north and south;
- all heavy vehicles would travel to the north to Broken Hill; and
- all traffic would use Kanandah Road to access Broken Hill.

The resultant daily traffic volumes including the existing daily flows provided in Section C3.2 (Table C-3) are provided in Table C-7.

In the case of Pinnacles Road, the 50 vehicle movements per day associated with the MSP employee movements have also been included. Employees associated with the Snapper Mine who reside in Broken Hill have been assumed not to travel along Pinnacles Road.

Table C-7 shows moderate volumes in absolute terms on all mine-related roads. These predicted traffic volumes would have no effect on the levels of service on the existing road network. The predicted flow increases could be accommodated without any adverse impacts and with no change in existing levels of service.

Specifically, the impact of traffic generated by the Snapper Mine during the operation phase may be assessed in terms of the capacity of the road system, based on level of service criteria provided in *Guide to Traffic Engineering Practice Part 2: Roadway Capacity* (Austroads, 1988). That is, the capacity of the road system is related to LOS A to F, with LOS A representing the most satisfactory condition. In this regard, State Highway No. 22 (Silver City Highway) can accommodate up to 2,400 vehicles per day at LOS A under rural conditions (i.e. at Station 98.002). The predicted traffic flows including Snapper Mine operational traffic at Station 98.002 is substantially lower, and LOS A would be retained.

Kanandah Road and Pinnacles Road are within an urban environment, where interrupted flow conditions prevail and where capacities are about 5,000 vehicles per day and 2,000 vehicles per day respectively. At these locations, existing flows are also well below these capacities and conditions would remain essentially unchanged, with existing LOS being maintained.

As with the construction phase, the existing HAR is satisfactory for the predicted operational traffic volumes (remaining well within the 1,000 vehicles per day nominal capacity based on Austroads) and, as also stated previously, the new 7 km road extension to the Snapper Mine would be constructed with the same configuration and to a design speed of 100 km/h.

Potential Impacts Associated with the Use of Larger Haulage Vehicles

The *Ginkgo Roads Study* was undertaken by Sinclair Knight Merz in 2002 (and commissioned by BEMAX, RTA and NSW Department of State and Regional Development) to determine the costs of the upgrade and maintenance of the Silver City Highway and Broken Hill local roads associated with the use of high capacity vehicles relevant to the Ginkgo Mine and the MSP. Specifically, the study included the determination of the marginal capital costs of upgrading the Silver City Highway to accommodate different vehicle types (including AB-triple vehicles and triple road trains) and included consideration of the potential impact of different haulage vehicles on the roads.

Table C-7
Annual Daily Traffic Flow Changes Under Operational Impacts
(Including MSP Workforce)

Road	Station Number	Location	Base Case Traffic Volume ¹	Snapper Mine Workforce/Visitors	Snapper Mine Deliveries/Trucks	Snapper Mine Total Increase	MSP Workforce Increase	New Traffic Volume with Snapper Mine	% Change	Level of Service Criteria [†] A
Silver City Highway	98.002	13 km south of Eyre Street (Broken Hill)	543	66	42	108	0	651	20%	<2400
HAR	Survey Site 1	East of Silver City Highway	162	131	42	173	0	335	107%	<1000
Kanandah Road	Survey Site 2	West of Silver City Highway	628	66	42	108	0	736	17%	<5000
Pinnacles Road	Survey Site 3	East of MSP Access Road	406	0	22	22	50	478	18%	<2000

[†] Austroads, 1988

¹ Refer Table C-3.

Potential impacts from combined operational traffic on the structural adequacy of the road can be assessed by considering the number of equivalent standard axles (ESAs) of haulage vehicles. Converting the traffic loading of the different vehicle types into ESAs assesses the structural adequacy of the pavement to handle the traffic loading (Sinclair Knight Merz, 2002). The *Ginkgo Roads Study* (*ibid.*) calculated the ESAs of the different vehicle types (including AB-triple vehicles and triple road trains), assuming 450,000 tpa of mineral concentrate hauled to the MSP and 100,000 tpa of backloaded MSP process waste returned to the Ginkgo Mine.

As shown in Table C-8, AB-triple vehicles (with tri-axles) are the most efficient in terms of tonnes per ESA, followed by triple road trains. That is, to haul an equivalent tonnage, AB-triple vehicles (with tri-axles) result in fewer ESAs per year than other vehicle types. Since AB-triple vehicles (with tri-axles) have a lower ESAs per year, AB-triple vehicles (with tri-axles) were deemed to have the least potential impact on road structure (*ibid.*) (Table C-8).

Table C-8
ESA for Different Vehicle Types (20 t)

Vehicle Type	ESA/ Vehicle	Payload (t)	t/ESA	Vehicle/ day	ESA/ year	ESA 14-year	ESA 25-year
Triple road train	11.69	100	8.55	12	52,605	7.36E+05	1.32E+06
AB-triple vehicles (tri-axles)	8.42	73	8.67	17	51,904	7.27E+05	1.30E+06
AB-triple vehicles (tandem axles)	9.68	67	6.92	18	65,015	9.10E+05	1.63E+06
B-double vehicles	6.29	42	6.68	29	67,393	9.44E+05	1.68E+06

Note: ESA calculations are based on 20 t limit for tri-axle group.
ESA calculations assume an annual production of 450,000 t.

Source: Sinclair Knight Merz, 2002

Prior to the use of vehicles other than double road trains (e.g. AB-triple vehicles), BEMAX would undertake further assessment of ESAs (based on the proposed increased haulage rate) in consultation with the RTA.

Tracking fidelity describes the likely behaviour of haulage vehicles, and provides an indication of the potential for traffic incidents associated with vehicle movements. There is limited evidence available to provide an assessment of the tracking fidelity of the various types of potential haulage vehicles to be used by BEMAX. Therefore, prior to the use of vehicles other than double road trains (e.g. AB-triple vehicles), BEMAX would undertake an assessment of the likely tracking fidelity of these vehicles in consultation with the RTA.

C6.5 INTERSECTION REQUIREMENTS FOR PEAK HOUR TRAFFIC DURING MINE OPERATION

In addition to route impacts, the need for possible traffic improvements at intersections has been assessed. This was undertaken on the basis of hourly flows during peak periods. Under average operational conditions as discussed above, volumes through all intersections would increase by a maximum of 72 vehicles per hour at shift changeover times on Mondays and Fridays (7.00 am and 7.00 pm) (note: heavy vehicles have not been included here since they are assumed to arrive between these times). This equates to less than one additional vehicle movement every 50 seconds on all intersection approaches combined. This can be readily accommodated with no change to existing intersection geometry. The computer models that are available to assess intersection performance are not sensitive to changes of this order, particularly with flows that remain well below the traffic capacity of all intersections. These volumes also occur at a time when 'background' traffic volumes on the public road system generally (associated with the journey to work) would be minimal.

C6.6 LOCAL TRAFFIC IMPACTS DURING MINE OPERATION

During mine operation, the mineral concentrates from the Snapper Mine would be hauled to the MSP by sharing/expanding the Ginkgo Mine fleet of double road trains or other RTA-approved vehicles (e.g. AB-triple vehicles). Notwithstanding, vehicles other than double road trains would be specially designed and constructed for the Snapper Mine in consultation with the RTA. The configuration of the AB-triple vehicle option would have similar traffic geometry characteristics as a Type 1 (double) road train as specified by the *Guide to Traffic Engineering Practice Part 2: Roadway Capacity* (Austroads, 1988).

Further, as stated in Section C3.1, road construction and upgrades (e.g. road intersections) undertaken by BEMAX along the mineral concentrate transport route between the Ginkgo Mine and the MSP have been designed and constructed to a standard appropriate for Class 12 triple road trains (although the use of vehicles larger than double road trains [e.g. AB-triple vehicles] would be subject to further consultation with the RTA, WSC and BHCC). The approximate 7 km extension of this road to facilitate access to the Snapper Mine would also be designed and constructed to the same standard. Therefore, no improvements to the geometry of existing intersections would be required to operate double road trains or AB-triple vehicles for the Snapper Mine.

C6.7 BASELINE TRAFFIC GROWTH

Background traffic growth in urban and coastal areas can be a significant consideration when developing long-term projects that involve road transport of products and materials. In this case, the background traffic flows are low and the levels of service provided by the relevant roads are very good. Over the life of the Snapper Mine, the levels of service and the efficient operation of relevant intersections would continue to be very good, even if background traffic flows were to grow by more than 20%. Baseline traffic growth is therefore not considered to be a significant issue for the roads subject to this assessment.

C6.8 CAR PARKING

Whilst the Snapper Mine would be a remote facility located within an extensive area of pastoral leases, suitable temporary and permanent parking facilities would be located on-site to cater for workforce and visitor parking. Parking facilities would be constructed to meet the requirements of the WSC.

C6.9 ROAD SAFETY

As described in Section C3.3, while traffic accident data indicates a range of accidents have occurred on the Silver City Highway over the last five years, the level of accidents are considered typical for a long section of rural road and no specific causes or blackspots were identified. The Snapper Mine development would increase usage of the Silver City Highway and other relevant roads, however, with the implementation of the traffic management measures outlined in Section C7, no significant additional road safety issues are anticipated.

C7 RECOMMENDED TRAFFIC MANAGEMENT IMPROVEMENTS

The traffic management measures outlined below are recommended in support of the Snapper Mine.

1. The Ginkgo and MSP Traffic Code of Conduct (BEMAX, 2006b) should be updated to include transport activities relevant to the Snapper Mine.
2. The Ginkgo and MSP Transport of Hazardous Materials Plan (BEMAX, 2006a) should be updated to include transport activities relevant to the Snapper Mine.
3. Any roadworks that are required on the public road network would be designed in accordance with the RTA *Road Design Guide* (RTA, 2003a) and in consultation with the WSC and RTA. The 7 km extension of the HAR should be designed and constructed as per the existing Ginkgo Mine HAR.
4. Traffic management plans would be completed to address any roadworks on public roads (e.g. intersection of the new sections of HAR with the existing HAR) in consultation with the WSC and the RTA and in accordance with the RTA *Traffic Control at Worksites Manual* (RTA, 2003b).
5. The monitoring programme developed to assess road pavement conditions along the mineral concentrate route for the Ginkgo Mine should be updated to include transport activities relevant to the Snapper Mine (including the extended section of the HAR for the Snapper Mine).
6. Prior to the use of haulage vehicles other than double road trains, BEMAX should undertake an assessment of ESAs (based on the proposed increased haulage rate) and the likely tracking fidelity of such vehicles, in consultation with the RTA.
7. BEMAX should encourage car pooling and other traffic minimisation measures (e.g. use of shuttle buses from the accommodation camp) where practicable.

C8 REFERENCES

Austrroads (1988) *Guide to Traffic Engineering Practice Part 2: Roadway Capacity*.

Austrroads (1993) *Rural Road Design: Guide to the Geometric Design of Rural Roads*.

BEMAX (2001a) *Broken Hill Mineral Separation Plant Environmental Impact Statement*.

BEMAX (2001b) *Ginkgo Mineral Sands Project Environmental Impact Statement*.

BEMAX (2003) *Ginkgo Mineral Sands Project Modification Statement of Environmental Effects*.

BEMAX (2005a) *Broken Hill Mineral Separation Plant August 2005 Modification Statement of Environmental Effects*.

BEMAX (2005b) *Ginkgo Mineral Sands Project Modification Statement of Environmental Effects*.

BEMAX (2006a) *Ginkgo Mineral Sands Mine and Broken Hill Mineral Separation Plant Transport of Hazardous Materials Plan*.

BEMAX (2006b) *Ginkgo Mineral Sands Mine and Broken Hill Mineral Separation Plant Traffic Code of Conduct*.

Roads and Traffic Authority (RTA) (2002) *Guide to Traffic Generating Developments*.

Roads and Traffic Authority (RTA) 2003a) *Road Design Guide*.

Roads and Traffic Authority (RTA) (2003b) *Traffic Control at Worksites Manual*.

Sinclair Knight Merz (2002) *Ginkgo Roads Study*.

ATTACHMENT CA

PHOTOGRAPHIC RECORD OF ROAD UPGRADES UNDERTAKEN BY BEMAX ALONG THE
MINERAL CONCENTRATE TRANSPORT ROUTE BETWEEN THE GINKGO MINE AND THE MSP



Photo CA-1: View looking west along the existing Ginkgo Mine Highway Access Road (HAR) towards the Silver City Highway. Upgrades by BEMAX have included sealing a short section of the road on approach to the Silver City Highway, as well as right-turn and left-turn improvements to the intersection.



Photo CA-2: View looking east along the existing Ginkgo Mine HAR showing the transition between the sealed and gravel pavements. Upgrades by BEMAX include upgrading an existing section of Old Roo Roo Road, new sections of the road on an improved alignment as well as sealing of a short section of the road on approach to the Silver City Highway.





Photo CA-3: View of the existing Ginkgo Mine HAR looking east towards the Anabranh Bridge. Upgrades by BEMAX have included upgrading an existing section of Old Roo Roo Road, new sections of the road on an improved alignment as well as an upgraded crossing of the Great Darling Anabranh.



Photo CA-4: View looking east along Pinnacles Road towards Kanandah Road, Broken Hill. Upgrades by BEMAX have included minor improvement of the turning radius at the intersection.





Photo CA-5: View looking east along Kanandah Road, Broken Hill towards the Silver City Highway. Upgrades by BEMAX have included minor improvement of the turning radius at the intersection.



ATTACHMENT CB
TRAFFIC COUNT DATA

MetroCount Traffic Executive **Hourly Class Speed Totals - East and West Bound**

Haul road-08 CustomList-4150 -- English (ENA)

Datasets:

Site: [Haul road] Pooncarie mine haul road
Direction: 8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration: 09:00 Saturday, 30 September 2006 => 14:15 Monday, 9 October 2006
File: G:\MetroCount\Sales\AUSTRALIA\NSW\Wntwth\Haul road 09OCT2006.EC0 (Plus)
Identifier: E473HSPA MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **09:00 Saturday, 30 September 2006 => 18:00 Sunday, 8 October 2006**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 160 km/h.
Direction: East, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre [m], kilometre [km], metres per second [m/s], kilometers per hour [km/h], kilogram [kg], tonne [t])

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Cls]	Class totals
3 [Mean]	Average speed

*** Saturday, 30 September 2006**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0900	2	0	0	0	0	0	0	0	0	0	0	2
0 86.7												
1000	3	0	2	0	0	0	0	0	0	0	0	1
0 79.1												
1100	3	1	0	0	0	0	0	0	0	0	0	2
0 95.1												
1200	2	0	1	0	0	0	0	0	0	0	0	1
0 88.2												
1300	2	2	0	0	0	0	0	0	0	0	0	0
0 95.6												
1400	4	3	0	0	0	0	0	0	0	0	0	1
0 99.5												
1500	2	0	0	0	0	0	0	0	0	0	0	2
0 94.6												
1600	4	2	0	0	0	0	0	0	0	0	0	2
0 88.5												
1700	2	0	0	0	0	0	0	0	0	0	0	2
0 87.7												
1800	1	1	0	0	0	0	0	0	0	0	0	0
0 93.5												
1900	2	0	0	0	0	0	0	0	0	0	0	2
0 87.4												
2000	1	0	0	0	0	0	0	0	0	0	0	1
0 85.2												
2100	1	0	0	0	0	0	0	0	0	0	0	1
0 95.9												
2200	1	0	0	0	0	0	0	0	0	0	0	1
0 95.0												
2300	1	0	0	0	0	0	0	0	0	0	0	1
0 86.3												
00-00	31	9	3	0	0	0	0	0	0	0	0	19
0 90.7												

*** Sunday, 1 October 2006**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	1	0	0	0	0	0	0	0	0	0	0	1
0 83.5												
0100	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0300	2	0	0	0	0	0	0	0	0	0	0	2
0 93.0												
0400	1	0	0	0	0	0	0	0	0	0	0	1
0 81.4												
0500	2	0	0	0	0	0	0	0	0	0	0	2
0 90.0												
0600	2	0	0	1	0	0	0	0	0	0	0	1
0 115.0												
0700	1	0	0	0	0	0	0	0	0	0	0	1
0 80.2												
0800	2	0	0	1	0	0	0	0	0	0	0	1
0 82.7												
0900	4	3	0	0	0	0	0	0	0	0	0	1
0 97.3												
1000	6	2	1	0	0	0	0	0	0	0	2	1
0 100.3												
1100	6	3	0	0	0	0	0	0	0	0	0	3
0 84.6												

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1200	6	3	1	0	0	0	0	0	0	0	0	2
0 79.4												
1300	3	1	0	0	0	0	0	0	0	0	2	0
0 102.8												
1400	2	1	0	0	0	0	0	0	0	0	0	1
0 83.6												
1500	3	2	0	0	0	0	0	0	0	0	0	1
0 92.3												
1600	5	4	0	0	0	0	0	0	0	0	0	1
0 94.0												
1700	8	7	0	0	0	0	0	0	0	0	0	1
0 92.9												
1800	6	6	0	0	0	0	0	0	0	0	0	0
0 82.2												
1900	2	0	0	0	0	0	0	0	0	0	0	2
0 85.9												
2000	7	7	0	0	0	0	0	0	0	0	0	0
0 85.7												
2100	2	1	0	0	0	0	0	0	0	0	0	1
0 100.1												
2200	1	0	0	0	0	0	0	0	0	0	0	1
0 92.9												
2300	3	0	0	0	0	0	0	0	0	0	0	3
0 85.7												
00-00	75	40	2	2	0	0	0	0	0	0	4	27
0 90.2												

* Monday, 2 October 2006

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0100	2	0	0	0	0	0	0	0	0	0	0	2
0 79.7												
0200	1	0	0	0	0	0	0	0	0	0	0	1
0 83.2												
0300	1	0	0	0	0	0	0	0	0	0	0	1
0 93.3												
0400	1	0	0	0	0	0	0	0	0	0	0	1
0 90.4												
0500	4	1	0	0	0	0	0	0	0	0	0	3
0 92.8												
0600	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0700	9	6	1	0	0	0	0	0	0	0	0	2
0 93.5												
0800	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0900	1	0	0	0	0	0	0	0	0	0	0	1
0 82.7												
1000	6	3	0	0	0	0	0	0	0	0	1	2
0 85.5												
1100	2	1	0	0	0	0	0	0	0	0	0	1
0 101.4												
1200	4	2	0	0	0	0	0	0	0	0	0	2
0 85.7												
1300	7	3	0	0	0	0	0	1	0	0	1	2
0 83.0												
1400	2	1	0	1	0	0	0	0	0	0	0	0
0 110.9												
1500	8	8	0	0	0	0	0	0	0	0	0	0
0 100.4												
1600	4	2	0	0	0	0	0	1	0	0	0	1
0 94.3												
1700	2	1	0	0	0	0	0	0	0	0	0	1

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0 109.6													
1800	7	4	0	0	0	0	0	0	0	0	0	3	
0 89.3													
1900	2	1	0	0	0	0	0	0	0	0	0	1	
0 84.1													
2000	1	0	0	0	0	0	0	0	0	0	0	1	
0 74.5													
2100	2	1	0	0	0	0	0	0	0	0	0	1	
0 90.9													
2200	2	1	0	0	0	0	0	0	0	0	0	1	
0 75.2													
2300	1	0	0	0	0	0	0	0	0	0	0	1	
0 91.3													
00-00	69	35	1	1	0	0	0	0	2	0	0	2	28
0 90.9													

* Tuesday, 3 October 2006

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	8	6	0	0	0	0	0	0	0	0	0	2
0 85.2												
0100	1	0	0	0	0	0	0	0	0	0	0	1
0 90.9												
0200	1	0	0	0	0	0	0	0	0	0	0	1
0 83.6												
0300	1	0	0	0	0	0	0	0	0	0	0	1
0 82.5												
0400	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0500	2	0	0	0	0	0	0	0	0	0	0	2
0 91.8												
0600	5	1	0	2	0	0	0	0	0	0	0	2
0 113.4												
0700	3	2	0	0	0	0	0	0	0	0	0	1
0 104.1												
0800	2	1	0	0	0	0	0	0	0	0	0	1
0 89.6												
0900	2	1	0	0	0	0	0	0	1	0	0	0
0 109.4												
1000	3	2	0	1	0	0	0	0	0	0	0	0
0 127.0												
1100	4	1	0	1	0	0	0	0	0	0	0	2
0 97.5												
1200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1300	6	1	0	0	0	0	0	0	0	0	2	3
0 93.0												
1400	2	2	0	0	0	0	0	0	0	0	0	0
0 98.4												
1500	2	1	0	0	0	0	0	0	0	0	0	1
0 83.7												
1600	3	2	0	0	0	0	0	0	0	1	0	0
0 83.9												
1700	5	2	0	0	0	0	0	0	0	1	0	2
0 96.2												
1800	2	1	0	0	0	0	0	0	0	0	0	1
0 96.7												
1900	3	0	0	0	0	0	0	0	0	0	0	3
0 86.6												
2000	1	0	0	0	0	0	0	0	0	0	0	1
0 86.7												
2100	2	1	0	0	0	0	0	0	0	0	0	1
0 76.0												
2200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												

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2300	2	0	0	0	0	0	0	0	0	0	0	2
0 90.6												
00-00	60	24	0	4	0	0	0	0	1	2	2	27
0 95.0												

*** Wednesday, 4 October 2006**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls Mean		1	2	3	4	5	6	7	8	9	10	11
12												
0000	1	0	0	0	0	0	0	0	0	0	0	1
0 92.8												
0100	4	0	0	0	0	0	0	0	0	0	0	4
0 83.8												
0200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0300	1	0	0	0	0	0	0	0	0	0	0	1
0 82.2												
0400	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0500	3	0	0	1	0	0	0	0	0	0	0	2
0 104.8												
0600	3	0	0	1	0	0	0	0	0	0	0	2
0 104.0												
0700	5	0	1	1	1	0	0	0	0	0	0	2
0 90.4												
0800	3	0	0	1	0	0	0	0	0	0	0	2
0 97.4												
0900	1	0	0	1	0	0	0	0	0	0	0	0
0 93.9												
1000	3	2	0	1	0	0	0	0	0	0	0	0
0 99.8												
1100	8	3	0	1	0	0	0	0	0	0	2	2
0 79.2												
1200	3	2	0	0	0	0	0	0	0	0	0	1
0 95.9												
1300	7	1	0	0	0	0	0	0	0	3	1	2
0 42.3												
1400	3	1	0	0	0	0	0	0	0	0	0	2
0 87.2												
1500	6	5	0	1	0	0	0	0	0	0	0	0
0 101.3												
1600	1	1	0	0	0	0	0	0	0	0	0	0
0 97.3												
1700	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1800	3	1	0	0	0	0	0	0	0	0	0	2
0 97.4												
1900	3	1	0	0	0	0	0	0	0	0	0	2
0 94.6												
2000	8	6	0	0	0	0	0	0	0	0	0	2
0 84.6												
2100	2	1	0	0	0	0	0	0	0	0	0	0
1 86.4												
2200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
2300	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
00-00	68	24	1	8	1	0	0	0	0	3	3	27
1 86.5												

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*** Thursday, 5 October 2006**

Time Cls	Total Mean	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11
12												
0000	2	0	0	0	0	0	0	0	0	0	0	2
0 91.4												
0100	2	0	0	0	0	0	0	0	0	0	0	2
0 92.5												
0200	7	6	0	0	0	0	0	0	0	0	0	1
0 86.3												
0300	2	0	0	0	0	0	0	0	0	0	0	2
0 82.0												
0400	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0500	2	1	0	1	0	0	0	0	0	0	0	0
0 112.5												
0600	3	1	0	0	0	0	0	0	0	0	0	2
0 88.4												
0700	2	1	0	0	0	0	0	0	0	0	0	1
0 99.5												
0800	2	0	0	0	0	0	0	0	0	0	0	2
0 83.6												
0900	3	1	0	1	0	0	0	0	0	0	0	1
0 104.9												
1000	4	0	0	0	0	0	0	0	0	2	2	0
0 93.1												
1100	1	1	0	0	0	0	0	0	0	0	0	0
0 73.7												
1200	2	2	0	0	0	0	0	0	0	0	0	0
0 104.1												
1300	6	2	0	0	0	0	0	0	0	0	0	4
0 97.2												
1400	9	7	0	0	0	0	0	0	0	0	1	1
0 86.1												
1500	6	3	0	1	0	0	0	0	0	0	0	2
0 95.2												
1600	12	9	0	2	0	0	0	0	0	1	0	0
0 102.3												
1700	1	1	0	0	0	0	0	0	0	0	0	0
0 68.9												
1800	3	2	1	0	0	0	0	0	0	0	0	0
0 88.3												
1900	5	1	0	0	0	0	0	0	0	0	0	4
0 94.8												
2000	1	0	0	0	0	0	0	0	0	0	0	1
0 82.6												
2100	8	6	0	0	0	0	0	0	0	0	0	2
0 84.5												
2200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
2300	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
00-00	83	44	1	5	0	0	0	0	0	3	3	27
0 92.6												

*** Friday, 6 October 2006**

Time Cls	Total Mean	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11
12												
0000	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0100	1	0	0	0	0	0	0	0	0	0	0	1
0 91.1												
0200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												

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0300	6	6	0	0	0	0	0	0	0	0	0	0
0 82.6												
0400	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0500	2	0	0	0	0	0	0	0	0	0	0	2
0 89.1												
0600	3	2	0	0	0	0	0	0	0	0	0	1
0 101.2												
0700	4	0	0	0	0	0	0	0	0	2	0	2
0 88.4												
0800	5	3	0	0	0	0	0	0	0	0	0	2
0 100.9												
0900	7	5	0	0	0	0	0	0	1	0	0	1
0 82.0												
1000	1	1	0	0	0	0	0	0	0	0	0	0
0 90.2												
1100	3	1	0	1	0	0	0	1	0	0	0	0
0 94.3												
1200	13	9	0	0	0	0	0	0	0	1	0	3
0 91.4												
1300	3	3	0	0	0	0	0	0	0	0	0	0
0 104.4												
1400	5	1	0	0	0	0	0	0	0	0	0	4
0 85.0												
1500	3	1	1	0	0	0	0	0	0	1	0	0
0 89.2												
1600	2	1	0	0	0	0	0	0	0	0	0	1
0 98.2												
1700	5	4	0	0	0	0	0	0	0	0	0	1
0 90.5												
1800	3	2	0	0	0	0	0	0	0	0	0	1
0 108.1												
1900	2	0	0	0	0	0	0	0	0	0	0	2
0 87.9												
2000	2	0	0	0	0	0	0	0	0	0	0	2
0 85.9												
2100	1	0	0	0	0	0	0	0	0	0	0	1
0 87.9												
2200	1	0	0	0	0	0	0	0	0	0	0	1
0 83.5												
2300	1	0	0	0	0	0	0	0	0	0	0	1
0 95.1												
00-00	73	39	1	1	0	0	0	1	1	4	0	26
0 91.2												

* Saturday, 7 October 2006

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	1	0	0	0	0	0	0	0	0	0	0	1
0 84.6												
0100	2	0	0	0	0	0	0	0	0	0	0	2
0 82.5												
0200	1	0	0	0	0	0	0	0	0	0	0	1
0 92.9												
0300	1	0	0	0	0	0	0	0	0	0	0	1
0 77.2												
0400	7	6	0	0	0	0	0	0	0	0	0	1
0 79.8												
0500	2	0	0	1	0	0	0	0	0	0	0	1
0 105.1												
0600	1	1	0	0	0	0	0	0	0	0	0	0
0 112.2												
0700	3	2	0	0	0	0	0	0	0	0	0	1
0 102.0												
0800	3	1	0	0	0	0	0	0	0	0	0	2

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0 96.1												
0900	3	0	0	1	0	0	0	0	0	0	0	2
0 84.9												
1000	2	1	0	0	0	0	0	0	0	0	0	1
0 85.0												
1100	1	0	0	0	0	0	0	0	0	0	0	1
0 80.7												
1200	3	1	0	0	0	0	0	0	0	1	0	1
0 93.0												
1300	2	1	0	0	0	0	0	0	0	0	0	1
0 89.9												
1400	4	2	0	0	0	0	0	0	0	0	0	2
0 87.4												
1500	4	1	1	0	0	0	0	0	0	0	0	2
0 88.9												
1600	2	1	0	0	0	0	0	0	0	0	0	1
0 93.6												
1700	2	1	0	0	0	0	0	0	0	0	0	1
0 78.4												
1800	3	1	0	1	0	0	0	0	0	0	0	1
0 103.8												
1900	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
2000	2	0	0	0	0	0	0	0	0	0	0	2
0 87.5												
2100	1	0	0	0	0	0	0	0	0	0	0	1
0 92.9												
2200	2	0	0	0	0	0	0	0	0	0	0	2
0 85.7												
2300	3	1	1	0	0	0	0	0	0	0	0	1
0 82.1												
00-00	55	20	2	3	0	0	0	0	0	1	0	29
0 89.2												

* Sunday, 8 October 2006

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	2	0	0	0	0	0	0	0	0	0	0	2
0 89.1												
0100	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0200	2	0	0	0	0	0	0	0	0	0	0	2
0 86.0												
0300	1	0	0	0	0	0	0	0	0	0	0	1
0 92.8												
0400	2	0	0	0	0	0	0	0	0	0	0	2
0 83.4												
0500	1	0	0	0	0	0	0	0	0	0	0	1
0 83.9												
0600	2	0	0	1	0	0	0	0	0	0	0	1
0 106.5												
0700	4	1	2	0	0	0	0	0	0	0	0	1
0 93.7												
0800	8	7	1	0	0	0	0	0	0	0	0	0
0 93.4												
0900	3	0	0	1	0	0	0	0	1	0	0	1
0 59.0												
1000	3	1	0	0	0	0	0	0	1	0	0	1
0 71.7												
1100	7	2	2	0	0	0	0	0	0	0	0	3
0 89.4												
1200	4	2	1	0	0	0	0	0	0	0	0	1
0 80.4												
1300	7	7	0	0	0	0	0	0	0	0	0	0
0 89.0												

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1400	7	7	0	0	0	0	0	0	0	0	0	0
0 90.2												
1500	1	0	0	0	0	0	0	0	0	0	0	1
0 90.4												
1600	3	1	0	0	0	0	0	0	0	1	0	1
0 92.1												
1700	3	0	1	0	0	0	0	0	0	0	0	2
0 94.2												
00-00	60	28	7	2	0	0	0	0	2	1	0	20
0 87.9												

*** Grand Total**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean											
		1	2	3	4	5	6	7	8	9	10	11
12												
--	574	263	18	26	1	0	0	3	4	14	14	230
1 90.5												

In profile: Vehicles = 574 / 576 (99.65%)

MetroCount Traffic Executive **Hourly Class Speed Totals - East bound**

Haul road-08 CustomList-4154 -- English (ENA)

Datasets:

Site: [Haul road] Pooncarie mine haul road
Direction: 8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration: 09:00 Saturday, 30 September 2006 => 14:15 Monday, 9 October 2006
File: G:\MetroCount\Sales\AUSTRALIA\NSW\Wntwth\Haul road 09OCT2006.ECO (Plus)
Identifier: E473HSPA MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **09:00 Saturday, 30 September 2006 => 18:00 Sunday, 8 October 2006**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 160 km/h.
Direction: East (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (m, km, m/s, km/h, kg, t)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals
3 [Mean] Average speed

*** Saturday, 30 September 2006**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0900	1	0	0	0	0	0	0	0	0	0	0	1
0 91.3												
1000	2	0	2	0	0	0	0	0	0	0	0	0
0 76.2												
1100	1	0	0	0	0	0	0	0	0	0	0	1
0 93.0												
1200	1	0	1	0	0	0	0	0	0	0	0	0
0 93.8												
1300	1	1	0	0	0	0	0	0	0	0	0	0
0 88.8												
1400	1	0	0	0	0	0	0	0	0	0	0	1
0 86.6												
1500	2	0	0	0	0	0	0	0	0	0	0	2
0 94.6												
1600	2	2	0	0	0	0	0	0	0	0	0	0
0 93.4												
1700	1	0	0	0	0	0	0	0	0	0	0	1
0 93.4												
1800	1	1	0	0	0	0	0	0	0	0	0	0
0 93.5												
1900	1	0	0	0	0	0	0	0	0	0	0	1
0 88.2												
2000	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
2100	1	0	0	0	0	0	0	0	0	0	0	1
0 95.9												
2200	1	0	0	0	0	0	0	0	0	0	0	1
0 95.0												
2300	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
00-00	16	4	3	0	0	0	0	0	0	0	0	9
0 90.5												

*** Sunday, 1 October 2006**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0100	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0300	2	0	0	0	0	0	0	0	0	0	0	2
0 93.0												
0400	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0500	1	0	0	0	0	0	0	0	0	0	0	1
0 95.5												
0600	2	0	0	1	0	0	0	0	0	0	0	1
0 115.0												
0700	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0800	1	0	0	1	0	0	0	0	0	0	0	0
0 81.6												
0900	2	1	0	0	0	0	0	0	0	0	0	1
0 106.5												
1000	5	2	0	0	0	0	0	0	0	0	2	1
0 102.6												
1100	1	0	0	0	0	0	0	0	0	0	0	1
0 91.4												

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1200	2	1	0	0	0	0	0	0	0	0	0	1
0 81.9												
1300	1	1	0	0	0	0	0	0	0	0	0	0
0 110.0												
1400	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1500	2	1	0	0	0	0	0	0	0	0	0	1
0 95.3												
1600	2	1	0	0	0	0	0	0	0	0	0	1
0 100.4												
1700	4	3	0	0	0	0	0	0	0	0	0	1
0 94.3												
1800	3	3	0	0	0	0	0	0	0	0	0	0
0 82.2												
1900	1	0	0	0	0	0	0	0	0	0	0	1
0 91.7												
2000	4	4	0	0	0	0	0	0	0	0	0	0
0 87.5												
2100	2	1	0	0	0	0	0	0	0	0	0	1
0 100.1												
2200	1	0	0	0	0	0	0	0	0	0	0	1
0 92.9												
2300	1	0	0	0	0	0	0	0	0	0	0	1
0 91.1												
00-00	37	18	0	2	0	0	0	0	0	0	2	15
0 95.3												

* Monday, 2 October 2006

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0100	1	0	0	0	0	0	0	0	0	0	0	1
0 79.4												
0200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0300	1	0	0	0	0	0	0	0	0	0	0	1
0 93.3												
0400	1	0	0	0	0	0	0	0	0	0	0	1
0 90.4												
0500	2	1	0	0	0	0	0	0	0	0	0	1
0 100.4												
0600	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0700	1	0	0	0	0	0	0	0	0	0	0	1
0 92.9												
0800	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0900	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1000	4	1	0	0	0	0	0	0	0	0	1	2
0 92.1												
1100	1	0	0	0	0	0	0	0	0	0	0	1
0 94.5												
1200	2	2	0	0	0	0	0	0	0	0	0	0
0 88.5												
1300	3	1	0	0	0	0	0	1	0	0	0	1
0 84.8												
1400	1	0	0	1	0	0	0	0	0	0	0	0
0 127.9												
1500	5	5	0	0	0	0	0	0	0	0	0	0
0 107.3												
1600	4	2	0	0	0	0	0	1	0	0	0	1
0 94.3												
1700	2	1	0	0	0	0	0	0	0	0	0	1

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0 109.6													
1800	2	1	0	0	0	0	0	0	0	0	0	0	1
0 85.3													
1900	1	0	0	0	0	0	0	0	0	0	0	0	1
0 95.9													
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
0 -													
2100	1	1	0	0	0	0	0	0	0	0	0	0	0
0 96.8													
2200	1	0	0	0	0	0	0	0	0	0	0	0	1
0 91.0													
2300	1	0	0	0	0	0	0	0	0	0	0	0	1
0 91.3													
00-00	34	15	0	1	0	0	0	0	2	0	0	1	15
0 95.8													

* Tuesday, 3 October 2006

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean												
		1	2	3	4	5	6	7	8	9	10	11	12
0000	4	3	0	0	0	0	0	0	0	0	0	0	1
0 86.4													
0100	1	0	0	0	0	0	0	0	0	0	0	0	1
0 90.9													
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0 -													
0300	0	0	0	0	0	0	0	0	0	0	0	0	0
0 -													
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0 -													
0500	2	0	0	0	0	0	0	0	0	0	0	0	2
0 91.8													
0600	4	1	0	2	0	0	0	0	0	0	0	0	1
0 120.8													
0700	1	1	0	0	0	0	0	0	0	0	0	0	0
0 136.4													
0800	1	1	0	0	0	0	0	0	0	0	0	0	0
0 95.6													
0900	2	1	0	0	0	0	0	0	1	0	0	0	0
0 109.4													
1000	3	2	0	1	0	0	0	0	0	0	0	0	0
0 127.0													
1100	3	1	0	0	0	0	0	0	0	0	0	0	2
0 104.1													
1200	0	0	0	0	0	0	0	0	0	0	0	0	0
0 -													
1300	4	1	0	0	0	0	0	0	0	0	2	0	1
0 97.4													
1400	1	1	0	0	0	0	0	0	0	0	0	0	0
0 89.3													
1500	0	0	0	0	0	0	0	0	0	0	0	0	0
0 -													
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
0 -													
1700	4	1	0	0	0	0	0	0	0	1	0	0	2
0 90.1													
1800	1	0	0	0	0	0	0	0	0	0	0	0	1
0 93.8													
1900	1	0	0	0	0	0	0	0	0	0	0	0	1
0 92.8													
2000	0	0	0	0	0	0	0	0	0	0	0	0	0
0 -													
2100	0	0	0	0	0	0	0	0	0	0	0	0	0
0 -													
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
0 -													

Snapper Mineral Sands Project

2300	2	0	0	0	0	0	0	0	0	0	0	2
0 90.6												
00-00	34	13	0	3	0	0	0	0	1	1	2	14
0 101.6												

*** Wednesday, 4 October 2006**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls Mean		1	2	3	4	5	6	7	8	9	10	11
12												
0000	1	0	0	0	0	0	0	0	0	0	0	1
0 92.8												
0100	1	0	0	0	0	0	0	0	0	0	0	1
0 88.3												
0200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0300	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0400	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0500	3	0	0	1	0	0	0	0	0	0	0	2
0 104.8												
0600	3	0	0	1	0	0	0	0	0	0	0	2
0 104.0												
0700	2	0	0	1	1	0	0	0	0	0	0	0
0 99.7												
0800	1	0	0	1	0	0	0	0	0	0	0	0
0 122.3												
0900	1	0	0	1	0	0	0	0	0	0	0	0
0 93.9												
1000	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1100	6	1	0	1	0	0	0	0	0	0	2	2
0 86.9												
1200	2	1	0	0	0	0	0	0	0	0	0	1
0 96.0												
1300	3	1	0	0	0	0	0	0	0	1	0	1
0 32.0												
1400	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1500	2	1	0	1	0	0	0	0	0	0	0	0
0 106.2												
1600	1	1	0	0	0	0	0	0	0	0	0	0
0 97.3												
1700	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1800	2	0	0	0	0	0	0	0	0	0	0	2
0 93.4												
1900	3	1	0	0	0	0	0	0	0	0	0	2
0 94.6												
2000	3	3	0	0	0	0	0	0	0	0	0	0
0 84.8												
2100	1	1	0	0	0	0	0	0	0	0	0	0
0 97.9												
2200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
2300	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
00-00	35	10	0	7	1	0	0	0	0	1	2	14
0 90.4												

*** Thursday, 5 October 2006**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls Mean		1	2	3	4	5	6	7	8	9	10	11
12												
0000	2	0	0	0	0	0	0	0	0	0	0	2

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0 91.4												
0100	2	0	0	0	0	0	0	0	0	0	0	2
0 92.5												
0200	3	3	0	0	0	0	0	0	0	0	0	0
0 92.1												
0300	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0400	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0500	1	0	0	1	0	0	0	0	0	0	0	0
0 125.1												
0600	2	0	0	0	0	0	0	0	0	0	0	2
0 85.5												
0700	1	0	0	0	0	0	0	0	0	0	0	1
0 97.0												
0800	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0900	2	1	0	1	0	0	0	0	0	0	0	0
0 116.2												
1000	4	0	0	0	0	0	0	0	0	2	2	0
0 93.1												
1100	1	1	0	0	0	0	0	0	0	0	0	0
0 73.7												
1200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1300	6	2	0	0	0	0	0	0	0	0	0	4
0 97.2												
1400	3	3	0	0	0	0	0	0	0	0	0	0
0 83.7												
1500	1	0	0	1	0	0	0	0	0	0	0	0
0 106.2												
1600	5	3	0	1	0	0	0	0	0	1	0	0
0 118.0												
1700	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1800	1	1	0	0	0	0	0	0	0	0	0	0
0 111.2												
1900	4	0	0	0	0	0	0	0	0	0	0	4
0 92.5												
2000	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
2100	3	3	0	0	0	0	0	0	0	0	0	0
0 84.8												
2200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
2300	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
00-00	41	17	0	4	0	0	0	0	0	3	2	15
0 97.1												

* Friday, 6 October 2006

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0100	1	0	0	0	0	0	0	0	0	0	0	1
0 91.1												
0200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0300	3	3	0	0	0	0	0	0	0	0	0	0
0 82.6												
0400	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0500	2	0	0	0	0	0	0	0	0	0	0	2
0 89.1												

Snapper Mineral Sands Project

0600	3	2	0	0	0	0	0	0	0	0	0	1
0 101.2												
0700	2	0	0	0	0	0	0	0	0	2	0	0
0 90.8												
0800	3	2	0	0	0	0	0	0	0	0	0	1
0 104.5												
0900	4	3	0	0	0	0	0	0	1	0	0	0
0 91.4												
1000	1	1	0	0	0	0	0	0	0	0	0	0
0 90.2												
1100	2	0	0	1	0	0	0	1	0	0	0	0
0 85.9												
1200	5	1	0	0	0	0	0	0	0	1	0	3
0 87.8												
1300	2	2	0	0	0	0	0	0	0	0	0	0
0 109.3												
1400	2	1	0	0	0	0	0	0	0	0	0	1
0 85.9												
1500	1	0	1	0	0	0	0	0	0	0	0	0
0 109.4												
1600	1	1	0	0	0	0	0	0	0	0	0	0
0 113.2												
1700	3	2	0	0	0	0	0	0	0	0	0	1
0 87.1												
1800	2	1	0	0	0	0	0	0	0	0	0	1
0 106.5												
1900	1	0	0	0	0	0	0	0	0	0	0	1
0 89.8												
2000	1	0	0	0	0	0	0	0	0	0	0	1
0 92.7												
2100	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
2200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
2300	1	0	0	0	0	0	0	0	0	0	0	1
0 95.1												
00-00	40	19	1	1	0	0	0	1	1	3	0	14
0 93.7												

* Saturday, 7 October 2006

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	1	0	0	0	0	0	0	0	0	0	0	1
0 84.6												
0100	1	0	0	0	0	0	0	0	0	0	0	1
0 77.8												
0200	1	0	0	0	0	0	0	0	0	0	0	1
0 92.9												
0300	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0400	3	3	0	0	0	0	0	0	0	0	0	0
0 79.0												
0500	2	0	0	1	0	0	0	0	0	0	0	1
0 105.1												
0600	1	1	0	0	0	0	0	0	0	0	0	0
0 112.2												
0700	2	1	0	0	0	0	0	0	0	0	0	1
0 104.2												
0800	1	0	0	0	0	0	0	0	0	0	0	1
0 96.5												
0900	1	0	0	0	0	0	0	0	0	0	0	1
0 88.3												
1000	1	1	0	0	0	0	0	0	0	0	0	0
0 85.9												
1100	0	0	0	0	0	0	0	0	0	0	0	0

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0	-												
1200	3	1	0	0	0	0	0	0	0	1	0	1	
0 93.0													
1300	1	0	0	0	0	0	0	0	0	0	0	1	
0 93.1													
1400	1	0	0	0	0	0	0	0	0	0	0	1	
0 95.3													
1500	2	0	1	0	0	0	0	0	0	0	0	1	
0 92.3													
1600	1	1	0	0	0	0	0	0	0	0	0	0	
0 102.5													
1700	0	0	0	0	0	0	0	0	0	0	0	0	
0	-												
1800	2	1	0	0	0	0	0	0	0	0	0	1	
0 96.3													
1900	0	0	0	0	0	0	0	0	0	0	0	0	
0	-												
2000	1	0	0	0	0	0	0	0	0	0	0	1	
0 87.3													
2100	1	0	0	0	0	0	0	0	0	0	0	1	
0 92.9													
2200	1	0	0	0	0	0	0	0	0	0	0	1	
0 91.3													
2300	2	1	1	0	0	0	0	0	0	0	0	0	
0 80.9													
00-00	29	10	2	1	0	0	0	0	0	1	0	15	
0 92.2													

* Sunday, 8 October 2006

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	1	0	0	0	0	0	0	0	0	0	0	1
0 96.1												
0100	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0200	1	0	0	0	0	0	0	0	0	0	0	1
0 86.8												
0300	1	0	0	0	0	0	0	0	0	0	0	1
0 92.8												
0400	1	0	0	0	0	0	0	0	0	0	0	1
0 88.9												
0500	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0600	1	0	0	1	0	0	0	0	0	0	0	0
0 130.9												
0700	2	1	0	0	0	0	0	0	0	0	0	1
0 113.6												
0800	3	3	0	0	0	0	0	0	0	0	0	0
0 117.5												
0900	2	0	0	1	0	0	0	0	0	0	0	1
0 77.3												
1000	2	0	0	0	0	0	0	0	1	0	0	1
0 61.4												
1100	4	1	2	0	0	0	0	0	0	0	0	1
0 85.6												
1200	4	2	1	0	0	0	0	0	0	0	0	1
0 80.4												
1300	3	3	0	0	0	0	0	0	0	0	0	0
0 87.8												
1400	3	3	0	0	0	0	0	0	0	0	0	0
0 87.8												
1500	1	0	0	0	0	0	0	0	0	0	0	1
0 90.4												
1600	2	1	0	0	0	0	0	0	0	0	0	1
0 106.2												

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1700	1	0	0	0	0	0	0	0	0	0	0	1
0 88.7												
00-00	32	14	3	2	0	0	0	0	1	0	0	12
0 91.7												

*** Grand Total**

Time Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls Mean	1	2	3	4	5	6	7	8	9	10	11	12
--	298	120	9	21	1	0	0	3	3	9	9	123
0 94.6												

In profile: Vehicles = 298 / 576 (51.74%)

MetroCount Traffic Executive Hourly Class Speed Totals - West bound

Haul road-08 CustomList-4153 -- English (ENA)

Datasets:

Site: [Haul road] Pooncarie mine haul road
Direction: 8 - East bound A>B, West bound B>A., **Lane:** 0
Survey Duration: 09:00 Saturday, 30 September 2006 => 14:15 Monday, 9 October 2006
File: G:\MetroCount\Sales\AUSTRALIA\NSW\Wntwth\Haul road09OCT2006.EC0 (Plus)
Identifier: E473HSPA MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: **09:00 Saturday, 30 September 2006 => 18:00 Sunday, 8 October 2006**
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 0 - 160 km/h.
Direction: West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (m, km, m/s, km/h, kg, t)

Column Legend:

0 [Time] 24-hour time (0000 - 2359)
1 [Total] Number in time step
2 [Cls] Class totals
3 [Mean] Average speed

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*** Saturday, 30 September 2006**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0900	1	0	0	0	0	0	0	0	0	0	0	1
0 82.2												
1000	1	0	0	0	0	0	0	0	0	0	0	1
0 84.9												
1100	2	1	0	0	0	0	0	0	0	0	0	1
0 96.2												
1200	1	0	0	0	0	0	0	0	0	0	0	1
0 82.6												
1300	1	1	0	0	0	0	0	0	0	0	0	0
0 102.4												
1400	3	3	0	0	0	0	0	0	0	0	0	0
0 103.8												
1500	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1600	2	0	0	0	0	0	0	0	0	0	0	2
0 83.5												
1700	1	0	0	0	0	0	0	0	0	0	0	1
0 82.0												
1800	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1900	1	0	0	0	0	0	0	0	0	0	0	1
0 86.5												
2000	1	0	0	0	0	0	0	0	0	0	0	1
0 85.2												
2100	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
2200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
2300	1	0	0	0	0	0	0	0	0	0	0	1
0 86.3												
00-00	15	5	0	0	0	0	0	0	0	0	0	10
0 90.9												

*** Sunday, 1 October 2006**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	1	0	0	0	0	0	0	0	0	0	0	1
0 83.5												
0100	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0300	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0400	1	0	0	0	0	0	0	0	0	0	0	1
0 81.4												
0500	1	0	0	0	0	0	0	0	0	0	0	1
0 84.4												
0600	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0700	1	0	0	0	0	0	0	0	0	0	0	1
0 80.2												
0800	1	0	0	0	0	0	0	0	0	0	0	1
0 83.7												
0900	2	2	0	0	0	0	0	0	0	0	0	0
0 88.1												
1000	1	0	1	0	0	0	0	0	0	0	0	0
0 88.7												
1100	5	3	0	0	0	0	0	0	0	0	0	2
0 83.2												

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1200	4	2	1	0	0	0	0	0	0	0	0	1
0 78.2												
1300	2	0	0	0	0	0	0	0	0	0	2	0
0 99.2												
1400	2	1	0	0	0	0	0	0	0	0	0	1
0 83.6												
1500	1	1	0	0	0	0	0	0	0	0	0	0
0 86.5												
1600	3	3	0	0	0	0	0	0	0	0	0	0
0 89.8												
1700	4	4	0	0	0	0	0	0	0	0	0	0
0 91.5												
1800	3	3	0	0	0	0	0	0	0	0	0	0
0 82.2												
1900	1	0	0	0	0	0	0	0	0	0	0	1
0 80.1												
2000	3	3	0	0	0	0	0	0	0	0	0	0
0 83.3												
2100	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
2200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
2300	2	0	0	0	0	0	0	0	0	0	0	2
0 83.0												
00-00	38	22	2	0	0	0	0	0	0	0	2	12
0 85.2												

* Monday, 2 October 2006

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0100	1	0	0	0	0	0	0	0	0	0	0	1
0 80.0												
0200	1	0	0	0	0	0	0	0	0	0	0	1
0 83.2												
0300	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0400	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0500	2	0	0	0	0	0	0	0	0	0	0	2
0 85.3												
0600	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0700	8	6	1	0	0	0	0	0	0	0	0	1
0 93.6												
0800	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0900	1	0	0	0	0	0	0	0	0	0	0	1
0 82.7												
1000	2	2	0	0	0	0	0	0	0	0	0	0
0 72.5												
1100	1	1	0	0	0	0	0	0	0	0	0	0
0 108.2												
1200	2	0	0	0	0	0	0	0	0	0	0	2
0 82.9												
1300	4	2	0	0	0	0	0	0	0	0	1	1
0 81.6												
1400	1	1	0	0	0	0	0	0	0	0	0	0
0 94.0												
1500	3	3	0	0	0	0	0	0	0	0	0	0
0 88.9												
1600	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1700	0	0	0	0	0	0	0	0	0	0	0	0

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0	-												
1800	5	3	0	0	0	0	0	0	0	0	0	0	2
0 91.0													
1900	1	1	0	0	0	0	0	0	0	0	0	0	0
0 72.4													
2000	1	0	0	0	0	0	0	0	0	0	0	0	1
0 74.5													
2100	1	0	0	0	0	0	0	0	0	0	0	0	1
0 85.1													
2200	1	1	0	0	0	0	0	0	0	0	0	0	0
0 59.3													
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
00-00	35	20	1	0	0	0	0	0	0	0	0	1	13
0 86.2													

* Tuesday, 3 October 2006

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean												
		1	2	3	4	5	6	7	8	9	10	11	12
0000	4	3	0	0	0	0	0	0	0	0	0	0	1
0 84.0													
0100	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
0200	1	0	0	0	0	0	0	0	0	0	0	0	1
0 83.6													
0300	1	0	0	0	0	0	0	0	0	0	0	0	1
0 82.5													
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
0600	1	0	0	0	0	0	0	0	0	0	0	0	1
0 83.8													
0700	2	1	0	0	0	0	0	0	0	0	0	0	1
0 88.0													
0800	1	0	0	0	0	0	0	0	0	0	0	0	1
0 83.5													
0900	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
1000	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
1100	1	0	0	1	0	0	0	0	0	0	0	0	0
0 77.8													
1200	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
1300	2	0	0	0	0	0	0	0	0	0	0	0	2
0 84.2													
1400	1	1	0	0	0	0	0	0	0	0	0	0	0
0 107.4													
1500	2	1	0	0	0	0	0	0	0	0	0	0	1
0 83.7													
1600	3	2	0	0	0	0	0	0	0	1	0	0	0
0 83.9													
1700	1	1	0	0	0	0	0	0	0	0	0	0	0
0 120.8													
1800	1	1	0	0	0	0	0	0	0	0	0	0	0
0 99.5													
1900	2	0	0	0	0	0	0	0	0	0	0	0	2
0 83.6													
2000	1	0	0	0	0	0	0	0	0	0	0	0	1
0 86.7													
2100	2	1	0	0	0	0	0	0	0	0	0	0	1
0 76.0													
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												

Snapper Mineral Sands Project

2300	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
00-00	26	11	0	1	0	0	0	0	0	0	1	0	13
0	86.3												

*** Wednesday, 4 October 2006**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11	12
0000	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
0100	3	0	0	0	0	0	0	0	0	0	0	0	3
0	82.3												
0200	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
0300	1	0	0	0	0	0	0	0	0	0	0	0	1
0	82.2												
0400	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
0500	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
0600	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
0700	3	0	1	0	0	0	0	0	0	0	0	0	2
0	84.2												
0800	2	0	0	0	0	0	0	0	0	0	0	0	2
0	84.9												
0900	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
1000	3	2	0	1	0	0	0	0	0	0	0	0	0
0	99.8												
1100	2	2	0	0	0	0	0	0	0	0	0	0	0
0	56.1												
1200	1	1	0	0	0	0	0	0	0	0	0	0	0
0	95.6												
1300	4	0	0	0	0	0	0	0	0	2	1	1	1
0	50.0												
1400	3	1	0	0	0	0	0	0	0	0	0	0	2
0	87.2												
1500	4	4	0	0	0	0	0	0	0	0	0	0	0
0	98.9												
1600	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
1700	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
1800	1	1	0	0	0	0	0	0	0	0	0	0	0
0	105.3												
1900	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
2000	5	3	0	0	0	0	0	0	0	0	0	0	2
0	84.5												
2100	1	0	0	0	0	0	0	0	0	0	0	0	0
1	74.9												
2200	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
2300	0	0	0	0	0	0	0	0	0	0	0	0	0
0	-												
00-00	33	14	1	1	0	0	0	0	0	0	2	1	13
1	82.4												

Snapper Mineral Sands Project

* Thursday, 5 October 2006

Time Cls	Total Mean	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11
12												
0000	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0100	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0200	4	3	0	0	0	0	0	0	0	0	0	1
0	81.9											
0300	2	0	0	0	0	0	0	0	0	0	0	2
0	82.0											
0400	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0500	1	1	0	0	0	0	0	0	0	0	0	0
0	99.8											
0600	1	1	0	0	0	0	0	0	0	0	0	0
0	94.2											
0700	1	1	0	0	0	0	0	0	0	0	0	0
0	101.9											
0800	2	0	0	0	0	0	0	0	0	0	0	2
0	83.6											
0900	1	0	0	0	0	0	0	0	0	0	0	1
0	82.4											
1000	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
1100	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
1200	2	2	0	0	0	0	0	0	0	0	0	0
0	104.1											
1300	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
1400	6	4	0	0	0	0	0	0	0	0	1	1
0	87.3											
1500	5	3	0	0	0	0	0	0	0	0	0	2
0	93.0											
1600	7	6	0	1	0	0	0	0	0	0	0	0
0	91.1											
1700	1	1	0	0	0	0	0	0	0	0	0	0
0	68.9											
1800	2	1	1	0	0	0	0	0	0	0	0	0
0	76.9											
1900	1	1	0	0	0	0	0	0	0	0	0	0
0	103.9											
2000	1	0	0	0	0	0	0	0	0	0	0	1
0	82.6											
2100	5	3	0	0	0	0	0	0	0	0	0	2
0	84.3											
2200	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
2300	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
00-00	42	27	1	1	0	0	0	0	0	0	1	12
0	88.2											

Snapper Mineral Sands Project

* Friday, 6 October 2006

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0100	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0200	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0300	3	3	0	0	0	0	0	0	0	0	0	0
0	82.6											
0400	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0500	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0600	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0700	2	0	0	0	0	0	0	0	0	0	0	2
0	85.9											
0800	2	1	0	0	0	0	0	0	0	0	0	1
0	95.5											
0900	3	2	0	0	0	0	0	0	0	0	0	1
0	69.5											
1000	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
1100	1	1	0	0	0	0	0	0	0	0	0	0
0	111.2											
1200	8	8	0	0	0	0	0	0	0	0	0	0
0	93.7											
1300	1	1	0	0	0	0	0	0	0	0	0	0
0	94.6											
1400	3	0	0	0	0	0	0	0	0	0	0	3
0	84.4											
1500	2	1	0	0	0	0	0	0	0	1	0	0
0	79.0											
1600	1	0	0	0	0	0	0	0	0	0	0	1
0	83.2											
1700	2	2	0	0	0	0	0	0	0	0	0	0
0	95.6											
1800	1	1	0	0	0	0	0	0	0	0	0	0
0	111.1											
1900	1	0	0	0	0	0	0	0	0	0	0	1
0	86.0											
2000	1	0	0	0	0	0	0	0	0	0	0	1
0	79.1											
2100	1	0	0	0	0	0	0	0	0	0	0	1
0	87.9											
2200	1	0	0	0	0	0	0	0	0	0	0	1
0	83.5											
2300	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
00-00	33	20	0	0	0	0	0	0	0	1	0	12
0	88.1											

Snapper Mineral Sands Project

* Saturday, 7 October 2006

Time Cls	Total Mean	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11
12												
0000	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0100	1	0	0	0	0	0	0	0	0	0	0	1
0	87.2											
0200	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0300	1	0	0	0	0	0	0	0	0	0	0	1
0	77.2											
0400	4	3	0	0	0	0	0	0	0	0	0	1
0	80.5											
0500	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0600	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
0700	1	1	0	0	0	0	0	0	0	0	0	0
0	97.6											
0800	2	1	0	0	0	0	0	0	0	0	0	1
0	95.8											
0900	2	0	0	1	0	0	0	0	0	0	0	1
0	83.3											
1000	1	0	0	0	0	0	0	0	0	0	0	1
0	84.0											
1100	1	0	0	0	0	0	0	0	0	0	0	1
0	80.7											
1200	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
1300	1	1	0	0	0	0	0	0	0	0	0	0
0	86.7											
1400	3	2	0	0	0	0	0	0	0	0	0	1
0	84.8											
1500	2	1	0	0	0	0	0	0	0	0	0	1
0	85.5											
1600	1	0	0	0	0	0	0	0	0	0	0	1
0	84.8											
1700	2	1	0	0	0	0	0	0	0	0	0	1
0	78.4											
1800	1	0	0	1	0	0	0	0	0	0	0	0
0	118.8											
1900	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
2000	1	0	0	0	0	0	0	0	0	0	0	1
0	87.7											
2100	0	0	0	0	0	0	0	0	0	0	0	0
0	-											
2200	1	0	0	0	0	0	0	0	0	0	0	1
0	80.1											
2300	1	0	0	0	0	0	0	0	0	0	0	1
0	84.7											
00-00	26	10	0	2	0	0	0	0	0	0	0	14
0	85.8											

Snapper Mineral Sands Project

*** Sunday, 8 October 2006**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
0000	1	0	0	0	0	0	0	0	0	0	0	1
0 82.0												
0100	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0200	1	0	0	0	0	0	0	0	0	0	0	1
0 85.1												
0300	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
0400	1	0	0	0	0	0	0	0	0	0	0	1
0 77.8												
0500	1	0	0	0	0	0	0	0	0	0	0	1
0 83.9												
0600	1	0	0	0	0	0	0	0	0	0	0	1
0 82.1												
0700	2	0	2	0	0	0	0	0	0	0	0	0
0 73.8												
0800	5	4	1	0	0	0	0	0	0	0	0	0
0 78.9												
0900	1	0	0	0	0	0	0	0	1	0	0	0
0 22.4												
1000	1	1	0	0	0	0	0	0	0	0	0	0
0 92.2												
1100	3	1	0	0	0	0	0	0	0	0	0	2
0 94.5												
1200	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1300	4	4	0	0	0	0	0	0	0	0	0	0
0 89.9												
1400	4	4	0	0	0	0	0	0	0	0	0	0
0 92.1												
1500	0	0	0	0	0	0	0	0	0	0	0	0
0 -												
1600	1	0	0	0	0	0	0	0	0	1	0	0
0 63.9												
1700	2	0	1	0	0	0	0	0	0	0	0	1
0 97.0												
00-00	28	14	4	0	0	0	0	0	1	1	0	8
0 83.5												

*** Grand Total**

Time	Total	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls	Cls
Cls	Mean	1	2	3	4	5	6	7	8	9	10	11
12												
--	276	143	9	5	0	0	0	0	1	5	5	107
1 86.1												

In profile: Vehicles = 276 / 576 (47.92%)

MetroCount Traffic Executive Daily Classes by Direction

DayClassSplit-2 -- English (ENA)

Datasets:

Site: [Kanandah Rd] Kanandah Road 200m off Highway
Direction: 4 - West bound, A hit first., Lane: 0
Survey Duration: 0:00 Tuesday, 10 October 2006 => 12:57 Wednesday, 18 October 2006
File: C:\Program Files\MetroCount v316\User\Data\Kanandah Rd\2006\Kanandah Rd18Oct2006.EC0
(Plus)
Identifier: T601796P MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 10 October 2006 => 12:57 Wednesday, 18 October 2006
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 4186 / 4190 (99.90%)

Daily Classes by Direction**DayClassSplit-2**

Site: Kanandah Rd.0W
Description: Kanandah Road 200m off Highway
Filter time: 0:00 Tuesday, 10 October 2006 => 12:57 Wednesday, 18 October 2006
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0)

Monday, 9 October 2006

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tue	406	29	29	11	0	0	2	1	20	20	28	0	546
(%)	74.4	5.3	5.3	2.0	0.0	0.0	0.4	0.2	3.7	3.7	5.1	0.0	
AB	205	17	14	6	0	0	1	0	10	9	15	0	277
AB%	50.5	58.6	48.3	54.5	0.0	0.0	50.0	0.0	50.0	45.0	53.6	0.0	50.7
BA	201	12	15	5	0	0	1	1	10	11	13	0	269
BA%	49.5	41.4	51.7	45.5	0.0	0.0	50.0	100.0	50.0	55.0	46.4	0.0	49.3
Wed	433	12	44	11	4	1	2	2	19	11	34	0	573
(%)	75.6	2.1	7.7	1.9	0.7	0.2	0.3	0.3	3.3	1.9	5.9	0.0	
AB	215	9	18	4	2	0	0	0	10	6	17	0	281
AB%	49.7	75.0	40.9	36.4	50.0	0.0	0.0	0.0	52.6	54.5	50.0	0.0	49.0
BA	218	3	26	7	2	1	2	2	9	5	17	0	292
BA%	50.3	25.0	59.1	63.6	50.0	100.0	100.0	100.0	47.4	45.5	50.0	0.0	51.0
Thu	431	23	45	16	1	0	10	5	12	13	28	0	584
(%)	73.8	3.9	7.7	2.7	0.2	0.0	1.7	0.9	2.1	2.2	4.8	0.0	
AB	189	11	18	10	1	0	6	1	6	7	15	0	264
AB%	43.9	47.8	40.0	62.5	100.0	0.0	60.0	20.0	50.0	53.8	53.6	0.0	45.2
BA	242	12	27	6	0	0	4	4	6	6	13	0	320
BA%	56.1	52.2	60.0	37.5	0.0	0.0	40.0	80.0	50.0	46.2	46.4	0.0	54.8
Fri	440	18	31	12	1	0	3	0	11	6	36	0	558
(%)	78.9	3.2	5.6	2.2	0.2	0.0	0.5	0.0	2.0	1.1	6.5	0.0	
AB	209	7	16	5	1	0	2	0	5	3	17	0	265
AB%	47.5	38.9	51.6	41.7	100.0	0.0	66.7	0.0	45.5	50.0	47.2	0.0	47.5
BA	231	11	15	7	0	0	1	0	6	3	19	0	293
BA%	52.5	61.1	48.4	58.3	0.0	0.0	33.3	0.0	54.5	50.0	52.8	0.0	52.5
Sat	345	22	8	7	0	0	0	0	5	3	36	0	426
(%)	81.0	5.2	1.9	1.6	0.0	0.0	0.0	0.0	1.2	0.7	8.5	0.0	
AB	153	14	4	3	0	0	0	0	3	3	20	0	200
AB%	44.3	63.6	50.0	42.9	0.0	0.0	0.0	0.0	60.0	100.0	55.6	0.0	46.9
BA	192	8	4	4	0	0	0	0	2	0	16	0	226
BA%	55.7	36.4	50.0	57.1	0.0	0.0	0.0	0.0	40.0	0.0	44.4	0.0	53.1
Sun	243	29	12	5	1	0	0	0	1	7	32	0	330
(%)	73.6	8.8	3.6	1.5	0.3	0.0	0.0	0.0	0.3	2.1	9.7	0.0	
AB	123	11	5	0	0	0	0	0	1	4	18	0	162
AB%	50.6	37.9	41.7	0.0	0.0	0.0	0.0	0.0	100.0	57.1	56.3	0.0	49.1
BA	120	18	7	5	1	0	0	0	0	3	14	0	168
BA%	49.4	62.1	58.3	100.0	100.0	0.0	0.0	0.0	0.0	42.9	43.8	0.0	50.9

Average daily volume

Entire week													
	382	21	27	9	0	0	2	1	10	9	32	0	502
(%)	76.1	4.2	5.4	1.8	0.0	0.0	0.4	0.2	2.0	1.8	6.4	0.0	
AB	182	11	12	4	0	0	1	0	5	5	17	0	241
AB%	47.6	52.4	44.4	44.4	0.0	0.0	50.0	0.0	50.0	55.6	53.1	0.0	48.0
BA	200	10	15	5	0	0	1	1	5	4	15	0	261
BA%	52.4	47.6	55.6	55.6	0.0	0.0	50.0	100.0	50.0	44.4	46.9	0.0	52.0
Weekdays													
	427	20	36	12	1	0	4	1	14	12	31	0	564
(%)	75.7	3.5	6.4	2.1	0.2	0.0	0.7	0.2	2.5	2.1	5.5	0.0	
AB	204	11	16	6	1	0	2	0	7	6	16	0	271
AB%	47.8	55.0	44.4	50.0	100.0	0.0	50.0	0.0	50.0	50.0	51.6	0.0	48.0
BA	223	9	20	6	0	0	2	1	7	6	15	0	293
BA%	52.2	45.0	55.6	50.0	0.0	0.0	50.0	100.0	50.0	50.0	48.4	0.0	52.0
Weekend													
	294	25	9	5	0	0	0	0	3	4	34	0	378
(%)	77.8	6.6	2.4	1.3	0.0	0.0	0.0	0.0	0.8	1.1	9.0	0.0	
AB	138	12	4	1	0	0	0	0	2	3	19	0	181
AB%	46.9	48.0	44.4	20.0	0.0	0.0	0.0	0.0	66.7	75.0	55.9	0.0	47.9
BA	156	13	5	4	0	0	0	0	1	1	15	0	197
BA%	53.1	52.0	55.6	80.0	0.0	0.0	0.0	0.0	33.3	25.0	44.1	0.0	52.1

* - Incomplete

Daily Classes by Direction**DayClassSplit-2**

Site: Kanandah Rd.0W
Description: Kanandah Road 200m off Highway
Filter time: 0:00 Tuesday, 10 October 2006 => 12:57 Wednesday, 18 October 2006
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0)

Monday, 16 October 2006													
	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	377	30	38	2	1	0	3	2	13	9	22	0	497
(%)	75.9	6.0	7.6	0.4	0.2	0.0	0.6	0.4	2.6	1.8	4.4	0.0	
AB	192	18	17	1	0	0	2	1	5	4	10	0	250
AB%	50.9	60.0	44.7	50.0	0.0	0.0	66.7	50.0	38.5	44.4	45.5	0.0	50.3
BA	185	12	21	1	1	0	1	1	8	5	12	0	247
BA%	49.1	40.0	55.3	50.0	100.0	0.0	33.3	50.0	61.5	55.6	54.5	0.0	49.7
Tue	384	29	41	6	1	1	5	2	10	14	33	0	526
(%)	73.0	5.5	7.8	1.1	0.2	0.2	1.0	0.4	1.9	2.7	6.3	0.0	
AB	183	17	22	4	0	0	2	0	6	6	19	0	259
AB%	47.7	58.6	53.7	66.7	0.0	0.0	40.0	0.0	60.0	42.9	57.6	0.0	49.2
BA	201	12	19	2	1	1	3	2	4	8	14	0	267
BA%	52.3	41.4	46.3	33.3	100.0	100.0	60.0	100.0	40.0	57.1	42.4	0.0	50.8
Wed*	106	8	9	3	0	0	1	0	1	7	11	0	146
(%)	72.6	5.5	6.2	2.1	0.0	0.0	0.7	0.0	0.7	4.8	7.5	0.0	
AB	58	3	4	1	0	0	0	0	1	3	5	0	75
AB%	54.7	37.5	44.4	33.3	0.0	0.0	0.0	0.0	100.0	42.9	45.5	0.0	51.4
BA	48	5	5	2	0	0	1	0	0	4	6	0	71
BA%	45.3	62.5	55.6	66.7	0.0	0.0	100.0	0.0	0.0	57.1	54.5	0.0	48.6
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	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	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	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	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	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	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	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	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													
	380	29	39	3	1	0	4	1	11	11	27	0	511
(%)	74.4	5.7	7.6	0.6	0.2	0.0	0.8	0.2	2.2	2.2	5.3	0.0	
AB	187	17	19	2	0	0	2	0	5	5	14	0	254
AB%	49.2	58.6	48.7	66.7	0.0	0.0	50.0	0.0	45.5	45.5	51.9	0.0	49.7
BA	193	12	20	1	1	0	2	1	6	6	13	0	257
BA%	50.8	41.4	51.3	33.3	100.0	0.0	50.0	100.0	54.5	54.5	48.1	0.0	50.3
Weekdays													
	380	29	39	3	1	0	4	1	11	11	27	0	511
(%)	74.4	5.7	7.6	0.6	0.2	0.0	0.8	0.2	2.2	2.2	5.3	0.0	
AB	187	17	19	2	0	0	2	0	5	5	14	0	254
AB%	49.2	58.6	48.7	66.7	0.0	0.0	50.0	0.0	45.5	45.5	51.9	0.0	49.7
BA	193	12	20	1	1	0	2	1	6	6	13	0	257
BA%	50.8	41.4	51.3	33.3	100.0	0.0	50.0	100.0	54.5	54.5	48.1	0.0	50.3

Weekend No complete days.

* - Incomplete

MetroCount Traffic Executive Daily Classes by Direction

DayClassSplit-3 -- English (ENA)

Datasets:

Site: [Pinnacles Road] Pinnacles Road 150m before Bemax Turnoff
Direction: 3 - South bound, A hit first., Lane: 0
Survey Duration: 0:00 Tuesday, 10 October 2006 => 12:54 Wednesday, 18 October 2006
File: C:\Program Files\MetroCount v316\User\Data\Pinnacles Road\2006\Pinnacles
Road18Oct2006.EC0 (Plus)
Identifier: M013H28Z MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm: Factory default
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 10 October 2006 => 12:54 Wednesday, 18 October 2006
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound)
Separation: All - (Headway)
Name: Factory default profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)
In profile: Vehicles = 2650 / 2662 (99.55%)

Daily Classes by Direction

DayClassSplit-3

Site: Pinnacles Road.0S
Description: Pinnacles Road 150m before Bemax Turnoff
Filter time: 0:00 Tuesday, 10 October 2006 => 12:54 Wednesday, 18 October 2006
Scheme: Vehicle classification (AustRoads94)
Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0)

Monday, 9 October 2006

	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon*	0	0	0	0	0	0	0	0	0	0	0	0	0
(%)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Tue	259	2	18	7	6	0	0	0	9	1	28	0	330
(%)	78.5	0.6	5.5	2.1	1.8	0.0	0.0	0.0	2.7	0.3	8.5	0.0	
AB	131	1	11	3	4	0	0	0	6	0	14	0	170
AB%	50.6	50.0	61.1	42.9	66.7	0.0	0.0	0.0	66.7	0.0	50.0	0.0	51.5
BA	128	1	7	4	2	0	0	0	3	1	14	0	160
BA%	49.4	50.0	38.9	57.1	33.3	0.0	0.0	0.0	33.3	100.0	50.0	0.0	48.5
Wed	290	6	17	2	7	0	0	0	2	4	33	0	361
(%)	80.3	1.7	4.7	0.6	1.9	0.0	0.0	0.0	0.6	1.1	9.1	0.0	
AB	146	3	9	1	3	0	0	0	1	2	16	0	181
AB%	50.3	50.0	52.9	50.0	42.9	0.0	0.0	0.0	50.0	50.0	48.5	0.0	50.1
BA	144	3	8	1	4	0	0	0	1	2	17	0	180
BA%	49.7	50.0	47.1	50.0	57.1	0.0	0.0	0.0	50.0	50.0	51.5	0.0	49.9
Thu	299	6	24	13	4	0	0	0	12	0	25	0	383
(%)	78.1	1.6	6.3	3.4	1.0	0.0	0.0	0.0	3.1	0.0	6.5	0.0	
AB	143	3	14	7	2	0	0	0	5	0	14	0	188
AB%	47.8	50.0	58.3	53.8	50.0	0.0	0.0	0.0	41.7	0.0	56.0	0.0	49.1
BA	156	3	10	6	2	0	0	0	7	0	11	0	195
BA%	52.2	50.0	41.7	46.2	50.0	0.0	0.0	0.0	58.3	0.0	44.0	0.0	50.9
Fri	321	10	26	6	6	0	1	0	3	4	32	0	409
(%)	78.5	2.4	6.4	1.5	1.5	0.0	0.2	0.0	0.7	1.0	7.8	0.0	
AB	159	5	15	4	3	0	1	0	1	2	16	0	206
AB%	49.5	50.0	57.7	66.7	50.0	0.0	100.0	0.0	33.3	50.0	50.0	0.0	50.4
BA	162	5	11	2	3	0	0	0	2	2	16	0	203
BA%	50.5	50.0	42.3	33.3	50.0	0.0	0.0	0.0	66.7	50.0	50.0	0.0	49.6
Sat	123	6	17	6	0	0	1	0	4	1	33	0	191
(%)	64.4	3.1	8.9	3.1	0.0	0.0	0.5	0.0	2.1	0.5	17.3	0.0	
AB	61	3	9	4	0	0	0	0	2	0	17	0	96
AB%	49.6	50.0	52.9	66.7	0.0	0.0	0.0	0.0	50.0	0.0	51.5	0.0	50.3
BA	62	3	8	2	0	0	1	0	2	1	16	0	95
BA%	50.4	50.0	47.1	33.3	0.0	0.0	100.0	0.0	50.0	100.0	48.5	0.0	49.7
Sun	105	0	4	2	1	0	0	0	1	1	27	0	142
(%)	73.9	0.0	2.8	1.4	0.7	0.0	0.0	0.7	0.7	0.7	19.0	0.0	
AB	43	0	2	2	0	0	0	0	0	0	16	0	63
AB%	41.0	0.0	50.0	100.0	0.0	0.0	0.0	0.0	0.0	0.0	59.3	0.0	44.4
BA	62	0	2	0	1	0	0	1	1	1	11	0	79
BA%	59.0	0.0	50.0	0.0	100.0	0.0	0.0	100.0	100.0	100.0	40.7	0.0	55.6

Average daily volume

Entire week													
	232	4	17	5	4	0	0	0	4	1	29	0	302
(%)	76.8	1.3	5.6	1.7	1.3	0.0	0.0	0.0	1.3	0.3	9.6	0.0	
AB	113	2	10	3	2	0	0	0	2	0	15	0	150
AB%	48.7	50.0	58.8	60.0	50.0	0.0	0.0	0.0	50.0	0.0	51.7	0.0	49.7
BA	119	2	7	2	2	0	0	0	2	1	14	0	152
BA%	51.3	50.0	41.2	40.0	50.0	0.0	0.0	0.0	50.0	100.0	48.3	0.0	50.3
Weekdays													
	291	6	21	6	5	0	0	0	6	2	29	0	370
(%)	78.6	1.6	5.7	1.6	1.4	0.0	0.0	0.0	1.6	0.5	7.8	0.0	
AB	144	3	12	3	3	0	0	0	3	1	15	0	186
AB%	49.5	50.0	57.1	50.0	60.0	0.0	0.0	0.0	50.0	50.0	51.7	0.0	50.3
BA	147	3	9	3	2	0	0	0	3	1	14	0	184
BA%	50.5	50.0	42.9	50.0	40.0	0.0	0.0	0.0	50.0	50.0	48.3	0.0	49.7
Weekend													
	114	2	10	4	0	0	0	0	2	1	29	0	166
(%)	68.7	1.2	6.0	2.4	0.0	0.0	0.0	0.0	1.2	0.6	17.5	0.0	
AB	52	1	5	3	0	0	0	0	1	0	16	0	79
AB%	45.6	50.0	50.0	75.0	0.0	0.0	0.0	0.0	50.0	0.0	55.2	0.0	47.6
BA	62	1	5	1	0	0	0	0	1	1	13	0	87
BA%	54.4	50.0	50.0	25.0	0.0	0.0	0.0	0.0	50.0	100.0	44.8	0.0	52.4

* - Incomplete

Daily Classes by Direction

DayClassSplit-3

Site: Pinnacles Road.0S
 Description: Pinnacles Road 150m before Bemax Turnoff
 Filter time: 0:00 Tuesday, 10 October 2006 => 12:54 Wednesday, 18 October 2006
 Scheme: Vehicle classification (AustRoads94)
 Filter: Cls(1 2 3 4 5 6 7 8 9 10 11 12) Dir(NESW) Sp(10,160) Headway(>0)

Monday, 16 October 2006													
	1	2	3	4	5	6	7	8	9	10	11	12	Total
Mon	291	3	30	8	1	0	0	0	2	3	17	0	355
(%)	82.0	0.8	8.5	2.3	0.3	0.0	0.0	0.0	0.6	0.8	4.8	0.0	
AB	148	1	16	4	0	0	0	0	1	1	9	0	180
AB%	50.9	33.3	53.3	50.0	0.0	0.0	0.0	0.0	50.0	33.3	52.9	0.0	50.7
BA	143	2	14	4	1	0	0	0	1	2	8	0	175
BA%	49.1	66.7	46.7	50.0	100.0	0.0	0.0	0.0	50.0	66.7	47.1	0.0	49.3
Tue	276	2	24	7	5	0	0	0	12	0	26	0	352
(%)	78.4	0.6	6.8	2.0	1.4	0.0	0.0	0.0	3.4	0.0	7.4	0.0	
AB	135	1	13	5	2	0	0	0	6	0	14	0	176
AB%	48.9	50.0	54.2	71.4	40.0	0.0	0.0	0.0	50.0	0.0	53.8	0.0	50.0
BA	141	1	11	2	3	0	0	0	6	0	12	0	176
BA%	51.1	50.0	45.8	28.6	60.0	0.0	0.0	0.0	50.0	0.0	46.2	0.0	50.0
Wed*	108	0	3	2	4	0	0	0	0	1	9	0	127
(%)	85.0	0.0	2.4	1.6	3.1	0.0	0.0	0.0	0.0	0.8	7.1	0.0	
AB	75	0	2	1	2	0	0	0	0	0	4	0	84
AB%	69.4	0.0	66.7	50.0	50.0	0.0	0.0	0.0	0.0	0.0	44.4	0.0	66.1
BA	33	0	1	1	2	0	0	0	0	1	5	0	43
BA%	30.6	0.0	33.3	50.0	50.0	0.0	0.0	0.0	0.0	100.0	55.6	0.0	33.9
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	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	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	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	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	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	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	
AB	0	0	0	0	0	0	0	0	0	0	0	0	0
AB%	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
BA	0	0	0	0	0	0	0	0	0	0	0	0	0
BA%	0.0	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													
	283	2	26	7	3	0	0	0	6	1	21	0	353
(%)	80.2	0.6	7.4	2.0	0.8	0.0	0.0	0.0	1.7	0.3	5.9	0.0	
AB	141	1	14	4	1	0	0	0	3	0	11	0	178
AB%	49.8	50.0	53.8	57.1	33.3	0.0	0.0	0.0	50.0	0.0	52.4	0.0	50.4
BA	142	1	12	3	2	0	0	0	3	1	10	0	175
BA%	50.2	50.0	46.2	42.9	66.7	0.0	0.0	0.0	50.0	100.0	47.6	0.0	49.6
Weekdays													
	283	2	26	7	3	0	0	0	6	1	21	0	353
(%)	80.2	0.6	7.4	2.0	0.8	0.0	0.0	0.0	1.7	0.3	5.9	0.0	
AB	141	1	14	4	1	0	0	0	3	0	11	0	178
AB%	49.8	50.0	53.8	57.1	33.3	0.0	0.0	0.0	50.0	0.0	52.4	0.0	50.4
BA	142	1	12	3	2	0	0	0	3	1	10	0	175
BA%	50.2	50.0	46.2	42.9	66.7	0.0	0.0	0.0	50.0	100.0	47.6	0.0	49.6

Weekend No complete days.

* - Incomplete