

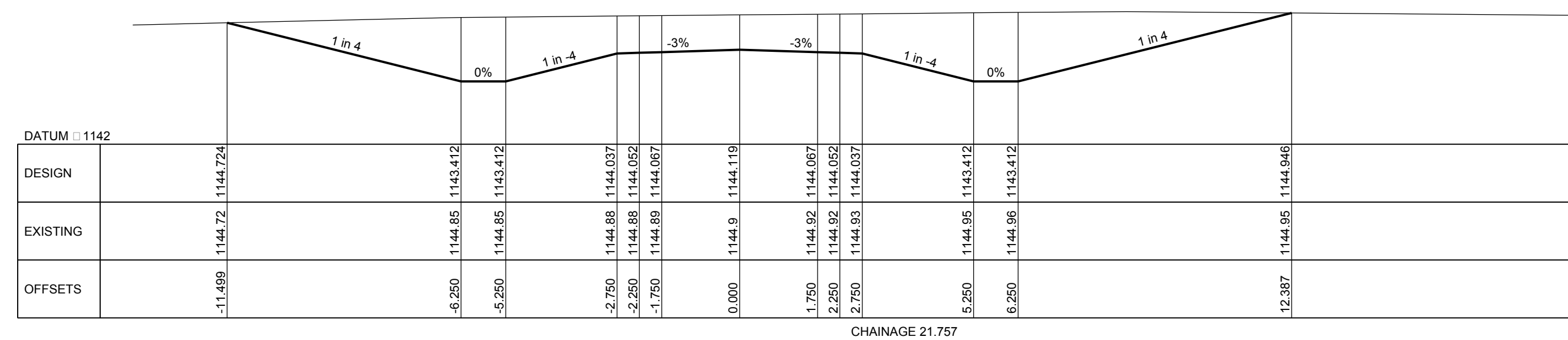
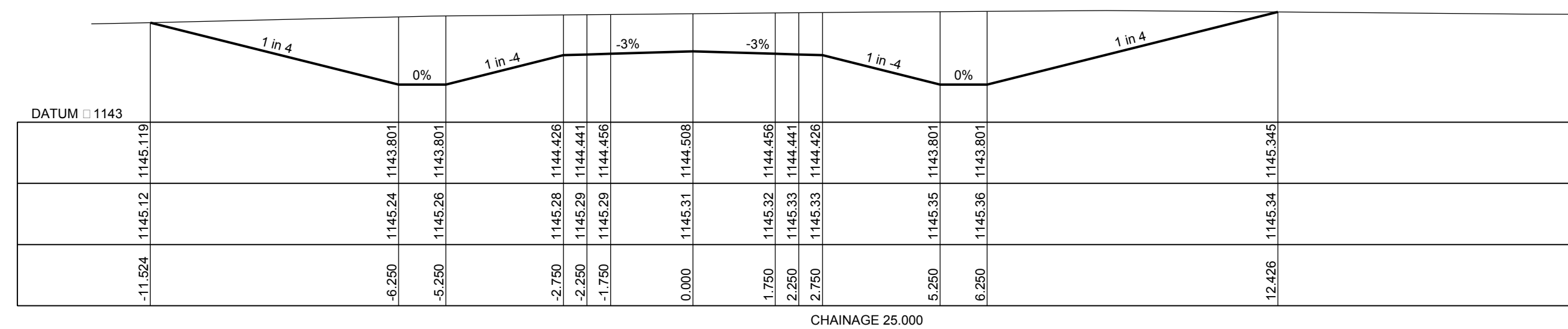
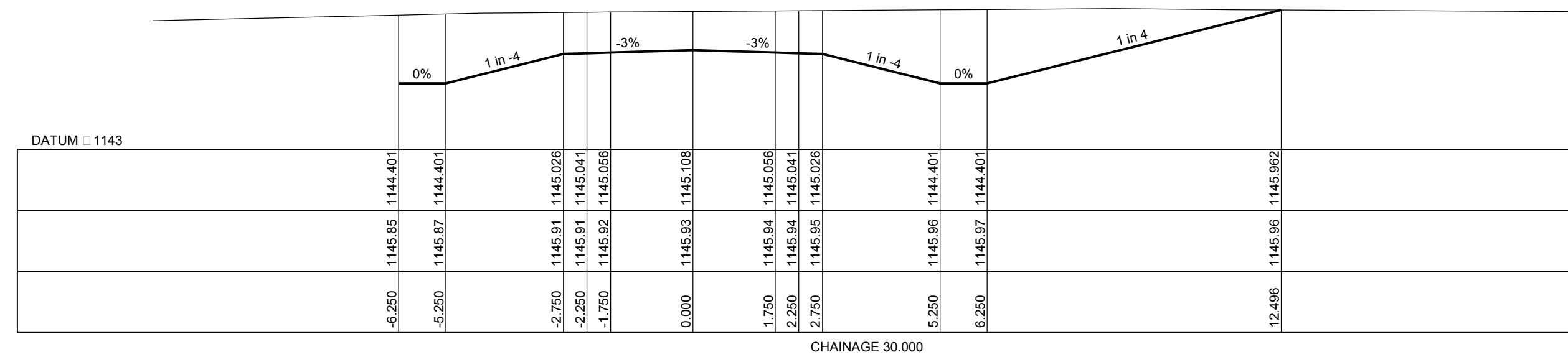
1. Longitudinal joint shall be constructed with benching, tensile reinforcing products and rubberised bitumen as per detail.
2. Intra-pavement drainage to be installed underneath sub base joint as per RMS Standard Pavement Subsurface Drainage Details (Technical Guide and Vol 6 Standard Drawing).
3. Saw-cut existing pavement 150mm inside existing edge of bitumen, ensuring vertical face full depth of new base course.
4. Remove bound base course and any gravel below to 150mm below finished surface.
5. Leaving a 150mm benching, cut and remove material to subgrade level.
6. Assess subgrade and proof roll. If re: uired, remove and replace as per "Pavement Notes" up to design subgrade level.
7. Excavate trench and install Intra-pavement drainage including outlet drains discharging through batters in accordance with RMS
 - A Specification R37 and RMS Standard Pavement Subsurface Drainage Details Volume 6 - Supplementary Model Drawings.
8. Place and compact Sub-base.
9. Place Tensar Geogrid as per detail.
10. Place and compact Base course.
11. Place tac coat followed by Paving Fabric PF1 with minimum 500mm overlaps each side of base course joint
12. Place rubberised 2 coat spray seal with 14/7 aggregate, overlap paving fabric by min 300mm.

1. Pavement treatment is to be in accordance with RMS specifications and the recommendations in Regional Geotechnical Solutions amended report RGS09069, 1-AB Rev.1 14/12/2016
2. Remove all vegetation and relocate existing services where required.
3. Strip existing topsoil and unsuitable material from the existing verge and table drains to expose sound subgrade. Stockpile for later reuse in landscaping areas.
4. Proof Roll subgrade to identify wet, excessive deflecting or heaving material. Over-excavate such material to a stiff foundation, proof roll, and have subgrade conditions verified by a geotechnical consultant.
5. All over-excavated areas shall be backfilled with clean select material.
6. Select material shall be as per RMS Spec 307.1 and placed in a manner compliant with RMS Spec R44.
7. Granular select fill shall be placed in well graded, crushed riprap or crushed rock of deleterious material.
8. Site won materials such as existing pavement may be re-used as general fill or select fill, subject to inspection and/or testing during construction, and demonstrated compliance with the specifications.
9. Clay fill may be used EXCEPT in the the top 500mm of the select fill layer below the pavement profile. More stringent earthworks control will be required in any clay fill areas, which shall be placed and maintained at ±2% of standard OMC.
10. Longitudinal joint shall be constructed as per Pavement Joint tie-in detail and notes.

B	PAVEMENT DETAILS & INTERSECTION RELOCATED	ASD	21/15/16
A	FOR APPROVAL	ASD	25/11/16
ISSUE	REVISION	AUTH	DATE

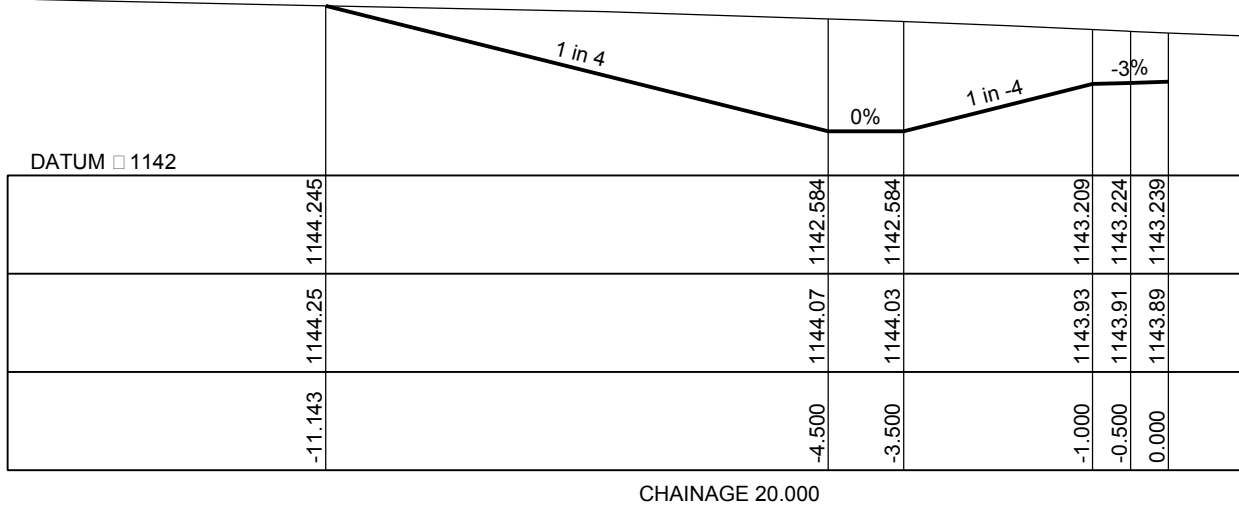
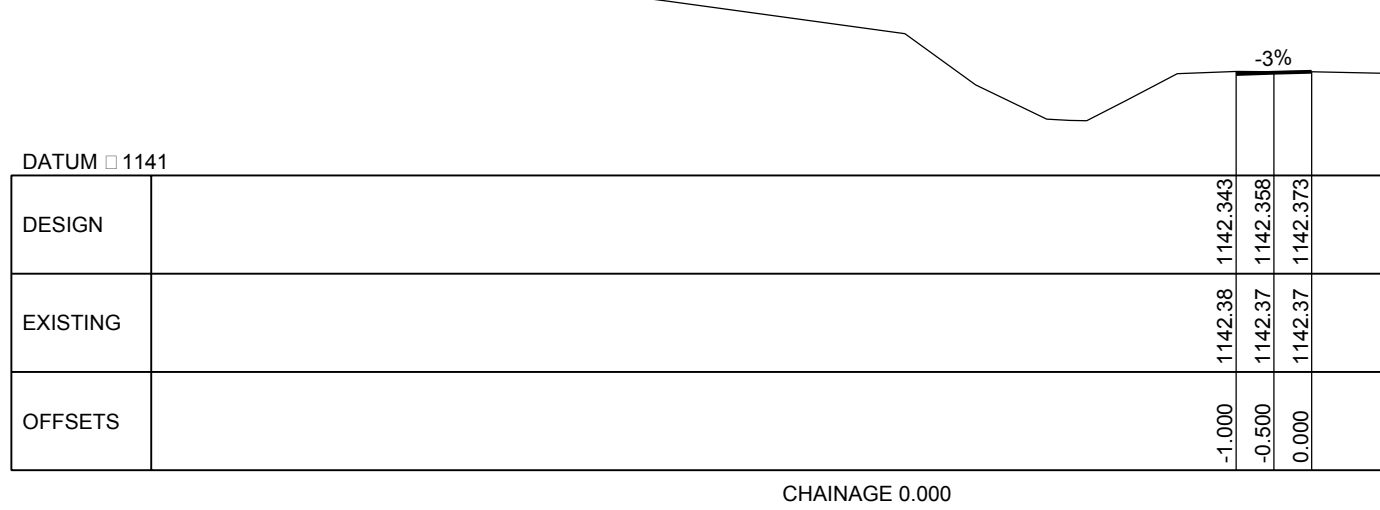
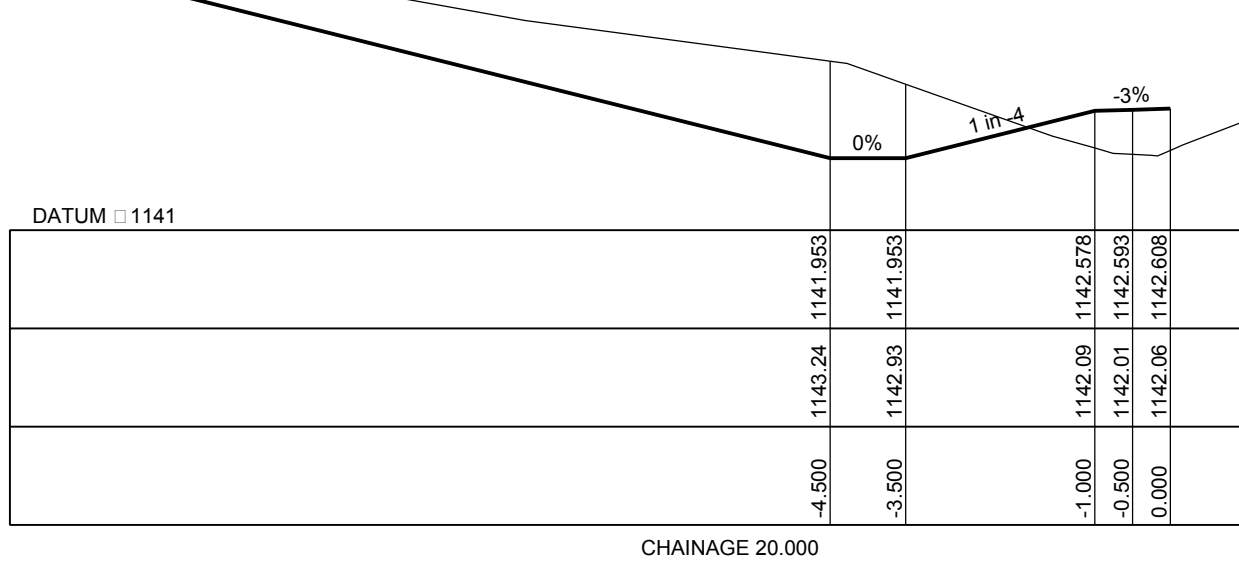
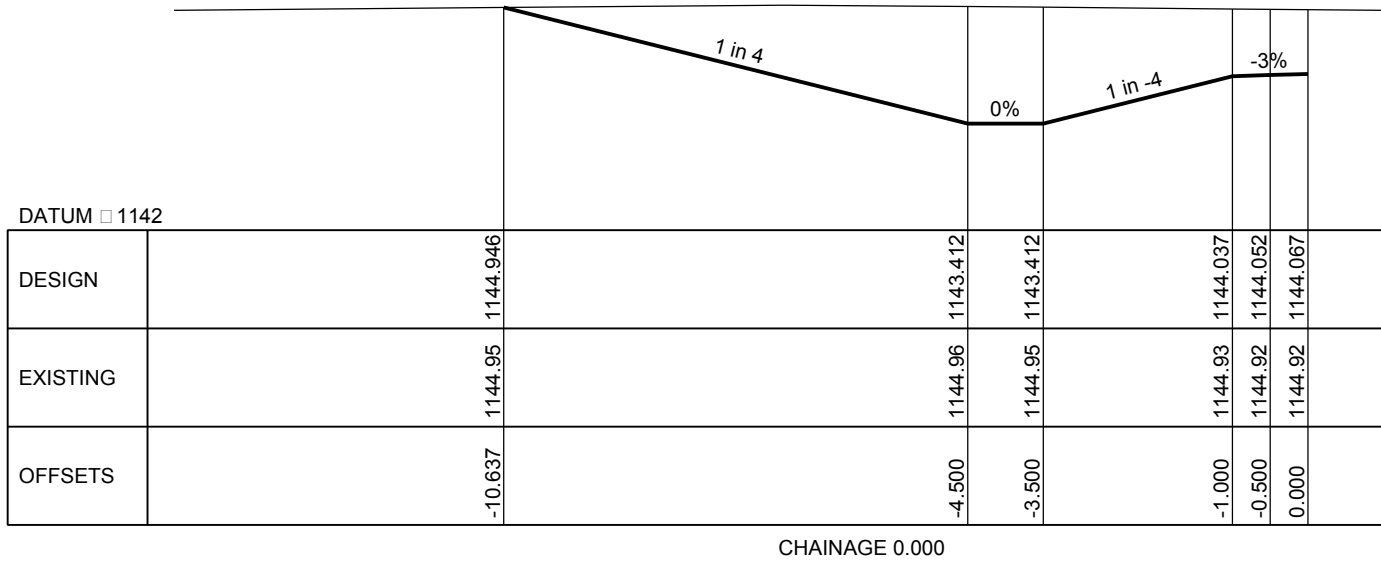
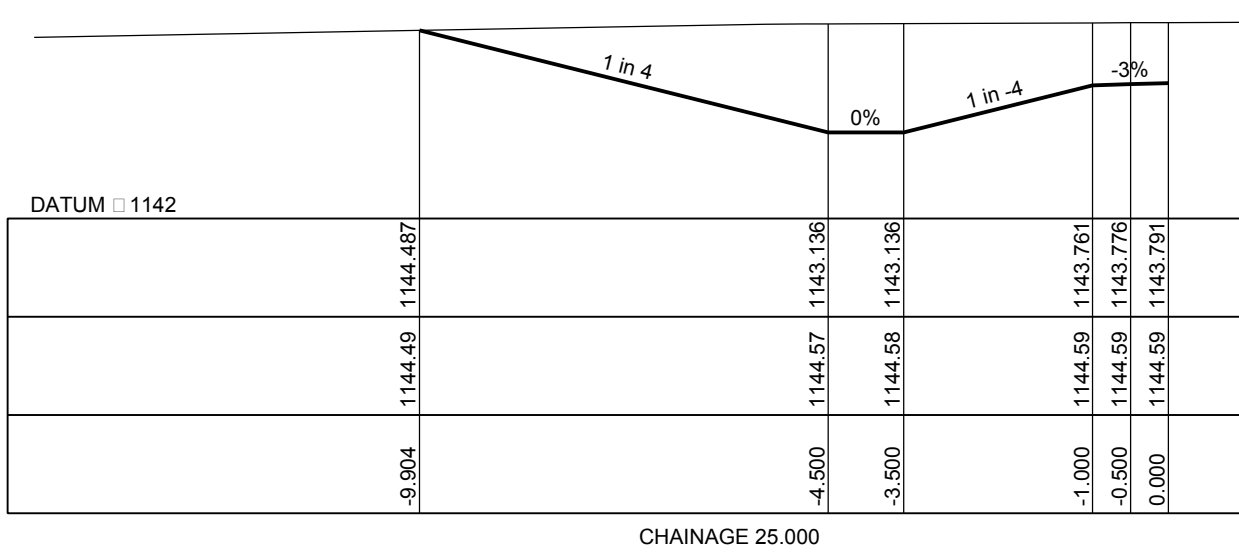
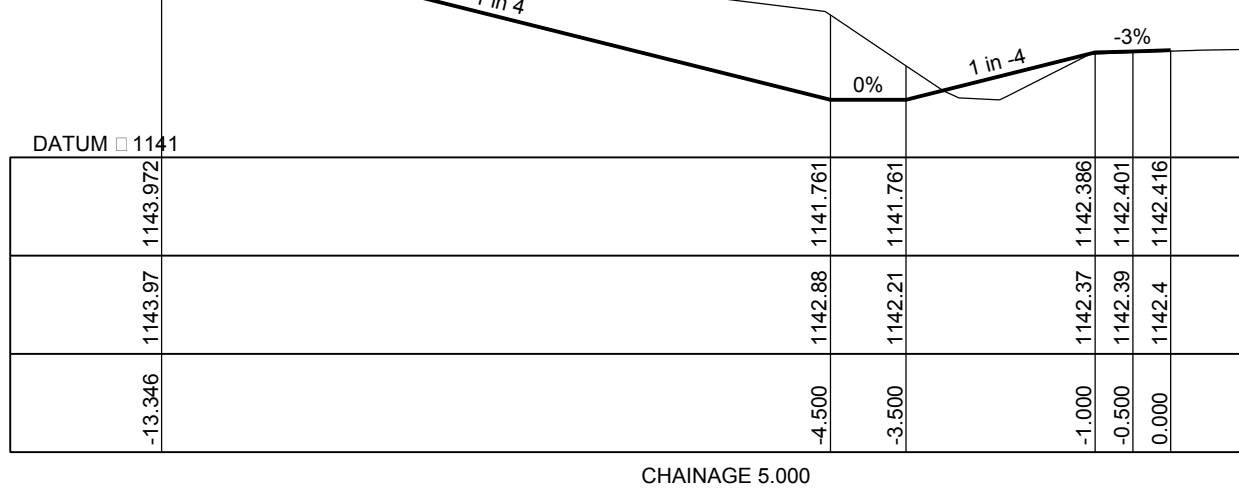
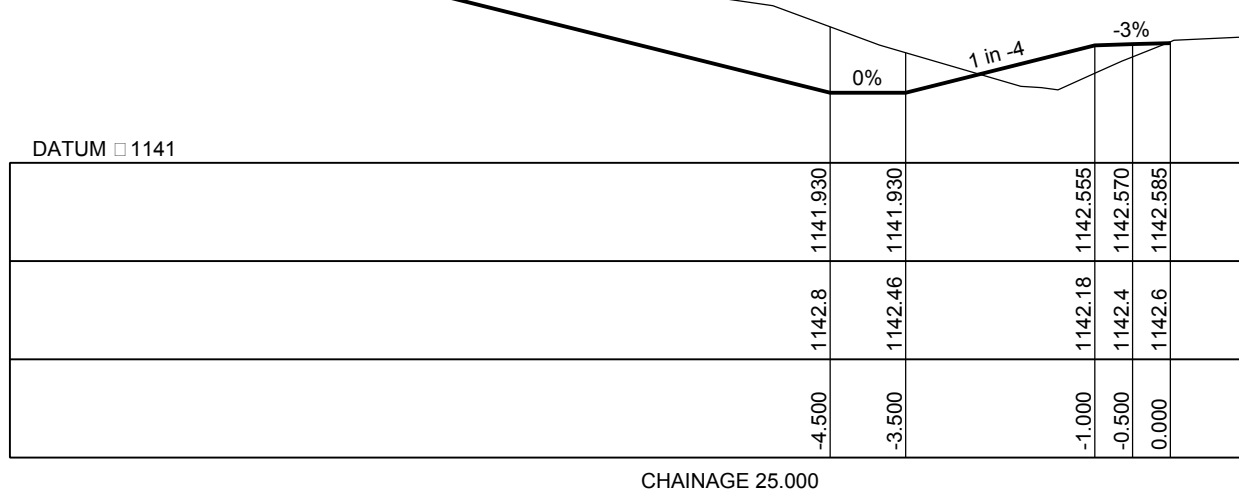
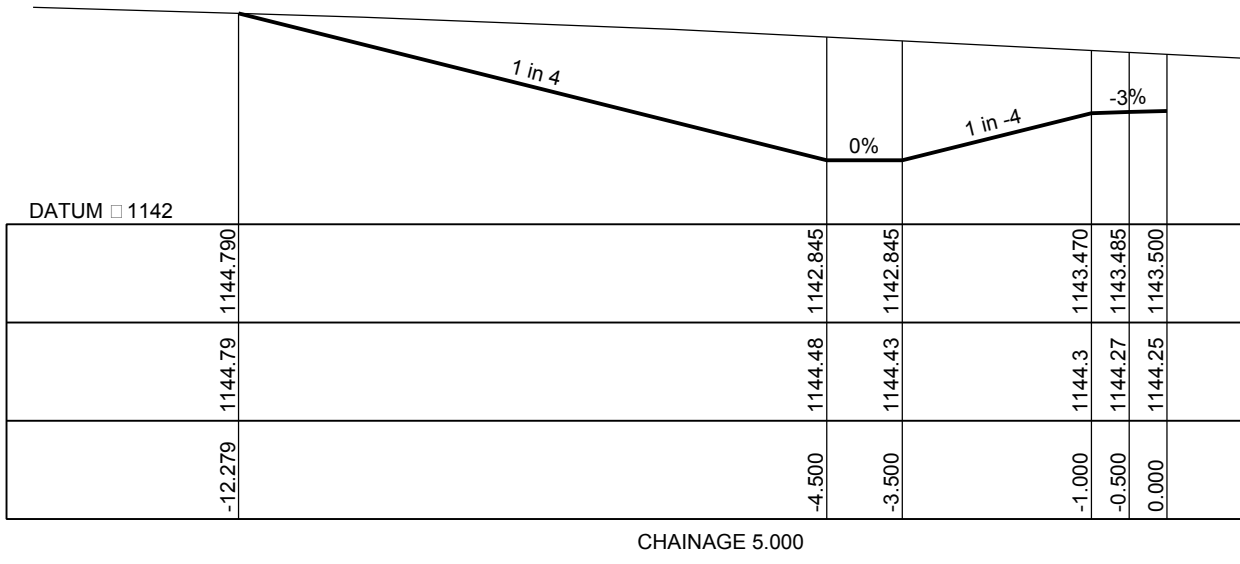
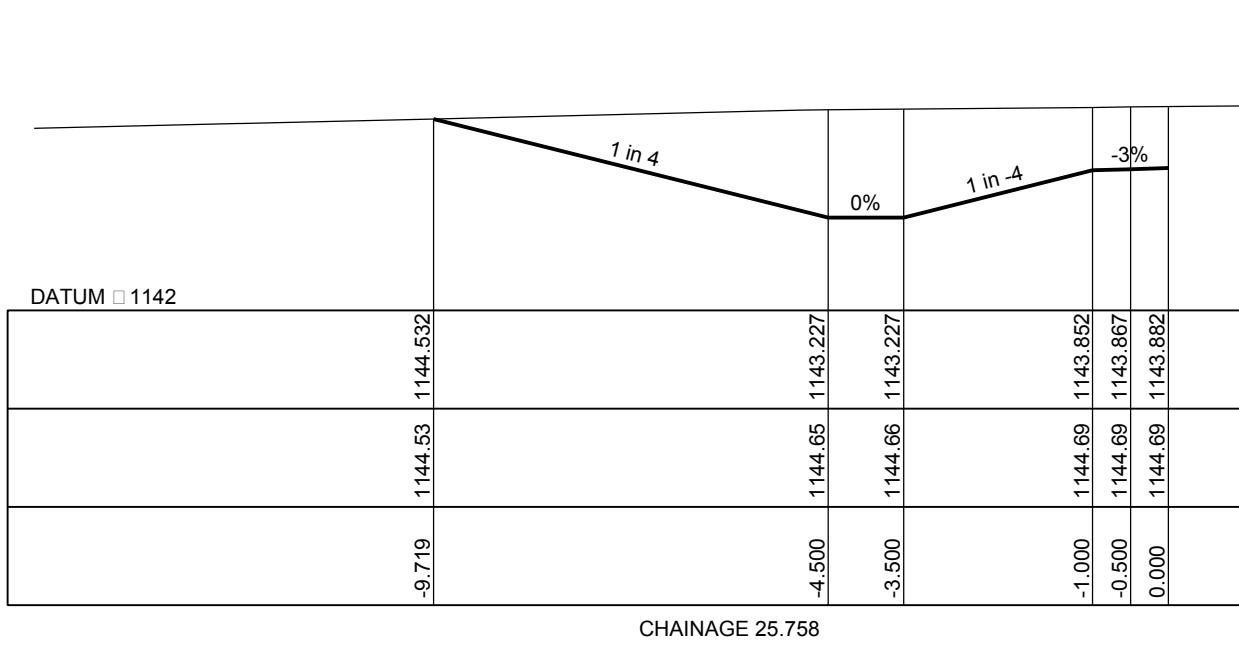
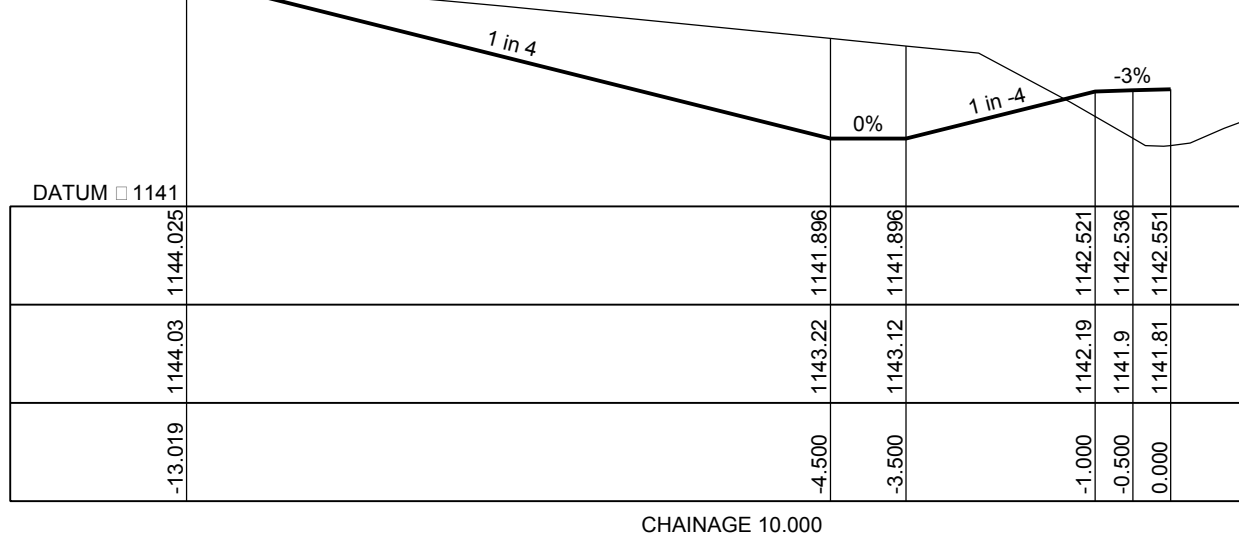
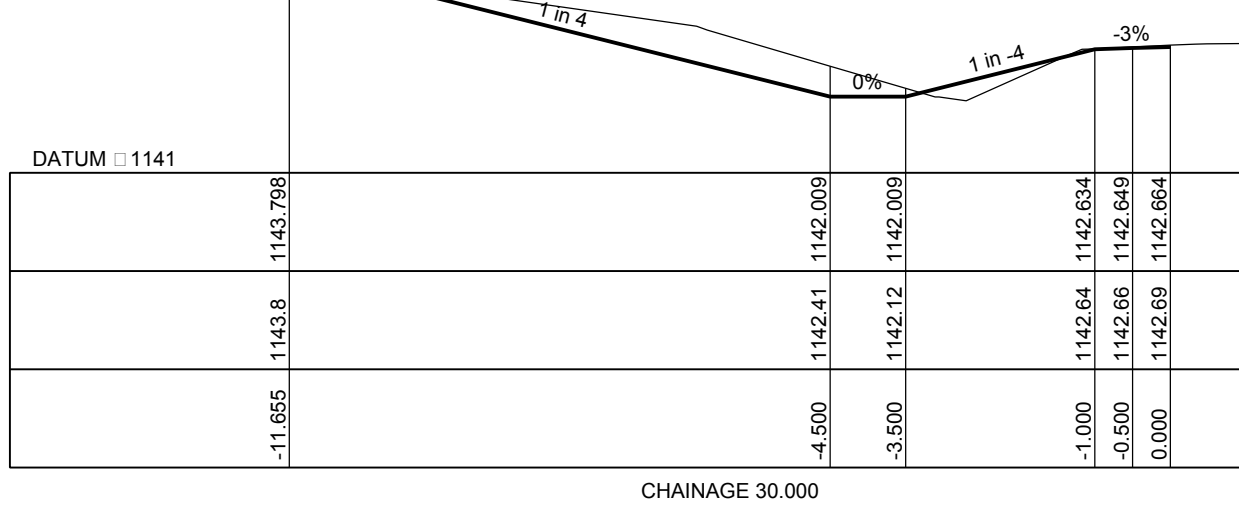
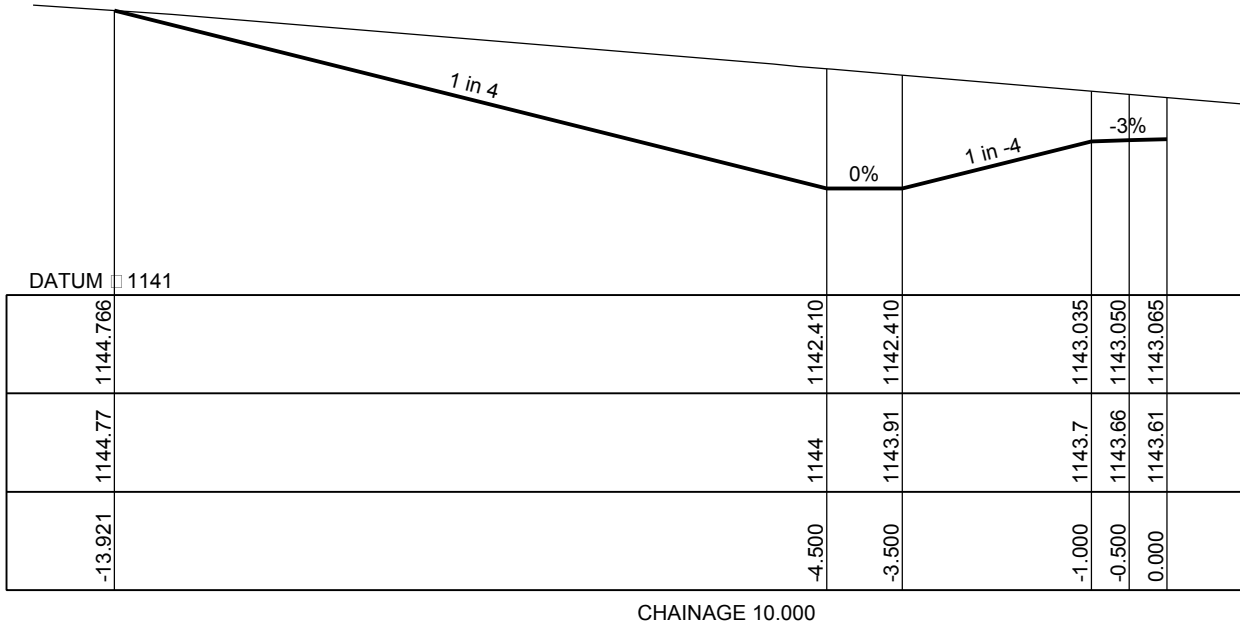
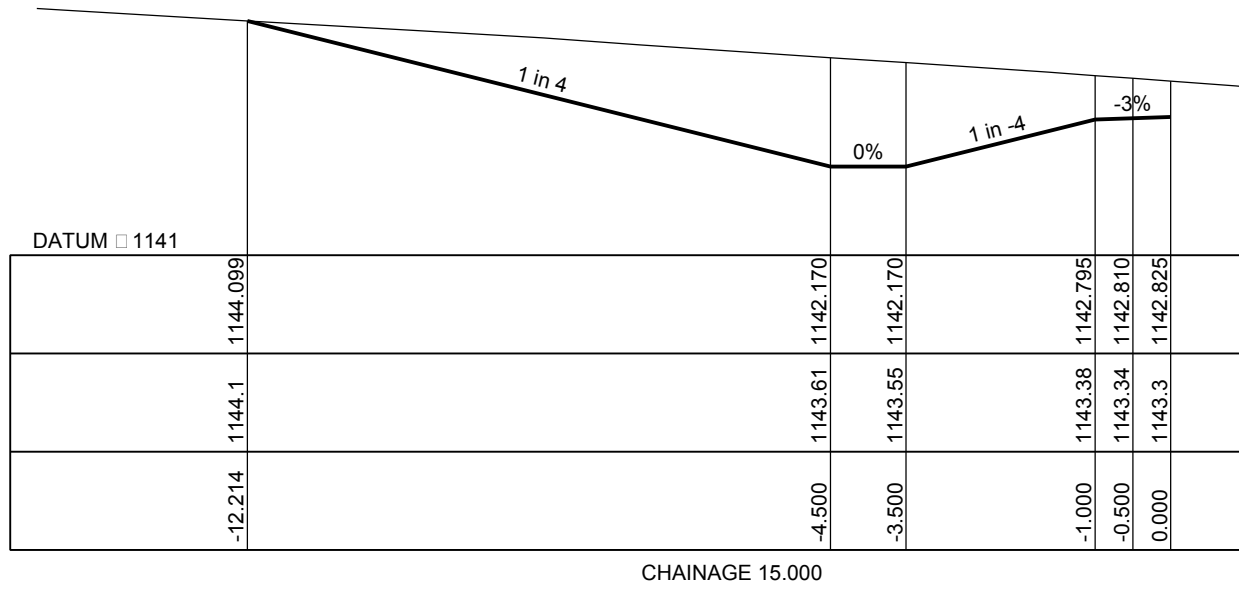
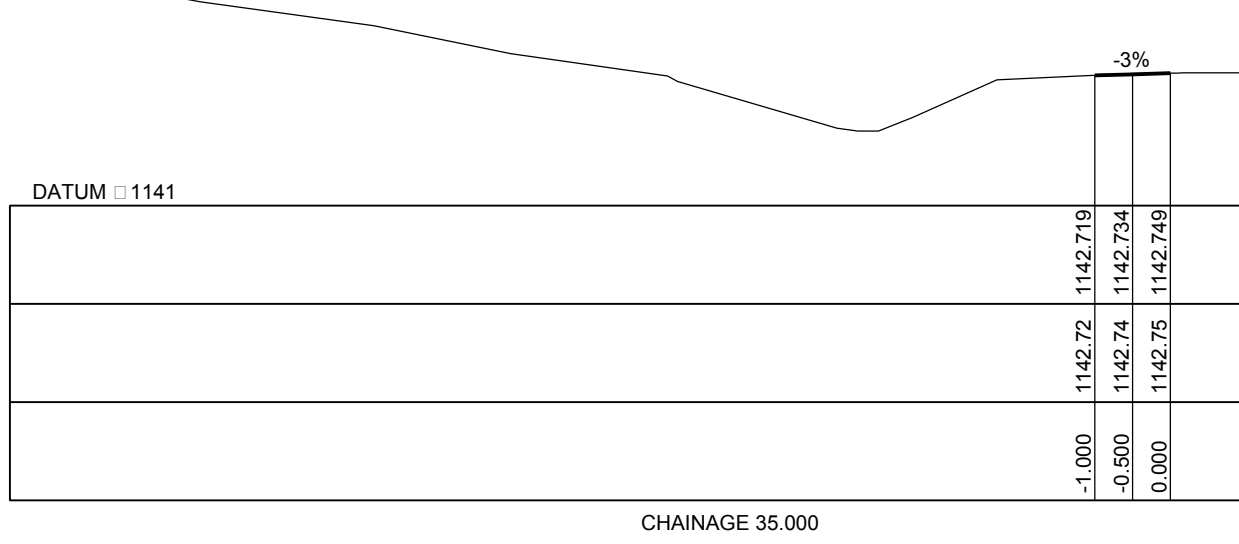
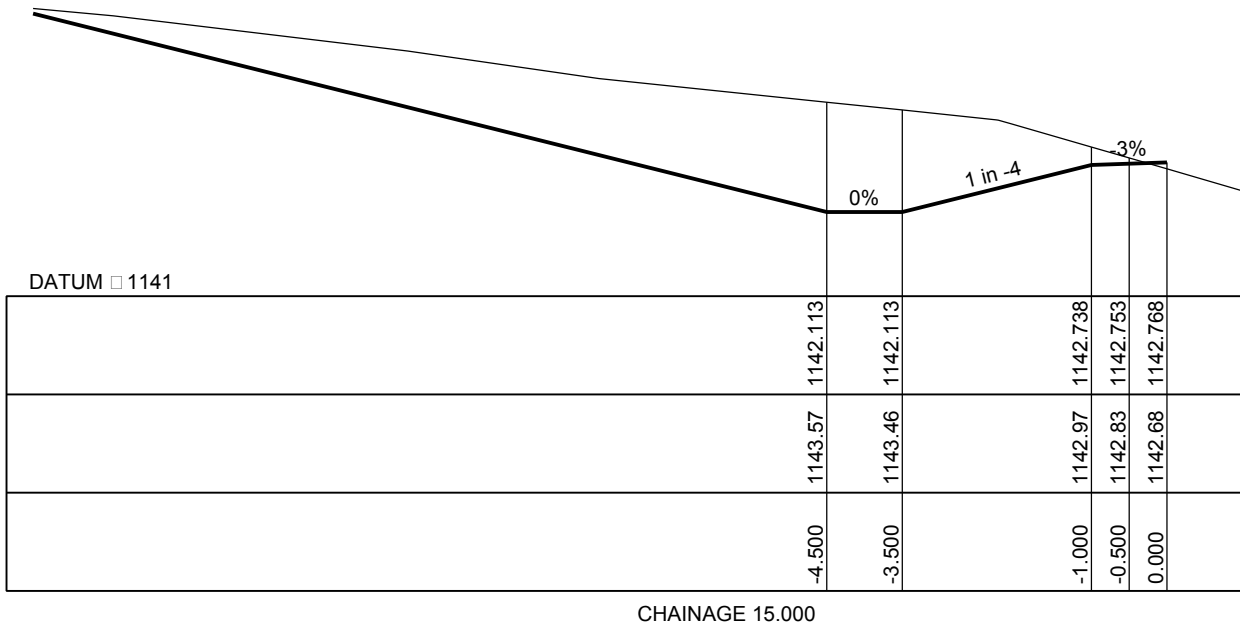
LGES LOCAL GOVERNMENT ENGINEERING SERVICES

CLIENT GLEN INNES SEVERN COUNCIL		<p>SCALES A1 ORIGINAL</p>	DRAWN MM 25/11/16		JOB No.: IV2545	ISSUE B	SHEET No. 5
PROJECT PROPOSED <input type="checkbox"/> UARRY 1 WAY EXIT GWYDIR HWY, 15KM WEST OF GLEN INNES			DESIGNED ASD 25/11/16		DOCUMENT No.: WAD05		OF 7
HWY CROSS SECTIONS & TYPICAL PAVEMENT BENCHING DETAIL			APPROVED ASD 25/11/16		STATUS: APPROVAL		
FILE NAME: IV2545 GISC EXIT ONLY v2.dwg			DATUM: -		REG. No.: -		



□ UARRY EXIT CENTRELINE CROSS-SECTIONS

[illegible]



RETURN 1 CROSS-SECTIONS

RETURN 2 CROSS-SECTIONS

ISSUE	REVISION	AUTH	DATE
B	PAVEMENT DETAILS & INTERSECTION RELOCATED	ASD	21/15/16
A	FOR APPROVAL	ASD	25/11/16

LGES

**LOCAL GOVERNMENT
ENGINEERING SERVICES**

Pty Ltd ABN 64 055 099 557
Web: www.legs.com.au

Port Macquarie
69 Lord St, Port Macquarie NSW 2444
Ph: 02-65843888 Fax: 02-65843988
Email: john@legs.com.au

Inverell
17 Byron Street, Inverell NSW 2360
Ph: 02-67225110
Email: andrew@legs.com.au

CLIENT
GLEN INNES SEVERN COUNCIL

PROJECT
PROPOSED UARRY 1 WAY EXIT
GWYDIR HWY, 15KM WEST OF GLEN INNES
UARRY EXIT CROSS SECTIONS
RETURN 1 & 2

SCALES
A1 ORIGINAL
0 m 2 4 6 8 10
Section 1:100 (A1) 1:200 (A3)

FILE NAME: IV2545 GISC EXIT ONLY v2.dwg

DRAWN
MM
DESIGNED
ASD
APPROVED
ASD

DATE
25/11/16
25/11/16
25/11/16

DATUM: -

JOB No.:
IV2545
DOCUMENT No.:
WAD07
STATUS:
APPROVAL
REG. No.:
-

ISSUE
B
SHEET No.:
7
OF 7

APPENDIX C

TRAFFIC DATA

This email contains insecure resources. For your privacy, these resources have not been loaded. [Show Remote Content](#)

From: Brian Schapel <brian@bitziosconsulting.com.au>
To: 'ADAMS Matthew G (Grafton)' <Matt.ADAMS@rms.nsw.gov.au>
P2249 | Glenn Innes Wind Farm TIA

RE: Glenn Innes Wind Farm - AADT and Sight Distance Measurements

Friday, 25 September 2015 2:28pm

Hi Matt,
Thanks for your help with these, much appreciated. The data at Swan Vale may be sufficient, but I will follow your lead and contact Council's if I need more.
Any luck with getting hold of the sight distance measurements your field guys did?
Cheers,
Brian.

BRIAN SCHAPPEL
PRINCIPAL TRAFFIC ENGINEER & TRANSPORT PLANNER



traffic engineering • transport planning

Gold Coast: Suite 26, 58 Riverwalk Avenue, Robina QLD 4226, P: (07) 5562-5377 F: (07) 5562-5733
Brisbane: Level 2, 428 Upper Edward Street, Spring Hill 4000, P: (07) 3831-4442 F: (07) 3831-4455
Sydney: Studio 203, 3 Gladstone Street, Newtown NSW 2042, P: (02) 9557 6202 F: (02) 9557 6219
Mail: PO Box 5102, Q Super Centre, Mermaid Waters QLD 4218
Web: www.bitziosconsulting.com.au



From: ADAMS Matthew G (Grafton) [mailto:Matt.ADAMS@rms.nsw.gov.au]
Sent: Friday, 25 September 2015 1:18 PM
To: Brian Schapel <brian@bitziosconsulting.com.au>
Subject: RE: Glenn Innes Wind Farm - AADT and Sight Distance Measurements

Hi Brian,

I haven't had any luck sourcing recent traffic data in the vicinity of the site.

Section 2.2.2 of Aurecon's GIWF Traffic Assessment (Dec, 2013), which supported the EIS identified traffic volumes based on 2004 data.

A permanent count station at Swan Vale, located to the west of the Wind Farm Project areas recorded data up to 2007, which may provide an indication of change over time. Please see the counts in BLUE below and an aerial of the count location relative to Glen Innes.

I would advise contacting Glen Innes Severn Council and Inverell Council to seek any data they may have.

I will make further enquires within RMS and contact you if I can find more recent data.

Regards,

Matt Adams
Acting Manager Land Use Assessment
Network & Safety Management | Northern Region
T 02 6640 1362 E development.northern@rms.nsw.gov.au
Roads and Maritime Services
www.rms.nsw.gov.au
Every journey matters

AADT'S ARE BASED ON ANNUAL DATA FOR EACH YEAR SHOWN

(V): VEHICLE COUNT
(A): AXLE COUNT

STATION NO....91.594

STATION TYPE....PERMANENT

ROAD....12

DESCRIPTION....AT SWAN BROOK CREEK
COUNT TYPE....AXLE PAIR

AADT 1998....1041
AADT 2001....1084
AADT 2004....1299
AADT 2005....1246
AADT 2006....1154
AADT 2007....1361

LATITUDE....-29.771352
LONGITUDE....151.435422



From: Brian Schapel [<mailto:brian@bitziosconsulting.com.au>]
Sent: Monday, 21 September 2015 2:15 PM
To: ADAMS Matthew G (Grafton)
Subject: Glenn Innes Wind Farm - AADT and Sight Distance Measurements

Hi Matt,

Good to meet you on site on the 2nd September. I am in touch to see if you can assist with some information. I am hoping you can provide me with AADT counts on this section of the Gwydir Highway or perhaps a RMS contact who can help. Preferably we would like counts for a sequence of recent years that will be sufficient to determine a trend.

The other thing I would like to get is the sight distance measurements that your field guys took, that would be very useful for us.

If you have any queries please give me a call on (07) 5562 5377.

Many thanks,

Brian.

BRIAN SCHAPPEL

PRINCIPAL TRAFFIC ENGINEER & TRANSPORT PLANNER



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Nathan Brennan

From: Mike Stone <MStone@gisc.nsw.gov.au>
Sent: Monday, 2 November 2015 8:11 AM
To: Nicholas Barnes
Subject: RE: Gwydir Hwy Traffic Data

Hi Nicholas
Info requested for your information:

RMS Site # 91447
75m West of Lambeth Street, 1.05km West of Church Street (H9)
AADT 4272 vpd Date 1/1/14

Comment: This site is in the urban area and obviously includes urban (ie, local) traffic and check the date, there is a possibility that the count could be inflated by seasonal/holiday traffic

RMS Site # 91068
0.88km West of Dumaresq Street, 2.75km West of Church Street (H9)
AADT 1512 vpd Date 1/1/04

Comment: This site is in the rural area and should be more indicative of "highway" traffic, again check the date, there is a possibility that the count could be inflated by seasonal/holiday traffic

GISC Site
150m West of Dumaresq Street, 2.02 West of Church Street (H9)
AADT 1329 vpd Date 18/3/13

Comment: This site is also in the rural area (edge of town) and the date should not be affected by seasonal traffic

General Comment: All of the figures are a "spot check" in time and the results may or may not be repeatable. In the case of the Council Site, total traffic was 23920 vehicles over 18 days, therefore 1329 vpd AADT

Hope the information is helpful

Regards
Mike Stone

Mike Stone
Senior Design Officer
Department of Infrastructure Services

T (02) 6730 2355
F (02) 6732 3634
M 0418 970 662
MStone@gisc.nsw.gov.au

GLEN INNES SEVERN COUNCIL
136 Church Street
(PO Box 61)
Glen Innes NSW 2370



Glen Innes Severn Council. NOTICE & DISCLAIMER

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www.codetwo.com

From: Nicholas Barnes [mailto:Nicholas@bitziosconsulting.com.au]
Sent: Friday, 30 October 2015 2:11 PM
To: Mike Stone
Subject: Gwydir Hwy Traffic Data

Hi Mike,

Further to our conversation earlier today, can you please provide me with any recent traffic data that you have for the Gwydir Highway?

Thanks for your assistance on this matter.

Regards,

NICHOLAS BARNES
TRANSPORT PLANNER
BUrbEnvPlan (Hons Class 1)



Gold Coast: Suite 26, 58 Riverwalk Avenue, Robina QLD 4226, P: (07) 5562-5377 F: (07) 5562-5733
Brisbane: Level 2, 428 Upper Edward Street, Spring Hill 4000, P: (07) 3831-4442 F: (07) 3831-4455
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Nathan Brennan

From: David A. Strugnell <David.Strugnell@inverell.nsw.gov.au>
Sent: Monday, 26 October 2015 3:19 PM
To: Nicholas Barnes
Subject: RE: Gwydir Hwy AADT
Attachments: AADT-HW012-650 Class Speed Matrix.rtf; AADT-HW012-650 Eastbound.rtf; AADT-HW012-650 Westbound.rtf

Hi Nicholas,

The attached reports are from a counter that was placed at coords 151.3877975, -29.78180918 between 19 September and 3 October 2014, hope it helps.

Cheers,

David Strugnell

Asset Management Coordinator



Inverell Shire Council

PO Box 138 Inverell NSW 2360 | Tel 02 6728 8230 | Fax 02 6728 8277

From: Nicholas Barnes [mailto:Nicholas@bitziosconsulting.com.au]
Sent: Monday, 26 October 2015 4:04 PM
To: David A. Strugnell
Subject: Gwydir Hwy AADT

Hi David,

I spoke to you earlier this afternoon regarding the possibility of receiving some recent AADT traffic data for the Gwydir Hwy between Inverell and Glen Innes.

Can you please provide me with the most recent data that you have? You mentioned you may have a count from last year.

If you have any questions regarding this request please don't hesitate to contact me.

Regards,

NICHOLAS BARNES
TRANSPORT PLANNER
BUrbEnvPlan (Hons Class 1)



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Nathan Brennan

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David Strugnell

Asset Management Coordinator



Inverell Shire Council

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DRAFT

MetroCount Traffic Executive Class Speed Matrix

ClassMatrix-2 -- English (ENA)

Datasets:

Site: [HW012] STATE HIGHWAY @ 2 HRS SIGN NEAR TARA
Attribute: [+0.000000 +0.000000]
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 15:04 Friday, 19 September 2014 => 10:43 Friday, 3 October 2014,
Zone:
File: HW012 -650 2014-10-03 1044.EC0 (Plus)
Identifier: GP57NP1M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:05 Friday, 19 September 2014 => 10:43 Friday, 3 October 2014 (13.8183)
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), P = East
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Factory Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 16509 / 16518 (99.95%)

MetroCount Traffic Executive **Adjusted Flow**

AADT-1 -- English (ENA)

Datasets:

Site: [HW012] STATE HIGHWAY @ 2 HRS SIGN NEAR TARA
Attribute: [+0.000000 +0.000000]
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 15:04 Friday, 19 September 2014 => 10:43 Friday, 3 October 2014,
Zone:
File: HW012 -650 2014-10-03 1044.EC0 (Plus)
Identifier: GP57NP1M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:05 Friday, 19 September 2014 => 10:43 Friday, 3 October 2014 (13.8183)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: East (bound), P = East
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Factory Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 8200 / 16518 (49.64%)

Class Speed Matrix

ClassMatrix-2

Site:

HW012.0.1EW

Description:

STATE HIGHWAY @ 2 HRS SIGN NEAR TARA

Filter time:

15:05 Friday, 19 September 2014 => 10:43 Friday, 3 October 2014

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) Span(0 - 100)

Speed (km/h)	Class												Speed Totals	
	SV 1	SVT 2	TB2 3	TB3 4	T4 5	ART3 6	ART4 7	ART5 8	ART6 9	BD 10	DRT 11	TRT 12		
10 - 20	1	.	4	5	0.0%
20 - 30	3	3	0.0%
30 - 40	6	.	1	7	0.0%
40 - 50	3	.	.	1	4	0.0%
50 - 60	7	3	8	1	1	1	.	.	21	0.1%
60 - 70	10	2	12	1	.	1	.	.	26	0.2%
70 - 80	94	31	40	5	3	12	5	2	3	2	.	.	197	1.2%
80 - 90	608	209	151	17	2	25	47	6	16	16	1	.	1098	6.7%
90 - 100	3305	481	650	74	16	49	104	26	170	291	3	.	5169	31.3%
100 - 110	5615	370	987	90	10	61	66	27	308	360	1	.	7895	47.8%
110 - 120	1360	50	242	3	3	11	9	.	2	2	.	.	1682	10.2%
120 - 130	278	7	39	2	.	.	1	327	2.0%
130 - 140	45	1	6	52	0.3%
140 - 150	18	.	1	19	0.1%
150 - 160	4	4	0.0%
Class Totals	11357	1154	2141	193	35	158	232	62	499	673	5	0	16509	
	68.8%	7.0%	13.0%	1.2%	0.2%	1.0%	1.4%	0.4%	3.0%	4.1%	0.0%	0.0%		

Day	Hits	RawVol	DayFac	MonFac	AdjVol	- Date
0						- Friday, 19 September 2014
1	1	506.000	1.000	1.000	506.000	- Saturday, 20 September 2014
2	1	514.000	1.000	1.000	514.000	- Sunday, 21 September 2014
3	1	558.000	1.000	1.000	558.000	- Monday, 22 September 2014
4	1	613.000	1.000	1.000	613.000	- Tuesday, 23 September 2014
5	1	658.000	1.000	1.000	658.000	- Wednesday, 24 September 2014
6	1	621.000	1.000	1.000	621.000	- Thursday, 25 September 2014
7	1	679.000	1.000	1.000	679.000	- Friday, 26 September 2014
8	1	525.000	1.000	1.000	525.000	- Saturday, 27 September 2014
9	1	579.000	1.000	1.000	579.000	- Sunday, 28 September 2014
10	1	586.000	1.000	1.000	586.000	- Monday, 29 September 2014
11	1	659.000	1.000	1.000	659.000	- Tuesday, 30 September 2014
12	1	627.000	1.000	1.000	627.000	- Wednesday, 1 October 2014
13	1	723.000	1.000	1.000	723.000	- Thursday, 2 October 2014
14						- Friday, 3 October 2014

Total days = 13, Coverage = 3.56%

ADT = 603.692, SD = 66.855

AADT = 603.692, SD = 66.855

Weekdays = 9, Coverage = 2.47%

AWDT = 636.000, SD = 49.812

AAWDT = 636.000, SD = 49.812

Weekend days = 4, Coverage = 1.10%

AWET = 531.000, SD = 32.934

AAWET = 531.000, SD = 32.934

ADT and adjustment factor by month

Jan

Feb

Mar

Apr

May

Jun

Jul

Aug

Sep - Vol = 6498.000, Days = 11, ADT = 590.727, Adjust = 1.02195, 1/Adjust = 0.97852

Oct - Vol = 1350.000, Days = 2, ADT = 675.000, Adjust = 0.89436, 1/Adjust = 1.11812

Nov

Dec

ADT and adjustment factor by day of week

Mon - Vol = 1144.000, Days = 2, ADT = 572.000, Adjust = 1.05541, 1/Adjust = 0.94750

Tue - Vol = 1272.000, Days = 2, ADT = 636.000, Adjust = 0.94920, 1/Adjust = 1.05352

Wed - Vol = 1285.000, Days = 2, ADT = 642.500, Adjust = 0.93960, 1/Adjust = 1.06428

Thu - Vol = 1344.000, Days = 2, ADT = 672.000, Adjust = 0.89835, 1/Adjust = 1.11315

Fri - Vol = 679.000, Days = 1, ADT = 679.000, Adjust = 0.88909, 1/Adjust = 1.12475

Sat - Vol = 1031.000, Days = 2, ADT = 515.500, Adjust = 1.17108, 1/Adjust = 0.85391

Sun - Vol = 1093.000, Days = 2, ADT = 546.500, Adjust = 1.10465, 1/Adjust = 0.90526

MetroCount Traffic Executive **Adjusted Flow**

AADT-0 -- English (ENA)

Datasets:

Site: [HW012] STATE HIGHWAY @ 2 HRS SIGN NEAR TARA
Attribute: [+0.000000 +0.000000]
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 0
Survey Duration: 15:04 Friday, 19 September 2014 => 10:43 Friday, 3 October 2014,
Zone:
File: HW012 -650 2014-10-03 1044.EC0 (Plus)
Identifier: GP57NP1M MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v4.05)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:05 Friday, 19 September 2014 => 10:43 Friday, 3 October 2014 (13.8183)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: West (bound), P = East
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Factory Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 8309 / 16518 (50.30%)

Day	Hits	RawVol	DayFac	MonFac	AdjVol	- Date
0						- Friday, 19 September 2014
1	1	551.000	1.000	1.000	551.000	- Saturday, 20 September 2014
2	1	497.000	1.000	1.000	497.000	- Sunday, 21 September 2014
3	1	616.000	1.000	1.000	616.000	- Monday, 22 September 2014
4	1	597.000	1.000	1.000	597.000	- Tuesday, 23 September 2014
5	1	623.000	1.000	1.000	623.000	- Wednesday, 24 September 2014
6	1	583.000	1.000	1.000	583.000	- Thursday, 25 September 2014
7	1	647.000	1.000	1.000	647.000	- Friday, 26 September 2014
8	1	494.000	1.000	1.000	494.000	- Saturday, 27 September 2014
9	1	645.000	1.000	1.000	645.000	- Sunday, 28 September 2014
10	1	669.000	1.000	1.000	669.000	- Monday, 29 September 2014
11	1	699.000	1.000	1.000	699.000	- Tuesday, 30 September 2014
12	1	633.000	1.000	1.000	633.000	- Wednesday, 1 October 2014
13	1	689.000	1.000	1.000	689.000	- Thursday, 2 October 2014
14						- Friday, 3 October 2014

Total days = 13, Coverage = 3.56%

ADT = 611.000, SD = 65.550

AADT = 611.000, SD = 65.550

Weekdays = 9, Coverage = 2.47%

AWDT = 639.556, SD = 39.972

AAWDT = 639.556, SD = 39.972

Weekend days = 4, Coverage = 1.10%

AWET = 546.750, SD = 70.543

AAWET = 546.750, SD = 70.543

ADT and adjustment factor by month

Jan

Feb

Mar

Apr

May

Jun

Jul

Aug

Sep - Vol = 6621.000, Days = 11, ADT = 601.909, Adjust = 1.01510, 1/Adjust = 0.98512

Oct - Vol = 1322.000, Days = 2, ADT = 661.000, Adjust = 0.92436, 1/Adjust = 1.08183

Nov

Dec

ADT and adjustment factor by day of week

Mon - Vol = 1285.000, Days = 2, ADT = 642.500, Adjust = 0.95097, 1/Adjust = 1.05155

Tue - Vol = 1296.000, Days = 2, ADT = 648.000, Adjust = 0.94290, 1/Adjust = 1.06056

Wed - Vol = 1256.000, Days = 2, ADT = 628.000, Adjust = 0.97293, 1/Adjust = 1.02782

Thu - Vol = 1272.000, Days = 2, ADT = 636.000, Adjust = 0.96069, 1/Adjust = 1.04092

Fri - Vol = 647.000, Days = 1, ADT = 647.000, Adjust = 0.94436, 1/Adjust = 1.05892

Sat - Vol = 1045.000, Days = 2, ADT = 522.500, Adjust = 1.16938, 1/Adjust = 0.85516

Sun - Vol = 1142.000, Days = 2, ADT = 571.000, Adjust = 1.07005, 1/Adjust = 0.93453

MetroCount Traffic Executive Individual Vehicles

Individual-5 -- English (ENA)

Datasets:

Site: [501] gWYDIR hWY wEST
Direction: 8 - East bound A>B, West bound B>A. **Lane:** 2
Survey Duration: 15:00 Friday, 1 March 2013 => 10:42 Monday, 18 March 2013
Zone:
File: 50118Mar2013.EC2 (Plus)
Identifier: N048DHWD MC56-L4 [MC55] (c)Microcom 19Sep03
Algorithm: Factory default (v3.21 - 15275)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 15:00 Friday, 1 March 2013 => 10:42 Monday, 18 March 2013
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: East (bound)
Separation: All - (Headway)
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (meter, kilometer, m/s, km/h, kg, tonne)

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		Name	Signature	Name	Signature	Date
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