

Mount Verde Development Traffic Impact Assessment

Traffic Impact Assessment for the Proposed Mount Verde Development on Portions 1,3,4,5,7,and 8 of erf 2054 Hilton, uMngeni Municipality

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VERIFICATION FOR A TRAFFIC IMPACT ASSESSMENT

FOR THE PROPOSED MOUNT VERDE DEVELOPMENT

The undersigned has been appointed as the registered professional for this Traffic Impact Assessment and has applied due diligence to the content of this report and endeavoured to ensure that the TIA is free of technical errors and takes full responsibility for its contents.

It is herewith certified that this Traffic Impact Assessment has been prepared according to requirements of the South African Traffic Impact and Site Traffic Assessment Manual.

I also undertake to attend any forum where the Traffic Impact Assessment is in dispute to report on matters that relate to the Traffic Impact Assessment. I understand and agree that the municipality shall not be liable to compensate me in this regard.


.....

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1 Introduction

Zutari (Pty) Ltd have been appointed by Mount Verde (Pty) Ltd to prepare a Traffic Impact Assessment for the proposed residential component of the Mount Verde development on a site described as Portions 1,3,4,5,7,and 8 of erf 2054 Hilton, uMngeni Municipality. The residential component of this development will consist of 295 single dwelling units and 491 high density units.

The proposed development is located on Weir Drive, Hilton which falls under the jurisdiction of the Umngeni Municipality north-west of Pietermaritzburg. A single boom/gatehouse access off Weir Drive is proposed to serve the entire development. The current zoning is Agriculture.

Various Traffic Impact Assessments for the Mount Verde development have been undertaken by Zutari over the last year and are listed below:

1. A Site Traffic Assessment for the Mount Verde Village Centre which was undertaken by Zutari in August 2022 which included a garden nursery, light manufacturing, offices, education centre and recreational open areas, restaurant, and retail components.
2. A Traffic Impact Assessment for the relocation of the Royal Showgrounds from Howick Road in Pietermaritzburg to the Mount Verde Estate

The purpose of this report is to assess the traffic impact of the proposed residential component of the development including the village centre and the Royal Showgrounds on the existing road network. The report analyses the existing peak hour traffic conditions based on recent traffic counts, the impact of the peak hour traffic generated by the development, public transport infrastructure and requirements, horizon year traffic impact and recommendations for any improvements required to the road network to accommodate the additional traffic generated by the proposed development.

2 Study Area

The proposed development, described as Portions 1,3,4,5,7,and 8 of erf 2054 Hilton, uMngeni Municipality, in the vicinity of the Hilton interchanges on the N3. Vacant land is located to the north and east of the Mount Verde estate and a residential estate is located to the south and the west of the Mount Verde estate. The TMH 16 South African Traffic Impact and Site Traffic Assessment Manual guideline document requires that the study area for a Traffic Impact Assessment is a maximum of 1,5km by road from the point of access to the development. Whilst the Hilton College Avenue / Monzali Drive intersection falls outside of this 1,5km it will be included in this TIA for completeness.

The study area thus includes Weir Drive from the location of the proposed access, then southbound through the Elizabeth Drive intersection up to the Hilton College Road intersection, through the Weir Drive / Monzali Drive intersection and through to the Monzali Drive / Hilton College Avenue intersection. The formal controlled access gatehouse is located off the end of Weir Drive and is not expected to have an impact on the surrounding intersections.

The location of the proposed development in relation to the surrounding roads and intersections are shown in Figure 1 below.




	LOCALITY PLAN	PROJECT: 1001894
	PROPOSED RESIDENTIAL DEVELOPMENT ON PORTIONS 1 TO 5 OF THE FARM MT VERDE NO. 18081	DATE: July 2023
	ZUTARI (PTY) LTD	SCALE: Not to Scale

Figure 1: Locality Plan

3 Site Investigation

A description of the road network that makes up the study area for this TIA is presented below.

3.1 Hilton College Avenue

Hilton College Avenue (P139) functions as a minor arterial road aligned in a north - south direction between the Old Howick Road (P367) intersection, northwards through the town of Hilton, through the Hilton interchange and continuing north towards Hilton College. It is a 7m wide, two-way single carriageway road that is priority controlled.

There are no sidewalks or street lighting provided on this road. Hilton College Road has shoulders along some of its length. The speed limit on Hilton College Avenue is 60km/h. Hilton College Avenue crosses over the N3 highway. On and off ramps to the N3 highway intersect with Hilton College Avenue and are stop street intersections.



Hilton Avenue (P139)

3.2 Elizabeth Drive

Elizabeth Drive is a 7m wide, two-way single carriageway road. It is a residential road aligned in a west – east direction. Elizabeth Drive has a fairly steep gradient past the site but is relatively straight past the site. The speed limit along Elizabeth Drive is 60km/h.

Elizabeth Drive intersects with Hilton Avenue in a stop street intersection with a basic layout. An access to Grace College is located opposite Elizabeth Drive.



Elizabeth Drive

3.3 Monzali Drive

Monzali Drive is a 7m wide, two-way single carriageway road. It is a residential road aligned in a west – east direction. Monzali Drive is fairly flat with some gentle horizontal curves. The speed limit along Monzali Drive is 60km/h and there are speed humps along this road.

Monzali Drive intersects with Hilton Avenue in a stop street intersection. It has a short-left turn slip lane onto Hilton Avenue. There is a short right turn lane from Hilton Avenue into Monzali Drive. An access to Grace College is located opposite Monzali Drive. There is a short right turn lane from Hilton Avenue into the Grace College access.



Monzali Drive

3.4 Weir Drive

Weir Drive serves as a local residential access road that also serves as access to the existing Mount Verde Estate. Weir Drive intersects with Elizabeth Drive at a four-way junction yield control intersection. Weir Drive is a 2-lane, two-way single carriageway road.

3.5 Voigts Crescent /Mount Verde Boulevard

Voigts Crescent is a 6m wide, two-way single carriageway road. Voigts Crescent is the continuation of Weir Drive into the Mount Verde Development and serves as the main access road of the development. The speed limit along Voigts Crescent is 40km/h.

4 Traffic Demand Estimation

4.1 Assessment Years and Hours

The residential component of the Mount Verde development is expected to generate peak traffic during a weekday morning when residents are leaving for work and during the weekday afternoon when residents are arriving home from work. For the maximum impact scenario of 100% occupancy of the proposed residential development, the weekday AM and weekday PM peak hour will be analysed further in this TIA.

The maximum potential trip generation of the proposed residential development during the above peak periods will therefore be less than 2 000 veh/h and therefore a 5-year (2028) Design Year Scenario needs to be assessed in terms of the TMH 16 South African Traffic Impact and Site Traffic Assessments Manual.

4.2 Traffic Counts

The existing weekday traffic volumes on the road network in the vicinity of the site were obtained from classified traffic counts undertaken by Bala Survey & Research at the following intersections on Thursday, 27 January 2022.

- ▶ Hilton College Avenue and Elizabeth Drive 4-way intersection
- ▶ Elizabeth Drive and Weir Drive 4-way intersection
- ▶ Hilton College Avenue and Monzali Drive 4-way intersection
- ▶ Monzali Drive and Weir Drive 4-way intersection
- ▶ Weir Drive and Plantation Road 4-way intersection

The traffic count was undertaken from 06:00 to 18:00 on Thursday afternoon, recording all movements by vehicle type at the intersection. An analysis of the traffic counts revealed that the AM peak hour occurred from 06:45 to 07:45, and the PM peak hour occurred from 15:30 to 16:30 which is a typical peak periods for a weekday count. The traffic counts are contained in Appendix B of this report.

The existing 2022 peak hour volumes were factored up by 1% to get 2023 weekday AM peak hour and PM peak hour traffic volumes on the surrounding road network which are shown on Figure 2 below.

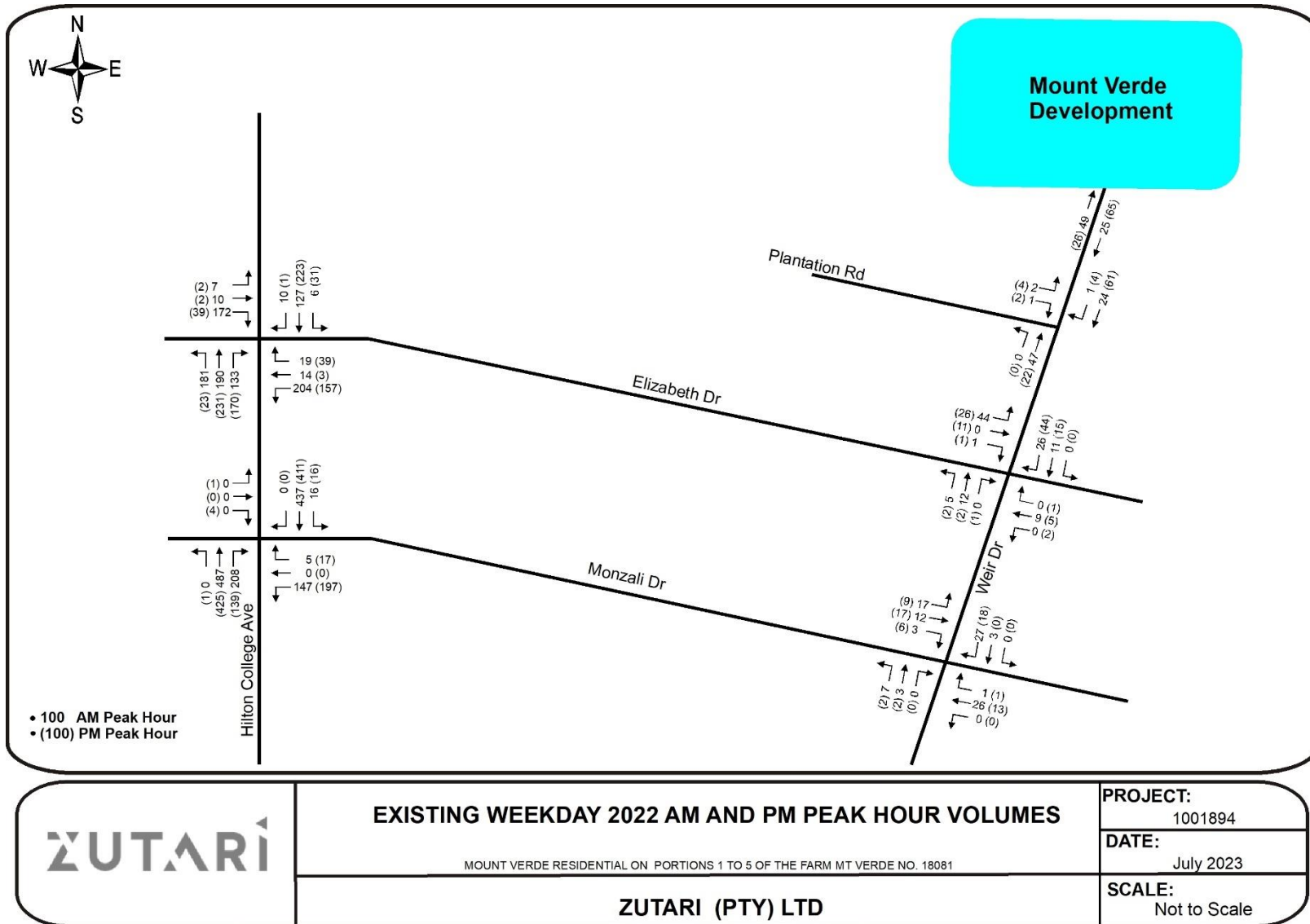


Figure 2: 2023 Weekday AM & PM Peak Hour Traffic Volumes

4.3 Trip Generation by Other Approved Developments

There are a few developments that will be included in the assessment of the Royal Agricultural Showgrounds as outlined below:

1. There are approved plans to extend the Hilton Private Hospital and Hilton Health Medical Centre which is situated in the southeast corner of the Hilton Avenue / Monzali Drive intersection.
2. A Site Traffic Assessment for the Mount Verde Village Centre which was undertaken by Zutari in August 2022 which included a garden nursery, light manufacturing, offices, education centre and recreational open areas, restaurant and retail components which will be included in this assessment.
3. A Traffic Impact Assessment for the relocation of the Royal Showgrounds from Howick Road in Pietermaritzburg to the Mount Verde Estate which will be included in this assessment.

The traffic generated by the abovementioned developments will therefore be taken into account in this TIA. The Avenues also has approved rights that have not been developed yet, however, these rights are unlikely to be developed within the next 5 years as The existing the Avenues shopping centre is not yet mature and it is therefore highly unlikely that the shopping centre will be extended within the next five years..

The surrounding approved development generated traffic is shown on Figure 3 to Figure 5 below.

4.4 Traffic Growth Rates

To assess the 2028 design horizon, the 2023 background peak hour traffic needs to be factored up by a specified growth rate from 2023 to 2028. The Hilton area is a developed town that has some vacant land especially north of the N3. Traffic volumes in this area could therefore increase if more development occurs in the greater Hilton area in the future.

Consequently, a 1% per annum growth rate has been used in the 5-year scenario as indicated in the TMH 16 South African Traffic Impact and Site Traffic Assessments Manual, which is considered reasonable for the roads expected to be affected by the traffic generated by the proposed development. Also noting that latent rights are also being taken into account as described in Section 4.3 above. This is the same growth rate that has been used in other TIA's in this area and is in accordance with Clause B3.3.2 in TMH16 and Clause 2.1 in TMH17 when latent rights are taken into account as in this case.

The existing traffic volumes were thus factored up by a compound growth rate of 1% to a 2028 5-year Design Year Scenario as shown in Figure 6 below.

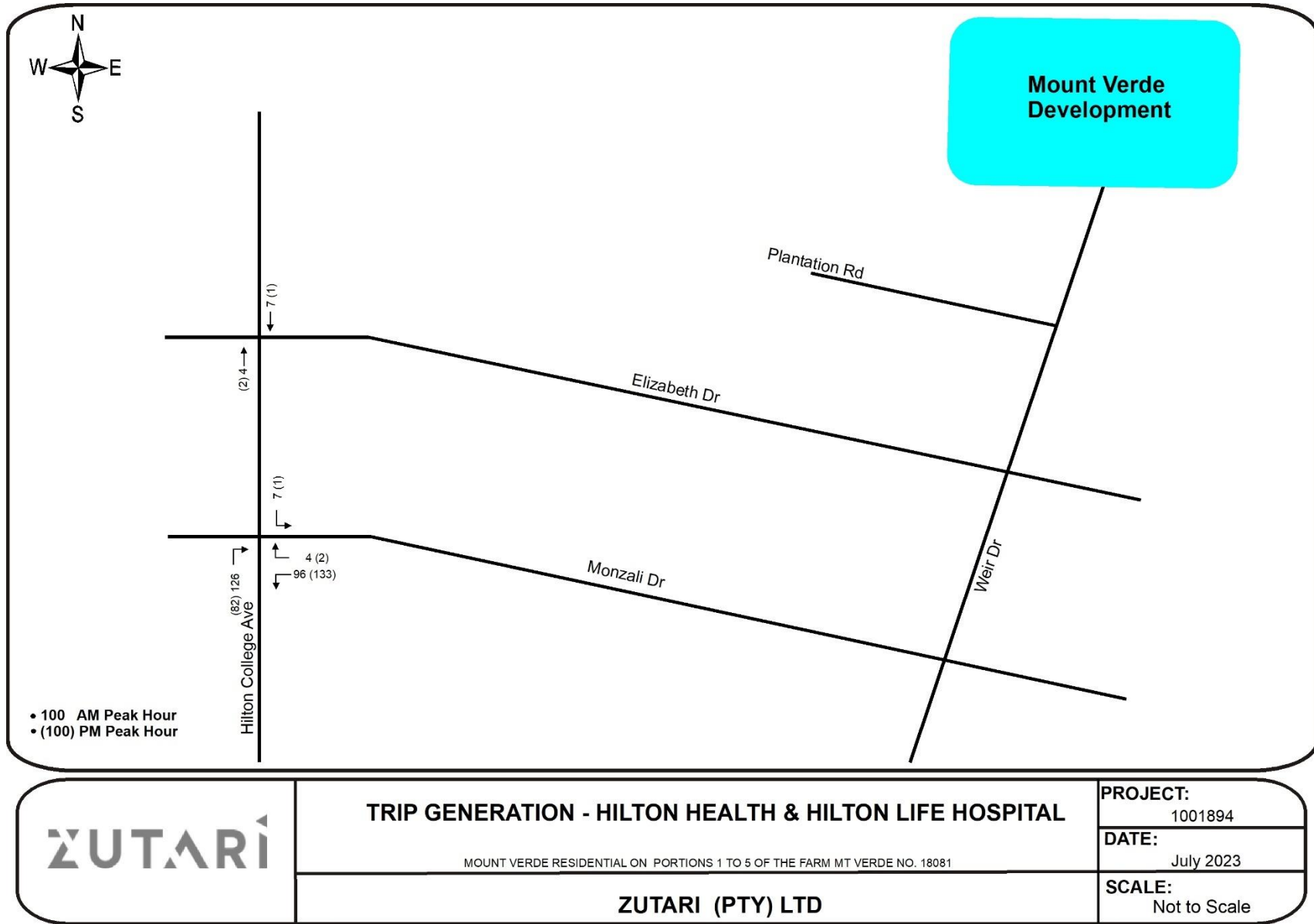
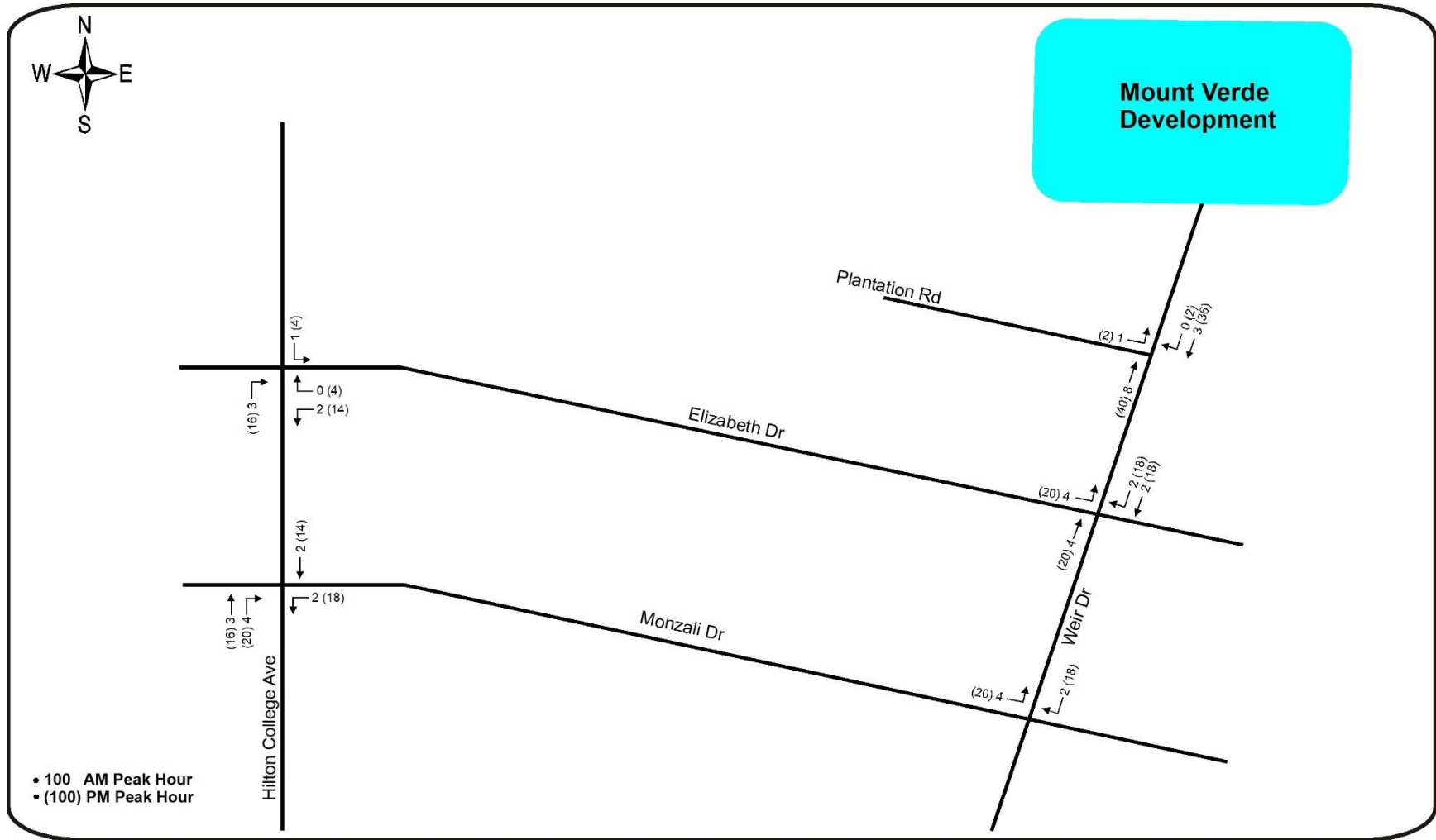


Figure 3: Trip Generation by Other Approved Developments: Hilton Health and Hilton Life Hospital Expansion



ZUTARI	TRIP GENERATION - MOUNT VERDE VILLAGE CENTRE	PROJECT: 1001894
	MOUNT VERDE RESIDENTIAL ON PORTIONS 1 TO 5 OF THE FARM MT VERDE NO. 18081	DATE: July 2023
	ZUTARI (PTY) LTD	SCALE: Not to Scale

Figure 4: Trip Generation by Other Approved Developments: Mount Verde Village Centre

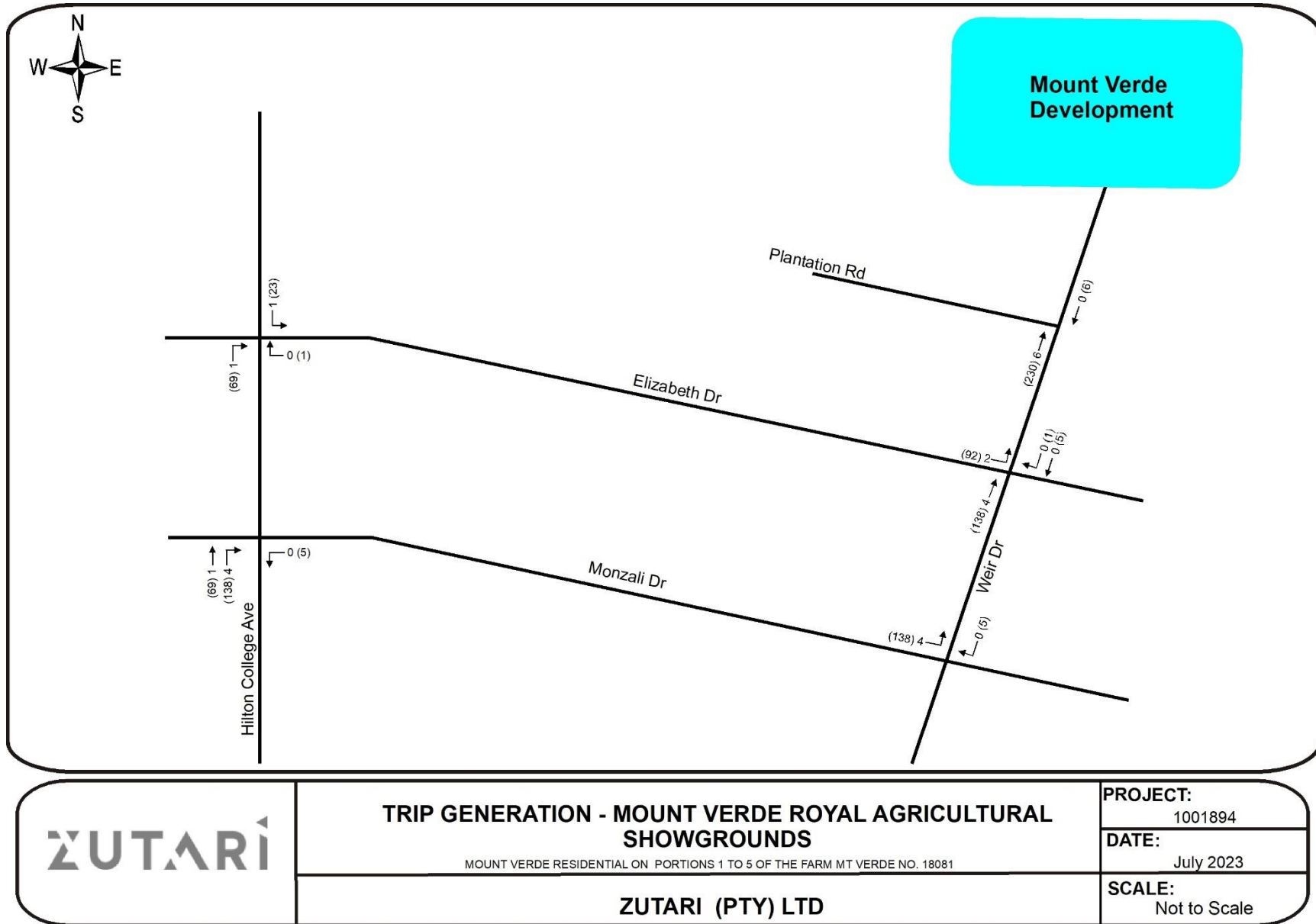
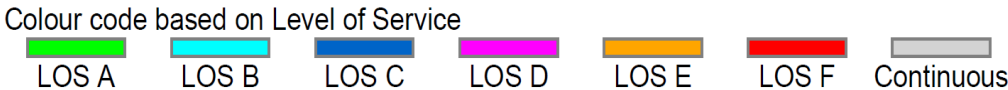


Figure 5: Trip Generation by Other Approved Developments: Mount Verde Royal Showgrounds

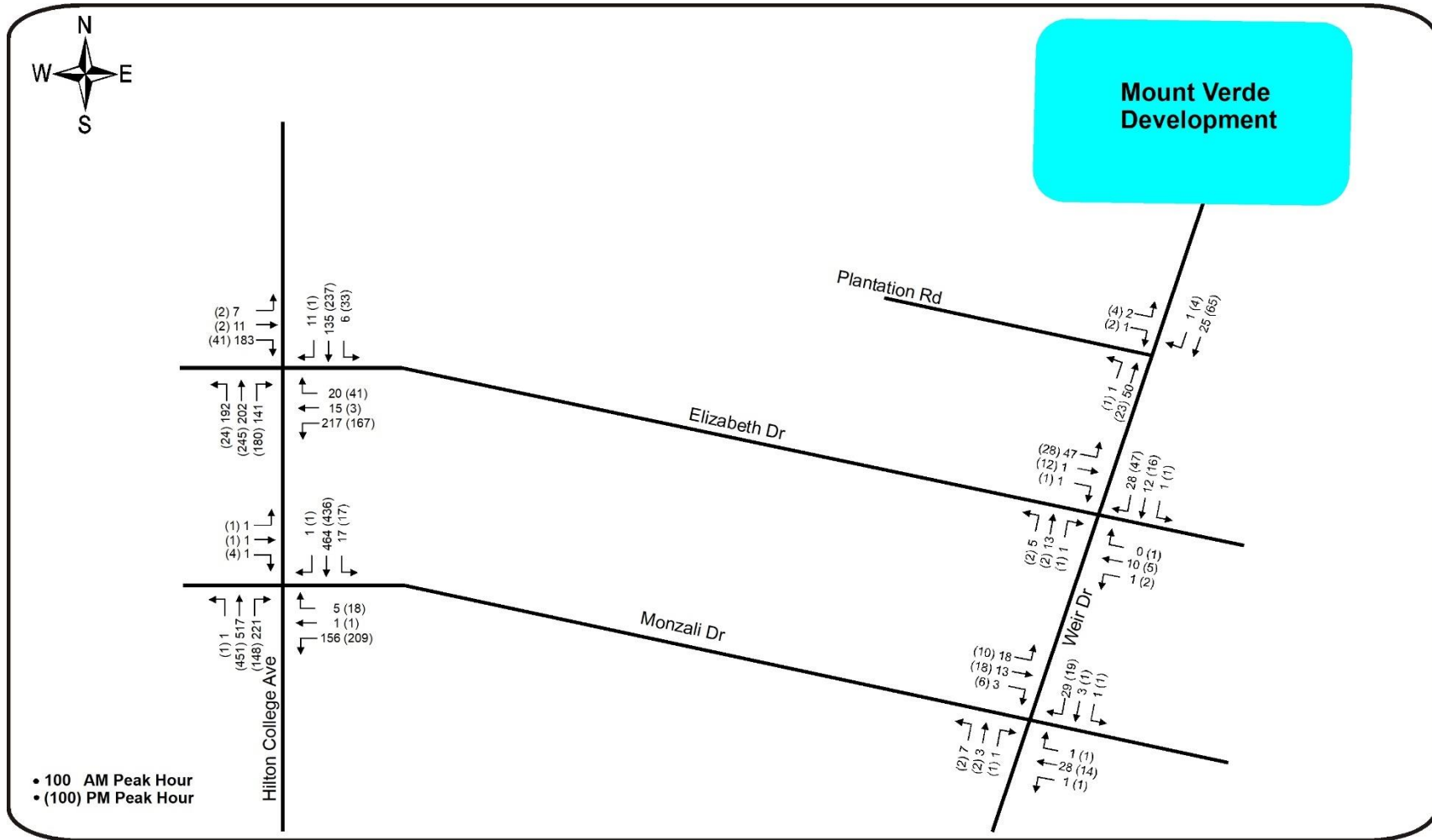
4.5 2028 Analysis without Development Generated Traffic

The SIDRA computer software package was used to analyse the design year traffic conditions with and without development generated traffic and the horizon year traffic conditions with development generated traffic at the intersections within the study area. The underlying objective of intersection analysis is to quantify the performance of an intersection with regard to specified traffic volumes and environmental conditions. This traffic operational performance can be measured in terms of 'Level of Service' (LOS). Six levels of service exist, ranging from A to F. LOS A represents the best operating conditions (free-flow conditions and no delay or congestion) whereas LOS F represents the worst, (breakdown conditions with congestion and very high delays). LOS D is deemed the minimum acceptable level of service.

The legend below is used to depict the LOS of each movement at the intersections.



The trip generation shown in Figure 3 to Figure 6 above was then added to the 2028 forecast traffic volumes shown in Figure 7. These combined 2028 Design Year traffic volumes are shown in Figure 8 below. The results of these analyses are presented below with the details contained in Appendix C to this report.



	DESIGN YEAR 2028 AM AND PM PEAK HOUR VOLUMES	PROJECT: 1001894
	<small>MOUNT VERDE RESIDENTIAL ON PORTIONS 1 TO 5 OF THE FARM MT VERDE NO. 18081</small>	DATE: July 2023
	ZUTARI (PTY) LTD	SCALE: Not to Scale

Figure 6: 2028 Design Year Peak Hour Traffic Volumes without Development Generated Traffic

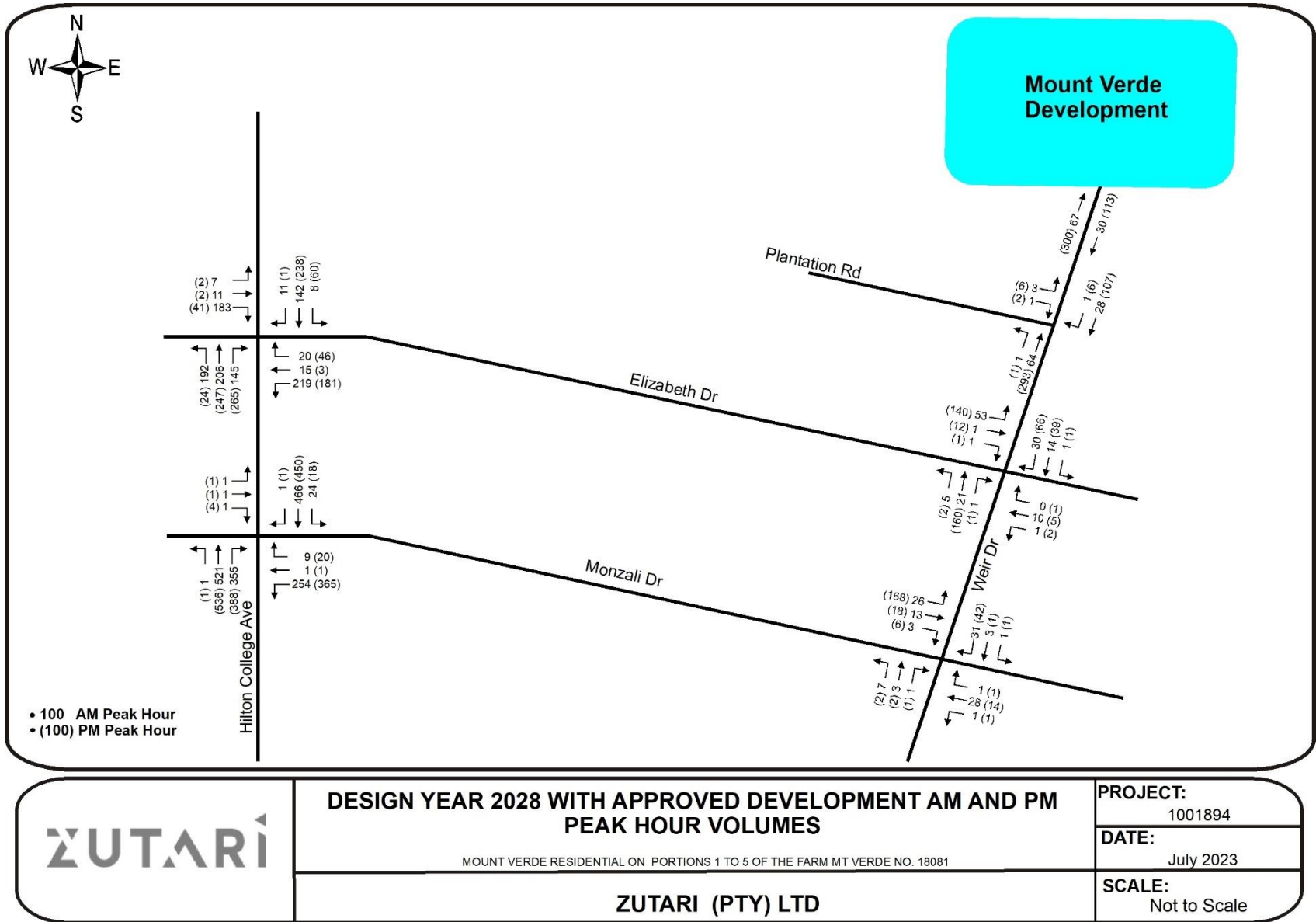


Figure 7: 2028 Design Year Peak Hour Traffic Volumes with Approved Development AM and PM Peak Hour Traffic Volumes

4.5.1 Hilton College Avenue / Monzali Drive Intersection

The intersection configuration and Levels of Service (LOS) for the analysis of the forecast 2028 excluding the development generated traffic is shown in Table 1 below:

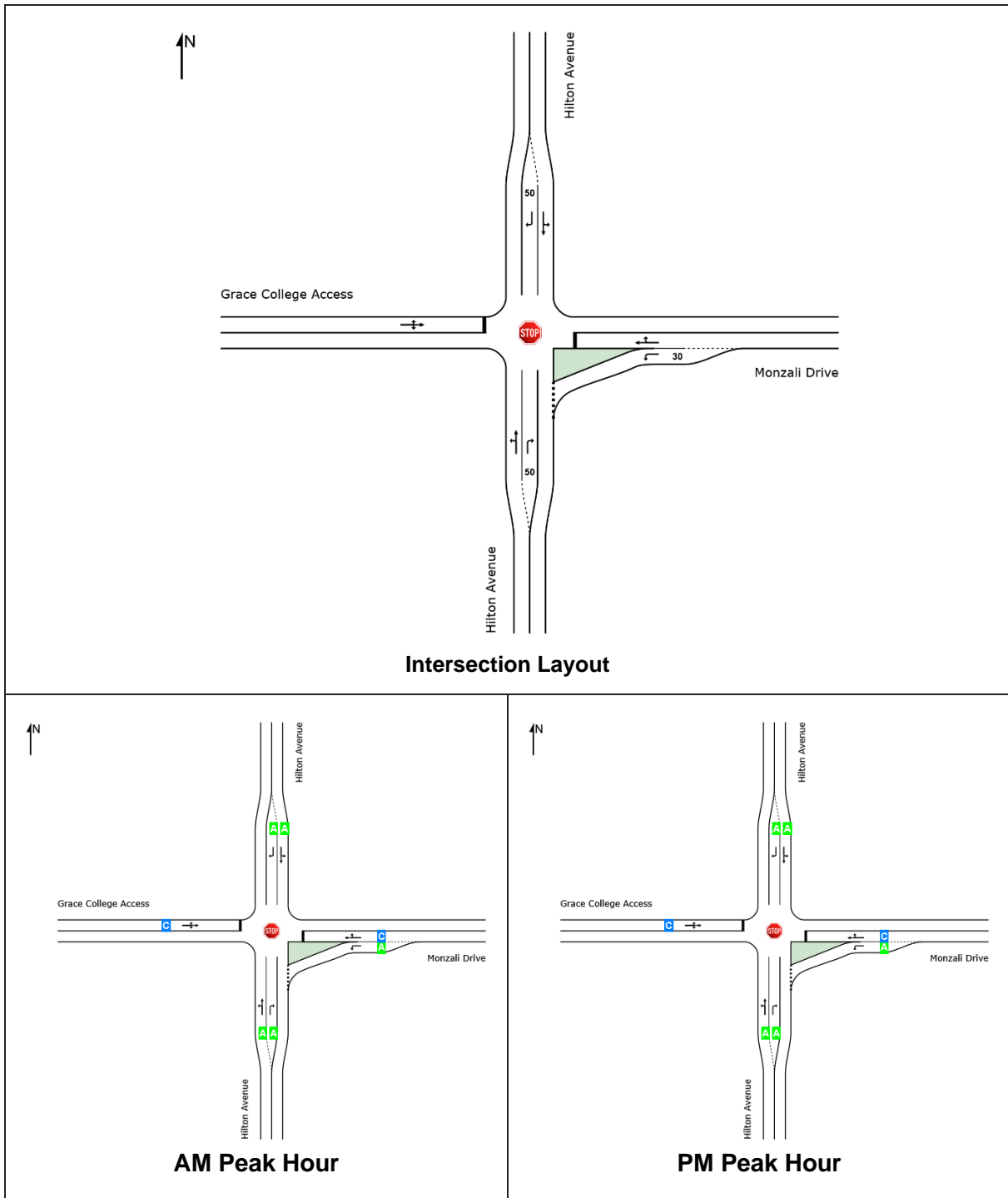


Table 1: Design Year with Approved Development Generated Traffic – Hilton College Ave / Monzali Dr

From the SIDRA results, it is evident that this intersection will operate at acceptable levels of service during the peak hours. The average delays will be 3.5 seconds and 4.2 seconds during the AM and PM peak hours respectively. The maximum queue lengths will be 12.5 metres and 17.8 metres during the AM and PM peak hours which are considered acceptable during peak hour traffic.

4.5.2 Hilton College Avenue / Elizabeth Drive Intersection

The intersection configuration and Levels of Service (LOS) for the analysis of the forecast 2028 excluding the development generated traffic is shown in Table 2 below:

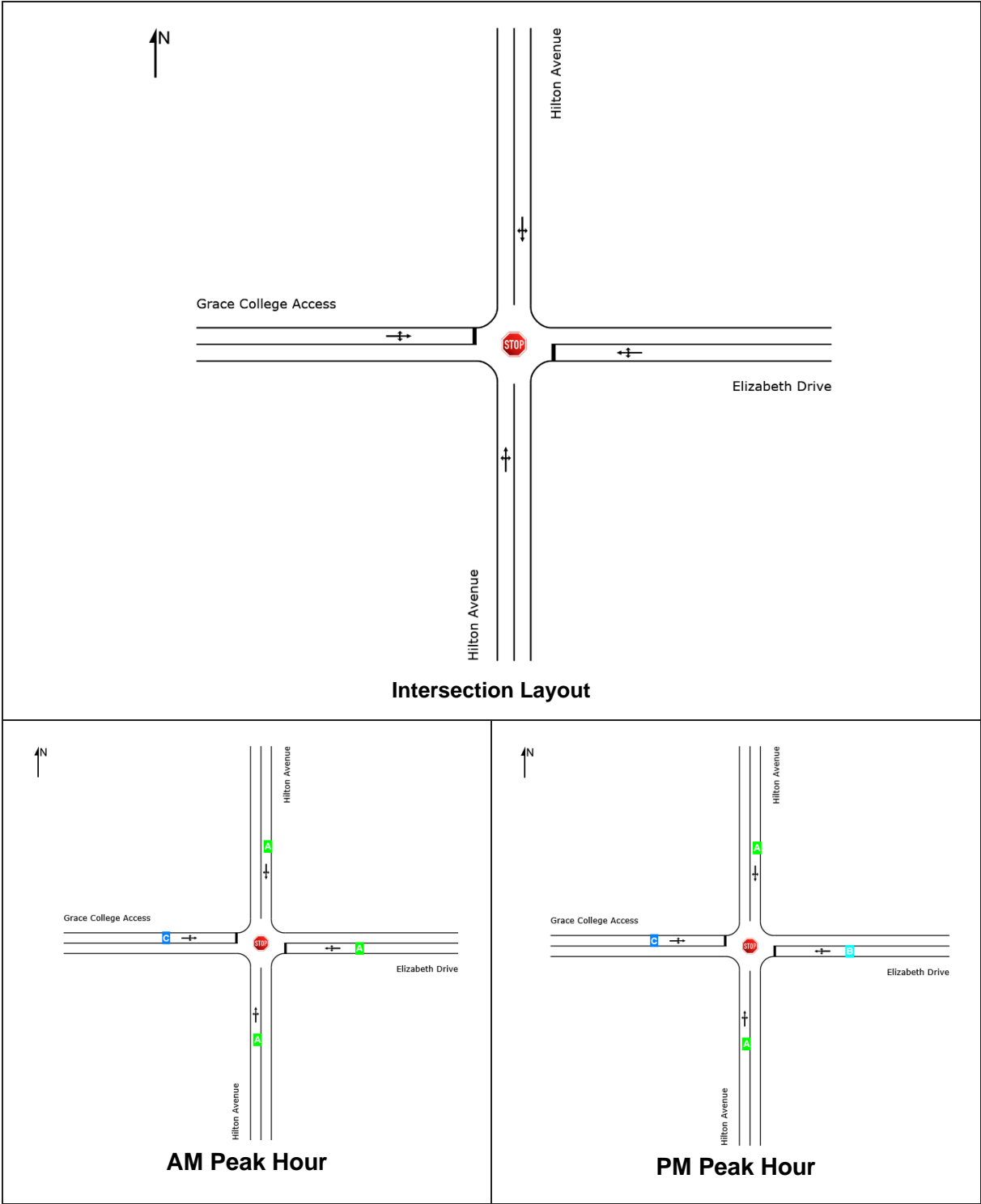


Table 2: Design Year with Approved Development Generated Traffic – Hilton College Ave / Elizabeth Dr

From the SIDRA results, it is evident that this intersection will operate at good levels of service during the peak hours. The average delays will be 7.6 seconds and 5.3 seconds during the AM and PM peak hours respectively. The maximum queue lengths will be 19.5 metres and 13.9 metres during the AM and PM peak hours which are considered minimal during peak hour traffic.

4.5.3 Elizabeth Drive / Weir Drive Intersection

The intersection configuration and Levels of Service (LOS) for the analysis of the forecast 2028 excluding the development generated traffic is shown in Table 3 below:

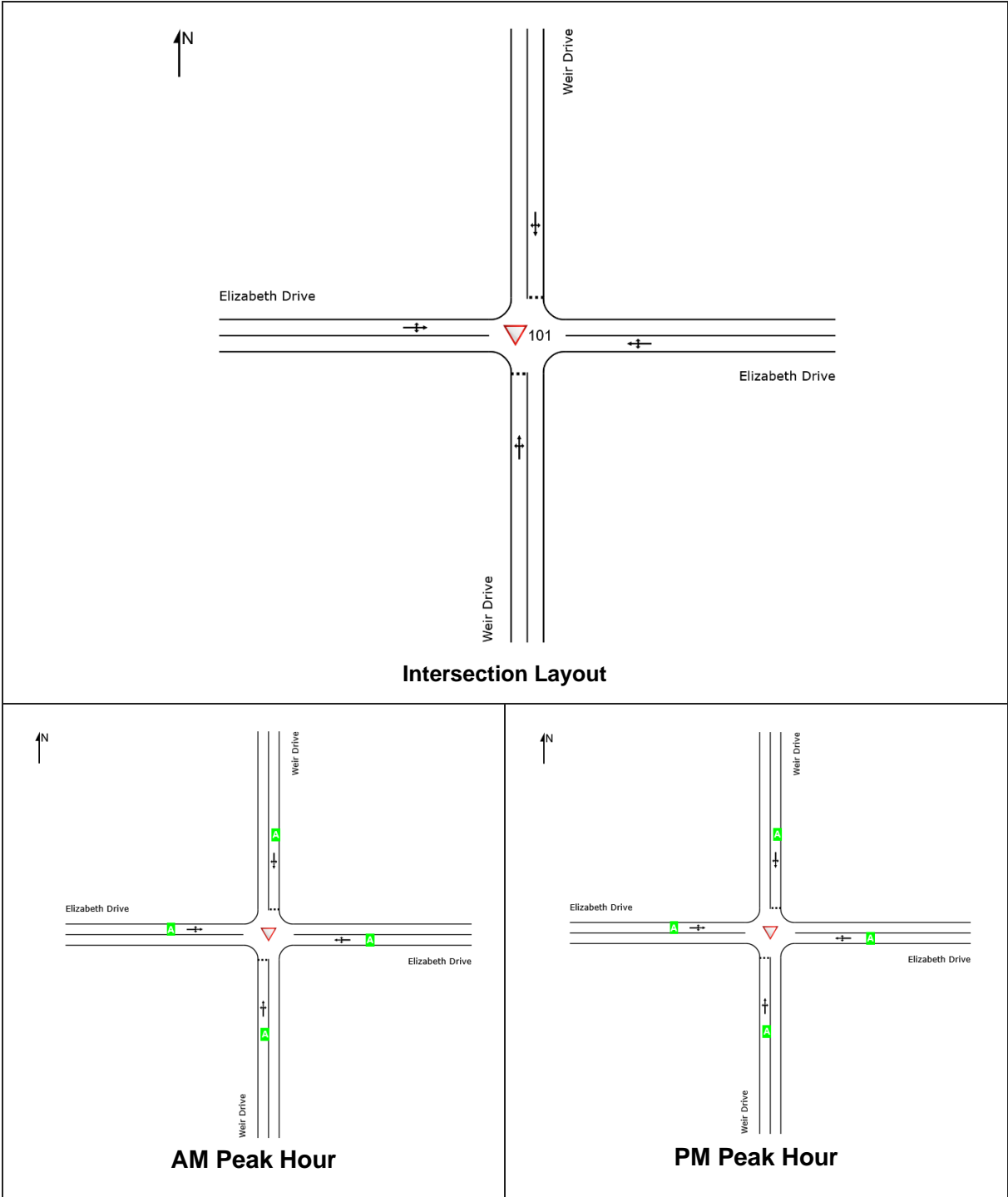


Table 3: Design Year with Approved Development Generated Traffic –Elizabeth Dr / Weir Dr

From the SIDRA results, it is evident that this intersection will operate at acceptable levels of service during the peak hours. The average delays will be 4.8 seconds and 5.2 seconds during the AM and PM peak hours respectively. The maximum queue lengths will be 0.9 metres and 3.8 metres during the AM and PM peak hours which are considered negligible during peak hour traffic.

4.5.4 Monzali Drive / Weir Drive Intersection

The intersection configuration and Levels of Service (LOS) for the analysis of the forecast 2028 excluding the development generated traffic is shown in Table 4 below:

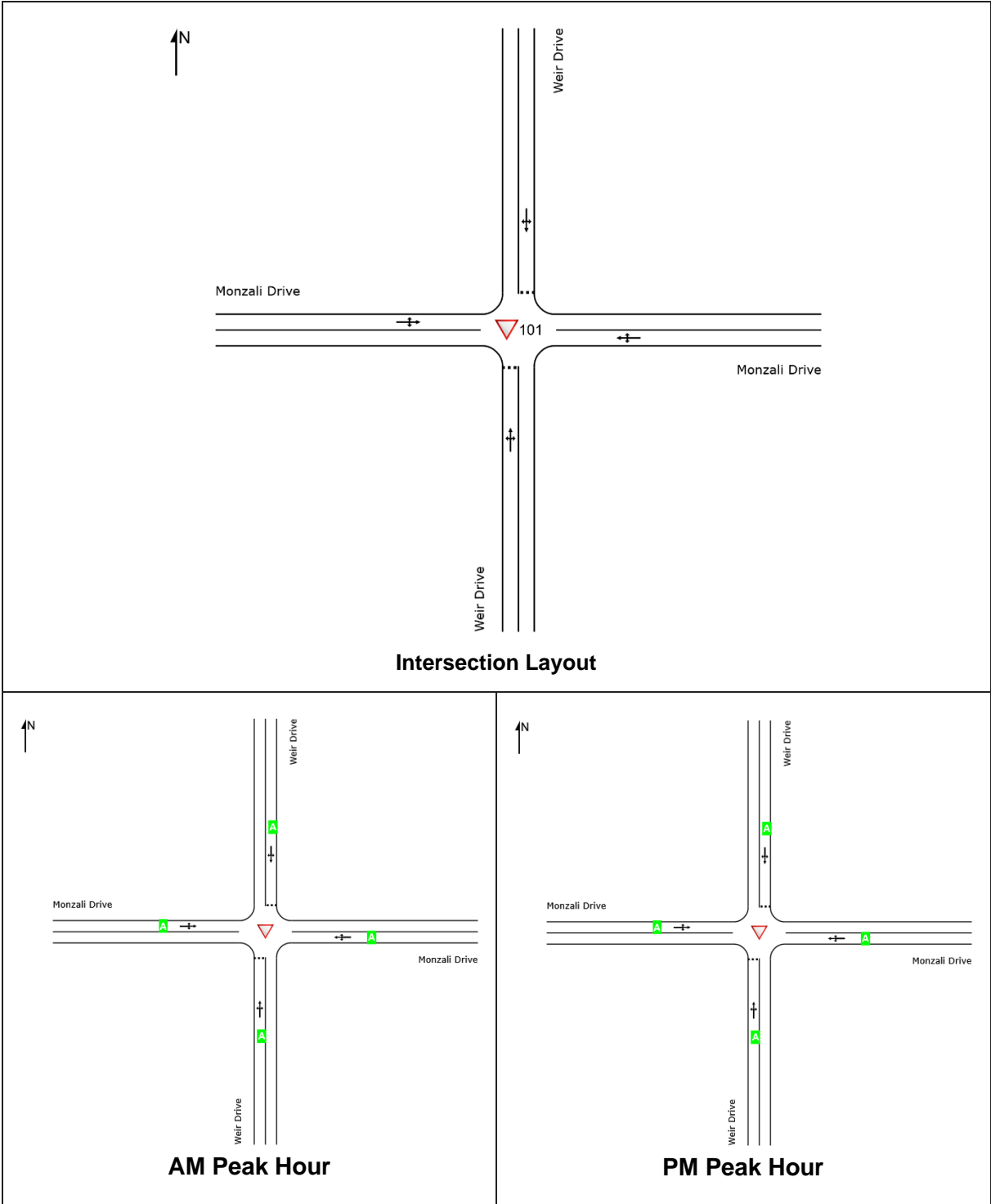


Table 4: Design Year with Approved Development Generated Traffic –Monzali Dr / Weir Dr

From the SIDRA results, it is evident that this intersection will operate at good levels of service during the peak hours. The average delays will be 3.6 seconds and 4.9 seconds during the AM and PM peak hours respectively. The maximum queue lengths will be 0.8 metres and 1.0 metres during the AM and PM peak hours which are considered minimal during peak hour traffic.

4.5.5 Weir Drive / Plantation Road Intersection

The intersection configuration and Levels of Service (LOS) for the analysis of the forecast 2028 excluding the development generated traffic is shown in Table 5 below:

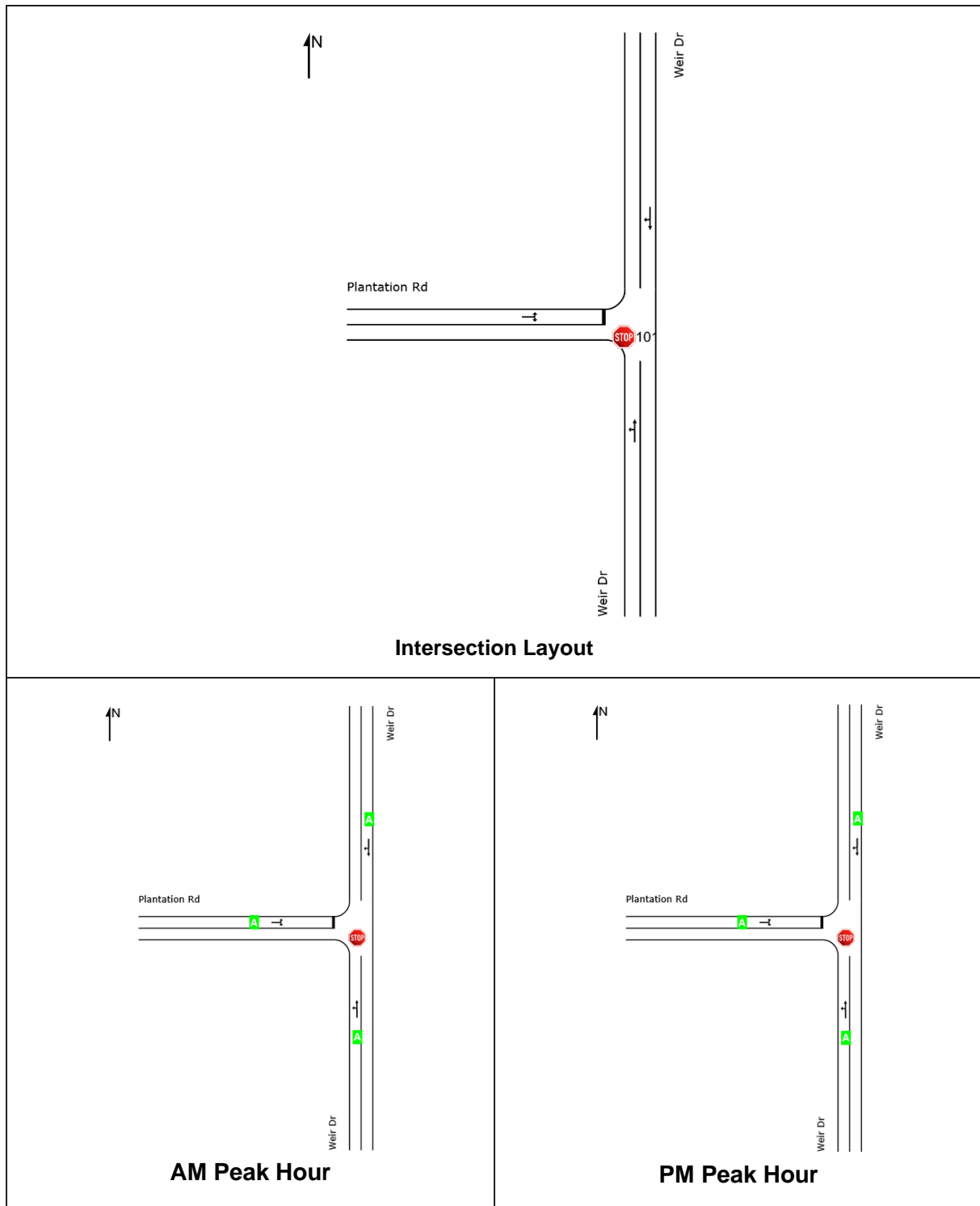


Table 5: Design Year with Approved Development Generated Traffic – Weir Dr / Plantation Rd

From the SIDRA results, it is evident that this intersection will operate at good levels of service during the peak hours. The average delays will be 0.5 seconds and 0.3 seconds during the AM and PM peak hours respectively. The maximum queue lengths will be 0.1 metres and 0.3 metres during the AM and PM peak hours which are considered minimal during peak hour traffic.

4.6 Existing Pedestrian and Public Transport Activity

During the site visit it was observed that there is pedestrian activity along Hilton College Avenue, Monzali Drive and Elizabeth Drive. This can be associated with bus and minibus taxi activity along Hilton College Avenue, the hospital workers and the domestic workers along Monzali Drive and Elizabeth Drive. There is minor pedestrian activity along Weir Drive and these are either domestic workers walking to and from Hilton College Avenue, construction workers or recreational walkers. It must be noted that there are no sidewalks on any of the roads other than the western section of Monzali Drive to cater for pedestrians.

Hilton College Avenue is a public transport route with buses and minibus taxis travelling along the road dropping off and picking up passengers along its length. The percentage of public transport vehicles in Elizabeth Drive and in Weir Drive are negligible.

4.7 The Development Proposal

Zutari (Pty) Ltd have been appointed by Mt Verde (Pty) Ltd to prepare a Traffic Impact Assessment for the residential component of the Mount Verde development on a site described as Portions 1,3,4,5,7, and 8 of erf 2054 Hilton, uMngeni Municipality. The residential component of this development will consist of 295 single dwelling units and 491 high density units. The existing formal access-controlled driveway off the end of Weir Drive will be used for access to this development. This driveway is located at the southwestern corner of the site.

4.8 Trip Generation Rates & Calculations

Based on the intention to develop this site for residential dwellings as described above, the weekday AM and PM peak hour trip generation rates as contained in the TMH 17 South African Trip Data Manual have been used to calculate the maximum potential traffic that could be generated by the proposed residential component of this development once fully developed and occupied. The manual gives the following peak hour trip generation rates and directional splits for the following land uses:

Single Dwelling Units

- ▶ AM Peak hour = 1,0 veh/h two-way per residential unit for the AM peak commuter hour with a 25: 75 directional split
- ▶ Weekday PM Peak hour = 1,0 veh/h two-way per residential unit for the PM peak hour with a 70: 30 directional split

Multi-Level Townhouses

- ▶ AM Peak hour = 0,75 veh/h two-way per residential unit for the AM peak commuter hour with a 25: 75 directional split
- ▶ Weekday PM Peak hour = 0,75 veh/h two-way per residential unit for the PM peak hour with a 70: 30 directional split

Townhouses

- ▶ AM Peak hour = 0,85 veh/h two-way per residential unit for the AM peak commuter hour with a 25: 75 directional split
- ▶ Weekday PM Peak hour = 0,85 veh/h two-way per residential unit for the PM peak hour with a 70: 30 directional split

Based on the above trip generation rates, directional splits, the maximum potential trip generation the proposed residential component of the Mount Verde development, for the weekday AM and PM peak hours is calculated in Table 7 below:

Land use	Peak Hour	Total Two-Way Trips	AM PEAK HOUR		PM PEAK HOUR	
			IN	OUT	IN	OUT
Single Dwelling Units	AM: 1.0 trip / unit	295	74	221	207	89
	PM: 1.0 trip / unit	295				
Multi-Level Townhouses	AM: 0.75 trips / unit	185	46	138	129	55
	AM: 0.75 trips / unit	185				
Townhouses	AM: 0.85 trips / unit	208	52	156	146	62
	AM: 0.85 trips / unit	208				
TOTAL TRIPS			172	516	481	206

Table 6: Maximum Potential Trip Generation – Mount Verde Development

4.8.1 Trip Reduction Factors

According to the Coto TMH 17 South African Trip Data Manual allows trip generation discounts for the following land uses based on the Mount Verde Mixed-Use Development:

- ▶ Single Dwelling Units 10%
- ▶ Townhouses 15%
- ▶ Multi-Level Townhouses 15%

Based on the above, the discounted trip generation for the proposed development is calculated in Table 8 below:

Land use	Peak Hour	Total Two-Way Trips	AM PEAK HOUR		PM PEAK HOUR	
			IN	OUT	IN	OUT
Single Dwelling Units	AM: 1.0 trip / unit	266	67	199	186	80
	PM: 1.0 trip / unit	266				
Multi-Level Townhouses	AM: 0.75 trips / unit	157	39	118	110	47
	AM: 0.75 trips / unit	157				
Townhouses	AM: 0.85 trips / unit	177	44	133	124	53
	AM: 0.85 trips / unit	177				
TOTAL TRIPS			150	450	420	180

Table 7: Discounted Trip Generation – Mount Verde Development

It is to be noted that in traffic generation terms these peak hour traffic volumes are not considered to be high especially as they are very cyclical in terms of predominantly outbound during the AM peak hour and predominantly inbound during the PM peak hour.

5 Trip Distribution and Traffic Assignment

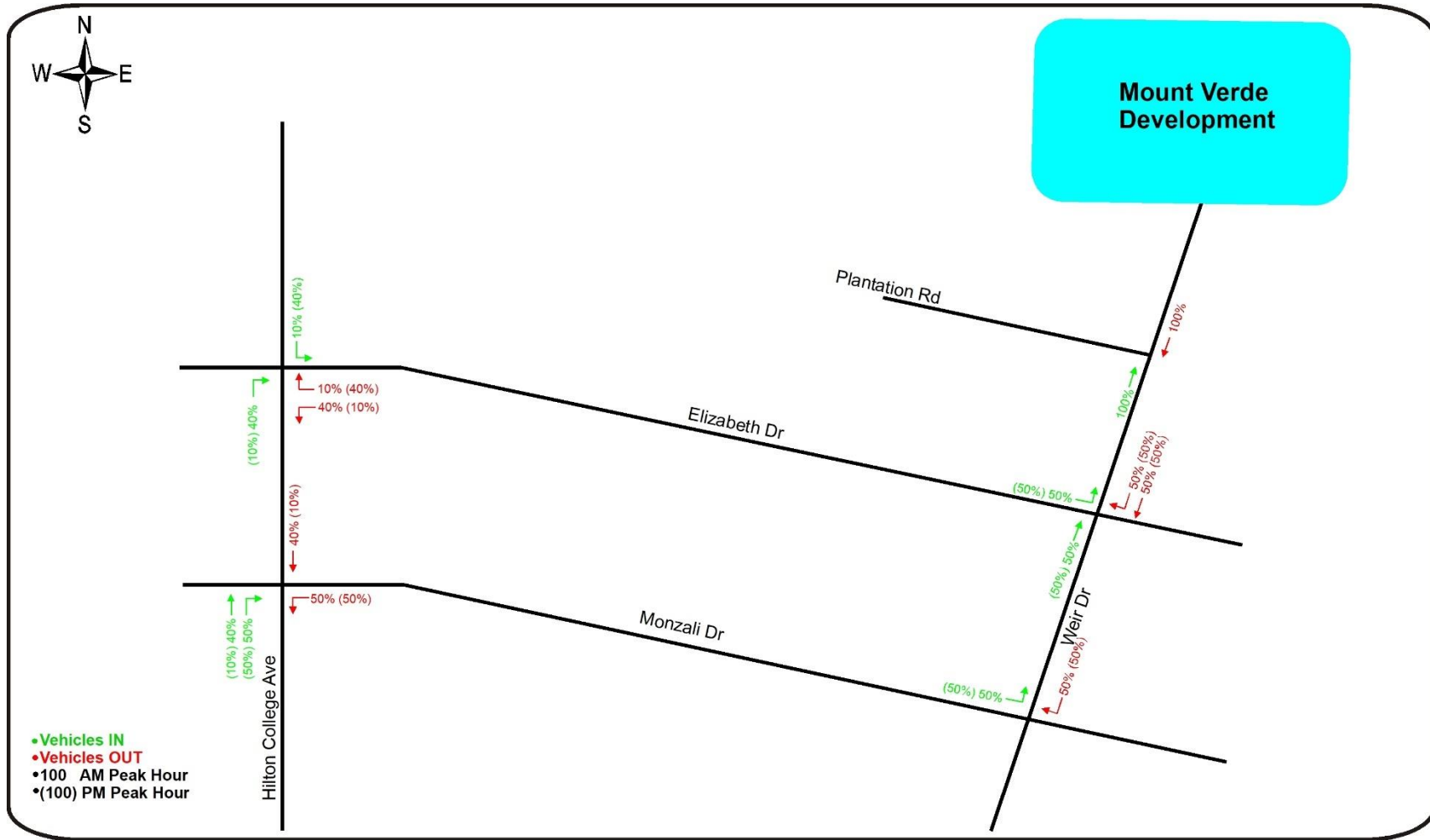
5.1 Trip Distribution

The distribution of the traffic generated by the proposed residential development is expected to be in similar ratios to the distribution of the existing Weekday AM and PM peak hour traffic travelling along Hilton College Avenue, Elizabeth Drive, Weir Drive and Monzali Drive and through their intersections. This distribution is also deemed to reflect the location of surrounding businesses, schools and employment nodes for the residential dwelling units.

With the opening of The Avenues Centre, the trip distribution in the study area has changed slightly. The trip distribution as contained in this report considers the residents who would stop at the shopping centre before heading home during the PM peak hour. Based on this distribution pattern, the weekday AM and PM peak hour traffic generated by the proposed residential component of the Mount Verde development has been assigned onto the surrounding road network as shown in Figure 8 below.

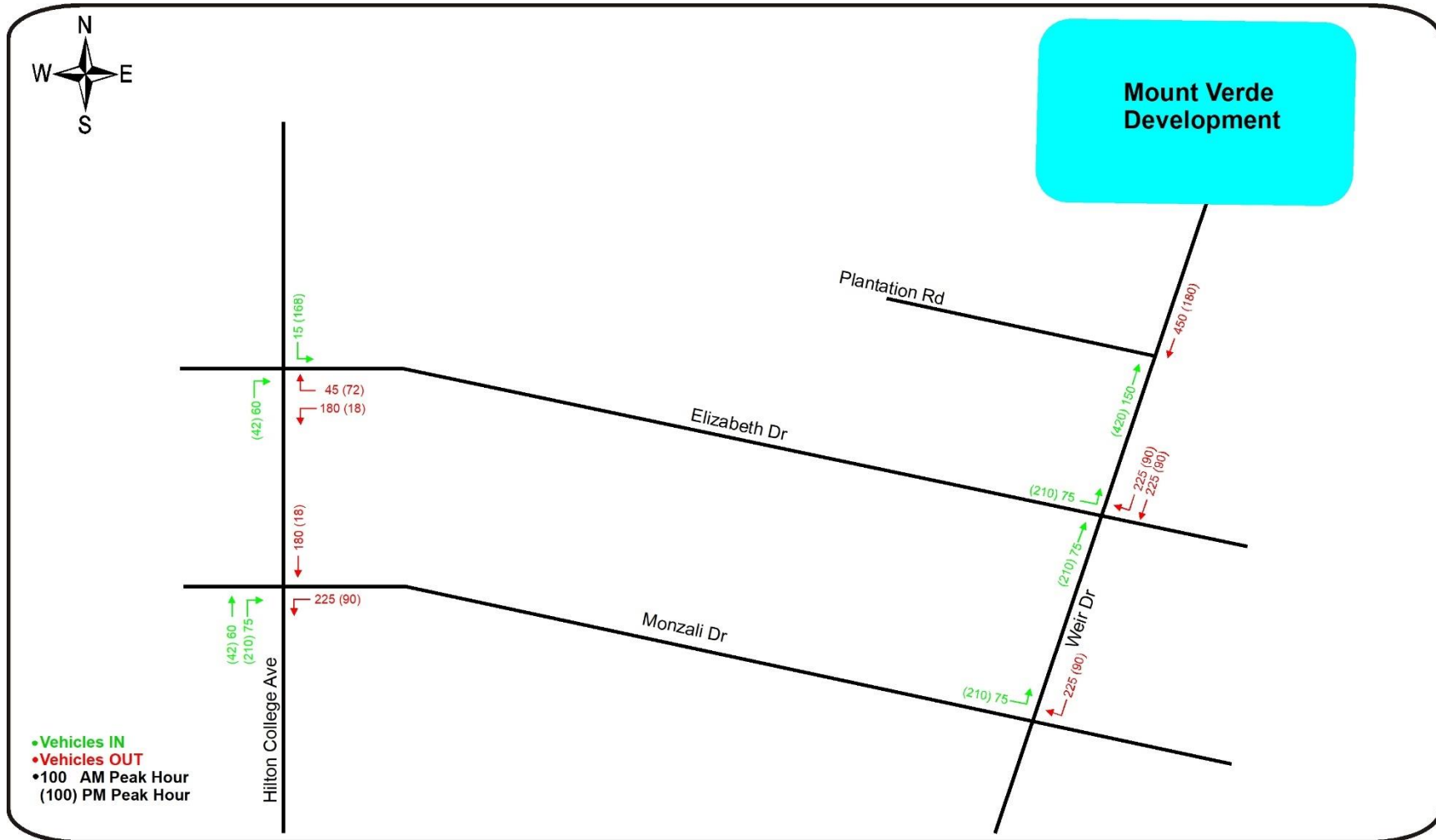
5.2 Trip Assignment

Based on the preceding distribution pattern, the maximum potential AM and PM peak hour traffic expected to be generated by the proposed residential component of the Mount Verde development has been assigned to the access of the proposed development as shown in Figure 9 below.



ZUTARI	TRIP DISTRIBUTION - MOUNT VERDE RESIDENTIAL	PROJECT: 1001894
	MOUNT VERDE RESIDENTIAL ON PORTIONS 1 TO 5 OF THE FARM MT VERDE NO. 18081	DATE: July 2023
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Figure 8: Trip Distribution – Mount Verde Residential

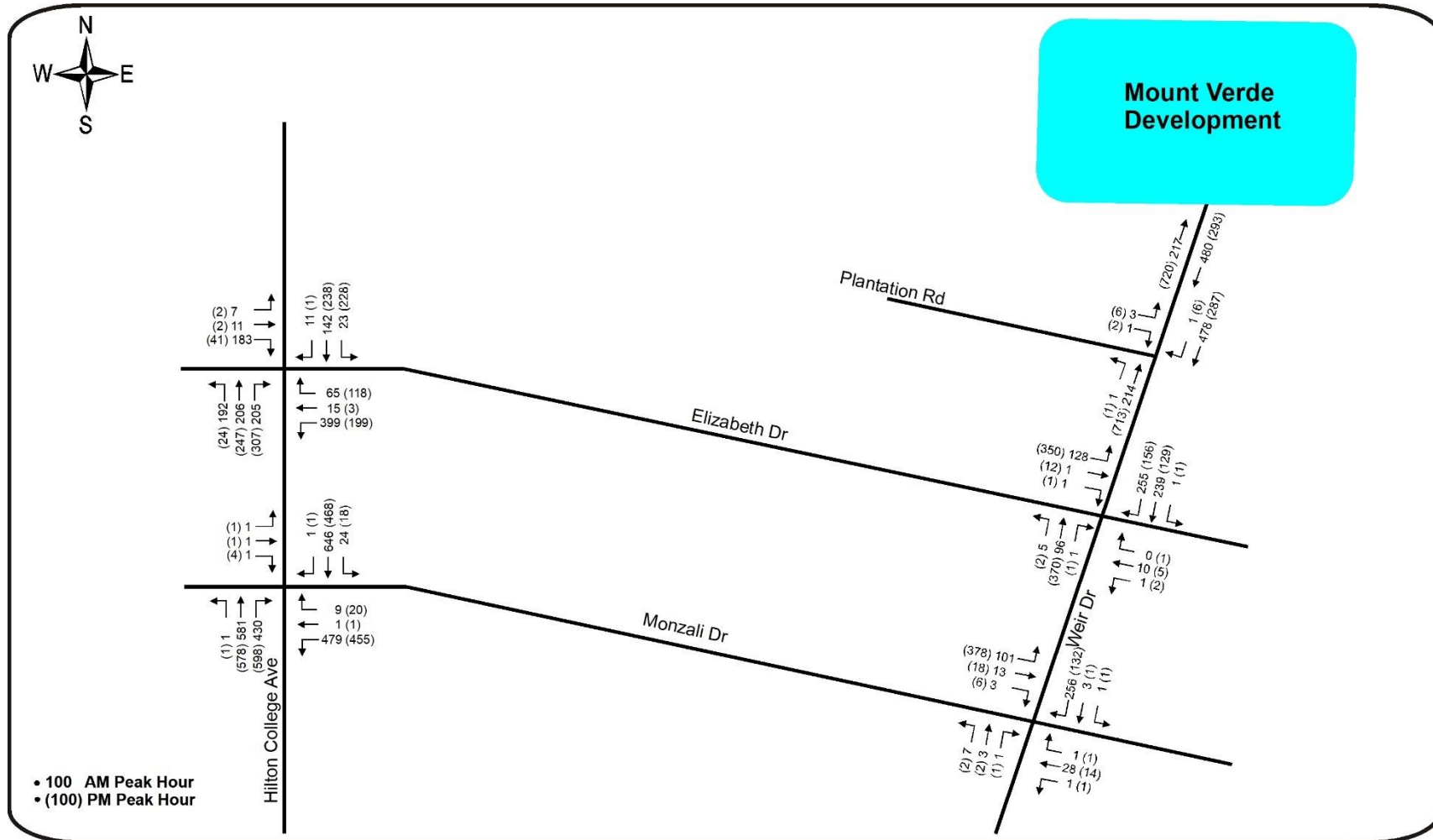


ZUTARI	TRIP GENERATION - MOUNT VERDE RESIDENTIAL	PROJECT: 1001894
	MOUNT VERDE RESIDENTIAL ON PORTIONS 1 TO 5 OF THE FARM MT VERDE NO. 18081	DATE: July 2023
	ZUTARI (PTY) LTD	SCALE: Not to Scale

Figure 9: Trip Generation - Mount Verde Residential

6 Traffic Impact Assessment

The following traffic impact assessment has been based on the 2028 Design Year weekday AM and PM peak hour traffic volumes shown in Figure 6 plus the discounted potential peak hour traffic expected to be generated by the proposed development shown in Figure 9. These combined traffic volumes are shown in Figure 10 below. The results of these SIDRA analyses are contained in Appendix C.



ZUTARI	DESIGN YEAR 2028 PLUS DEVELOPMENT GENERATED AM AND PM PEAK HOUR VOLUMES	PROJECT: 1001894
	MOUNT VERDE RESIDENTIAL ON PORTIONS 1 TO 5 OF THE FARM MT VERDE NO. 18081	DATE: July 2023
	ZUTARI (PTY) LTD	SCALE: Not to Scale

Figure 10: 2028 Design Year Peak Hour Volumes with Development Generated Volumes

6.2 Hilton College Avenue / Elizabeth Drive Intersection

The intersection configuration and Levels of Service (LOS) for the analysis of the forecast 2028 Design Year including the development generated traffic are shown in Table 9 below:

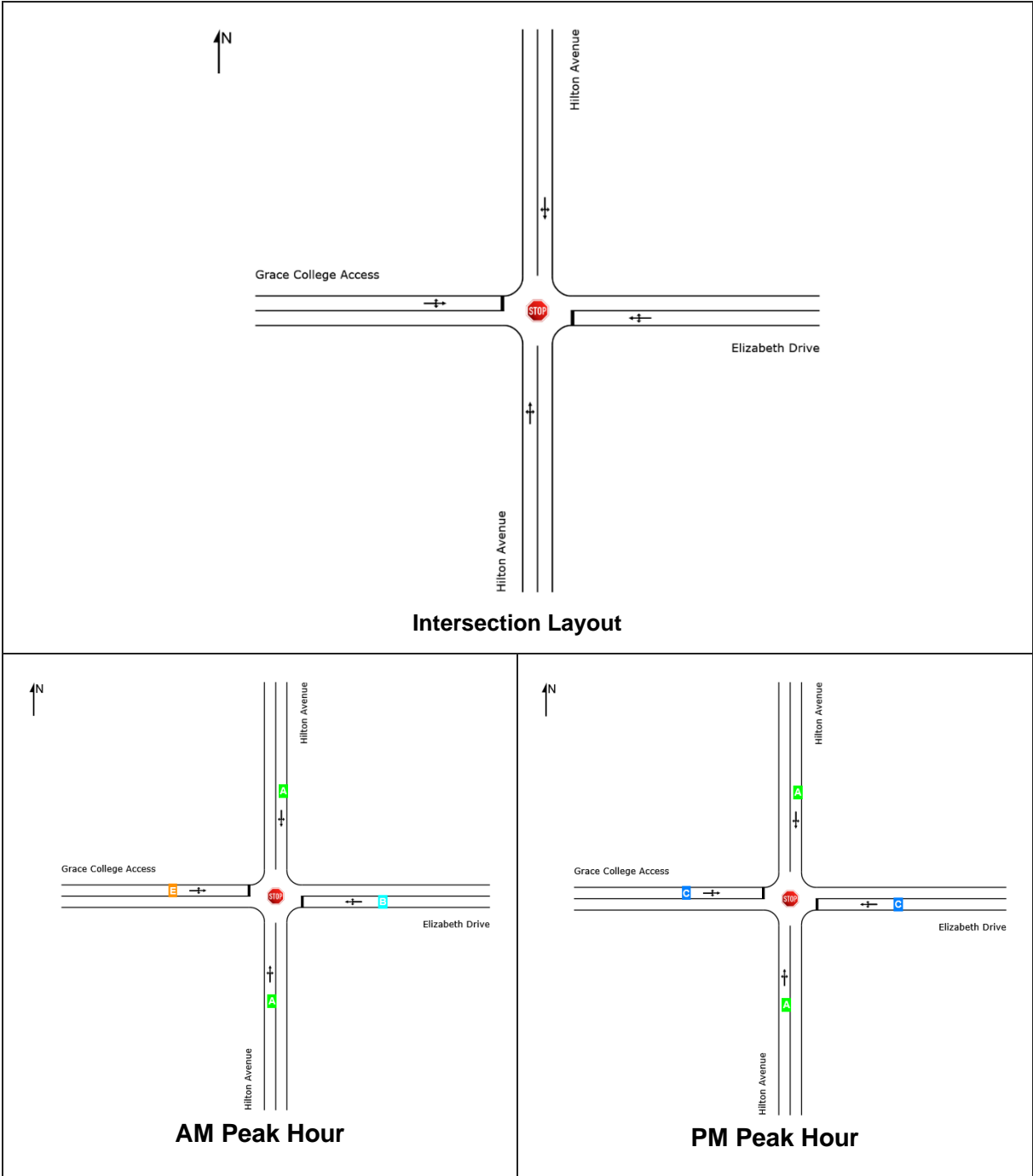


Table 9: Design Year with Approved Development Generated Traffic – Hilton College Ave / Elizabeth Dr

From the SIDRA results, it is evident that this intersection will continue to operate at acceptable levels of service during the PM peak hour but will experience congestion during the AM peak hour however this is considered acceptable during peak hour traffic. The average delays will be 11.0 seconds and 8.0 seconds during the AM and PM peak hours respectively. The maximum queue lengths will be 36.1 metres and 28.6 metres during the AM and PM peak hours which are considered acceptable during peak hour traffic. No improvements will be required at this intersection to accommodate the traffic generated by the residential component of this development.

6.3 Elizabeth Drive / Weir Drive Intersection

The intersection configuration and Levels of Service (LOS) for the analysis of the forecast 2028 Design Year including the development generated traffic are shown in Table 10 below:

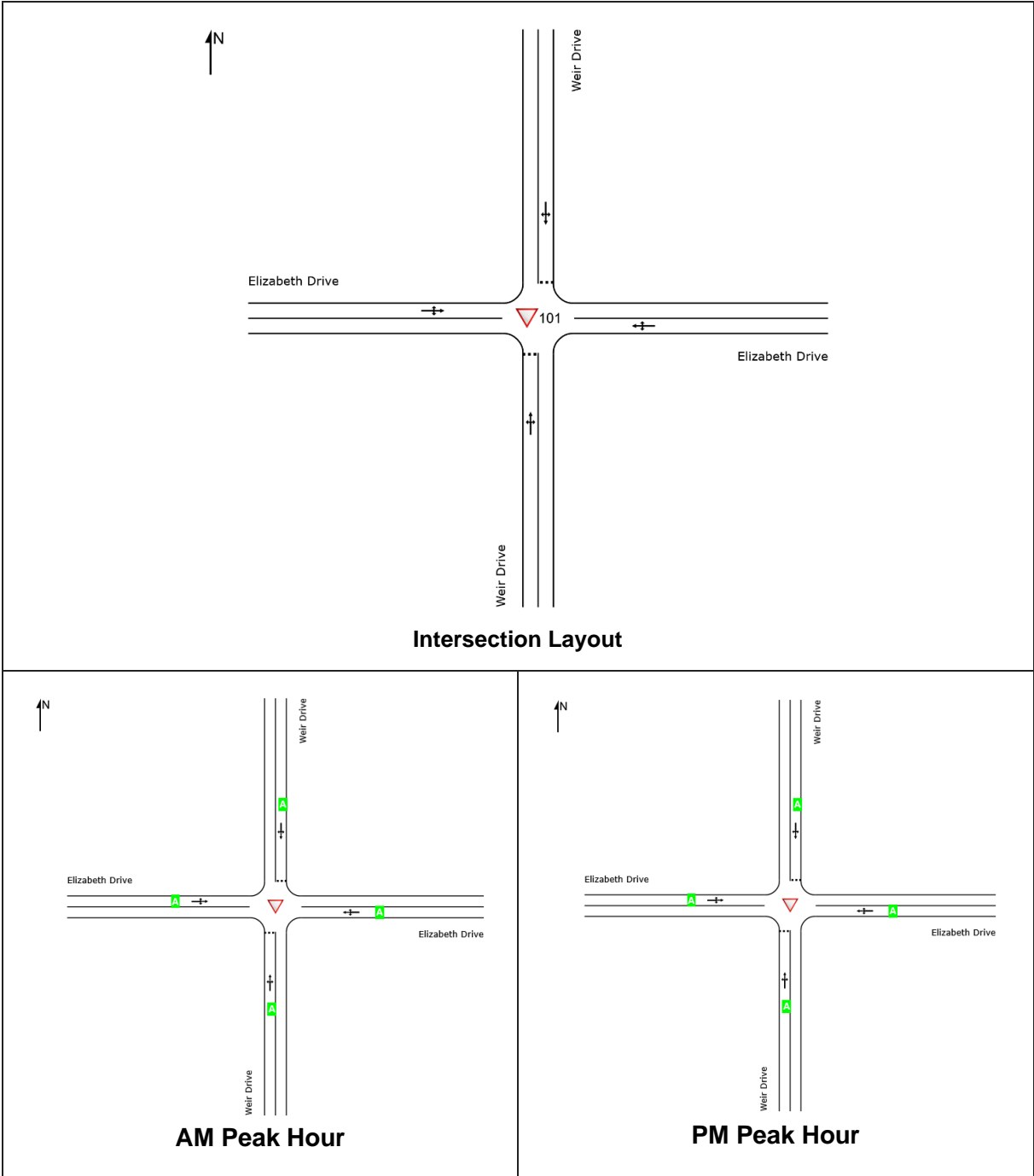


Table 10: Design Year with Approved Development Generated Traffic –Elizabeth Dr / Weir Dr

From the SIDRA results, it is evident that this intersection will continue to operate at good levels of service during the peak hours. The average delays will be 5.5 seconds and 6.8 seconds during the AM and PM peak hours respectively. The maximum queue lengths will be 17.2 metres and 15.8 metres during the AM and PM peak hours which are considered acceptable during peak hour traffic. No improvements will be required at this intersection to accommodate the traffic generated by the residential component of this development.

6.4 Monzali Drive / Weir Drive Intersection

The intersection configuration and Levels of Service (LOS) for the analysis of the forecast 2028 Design Year including the development generated traffic are shown in Table 11 below:

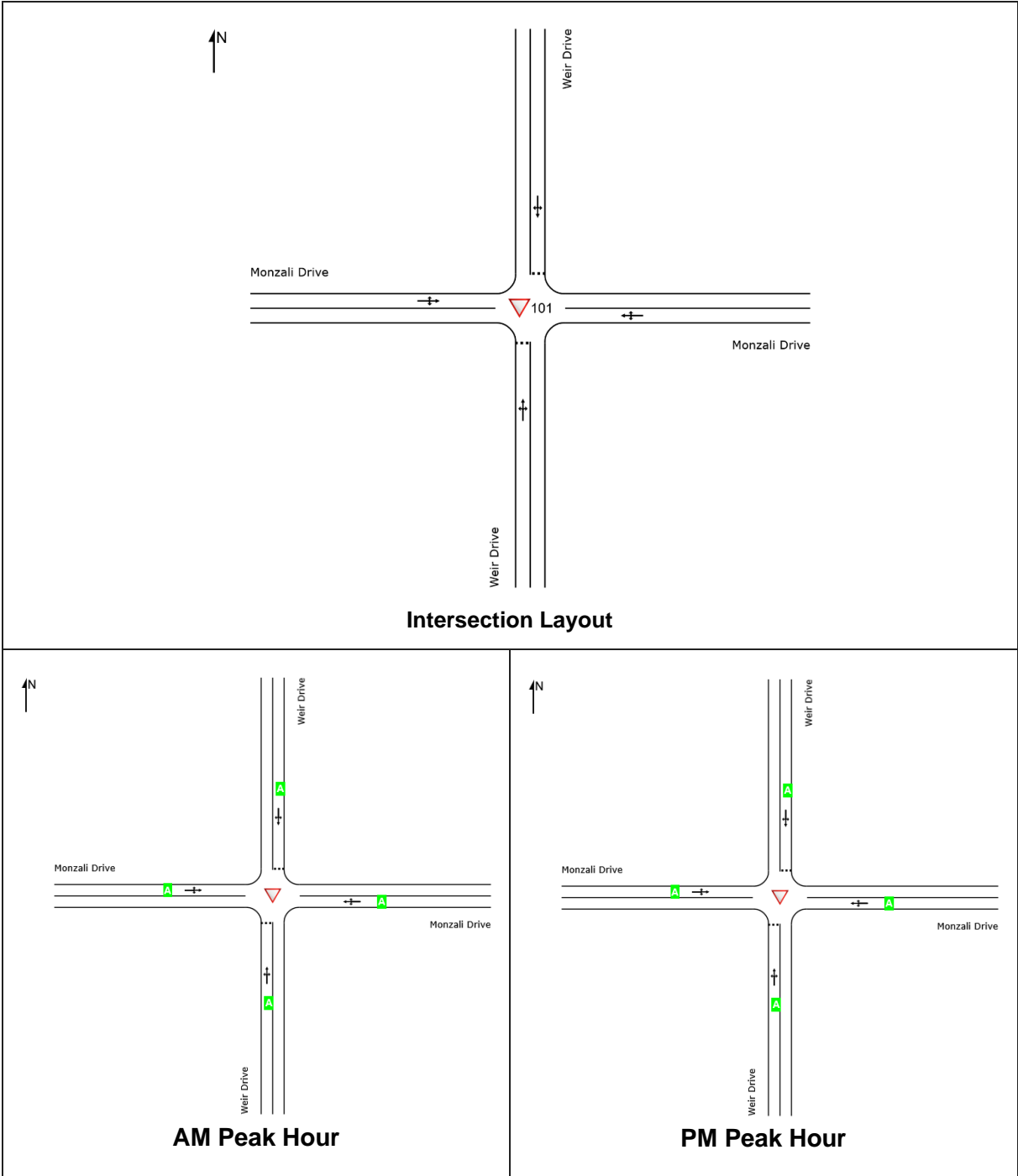


Table 11: Design Year with Approved Development Generated Traffic –Monzali Dr / Weir Dr

From the SIDRA results, it is evident that this intersection will continue to operate at good levels of service during the peak hours. The average delays will be 5.3 seconds and 5.5 seconds during the AM and PM peak hours respectively. The maximum queue lengths will be 7.2 metres and 3.8 metres during the AM and PM peak hours which are considered minimal during peak hour traffic. No improvements will be required at this intersection to accommodate the traffic generated by the residential component of this development.

6.5 Weir Drive / Plantation Road Intersection

The intersection configuration and Levels of Service (LOS) for the analysis of the forecast 2028 Design Year including the development generated traffic are shown in Table 12 below:

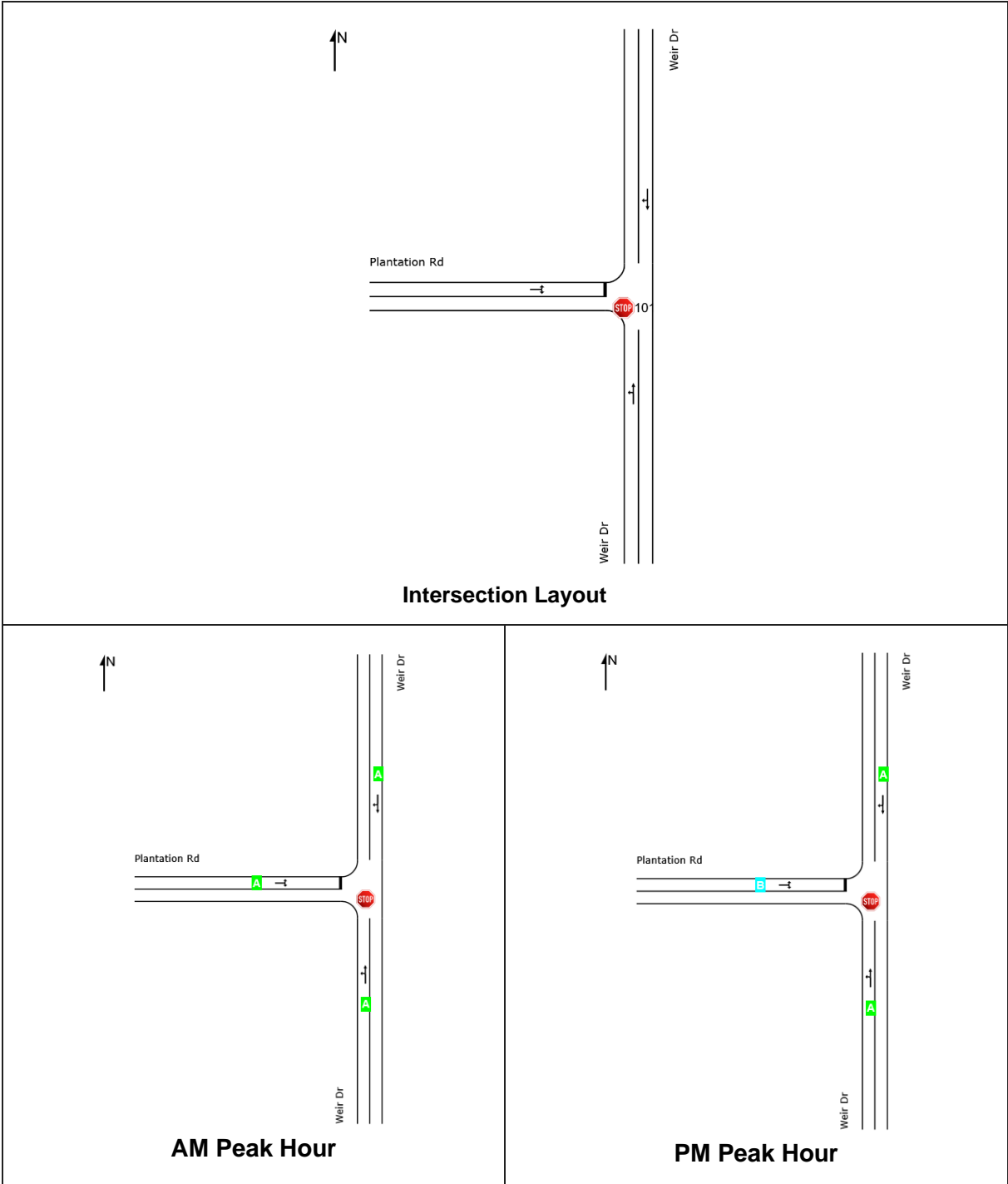


Table 12: Design Year with Approved Development Generated Traffic – Weir Dr / Plantation Rd

From the SIDRA results, it is evident that this intersection will continue to operate at good levels of service during the peak hours. The average delays will be 0.1 seconds and 0.3 seconds during the AM and PM peak hours respectively. The maximum queue lengths will be 0.1 metres and 0.7 metres during the AM and PM peak hours which are considered negligible during peak hour traffic. No improvements will be required at this intersection to accommodate the traffic generated by the residential component of this development.

7 Road Widths, Road Surface Conditions and Congestion

Whilst these elements generally do not form part of a traditional Traffic Impact Assessment, for the sake of completeness, as it is known that the surrounding community are sensitive to these issues, they will be addressed in this traffic impact assessment report.

The above analysis showed that in traffic assessment terms the roads in the study area will not be congested and all movements at the intersections within the study area will operate at very good levels of service. Whilst the majority of the roads within the study area are generally around 6m wide, they are wide enough to accommodate two-way traffic volumes due to the cyclical nature of the traffic that travel along these roads. Predominantly outbound during the AM commuter peak period and predominantly inbound during the PM commuter peak period. Notwithstanding this, the developer has agreed to widen the Elizabeth Drive / Wier Drive intersection and the Monzali Drive / Weir Drive intersection even though these were not recommendations in this TIA. The developer will also widen some sections of Weir Drive closer to the Mt Verde gatehouse.

With the exception of one section of Weir Drive from Elizabeth Drive to Monzali Drive, which is not in very good condition due to pot holing and edge erosion, the remainder of the roads within the study area are in good condition. It is, however, the responsibility of the Mngeni Local Municipality to repair this section of Weir Drive.

8 Pedestrians, Public Transport & Road Safety

The Mount Verde development is expected to generate additional public transport passengers that will become pedestrians in all roads within the study area. This will mainly be associated with workers walking to and from work after being dropped off and before being picked up by public transport services. This increased pedestrian activity will not be to the extent that pedestrian sidewalks will now be required along these roads and there are wide grassed verges that pedestrians can make use of. Public transport activity will also increase but no additional public transport facilities will be required. As currently occurs at the Hilton Life Hospital taxis are likely to travel to the gatehouse at Mt Verde to drop off passengers and pick up passengers during these peak commuter periods. The gatehouse will be designed such that a few bays will be allocated to minibus taxis to drop-off and pick up passengers. From the gatehouse these pedestrians will be collected by their employers and taken to their place of work within Mt Verde.

No adverse road safety conditions are expected to occur due to the increase in traffic, pedestrians and public transport generated by the proposed development.

9 Conclusions

The following conclusions can be drawn, and recommendations made from the above traffic impact assessment of the proposed residential component of the Mount Verde development on a site described as Portions 1,3,4,5,7, and 8 of erf 2054 Hilton, uMngeni Municipality:

- ▶ The proposed development is located in the northern area of the town of Hilton that is situated in the Umngeni Municipality north-west of Pietermaritzburg.
- ▶ The residential component of this development will consist of 295 single dwelling units and 491 high density units.

- ▶ There are a few developments with latent rights that have been included in the Traffic Impact Assessment for the proposed residential component of the Mount Verde development as listed below:
 - There are approved plans to extend the Hilton Private Hospital and Hilton Health Medical Centre
 - A Site Traffic Assessment for the Mount Verde Village Centre which was undertaken by Zutari in August 2022
 - A Traffic Impact Assessment for the relocation of the Royal Showgrounds from Howick Road in Pietermaritzburg to the Mount Verde Estate
- ▶ In the 2028 Design Scenario without the addition of the residential component generated traffic but with the addition of the abovementioned approved developments' generated traffic, the surrounding road network operates at acceptable levels of service during the AM and PM peak hours and no upgrades are required.
- ▶ The road safety conditions on all the roads in the vicinity of the site are acceptable for the function of the road and environment through which they pass. There are no known adverse road safety conditions in any of the other roads that have been assessment as part of this TIA.
- ▶ The COTO Manual for Traffic Impact Assessments and Site Traffic Assessments gives the following peak hour trip generation rates and directional splits for the proposed uses at the proposed residential development.

Single Dwelling Units:

- Weekday AM Peak Hour – 1.0 veh/h two-way per room with an 25:75 directional split
- Weekday PM Peak Hour – 1.0 veh/h two-way per room with a 70:30 directional split

Multi-Level Townhouses

- AM Peak hour = 0,75 veh/h two-way per residential unit for the AM peak commuter hour with a 25: 75 directional split
- Weekday PM Peak hour = 0,75 veh/h two-way per residential unit for the PM peak hour with a 70: 30 directional split

Townhouses

- AM Peak hour = 0,85 veh/h two-way per residential unit for the AM peak commuter hour with a 25: 75 directional split
- Weekday PM Peak hour = 0,85 veh/h two-way per residential unit for the PM peak hour with a 70: 30 directional split
- ▶ According to the Coto TMH 17 South African Trip Data Manual allows trip generation discounts for the following land uses based on the Mount Verde Mixed Use Development:

- Single Dwelling Units 10%
 - Townhouses 15%
 - Multi-Level Townhouses 15%
- ▶ Based on the above trip generation rates and discounts, the proposed development a total of 600 veh/h two-way trips are expected during the AM and PM peak hours.
- ▶ The distribution of the traffic generated by the proposed development is deemed to reflect the location of surrounding residential developments for the shopping centre and offices, and the surrounding employment opportunities for the residents.
- ▶ The design year analysis plus development generated traffic volumes indicate the surrounding road network will continue to provide adequate capacity during peak hours. No upgrades are required to accommodate the traffic generated by this proposed residential development.
- ▶ This proposed residential development is expected to generate additional public transport passengers that will become pedestrians on all roads within the study area. This will mainly be associated with domestic workers walking to and from work after being dropped off and before being picked up by public transport services. This increased pedestrian activity will not be to the extent that pedestrian sidewalks will now be required along these roads. Public transport activity will also increase but no additional public transport facilities will be required.

The proposed residential component of the Mount Verde Estate on a site described as Portions 1,3,4,5,7,and 8 of erf 2054 Hilton, uMngeni Municipality can therefore be supported from a traffic and transportation perspective.

Appendices

Appendix A: Site Development Plan

Appendix B: Traffic Counts

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF HILTON COLLEGE ROAD AND MONZALI DRIVE
DATE:	12 HOUR COUNT ON THURSDAY 27 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	NORTH HILTON COLLEGE ROAD															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	1	0	0	0	1	13	2	0	1	16	0	0	0	0	0	17
06:15 - 06:30	0	0	0	0	0	36	3	0	0	39	0	0	0	0	0	39
06:30 - 06:45	2	0	0	0	2	78	1	0	0	79	0	0	0	0	0	81
06:45 - 07:00	1	0	0	0	1	79	1	0	0	80	0	0	0	0	0	81
07:00 - 07:15	8	0	0	0	8	129	6	0	1	136	0	0	0	0	0	144
07:15 - 07:30	4	0	0	0	4	137	5	0	0	142	0	0	0	0	0	146
07:30 - 07:45	3	0	0	0	3	76	3	0	0	79	0	0	0	0	0	82
07:45 - 08:00	2	0	0	0	2	61	3	0	0	64	0	0	0	0	0	66
08:00 - 08:15	3	0	0	0	3	45	2	2	1	50	1	0	0	0	1	54
08:15 - 08:30	2	0	0	0	2	59	1	2	0	62	0	0	0	0	0	64
08:30 - 08:45	1	0	0	0	1	30	0	1	0	31	0	0	0	0	0	32
08:45 - 09:00	0	0	0	0	0	48	0	1	0	49	0	0	0	0	0	49
09:00 - 09:15	2	0	0	0	2	39	0	1	0	40	0	0	0	0	0	42
09:15 - 09:30	1	0	0	0	1	41	1	2	0	44	0	0	0	0	0	45
09:30 - 09:45	2	0	0	0	2	40	1	1	1	43	0	0	0	0	0	45
09:45 - 10:00	3	0	0	0	3	18	1	3	0	22	0	0	0	0	0	25
10:00 - 10:15	2	0	0	0	2	55	0	3	0	58	0	0	0	0	0	60
10:15 - 10:30	2	0	0	0	2	43	1	1	0	45	1	0	0	0	1	48
10:30 - 10:45	1	0	1	0	2	59	0	2	0	61	0	0	0	0	0	63
10:45 - 11:00	1	0	0	0	1	59	0	4	1	64	0	0	0	0	0	65
11:00 - 11:15	4	0	1	0	5	76	3	3	1	83	0	0	0	0	0	88
11:15 - 11:30	1	0	0	0	1	38	0	1	0	39	1	0	0	0	1	41
11:30 - 11:45	2	0	0	0	2	30	0	2	0	32	0	0	0	0	0	34
11:45 - 12:00	2	0	0	0	2	11	0	2	0	13	0	0	0	0	0	15
12:00 - 12:15	2	0	0	0	2	50	0	2	0	52	0	0	0	0	0	54
12:15 - 12:30	2	0	0	0	2	44	0	1	0	45	0	0	0	0	0	47
12:30 - 12:45	1	0	0	0	1	47	1	0	0	48	0	0	0	0	0	49
12:45 - 13:00	5	0	0	0	5	46	0	3	0	49	0	0	0	0	0	54
13:00 - 13:15	0	0	0	0	0	58	0	2	0	60	0	0	0	0	0	60
13:15 - 13:30	1	0	0	0	1	30	1	0	0	31	0	0	0	0	0	32
13:30 - 13:45	4	0	0	0	4	47	1	0	0	48	0	0	0	0	0	52
13:45 - 14:00	1	0	0	0	1	53	1	2	0	56	0	0	0	0	0	57
14:00 - 14:15	1	0	0	0	1	84	2	0	0	86	0	0	0	0	0	87
14:15 - 14:30	5	0	0	0	5	84	1	3	0	88	0	0	0	0	0	93
14:30 - 14:45	5	0	0	0	5	71	0	1	0	72	0	0	0	0	0	77
14:45 - 15:00	3	0	0	0	3	58	0	1	0	59	0	0	0	0	0	62
15:00 - 15:15	2	0	0	0	2	59	0	0	0	59	0	0	0	0	0	61
15:15 - 15:30	5	0	0	0	5	76	1	0	0	77	0	0	0	0	0	82
15:30 - 15:45	2	0	0	0	2	101	0	3	0	104	0	0	0	0	0	106
15:45 - 16:00	5	0	0	0	5	78	1	0	1	80	0	0	0	0	0	85
16:00 - 16:15	3	0	0	0	3	118	3	3	1	125	0	0	0	0	0	128
16:15 - 16:30	5	0	0	0	5	111	1	2	1	115	0	0	0	0	0	120
16:30 - 16:45	3	0	0	0	3	88	0	2	1	91	0	0	0	0	0	94
16:45 - 17:00	1	0	0	0	1	77	1	1	0	79	0	0	0	0	0	80
17:00 - 17:15	1	0	0	0	1	38	1	1	0	40	0	0	0	0	0	41
17:15 - 17:30	1	0	0	0	1	54	1	1	0	56	0	0	0	0	0	57
17:30 - 17:45	0	0	0	0	0	40	0	0	0	40	0	0	0	0	0	40
17:45 - 18:00	2	0	0	0	2	47	0	0	1	48	0	0	0	0	0	50
TOTAL	110	0	2	0	112	2859	50	59	11	2979	3	0	0	0	3	3094

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF HILTON COLLEGE ROAD AND MONZALI DRIVE
DATE:	12 HOUR COUNT ON THURSDAY 27 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	SOUTH HILTON COLLEGE ROAD															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	0	0	0	0	0	11	2	1	2	16	14	3	0	0	17	33
06:15 - 06:30	0	0	0	0	0	18	1	1	1	21	25	3	0	0	28	49
06:30 - 06:45	0	0	0	0	0	39	3	2	2	46	27	5	0	0	32	78
06:45 - 07:00	0	0	0	0	0	79	5	2	0	86	38	14	0	0	52	138
07:00 - 07:15	0	0	0	0	0	171	4	3	1	179	41	11	0	0	52	231
07:15 - 07:30	0	0	0	0	0	122	4	2	0	128	44	10	1	0	55	183
07:30 - 07:45	0	0	0	0	0	89	2	2	1	94	44	5	0	0	49	143
07:45 - 08:00	0	0	0	0	0	62	1	1	0	64	49	1	0	0	50	114
08:00 - 08:15	0	0	0	0	0	85	3	1	0	89	42	4	1	0	47	136
08:15 - 08:30	0	0	0	0	0	52	1	4	0	57	31	0	1	0	32	89
08:30 - 08:45	0	0	0	0	0	60	1	0	0	61	32	1	1	0	34	95
08:45 - 09:00	0	0	0	0	0	66	0	1	1	68	33	0	0	0	33	101
09:00 - 09:15	0	0	0	0	0	60	2	2	0	64	52	1	0	0	53	117
09:15 - 09:30	0	0	0	0	0	57	0	5	1	63	28	0	0	0	28	91
09:30 - 09:45	0	0	0	0	0	61	1	3	0	65	32	0	0	0	32	97
09:45 - 10:00	0	0	0	0	0	38	1	5	0	44	25	0	0	0	25	69
10:00 - 10:15	0	0	0	0	0	58	0	2	0	60	34	0	0	0	34	94
10:15 - 10:30	0	0	0	0	0	56	0	3	0	59	36	1	0	0	37	96
10:30 - 10:45	0	0	0	0	0	48	0	2	0	50	38	0	2	0	40	90
10:45 - 11:00	2	0	0	0	2	47	0	3	0	50	31	1	0	0	32	84
11:00 - 11:15	0	0	0	0	0	40	1	2	0	43	32	0	0	0	32	75
11:15 - 11:30	0	0	0	0	0	51	0	3	0	54	31	0	1	0	32	86
11:30 - 11:45	0	0	0	0	0	53	0	1	0	54	29	0	3	0	32	86
11:45 - 12:00	0	0	1	0	1	69	0	1	0	70	29	2	0	0	31	102
12:00 - 12:15	0	0	0	0	0	60	1	0	0	61	24	1	0	0	25	86
12:15 - 12:30	0	0	0	0	0	82	1	2	0	85	27	0	1	0	28	113
12:30 - 12:45	0	0	0	0	0	68	0	1	0	69	29	1	0	0	30	99
12:45 - 13:00	1	0	0	0	1	69	0	1	0	70	30	1	0	0	31	102
13:00 - 13:15	0	0	0	0	0	67	1	1	1	70	21	0	1	0	22	92
13:15 - 13:30	0	0	0	0	0	52	0	2	0	54	24	0	0	0	24	78
13:30 - 13:45	0	0	0	0	0	73	1	2	0	76	30	3	0	0	33	109
13:45 - 14:00	0	0	1	0	1	76	1	2	0	79	31	0	1	0	32	112
14:00 - 14:15	0	0	0	0	0	74	0	0	0	74	34	1	3	0	38	112
14:15 - 14:30	0	0	0	0	0	107	0	1	0	108	21	1	1	0	23	131
14:30 - 14:45	0	0	0	0	0	74	0	0	0	74	27	1	0	0	28	102
14:45 - 15:00	0	0	0	0	0	86	0	2	0	88	27	2	0	0	29	117
15:00 - 15:15	0	0	0	0	0	68	0	1	0	69	29	0	0	0	29	98
15:15 - 15:30	0	0	0	0	0	77	0	3	0	80	23	0	1	0	24	104
15:30 - 15:45	0	0	0	0	0	99	3	0	0	102	33	2	2	0	37	139
15:45 - 16:00	0	0	1	0	1	121	3	2	2	128	22	2	1	0	25	154
16:00 - 16:15	0	0	0	0	0	109	0	0	0	109	32	11	0	0	43	152
16:15 - 16:30	0	0	0	0	0	95	0	1	0	96	32	2	0	0	34	130
16:30 - 16:45	0	0	0	0	0	92	0	0	0	92	33	4	0	0	37	129
16:45 - 17:00	0	0	0	0	0	93	0	2	0	95	31	1	0	0	32	127
17:00 - 17:15	0	0	0	0	0	84	0	2	0	86	32	2	0	0	34	120
17:15 - 17:30	0	0	0	0	0	92	1	0	0	93	38	3	0	0	41	134
17:30 - 17:45	0	0	0	0	0	71	1	0	0	72	15	1	0	0	16	88
17:45 - 18:00	0	0	0	0	0	69	0	0	0	69	26	1	1	0	28	97
TOTAL	3	0	3	0	6	3450	45	77	12	3584	1488	102	22	0	1612	5202

TRAFFIC SURVEY																
CLIENT:	ZUTARI															
SITE:	INTERSECTION OF HILTON COLLEGE ROAD AND MONZALI DRIVE															
DATE:	12 HOUR COUNT ON THURSDAY 27 JANUARY 2022															
UNITS:	CLASSIFIED															
APPROACH FROM NAME MOVEMENT TIME	EAST MONZALI DRIVE															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	7	1	0	0	8	0	0	0	0	0	0	0	0	0	0	8
06:15 - 06:30	13	1	0	0	14	0	0	0	0	0	0	0	1	0	1	15
06:30 - 06:45	41	0	0	0	41	0	0	0	0	0	0	0	0	0	0	41
06:45 - 07:00	50	3	0	1	54	0	0	0	0	0	2	0	0	0	2	56
07:00 - 07:15	30	4	0	0	34	0	0	0	0	0	0	0	0	0	0	34
07:15 - 07:30	19	1	0	0	20	0	0	0	0	0	2	0	0	0	2	22
07:30 - 07:45	37	2	0	0	39	0	0	0	0	0	1	0	0	0	1	40
07:45 - 08:00	39	1	0	0	40	0	0	0	0	0	0	0	0	0	0	40
08:00 - 08:15	39	2	0	0	41	0	0	0	0	0	1	0	0	0	1	42
08:15 - 08:30	31	0	0	0	31	0	0	0	0	0	2	0	0	0	2	33
08:30 - 08:45	19	1	0	0	20	0	0	0	0	0	2	0	0	0	2	22
08:45 - 09:00	24	0	0	0	24	0	0	0	0	0	2	0	0	0	2	26
09:00 - 09:15	23	0	0	0	23	0	0	0	0	0	1	0	0	0	1	24
09:15 - 09:30	15	0	0	0	15	0	0	0	0	0	1	0	0	0	1	16
09:30 - 09:45	8	0	0	0	8	0	0	0	0	0	3	1	0	0	4	12
09:45 - 10:00	13	0	0	0	13	0	0	0	0	0	2	0	0	0	2	15
10:00 - 10:15	25	0	0	0	25	0	0	0	0	0	1	0	0	0	1	26
10:15 - 10:30	22	0	0	0	22	0	0	0	0	0	3	0	0	0	3	25
10:30 - 10:45	22	0	0	0	22	0	0	0	0	0	1	0	0	0	1	23
10:45 - 11:00	19	0	0	0	19	0	0	0	0	0	1	0	0	0	1	20
11:00 - 11:15	24	0	0	0	24	0	0	0	0	0	4	0	0	0	4	28
11:15 - 11:30	23	0	0	0	23	0	0	0	0	0	1	0	0	0	1	24
11:30 - 11:45	39	0	1	0	40	0	0	0	0	0	1	0	0	0	1	41
11:45 - 12:00	27	1	0	0	28	0	0	0	0	0	0	0	0	0	0	28
12:00 - 12:15	36	1	0	0	37	0	0	0	0	0	6	1	0	0	7	44
12:15 - 12:30	36	1	0	0	37	0	0	0	0	0	3	0	0	0	3	40
12:30 - 12:45	28	0	2	0	30	0	0	0	0	0	3	0	1	0	4	34
12:45 - 13:00	30	2	0	0	32	0	0	0	0	0	1	0	0	0	1	33
13:00 - 13:15	49	0	0	0	49	0	0	0	0	0	4	0	0	0	4	53
13:15 - 13:30	26	0	1	0	27	0	0	0	0	0	0	0	0	0	0	27
13:30 - 13:45	33	1	1	0	35	0	0	0	0	0	3	0	0	0	3	38
13:45 - 14:00	36	1	0	0	37	0	0	0	0	0	2	0	0	0	2	39
14:00 - 14:15	35	1	2	0	38	0	0	0	0	0	5	0	0	0	5	43
14:15 - 14:30	24	0	3	0	27	0	0	0	0	0	4	0	0	0	4	31
14:30 - 14:45	34	0	1	0	35	0	0	0	0	0	5	0	0	0	5	40
14:45 - 15:00	35	2	0	0	37	0	0	0	0	0	3	0	0	0	3	40
15:00 - 15:15	33	0	0	0	33	0	0	0	0	0	3	0	0	0	3	36
15:15 - 15:30	31	0	0	0	31	0	0	0	0	0	1	0	0	0	1	32
15:30 - 15:45	20	1	0	0	21	0	0	0	0	0	2	0	0	0	2	23
15:45 - 16:00	22	4	2	0	28	0	0	0	0	0	4	0	0	0	4	32
16:00 - 16:15	82	10	0	0	92	0	0	0	0	0	3	0	1	0	4	96
16:15 - 16:30	42	1	2	0	45	0	0	0	0	0	3	0	0	0	3	48
16:30 - 16:45	28	3	1	0	32	0	0	0	0	0	6	0	0	0	6	38
16:45 - 17:00	34	1	1	0	36	0	0	0	0	0	0	0	0	0	0	36
17:00 - 17:15	38	1	0	0	39	0	0	0	0	0	2	0	1	0	3	42
17:15 - 17:30	37	1	1	0	39	0	0	0	0	0	3	0	0	0	3	42
17:30 - 17:45	21	1	0	0	22	0	0	0	0	0	1	1	0	0	2	24
17:45 - 18:00	18	0	0	0	18	0	0	0	0	0	5	1	0	0	6	24
TOTAL	1417	49	18	1	1485	0	0	0	0	0	103	4	4	0	111	1596

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF HILTON COLLEGE ROAD AND MONZALI DRIVE
DATE:	12 HOUR COUNT ON THURSDAY 27 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	WEST MONZALI DRIVE															TOTAL	
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS	
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL		
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	2
16:45 - 17:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	4	0	0	0	4	0	0	0	0	0	5	0	3	0	8	0	12

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF HILTON COLLEGE ROAD AND ELIZABETH DRIVE
DATE:	12 HOUR COUNT ON WEDNESDAY 26 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	NORTH HILTON COLLEGE ROAD															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
06:15 - 06:30	1	0	0	0	1	16	1	2	0	19	0	0	0	0	0	20
06:30 - 06:45	1	0	0	1	2	25	0	1	0	26	0	0	0	0	0	28
06:45 - 07:00	1	0	0	0	1	38	0	0	0	38	4	0	0	0	4	43
07:00 - 07:15	2	0	0	0	2	21	3	0	0	24	4	0	0	0	4	30
07:15 - 07:30	2	0	0	0	2	36	1	0	1	38	2	0	0	0	2	42
07:30 - 07:45	1	0	0	0	1	25	1	1	0	27	0	0	0	0	0	28
07:45 - 08:00	3	0	0	0	3	27	0	1	0	28	0	0	0	0	0	31
08:00 - 08:15	1	0	0	0	1	29	0	1	0	30	0	0	0	0	0	31
08:15 - 08:30	6	0	0	0	6	25	0	2	0	27	0	0	0	0	0	33
08:30 - 08:45	7	0	1	0	8	40	0	2	0	42	0	0	0	0	0	50
08:45 - 09:00	5	0	0	0	5	14	0	1	0	15	0	0	0	0	0	20
09:00 - 09:15	7	0	0	0	7	22	0	2	0	24	0	0	0	0	0	31
09:15 - 09:30	8	0	0	0	8	33	0	1	0	34	0	0	0	0	0	42
09:30 - 09:45	3	0	0	0	3	31	0	4	0	35	0	0	0	0	0	38
09:45 - 10:00	4	0	0	0	4	41	1	0	0	42	0	0	0	0	0	46
10:00 - 10:15	5	0	0	0	5	26	1	1	0	28	1	0	0	0	1	34
10:15 - 10:30	12	0	0	0	12	37	0	2	0	39	1	0	0	0	1	52
10:30 - 10:45	6	0	0	0	6	22	0	2	0	24	0	0	0	0	0	30
10:45 - 11:00	8	0	0	0	8	49	0	1	0	50	0	0	0	0	0	58
11:00 - 11:15	6	0	0	0	6	33	0	2	0	35	0	0	0	0	0	41
11:15 - 11:30	4	0	0	0	4	36	0	1	0	37	0	0	0	0	0	41
11:30 - 11:45	5	0	0	0	5	40	0	2	0	42	1	0	0	0	1	48
11:45 - 12:00	2	0	0	0	2	35	0	0	0	35	0	0	0	0	0	37
12:00 - 12:15	11	0	0	0	11	41	0	2	0	43	0	0	0	0	0	54
12:15 - 12:30	7	0	0	0	7	25	0	2	0	27	1	0	0	0	1	35
12:30 - 12:45	5	0	0	0	5	36	0	3	0	39	0	0	0	0	0	44
12:45 - 13:00	7	0	0	0	7	24	0	2	0	26	0	0	0	0	0	33
13:00 - 13:15	6	0	0	0	6	18	0	0	0	18	0	0	0	0	0	24
13:15 - 13:30	7	0	0	0	7	39	0	2	0	41	1	0	0	0	1	49
13:30 - 13:45	1	0	0	0	1	42	0	3	0	45	1	0	0	0	1	47
13:45 - 14:00	2	0	0	0	2	36	0	1	0	37	1	0	0	0	1	40
14:00 - 14:15	1	0	0	0	1	31	0	2	0	33	2	0	0	0	2	36
14:15 - 14:30	7	0	1	0	8	29	0	3	0	32	1	0	0	0	1	41
14:30 - 14:45	8	0	1	0	9	38	0	1	0	39	0	0	0	0	0	48
14:45 - 15:00	6	0	1	0	7	38	0	0	0	38	0	0	0	0	0	45
15:00 - 15:15	6	0	0	0	6	37	0	2	0	39	2	0	0	0	2	47
15:15 - 15:30	4	0	0	0	4	56	0	2	0	58	0	0	0	0	0	62
15:30 - 15:45	0	0	0	0	0	31	0	2	0	33	0	0	0	0	0	33
15:45 - 16:00	6	0	0	0	6	39	0	2	0	41	0	0	0	0	0	47
16:00 - 16:15	9	0	1	0	10	72	6	1	0	79	1	0	0	0	1	90
16:15 - 16:30	6	0	0	0	6	58	1	0	1	60	0	0	0	0	0	66
16:30 - 16:45	9	0	0	0	9	37	0	5	1	43	0	0	0	0	0	52
16:45 - 17:00	10	0	0	0	10	38	0	0	0	38	1	0	0	0	1	49
17:00 - 17:15	7	0	0	0	7	37	1	1	0	39	0	0	0	0	0	46
17:15 - 17:30	8	0	0	0	8	36	0	0	0	36	1	0	0	0	1	45
17:30 - 17:45	8	0	0	0	8	51	0	0	4	55	0	0	0	0	0	63
17:45 - 18:00	10	0	0	0	10	32	0	0	0	32	0	0	0	0	0	42
TOTAL	252	0	5	1	258	1624	16	65	7	1712	25	0	0	0	25	1995

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF HILTON COLLEGE ROAD AND ELIZABETH DRIVE
DATE:	12 HOUR COUNT ON WEDNESDAY 26 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	SOUTH HILTON COLLEGE ROAD															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	0	0	1	0	1	11	0	1	0	12	11	0	1	0	12	25
06:15 - 06:30	3	0	0	0	3	9	2	0	1	12	4	1	0	0	5	20
06:30 - 06:45	3	0	0	0	3	9	0	0	1	10	12	0	2	0	14	27
06:45 - 07:00	32	0	0	0	32	23	3	1	1	28	29	1	0	0	30	90
07:00 - 07:15	79	0	0	0	79	47	0	1	0	48	30	1	0	0	31	158
07:15 - 07:30	66	0	1	0	67	69	0	2	0	71	32	0	0	0	32	170
07:30 - 07:45	3	0	0	0	3	42	0	1	0	43	39	0	1	0	40	86
07:45 - 08:00	1	0	1	0	2	36	0	1	0	37	26	0	1	0	27	66
08:00 - 08:15	2	0	0	0	2	34	0	1	0	35	26	0	0	0	26	63
08:15 - 08:30	2	0	0	0	2	29	1	1	0	31	18	0	1	0	19	52
08:30 - 08:45	2	0	1	0	3	39	0	1	0	40	27	0	0	0	27	70
08:45 - 09:00	1	0	0	0	1	26	0	6	0	32	20	0	1	0	21	54
09:00 - 09:15	1	0	0	0	1	33	1	1	0	35	18	0	1	0	19	55
09:15 - 09:30	2	0	0	0	2	30	0	3	0	33	16	0	1	0	17	52
09:30 - 09:45	0	0	0	0	0	33	0	0	0	33	26	0	3	0	29	62
09:45 - 10:00	2	0	0	0	2	30	0	0	0	30	17	0	1	0	18	50
10:00 - 10:15	1	0	0	0	1	32	0	1	0	33	23	0	2	0	25	59
10:15 - 10:30	0	0	0	0	0	32	0	5	0	37	32	0	0	0	32	69
10:30 - 10:45	0	0	0	0	0	30	0	0	0	30	19	0	0	0	19	49
10:45 - 11:00	0	0	0	0	0	41	0	0	0	41	20	0	1	0	21	62
11:00 - 11:15	0	0	0	0	0	31	0	1	0	32	25	0	0	0	25	57
11:15 - 11:30	0	0	0	0	0	37	0	2	0	39	14	0	2	0	16	55
11:30 - 11:45	0	0	0	0	0	34	0	0	0	34	35	0	0	0	35	69
11:45 - 12:00	2	0	0	0	2	28	0	2	0	30	28	0	0	0	28	60
12:00 - 12:15	1	0	0	0	1	30	0	3	0	33	28	0	2	0	30	64
12:15 - 12:30	2	0	0	0	2	31	0	2	0	33	20	0	3	0	23	58
12:30 - 12:45	1	0	0	0	1	46	0	3	0	49	27	0	0	0	27	77
12:45 - 13:00	2	0	0	0	2	31	0	1	0	32	16	0	0	0	16	50
13:00 - 13:15	3	0	0	0	3	20	0	3	0	23	22	1	1	0	24	50
13:15 - 13:30	7	0	0	0	7	25	0	3	0	28	20	0	0	0	20	55
13:30 - 13:45	11	0	0	0	11	32	0	2	0	34	26	0	0	0	26	71
13:45 - 14:00	30	0	0	0	30	23	0	0	0	23	18	0	1	0	19	72
14:00 - 14:15	31	0	0	0	31	23	0	1	0	24	26	0	1	0	27	82
14:15 - 14:30	22	0	0	0	22	44	0	1	1	46	38	0	1	0	39	107
14:30 - 14:45	15	0	0	0	15	48	0	0	0	48	45	0	0	0	45	108
14:45 - 15:00	11	0	0	0	11	44	1	1	1	47	38	0	2	0	40	98
15:00 - 15:15	13	0	0	0	13	36	1	1	1	39	31	0	1	0	32	84
15:15 - 15:30	7	0	0	0	7	46	0	0	0	46	18	0	0	0	18	71
15:30 - 15:45	7	0	1	0	8	41	1	0	0	42	25	0	0	0	25	75
15:45 - 16:00	8	0	0	0	8	65	2	0	0	67	38	0	0	0	38	113
16:00 - 16:15	8	0	0	0	8	59	0	0	2	61	32	0	0	0	32	101
16:15 - 16:30	2	0	0	0	2	49	0	0	0	49	44	0	0	0	44	95
16:30 - 16:45	5	0	0	0	5	53	0	0	1	54	56	0	0	0	56	115
16:45 - 17:00	2	0	0	0	2	58	0	0	1	59	40	0	0	0	40	101
17:00 - 17:15	11	0	0	1	12	59	0	1	0	60	30	1	1	0	32	104
17:15 - 17:30	4	0	0	0	4	51	0	1	0	52	22	0	0	0	22	78
17:30 - 17:45	2	0	0	0	2	42	0	0	0	42	38	2	0	0	40	84
17:45 - 18:00	0	0	0	0	0	27	0	0	0	27	25	0	0	0	25	52
TOTAL	407	0	5	1	413	1748	12	54	10	1824	1270	7	31	0	1308	3545

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF HILTON COLLEGE ROAD AND ELIZABETH DRIVE
DATE:	12 HOUR COUNT ON WEDNESDAY 26 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	EAST ELIZABETH DRIVE															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	15	1	0	0	16	1	0	0	0	1	1	0	0	0	1	18
06:15 - 06:30	22	2	0	0	24	0	0	0	0	0	0	0	1	0	1	25
06:30 - 06:45	32	1	0	0	33	0	0	0	0	0	1	0	0	0	1	34
06:45 - 07:00	62	3	0	0	65	3	0	0	0	3	3	0	0	0	3	71
07:00 - 07:15	58	1	0	0	59	7	0	0	0	7	7	0	0	0	7	73
07:15 - 07:30	36	1	0	0	37	4	0	0	0	4	6	1	0	0	7	48
07:30 - 07:45	40	3	0	0	43	0	0	0	0	0	1	0	1	0	2	45
07:45 - 08:00	41	2	0	0	43	0	0	0	0	0	8	0	0	0	8	51
08:00 - 08:15	26	0	0	0	26	0	0	0	0	0	10	0	1	0	11	37
08:15 - 08:30	12	0	0	0	12	0	0	0	0	0	3	0	0	0	3	15
08:30 - 08:45	28	0	2	0	30	0	0	0	0	0	6	0	1	0	7	37
08:45 - 09:00	24	0	0	0	24	0	0	0	0	0	6	0	0	0	6	30
09:00 - 09:15	21	1	2	0	24	0	0	0	0	0	1	0	0	0	1	25
09:15 - 09:30	19	0	0	0	19	0	0	0	0	0	11	0	0	0	11	30
09:30 - 09:45	16	0	0	0	16	0	0	0	0	0	2	0	0	0	2	18
09:45 - 10:00	20	0	1	0	21	0	0	0	0	0	3	0	0	0	3	24
10:00 - 10:15	25	1	1	0	27	0	0	0	0	0	8	0	0	0	8	35
10:15 - 10:30	14	0	0	0	14	1	0	0	0	1	3	0	1	0	4	19
10:30 - 10:45	13	0	1	0	14	0	0	0	0	0	2	0	0	0	2	16
10:45 - 11:00	21	1	1	0	23	0	0	0	0	0	1	0	1	0	2	25
11:00 - 11:15	24	0	1	0	25	0	0	0	0	0	5	0	0	0	5	30
11:15 - 11:30	5	0	1	0	6	0	0	0	0	0	4	0	0	0	4	10
11:30 - 11:45	20	0	0	0	20	0	0	0	0	0	10	0	0	0	10	30
11:45 - 12:00	21	0	0	0	21	1	0	0	0	1	2	0	0	0	2	24
12:00 - 12:15	16	0	0	0	16	0	0	0	0	0	3	0	0	0	3	19
12:15 - 12:30	9	0	0	0	9	0	0	0	0	0	1	0	0	0	1	10
12:30 - 12:45	18	0	0	0	18	0	0	0	0	0	3	0	1	0	4	22
12:45 - 13:00	11	0	0	0	11	0	0	0	0	0	1	0	2	0	3	14
13:00 - 13:15	27	0	1	0	28	0	0	0	0	0	11	0	0	0	11	39
13:15 - 13:30	16	0	1	0	17	0	0	0	0	0	5	0	0	0	5	22
13:30 - 13:45	25	0	0	0	25	1	0	0	0	1	6	0	0	0	6	32
13:45 - 14:00	35	0	1	0	36	1	0	0	0	1	1	0	0	0	1	38
14:00 - 14:15	18	0	0	0	18	4	0	0	0	4	3	0	0	0	3	25
14:15 - 14:30	17	0	0	0	17	2	0	0	0	2	6	0	0	0	6	25
14:30 - 14:45	14	0	1	0	15	0	0	0	0	0	6	0	0	0	6	21
14:45 - 15:00	16	0	0	0	16	1	0	0	0	1	7	0	0	0	7	24
15:00 - 15:15	14	0	1	0	15	0	0	0	0	0	6	0	0	0	6	21
15:15 - 15:30	27	0	2	0	29	2	0	0	0	2	3	0	1	0	4	35
15:30 - 15:45	17	0	0	0	17	0	0	0	0	0	7	0	0	0	7	24
15:45 - 16:00	25	0	2	0	27	0	0	0	0	0	8	0	0	0	8	35
16:00 - 16:15	47	0	0	0	47	2	0	0	0	2	7	0	0	0	7	56
16:15 - 16:30	45	0	0	0	45	0	0	0	0	0	11	0	1	0	12	57
16:30 - 16:45	37	0	1	0	38	1	0	0	0	1	12	0	0	0	12	51
16:45 - 17:00	27	0	0	0	27	0	0	0	0	0	8	0	0	0	8	35
17:00 - 17:15	16	0	0	0	16	0	0	0	0	0	7	0	0	0	7	23
17:15 - 17:30	13	0	0	0	13	0	0	0	0	0	13	0	0	0	13	26
17:30 - 17:45	21	0	0	0	21	0	0	0	0	0	9	0	0	0	9	30
17:45 - 18:00	21	0	0	0	21	0	0	0	0	0	1	0	0	0	1	22
TOTAL	1147	17	20	0	1184	31	0	0	0	31	249	1	11	0	261	1476

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF HILTON COLLEGE ROAD AND ELIZABETH DRIVE
DATE:	12 HOUR COUNT ON WEDNESDAY 26 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	WEST ACCESS ROAD GRACE COLLEGE															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	MOVEMENTS
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
06:45 - 07:00	3	0	0	0	3	2	0	0	0	2	39	0	0	0	39	44
07:00 - 07:15	3	0	0	0	3	4	0	0	0	4	72	0	0	0	72	79
07:15 - 07:30	1	0	0	0	1	4	0	0	0	4	57	1	0	0	58	63
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	2
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	1	0	0	0	1	1	0	0	0	1	5	0	0	0	5	7
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
13:15 - 13:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
13:45 - 14:00	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
14:00 - 14:15	1	0	0	0	1	0	0	0	0	0	47	0	0	1	48	49
14:15 - 14:30	4	0	0	0	4	6	0	0	0	6	35	0	0	0	35	45
14:30 - 14:45	1	0	0	0	1	0	0	0	0	0	10	0	0	0	10	11
14:45 - 15:00	0	0	0	0	0	2	0	0	0	2	8	0	0	0	8	10
15:00 - 15:15	2	0	0	0	2	1	0	0	0	1	25	0	0	0	25	28
15:15 - 15:30	0	0	0	0	0	2	0	0	0	2	20	0	0	0	20	22
15:30 - 15:45	0	0	0	0	0	2	0	0	0	2	11	0	1	0	12	14
15:45 - 16:00	1	0	0	0	1	1	0	0	0	1	9	0	0	0	9	11
16:00 - 16:15	1	0	0	0	1	1	0	0	0	1	21	0	0	0	21	23
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
16:45 - 17:00	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
17:15 - 17:30	0	0	0	0	0	2	0	0	0	2	12	0	0	0	12	14
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	23	0	0	0	23	30	0	0	0	30	403	1	4	2	410	463

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF ELIZABETH DRIVE AND WEIR DRIVE
DATE:	12 HOUR COUNT ON THURSDAY 27 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	NORTH WEIRD DRIVE															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	0	0	0	0	0	2	0	1	0	3	0	0	0	0	0	3
06:15 - 06:30	0	0	0	0	0	1	0	0	0	1	7	0	1	0	8	9
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
06:45 - 07:00	0	0	0	0	0	6	0	0	0	6	4	0	1	0	5	11
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	9	0	0	0	9	9
07:15 - 07:30	0	0	0	0	0	3	0	0	0	3	7	0	0	0	7	10
07:30 - 07:45	0	0	0	0	0	2	0	0	0	2	5	0	0	0	5	7
07:45 - 08:00	0	0	0	0	0	2	0	0	0	2	4	0	0	0	4	6
08:00 - 08:15	0	0	0	0	0	2	0	0	0	2	5	0	0	0	5	7
08:15 - 08:30	0	0	0	0	0	1	0	0	0	1	5	0	1	0	6	7
08:30 - 08:45	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
08:45 - 09:00	0	0	0	0	0	2	0	0	0	2	5	0	0	0	5	7
09:00 - 09:15	0	0	0	0	0	2	0	0	0	2	6	0	1	0	7	9
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
09:30 - 09:45	0	0	0	0	0	1	0	0	0	1	6	0	0	0	6	7
09:45 - 10:00	0	0	0	0	0	3	0	0	0	3	4	0	3	0	7	10
10:00 - 10:15	0	0	0	0	0	2	0	0	0	2	7	1	0	0	8	10
10:15 - 10:30	0	0	0	0	0	1	0	0	0	1	7	0	0	0	7	8
10:30 - 10:45	0	0	0	0	0	4	0	0	0	4	4	0	0	0	4	8
10:45 - 11:00	0	0	0	0	0	3	0	1	0	4	5	0	0	0	5	9
11:00 - 11:15	0	0	0	0	0	1	1	0	0	2	6	0	0	0	6	8
11:15 - 11:30	0	0	0	0	0	2	0	0	0	2	6	0	0	0	6	8
11:30 - 11:45	0	0	0	0	0	3	0	0	0	3	5	0	1	0	6	9
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	6
12:00 - 12:15	0	0	0	0	0	1	0	0	0	1	7	0	1	0	8	9
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	6	0	2	0	8	8
12:30 - 12:45	0	0	0	0	0	1	0	1	0	2	7	0	1	0	8	10
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	10	0	2	0	12	12
13:00 - 13:15	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	5
13:15 - 13:30	0	0	0	0	0	1	0	2	0	3	1	0	0	0	1	4
13:30 - 13:45	0	0	0	0	0	4	0	1	0	5	2	0	0	0	2	7
13:45 - 14:00	0	0	0	0	0	2	0	1	0	3	6	0	0	0	6	9
14:00 - 14:15	0	0	0	0	0	4	0	0	0	4	7	0	0	0	7	11
14:15 - 14:30	0	0	0	0	0	2	0	0	0	2	5	0	2	0	7	9
14:30 - 14:45	0	0	0	0	0	3	0	0	0	3	6	0	1	0	7	10
14:45 - 15:00	0	0	0	0	0	3	0	0	0	3	4	0	0	0	4	7
15:00 - 15:15	0	0	0	0	0	2	0	1	0	3	6	0	0	0	6	9
15:15 - 15:30	1	0	0	0	1	1	0	0	0	1	4	0	0	0	4	6
15:30 - 15:45	0	0	0	0	0	2	0	0	0	2	5	0	2	0	7	9
15:45 - 16:00	0	0	0	0	0	2	0	0	0	2	11	0	0	0	11	13
16:00 - 16:15	0	0	0	0	0	5	0	0	0	5	15	0	1	0	16	21
16:15 - 16:30	0	0	0	0	0	4	0	1	0	5	9	0	0	0	9	14
16:30 - 16:45	0	0	0	0	0	2	0	1	0	3	8	0	0	0	8	11
16:45 - 17:00	0	0	0	0	0	6	0	1	0	7	10	0	0	0	10	17
17:00 - 17:15	0	0	0	0	0	4	0	1	0	5	3	0	0	0	3	8
17:15 - 17:30	0	0	0	0	0	2	0	1	0	3	2	0	0	0	2	5
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
TOTAL	1	0	0	0	1	96	1	13	0	110	263	1	22	0	286	397

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF ELIZABETH DRIVE AND WEIR DRIVE
DATE:	12 HOUR COUNT ON THURSDAY 27 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	SOUTH WEIRD DRIVE															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 - 06:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
06:30 - 06:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:45 - 07:00	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
07:00 - 07:15	2	0	0	0	2	6	0	0	0	6	0	0	0	0	0	8
07:15 - 07:30	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4
07:30 - 07:45	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
07:45 - 08:00	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
08:00 - 08:15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:15 - 08:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:30 - 08:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:45 - 09:00	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
09:00 - 09:15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
09:15 - 09:30	1	0	0	0	1	4	0	0	1	5	0	0	0	0	0	6
09:30 - 09:45	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
09:45 - 10:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
10:00 - 10:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
10:15 - 10:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
10:30 - 10:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	3
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:30 - 12:45	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
12:45 - 13:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
13:00 - 13:15	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
13:15 - 13:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
13:30 - 13:45	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
13:45 - 14:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
14:00 - 14:15	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
14:45 - 15:00	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:30 - 15:45	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
15:45 - 16:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
16:00 - 16:15	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
16:15 - 16:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
17:00 - 17:15	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
17:15 - 17:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	12	0	0	0	12	59	0	6	1	66	5	0	0	0	5	83

TRAFFIC SURVEY

CLIENT: ZUTARI

SITE: INTERSECTION OF ELIZABETH DRIVE AND WEIR DRIVE

DATE: 12 HOUR COUNT ON THURSDAY 27 JANUARY 2022

UNITS: CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	EAST ELIZABETH DRIVE															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0
06:30 - 06:45	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
10:15 - 10:30	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0
12:00 - 12:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	2	0	0	0	2	0	0	1	0	1	3
14:15 - 14:30	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
14:30 - 14:45	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
14:45 - 15:00	2	0	0	0	0	2	0	0	0	2	0	0	0	0	0	4
15:00 - 15:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4
15:45 - 16:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
16:00 - 16:15	2	0	0	0	0	2	0	0	0	2	1	0	0	0	1	5
16:15 - 16:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
17:00 - 17:15	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
17:15 - 17:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	8	0	0	0	8	52	0	0	0	52	3	0	1	0	4	64

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF ELIZABETH DRIVE AND WEIR DRIVE
DATE:	12 HOUR COUNT ON THURSDAY 27 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	WEST ELIZABETH DRIVE															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	2	0	1	0	3	0	0	0	0	0	1	0	0	0	1	4
06:15 - 06:30	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
06:30 - 06:45	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	7
06:45 - 07:00	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
07:00 - 07:15	19	0	0	0	19	0	0	0	0	0	1	0	0	0	1	20
07:15 - 07:30	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
07:30 - 07:45	10	0	0	0	10	0	0	0	0	0	0	0	0	0	0	10
07:45 - 08:00	3	0	1	0	4	0	0	0	0	0	1	0	0	0	1	5
08:00 - 08:15	8	0	1	0	9	0	0	0	0	0	1	0	0	0	1	10
08:15 - 08:30	6	0	3	0	9	0	0	0	0	0	1	0	0	0	1	10
08:30 - 08:45	11	0	0	0	11	0	0	0	0	0	1	0	0	0	1	12
08:45 - 09:00	10	0	1	0	11	0	0	0	0	0	0	0	0	0	0	11
09:00 - 09:15	8	0	1	0	9	0	0	0	0	0	1	0	0	0	1	10
09:15 - 09:30	3	0	1	0	4	1	0	0	0	1	0	0	0	0	0	5
09:30 - 09:45	8	0	0	0	8	1	0	0	0	1	0	0	0	0	0	9
09:45 - 10:00	8	0	2	0	10	0	0	0	0	0	1	0	0	0	1	11
10:00 - 10:15	4	0	1	0	5	2	0	0	0	2	0	0	0	0	0	7
10:15 - 10:30	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	7
10:30 - 10:45	7	0	1	0	8	1	0	0	0	1	0	0	0	0	0	9
10:45 - 11:00	8	0	1	0	9	0	0	0	0	0	0	0	0	0	0	9
11:00 - 11:15	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	4
11:15 - 11:30	10	0	0	0	10	1	0	0	0	1	0	0	0	0	0	11
11:30 - 11:45	9	0	0	0	9	0	0	0	0	0	1	0	0	0	1	10
11:45 - 12:00	6	0	0	0	6	3	0	0	0	3	1	0	0	0	1	10
12:00 - 12:15	6	0	0	0	6	1	0	0	0	1	0	0	0	0	0	7
12:15 - 12:30	7	0	2	0	9	2	0	0	0	2	0	0	0	0	0	11
12:30 - 12:45	10	0	1	0	11	0	0	0	0	0	1	0	0	0	1	12
12:45 - 13:00	6	0	1	0	7	2	0	0	0	2	0	0	0	0	0	9
13:00 - 13:15	10	0	0	0	10	2	0	0	0	2	2	0	0	0	2	14
13:15 - 13:30	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
13:30 - 13:45	5	0	0	0	5	2	0	0	0	2	3	0	0	0	3	10
13:45 - 14:00	6	0	0	0	6	3	0	1	0	4	1	0	0	0	1	11
14:00 - 14:15	6	0	0	0	6	4	0	0	0	4	0	0	0	0	0	10
14:15 - 14:30	4	0	1	0	5	4	0	0	0	4	0	0	0	0	0	9
14:30 - 14:45	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
14:45 - 15:00	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	7
15:00 - 15:15	10	0	0	0	10	1	0	0	0	1	2	0	0	0	2	13
15:15 - 15:30	9	0	1	0	10	1	0	0	0	1	0	0	0	0	0	11
15:30 - 15:45	6	0	0	0	6	3	0	0	0	3	3	0	0	0	3	12
15:45 - 16:00	6	0	0	0	6	4	0	0	0	4	1	0	0	0	1	11
16:00 - 16:15	6	0	0	0	6	3	0	0	0	3	0	0	0	0	0	9
16:15 - 16:30	11	0	1	0	12	2	0	0	0	2	0	0	0	0	0	14
16:30 - 16:45	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4
16:45 - 17:00	4	0	0	0	4	1	0	0	0	1	2	0	0	0	2	7
17:00 - 17:15	4	0	3	0	7	4	0	0	0	4	1	0	0	0	1	12
17:15 - 17:30	3	0	1	0	4	5	0	0	0	5	2	0	0	0	2	11
17:30 - 17:45	6	1	0	0	7	4	0	0	0	4	0	0	0	0	0	11
17:45 - 18:00	4	0	0	0	4	5	0	0	0	5	1	0	0	0	1	10
TOTAL	317	1	29	0	347	65	0	1	0	66	29	0	0	0	29	442

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF MONZALI DRIVE AND WEIR DRIVE
DATE:	12 HOUR COUNT ON THURSDAY 27 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	NORTH WEIR DRIVE															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
06:45 - 07:00	0	0	0	0	0	0	0	0	0	0	12	1	0	0	13	13
07:00 - 07:15	0	0	0	0	0	1	0	0	0	1	4	0	0	0	4	5
07:15 - 07:30	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
07:30 - 07:45	0	0	0	0	0	1	0	0	0	1	7	0	0	0	7	8
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	7
08:00 - 08:15	1	0	0	0	1	0	0	0	0	0	7	0	0	0	7	8
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
08:30 - 08:45	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	8	0	1	0	9	9
10:45 - 11:00	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	5
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
11:15 - 11:30	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
11:30 - 11:45	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	5
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:00 - 12:15	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
12:15 - 12:30	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
12:30 - 12:45	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	2
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	5	0	1	0	6	6
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	4
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
13:45 - 14:00	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	5
14:00 - 14:15	1	0	0	0	1	0	0	0	0	0	3	0	0	0	3	4
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	3	0	1	0	4	4
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
15:30 - 15:45	0	0	0	0	0	1	0	0	0	1	3	0	0	0	3	4
15:45 - 16:00	1	0	0	0	1	0	0	0	0	0	4	0	0	0	4	5
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	4	0	1	0	5	5
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	2	0	1	0	3	3
16:45 - 17:00	1	0	0	0	1	0	0	0	0	0	5	0	1	0	6	7
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
17:15 - 17:30	1	0	0	0	1	0	0	0	0	0	3	0	1	0	4	5
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	10	0	0	0	10	7	0	0	0	7	165	1	10	0	176	193

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF MONZALI DRIVE AND WEIR DRIVE
DATE:	12 HOUR COUNT ON THURSDAY 27 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	SOUTH WEIR DRIVE															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
07:00 - 07:15	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	4
07:15 - 07:30	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
07:30 - 07:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
08:45 - 09:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:30 - 09:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
10:30 - 10:45	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
10:45 - 11:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
11:00 - 11:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:15 - 12:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 - 12:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00 - 15:15	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
15:15 - 15:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
16:00 - 16:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:15 - 16:30	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
TOTAL	30	0	1	0	31	11	0	0	0	11	0	0	0	0	0	42

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF MONZALI DRIVE AND WEIR DRIVE
DATE:	12 HOUR COUNT ON THURSDAY 27 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	EAST MONZALI DRIVE															TOTAL ALL MOVEMENTS
	LEFT TURN					STRAIGHT					RIGHT TURN					
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:15 - 06:30	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	4
06:30 - 06:45	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	8
06:45 - 07:00	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	8
07:00 - 07:15	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
07:15 - 07:30	0	0	0	0	0	5	1	0	0	6	1	0	0	0	1	7
07:30 - 07:45	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
07:45 - 08:00	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
08:00 - 08:15	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
08:15 - 08:30	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
08:30 - 08:45	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
08:45 - 09:00	0	0	0	0	0	3	0	0	0	3	1	0	1	0	2	5
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
09:30 - 09:45	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
09:45 - 10:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
10:00 - 10:15	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
10:15 - 10:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
10:30 - 10:45	0	0	0	0	0	3	0	0	0	3	2	0	0	0	2	5
10:45 - 11:00	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
11:00 - 11:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
11:15 - 11:30	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
11:30 - 11:45	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	5
11:45 - 12:00	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
12:00 - 12:15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
12:15 - 12:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
12:30 - 12:45	1	0	0	0	1	4	0	1	0	5	0	0	0	0	0	6
12:45 - 13:00	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
13:00 - 13:15	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
13:15 - 13:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
14:00 - 14:15	0	0	0	0	0	1	0	2	0	3	1	0	0	0	1	4
14:15 - 14:30	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
14:30 - 14:45	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
14:45 - 15:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
15:00 - 15:15	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
15:15 - 15:30	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
15:30 - 15:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
15:45 - 16:00	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
16:00 - 16:15	0	0	0	0	0	3	1	0	0	4	1	0	0	0	1	5
16:15 - 16:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
16:30 - 16:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
16:45 - 17:00	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
17:00 - 17:15	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
17:15 - 17:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
17:30 - 17:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
17:45 - 18:00	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
TOTAL	1	0	0	0	1	158	4	4	0	166	6	0	1	0	7	174

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF MONZALI DRIVE AND WEIR DRIVE
DATE:	12 HOUR COUNT ON THURSDAY 27 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	WEST MONZALI DRIVE															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:15 - 06:30	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
06:30 - 06:45	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4
06:45 - 07:00	2	1	0	0	3	3	0	0	0	3	0	0	0	0	0	6
07:00 - 07:15	7	0	0	0	7	4	0	0	0	4	0	0	0	0	0	11
07:15 - 07:30	5	0	0	0	5	4	1	0	0	5	1	0	0	0	1	11
07:30 - 07:45	2	0	0	0	2	0	0	0	0	0	2	0	0	0	2	4
07:45 - 08:00	4	0	0	0	4	2	0	0	0	2	0	0	0	0	0	6
08:00 - 08:15	2	0	0	0	2	2	0	1	0	3	0	0	0	0	0	5
08:15 - 08:30	3	0	0	0	3	3	0	0	0	3	1	0	1	0	2	8
08:30 - 08:45	4	0	0	0	4	3	0	1	0	4	1	0	0	0	1	9
08:45 - 09:00	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
09:00 - 09:15	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1	4
09:15 - 09:30	3	0	0	0	3	2	0	1	0	3	1	0	0	0	1	7
09:30 - 09:45	5	0	0	0	5	3	0	0	0	3	0	0	0	0	0	8
09:45 - 10:00	1	0	0	0	1	3	0	0	0	3	1	0	0	0	1	5
10:00 - 10:15	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
10:15 - 10:30	5	0	0	0	5	4	0	0	0	4	2	0	0	0	2	11
10:30 - 10:45	2	0	0	0	2	1	0	1	0	2	0	0	0	0	0	4
10:45 - 11:00	1	0	0	0	1	6	0	0	0	6	0	0	0	0	0	7
11:00 - 11:15	2	0	0	0	2	1	0	0	0	1	1	0	0	0	1	4
11:15 - 11:30	3	0	0	0	3	4	0	1	0	5	0	0	0	0	0	8
11:30 - 11:45	1	0	1	0	2	3	0	1	0	4	0	0	0	0	0	6
11:45 - 12:00	2	0	0	0	2	6	0	0	0	6	1	0	0	0	1	9
12:00 - 12:15	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4
12:15 - 12:30	3	0	0	0	3	8	0	0	0	8	1	0	0	0	1	12
12:30 - 12:45	4	0	0	0	4	0	0	0	0	0	1	0	0	0	1	5
12:45 - 13:00	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	4
13:00 - 13:15	1	0	1	0	2	1	0	0	0	1	1	0	0	0	1	4
13:15 - 13:30	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4
13:30 - 13:45	2	0	0	0	2	2	0	0	0	2	0	0	0	0	0	4
13:45 - 14:00	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
14:00 - 14:15	4	0	1	0	5	2	0	0	0	2	1	0	0	0	1	8
14:15 - 14:30	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4
14:30 - 14:45	2	0	0	0	2	5	0	0	0	5	0	0	0	0	0	7
14:45 - 15:00	2	0	0	0	2	2	0	0	0	2	2	0	0	0	2	6
15:00 - 15:15	3	0	0	0	3	5	0	0	0	5	2	0	0	0	2	10
15:15 - 15:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
15:30 - 15:45	0	0	1	0	1	5	0	0	0	5	2	0	0	0	2	8
15:45 - 16:00	1	1	0	0	2	6	0	0	0	6	4	0	0	0	4	12
16:00 - 16:15	3	0	0	0	3	2	1	0	0	3	1	0	0	0	1	7
16:15 - 16:30	3	0	0	0	3	2	0	0	0	2	0	0	0	0	0	5
16:30 - 16:45	1	0	0	0	1	6	0	0	0	6	1	0	0	0	1	8
16:45 - 17:00	5	0	0	0	5	4	0	0	0	4	1	0	0	0	1	10
17:00 - 17:15	6	0	0	0	6	7	0	0	0	7	1	0	0	0	1	14
17:15 - 17:30	6	0	0	0	6	3	0	0	0	3	0	0	0	0	0	9
17:30 - 17:45	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4
17:45 - 18:00	2	0	0	0	2	5	0	0	0	5	0	0	0	0	0	7
TOTAL	115	2	4	0	121	139	4	6	0	149	34	0	1	0	35	305

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF WEIR DRIVE AND PLANTATION ROAD
DATE:	12 HOUR COUNT ON WEDNESDAY 26 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	NORTH WEIR DRIVE															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	0	0	0	0	0	1	1	1	0	3	0	0	0	0	0	3
06:15 - 06:30	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
06:30 - 06:45	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	5
06:45 - 07:00	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	5
07:00 - 07:15	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
07:15 - 07:30	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
07:30 - 07:45	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
07:45 - 08:00	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	10
08:00 - 08:15	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
08:15 - 08:30	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
08:30 - 08:45	0	0	0	0	0	8	0	2	0	10	0	0	0	0	0	10
08:45 - 09:00	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	10
09:00 - 09:15	0	0	0	0	0	12	0	1	0	13	0	0	0	0	0	13
09:15 - 09:30	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	12
09:30 - 09:45	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
09:45 - 10:00	0	0	0	0	0	8	0	1	0	9	0	0	0	0	0	9
10:00 - 10:15	0	0	0	0	0	4	0	0	0	4	1	0	0	0	1	5
10:15 - 10:30	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
10:30 - 10:45	0	0	0	0	0	14	0	2	0	16	0	0	0	0	0	16
10:45 - 11:00	0	0	0	0	0	6	0	2	0	8	0	0	0	0	0	8
11:00 - 11:15	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	11
11:15 - 11:30	0	0	0	0	0	3	0	1	0	4	0	0	0	0	0	4
11:30 - 11:45	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	8
11:45 - 12:00	0	0	0	0	0	7	0	0	0	7	1	0	0	0	1	8
12:00 - 12:15	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	8
12:15 - 12:30	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
12:30 - 12:45	0	0	0	0	0	13	0	0	0	13	0	0	0	0	0	13
12:45 - 13:00	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	8
13:00 - 13:15	0	0	0	0	0	10	0	1	0	11	0	0	0	0	0	11
13:15 - 13:30	0	0	0	0	0	6	0	2	0	8	0	0	0	0	0	8
13:30 - 13:45	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
13:45 - 14:00	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
14:00 - 14:15	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
14:15 - 14:30	0	0	0	0	0	6	0	1	0	7	1	0	0	0	1	8
14:30 - 14:45	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
14:45 - 15:00	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
15:00 - 15:15	0	0	0	0	0	11	0	1	0	12	0	0	0	0	0	12
15:15 - 15:30	0	0	0	0	0	11	0	3	0	14	0	0	0	0	0	14
15:30 - 15:45	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	10
15:45 - 16:00	0	0	0	0	0	8	0	1	0	9	0	0	0	0	0	9
16:00 - 16:15	0	0	0	0	0	12	0	0	0	12	1	0	0	0	1	13
16:15 - 16:30	0	0	0	0	0	20	0	1	0	21	2	0	0	0	2	23
16:30 - 16:45	0	0	0	0	0	18	0	1	0	19	1	0	0	0	1	20
16:45 - 17:00	0	0	0	0	0	10	0	1	0	11	0	0	0	0	0	11
17:00 - 17:15	0	0	0	0	0	6	0	2	0	8	0	0	0	0	0	8
17:15 - 17:30	0	0	0	0	0	11	0	0	0	11	0	0	0	0	0	11
17:30 - 17:45	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
17:45 - 18:00	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
TOTAL	0	0	0	0	0	380	1	25	0	406	9	0	0	0	9	415

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF WEIR DRIVE AND PLANTATION ROAD
DATE:	12 HOUR COUNT ON WEDNESDAY 26 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	SOUTH WEIR DRIVE															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
06:15 - 06:30	0	0	0	0	0	4	0	2	0	6	0	0	0	0	0	6
06:30 - 06:45	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	5
06:45 - 07:00	0	0	0	0	0	16	1	0	0	17	0	0	0	0	0	17
07:00 - 07:15	0	0	0	0	0	14	0	1	0	15	0	0	0	0	0	15
07:15 - 07:30	0	0	0	0	0	7	0	0	0	7	0	0	0	0	0	7
07:30 - 07:45	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	8
07:45 - 08:00	3	0	0	0	3	14	0	0	0	14	0	0	0	0	0	17
08:00 - 08:15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:15 - 08:30	0	0	0	0	0	15	0	0	0	15	0	0	0	0	0	15
08:30 - 08:45	0	0	0	0	0	12	0	3	0	15	0	0	0	0	0	15
08:45 - 09:00	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
09:00 - 09:15	1	0	0	0	1	5	0	1	0	6	0	0	0	0	0	7
09:15 - 09:30	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
09:30 - 09:45	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	6
09:45 - 10:00	0	0	0	0	0	8	0	2	0	10	0	0	0	0	0	10
10:00 - 10:15	0	0	0	0	0	6	0	1	0	7	0	0	0	0	0	7
10:15 - 10:30	0	0	0	0	0	12	0	1	0	13	0	0	0	0	0	13
10:30 - 10:45	0	0	0	0	0	11	0	1	0	12	0	0	0	0	0	12
10:45 - 11:00	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	5
11:00 - 11:15	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0	12
11:15 - 11:30	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	6
11:30 - 11:45	0	0	0	0	0	6	0	1	0	7	0	0	0	0	0	7
11:45 - 12:00	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	8
12:00 - 12:15	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	9
12:15 - 12:30	0	0	0	0	0	7	0	1	0	8	0	0	0	0	0	8
12:30 - 12:45	0	0	0	0	0	7	0	2	0	9	0	0	0	0	0	9
12:45 - 13:00	1	0	0	0	1	7	0	0	0	7	0	0	0	0	0	8
13:00 - 13:15	1	0	0	0	1	11	0	0	0	11	0	0	0	0	0	12
13:15 - 13:30	1	0	0	0	1	5	0	0	0	5	0	0	0	0	0	6
13:30 - 13:45	0	0	0	0	0	5	0	1	0	6	0	0	0	0	0	6
13:45 - 14:00	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
14:00 - 14:15	1	0	0	0	1	3	0	0	0	3	0	0	0	0	0	4
14:15 - 14:30	0	0	0	0	0	7	0	1	0	8	0	0	0	0	0	8
14:30 - 14:45	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
14:45 - 15:00	0	0	0	0	0	11	0	1	0	12	0	0	0	0	0	12
15:00 - 15:15	0	0	0	0	0	10	0	0	0	10	0	0	0	0	0	10
15:15 - 15:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
15:30 - 15:45	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
15:45 - 16:00	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
16:00 - 16:15	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
16:15 - 16:30	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
16:30 - 16:45	0	0	0	0	0	12	0	0	0	12	0	0	0	0	0	12
16:45 - 17:00	0	0	0	0	0	5	0	1	0	6	0	0	0	0	0	6
17:00 - 17:15	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	5
17:15 - 17:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
17:30 - 17:45	0	0	0	0	0	9	1	0	0	10	0	0	0	0	0	10
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	10	0	0	0	10	326	2	23	0	351	0	0	0	0	0	361

TRAFFIC SURVEY

CLIENT: ZUTARI

SITE: INTERSECTION OF WEIR DRIVE AND PLANTATION ROAD

DATE: 12 HOUR COUNT ON WEDNESDAY 26 JANUARY 2022

UNITS: CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	EAST															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 - 07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30 - 16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45 - 17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

TRAFFIC SURVEY

CLIENT:	ZUTARI
SITE:	INTERSECTION OF WEIR DRIVE AND PLANTATION ROAD
DATE:	12 HOUR COUNT ON WEDNESDAY 26 JANUARY 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	WEST PLANTATION ROAD															TOTAL
	LEFT TURN					STRAIGHT					RIGHT TURN					ALL MOVEMENTS
	C	T	H	B	TOTAL	C	T	H	B	TOTAL	C	T	H	B	TOTAL	
06:00 - 06:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 - 06:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:45 - 07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 - 07:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 - 07:30	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
07:30 - 07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 - 08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 - 08:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:15 - 08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 - 08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 - 09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 - 09:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 - 10:00	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
10:00 - 10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 - 10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 - 11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 - 11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 - 11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 - 11:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
11:45 - 12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 - 12:15	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
12:15 - 12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 - 13:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:00 - 13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15 - 13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45 - 14:00	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30 - 14:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
14:45 - 15:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:00 - 15:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
15:15 - 15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30 - 15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45 - 16:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
16:00 - 16:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
16:15 - 16:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
16:30 - 16:45	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
16:45 - 17:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:00 - 17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15 - 17:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:30 - 17:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	18	0	2	0	20	0	0	0	0	0	6	0	1	0	7	27

Appendix C: SIDRA Analysis

5 YEAR SCENARIO WITHOUT DEVELOPMENT GENERATED TRAFFIC

MOVEMENT SUMMARY

Site: [Hilton Ave / Monzali Dr Intersection - AM (Site Folder: General)]

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total	HV]	[Total	HV]				[Veh.	Dist]				
		veh/h	veh/h	veh/h	%	v/c	sec		veh	m				km/h
South: Hilton Avenue														
1	L2	1	0	1	0.0	0.270	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
2	T1	521	0	521	0.0	0.270	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	355	0	355	0.0	0.338	8.2	LOS A	1.8	12.5	0.57	0.80	0.64	51.4
Approach		877	0	877	0.0	0.338	3.4	NA	1.8	12.5	0.23	0.33	0.26	56.1
East: Monzali Drive														
4	L2	254	0	254	0.0	0.315	8.8	LOS A	1.4	9.8	0.54	0.80	0.61	51.9
5	T1	1	0	1	0.0	0.048	23.6	LOS C	0.1	1.0	0.83	1.00	0.83	43.1
6	R2	9	0	9	0.0	0.048	23.7	LOS C	0.1	1.0	0.83	1.00	0.83	43.0
Approach		264	0	264	0.0	0.315	9.3	LOS A	1.4	9.8	0.55	0.81	0.62	51.5
North: Hilton Avenue														
7	L2	24	0	24	0.0	0.252	5.6	LOS A	0.0	0.0	0.00	0.03	0.00	58.0
8	T1	466	0	466	0.0	0.252	0.1	LOS A	0.0	0.0	0.00	0.03	0.00	59.6
9	R2	1	0	1	0.0	0.001	7.3	LOS A	0.0	0.0	0.49	0.56	0.49	51.7
Approach		491	0	491	0.0	0.252	0.4	NA	0.0	0.0	0.00	0.03	0.00	59.5
West: Grace College Access														
10	L2	1	0	1	0.0	0.011	11.2	LOS B	0.0	0.2	0.75	0.92	0.75	45.5
11	T1	1	0	1	0.0	0.011	23.5	LOS C	0.0	0.2	0.75	0.92	0.75	45.4
12	R2	1	0	1	0.0	0.011	22.9	LOS C	0.0	0.2	0.75	0.92	0.75	45.3
Approach		3	0	3	0.0	0.011	19.2	LOS C	0.0	0.2	0.75	0.92	0.75	45.4
All Vehicles		1635	0	1635	0.0	0.338	3.5	NA	1.8	12.5	0.21	0.32	0.24	56.2

MOVEMENT SUMMARY

Site: [Hilton Ave / Monzali Dr Intersection - PM (Site Folder: General)]

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total	HV]	[Total	HV]				[Veh.	Dist]				
		veh/h	veh/h	veh/h	%	v/c	sec		veh	m				km/h
South: Hilton Avenue														
1	L2	1	0	1	0.0	0.277	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
2	T1	536	0	536	0.0	0.277	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	388	0	388	0.0	0.345	8.1	LOS A	1.9	13.6	0.57	0.78	0.64	51.5
Approach		925	0	925	0.0	0.345	3.4	NA	1.9	13.6	0.24	0.33	0.27	56.0
East: Monzali Drive														
4	L2	365	0	365	0.0	0.444	9.5	LOS A	2.5	17.8	0.58	0.88	0.78	51.3
5	T1	1	0	1	0.0	0.106	24.8	LOS C	0.3	2.3	0.85	1.00	0.85	42.5
6	R2	20	0	20	0.0	0.106	24.9	LOS C	0.3	2.3	0.85	1.00	0.85	42.4
Approach		386	0	386	0.0	0.444	10.4	LOS B	2.5	17.8	0.60	0.89	0.79	50.7
North: Hilton Avenue														
7	L2	18	0	18	0.0	0.240	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.1
8	T1	450	0	450	0.0	0.240	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
9	R2	1	0	1	0.0	0.001	7.4	LOS A	0.0	0.0	0.51	0.56	0.51	51.7
Approach		469	0	469	0.0	0.240	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.6
West: Grace College Access														
10	L2	1	0	1	0.0	0.027	11.4	LOS B	0.1	0.6	0.80	0.98	0.80	44.0
11	T1	1	0	1	0.0	0.027	24.4	LOS C	0.1	0.6	0.80	0.98	0.80	43.9
12	R2	4	0	4	0.0	0.027	24.0	LOS C	0.1	0.6	0.80	0.98	0.80	43.9
Approach		6	0	6	0.0	0.027	22.0	LOS C	0.1	0.6	0.80	0.98	0.80	43.9
All Vehicles		1786	0	1786	0.0	0.444	4.2	NA	2.5	17.8	0.26	0.37	0.31	55.6

MOVEMENT SUMMARY

Site: [Hilton Ave / Elizabeth Dr Intersection - AM (Site Folder: General)]

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Hilton Avenue														
1	L2	192	0	192	0.0	0.302	5.9	LOS A	1.3	9.4	0.22	0.32	0.22	54.6
2	T1	206	0	206	0.0	0.302	0.4	LOS A	1.3	9.4	0.22	0.32	0.22	56.0
3	R2	145	0	145	0.0	0.302	6.1	LOS A	1.3	9.4	0.22	0.32	0.22	54.1
Approach		543	0	543	0.0	0.302	3.8	NA	1.3	9.4	0.22	0.32	0.22	55.0
East: Elizabeth Drive														
4	L2	219	0	219	0.0	0.241	8.7	LOS A	1.1	7.4	0.30	0.89	0.30	51.3
5	T1	15	0	15	0.0	0.241	14.3	LOS B	1.1	7.4	0.30	0.89	0.30	51.0
6	R2	20	0	20	0.0	0.241	12.5	LOS B	1.1	7.4	0.30	0.89	0.30	50.8
Approach		254	0	254	0.0	0.241	9.3	LOS A	1.1	7.4	0.30	0.89	0.30	51.2
North: Hilton Avenue														
7	L2	8	0	8	0.0	0.086	6.6	LOS A	0.1	0.8	0.09	0.07	0.09	57.4
8	T1	142	0	142	0.0	0.086	0.2	LOS A	0.1	0.8	0.09	0.07	0.09	59.0
9	R2	11	0	11	0.0	0.086	7.0	LOS A	0.1	0.8	0.09	0.07	0.09	56.8
Approach		161	0	161	0.0	0.086	1.0	NA	0.1	0.8	0.09	0.07	0.09	58.7
West: Grace College Access														
10	L2	7	0	7	0.0	0.552	12.5	LOS B	2.8	19.5	0.78	1.13	1.27	44.5
11	T1	11	0	11	0.0	0.552	16.4	LOS C	2.8	19.5	0.78	1.13	1.27	44.3
12	R2	183	0	183	0.0	0.552	21.4	LOS C	2.8	19.5	0.78	1.13	1.27	44.2
Approach		201	0	201	0.0	0.552	20.9	LOS C	2.8	19.5	0.78	1.13	1.27	44.2
All Vehicles		1159	0	1159	0.0	0.552	7.6	NA	2.8	19.5	0.32	0.55	0.40	52.4

MOVEMENT SUMMARY

Site: [Hilton Ave / Elizabeth Dr Intersection - PM (Site Folder: General)]

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total]	[HV]	[Total]	[HV]				[Veh.]	[Dist]				
		veh/h	veh/h	veh/h	%	v/c	sec		veh	m				km/h
South: Hilton Avenue														
1	L2	24	0	24	0.0	0.337	6.9	LOS A	2.0	13.9	0.43	0.34	0.43	54.3
2	T1	247	0	247	0.0	0.337	1.1	LOS A	2.0	13.9	0.43	0.34	0.43	55.7
3	R2	265	0	265	0.0	0.337	6.9	LOS A	2.0	13.9	0.43	0.34	0.43	53.8
Approach		536	0	536	0.0	0.337	4.2	NA	2.0	13.9	0.43	0.34	0.43	54.7
East: Elizabeth Drive														
4	L2	181	0	181	0.0	0.294	9.2	LOS A	1.2	8.5	0.44	0.90	0.44	50.3
5	T1	3	0	3	0.0	0.294	15.9	LOS C	1.2	8.5	0.44	0.90	0.44	50.1
6	R2	46	0	46	0.0	0.294	17.2	LOS C	1.2	8.5	0.44	0.90	0.44	49.9
Approach		230	0	230	0.0	0.294	10.9	LOS B	1.2	8.5	0.44	0.90	0.44	50.2
North: Hilton Avenue														
7	L2	60	0	60	0.0	0.155	5.6	LOS A	0.0	0.1	0.00	0.12	0.00	57.3
8	T1	238	0	238	0.0	0.155	0.0	LOS A	0.0	0.1	0.00	0.12	0.00	58.9
9	R2	1	0	1	0.0	0.155	6.5	LOS A	0.0	0.1	0.00	0.12	0.00	56.7
Approach		299	0	299	0.0	0.155	1.1	NA	0.0	0.1	0.00	0.12	0.00	58.6
West: Grace College Access														
10	L2	2	0	2	0.0	0.149	9.0	LOS A	0.5	3.3	0.73	0.99	0.73	46.2
11	T1	2	0	2	0.0	0.149	14.7	LOS B	0.5	3.3	0.73	0.99	0.73	46.0
12	R2	41	0	41	0.0	0.149	18.4	LOS C	0.5	3.3	0.73	0.99	0.73	45.8
Approach		45	0	45	0.0	0.149	17.8	LOS C	0.5	3.3	0.73	0.99	0.73	45.8
All Vehicles		1110	0	1110	0.0	0.337	5.3	NA	2.0	13.9	0.33	0.43	0.33	54.2

MOVEMENT SUMMARY

Site: 101 [Elizabeth Dr / Weir Dr AM (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Weir Drive														
1	L2	5	0.0	5	0.0	0.021	5.6	LOS A	0.1	0.5	0.08	0.52	0.08	54.3
2	T1	21	0.0	21	0.0	0.021	4.4	LOS A	0.1	0.5	0.08	0.52	0.08	54.4
3	R2	1	0.0	1	0.0	0.021	5.6	LOS A	0.1	0.5	0.08	0.52	0.08	53.7
Approach		27	0.0	27	0.0	0.021	4.6	LOS A	0.1	0.5	0.08	0.52	0.08	54.4
East: Elizabeth Drive														
4	L2	1	0.0	1	0.0	0.006	5.6	LOS A	0.0	0.1	0.03	0.10	0.03	57.4
5	T1	10	0.0	10	0.0	0.006	0.0	LOS A	0.0	0.1	0.03	0.10	0.03	59.0
6	R2	1	0.0	1	0.0	0.006	5.6	LOS A	0.0	0.1	0.03	0.10	0.03	56.8
Approach		12	0.0	12	0.0	0.006	0.9	NA	0.0	0.1	0.03	0.10	0.03	58.7
North: Weir Drive														
7	L2	1	0.0	1	0.0	0.040	5.5	LOS A	0.1	0.9	0.06	0.57	0.06	53.8
8	T1	14	0.0	14	0.0	0.040	4.3	LOS A	0.1	0.9	0.06	0.57	0.06	54.0
9	R2	30	0.0	30	0.0	0.040	5.7	LOS A	0.1	0.9	0.06	0.57	0.06	53.3
Approach		45	0.0	45	0.0	0.040	5.3	LOS A	0.1	0.9	0.06	0.57	0.06	53.5
West: Elizabeth Drive														
10	L2	53	0.0	53	0.0	0.030	5.5	LOS A	0.0	0.0	0.00	0.57	0.00	53.7
11	T1	1	0.0	1	0.0	0.030	0.0	LOS A	0.0	0.0	0.00	0.57	0.00	55.1
12	R2	1	0.0	1	0.0	0.030	5.5	LOS A	0.0	0.0	0.00	0.57	0.00	53.2
Approach		55	0.0	55	0.0	0.030	5.4	NA	0.0	0.0	0.00	0.57	0.00	53.7
All Vehicles		139	0.0	139	0.0	0.040	4.8	NA	0.1	0.9	0.04	0.52	0.04	54.2

MOVEMENT SUMMARY

Site: 101 [Elizabeth Dr / Weir Dr PM (Site Folder: General)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Weir Drive														
1	L2	2	0.0	2	0.0	0.141	5.6	LOS A	0.5	3.8	0.20	0.54	0.20	54.1
2	T1	160	0.0	160	0.0	0.141	4.8	LOS A	0.5	3.8	0.20	0.54	0.20	54.3
3	R2	1	0.0	1	0.0	0.141	5.7	LOS A	0.5	3.8	0.20	0.54	0.20	53.6
Approach		163	0.0	163	0.0	0.141	4.8	LOS A	0.5	3.8	0.20	0.54	0.20	54.3
East: Elizabeth Drive														
4	L2	2	0.0	2	0.0	0.004	5.7	LOS A	0.0	0.1	0.09	0.21	0.09	56.2
5	T1	5	0.0	5	0.0	0.004	0.1	LOS A	0.0	0.1	0.09	0.21	0.09	57.7
6	R2	1	0.0	1	0.0	0.004	5.9	LOS A	0.0	0.1	0.09	0.21	0.09	55.6
Approach		8	0.0	8	0.0	0.004	2.2	NA	0.0	0.1	0.09	0.21	0.09	57.0
North: Weir Drive														
7	L2	1	0.0	1	0.0	0.108	5.6	LOS A	0.4	2.7	0.22	0.58	0.22	53.3
8	T1	39	0.0	39	0.0	0.108	4.5	LOS A	0.4	2.7	0.22	0.58	0.22	53.4
9	R2	66	0.0	66	0.0	0.108	6.8	LOS A	0.4	2.7	0.22	0.58	0.22	52.8
Approach		106	0.0	106	0.0	0.108	5.9	LOS A	0.4	2.7	0.22	0.58	0.22	53.0
West: Elizabeth Drive														
10	L2	140	0.0	140	0.0	0.082	5.5	LOS A	0.0	0.1	0.00	0.53	0.00	54.0
11	T1	12	0.0	12	0.0	0.082	0.0	LOS A	0.0	0.1	0.00	0.53	0.00	55.4
12	R2	1	0.0	1	0.0	0.082	5.5	LOS A	0.0	0.1	0.00	0.53	0.00	53.4
Approach		153	0.0	153	0.0	0.082	5.1	NA	0.0	0.1	0.00	0.53	0.00	54.1
All Vehicles		430	0.0	430	0.0	0.141	5.2	NA	0.5	3.8	0.13	0.54	0.13	53.9

MOVEMENT SUMMARY

Site: 101 [Monzali Dr / Weir Dr AM (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Weir Drive														
1	L2	7	0.0	7	0.0	0.008	5.6	LOS A	0.0	0.2	0.09	0.54	0.09	53.6
2	T1	3	0.0	3	0.0	0.008	4.4	LOS A	0.0	0.2	0.09	0.54	0.09	53.8
3	R2	1	0.0	1	0.0	0.008	5.6	LOS A	0.0	0.2	0.09	0.54	0.09	53.1
Approach		11	0.0	11	0.0	0.008	5.3	LOS A	0.0	0.2	0.09	0.54	0.09	53.6
East: Monzali Drive														
4	L2	1	0.0	1	0.0	0.015	5.6	LOS A	0.0	0.1	0.01	0.04	0.01	58.0
5	T1	28	0.0	28	0.0	0.015	0.0	LOS A	0.0	0.1	0.01	0.04	0.01	59.6
6	R2	1	0.0	1	0.0	0.015	5.5	LOS A	0.0	0.1	0.01	0.04	0.01	57.4
Approach		30	0.0	30	0.0	0.015	0.4	NA	0.0	0.1	0.01	0.04	0.01	59.5
North: Weir Drive														
7	L2	1	0.0	1	0.0	0.032	5.6	LOS A	0.1	0.8	0.14	0.56	0.14	53.4
8	T1	3	0.0	3	0.0	0.032	4.3	LOS A	0.1	0.8	0.14	0.56	0.14	53.5
9	R2	31	0.0	31	0.0	0.032	5.7	LOS A	0.1	0.8	0.14	0.56	0.14	52.8
Approach		35	0.0	35	0.0	0.032	5.6	LOS A	0.1	0.8	0.14	0.56	0.14	52.9
West: Monzali Drive														
10	L2	26	0.0	26	0.0	0.022	5.6	LOS A	0.0	0.2	0.02	0.40	0.02	54.9
11	T1	13	0.0	13	0.0	0.022	0.0	LOS A	0.0	0.2	0.02	0.40	0.02	56.4
12	R2	3	0.0	3	0.0	0.022	5.5	LOS A	0.0	0.2	0.02	0.40	0.02	54.4
Approach		42	0.0	42	0.0	0.022	3.8	NA	0.0	0.2	0.02	0.40	0.02	55.3
All Vehicles		118	0.0	118	0.0	0.032	3.6	NA	0.1	0.8	0.06	0.37	0.06	55.4

MOVEMENT SUMMARY

Site: 101 [Monzali Dr / Weir Dr PM (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Weir Drive														
1	L2	2	0.0	2	0.0	0.004	5.6	LOS A	0.0	0.1	0.06	0.55	0.06	53.8
2	T1	2	0.0	2	0.0	0.004	4.9	LOS A	0.0	0.1	0.06	0.55	0.06	54.0
3	R2	1	0.0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.06	0.55	0.06	53.3
Approach		5	0.0	5	0.0	0.004	5.3	LOS A	0.0	0.1	0.06	0.55	0.06	53.8
East: Monzali Drive														
4	L2	1	0.0	1	0.0	0.008	5.8	LOS A	0.0	0.1	0.05	0.07	0.05	57.5
5	T1	14	0.0	14	0.0	0.008	0.1	LOS A	0.0	0.1	0.05	0.07	0.05	59.1
6	R2	1	0.0	1	0.0	0.008	6.0	LOS A	0.0	0.1	0.05	0.07	0.05	56.9
Approach		16	0.0	16	0.0	0.008	0.8	NA	0.0	0.1	0.05	0.07	0.05	58.9
North: Weir Drive														
7	L2	1	0.0	1	0.0	0.044	5.6	LOS A	0.1	1.0	0.20	0.58	0.20	53.1
8	T1	1	0.0	1	0.0	0.044	4.6	LOS A	0.1	1.0	0.20	0.58	0.20	53.3
9	R2	42	0.0	42	0.0	0.044	6.0	LOS A	0.1	1.0	0.20	0.58	0.20	52.6
Approach		44	0.0	44	0.0	0.044	6.0	LOS A	0.1	1.0	0.20	0.58	0.20	52.6
West: Monzali Drive														
10	L2	168	0.0	168	0.0	0.103	5.5	LOS A	0.0	0.3	0.01	0.52	0.01	54.0
11	T1	18	0.0	18	0.0	0.103	0.0	LOS A	0.0	0.3	0.01	0.52	0.01	55.4
12	R2	6	0.0	6	0.0	0.103	5.5	LOS A	0.0	0.3	0.01	0.52	0.01	53.5
Approach		192	0.0	192	0.0	0.103	5.0	NA	0.0	0.3	0.01	0.52	0.01	54.1
All Vehicles		257	0.0	257	0.0	0.103	4.9	NA	0.1	1.0	0.04	0.51	0.04	54.1

MOVEMENT SUMMARY

Site: 101 [Weir Dr / Plantation Rd AM (Site Folder: General)]

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Weir Dr														
1	L2	1	0.0	1	0.0	0.033	5.5	LOS A	0.0	0.0	0.00	0.01	0.00	58.3
2	T1	64	0.0	64	0.0	0.033	0.0	LOS A	0.0	0.0	0.00	0.01	0.00	59.9
Approach		65	0.0	65	0.0	0.033	0.1	NA	0.0	0.0	0.00	0.01	0.00	59.9
North: Weir Dr														
8	T1	28	0.0	28	0.0	0.015	0.0	LOS A	0.0	0.0	0.01	0.02	0.01	59.8
9	R2	1	0.0	1	0.0	0.015	5.6	LOS A	0.0	0.0	0.01	0.02	0.01	57.5
Approach		29	0.0	29	0.0	0.015	0.2	NA	0.0	0.0	0.01	0.02	0.01	59.7
West: Plantation Rd														
10	L2	3	0.0	3	0.0	0.003	8.2	LOS A	0.0	0.1	0.15	0.89	0.15	51.8
12	R2	1	0.0	1	0.0	0.003	7.8	LOS A	0.0	0.1	0.15	0.89	0.15	51.3
Approach		4	0.0	4	0.0	0.003	8.1	LOS A	0.0	0.1	0.15	0.89	0.15	51.7
All Vehicles		98	0.0	98	0.0	0.033	0.5	NA	0.0	0.1	0.01	0.05	0.01	59.4

MOVEMENT SUMMARY

Site: 101 [Weir Dr / Plantation Rd PM (Site Folder: General)]

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV %	[Total veh/h	HV %				[Veh. veh	Dist] m				
South: Weir Dr														
1	L2	1	0.0	1	0.0	0.151	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
2	T1	293	0.0	293	0.0	0.151	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		294	0.0	294	0.0	0.151	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Weir Dr														
8	T1	107	0.0	107	0.0	0.059	0.1	LOS A	0.0	0.3	0.05	0.03	0.05	59.5
9	R2	6	0.0	6	0.0	0.059	6.4	LOS A	0.0	0.3	0.05	0.03	0.05	57.3
Approach		113	0.0	113	0.0	0.059	0.4	NA	0.0	0.3	0.05	0.03	0.05	59.4
West: Plantation Rd														
10	L2	6	0.0	6	0.0	0.008	9.2	LOS A	0.0	0.2	0.37	0.84	0.37	51.4
12	R2	2	0.0	2	0.0	0.008	9.4	LOS A	0.0	0.2	0.37	0.84	0.37	50.9
Approach		8	0.0	8	0.0	0.008	9.2	LOS A	0.0	0.2	0.37	0.84	0.37	51.3
All Vehicles		415	0.0	415	0.0	0.151	0.3	NA	0.0	0.3	0.02	0.03	0.02	59.6

5 YEAR SCENARIO WITH DEVELOPMENT GENERATED TRAFFIC

MOVEMENT SUMMARY

Site: [Hilton Ave / Monzali Dr Intersection - AM (Site Folder: General)]

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV veh/h]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Hilton Avenue														
1	L2	1	0	1	0.0	0.300	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
2	T1	581	0	581	0.0	0.300	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	430	0	430	0.0	0.521	11.3	LOS B	3.4	23.9	0.70	1.01	1.10	49.3
Approach		1012	0	1012	0.0	0.521	4.8	NA	3.4	23.9	0.30	0.43	0.47	54.8
East: Monzali Drive														
4	L2	479	0	479	0.0	0.770	17.1	LOS C	6.9	48.0	0.83	1.29	2.00	46.4
5	T1	1	0	1	0.0	0.085	36.7	LOS E	0.2	1.7	0.91	1.00	0.91	37.4
6	R2	9	0	9	0.0	0.085	36.8	LOS E	0.2	1.7	0.91	1.00	0.91	37.3
Approach		489	0	489	0.0	0.770	17.5	LOS C	6.9	48.0	0.83	1.28	1.98	46.2
North: Hilton Avenue														
7	L2	24	0	24	0.0	0.344	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.0
8	T1	646	0	646	0.0	0.344	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.6
9	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.51	0.58	0.51	51.5
Approach		671	0	671	0.0	0.344	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.5
West: Grace College Access														
10	L2	1	0	1	0.0	0.019	11.9	LOS B	0.1	0.4	0.84	0.95	0.84	41.1
11	T1	1	0	1	0.0	0.019	36.6	LOS E	0.1	0.4	0.84	0.95	0.84	41.1
12	R2	1	0	1	0.0	0.019	35.2	LOS E	0.1	0.4	0.84	0.95	0.84	41.0
Approach		3	0	3	0.0	0.019	27.9	LOS D	0.1	0.4	0.84	0.95	0.84	41.1
All Vehicles		2175	0	2175	0.0	0.770	6.3	NA	6.9	48.0	0.33	0.50	0.66	53.8

MOVEMENT SUMMARY

Site: [Hilton Ave / Monzali Dr Intersection - PM (Site Folder: General)]

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV veh/h]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Hilton Avenue														
1	L2	1	0	1	0.0	0.299	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
2	T1	578	0	578	0.0	0.299	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
3	R2	598	0	598	0.0	0.543	9.7	LOS A	4.6	32.3	0.66	0.95	1.00	50.3
Approach		1177	0	1177	0.0	0.543	5.0	NA	4.6	32.3	0.34	0.48	0.51	54.6
East: Monzali Drive														
4	L2	455	0	455	0.0	0.567	10.8	LOS B	4.0	28.0	0.65	0.98	1.03	50.4
5	T1	1	0	1	0.0	0.167	36.0	LOS E	0.5	3.4	0.91	1.00	0.93	37.6
6	R2	20	0	20	0.0	0.167	36.1	LOS E	0.5	3.4	0.91	1.00	0.93	37.6
Approach		476	0	476	0.0	0.567	11.9	LOS B	4.0	28.0	0.66	0.98	1.03	49.7
North: Hilton Avenue														
7	L2	18	0	18	0.0	0.250	5.6	LOS A	0.0	0.0	0.00	0.02	0.00	58.1
8	T1	468	0	468	0.0	0.250	0.1	LOS A	0.0	0.0	0.00	0.02	0.00	59.7
9	R2	1	0	1	0.0	0.001	7.6	LOS A	0.0	0.0	0.53	0.57	0.53	51.5
Approach		487	0	487	0.0	0.250	0.3	NA	0.0	0.0	0.00	0.02	0.00	59.6
West: Grace College Access														
10	L2	1	0	1	0.0	0.041	11.9	LOS B	0.1	0.8	0.87	0.98	0.87	40.0
11	T1	1	0	1	0.0	0.041	34.7	LOS D	0.1	0.8	0.87	0.98	0.87	39.9
12	R2	4	0	4	0.0	0.041	34.0	LOS D	0.1	0.8	0.87	0.98	0.87	39.9
Approach		6	0	6	0.0	0.041	30.5	LOS D	0.1	0.8	0.87	0.98	0.87	39.9
All Vehicles		2146	0	2146	0.0	0.567	5.5	NA	4.6	32.3	0.33	0.49	0.51	54.4

MOVEMENT SUMMARY

Site: [Hilton Ave / Elizabeth Dr Intersection - AM (Site Folder: General)]

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Hilton Avenue														
1	L2	192	0	192	0.0	0.343	6.1	LOS A	1.8	12.8	0.28	0.34	0.28	54.3
2	T1	206	0	206	0.0	0.343	0.5	LOS A	1.8	12.8	0.28	0.34	0.28	55.7
3	R2	205	0	205	0.0	0.343	6.2	LOS A	1.8	12.8	0.28	0.34	0.28	53.7
Approach		603	0	603	0.0	0.343	4.2	NA	1.8	12.8	0.28	0.34	0.28	54.5
East: Elizabeth Drive														
4	L2	399	0	399	0.0	0.484	9.6	LOS A	3.5	24.4	0.37	0.91	0.45	50.4
5	T1	15	0	15	0.0	0.484	18.6	LOS C	3.5	24.4	0.37	0.91	0.45	50.1
6	R2	65	0	65	0.0	0.484	16.0	LOS C	3.5	24.4	0.37	0.91	0.45	49.9
Approach		479	0	479	0.0	0.484	10.7	LOS B	3.5	24.4	0.37	0.91	0.45	50.3
North: Hilton Avenue														
7	L2	23	0	23	0.0	0.094	6.2	LOS A	0.1	0.9	0.10	0.11	0.10	57.0
8	T1	142	0	142	0.0	0.094	0.2	LOS A	0.1	0.9	0.10	0.11	0.10	58.6
9	R2	11	0	11	0.0	0.094	7.0	LOS A	0.1	0.9	0.10	0.11	0.10	56.4
Approach		176	0	176	0.0	0.094	1.4	NA	0.1	0.9	0.10	0.11	0.10	58.2
West: Grace College Access														
10	L2	7	0	7	0.0	0.803	25.5	LOS D	5.2	36.1	0.92	1.35	2.30	36.1
11	T1	11	0	11	0.0	0.803	30.6	LOS D	5.2	36.1	0.92	1.35	2.30	36.0
12	R2	183	0	183	0.0	0.803	41.3	LOS E	5.2	36.1	0.92	1.35	2.30	35.9
Approach		201	0	201	0.0	0.803	40.2	LOS E	5.2	36.1	0.92	1.35	2.30	35.9
All Vehicles		1459	0	1459	0.0	0.803	11.0	NA	5.2	36.1	0.38	0.64	0.59	50.0

MOVEMENT SUMMARY

Site: [Hilton Ave / Elizabeth Dr Intersection - PM (Site Folder: General)]

New Site
 Site Category: (None)
 Stop (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] veh/h	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Hilton Avenue														
1	L2	24	0	24	0.0	0.415	8.6	LOS A	3.3	23.4	0.59	0.46	0.74	53.2
2	T1	247	0	247	0.0	0.415	2.7	LOS A	3.3	23.4	0.59	0.46	0.74	54.5
3	R2	307	0	307	0.0	0.415	8.6	LOS A	3.3	23.4	0.59	0.46	0.74	52.7
Approach		578	0	578	0.0	0.415	6.1	NA	3.3	23.4	0.59	0.46	0.74	53.5
East: Elizabeth Drive														
4	L2	199	0	199	0.0	0.586	12.9	LOS B	4.1	28.6	0.57	1.08	1.03	46.2
5	T1	3	0	3	0.0	0.586	23.5	LOS C	4.1	28.6	0.57	1.08	1.03	46.0
6	R2	118	0	118	0.0	0.586	25.5	LOS D	4.1	28.6	0.57	1.08	1.03	45.8
Approach		320	0	320	0.0	0.586	17.6	LOS C	4.1	28.6	0.57	1.08	1.03	46.0
North: Hilton Avenue														
7	L2	228	0	228	0.0	0.246	5.5	LOS A	0.0	0.1	0.00	0.29	0.00	55.9
8	T1	238	0	238	0.0	0.246	0.0	LOS A	0.0	0.1	0.00	0.29	0.00	57.4
9	R2	1	0	1	0.0	0.246	6.6	LOS A	0.0	0.1	0.00	0.29	0.00	55.3
Approach		467	0	467	0.0	0.246	2.7	NA	0.0	0.1	0.00	0.29	0.00	56.7
West: Grace College Access														
10	L2	2	0	2	0.0	0.167	9.0	LOS A	0.5	3.7	0.76	0.99	0.76	45.3
11	T1	2	0	2	0.0	0.167	18.5	LOS C	0.5	3.7	0.76	0.99	0.76	45.1
12	R2	41	0	41	0.0	0.167	20.0	LOS C	0.5	3.7	0.76	0.99	0.76	44.9
Approach		45	0	45	0.0	0.167	19.4	LOS C	0.5	3.7	0.76	0.99	0.76	44.9
All Vehicles		1410	0	1410	0.0	0.586	8.0	NA	4.1	28.6	0.40	0.56	0.56	52.2

MOVEMENT SUMMARY

Site: 101 [Elizabeth Dr / Weir Dr AM (Site Folder: General)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Weir Drive														
1	L2	5	0.0	5	0.0	0.086	5.6	LOS A	0.3	2.2	0.16	0.53	0.16	54.2
2	T1	96	0.0	96	0.0	0.086	4.7	LOS A	0.3	2.2	0.16	0.53	0.16	54.4
3	R2	1	0.0	1	0.0	0.086	6.8	LOS A	0.3	2.2	0.16	0.53	0.16	53.7
Approach		102	0.0	102	0.0	0.086	4.8	LOS A	0.3	2.2	0.16	0.53	0.16	54.3
East: Elizabeth Drive														
4	L2	1	0.0	1	0.0	0.006	5.7	LOS A	0.0	0.1	0.05	0.10	0.05	57.3
5	T1	10	0.0	10	0.0	0.006	0.0	LOS A	0.0	0.1	0.05	0.10	0.05	58.9
6	R2	1	0.0	1	0.0	0.006	5.8	LOS A	0.0	0.1	0.05	0.10	0.05	56.7
Approach		12	0.0	12	0.0	0.006	1.0	NA	0.0	0.1	0.05	0.10	0.05	58.6
North: Weir Drive														
7	L2	1	0.0	1	0.0	0.463	5.5	LOS A	2.5	17.2	0.25	0.58	0.25	53.4
8	T1	239	0.0	239	0.0	0.463	4.6	LOS A	2.5	17.2	0.25	0.58	0.25	53.6
9	R2	255	0.0	255	0.0	0.463	6.9	LOS A	2.5	17.2	0.25	0.58	0.25	52.9
Approach		495	0.0	495	0.0	0.463	5.8	LOS A	2.5	17.2	0.25	0.58	0.25	53.2
West: Elizabeth Drive														
10	L2	128	0.0	128	0.0	0.070	5.5	LOS A	0.0	0.1	0.00	0.57	0.00	53.7
11	T1	1	0.0	1	0.0	0.070	0.0	LOS A	0.0	0.1	0.00	0.57	0.00	55.0
12	R2	1	0.0	1	0.0	0.070	5.5	LOS A	0.0	0.1	0.00	0.57	0.00	53.1
Approach		130	0.0	130	0.0	0.070	5.5	NA	0.0	0.1	0.00	0.57	0.00	53.7
All Vehicles		739	0.0	739	0.0	0.463	5.5	NA	2.5	17.2	0.19	0.56	0.19	53.5

MOVEMENT SUMMARY

Site: 101 [Elizabeth Dr / Weir Dr PM (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Weir Drive														
1	L2	2	0.0	2	0.0	0.406	6.0	LOS A	2.3	15.8	0.41	0.71	0.50	52.5
2	T1	370	0.0	370	0.0	0.406	7.0	LOS A	2.3	15.8	0.41	0.71	0.50	52.7
3	R2	1	0.0	1	0.0	0.406	6.9	LOS A	2.3	15.8	0.41	0.71	0.50	52.0
Approach		373	0.0	373	0.0	0.406	7.0	LOS A	2.3	15.8	0.41	0.71	0.50	52.7
East: Elizabeth Drive														
4	L2	2	0.0	2	0.0	0.004	6.0	LOS A	0.0	0.1	0.16	0.20	0.16	55.9
5	T1	5	0.0	5	0.0	0.004	0.3	LOS A	0.0	0.1	0.16	0.20	0.16	57.4
6	R2	1	0.0	1	0.0	0.004	6.6	LOS A	0.0	0.1	0.16	0.20	0.16	55.3
Approach		8	0.0	8	0.0	0.004	2.5	NA	0.0	0.1	0.16	0.20	0.16	56.8
North: Weir Drive														
7	L2	1	0.0	1	0.0	0.379	6.1	LOS A	1.9	13.2	0.43	0.73	0.52	51.4
8	T1	129	0.0	129	0.0	0.379	5.7	LOS A	1.9	13.2	0.43	0.73	0.52	51.5
9	R2	156	0.0	156	0.0	0.379	10.8	LOS B	1.9	13.2	0.43	0.73	0.52	50.9
Approach		286	0.0	286	0.0	0.379	8.5	LOS A	1.9	13.2	0.43	0.73	0.52	51.2
West: Elizabeth Drive														
10	L2	350	0.0	350	0.0	0.195	5.5	LOS A	0.0	0.1	0.00	0.56	0.00	53.8
11	T1	12	0.0	12	0.0	0.195	0.0	LOS A	0.0	0.1	0.00	0.56	0.00	55.1
12	R2	1	0.0	1	0.0	0.195	5.5	LOS A	0.0	0.1	0.00	0.56	0.00	53.2
Approach		363	0.0	363	0.0	0.195	5.4	NA	0.0	0.1	0.00	0.56	0.00	53.8
All Vehicles		1030	0.0	1030	0.0	0.406	6.8	NA	2.3	15.8	0.27	0.66	0.33	52.7

MOVEMENT SUMMARY

Site: 101 [Monzali Dr / Weir Dr AM (Site Folder: General)]

New Site

Site Category: (None)

Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h	HV] %	[Total veh/h	HV] %				[Veh. veh	Dist] m				
South: Weir Drive														
1	L2	7	0.0	7	0.0	0.008	5.6	LOS A	0.0	0.2	0.08	0.54	0.08	53.7
2	T1	3	0.0	3	0.0	0.008	4.6	LOS A	0.0	0.2	0.08	0.54	0.08	53.8
3	R2	1	0.0	1	0.0	0.008	5.6	LOS A	0.0	0.2	0.08	0.54	0.08	53.1
Approach		11	0.0	11	0.0	0.008	5.4	LOS A	0.0	0.2	0.08	0.54	0.08	53.7
East: Monzali Drive														
4	L2	1	0.0	1	0.0	0.016	5.7	LOS A	0.0	0.1	0.02	0.04	0.02	57.9
5	T1	28	0.0	28	0.0	0.016	0.0	LOS A	0.0	0.1	0.02	0.04	0.02	59.6
6	R2	1	0.0	1	0.0	0.016	5.8	LOS A	0.0	0.1	0.02	0.04	0.02	57.3
Approach		30	0.0	30	0.0	0.016	0.4	NA	0.0	0.1	0.02	0.04	0.02	59.4
North: Weir Drive														
7	L2	1	0.0	1	0.0	0.255	5.6	LOS A	1.0	7.2	0.23	0.59	0.23	53.0
8	T1	3	0.0	3	0.0	0.255	4.6	LOS A	1.0	7.2	0.23	0.59	0.23	53.2
9	R2	256	0.0	256	0.0	0.255	6.1	LOS A	1.0	7.2	0.23	0.59	0.23	52.5
Approach		260	0.0	260	0.0	0.255	6.1	LOS A	1.0	7.2	0.23	0.59	0.23	52.5
West: Monzali Drive														
10	L2	101	0.0	101	0.0	0.063	5.5	LOS A	0.0	0.2	0.01	0.51	0.01	54.1
11	T1	13	0.0	13	0.0	0.063	0.0	LOS A	0.0	0.2	0.01	0.51	0.01	55.5
12	R2	3	0.0	3	0.0	0.063	5.5	LOS A	0.0	0.2	0.01	0.51	0.01	53.6
Approach		117	0.0	117	0.0	0.063	4.9	NA	0.0	0.2	0.01	0.51	0.01	54.2
All Vehicles		418	0.0	418	0.0	0.255	5.3	NA	1.0	7.2	0.15	0.53	0.15	53.5

MOVEMENT SUMMARY

Site: 101 [Monzali Dr / Weir Dr PM (Site Folder: General)]

New Site
 Site Category: (None)
 Give-Way (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total veh/h]	[HV %]	[Total veh/h]	[HV %]				[Veh. veh]	[Dist m]				
South: Weir Drive														
1	L2	2	0.0	2	0.0	0.004	5.6	LOS A	0.0	0.1	0.05	0.55	0.05	53.5
2	T1	2	0.0	2	0.0	0.004	5.9	LOS A	0.0	0.1	0.05	0.55	0.05	53.6
3	R2	1	0.0	1	0.0	0.004	5.6	LOS A	0.0	0.1	0.05	0.55	0.05	52.9
Approach		5	0.0	5	0.0	0.004	5.7	LOS A	0.0	0.1	0.05	0.55	0.05	53.4
East: Monzali Drive														
4	L2	1	0.0	1	0.0	0.009	6.3	LOS A	0.0	0.1	0.08	0.07	0.08	57.4
5	T1	14	0.0	14	0.0	0.009	0.1	LOS A	0.0	0.1	0.08	0.07	0.08	59.0
6	R2	1	0.0	1	0.0	0.009	6.8	LOS A	0.0	0.1	0.08	0.07	0.08	56.8
Approach		16	0.0	16	0.0	0.009	0.9	NA	0.0	0.1	0.08	0.07	0.08	58.7
North: Weir Drive														
7	L2	1	0.0	1	0.0	0.150	5.6	LOS A	0.5	3.8	0.32	0.64	0.32	52.7
8	T1	1	0.0	1	0.0	0.150	5.2	LOS A	0.5	3.8	0.32	0.64	0.32	52.8
9	R2	132	0.0	132	0.0	0.150	6.7	LOS A	0.5	3.8	0.32	0.64	0.32	52.2
Approach		134	0.0	134	0.0	0.150	6.7	LOS A	0.5	3.8	0.32	0.64	0.32	52.2
West: Monzali Drive														
10	L2	378	0.0	378	0.0	0.216	5.5	LOS A	0.1	0.4	0.00	0.55	0.00	53.8
11	T1	18	0.0	18	0.0	0.216	0.0	LOS A	0.1	0.4	0.00	0.55	0.00	55.2
12	R2	6	0.0	6	0.0	0.216	5.5	LOS A	0.1	0.4	0.00	0.55	0.00	53.3
Approach		402	0.0	402	0.0	0.216	5.3	NA	0.1	0.4	0.00	0.55	0.00	53.9
All Vehicles		557	0.0	557	0.0	0.216	5.5	NA	0.5	3.8	0.08	0.56	0.08	53.6

MOVEMENT SUMMARY

Site: 101 [Weir Dr / Plantation Rd AM (Site Folder: General)]

New Site

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total	HV]	[Total	HV]				[Veh.	Dist]				
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Weir Dr														
1	L2	1	0.0	1	0.0	0.110	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.3
2	T1	214	0.0	214	0.0	0.110	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	59.9
Approach		215	0.0	215	0.0	0.110	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.9
North: Weir Dr														
8	T1	478	0.0	478	0.0	0.246	0.0	LOS A	0.0	0.1	0.00	0.00	0.00	60.0
9	R2	1	0.0	1	0.0	0.246	6.3	LOS A	0.0	0.1	0.00	0.00	0.00	57.7
Approach		479	0.0	479	0.0	0.246	0.0	NA	0.0	0.1	0.00	0.00	0.00	60.0
West: Plantation Rd														
10	L2	3	0.0	3	0.0	0.004	8.8	LOS A	0.0	0.1	0.33	0.84	0.33	51.1
12	R2	1	0.0	1	0.0	0.004	11.7	LOS B	0.0	0.1	0.33	0.84	0.33	50.7
Approach		4	0.0	4	0.0	0.004	9.5	LOS A	0.0	0.1	0.33	0.84	0.33	51.0
All Vehicles		698	0.0	698	0.0	0.246	0.1	NA	0.0	0.1	0.00	0.01	0.00	59.9

MOVEMENT SUMMARY

Site: 101 [Weir Dr / Plantation Rd PM (Site Folder: General)]

New Site

Site Category: (None)

Stop (Two-Way)

Vehicle Movement Performance

Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[Total	HV]	[Total	HV]				[Veh.	Dist]				
		veh/h	%	veh/h	%	v/c	sec		veh	m				km/h
South: Weir Dr														
1	L2	1	0.0	1	0.0	0.366	5.6	LOS A	0.0	0.0	0.00	0.00	0.00	58.2
2	T1	713	0.0	713	0.0	0.366	0.1	LOS A	0.0	0.0	0.00	0.00	0.00	59.8
Approach		714	0.0	714	0.0	0.366	0.1	NA	0.0	0.0	0.00	0.00	0.00	59.8
North: Weir Dr														
8	T1	287	0.0	287	0.0	0.155	0.2	LOS A	0.1	0.7	0.04	0.01	0.04	59.6
9	R2	6	0.0	6	0.0	0.155	9.6	LOS A	0.1	0.7	0.04	0.01	0.04	57.4
Approach		293	0.0	293	0.0	0.155	0.4	NA	0.1	0.7	0.04	0.01	0.04	59.6
West: Plantation Rd														
10	L2	6	0.0	6	0.0	0.017	12.4	LOS B	0.1	0.4	0.64	0.92	0.64	48.9
12	R2	2	0.0	2	0.0	0.017	16.6	LOS C	0.1	0.4	0.64	0.92	0.64	48.4
Approach		8	0.0	8	0.0	0.017	13.4	LOS B	0.1	0.4	0.64	0.92	0.64	48.8
All Vehicles		1015	0.0	1015	0.0	0.366	0.3	NA	0.1	0.7	0.02	0.01	0.02	59.6

In diversity there is beauty
and there is strength.

MAYA ANGELOU

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