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REPORT TITLE

**TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED THORNVILLE
DEVELOPMENT ON PORTION 104 (OF 30) OF THE FARM LELIEFONTEIN NO.
1175**

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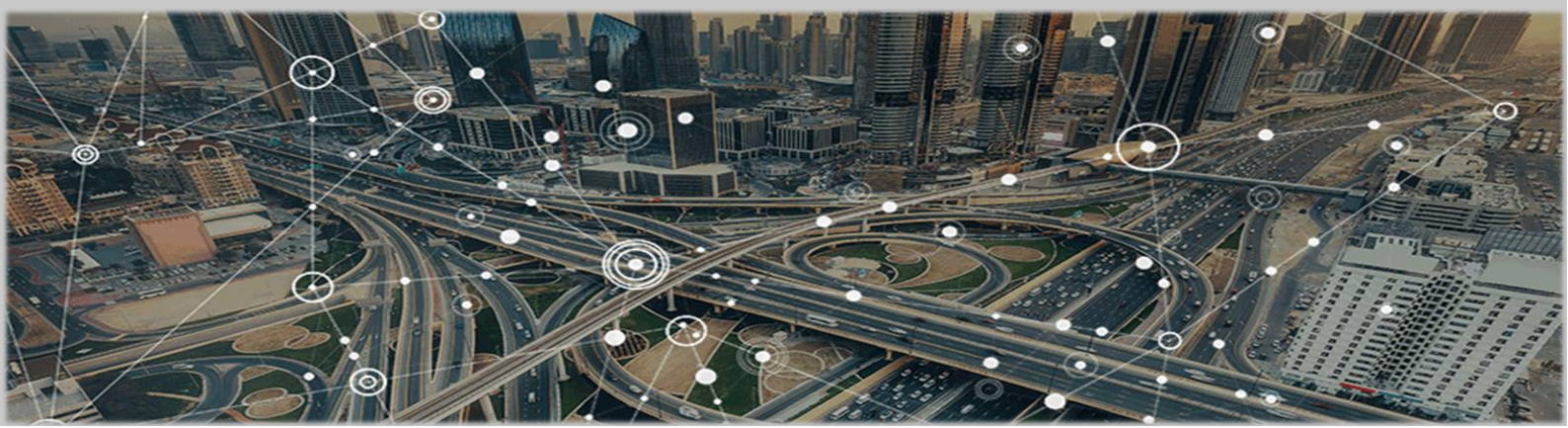
4 MAY 2023

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Title		BSc Eng (Civil), Pr Eng: 20190818
Signature		<i>FBarakzai</i>

VERIFICATION FOR A TRAFFIC IMPACT ASSESSMENT

**TRAFFIC IMPACT ASSESSMENT FOR THE PROPOSED
THORNVILLE DEVELOPMENT ON PORTION 104 (OF 30) OF THE
FARM LELIEFONTEIN NO. 1175**

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

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

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1. Introduction

Emaan Traffic Engineers (Pty) Ltd was appointed by Mondli Consulting to undertake a Traffic Impact Assessment (TIA) for the proposed Thornville Development on portion 104 of the farm Leliefontein within the Msunduzi Municipality in Kwazulu-Natal. The development is to consist of a fuel service station, retail centre with anchor shop, line shops, restaurant and bed and breakfast.

The figure below shows the Site Location.



Figure 1: Site Location

2. Key Information

An overview of the key site and development details is provided in Table 1 below.

Items	Details
Property Details	Portion 104 (of 30), No. 1175 at Thornville, Msunduzi Local Municipality
Proposal	Proposed Construction of Thornville Development
Site Area	3.27 ha
Access Proposed	From Existing Gravel Road, 60m-80m away from the R56

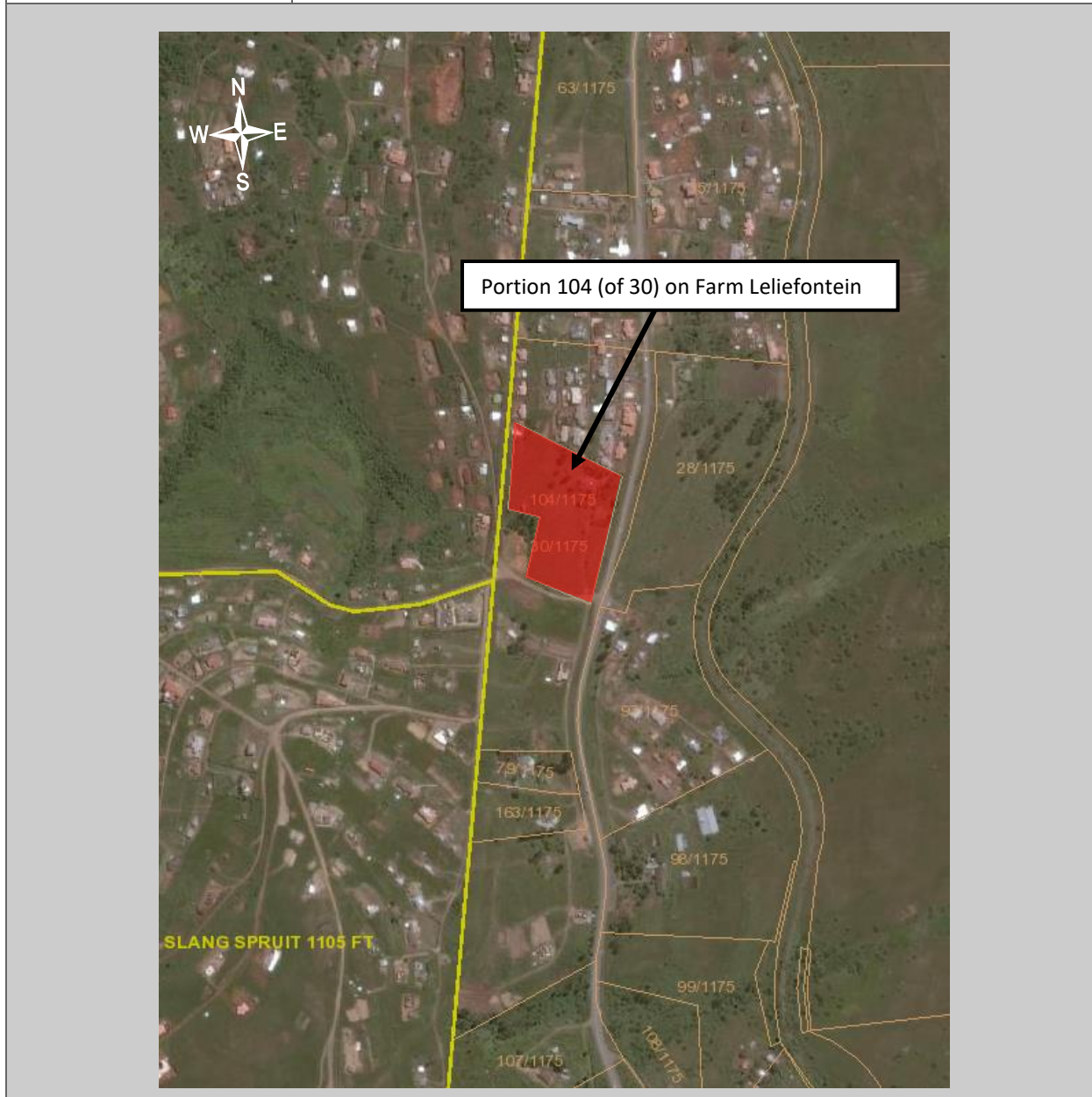


Table 1: Overview of Site and Development Details

3. Study Area

The proposed development site is situated on Portion 104 (of 30) of the Farm Leliefontein. The proposed development falls within the jurisdiction of the Umgungundlovu District Municipality. Access to the site will be off the side road. The Locality Plan of the proposed development site is shown in the Figure below.



Figure 2: Locality Plan

The following is recommended:

- Access to be from the unnamed gravel road, 60 to 80m away from the R56 – no access permitted from the R56.
- The R56 Class 1 Road will have a 15m building line from the road reserve.
- As per UTG7, the shoulder sight distance for an urban road is 45m. The access points for the site meets these requirements.

4. Road Network

4.1 R56

Road Element	Description
Road Width	6.2m
Number of lanes	1x1 single carriageway northbound
	1x1 single carriageway southbound
Jurisdiction	KZN DoT
Road Class	1
Sidewalks	No – pedestrians make use of grass verges
Speed Limit	80km/h
Location Category	Residential
Traffic Calming Measures	None
Streetlights	None

The street view of the R56 North and South approaches is shown in the figures below.



Figure 3: R56 North Approach



Figure 4: R56 South Approach

4.2 Unnamed Gravel Access Road

Road Element	Description
Road Width	5.5m
Number of lanes	1x1 single carriageway
Jurisdiction	Msunduzi Municipality
Road Class	5
Sidewalks	No
Speed Limit	20km/h
Location Category	Rural
Traffic Calming Measures	None
Streetlights	None

The street view of the unnamed gravel road West and East approaches is shown in the figures below.



Figure 5: Unnamed Gravel Road West Approach

4.3 Unnamed Gravel Road

Road Element	Description
Road Width	3.5m northbound
	5.5m southbound
	5.3m westbound
	5.9m eastbound
Number of lanes	1x1 single carriageway
Jurisdiction	Msunduzi Municipality
Road Class	5
Sidewalks	No
Speed Limit	40km/h
Location Category	Rural
Traffic Calming Measures	None
Streetlights	None

The street view of the unnamed gravel Road is shown below.



Figure 6: Unnamed Gravel Road North Approach



Figure 7: Unnamed Gravel Road South Approach



Figure 8: Unnamed Gravel Road West Approach



Figure 9: Unnamed Gravel Road East Approach

5. Existing Traffic Conditions

5.1 Traffic Counts

The existing traffic volumes on the surrounding road network immediately surrounding the site were obtained from classified traffic counts undertaken by Emaan Traffic Engineers at the following intersections on Friday, 11 November 2022:

- R56/ Unnamed Gravel Access Road
- Unnamed Gravel Road/ Unnamed Gravel Access Road

The traffic counts were undertaken from 06:00 to 18:00 on during a typical weekday, recording all movements by vehicle type. An analysis of the traffic counts revealed that the Weekday AM peak hour on this road network occurred from 06:30 to 07:30 and the Weekday PM peak hour occurred from 16:00 to 17:00, both of which are typical peak commuter periods for a commuter during the morning and afternoon in a residential area.

The results and analysis of the traffic counts are contained in the Appendix B to this report. The 2022 Weekday AM and PM peak hour traffic volumes on the surrounding road network is shown in the figure below.

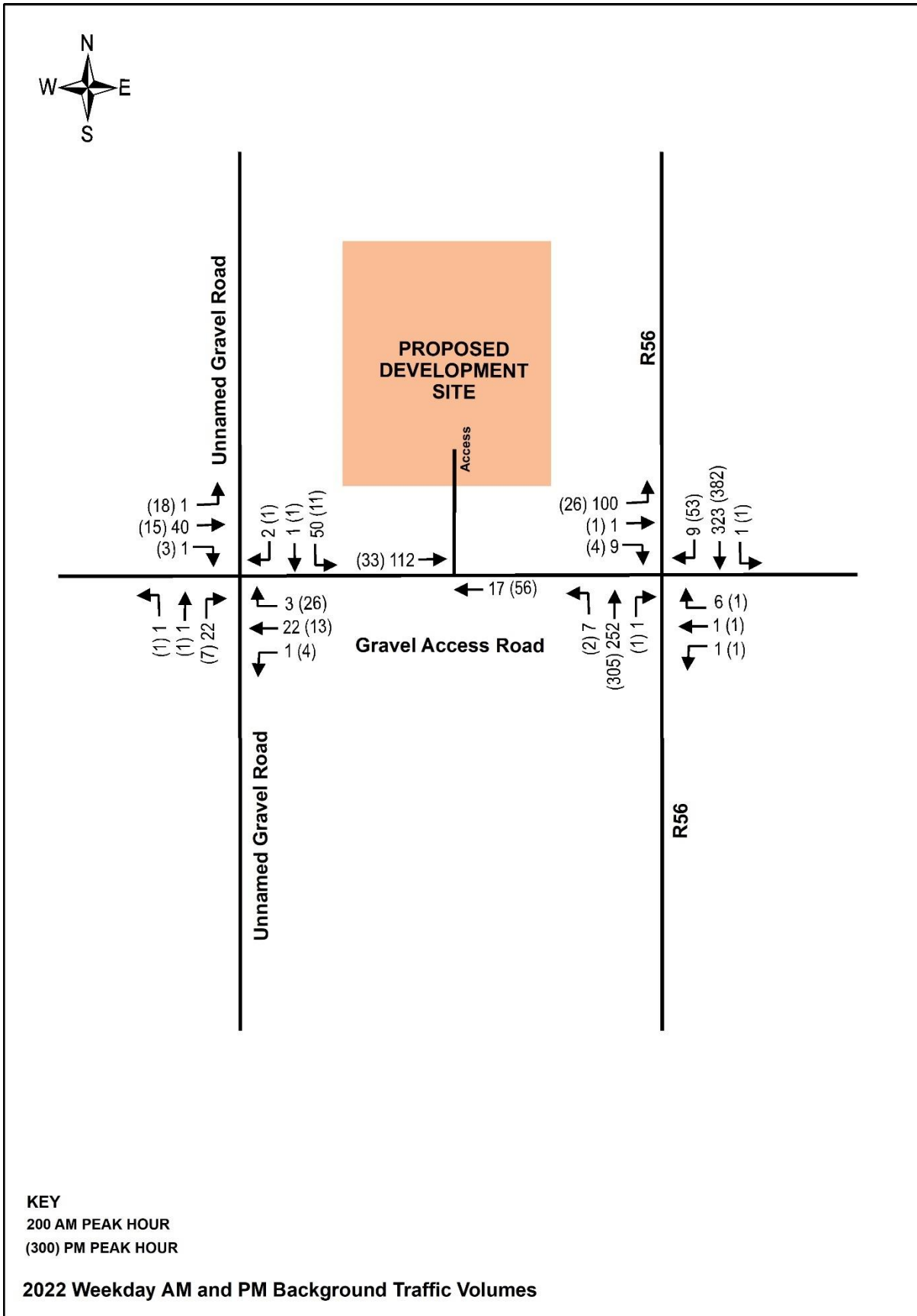


Figure 10: Existing Weekday AM and PM Peak Hour Traffic Volumes

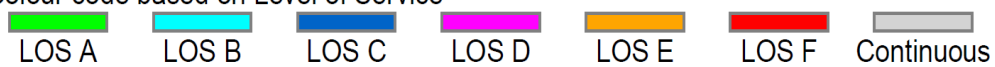
5.2 Traffic Impact Analysis

The SIDRA computer software package was used to analyse the traffic conditions at the intersections within the study area. The underlying objective of intersection analysis is to quantify the performance of an intersection regarding 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.

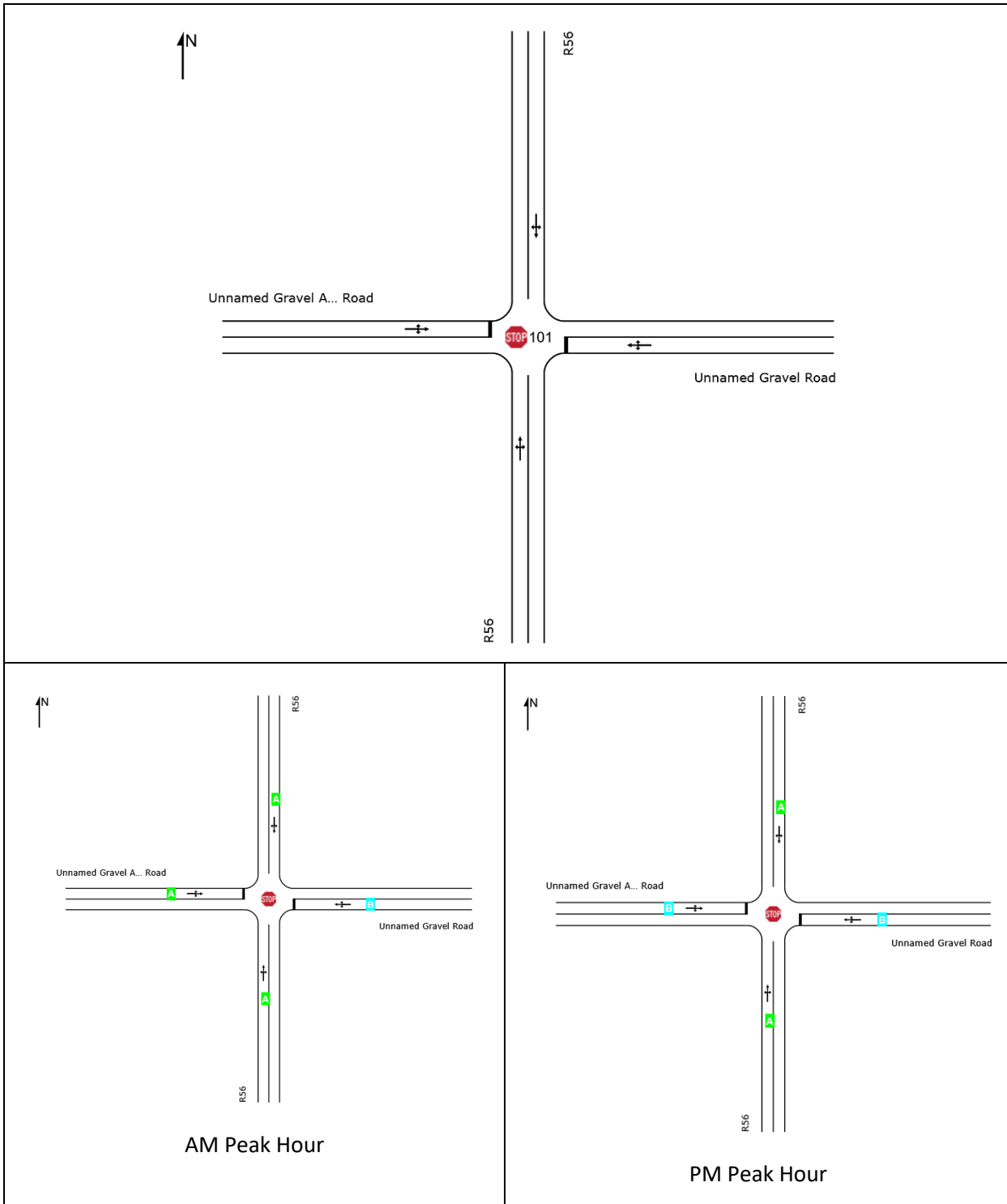
The legend hereafter is used to depict the LOS of each movement at the intersections.

Colour code based on Level of Service



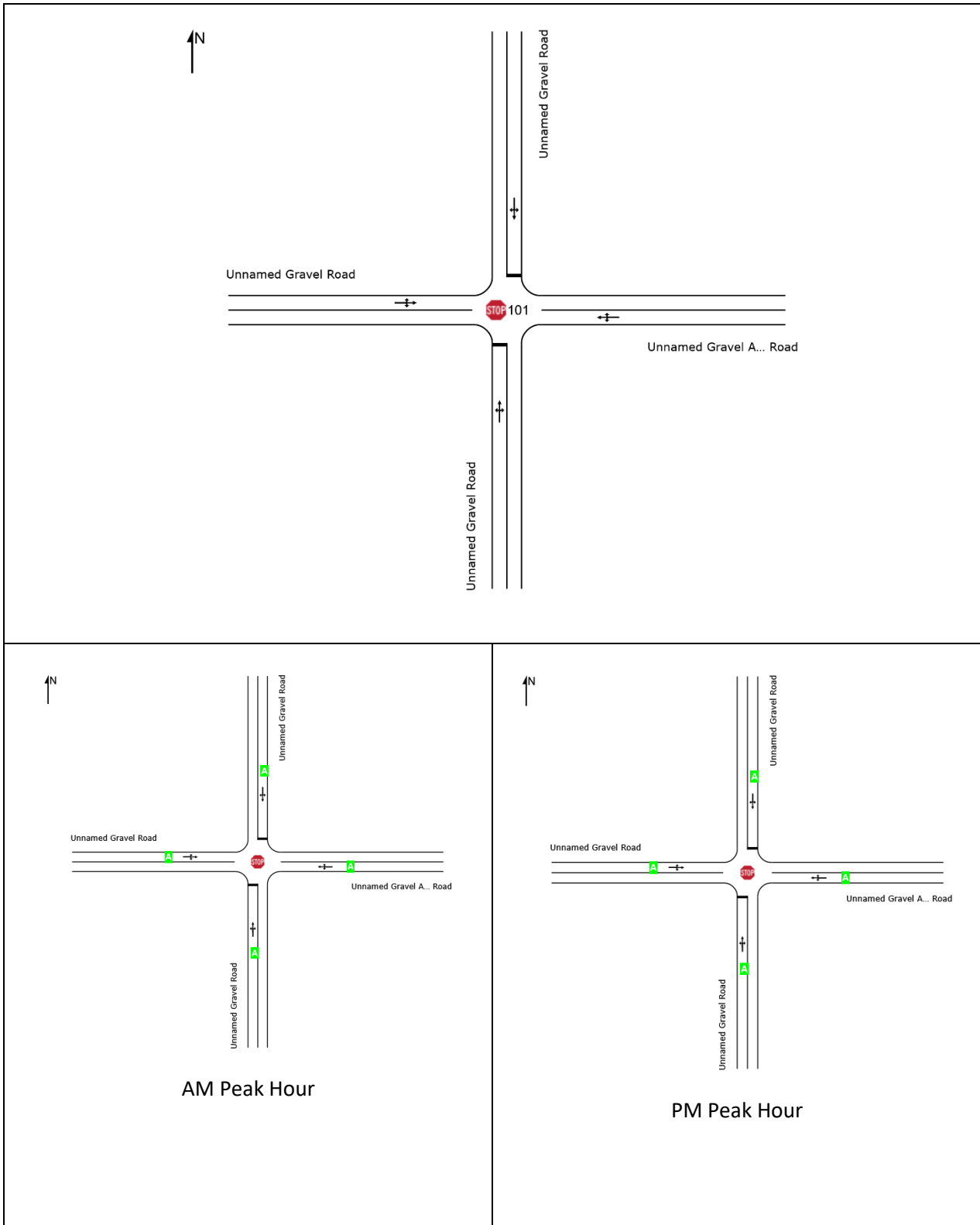
The results of these analyses are presented below with the details contained in the Appendix C to this report.

5.2.1 R56/ Unnamed Gravel Access Road Intersection



The SIDRA analysis indicates that the intersection operates at a good Level of Service during the AM peak hour and the PM peak hour.

5.2.2 Unnamed Gravel Access Road/ Unnamed Gravel Road Intersection



The SIDRA analysis indicates that the intersection operates at an excellent Level of Service during the AM peak hour and the PM peak hour.

6. Planning Year Traffic Volumes

6.1 Assessment Years

The maximum potential trip generation of the proposed site during the peak periods will be less than 1000 veh/h and therefore a design horizon year of 5 years (2027) needs to be assessed as contained in the TMH 17 South African Trip Data Manual.

6.2 Traffic Growth Rates

To assess the 5-year design horizon the existing background peak hour traffic needs to be factored up by a specified growth rate from 2022 to 2027. The Thornville area has the potential to develop further, therefore increasing the traffic volumes in this area in the future.

Due to this a 2.5% per annum growth rate as indicated in TMH17 is considered reasonable for the roads expected to be affected by the traffic generated by the proposed site.

The existing traffic volumes were thus factored up by a compound growth rate of 2.5% to a 2027 5- year design horizon. The 2027 5-year design horizon background traffic is shown below.

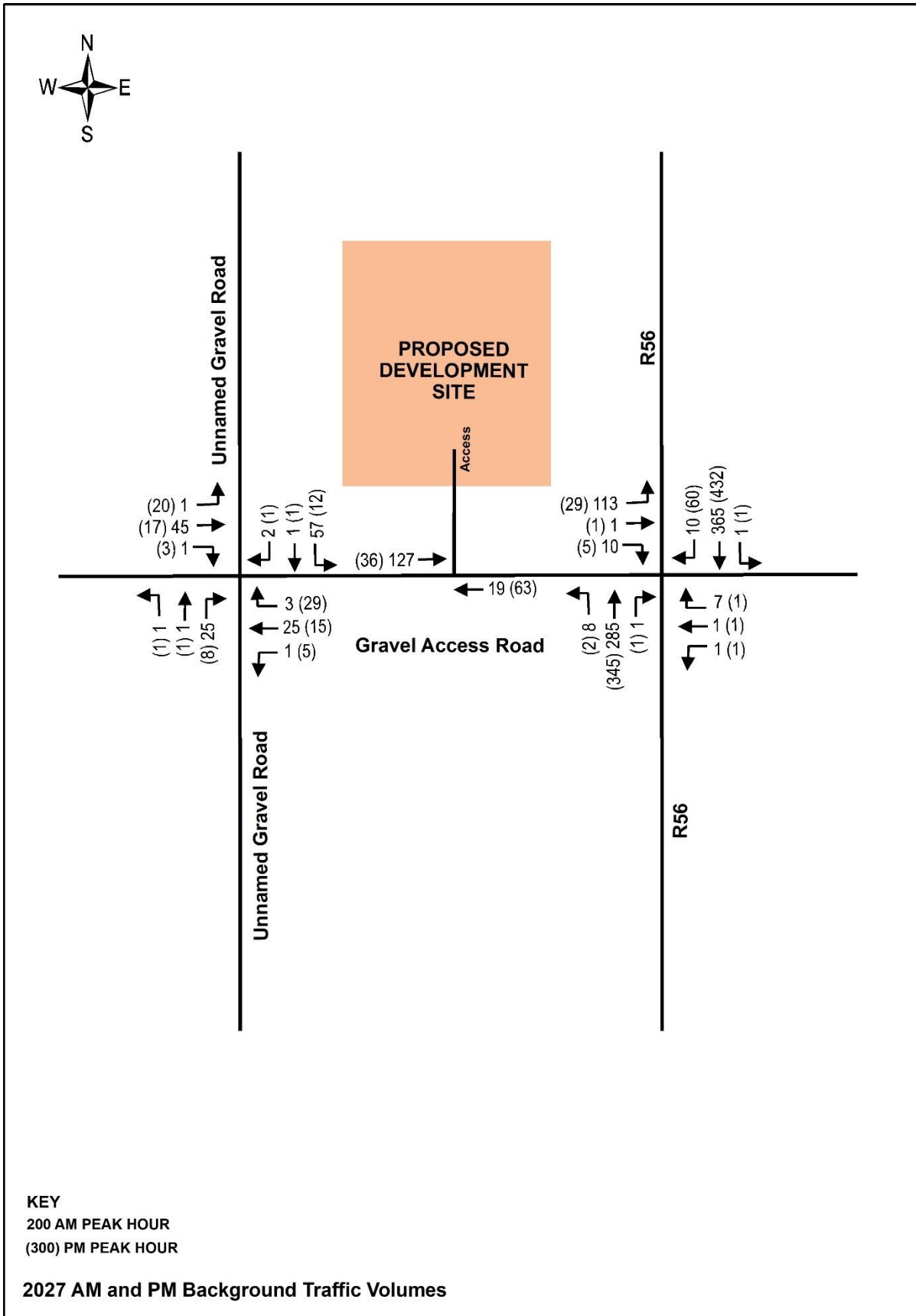
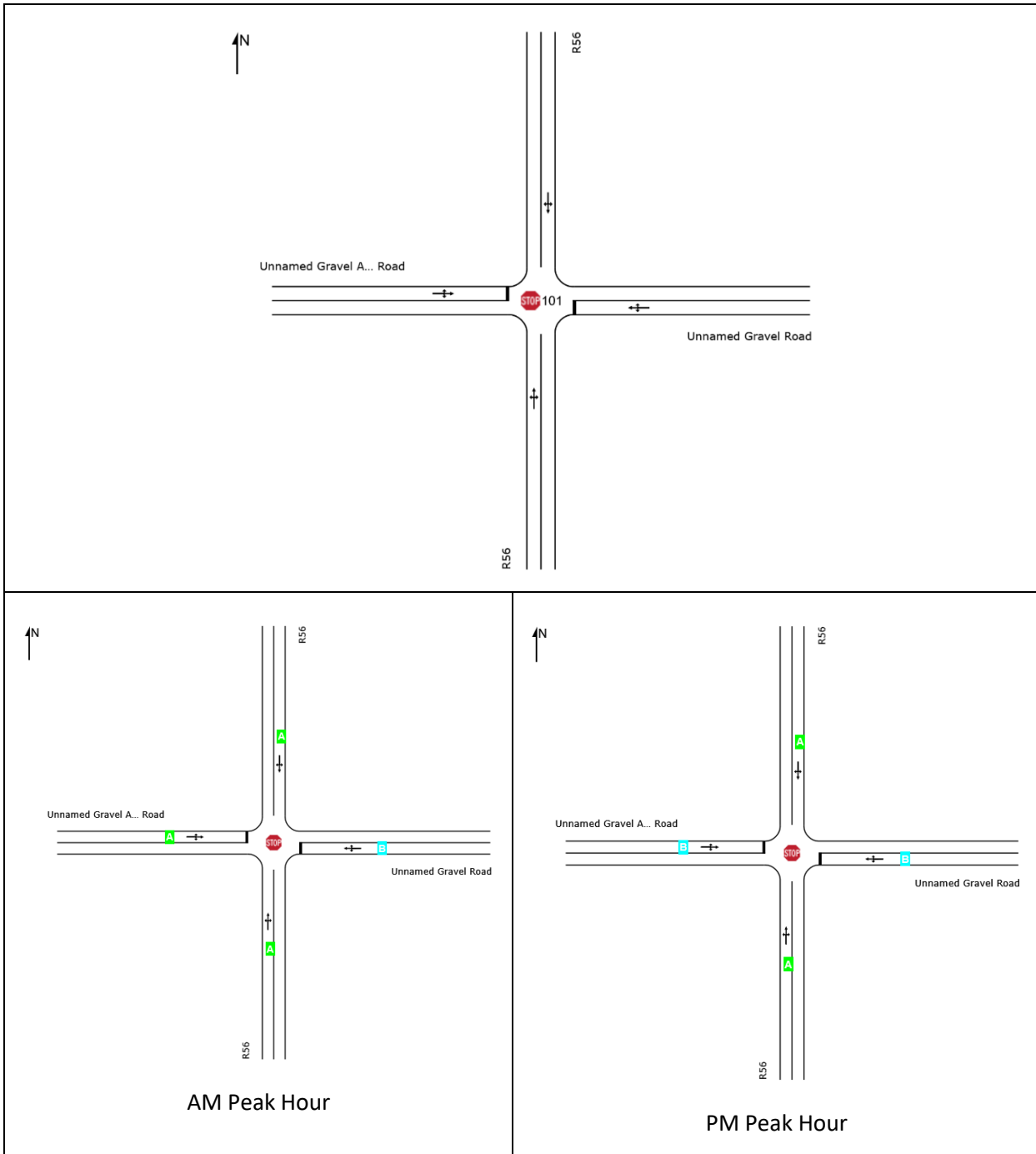


Figure 11: 2027 Background Traffic Volumes

6.3 Planning Year Traffic Analysis without Development Traffic

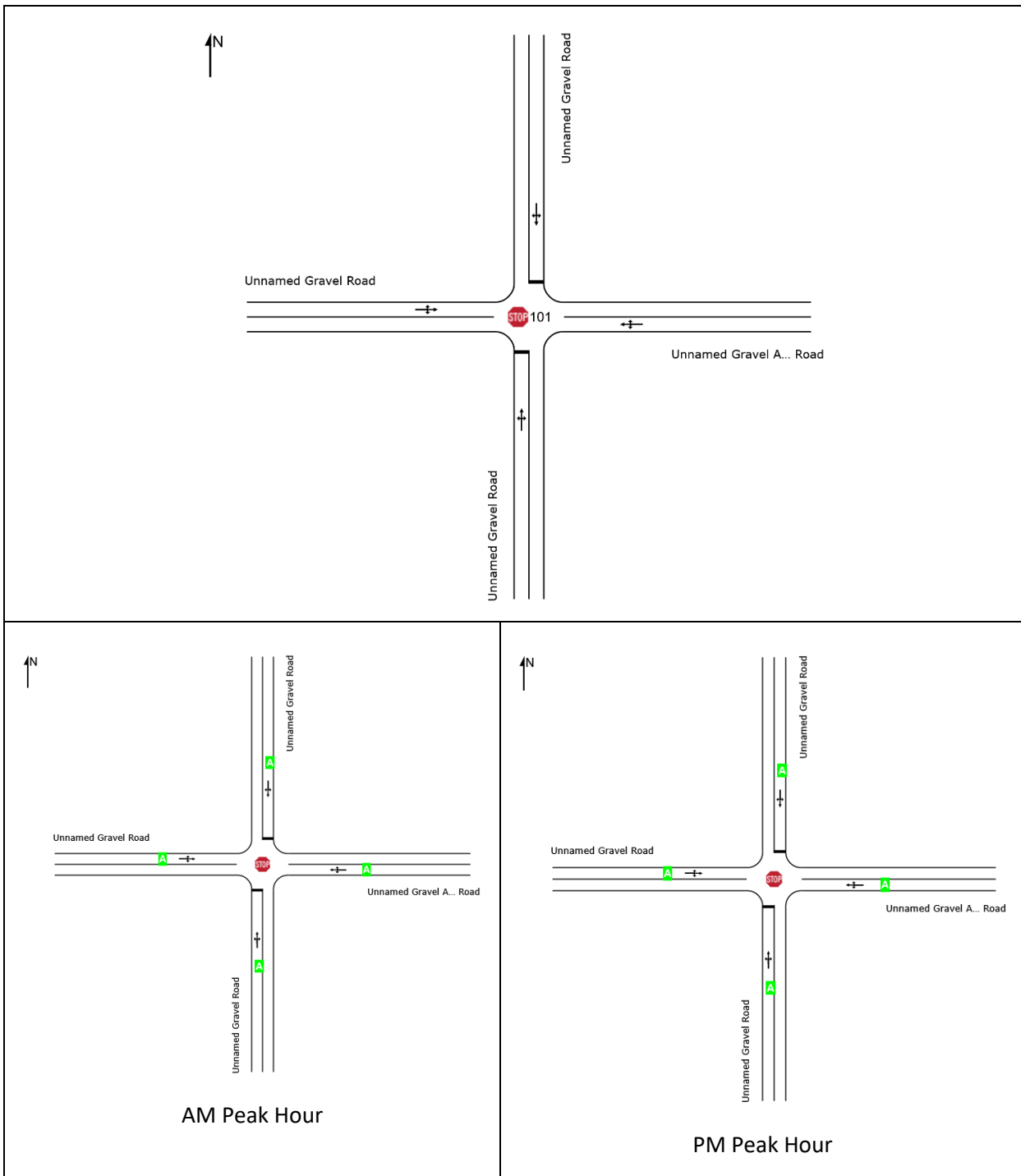
The planning year traffic analysis (2027) will be carried out by analysing the 5-year background traffic volumes only.

6.3.1 R56/ Unnamed Gravel Access Road Intersection



The SIDRA analysis indicates that the intersection operates at a good Level of Service during the AM peak hour and the PM peak hour.

6.3.2 Unnamed Gravel Access Road/ Unnamed Gravel Road Intersection



The SIDRA analysis indicates that the intersection operates at an excellent Level of Service during the AM peak hour and the PM peak hour.

7. Access

7.1 Site Access

The site will have one two-way access off the existing unnamed gravel road 60m-80m away from the R56.



Figure 12: Proposed Access Location

7.2 Development Particulars

Emaan Traffic Engineers (Pty) Ltd was appointed to undertake a Traffic Impact Assessment (TIA) for the proposed Thornville Development on Portion 104 (of 30) of the Farm Leliefontein. A highlevel SDP is shown below:



The total proposed Gross Leasable Area (GLA) is shown in the table below. Due to the nature and locality of the development, a low vehicle ownership percentage reduction will be applied. This percentage reduction is shown in the table below.

Table 2: Low vehicle ownership percentage reduction

Land Use	GLA (m ²)	Percentage Reduction
Petrol Station	-	0%
Food Outlet	200	40%
Shopping Centre	1880	30%
Medical Consulting Rooms	500	30%
Health and Fitness Centre (Gym)	800	20%
Vehicle Fitment Centre (Tyre Shop)	500	0%

7.3 Trip Generation Rates and Modal Splits

The trip generation rates for the above-mentioned land uses as contained in the TMH17 South African Trip Data Manual have been used to calculate the maximum potential traffic that could be generated by the proposed development. The trip generation rates and directional splits for the above-mentioned land uses that were obtain from TMH17 South African Trip Data Manual are shown below.

7.3.1 Petrol Station

The TMH17 Trip Data Manual does not contain trip data for a petrol filling station, the ETA Manual trip data will therefore be used to calculate trips generated by the petrol filling station.

- Weekday AM Peak hour = 650 veh/h two-way with a trip rate of 4% of adjacent streets volume with a 50:50 (in: out) directional split
- Weekday PM Peak hour = 777 veh/h two-way with a trip rate of 4% of adjacent streets volume with a 50:50 (in: out) directional split

946 Filling Station								1 Station	
Description	AM Peak	PM Peak	Friday PM	Midday	Evening	Saturday	Sunday	Factor A	Factor B
Trip Rate	4% of adjacent streets	4% of adjacent streets	4% of adjacent streets	4% of adjacent streets	4% of adjacent streets	4% of adjacent streets	4% of adjacent streets		
% Heavy In/Out	50:50	50:50	50:50	50:50	50:50	50:50	50:50		
PHF Dev									
PHF Street									
Veh Occupancy									
% Pass-by									
% Diverted									

7.3.2 Food Outlet

- Weekday AM Peak hour = 45 veh/h two-way per 100 m² gross leasable area for AM peak commuter hour with a 55:45 (in: out) directional split
- Weekday PM Peak hour 50 veh/h two-way per 100 m² gross leasable area for PM peak commuter hour with a 55:45 (in: out) directional split

933 Fast Food								100 sqm GLA	
Description	AM Peak	PM Peak	Friday PM	Midday	Evening	Saturday	Sunday	Factor A	Factor B
Trip Rate	45.00	50.00		30.00	55.00				
% Heavy In/Out	55:45	55:45		50:50	50:50				
PHF Dev									
PHF Street									
Veh Occupancy					1.65				
% Pass-by		52%							
% Diverted		25%							

7.3.3 Shopping Centre

- Weekday AM Peak hour = 0.60 veh/h two-way per 100 m² gross leasable area for AM peak commuter hour with a 65:35 (in: out) directional split
- Weekday PM Peak hour 3.40 veh/h two-way per 100 m² gross leasable area for PM peak commuter hour with a 50:50 (in: out) directional split

820 Shopping Centre								100 sqm GLA	
Description	AM Peak	PM Peak	Friday PM	Midday	Evening	Saturday	Sunday	Factor A	Factor B
Trip Rate	0.60		3.40			4.50		6.000	3500
% Heavy									
In/Out	65:35		50:50			50:50			
PHF Dev						0.90			
PHF Street									
Veh Occupancy									
% Pass-by			13%			12%		1.950	48000
% Diverted			29%			38%			

$$\text{Size adjustment factor} = 1 + \frac{A}{1 + \frac{\text{sqm Size}}{B}}$$

In which A and B are parameters provided in the table and *sqm Size* is the size (GLA) of the development measured in units of m².

$$\text{Size adjustment factor} = 1 + \frac{6}{1 + \frac{1880}{3500}} = 4.90$$

$$\text{Adjusted AM trip rate} = 4.90 \times 0.6 = 2.94$$

$$\text{Total AM trips generated} = \frac{1880}{100} \times 2.94 = 55 \text{ two-way AM trips}$$

$$\text{Adjusted PM trip rate} = 4.90 \times 3.4 = 16.66$$

$$\text{Total PM trips generated} = \frac{1880}{100} \times 16.66 = 313 \text{ two-way PM trips}$$

7.3.4 Medical rooms

- Weekday AM Peak hour = 8.00 veh/h two-way per 100 m² gross leasable area for AM peak commuter hour with a 55:45 (in: out) directional split
- Weekday PM Peak hour 8.00 veh/h two-way per 100 m² gross leasable area for PM peak commuter hour with a 45:55 (in: out) directional split

720 Medical consulting rooms								100 sqm GLA	
Description	AM Peak	PM Peak	Friday PM	Midday	Evening	Saturday	Sunday	Factor A	Factor B
Trip Rate	8.00	8.00		8.00		3.90	0.45		
% Heavy									
In/Out	55:45	45:55		45:55		60:40	50:50		
PHF Dev									
PHF Street									
Veh Occupancy		1.60		1.50					
% Pass-by									
% Diverted									

7.3.5 Health and Fitness Centre

- Weekday AM Peak hour = 5.00 veh/h two-way per 100 m² gross leasable area for AM peak commuter hour with a 50:50 (in: out) directional split
- Weekday PM Peak hour 9.50 veh/h two-way per 100 m² gross leasable area for PM peak commuter hour with a 60:40 (in: out) directional split

492 Health and Fitness Centre								100 sqm GLA	
Description	AM Peak	PM Peak	Friday PM	Midday	Evening	Saturday	Sunday	Factor A	Factor B
Trip Rate	5.00	9.50							
% Heavy									
In/Out	50:50	60:40							
PHF Dev	0.85	0.85							
PHF Street									
Veh Occupancy	1.10	1.30							
% Pass-by									
% Diverted									

7.3.6 Vehicle Fitment Centre

- Weekday AM Peak hour = 3.00 veh/h two-way per 100 m² gross leasable area for AM peak commuter hour with a 65:35 (in: out) directional split
- Weekday PM Peak hour 4.30 veh/h two-way per 100 m² gross leasable area for PM peak commuter hour with a 45:55 (in: out) directional split

950 Vehicle Fitment Centre								100 sqm GLA	
Description	AM Peak	PM Peak	Friday PM	Midday	Evening	Saturday	Sunday	Factor A	Factor B
Trip Rate	3.00	4.30				5.20			
% Heavy									
In/Out	65:35	45:55				50:50			
PHF Dev									
PHF Street									
Veh Occupancy									
% Pass-by									
% Diverted									

7.4 Trip Generation Calculations

Based on the above trip generation rates and directional splits, the maximum potential trip generation for the proposed residential development, for the weekday AM and PM peak hours is calculated in the table below.

THORNVILLE DEVELOPMENT

Landuse	GLA (m ²)/percentage	Trip Gen Rate (trips/100m ² /%)		Total Two-way Trips	Reduction	Adjusted Two-way Trips	In/Out		AM		PM	
							IN	OUT	IN	OUT	IN	OUT
Petrol Station	4%	AM	650	26	0%	26	50%	50%	13	13	16	16
		PM	777	31	0%	31	50%	50%				
Fast Food	200	AM	45,00	90	40%	54	55%	45%	30	24	33	27
		PM	50,00	100	40%	60	55%	45%				
Shopping Centre	1880	AM	2,94	55	30%	39	65%	35%	25	14	110	110
		PM	16,66	313	30%	219	50%	50%				
Medical Consulting Rooms	500	AM	8,00	40	30%	28	55%	45%	15	13	13	15
		PM	8,00	40	30%	28	45%	55%				
Health and Fitness Centre	800	AM	5,00	40	20%	32	50%	50%	16	16	36	24
		PM	9,50	76	20%	61	60%	40%				
Vehicle Fitment Centre	500	AM	3,00	15	0%	15	65%	35%	10	5	10	12
		PM	4,30	22	0%	22	45%	55%				
TOTAL									109	85	217	204

Table 3: Maximum Potential Trip Generation by Peak hour for Thornville Development

7.5 Pass-by Trips and Diverted Trips

The TMH16 Volume 1 Manual for Traffic Impact Assessments and Site Traffic Assessments (August 2012) indicates that a shopping and retail centre attracts pass-by and diverted trips.

Pass-by trips are trips that are already on the road network directly adjacent to the points of access to the site where the traffic can turn directly into or out of the site. These trips are not new trips on the adjacent road network. Only the traffic patterns of these trips will be altered due to the presence of the new development.

Diverted trips are trips already on the road network but not directly adjacent to the access to the site. These trips are similar to the pass-by trips, except that they have to deviate to other roads to obtain access to the proposed development. Diverted trips will tend to return to their original route and continue to the original destinations after visiting the development. The diverted trips will thus only be new trips on certain segments of the road network, but not on the streets from which they are diverted.

In accordance with the TMH17 South African Trip Data Manual (September 2013), a shopping centre with a floor area of 1880m² will generate a total 13% pass-by trips in the weekday PM hour and 29% diverted trips in the weekday PM peak hour. A fast-food outlet with a floor area of 200m² will generate a total of 52% pass-by trips in the weekday PM and 25% diverted trips in the weekday PM peak hour.

The pass-by and diverted trips generated by the development are shown in the figure below.

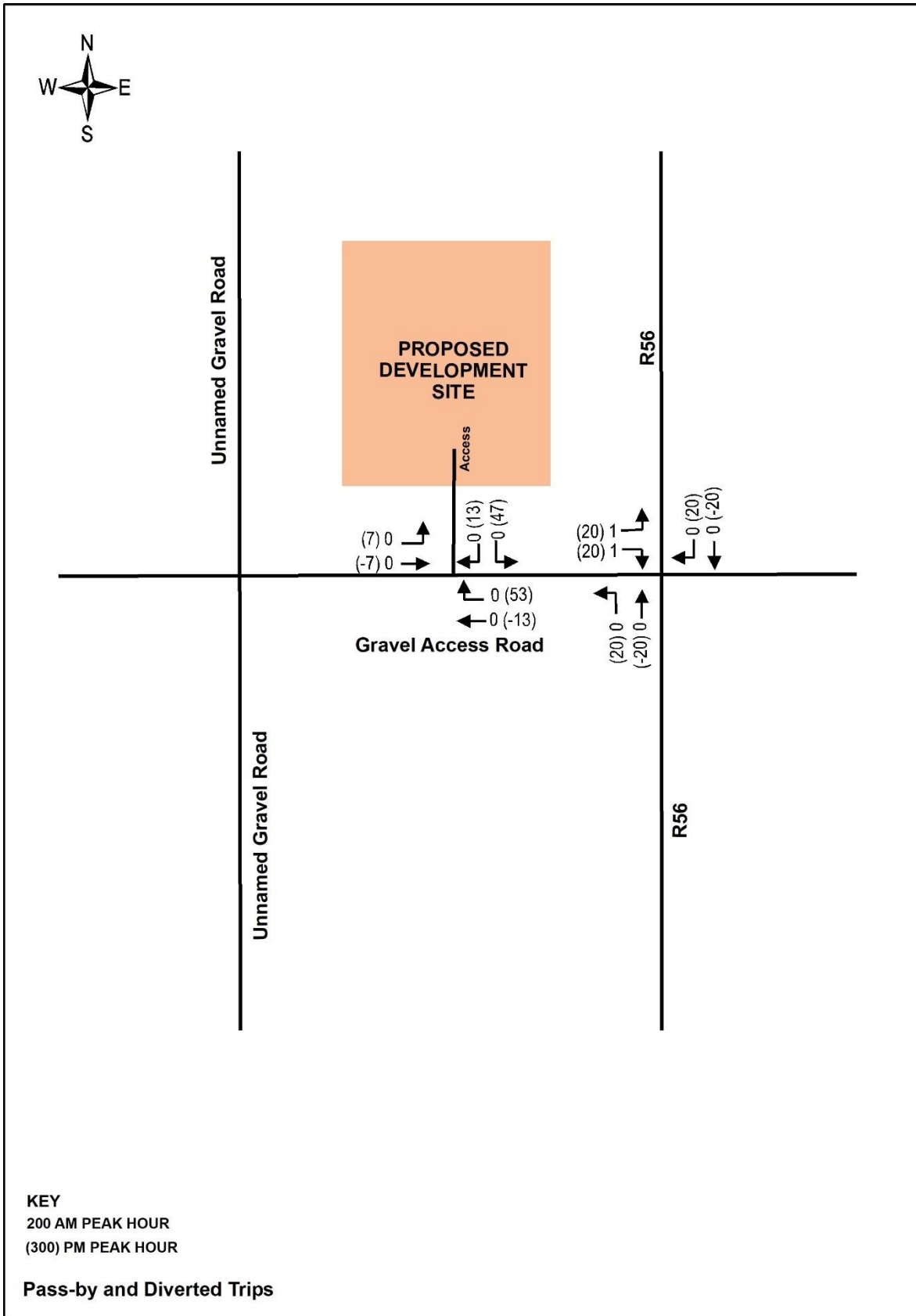


Figure 13: Pass-by and Diverted Trips

7.6 Trip Distribution and Assignment

The traffic generated by the proposed development was distributed based on the distribution pattern similar to the 2022 background traffic flows and local knowledge. The resulting trip distribution pattern during the AM peak and the PM peak hour is shown in the figure below.

Based on the trip distribution pattern, the trips expected to be generated by the proposed development have been assigned onto the surrounding road network as shown in the figure below.

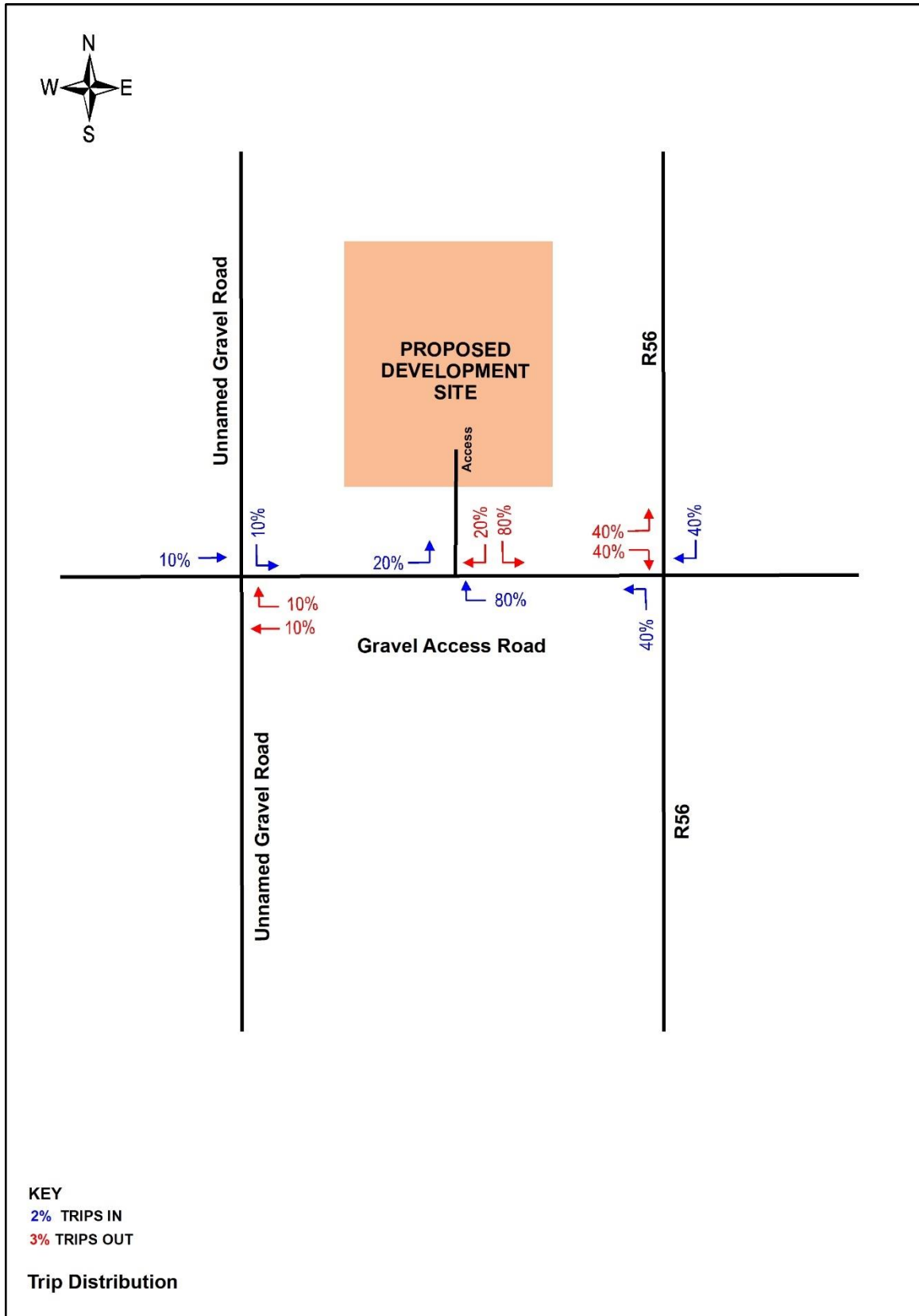


Figure 14: Trip Distribution

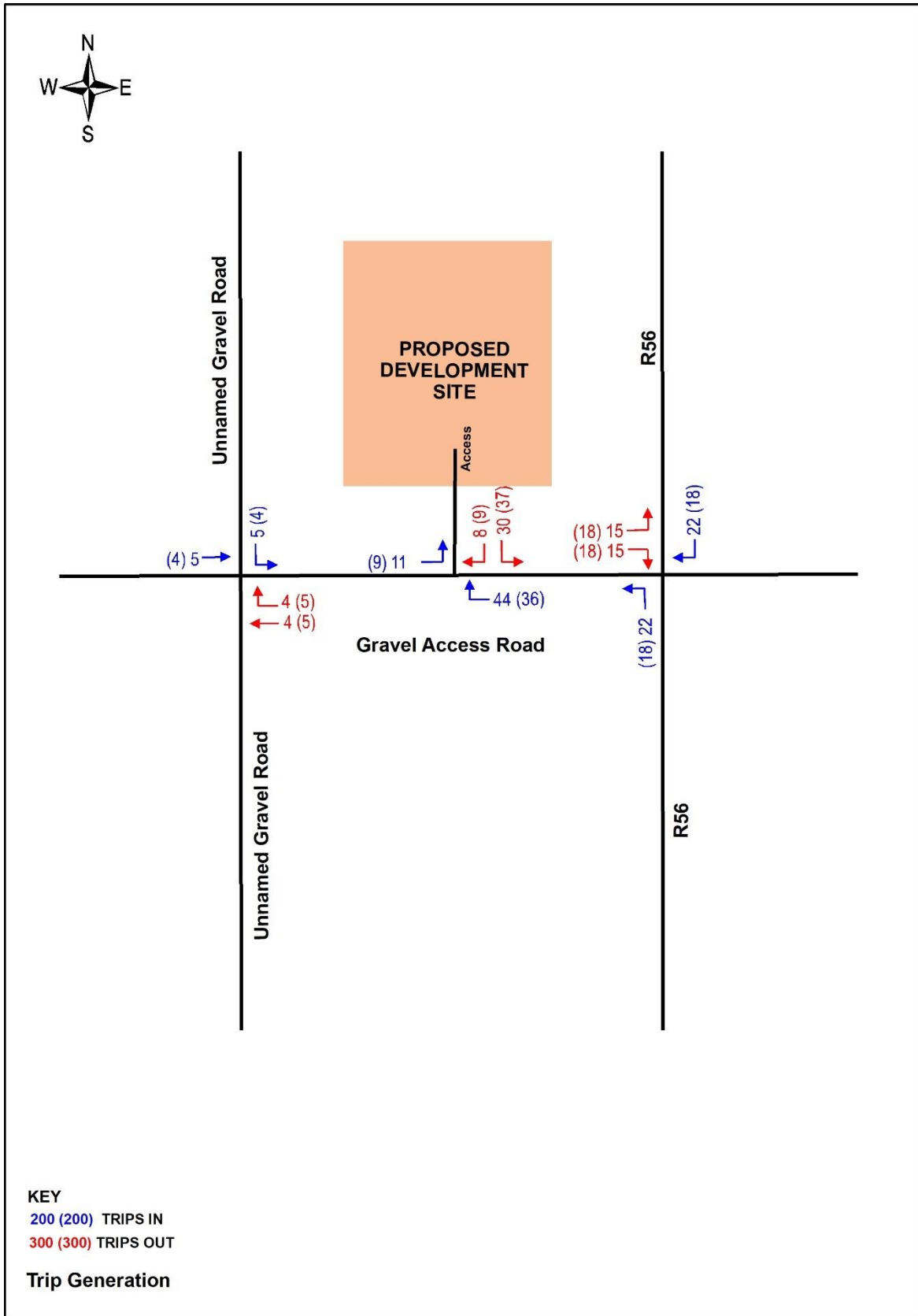


Figure 15: Trip Generation

8. Planning Year Traffic Analysis with Development Traffic

The planning year traffic analysis (2027) will be carried out by adding the 5-year background traffic volumes and the development generated traffic volumes.

The 2027 design year background traffic volumes with the development generated traffic volumes is shown in the figure below.

Road Upgrade Required:

- Link Upgrade of Gravel Access Road: Upgrade for the Unnamed Gravel Access Road is required in the with development scenario to two lanes in each direction from the R56 to the Site Access.

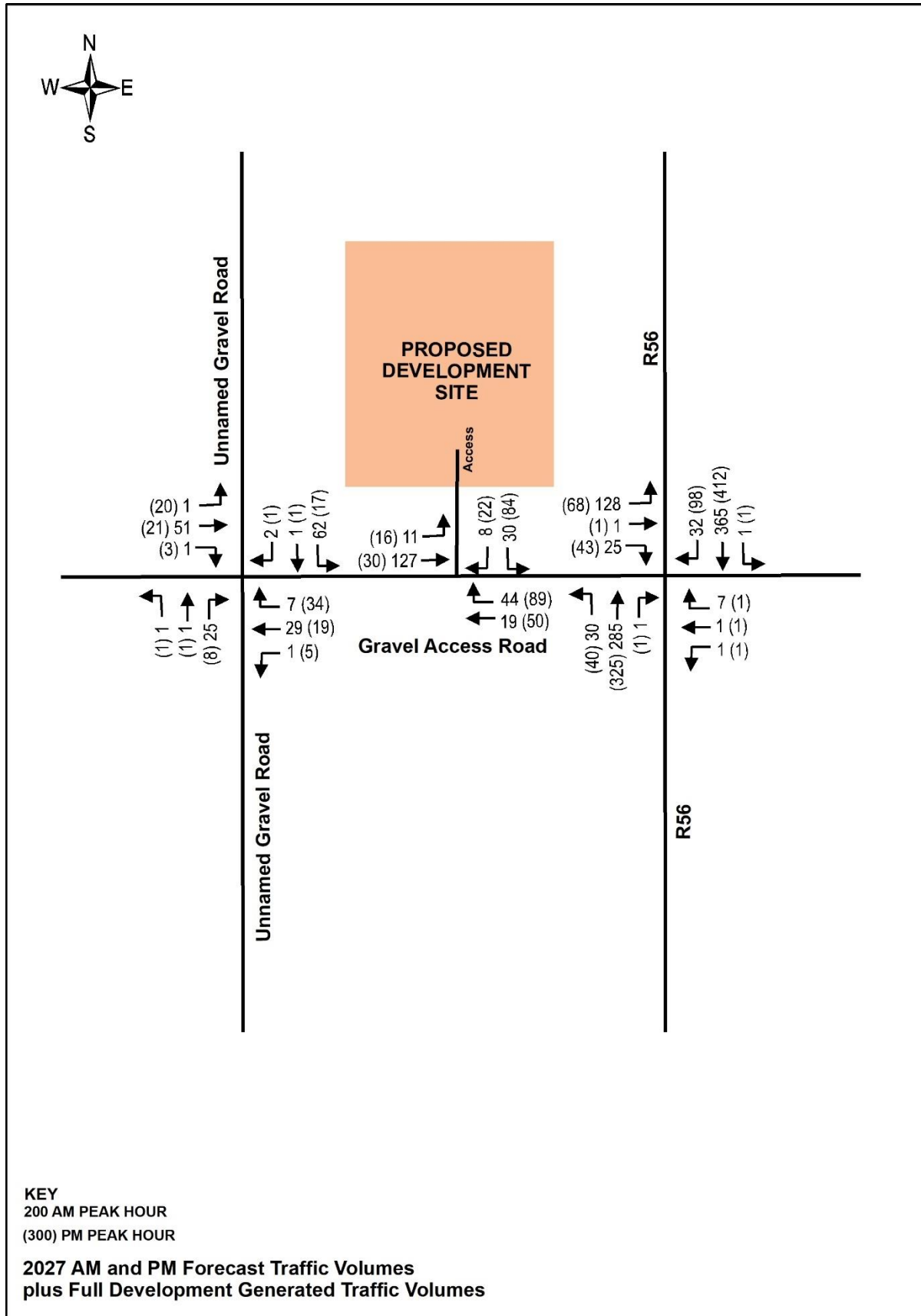
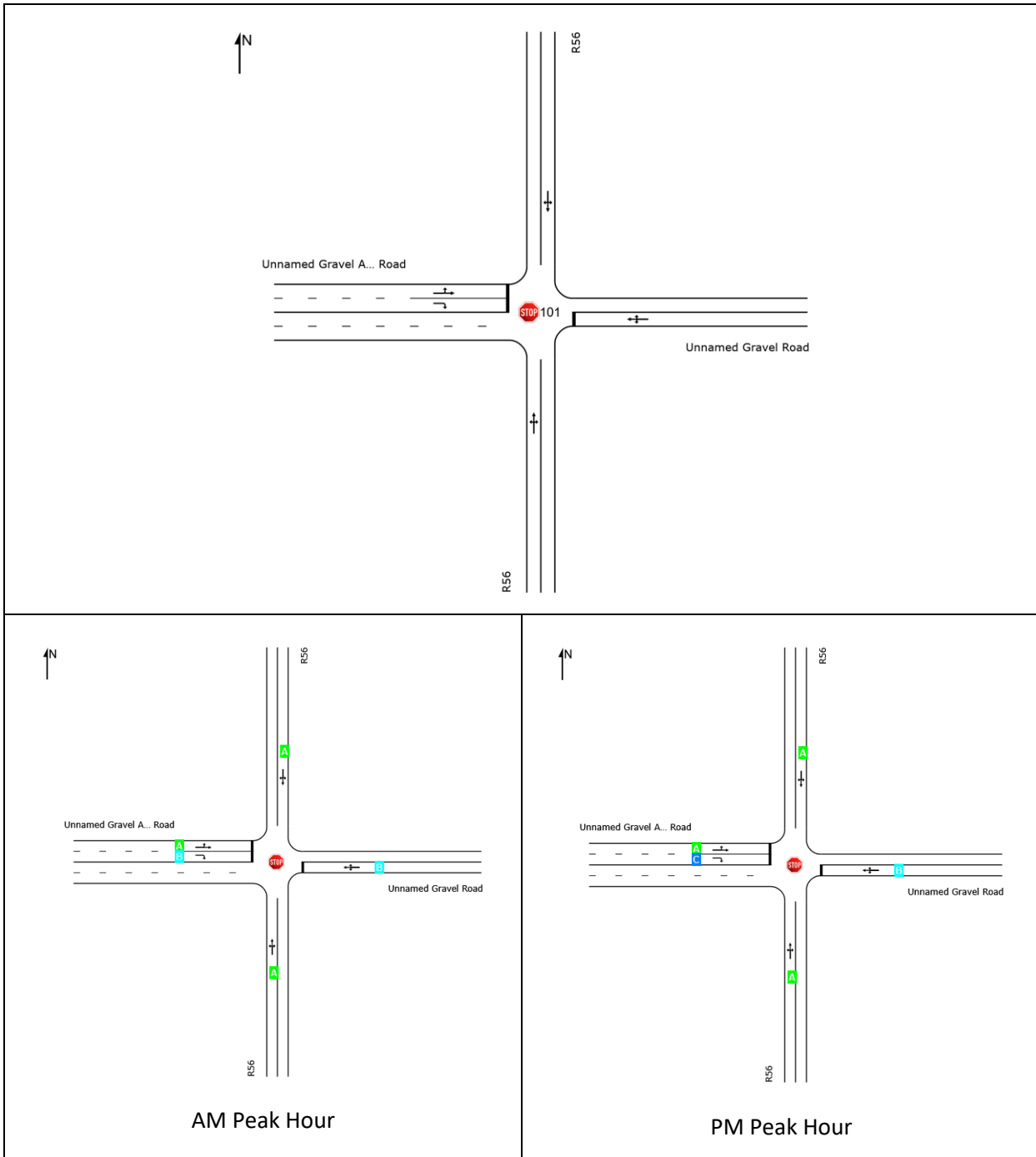


Figure 16: Planning Year Traffic Volumes with Development Generated Traffic

8.1 R56/ Unnamed Gravel Access Road Intersection

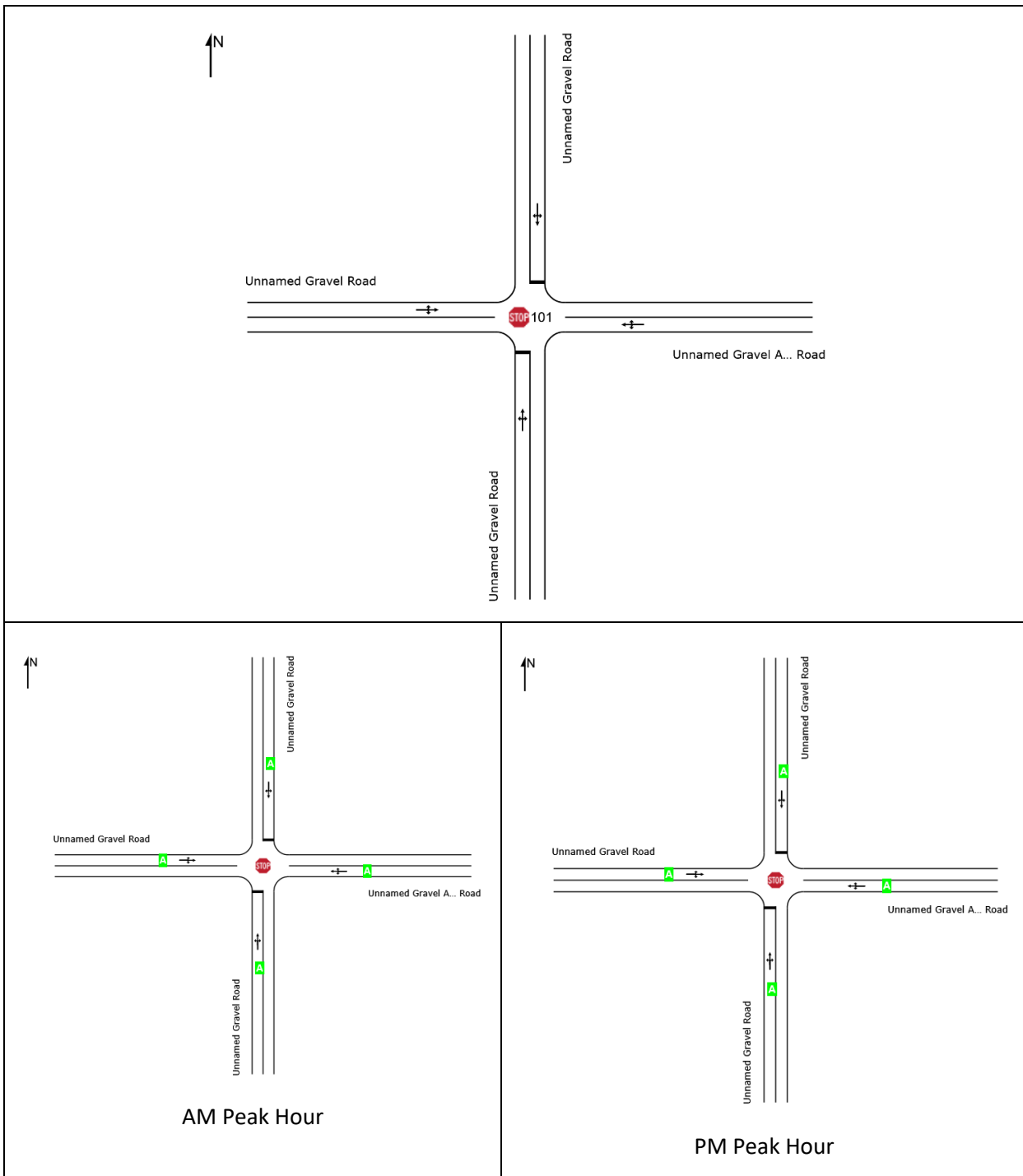
Road Upgrade Required:

- Link Upgrade of Gravel Access Road: Upgrade for the Unnamed Gravel Access Road is required in the with development scenario to two lanes in each direction from the R56 to the Site Access.



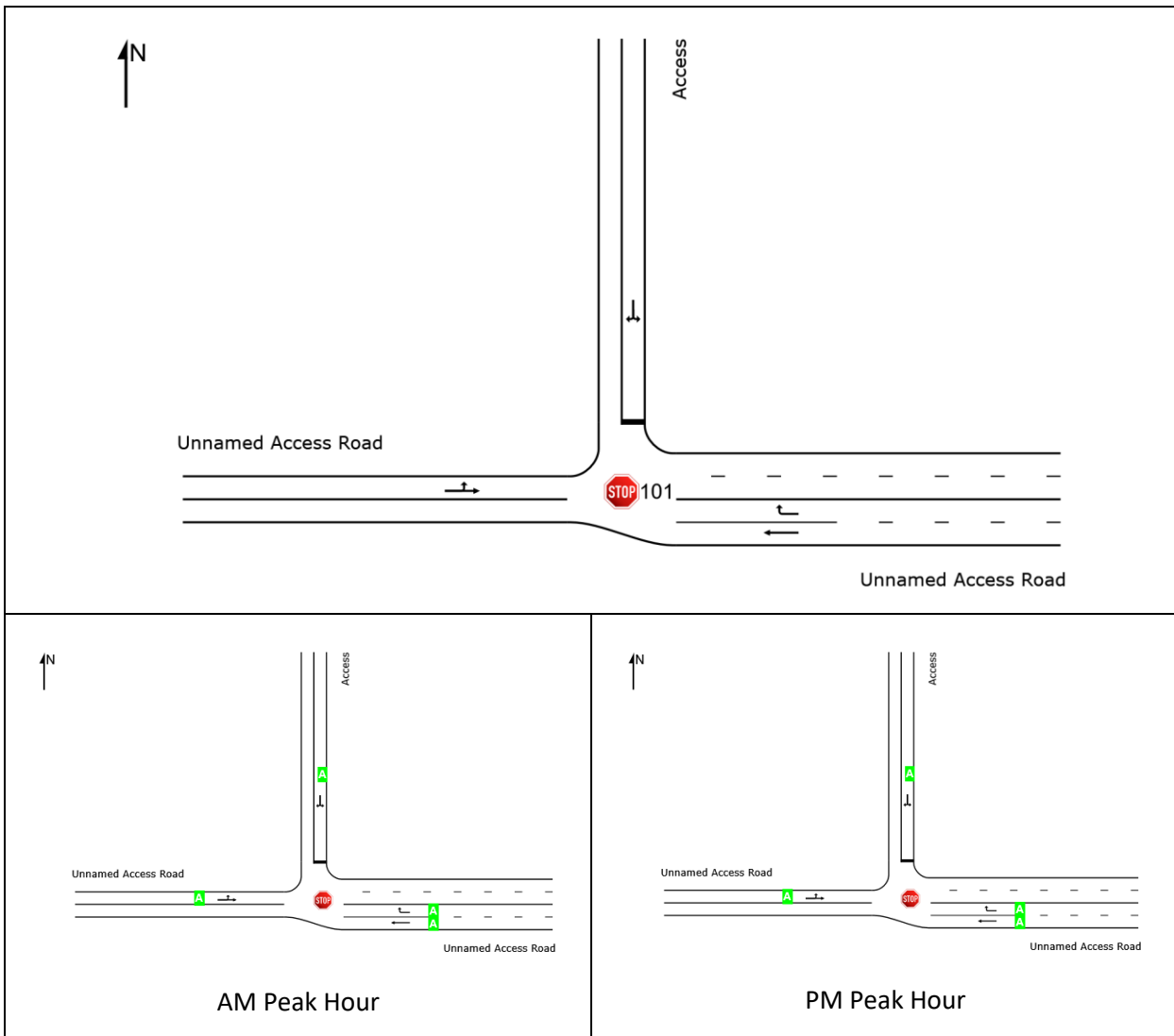
The SIDRA analysis indicates that the intersection operates at a good Level of Service during the AM peak hour and the PM peak hour.

8.2 Unnamed Gravel Access Road/ Unnamed Gravel Road Intersection



The SIDRA analysis indicates that the intersection operates at an excellent Level of Service during the AM peak hour and the PM peak hour.

8.3 Unnamed Gravel Access Road/ Development Access Intersection



The SIDRA analysis indicates that the intersection operates at an excellent Level of Service during the AM peak hour and the PM peak hour.

9. Pedestrians and Public Transport

The proposed development is expected to generate additional pedestrians and public transport passengers. Sight distance conditions for pedestrians at the access intersection are good and the additional traffic entering and leaving the site at the access intersection is not expected to have any major impact on existing pedestrian movement along any of the roads within the study area.

A development of this nature will create PT demand. It is recommended that PT laybys and sidewalks are provided on the unnamed gravel road either side of the site access in both directions.



10. Road Safety

No adverse road safety conditions are expected to occur due to the increase in traffic generated by the proposed development. Traffic generally travels at acceptable speeds on the surrounding road network in the vicinity of the proposed development.

Access to the site will be off the Access Road. As per UTG7, the minimum shoulder sight distance for an urban road is 45m. This is achievable from the proposed site access if there are no obstructions to the view in the sight triangle in either direction of the access.

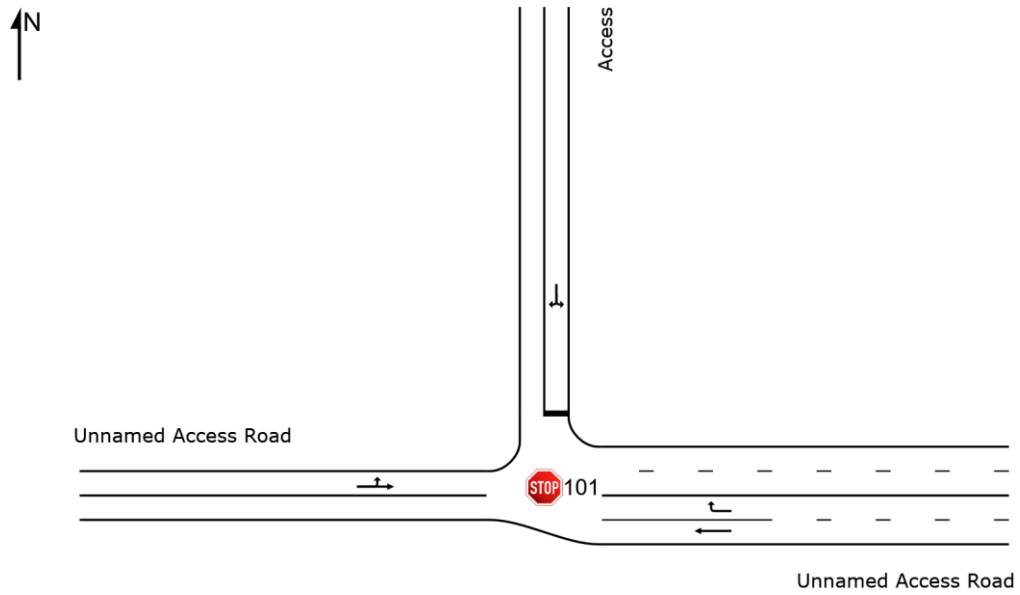
11. Recommendations

- Link Upgrade of Gravel Access Road: Upgrade for the Unnamed Gravel Access Road is required in the with development scenario to two lanes in each direction from the R56 to the Site Access.
- It is recommended that PT laybys and sidewalks are provided on the unnamed gravel road either side of the site access in both directions as shown below.



- 15m KZN DoT building line has been applied from the reserve of the R56 in preparation of the Site Development Plan.

- The site will have one two-way access off the existing unnamed gravel road 60m-80m away from the R56. No direct access from R56 permitted. Development Access intersection Layout to be as below:



12. Conclusions

Emaan Traffic Engineers (Pty) Ltd was appointed by to undertake a Traffic Impact Assessment (TIA) for the proposed Thornville Development on Portion 104 (of 30) of the Farm Leliefontein.

The proposed formalisation will include the following land uses:

- Petrol station
- Food outlet – 200m²
- Shopping centre – 1880m²
- Doctors room – 500m²
- Gym – 800m²
- Tyre shop – 500m²

The following conclusions can be drawn, and recommendations made from the above traffic impact assessment:

- The existing traffic conditions are acceptable, and all critical intersections operate at acceptable levels of service in the peak hours.
- The planning year horizon analysed the local traffic volumes in the year 2027 (5-year planning horizon). The background traffic was grown accumulatively at a growth rate of 2.5% for 5 years and added to the development generated traffic. The results indicated that none of the intersections that were analysed in this TIA will require any
- The development will generate 194 two way trips in the Friday AM peak hour and 421 two way trips in the Friday PM peak hour.
- The site will have one two-way access off the existing unnamed gravel road 60m-80m away from the R56. No direct access from R56 permitted.
- 15m KZN DoT building line has been applied from the reserve of the R56 in preparation of the Site Development Plan.
- Upgrade for the Unnamed Gravel Access Road is required for the with development scenario to two lanes in each direction from the R56 to the Site Access including a sidewalk.
- The 5 year with development scenario was analysed. The background traffic was added to the development generated traffic. The results indicated that none of the intersections that were analysed in this TIA will require any further upgrades to accommodate the increase in traffic volumes.
- A development of this nature will create PT demand. It is recommended that PT laybys and sidewalks are provided on the unnamed gravel road either side of the site access in both directions.

The proposed development can therefore be supported from a traffic and transportation perspective.

Appendix





PROPOSED AREAS

1. Petrol Station	=1000m ²
2. Food Outlet	=200m ²
3. Retail Shop	=1500m ²
4. Line Shop	=80m ²
5. Bottle Store	=200m ²
6. Pharmacy	=100m ²
7. Doctors Rooms	=500m ²
8. Gym	=800m ²
9. Tyer Shop	=500m ²
10. Bus Terminal	=500m ²
11. Taxi Rank	=500m ²

Appendix A

Traffic Counts

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF R56 & ACCESS ROAD
DATE:	12 HOUR COUNT ON FRIDAY 11 NOVEMBER 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	NORTH R 56															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	21	3	3	0	27	1	2	0	0	3	30
06:15 - 06:30	0	0	0	0	0	37	5	10	0	52	1	0	0	0	1	53
06:30 - 06:45	0	0	0	0	0	43	13	6	0	62	0	1	0	0	1	63
06:45 - 07:00	0	0	0	0	0	71	13	8	0	92	2	1	0	0	3	95
07:00 - 07:15	0	0	0	0	0	77	10	2	0	89	0	1	1	0	2	91
07:15 - 07:30	0	0	0	0	0	68	10	1	1	80	3	0	0	0	3	83
07:30 - 07:45	0	0	0	0	0	72	9	6	0	87	4	1	0	0	5	92
07:45 - 08:00	2	0	0	0	2	54	11	0	0	65	2	0	1	0	3	70
08:00 - 08:15	0	0	0	0	0	49	5	6	0	60	3	2	0	0	5	65
08:15 - 08:30	0	0	0	0	0	44	7	4	1	56	3	0	0	0	3	59
08:30 - 08:45	1	0	0	0	1	58	8	5	0	71	3	0	0	0	3	75
08:45 - 09:00	0	0	0	0	0	41	3	6	0	50	5	0	0	0	5	55
09:00 - 09:15	0	0	0	0	0	51	4	8	1	64	4	0	0	0	4	68
09:15 - 09:30	0	0	0	0	0	40	6	3	0	49	4	0	0	0	4	53
09:30 - 09:45	0	0	0	0	0	36	2	1	1	40	6	0	0	0	6	46
09:45 - 10:00	0	0	0	0	0	52	1	12	0	65	0	2	0	0	2	67
10:00 - 10:15	0	0	0	0	0	30	2	3	1	36	5	0	1	0	6	42
10:15 - 10:30	0	0	0	0	0	39	6	5	0	50	6	0	0	0	6	56
10:30 - 10:45	1	0	0	0	1	35	5	5	0	45	1	1	0	0	2	48
10:45 - 11:00	0	0	0	0	0	30	4	5	0	39	8	3	0	0	11	50
11:00 - 11:15	1	0	0	0	1	46	6	9	0	61	4	0	0	0	4	66
11:15 - 11:30	0	0	0	0	0	43	2	6	0	51	4	0	0	0	4	55
11:30 - 11:45	0	0	0	0	0	38	9	5	0	52	3	0	0	0	3	55
11:45 - 12:00	0	0	0	0	0	45	2	3	0	50	1	0	0	0	1	51
12:00 - 12:15	0	0	0	0	0	48	3	6	1	58	1	0	1	0	2	60
12:15 - 12:30	0	0	0	0	0	51	8	4	0	63	2	0	1	0	3	66
12:30 - 12:45	0	0	0	0	0	4	6	2	0	12	6	0	0	0	6	18
12:45 - 13:00	0	0	0	0	0	38	7	3	0	48	3	0	0	0	3	51
13:00 - 13:15	0	0	0	0	0	48	7	3	0	58	6	0	0	0	6	64
13:15 - 13:30	0	0	0	0	0	47	6	4	0	57	7	0	2	0	9	66
13:30 - 13:45	2	0	0	0	2	53	7	10	0	70	4	1	0	0	5	77
13:45 - 14:00	1	0	0	0	1	41	10	7	0	58	3	0	0	0	3	62
14:00 - 14:15	0	0	0	0	0	57	8	7	0	72	7	1	1	0	9	81
14:15 - 14:30	0	0	0	0	0	73	5	8	0	86	9	0	0	0	9	95
14:30 - 14:45	1	0	0	0	1	54	10	2	0	66	2	0	1	0	3	70
14:45 - 15:00	0	0	0	0	0	77	16	9	0	102	5	1	0	0	6	108
15:00 - 15:15	0	0	0	0	0	66	9	7	1	83	13	0	0	0	13	96
15:15 - 15:30	0	0	0	0	0	69	9	8	0	86	8	2	0	0	10	96
15:30 - 15:45	0	0	0	0	0	71	7	3	0	81	6	1	0	0	7	88
15:45 - 16:00	0	0	0	0	0	60	8	5	0	73	7	7	0	0	14	87
16:00 - 16:15	0	0	0	0	0	72	5	3	0	80	12	1	1	0	14	94
16:15 - 16:30	1	0	0	0	1	88	9	3	1	101	12	0	0	0	12	114
16:30 - 16:45	0	0	0	0	0	84	11	5	0	100	7	1	2	0	10	110
16:45 - 17:00	0	0	0	0	0	78	12	11	0	101	16	0	1	0	17	118
17:00 - 17:15	1	0	0	0	1	70	6	6	0	82	15	0	0	0	15	98
17:15 - 17:30	0	0	0	0	0	79	10	3	0	92	2	0	1	0	3	95
17:30 - 17:45	0	0	0	0	0	64	8	1	0	73	8	0	0	0	8	81
17:45 - 18:00	0	0	0	0	0	59	4	2	0	65	6	0	0	0	6	71
TOTAL	11	0	0	0	11	2571	337	244	8	3160	240	29	14	0	283	3454

TRAFFIC SURVEY																
CLIENT:																
SITE:	INTERSECTION OF R56 & ACCESS ROAD															
DATE:	12 HOUR COUNT ON FRIDAY 11 NOVEMBER 2022															
UNITS:	CLASSIFIED															
APPROACH FROM NAME MOVEMENT TIME	SOUTH R 56															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	2	0	2	21	10	2	0	2	0	0	0	0	0	4
06:15 - 06:30	0	0	0	0	0	30	6	4	0	40	0	0	0	0	0	40
06:30 - 06:45	1	0	0	0	1	53	16	6	0	75	0	0	0	0	0	76
06:45 - 07:00	4	0	0	0	4	48	9	2	0	59	0	0	0	0	0	63
07:00 - 07:15	1	0	0	0	1	41	10	2	0	53	0	0	0	0	0	54
07:15 - 07:30	1	0	0	0	1	48	12	4	1	65	0	0	0	0	0	66
07:30 - 07:45	1	0	0	0	1	46	9	5	0	60	0	0	0	0	0	61
07:45 - 08:00	1	0	1	0	2	42	6	3	0	51	0	0	0	0	0	53
08:00 - 08:15	1	0	0	0	1	35	5	3	0	43	0	0	0	0	0	44
08:15 - 08:30	0	0	0	0	0	40	7	5	0	52	0	0	0	0	0	52
08:30 - 08:45	0	0	0	0	0	38	6	5	0	49	0	0	0	0	0	49
08:45 - 09:00	0	0	0	0	0	34	4	6	0	44	0	0	0	0	0	44
09:00 - 09:15	0	0	0	0	0	39	7	3	0	49	0	0	0	0	0	49
09:15 - 09:30	0	0	0	0	0	35	8	1	1	45	0	0	0	0	0	45
09:30 - 09:45	0	0	0	0	0	33	7	2	0	42	0	0	0	0	0	42
09:45 - 10:00	1	0	0	0	1	36	4	6	0	46	0	0	0	0	0	47
10:00 - 10:15	0	0	0	0	0	40	1	8	0	49	0	0	0	0	0	49
10:15 - 10:30	0	0	0	0	0	33	3	6	0	42	0	0	0	0	0	42
10:30 - 10:45	0	0	0	0	0	59	5	3	0	67	0	0	0	0	0	67
10:45 - 11:00	0	0	0	0	0	45	8	4	0	57	0	0	0	0	0	57
11:00 - 11:15	0	0	0	0	0	31	3	5	0	39	0	0	0	0	0	39
11:15 - 11:30	0	0	0	0	0	38	4	5	0	47	0	0	0	0	0	47
11:30 - 11:45	0	0	0	0	0	32	5	12	0	49	0	0	0	0	0	49
11:45 - 12:00	0	0	0	0	0	54	4	10	0	68	0	0	0	0	0	68
12:00 - 12:15	0	0	0	0	0	49	4	5	0	58	0	0	0	0	0	58
12:15 - 12:30	0	0	0	0	0	47	4	6	1	58	0	0	0	0	0	58
12:30 - 12:45	1	0	0	0	1	51	5	9	1	66	0	0	0	0	0	67
12:45 - 13:00	0	0	0	0	0	43	3	4	0	50	0	0	0	0	0	50
13:00 - 13:15	1	0	0	0	1	46	3	5	0	54	0	0	0	0	0	55
13:15 - 13:30	0	0	0	0	0	33	5	8	0	0	1	0	0	0	0	0
13:30 - 13:45	1	0	0	0	1	41	6	10	0	57	0	0	0	0	0	58
13:45 - 14:00	1	0	0	0	1	48	1	7	0	56	1	0	0	0	1	58
14:00 - 14:15	1	0	0	0	1	62	13	6	1	82	1	0	0	0	1	84
14:15 - 14:30	5	0	0	0	5	71	15	5	0	91	1	0	0	0	1	97
14:30 - 14:45	3	0	0	0	3	72	10	17	0	99	0	0	0	0	0	102
14:45 - 15:00	0	0	0	0	0	84	6	15	0	105	0	0	0	0	0	105
15:00 - 15:15	1	0	0	0	1	46	7	10	0	63	0	0	0	0	0	64
15:15 - 15:30	2	0	1	0	3	72	3	9	0	84	0	0	0	0	0	87
15:30 - 15:45	2	0	0	0	2	58	9	5	0	72	0	0	0	0	0	74
15:45 - 16:00	4	0	0	0	4	44	8	6	0	58	0	0	0	0	0	62
16:00 - 16:15	1	0	0	0	1	61	13	5	1	80	0	0	0	0	0	81
16:15 - 16:30	0	0	0	0	0	52	11	8	1	72	0	0	0	0	0	72
16:30 - 16:45	1	0	0	0	1	67	9	5	0	81	0	0	0	0	0	82
16:45 - 17:00	0	0	0	0	0	61	5	6	0	72	0	0	0	0	0	72
17:00 - 17:15	1	0	0	0	1	57	6	7	0	70	0	0	0	0	0	71
17:15 - 17:30	2	0	0	0	2	46	3	6	0	55	0	0	0	0	0	57
17:30 - 17:45	1	0	0	0	1	58	1	3	0	62	0	0	0	0	0	63
17:45 - 18:00	1	0	0	0	1	49	1	1	0	51	0	0	0	0	0	52
TOTAL	40	0	4	0	44	2269	310	280	7	2789	4	0	0	0	3	2836

TRAFFIC SURVEY																
CLIENT:																
SITE:	INTERSECTION OF R56 & ACCESS ROAD															
DATE:	12 HOUR COUNT ON FRIDAY 11 NOVEMBER 2022															
UNITS:	CLASSIFIED															
APPROACH FROM NAME MOVEMENT TIME	WEST UNAMED ACCESS 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	8	3	0	0	11	0	0	0	0	0	0	0	0	0	0	11
06:15 - 06:30	18	5	0	0	23	0	0	0	0	0	0	0	0	0	0	23
06:30 - 06:45	26	6	0	0	32	0	0	0	0	0	2	0	0	0	2	34
06:45 - 07:00	28	3	2	0	33	0	0	0	0	0	0	0	0	0	0	33
07:00 - 07:15	18	2	2	0	22	0	0	0	0	0	6	0	0	0	6	28
07:15 - 07:30	12	1	0	0	13	0	0	0	0	0	1	0	0	0	1	14
07:30 - 07:45	15	2	0	0	17	0	0	0	0	0	2	0	0	0	2	19
07:45 - 08:00	6	0	0	0	6	0	0	0	0	0	1	0	0	0	1	7
08:00 - 08:15	3	2	1	0	6	0	0	0	0	0	1	0	0	0	1	7
08:15 - 08:30	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	6
08:30 - 08:45	5	0	0	0	5	0	0	0	0	0	3	0	0	0	3	8
08:45 - 09:00	2	1	0	0	3	0	0	0	0	0	4	0	0	0	4	7
09:00 - 09:15	4	0	1	0	5	0	0	0	0	0	0	0	1	0	1	6
09:15 - 09:30	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	14
09:30 - 09:45	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
09:45 - 10:00	3	1	0	0	4	0	0	0	0	0	0	0	0	0	0	4
10:00 - 10:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:15 - 10:30	2	12	0	0	14	0	0	0	0	0	0	0	0	0	0	14
10:30 - 10:45	6	2	0	0	8	0	0	0	0	0	0	0	0	0	0	8
10:45 - 11:00	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
11:00 - 11:15	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
11:15 - 11:30	2	0	1	0	3	0	0	0	0	0	1	0	0	0	1	4
11:30 - 11:45	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
11:45 - 12:00	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	4
12:00 - 12:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
12:15 - 12:30	5	0	1	0	6	0	0	0	0	0	0	0	0	0	0	6
12:30 - 12:45	4	0	1	0	5	0	0	0	0	0	2	0	0	0	2	7
12:45 - 13:00	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	6
13:00 - 13:15	5	0	1	0	6	0	0	0	0	0	0	0	1	0	1	7
13:15 - 13:30	6	2	0	0	8	0	0	0	0	0	3	0	0	0	0	11
13:30 - 13:45	4	1	1	0	6	0	0	0	0	0	3	0	0	0	3	9
13:45 - 14:00	5	0	1	0	6	0	0	0	0	0	1	0	0	0	1	7
14:00 - 14:15	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
14:15 - 14:30	7	0	0	0	7	0	0	0	0	0	0	0	0	0	0	7
14:30 - 14:45	4	2	0	0	6	0	0	0	0	0	0	0	0	0	0	6
14:45 - 15:00	2	2	0	0	4	0	0	0	0	0	0	0	0	0	0	4
15:00 - 15:15	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
15:15 - 15:30	6	0	0	0	6	0	0	0	0	0	0	0	0	0	0	6
15:30 - 15:45	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	8
15:45 - 16:00	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	6
16:00 - 16:15	4	2	0	0	6	0	0	0	0	0	1	0	0	0	1	7
16:15 - 16:30	4	1	1	0	6	0	0	0	0	0	2	0	0	0	2	8
16:30 - 16:45	7	1	0	0	8	0	0	0	0	0	1	0	0	0	1	9
16:45 - 17:00	5	1	0	0	6	0	0	0	0	0	0	0	0	0	0	6
17:00 - 17:15	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
17:15 - 17:30	12	2	0	0	14	0	0	0	0	0	2	0	1	0	3	17
17:30 - 17:45	6	1	0	0	7	0	0	0	0	0	0	0	0	0	0	7
17:45 - 18:00	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
TOTAL	325	59	14	0	390	0	0	0	0	0	36	0	3	0	36	426

TRAFFIC SURVEY																
CLIENT:																
SITE:	INTERSECTION OF R56 & ACCESS ROAD															
DATE:	12 HOUR COUNT ON FRIDAY 11 NOVEMBER 2022															
UNITS:	CLASSIFIED															
APPROACH FROM NAME	EAST UNAMED ACCESS ROAD															TOTAL
	MOVEMENT TIME	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	1	0	0	0	1	1
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
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	2	0	0	0	2	2
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	1	0	0	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	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	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	1	0	1	1
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	1	0	0	0	1	0	0	0	0	0	9	0	1	0	10	11

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF UNAMED GRAVEL ROADS
DATE:	12 HOUR COUNT ON FRIDAY 11 NOVEMBER 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	NORTH GRAVEL ROAD NORTH APPROACH															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	20	1	0	0	21	0	0	0	0	0	0	0	0	0	0	21
06:15 - 06:30	17	1	0	0	18	0	0	0	0	0	0	0	0	0	0	18
06:30 - 06:45	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	11
06:45 - 07:00	21	0	0	0	21	0	0	0	0	0	1	0	0	0	1	22
07:00 - 07:15	10	0	0	0	10	1	0	0	0	1	0	0	0	0	0	11
07:15 - 07:30	7	1	0	0	8	0	0	0	0	0	1	0	0	0	1	9
07:30 - 07:45	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	11
07:45 - 08:00	5	0	0	0	5	1	0	0	0	1	0	0	0	0	0	6
08:00 - 08:15	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
08:15 - 08:30	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
08:30 - 08:45	1	1	1	0	3	0	0	0	0	0	1	0	0	0	1	4
08:45 - 09:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:00 - 09:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
09:15 - 09:30	7	0	1	0	8	0	0	0	0	0	0	0	0	0	0	8
09:30 - 09:45	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	4
09:45 - 10:00	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
10:00 - 10:15	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
10:15 - 10:30	2	0	0	0	2	0	0	0	0	0	1	0	0	0	1	3
10:30 - 10:45	3	0	0	0	3	0	0	0	0	0	1	0	0	0	1	4
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	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	1
11:30 - 11:45	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
11:45 - 12:00	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	5
12:00 - 12:15	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
12:15 - 12:30	6	0	1	0	7	0	0	0	0	0	0	0	0	0	0	7
12:30 - 12:45	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3
12:45 - 13:00	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	3
13:00 - 13:15	2	0	1	0	3	0	0	0	0	0	0	0	0	0	0	3
13:15 - 13:30	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
13:30 - 13:45	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
13:45 - 14:00	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3
14:00 - 14:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
14:15 - 14:30	3	0	1	0	4	0	0	0	0	0	0	0	0	0	0	4
14:30 - 14:45	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
14:45 - 15:00	3	0	1	0	4	0	0	0	0	0	1	0	0	0	1	5
15:00 - 15:15	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4
15:15 - 15:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
15:30 - 15:45	4	0	0	0	4	1	0	0	0	1	0	0	0	0	0	5
15:45 - 16:00	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
16:00 - 16:15	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
16:15 - 16:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
16:30 - 16:45	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	3
16:45 - 17:00	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:00 - 17:15	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	5
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	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	207	9	8	0	224	6	0	0	0	6	9	0	0	0	9	239

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF UNAMED GRAVEL ROADS
DATE:	12 HOUR COUNT ON FRIDAY 11 NOVEMBER 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	SOUTH GRAVEL ROAD SOUTH APPROACH															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	1	0	0	0	1	4	0	0	0	4	6
06:15 - 06:30	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	12
06:30 - 06:45	0	0	0	0	0	0	0	0	0	0	8	0	0	0	8	8
06:45 - 07:00	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	6
07:00 - 07:15	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
07:15 - 07:30	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
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	1	0	0	0	1	1	0	0	0	1	2
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	2	1	0	0	3	3
08:45 - 09:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:00 - 09:15	0	0	0	0	0	0	0	0	0	0	2	1	1	0	4	4
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	0	0	0	0	0	1	0	0	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	1	0	0	0	1	1
10:15 - 10:30	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
10:30 - 10:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	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	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	1	0	0	0	1	1
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	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	1	0	0	1	1
12:30 - 12:45	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
12:45 - 13:00	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
13:00 - 13:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
13:15 - 13:30	1	0	0	0	1	0	0	0	0	0	1	1	0	0	0	1
13:30 - 13:45	0	0	0	0	0	1	0	0	0	1	2	0	0	0	2	3
13:45 - 14:00	1	0	0	0	1	0	0	0	0	0	2	0	0	0	2	3
14:00 - 14:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
14:15 - 14:30	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
14:30 - 14:45	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	5
14:45 - 15:00	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
15:00 - 15:15	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	3
15:15 - 15:30	2	1	0	0	3	0	0	0	0	0	1	0	0	0	1	4
15:30 - 15:45	1	2	0	0	3	0	0	0	0	0	1	0	0	0	1	4
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	3	0	0	0	3	3
16:15 - 16:30	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
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	2	0	0	0	2	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	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
17:30 - 17:45	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	8	3	0	0	11	4	0	0	0	4	90	5	1	0	94	109

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF UNAMED GRAVEL ROADS
DATE:	12 HOUR COUNT ON FRIDAY 11 NOVEMBER 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	WEST GRAVEL ROAD WEST APPROACH															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	15	1	0	0	16	0	0	0	0	0	16
06:15 - 06:30	0	0	0	0	0	9	0	0	0	9	1	0	0	0	1	10
06:30 - 06:45	0	0	0	0	0	8	0	2	0	10	0	0	0	0	0	10
06:45 - 07:00	0	0	0	0	0	11	1	0	0	12	0	0	0	0	0	12
07:00 - 07:15	0	0	0	0	0	8	2	1	0	11	0	0	0	0	0	11
07:15 - 07:30	0	0	0	0	0	6	1	0	0	7	1	0	0	0	1	8
07:30 - 07:45	0	0	0	0	0	5	0	0	0	5	0	1	1	0	2	7
07:45 - 08:00	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	4
08:00 - 08:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
08:15 - 08:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
08:30 - 08:45	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
08:45 - 09:00	2	0	0	0	2	1	0	0	0	1	0	0	0	0	0	3
09:00 - 09:15	1	0	1	0	2	2	1	0	0	3	2	0	0	0	2	7
09:15 - 09:30	2	0	1	0	3	4	0	0	0	4	1	0	0	0	1	8
09:30 - 09:45	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
09:45 - 10:00	0	0	1	0	1	2	0	0	0	2	0	0	0	0	0	3
10:00 - 10:15	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
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	2	0	0	0	2	0	0	0	0	0	2
10:45 - 11:00	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
11:00 - 11:15	3	0	0	0	3	2	1	0	0	3	1	0	1	0	2	8
11:15 - 11:30	1	0	0	0	1	1	0	0	0	1	0	0	0	0	0	2
11:30 - 11:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
11:45 - 12:00	1	0	0	0	1	3	0	0	0	3	2	0	0	0	2	6
12:00 - 12:15	2	0	1	0	3	1	0	0	0	1	0	0	0	0	0	4
12:15 - 12:30	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
12:30 - 12:45	2	0	0	0	2	4	0	0	0	4	2	0	0	0	2	8
12:45 - 13:00	2	0	0	0	2	3	0	0	0	3	0	0	0	0	0	5
13:00 - 13:15	2	1	0	0	3	2	0	0	0	2	2	0	0	0	2	7
13:15 - 13:30	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0
13:30 - 13:45	1	1	0	0	2	2	0	0	0	2	0	0	0	0	0	4
13:45 - 14:00	3	0	0	0	3	1	0	0	0	1	0	0	0	0	0	4
14:00 - 14:15	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
14:15 - 14:30	1	0	0	0	1	4	0	0	0	4	1	0	0	0	1	6
14:30 - 14:45	2	0	0	0	2	2	0	0	0	2	1	0	0	0	1	5
14:45 - 15:00	3	0	0	0	3	3	0	0	0	3	2	0	0	0	2	8
15:00 - 15:15	4	1	1	0	6	4	0	0	0	4	0	0	0	0	0	10
15:15 - 15:30	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
15:30 - 15:45	3	2	1	0	6	3	0	0	0	3	1	0	0	0	1	10
15:45 - 16:00	3	0	0	0	3	2	0	0	0	2	1	0	0	0	1	6
16:00 - 16:15	4	0	0	0	4	2	0	1	0	3	1	0	0	0	1	8
16:15 - 16:30	2	1	0	0	3	3	1	1	0	5	1	0	0	0	1	9
16:30 - 16:45	5	0	0	0	5	2	0	1	0	3	0	0	0	0	0	8
16:45 - 17:00	6	0	0	0	6	3	1	0	0	4	1	0	0	0	1	11
17:00 - 17:15	3	1	0	0	4	2	1	0	0	3	2	0	0	0	2	9
17:15 - 17:30	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	4
17:30 - 17:45	1	0	0	0	1	1	0	0	0	1	1	0	0	0	1	3
17:45 - 18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	70	7	8	0	79	147	11	6	0	163	25	1	2	0	28	270

TRAFFIC SURVEY

CLIENT:	
SITE:	INTERSECTION OF UNAMED GRAVEL ROADS
DATE:	12 HOUR COUNT ON FRIDAY 11 NOVEMBER 2022
UNITS:	CLASSIFIED

APPROACH FROM NAME MOVEMENT TIME	EAST GRAVEL ROAD FROM R56															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	5	1	0	0	6	0	0	0	0	0	6
06:15 - 06:30	0	0	0	0	0	8	0	0	0	8	0	0	0	0	0	8
06:30 - 06:45	0	0	0	0	0	6	0	0	0	6	0	1	0	0	1	7
06:45 - 07:00	0	0	0	0	0	4	2	0	0	6	1	0	0	0	1	7
07:00 - 07:15	1	0	0	0	1	6	0	0	0	6	0	0	0	0	0	7
07:15 - 07:30	0	0	0	0	0	4	0	0	0	4	0	1	0	0	1	5
07:30 - 07:45	0	0	0	0	0	7	0	0	0	7	0	4	0	0	4	11
07:45 - 08:00	0	0	0	0	0	3	1	0	0	4	1	0	0	0	1	5
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	5	0	0	0	5	0	0	0	0	0	5
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	2	0	0	0	2	0	0	0	0	0	2
09:00 - 09:15	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
09:15 - 09:30	1	0	0	0	1	2	0	0	0	2	0	0	0	0	0	3
09:30 - 09:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
09:45 - 10:00	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
10:00 - 10:15	0	0	0	0	0	2	0	0	0	2	0	1	0	0	1	3
10:15 - 10:30	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
10:30 - 10:45	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
10:45 - 11:00	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	4
11:00 - 11:15	0	0	0	0	0	4	0	1	0	5	0	0	0	0	0	5
11:15 - 11:30	2	0	0	0	2	4	0	0	0	4	0	0	0	0	0	6
11:30 - 11:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
11:45 - 12:00	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
12:00 - 12:15	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
12:15 - 12:30	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
12:30 - 12:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
12:45 - 13:00	1	0	0	0	1	4	0	0	0	4	0	0	0	0	0	5
13:00 - 13:15	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
13:15 - 13:30	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	3
13:30 - 13:45	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
13:45 - 14:00	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
14:00 - 14:15	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	3
14:15 - 14:30	0	0	0	0	0	4	0	0	0	4	1	1	0	0	2	6
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	3	0	0	0	3	0	0	0	0	0	3
15:00 - 15:15	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	5
15:15 - 15:30	1	0	0	0	1	7	1	0	0	8	0	0	0	0	0	9
15:30 - 15:45	0	0	0	0	0	8	0	0	0	8	0	2	0	0	2	10
15:45 - 16:00	0	0	0	0	0	3	0	0	0	3	0	1	0	0	1	4
16:00 - 16:15	3	0	0	0	3	2	1	0	0	3	2	6	0	0	8	14
16:15 - 16:30	0	0	0	0	0	3	0	0	0	3	0	8	0	0	8	11
16:30 - 16:45	0	0	0	0	0	4	0	0	0	4	0	7	0	0	7	11
16:45 - 17:00	1	0	0	0	1	3	0	0	0	3	0	3	0	0	3	7
17:00 - 17:15	0	0	0	0	0	3	0	1	0	4	0	2	0	0	2	6
17:15 - 17:30	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	4
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	1	0	0	0	1	0	0	0	0	0	1
TOTAL	10	0	0	0	10	166	9	2	0	174	6	37	0	0	43	227

Appendix B

SIDRA Outputs

EXISTING SCENARIO WITHOUT DEVELOPMENT TRAFFIC

MOVEMENT SUMMARY

 **Site: 101 [Intersection of R56 and Unnamed Gravel Access Road (Existing AM)]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV	Deg. Satn %	Average Delay sec	Level of Service	95% Back of Queue Vehicles	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed km/h	
South: R56												
1	L2	7	0,0	0,134	5,7	LOS A	0,0	0,1	0,01	0,02	0,01	58,2
2	T1	252	0,0	0,134	0,0	LOS A	0,0	0,1	0,01	0,02	0,01	59,8
3	R2	1	0,0	0,134	6,7	LOS A	0,0	0,1	0,01	0,02	0,01	57,6
Approach		260	0,0	0,134	0,2	NA	0,0	0,1	0,01	0,02	0,01	59,8
East: Unnamed Gravel Road												
4	L2	1	0,0	0,016	9,3	LOS A	0,1	0,4	0,53	0,91	0,53	49,4
5	T1	1	0,0	0,016	11,3	LOS B	0,1	0,4	0,53	0,91	0,53	49,2
6	R2	6	0,0	0,016	13,0	LOS B	0,1	0,4	0,53	0,91	0,53	49,0
Approach		8	0,0	0,016	12,3	LOS B	0,1	0,4	0,53	0,91	0,53	49,1
North: R56												
7	L2	1	0,0	0,173	6,5	LOS A	0,1	0,6	0,03	0,02	0,03	58,1
8	T1	323	0,0	0,173	0,0	LOS A	0,1	0,6	0,03	0,02	0,03	59,7
9	R2	9	0,0	0,173	6,5	LOS A	0,1	0,6	0,03	0,02	0,03	57,5
Approach		333	0,0	0,173	0,2	NA	0,1	0,6	0,03	0,02	0,03	59,7
West: Unnamed Gravel Access Road												
10	L2	100	0,0	0,109	9,1	LOS A	0,4	3,0	0,37	0,89	0,37	51,3
11	T1	1	0,0	0,109	11,8	LOS B	0,4	3,0	0,37	0,89	0,37	51,0
12	R2	9	0,0	0,109	12,6	LOS B	0,4	3,0	0,37	0,89	0,37	50,8
Approach		110	0,0	0,109	9,4	LOS A	0,4	3,0	0,37	0,89	0,37	51,2
All Vehicles		711	0,0	0,173	1,8	NA	0,4	3,0	0,08	0,16	0,08	58,1

MOVEMENT SUMMARY

 Site: 101 [Intersection of R56 and Unnamed Gravel Access Road (Existing PM)]

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total	Flows HV	Deg. Satn %	Average Delay	Level of Service	95% Back of Queue Vehicles	Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		veh/h		v/c	sec		veh	m				km/h
South: R56												
1	L2	2	0,0	0,158	6,2	LOS A	0,0	0,1	0,01	0,01	0,01	58,3
2	T1	305	0,0	0,158	0,0	LOS A	0,0	0,1	0,01	0,01	0,01	59,9
3	R2	1	0,0	0,158	7,1	LOS A	0,0	0,1	0,01	0,01	0,01	57,7
Approach		308	0,0	0,158	0,1	NA	0,0	0,1	0,01	0,01	0,01	59,9
East: Unnamed Gravel Road												
4	L2	1	0,0	0,006	9,6	LOS A	0,0	0,1	0,53	0,87	0,53	49,6
5	T1	1	0,0	0,006	12,9	LOS B	0,0	0,1	0,53	0,87	0,53	49,3
6	R2	1	0,0	0,006	14,2	LOS B	0,0	0,1	0,53	0,87	0,53	49,1
Approach		3	0,0	0,006	12,2	LOS B	0,0	0,1	0,53	0,87	0,53	49,3
North: R56												
7	L2	1	0,0	0,237	6,9	LOS A	0,5	3,4	0,13	0,08	0,13	57,2
8	T1	382	0,0	0,237	0,3	LOS A	0,5	3,4	0,13	0,08	0,13	58,8
9	R2	53	0,0	0,237	6,8	LOS A	0,5	3,4	0,13	0,08	0,13	56,6
Approach		436	0,0	0,237	1,1	NA	0,5	3,4	0,13	0,08	0,13	58,5
West: Unnamed Gravel Access Road												
10	L2	26	0,0	0,037	9,3	LOS A	0,1	0,9	0,41	0,87	0,41	50,9
11	T1	1	0,0	0,037	13,2	LOS B	0,1	0,9	0,41	0,87	0,41	50,6
12	R2	4	0,0	0,037	14,3	LOS B	0,1	0,9	0,41	0,87	0,41	50,4
Approach		31	0,0	0,037	10,1	LOS B	0,1	0,9	0,41	0,87	0,41	50,8
All Vehicles		778	0,0	0,237	1,1	NA	0,5	3,4	0,10	0,08	0,10	58,6

MOVEMENT SUMMARY

Site: 101 [Intersection of Unnamed Gravel Access Road and Unnamed Gravel Road (Existing AM)]

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total	HV %				Vehicles	Distance				
		veh/h	%	v/c	sec		veh	m				km/h
South: Unnamed Gravel Road												
1	L2	1	0,0	0,026	8,1	LOS A	0,1	0,6	0,19	0,90	0,19	51,9
2	T1	1	0,0	0,026	8,0	LOS A	0,1	0,6	0,19	0,90	0,19	51,7
3	R2	22	0,0	0,026	8,1	LOS A	0,1	0,6	0,19	0,90	0,19	51,4
Approach		24	0,0	0,026	8,1	LOS A	0,1	0,6	0,19	0,90	0,19	51,5
East: Unnamed Gravel Access Road												
4	L2	1	0,0	0,014	5,6	LOS A	0,0	0,1	0,03	0,09	0,03	57,5
5	T1	22	0,0	0,014	0,0	LOS A	0,0	0,1	0,03	0,09	0,03	59,0
6	R2	3	0,0	0,014	5,6	LOS A	0,0	0,1	0,03	0,09	0,03	56,8
Approach		26	0,0	0,014	0,9	NA	0,0	0,1	0,03	0,09	0,03	58,7
North: Unnamed Gravel Road												
7	L2	50	0,0	0,039	8,2	LOS A	0,2	1,1	0,12	0,92	0,12	51,8
8	T1	1	0,0	0,039	8,0	LOS A	0,2	1,1	0,12	0,92	0,12	51,5
9	R2	2	0,0	0,039	7,8	LOS A	0,2	1,1	0,12	0,92	0,12	51,3
Approach		53	0,0	0,039	8,1	LOS A	0,2	1,1	0,12	0,92	0,12	51,7
West: Unnamed Gravel Road												
10	L2	1	0,0	0,022	5,6	LOS A	0,0	0,1	0,01	0,03	0,01	58,1
11	T1	40	0,0	0,022	0,0	LOS A	0,0	0,1	0,01	0,03	0,01	59,7
12	R2	1	0,0	0,022	5,5	LOS A	0,0	0,1	0,01	0,03	0,01	57,5
Approach		42	0,0	0,022	0,3	NA	0,0	0,1	0,01	0,03	0,01	59,6
All Vehicles		145	0,0	0,039	4,5	NA	0,2	1,1	0,08	0,51	0,08	55,0

MOVEMENT SUMMARY

 Site: 101 [Intersection of Unnamed Gravel Access Road and Unnamed Gravel Road (Existing PM)]

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total	HV %									
South: Unnamed Gravel Road												
1	L2	1	0,0	0,009	8,1	LOS A	0,0	0,2	0,11	0,93	0,11	52,0
2	T1	1	0,0	0,009	8,0	LOS A	0,0	0,2	0,11	0,93	0,11	51,7
3	R2	7	0,0	0,009	7,8	LOS A	0,0	0,2	0,11	0,93	0,11	51,5
Approach		9	0,0	0,009	7,8	LOS A	0,0	0,2	0,11	0,93	0,11	51,6
East: Unnamed Gravel Access Road												
4	L2	4	0,0	0,024	5,6	LOS A	0,1	0,7	0,10	0,39	0,10	54,7
5	T1	13	0,0	0,024	0,1	LOS A	0,1	0,7	0,10	0,39	0,10	56,1
6	R2	26	0,0	0,024	5,5	LOS A	0,1	0,7	0,10	0,39	0,10	54,1
Approach		43	0,0	0,024	3,9	NA	0,1	0,7	0,10	0,39	0,10	54,8
North: Unnamed Gravel Road												
7	L2	11	0,0	0,010	8,1	LOS A	0,0	0,3	0,06	0,96	0,06	51,8
8	T1	1	0,0	0,010	8,0	LOS A	0,0	0,3	0,06	0,96	0,06	51,5
9	R2	1	0,0	0,010	7,8	LOS A	0,0	0,3	0,06	0,96	0,06	51,3
Approach		13	0,0	0,010	8,0	LOS A	0,0	0,3	0,06	0,96	0,06	51,7
West: Unnamed Gravel Road												
10	L2	18	0,0	0,019	5,5	LOS A	0,0	0,2	0,02	0,34	0,02	55,4
11	T1	15	0,0	0,019	0,0	LOS A	0,0	0,2	0,02	0,34	0,02	56,9
12	R2	3	0,0	0,019	5,5	LOS A	0,0	0,2	0,02	0,34	0,02	54,9
Approach		36	0,0	0,019	3,2	NA	0,0	0,2	0,02	0,34	0,02	56,0
All Vehicles		101	0,0	0,024	4,5	NA	0,1	0,7	0,07	0,50	0,07	54,5

5 YEAR SCENARIO WITHOUT DEVELOPMENT TRAFFIC

MOVEMENT SUMMARY

 Site: 101 [Intersection of R56 and Unnamed Gravel Access Road (Existing AM)]

New Site
Stop (Two-Way)

Category:

Site
(None)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total	HV									
South: R56												
1	L2	8	0,0	0,151	5,7	LOS A	0,0	0,1	0,01	0,02	0,01	58,2
2	T1	285	0,0	0,151	0,0	LOS A	0,0	0,1	0,01	0,02	0,01	59,8
3	R2	1	0,0	0,151	6,9	LOS A	0,0	0,1	0,01	0,02	0,01	57,6
Approach		294	0,0	0,151	0,2	NA	0,0	0,1	0,01	0,02	0,01	59,8
East: Unnamed Gravel Road												
4	L2	1	0,0	0,021	9,6	LOS A	0,1	0,5	0,59	0,93	0,59	48,7
5	T1	1	0,0	0,021	12,1	LOS B	0,1	0,5	0,59	0,93	0,59	48,5
6	R2	7	0,0	0,021	14,3	LOS B	0,1	0,5	0,59	0,93	0,59	48,3
Approach		9	0,0	0,021	13,5	LOS B	0,1	0,5	0,59	0,93	0,59	48,3
North: R56												
7	L2	1	0,0	0,195	6,7	LOS A	0,1	0,7	0,03	0,02	0,03	58,1
8	T1	365	0,0	0,195	0,0	LOS A	0,1	0,7	0,03	0,02	0,03	59,7
9	R2	10	0,0	0,195	6,7	LOS A	0,1	0,7	0,03	0,02	0,03	57,5
Approach		376	0,0	0,195	0,2	NA	0,1	0,7	0,03	0,02	0,03	59,6
West: Unnamed Gravel Access Road												
10	L2	113	0,0	0,129	9,3	LOS A	0,5	3,6	0,40	0,89	0,40	51,1
11	T1	1	0,0	0,129	12,8	LOS B	0,5	3,6	0,40	0,89	0,40	50,9
12	R2	10	0,0	0,129	13,8	LOS B	0,5	3,6	0,40	0,89	0,40	50,7
Approach		124	0,0	0,129	9,7	LOS A	0,5	3,6	0,40	0,89	0,40	51,1
All Vehicles		803	0,0	0,195	1,8	NA	0,5	3,6	0,08	0,16	0,08	58,0

MOVEMENT SUMMARY

 Site: 101 [Intersection of R56 and Unnamed Gravel Access Road (Existing PM)]

New Site
Stop (Two-Way)

Category:

Site (None)

Movement Performance - Vehicles												
Mov ID	Turn	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed
		Total	HV %									
South: R56												
1	L2	2	0,0	0,179	6,3	LOS A	0,0	0,1	0,01	0,01	0,01	58,3
2	T1	345	0,0	0,179	0,0	LOS A	0,0	0,1	0,01	0,01	0,01	59,9
3	R2	1	0,0	0,179	7,4	LOS A	0,0	0,1	0,01	0,01	0,01	57,7
Approach		348	0,0	0,179	0,1	NA	0,0	0,1	0,01	0,01	0,01	59,9
East: Unnamed Gravel Road												
4	L2	1	0,0	0,007	9,9	LOS A	0,0	0,1	0,59	0,87	0,59	48,9
5	T1	1	0,0	0,007	14,2	LOS B	0,0	0,1	0,59	0,87	0,59	48,6
6	R2	1	0,0	0,007	15,9	LOS C	0,0	0,1	0,59	0,87	0,59	48,4
Approach		3	0,0	0,007	13,3	LOS B	0,0	0,1	0,59	0,87	0,59	48,7
North: R56												
7	L2	1	0,0	0,270	7,2	LOS A	0,6	4,2	0,15	0,08	0,15	57,1
8	T1	432	0,0	0,270	0,3	LOS A	0,6	4,2	0,15	0,08	0,15	58,7
9	R2	60	0,0	0,270	7,1	LOS A	0,6	4,2	0,15	0,08	0,15	56,5
Approach		493	0,0	0,270	1,2	NA	0,6	4,2	0,15	0,08	0,15	58,4
West: Unnamed Gravel Access Road												
10	L2	29	0,0	0,046	9,5	LOS A	0,2	1,1	0,45	0,88	0,45	50,6
11	T1	1	0,0	0,046	14,6	LOS B	0,2	1,1	0,45	0,88	0,45	50,3
12	R2	5	0,0	0,046	16,1	LOS C	0,2	1,1	0,45	0,88	0,45	50,1
Approach		35	0,0	0,046	10,6	LOS B	0,2	1,1	0,45	0,88	0,45	50,5
All Vehicles		879	0,0	0,270	1,1	NA	0,6	4,2	0,11	0,08	0,11	58,6

MOVEMENT SUMMARY

 Site: 101 [Intersection of Unnamed Gravel Access Road and Unnamed Gravel Road (Existing AM)]

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

Movement Performance - Vehicles													
Mov ID	Turn	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue		Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total	HV %				Vehicles	Distance					
		veh/h	%	v/c	sec		veh	m				km/h	
South: Unnamed Gravel Road													
1	L2	1	0,0	0,030	8,1	LOS A	0,1	0,7	0,21	0,90	0,21	51,9	
2	T1	1	0,0	0,030	8,0	LOS A	0,1	0,7	0,21	0,90	0,21	51,6	
3	R2	25	0,0	0,030	8,2	LOS A	0,1	0,7	0,21	0,90	0,21	51,4	
Approach		27	0,0	0,030	8,2	LOS A	0,1	0,7	0,21	0,90	0,21	51,4	
East: Unnamed Gravel Access Road													
4	L2	1	0,0	0,015	5,6	LOS A	0,0	0,1	0,03	0,08	0,03	57,5	
5	T1	25	0,0	0,015	0,0	LOS A	0,0	0,1	0,03	0,08	0,03	59,1	
6	R2	3	0,0	0,015	5,6	LOS A	0,0	0,1	0,03	0,08	0,03	56,9	
Approach		29	0,0	0,015	0,8	NA	0,0	0,1	0,03	0,08	0,03	58,8	
North: Unnamed Gravel Road													
7	L2	57	0,0	0,044	8,2	LOS A	0,2	1,2	0,13	0,91	0,13	51,8	
8	T1	1	0,0	0,044	8,0	LOS A	0,2	1,2	0,13	0,91	0,13	51,5	
9	R2	2	0,0	0,044	7,9	LOS A	0,2	1,2	0,13	0,91	0,13	51,3	
Approach		60	0,0	0,044	8,2	LOS A	0,2	1,2	0,13	0,91	0,13	51,7	
West: Unnamed Gravel Road													
10	L2	1	0,0	0,024	5,6	LOS A	0,0	0,1	0,01	0,03	0,01	58,1	
11	T1	45	0,0	0,024	0,0	LOS A	0,0	0,1	0,01	0,03	0,01	59,7	
12	R2	1	0,0	0,024	5,5	LOS A	0,0	0,1	0,01	0,03	0,01	57,5	
Approach		47	0,0	0,024	0,2	NA	0,0	0,1	0,01	0,03	0,01	59,7	
All Vehicles		163	0,0	0,044	4,6	NA	0,2	1,2	0,09	0,51	0,09	55,0	

MOVEMENT SUMMARY

 Site: 101 [Intersection of Unnamed Gravel Access Road and Unnamed Gravel Road (Existing PM)]

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

Movement Performance - Vehicles													
Mov ID	Turn	Demand Flows		Deg. Satn	Average Delay	Level of Service	95% Back of Queue Vehicles	Back of Queue Distance	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed	
		Total	HV %										veh/h
South: Unnamed Gravel Road													
1	L2	1	0,0	0,010	8,1	LOS A	0,0	0,2	0,13	0,93	0,13	52,0	
2	T1	1	0,0	0,010	8,0	LOS A	0,0	0,2	0,13	0,93	0,13	51,7	
3	R2	8	0,0	0,010	7,8	LOS A	0,0	0,2	0,13	0,93	0,13	51,5	
Approach		10	0,0	0,010	7,9	LOS A	0,0	0,2	0,13	0,93	0,13	51,6	
East: Unnamed Gravel Access Road													
4	L2	5	0,0	0,027	5,6	LOS A	0,1	0,9	0,11	0,39	0,11	54,7	
5	T1	15	0,0	0,027	0,1	LOS A	0,1	0,9	0,11	0,39	0,11	56,1	
6	R2	29	0,0	0,027	5,5	LOS A	0,1	0,9	0,11	0,39	0,11	54,1	
Approach		49	0,0	0,027	3,9	NA	0,1	0,9	0,11	0,39	0,11	54,8	
North: Unnamed Gravel Road													
7	L2	11	0,0	0,010	8,1	LOS A	0,0	0,3	0,06	0,96	0,06	51,8	
8	T1	1	0,0	0,010	8,0	LOS A	0,0	0,3	0,06	0,96	0,06	51,5	
9	R2	1	0,0	0,010	7,8	LOS A	0,0	0,3	0,06	0,96	0,06	51,3	
Approach		13	0,0	0,010	8,0	LOS A	0,0	0,3	0,06	0,96	0,06	51,7	
West: Unnamed Gravel Road													
10	L2	20	0,0	0,021	5,6	LOS A	0,0	0,2	0,02	0,34	0,02	55,5	
11	T1	17	0,0	0,021	0,0	LOS A	0,0	0,2	0,02	0,34	0,02	57,0	
12	R2	3	0,0	0,021	5,5	LOS A	0,0	0,2	0,02	0,34	0,02	54,9	
Approach		40	0,0	0,021	3,2	NA	0,0	0,2	0,02	0,34	0,02	56,1	
All Vehicles		112	0,0	0,027	4,5	NA	0,1	0,9	0,07	0,48	0,07	54,5	

5 YEAR SCENARIO WITH DEVELOPMENT TRAFFIC MOVEMENT SUMMARY

Site: 101 [Intersection of R56 and Unnamed Gravel Access Road (Existing 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: R56														
1	L2	30	0.0	30	0.0	0.163	5.6	LOS A	0.0	0.1	0.01	0.06	0.01	57.8
2	T1	285	0.0	285	0.0	0.163	0.0	LOS A	0.0	0.1	0.01	0.06	0.01	59.4
3	R2	1	0.0	1	0.0	0.163	7.0	LOS A	0.0	0.1	0.01	0.06	0.01	57.2
Approach		316	0.0	316	0.0	0.163	0.6	NA	0.0	0.1	0.01	0.06	0.01	59.3
East: Unnamed Gravel Road														
4	L2	1	0.0	1	0.0	0.022	9.6	LOS A	0.1	0.5	0.61	0.94	0.61	48.4
5	T1	1	0.0	1	0.0	0.022	12.6	LOS B	0.1	0.5	0.61	0.94	0.61	48.2
6	R2	7	0.0	7	0.0	0.022	14.9	LOS B	0.1	0.5	0.61	0.94	0.61	48.0
Approach		9	0.0	9	0.0	0.022	14.0	LOS B	0.1	0.5	0.61	0.94	0.61	48.0
North: R56														
7	L2	1	0.0	1	0.0	0.212	6.9	LOS A	0.3	2.1	0.09	0.05	0.09	57.6
8	T1	365	0.0	365	0.0	0.212	0.2	LOS A	0.3	2.1	0.09	0.05	0.09	59.1
9	R2	32	0.0	32	0.0	0.212	6.8	LOS A	0.3	2.1	0.09	0.05	0.09	57.3
Approach		398	0.0	398	0.0	0.212	0.7	NA	0.3	2.1	0.09	0.05	0.09	59.0
West: Unnamed Gravel Access Road														
10	L2	128	0.0	128	0.0	0.121	9.3	LOS A	0.5	3.4	0.39	0.89	0.39	51.4
11	T1	1	0.0	1	0.0	0.121	13.2	LOS B	0.5	3.4	0.39	0.89	0.39	51.1
12	R2	25	0.0	25	0.0	0.059	13.9	LOS B	0.2	1.3	0.61	0.99	0.61	48.3
Approach		154	0.0	154	0.0	0.121	10.1	LOS B	0.5	3.4	0.42	0.90	0.42	50.8
All Vehicles		877	0.0	877	0.0	0.212	2.4	NA	0.5	3.4	0.12	0.21	0.12	57.3

MOVEMENT SUMMARY

**Site: 101 [Intersection of R56 and Unnamed Gravel Access Road (Existing 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: R56														
1	L2	40	0.0	40	0.0	0.189	5.6	LOS A	0.0	0.1	0.01	0.07	0.01	57.8
2	T1	325	0.0	325	0.0	0.189	0.0	LOS A	0.0	0.1	0.01	0.07	0.01	59.4
3	R2	1	0.0	1	0.0	0.189	7.3	LOS A	0.0	0.1	0.01	0.07	0.01	57.2
Approach		366	0.0	366	0.0	0.189	0.6	NA	0.0	0.1	0.01	0.07	0.01	59.2
East: Unnamed Gravel Road														
4	L2	1	0.0	1	0.0	0.007	9.8	LOS A	0.0	0.2	0.59	0.88	0.59	48.7
5	T1	1	0.0	1	0.0	0.007	14.7	LOS B	0.0	0.2	0.59	0.88	0.59	48.4
6	R2	1	0.0	1	0.0	0.007	16.6	LOS C	0.0	0.2	0.59	0.88	0.59	48.2
Approach		3	0.0	3	0.0	0.007	13.7	LOS B	0.0	0.2	0.59	0.88	0.59	48.4
North: R56														
7	L2	1	0.0	1	0.0	0.291	7.3	LOS A	1.0	6.8	0.24	0.12	0.24	56.4
8	T1	412	0.0	412	0.0	0.291	0.6	LOS A	1.0	6.8	0.24	0.12	0.24	58.0
9	R2	98	0.0	98	0.0	0.291	7.3	LOS A	1.0	6.8	0.24	0.12	0.24	56.2
Approach		511	0.0	511	0.0	0.291	1.9	NA	1.0	6.8	0.24	0.12	0.24	57.6
West: Unnamed Gravel Access Road														
10	L2	68	0.0	68	0.0	0.069	9.5	LOS A	0.3	1.8	0.41	0.88	0.41	51.3
11	T1	1	0.0	1	0.0	0.069	15.2	LOS C	0.3	1.8	0.41	0.88	0.41	51.0
12	R2	43	0.0	43	0.0	0.133	17.1	LOS C	0.4	3.0	0.72	1.00	0.72	46.5
Approach		112	0.0	112	0.0	0.133	12.4	LOS B	0.4	3.0	0.52	0.93	0.52	49.3
All Vehicles		992	0.0	992	0.0	0.291	2.6	NA	1.0	6.8	0.18	0.20	0.18	57.1

MOVEMENT SUMMARY

Site: 101 [Intersection of Unnamed Gravel Access Road and Unnamed Gravel Road (Existing 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.]	[Dist]				
South: Unnamed Gravel Road														
1	L2	1	0.0	1	0.0	0.030	8.1	LOS A	0.1	0.7	0.22	0.89	0.22	51.8
2	T1	1	0.0	1	0.0	0.030	8.1	LOS A	0.1	0.7	0.22	0.89	0.22	51.6
3	R2	25	0.0	25	0.0	0.030	8.3	LOS A	0.1	0.7	0.22	0.89	0.22	51.3
Approach		27	0.0	27	0.0	0.030	8.3	LOS A	0.1	0.7	0.22	0.89	0.22	51.4
East: Unnamed Gravel Access Road														
4	L2	1	0.0	1	0.0	0.020	5.7	LOS A	0.0	0.3	0.06	0.13	0.06	57.1
5	T1	29	0.0	29	0.0	0.020	0.0	LOS A	0.0	0.3	0.06	0.13	0.06	58.6
6	R2	7	0.0	7	0.0	0.020	5.6	LOS A	0.0	0.3	0.06	0.13	0.06	56.5
Approach		37	0.0	37	0.0	0.020	1.2	NA	0.0	0.3	0.06	0.13	0.06	58.2
North: Unnamed Gravel Road														
7	L2	62	0.0	62	0.0	0.048	8.2	LOS A	0.2	1.3	0.14	0.91	0.14	51.8
8	T1	1	0.0	1	0.0	0.048	8.1	LOS A	0.2	1.3	0.14	0.91	0.14	51.5
9	R2	2	0.0	2	0.0	0.048	7.9	LOS A	0.2	1.3	0.14	0.91	0.14	51.3
Approach		65	0.0	65	0.0	0.048	8.2	LOS A	0.2	1.3	0.14	0.91	0.14	51.7
West: Unnamed Gravel Road														
10	L2	1	0.0	1	0.0	0.027	5.6	LOS A	0.0	0.1	0.01	0.02	0.01	58.1
11	T1	51	0.0	51	0.0	0.027	0.0	LOS A	0.0	0.1	0.01	0.02	0.01	59.8
12	R2	1	0.0	1	0.0	0.027	5.5	LOS A	0.0	0.1	0.01	0.02	0.01	57.5
Approach		53	0.0	53	0.0	0.027	0.2	NA	0.0	0.1	0.01	0.02	0.01	59.7
All Vehicles		182	0.0	182	0.0	0.048	4.5	NA	0.2	1.3	0.10	0.49	0.10	55.0

MOVEMENT SUMMARY

Site: 101 [Intersection of Unnamed Gravel Access Road and Unnamed Gravel Road (Existing 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.]	[Dist]				
South: Unnamed Gravel Road														
1	L2	1	0.0	1	0.0	0.010	8.1	LOS A	0.0	0.2	0.15	0.92	0.15	52.0
2	T1	1	0.0	1	0.0	0.010	8.1	LOS A	0.0	0.2	0.15	0.92	0.15	51.7
3	R2	8	0.0	8	0.0	0.010	7.9	LOS A	0.0	0.2	0.15	0.92	0.15	51.5
Approach		10	0.0	10	0.0	0.010	8.0	LOS A	0.0	0.2	0.15	0.92	0.15	51.5
East: Unnamed Gravel Access Road														
4	L2	5	0.0	5	0.0	0.032	5.6	LOS A	0.1	1.0	0.11	0.38	0.11	54.8
5	T1	19	0.0	19	0.0	0.032	0.1	LOS A	0.1	1.0	0.11	0.38	0.11	56.2
6	R2	34	0.0	34	0.0	0.032	5.6	LOS A	0.1	1.0	0.11	0.38	0.11	54.2
Approach		58	0.0	58	0.0	0.032	3.8	NA	0.1	1.0	0.11	0.38	0.11	54.9
North: Unnamed Gravel Road														
7	L2	17	0.0	17	0.0	0.014	8.1	LOS A	0.1	0.4	0.07	0.95	0.07	51.8
8	T1	1	0.0	1	0.0	0.014	8.1	LOS A	0.1	0.4	0.07	0.95	0.07	51.5
9	R2	1	0.0	1	0.0	0.014	7.9	LOS A	0.1	0.4	0.07	0.95	0.07	51.3
Approach		19	0.0	19	0.0	0.014	8.1	LOS A	0.1	0.4	0.07	0.95	0.07	51.7
West: Unnamed Gravel Road														
10	L2	20	0.0	20	0.0	0.023	5.6	LOS A	0.0	0.2	0.02	0.31	0.02	55.7
11	T1	21	0.0	21	0.0	0.023	0.0	LOS A	0.0	0.2	0.02	0.31	0.02	57.2
12	R2	3	0.0	3	0.0	0.023	5.5	LOS A	0.0	0.2	0.02	0.31	0.02	55.2
Approach		44	0.0	44	0.0	0.023	2.9	NA	0.0	0.2	0.02	0.31	0.02	56.4
All Vehicles		131	0.0	131	0.0	0.032	4.4	NA	0.1	1.0	0.08	0.48	0.08	54.6

MOVEMENT SUMMARY

Site: 101 [Intersection of Unnamed Gravel Access Road and Access 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]				
East: Unnamed Access Road														
5	T1	19	0.0	19	0.0	0.010	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	44	0.0	44	0.0	0.028	5.9	LOS A	0.1	0.9	0.24	0.55	0.24	52.7
Approach		63	0.0	63	0.0	0.028	4.1	NA	0.1	0.9	0.17	0.38	0.17	54.7
North: Access														
7	L2	30	0.0	30	0.0	0.033	8.5	LOS A	0.1	0.9	0.25	0.87	0.25	51.7
9	R2	8	0.0	8	0.0	0.033	8.7	LOS A	0.1	0.9	0.25	0.87	0.25	51.2
Approach		38	0.0	38	0.0	0.033	8.5	LOS A	0.1	0.9	0.25	0.87	0.25	51.6
West: Unnamed Access Road														
10	L2	11	0.0	11	0.0	0.071	5.6	LOS A	0.0	0.0	0.00	0.05	0.00	57.9
11	T1	127	0.0	127	0.0	0.071	0.0	LOS A	0.0	0.0	0.00	0.05	0.00	59.5
Approach		138	0.0	138	0.0	0.071	0.5	NA	0.0	0.0	0.00	0.05	0.00	59.4
All Vehicles		239	0.0	239	0.0	0.071	2.7	NA	0.1	0.9	0.08	0.27	0.08	56.8

MOVEMENT SUMMARY

Site: 101 [Intersection of Unnamed Gravel Access Road and Access 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]				
East: Unnamed Access Road														
5	T1	50	0.0	50	0.0	0.026	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	60.0
6	R2	89	0.0	89	0.0	0.051	5.6	LOS A	0.2	1.7	0.13	0.55	0.13	53.0
Approach		139	0.0	139	0.0	0.051	3.6	NA	0.2	1.7	0.08	0.35	0.08	55.3
North: Access														
7	L2	84	0.0	84	0.0	0.085	8.1	LOS A	0.3	2.4	0.10	0.94	0.10	51.7
9	R2	22	0.0	22	0.0	0.085	8.6	LOS A	0.3	2.4	0.10	0.94	0.10	51.2
Approach		106	0.0	106	0.0	0.085	8.2	LOS A	0.3	2.4	0.10	0.94	0.10	51.6
West: Unnamed Access Road														
10	L2	16	0.0	16	0.0	0.024	5.5	LOS A	0.0	0.0	0.00	0.21	0.00	56.6
11	T1	30	0.0	30	0.0	0.024	0.0	LOS A	0.0	0.0	0.00	0.21	0.00	58.1
Approach		46	0.0	46	0.0	0.024	1.9	NA	0.0	0.0	0.00	0.21	0.00	57.6
All Vehicles		291	0.0	291	0.0	0.085	5.0	NA	0.3	2.4	0.07	0.54	0.07	54.2

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