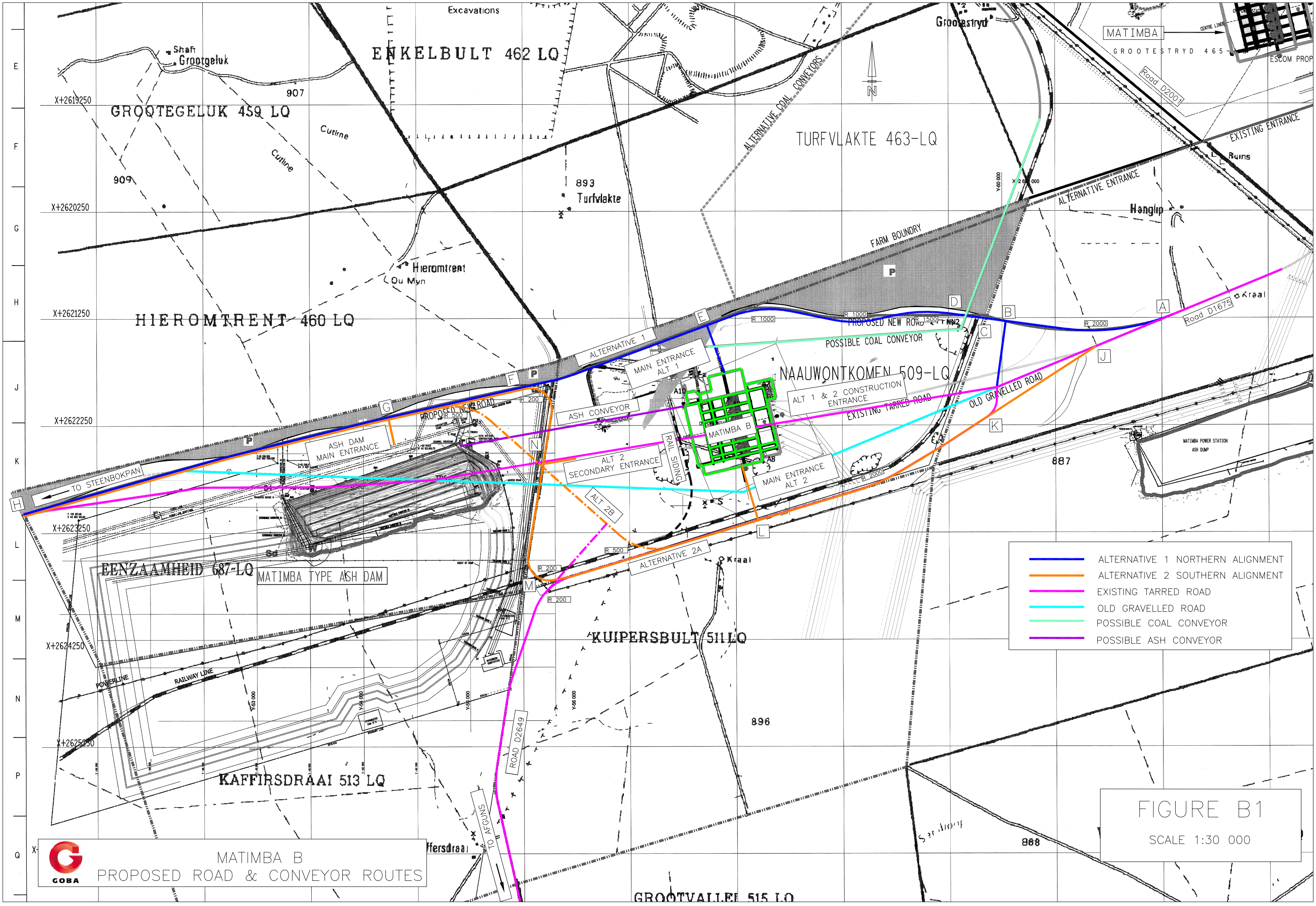
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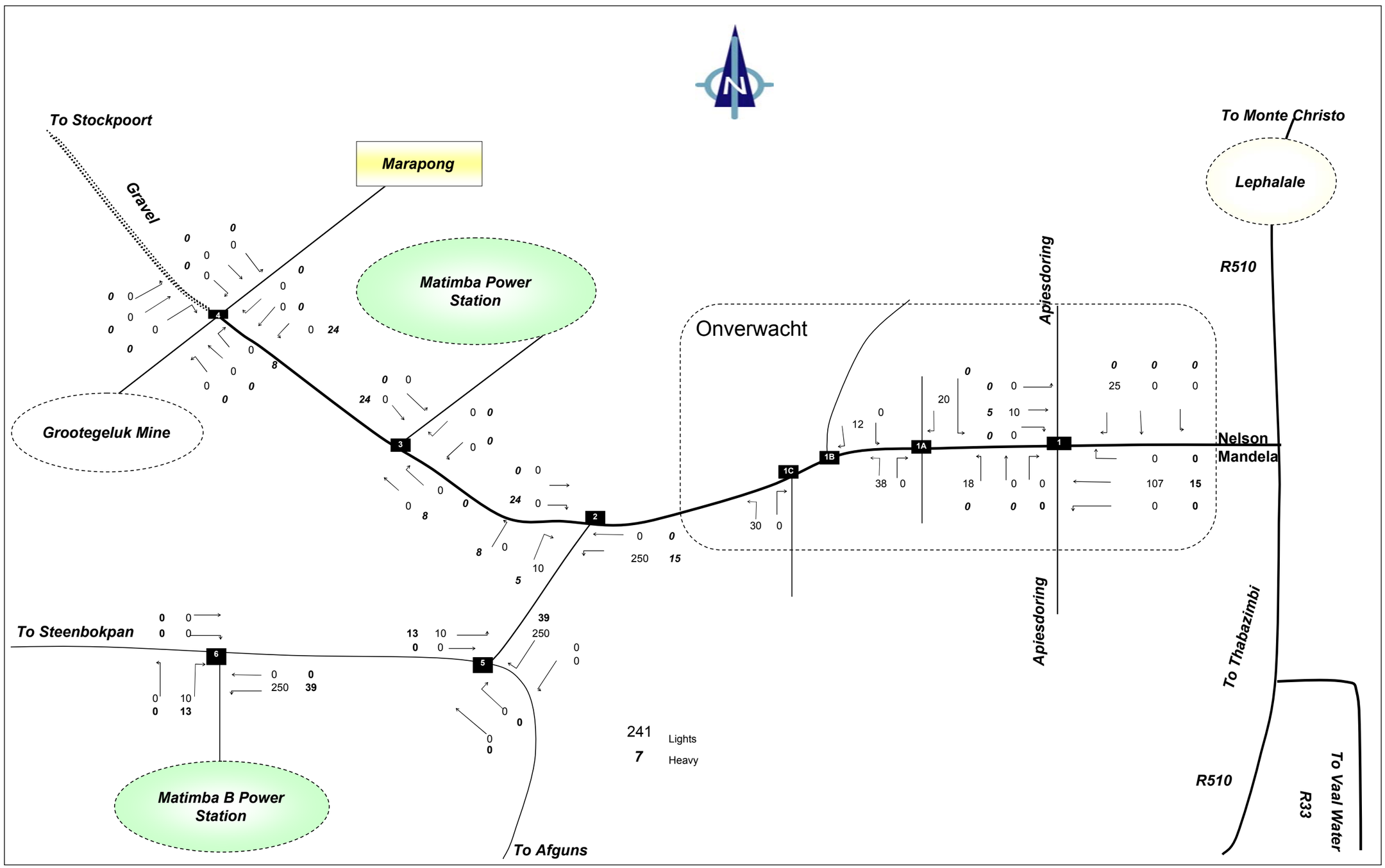
GROOTEGELUK 459 LQ
TURFVLAKTE 463-LQ
HIEROMTRENT 460 LQ
NAAUWONTKOMEN 509-LQ
EENZAAMHEID 687-LQ
KUIPERSBULT 511 LQ
KAFFIRSDRAAI 513 LQ
GROOTVALLEI 515 LQ
Excavations
Shaft
Grootgeluk
907
909
Cutline
893
Turfvlakte
Hieromtrent
Ou Myn
Grootestryd
MATIMBA
GROOTESTRYD 465
ESCOM PROP
Road D2001
EXISTING ENTRANCE
Ruins
ALTERNATIVE ENTRANCE
Hanglip
Kraal
Road D1675
ALTERNATIVE COAL CONVEYORS
FARM BOUNDRY
PROPOSED NEW ROAD
POSSIBLE COAL CONVEYOR
ALTERNATIVE 1
MAIN ENTRANCE ALT 1
ASH CONVEYOR
ALT 1 & 2 CONSTRUCTION ENTRANCE
EXISTING TARRED ROAD
OLD GRAVELLED ROAD
MATIMBA B
ALT 2 SECONDARY ENTRANCE
RAIL SIDING
MAIN ENTRANCE ALT 2
ALT 2B
ALTERNATIVE 2A
ASH DAM MAIN ENTRANCE
TO STEENBOKPAN
MATIMBA TYPE ASH DAM
MATIMBA POWER STATION ASH DUMP
887
896
868
ROAD D2649
TO AFGUNS
POWERLINE
RAILWAY LINE
R 1000
R 1500
R 2000
R 500
R 200
A10
A8
X+2619250
X+2620250
X+2621250
X+2622250
X+2623250
X+2624250
X+2625250
ALTERNATIVE 1 NORTHERN ALIGNMENT
ALTERNATIVE 2 SOUTHERN ALIGNMENT
EXISTING TARRED ROAD
OLD GRAVELLED ROAD
POSSIBLE COAL CONVEYOR
POSSIBLE ASH CONVEYOR
GOBA
MATIMBA B
PROPOSED ROAD & CONVEYOR ROUTES
FIGURE B1
SCALE 1:30 000



2008 MATIMBA B AM PEAK GENERATED CONSTRUCTION VOLUMES

Proj 15658GTA

B2

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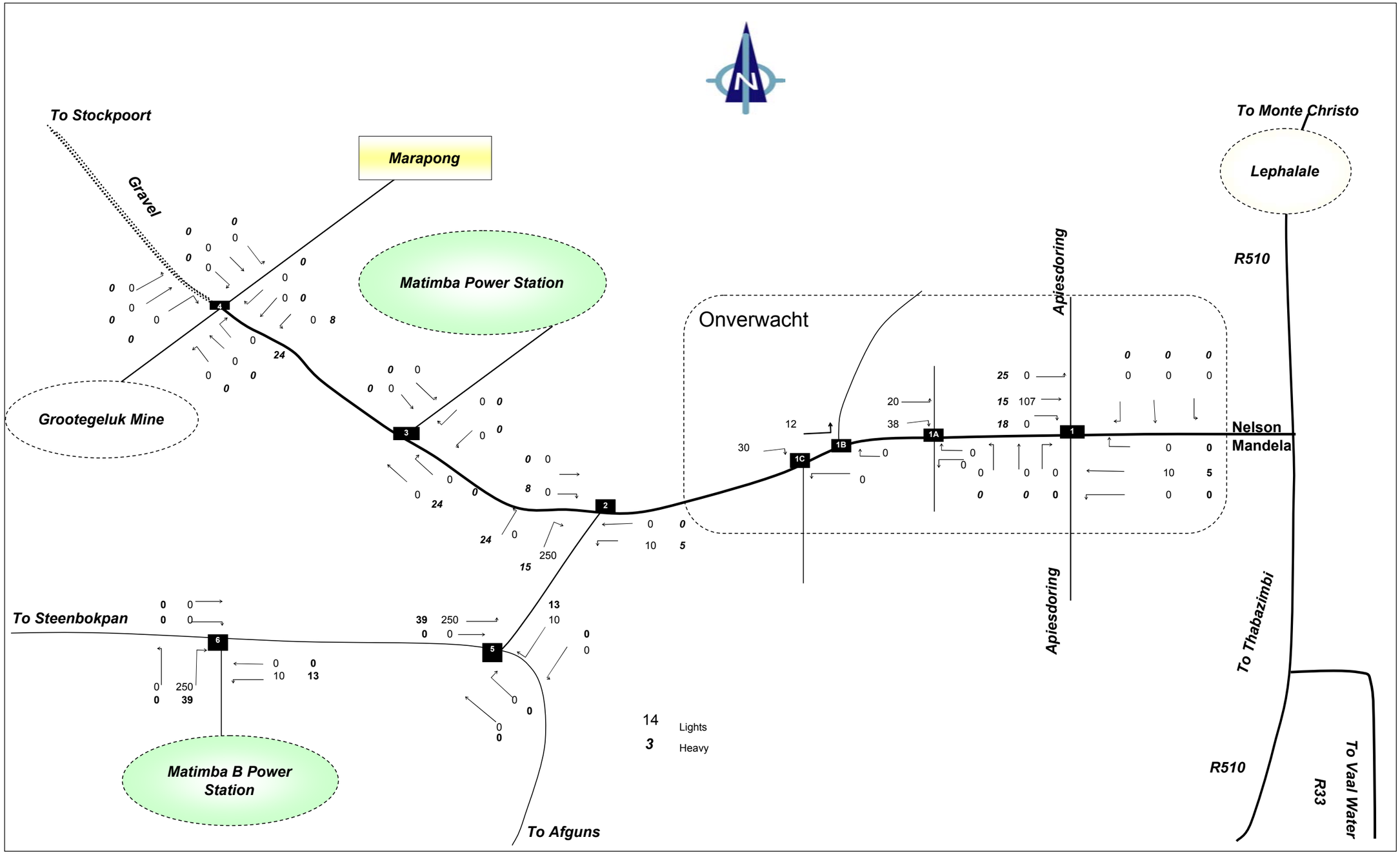

GOBA Consulting Engineers & Project Managers

2008 MATIMBA B PM PEAK GENERATED CONSTRUCTION VOLUMES

Proj 15658GTA

B3

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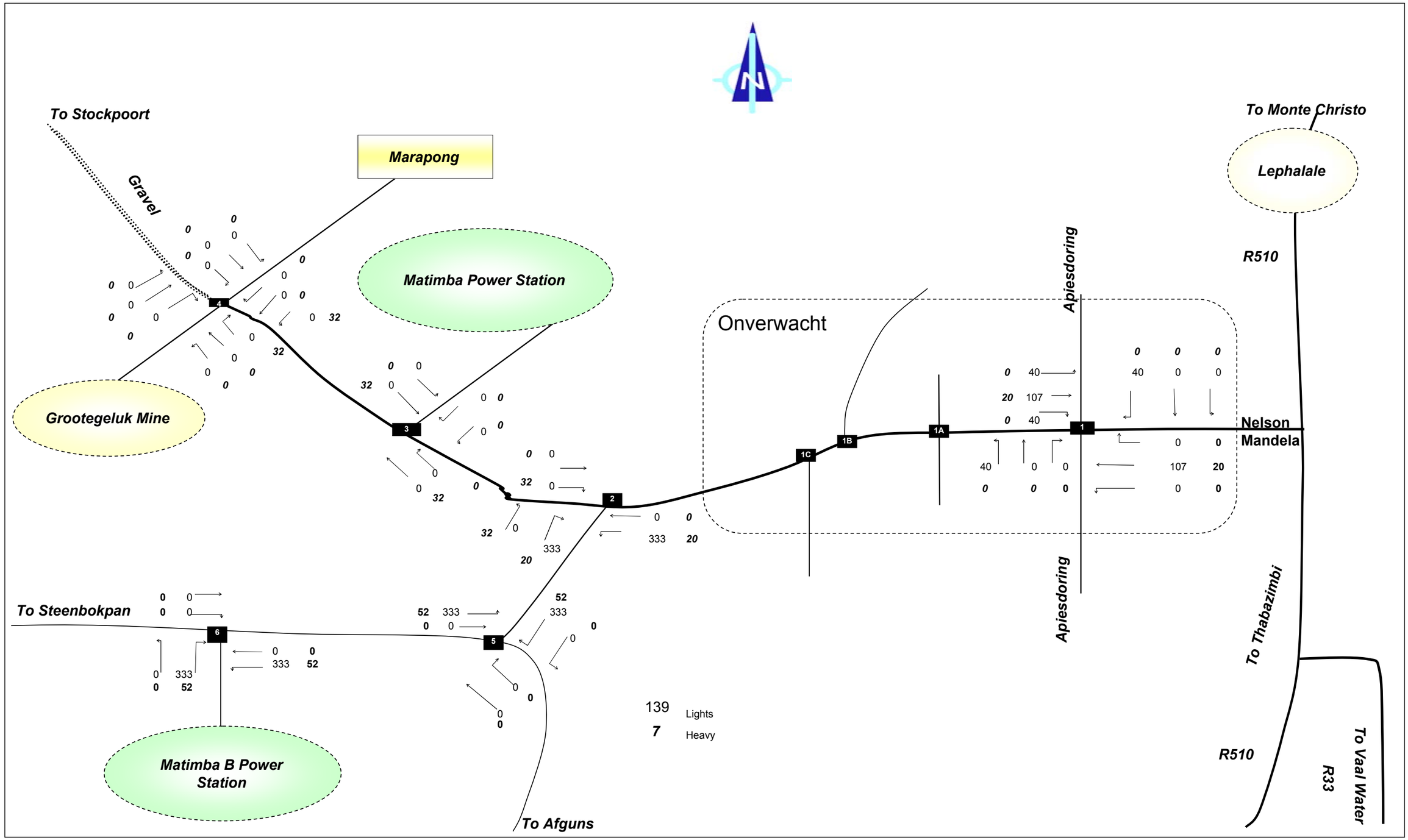
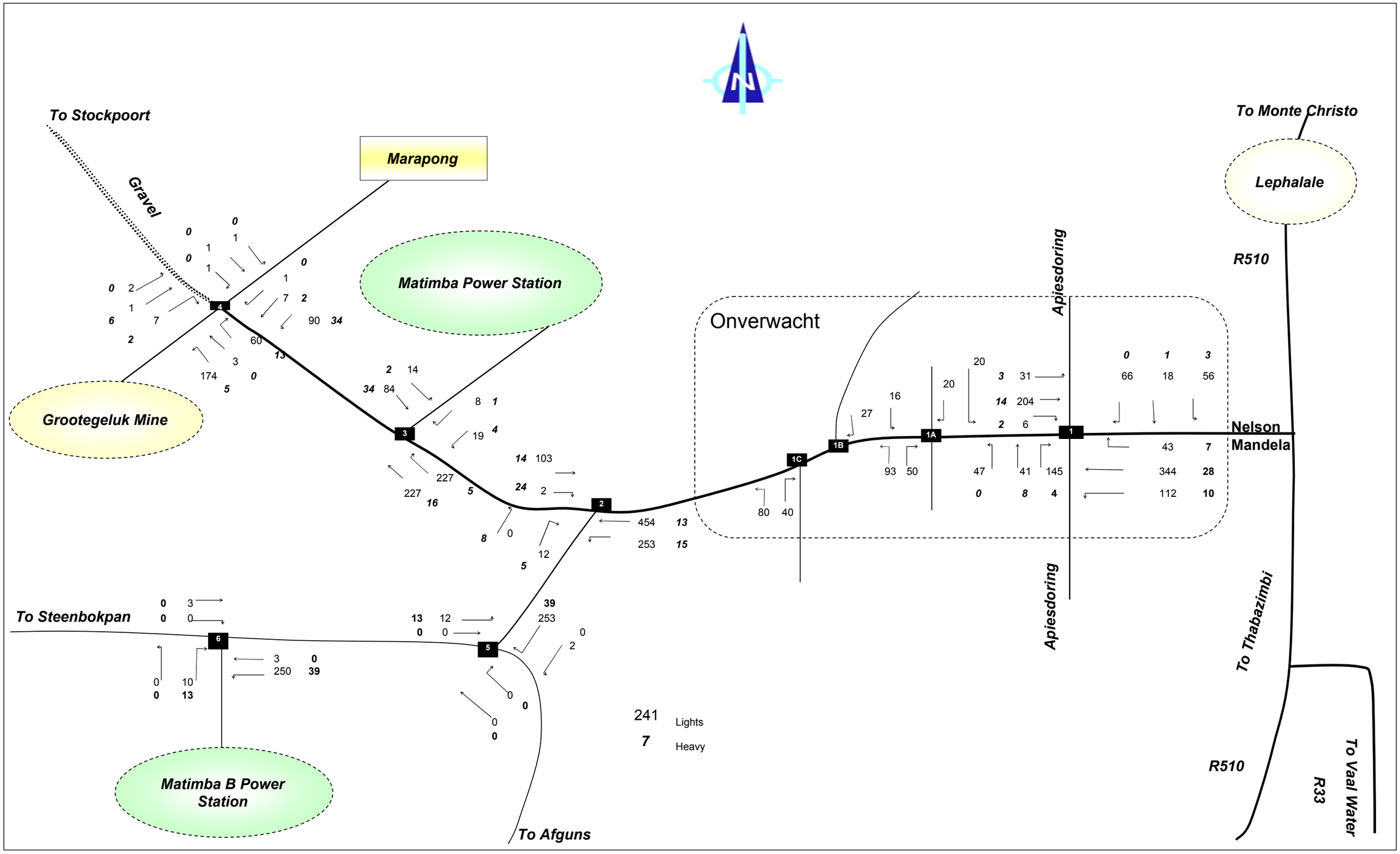


2008 MATIMBA B GENERATED CONSTRUCTION 12HOUR VOLUMES

Proj 15658GTA

B4



2008 RESULTANT AM PEAK GENERATED CONSTRUCTION VOLUMES

Proj 15658GTA

B5

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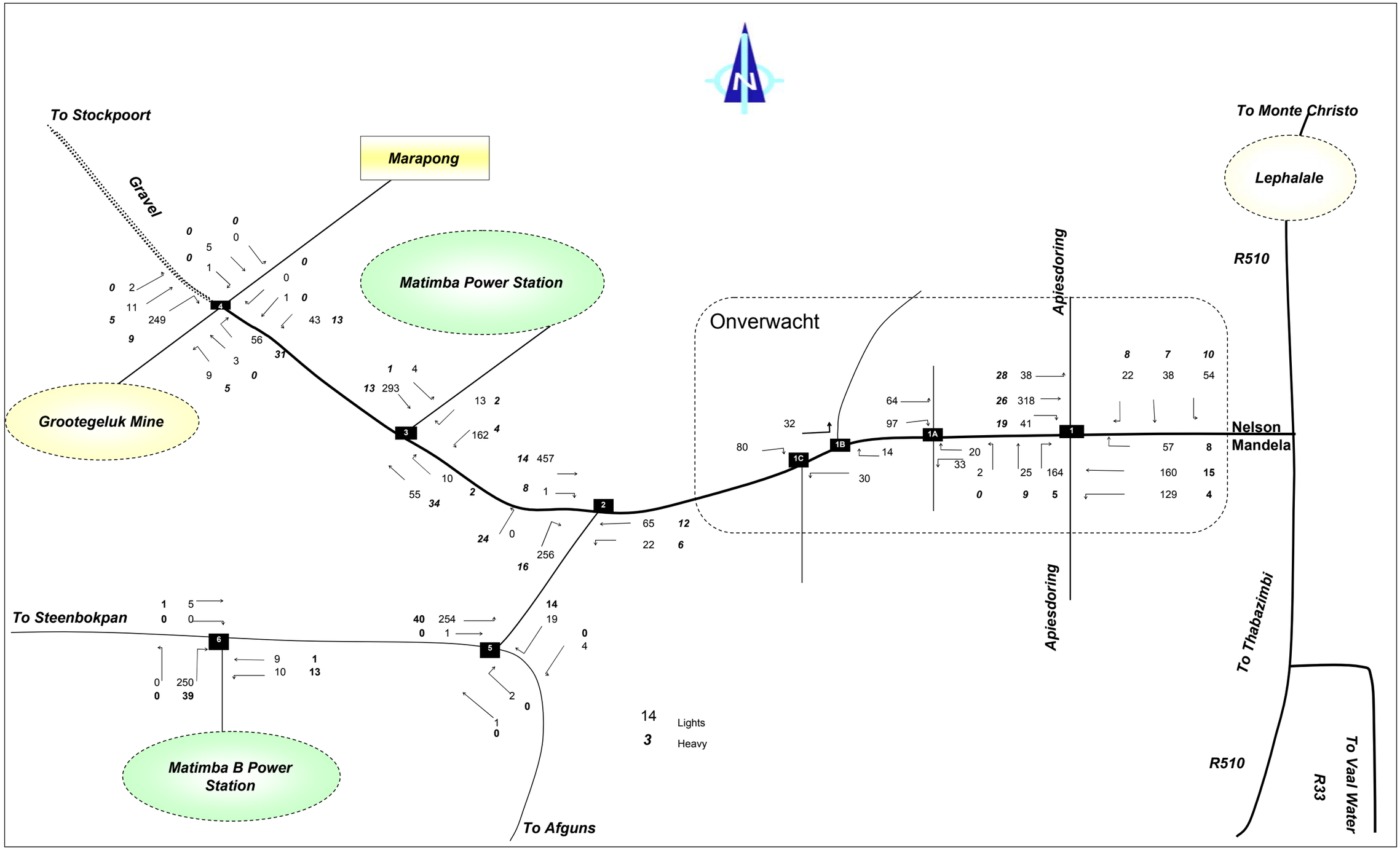

2008 RESULTANT PM PEAK GENERATED CONSTRUCTION VOLUMES

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B6

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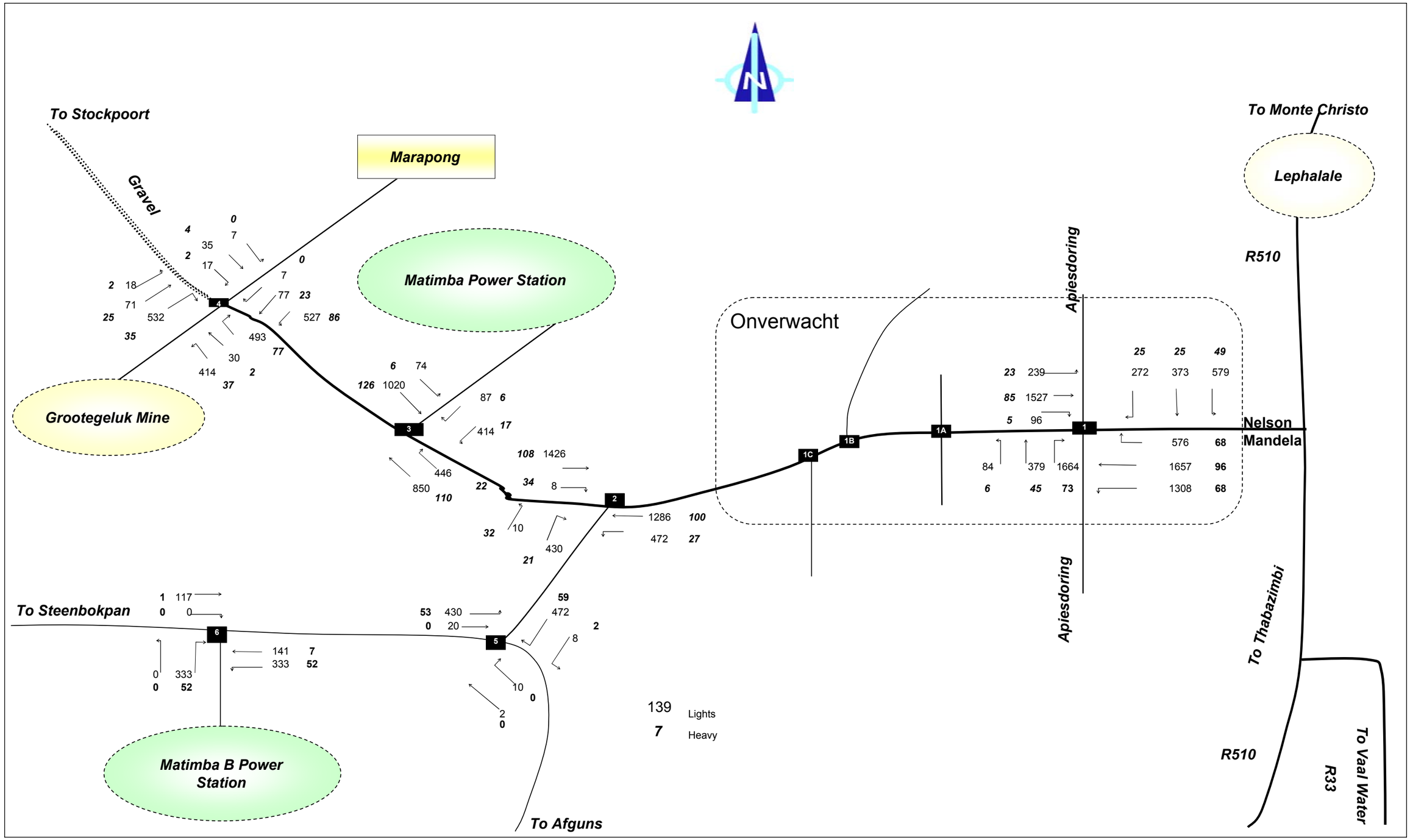

2008 RESULTANT GENERATED CONSTRUCTION 12 HOUR VOLUMES

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B7

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TABLE B1: RESULTS 2008 AM & PM PEAK INTERSECTION ANALYSIS

Intersection 01 :	North/ South:Apiesdoring		East/ West: Nelson Mandela		V/C	Delay (sec)	LOS
AM PEAK - 2008 COMSTRUCTION	Signalised	phf=0.95	Highest	South Approach	0.357	27.3	C
			2nd Highest	North Approach	0.163	26.7	C
			INTERSECTION		**0.252**	**16.5**	**B**
PM PEAK - 2008 CONSTRUCTION	Signalised	phf=0.95	Highest	South Approach	0.37	25.9	C
			2nd Highest	North Approach	0.172	21.8	C
			INTERSECTION		**0.252**	**17.8**	**B**
AM PEAK - 2005	Signalised	phf=0.95	Highest	South Approach	0.283	22.0	C
			2nd Highest	North Approach	0.108	21.4	C
			INTERSECTION		**0.208**	**17.3**	**B**
PM PEAK - 2005	Signalised	phf=0.95	Highest	East Approach	0.223	20.5	C
			2nd Highest	South Approach	0.297	20.1	C
			INTERSECTION		**0.216**	**19.3**	**B**

Intersection 02:	North/ South:D2001		West:D1675		V/C	Delay (sec)	LOS
AM PEAK - 2008 CONSTRUCTION	One way Stop	phf=0.95	Highest	West Approach	0.09	20.4	C
			2nd Highest	North Approach	0.106	6.0	A
			INTERSECTION		**0.357**	**4.3**	**A**
PM PEAK - 2008 CONSTRUCTION	One way Stop	phf=0.95	Highest	West Approach	0.464	15.8	B
			2nd Highest	South Approach	0.064	2.6	A
			INTERSECTION		**0.281**	**8.8**	**A**
AM PEAK - 2005	One way Stop	phf=0.95	Highest	West Approach	0.006	15.2	B
			2nd Highest	North Approach	0.07	2.2	A
			INTERSECTION		**0.22**	**0.6**	**A**
PM PEAK - 2005	One way Stop	phf=0.95	Highest	West Approach	0.017	15.9	B
			2nd Highest	South Approach	0.045	1.5	A
			INTERSECTION		**0.191**	**1.7**	**A**

TABLE B1: RESULTS 2008 AM & PM PEAK INTERSECTION ANALYSIS

Intersection 03:	North: D2001		East/West: Matimba		V/C	Delay (sec)	LOS
AM PEAK - 2008 CONSTRUCTION	One way Stop	phf=0.95	Highest	East Approach	0.028	14.0	B
			2nd Highest	South Approach	0.172	4.8	A
			INTERSECTION		**0.134**	**4.4**	**A**
PM PEAK - 2008 CONSTRUCTION	One way Stop	phf=0.95	Highest	East Approach	0.214	13.1	B
			2nd Highest	South Approach	0.06	1.3	A
			INTERSECTION		**0.16**	**4.3**	**A**
AM PEAK - 2005	One way Stop	phf=0.95	Highest	East Approach	0.027	13.6	B
			2nd Highest	South Approach	0.165	4.7	A
			INTERSECTION		**0.126**	**4.6**	**A**
PM PEAK - 2005	One way Stop	phf=0.95	Highest	East Approach	0.211	13.0	B
			2nd Highest	South Approach	0.039	1.7	A
			INTERSECTION		**0.155**	**4.5**	**A**

Intersection 04:	North: D2001		East/ West: Marapong/Grootgeluk		V/C	Delay (sec)	LOS
AM PEAK - 2008 CONSTRUCTION	One Way Stop	phf=0.95	Highest	West Approach	0.035	15.3	B
			2nd Highest	East Approach	0.164	12.8	B
			INTERSECTION		**0.111**	**10.3**	**B**
PM PEAK - 2008 CONSTRUCTION	One Way Stop	phf=0.95	Highest	West Approach	0.4	13.5	B
			2nd Highest	East Approach	0.067	12.5	B
			INTERSECTION		**0.269**	**12.4**	**B**
AM PEAK - 2005	One Way Stop	phf=0.95	Highest	West Approach	0.03	14.3	B
			2nd Highest	East Approach	0.119	11.9	B
			INTERSECTION		**0.093**	**9.8**	**A**
PM PEAK - 2005	One Way Stop	phf=0.95	Highest	East Approach	0.051	11.8	B
			2nd Highest	West Approach	0.279	11.5	B
			INTERSECTION		**0.201**	**11.0**	**B**

Intersection 06:	North: MATIMBA B		East/ West: D1675		V/C	Delay (sec)	LOS
AM PEAK - 2008 CONSTRUCTION	One Way Stop	phf=0.95	Highest	South Approach	0.045	15.3	B
			2nd Highest	East Approach	0.179	9.4	A
			INTERSECTION		**0.165**	**9.8**	**A**
PM PEAK - 2008 CONSTRUCTION	One Way Stop	phf=0.95	Highest	South Approach	0.335	12.2	B
			2nd Highest	East Approach	0.019	8.0	A
			INTERSECTION		**0.295**	**11.5**	**B**