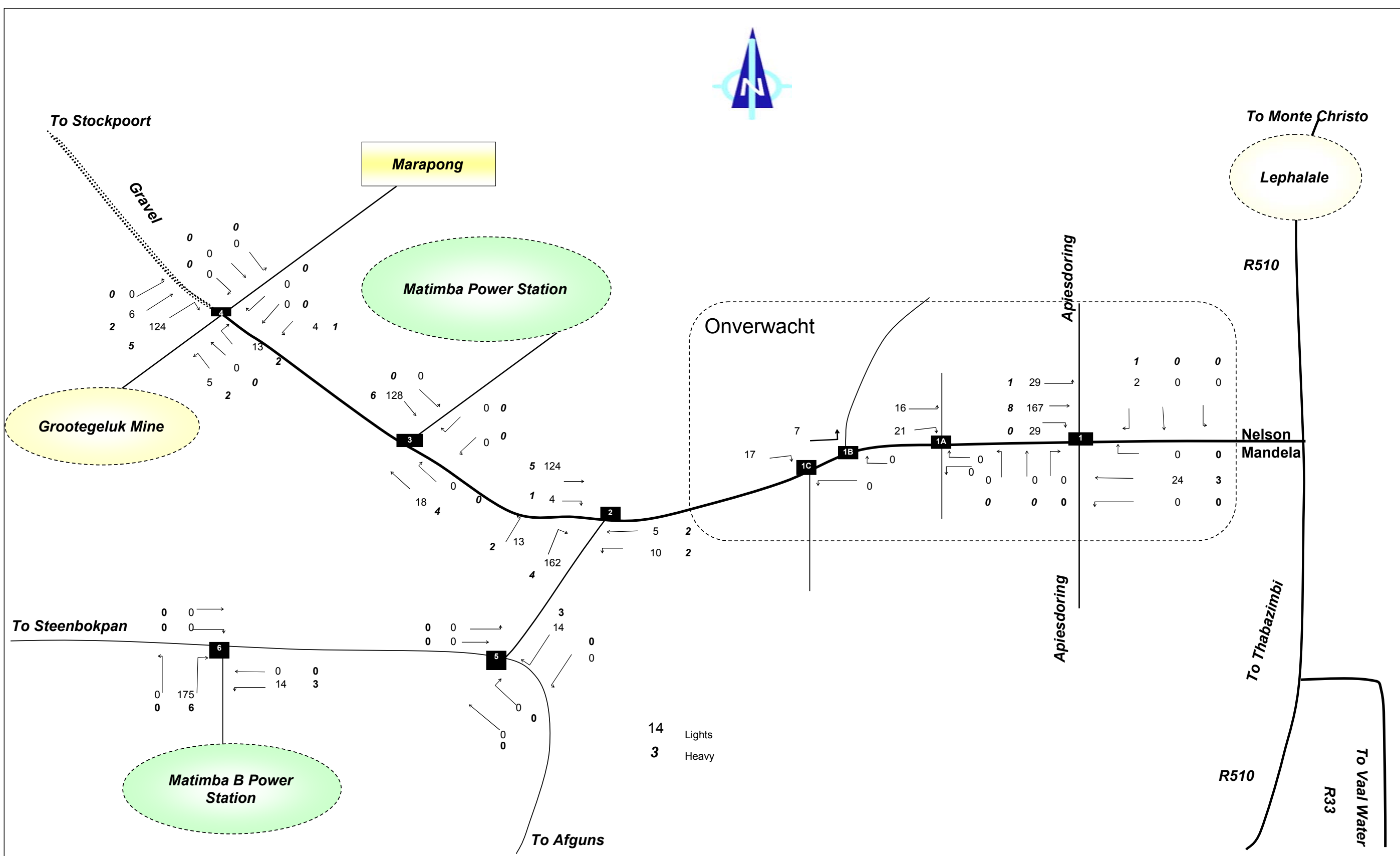


MATIMBA B AM PEAK GENERATED OPERATIONAL VOLUMES

Proj 15658GTA

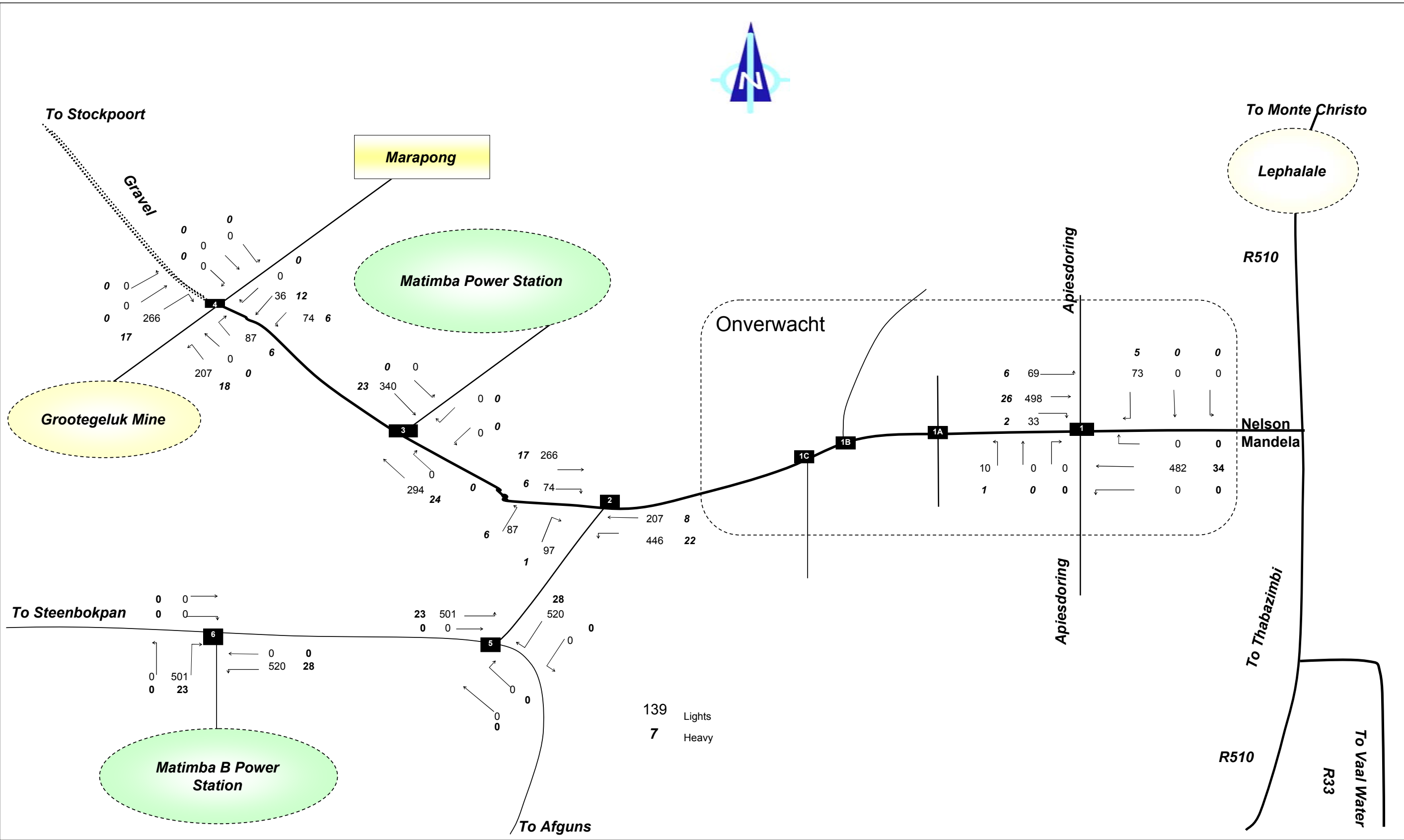
C1



MATIMBA B PM PEAK GENERATED OPERATIONAL VOLUMES

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C2

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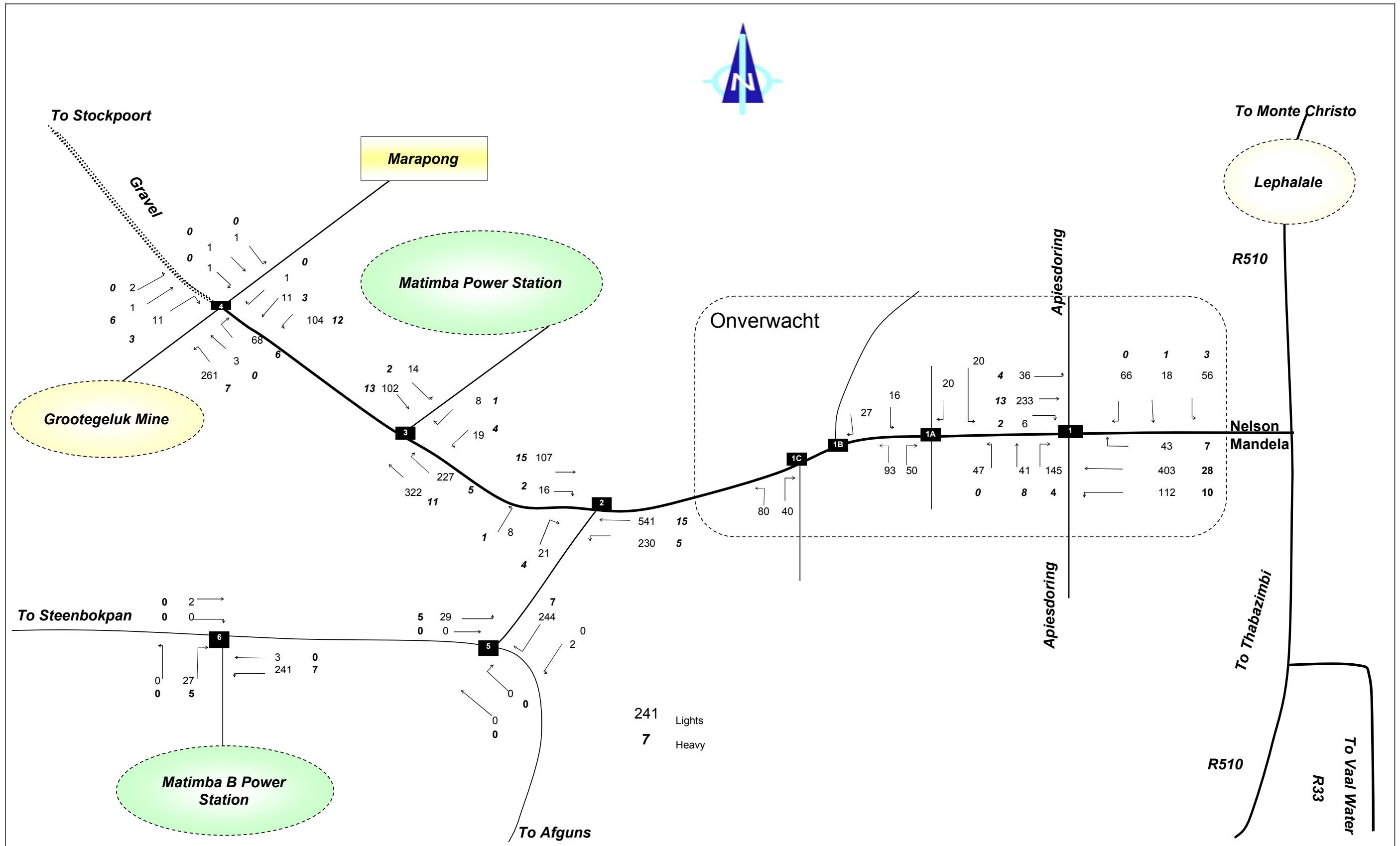


MATIMBA B GENERATED OPERATIONAL 12 HOUR VOLUMES

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C3

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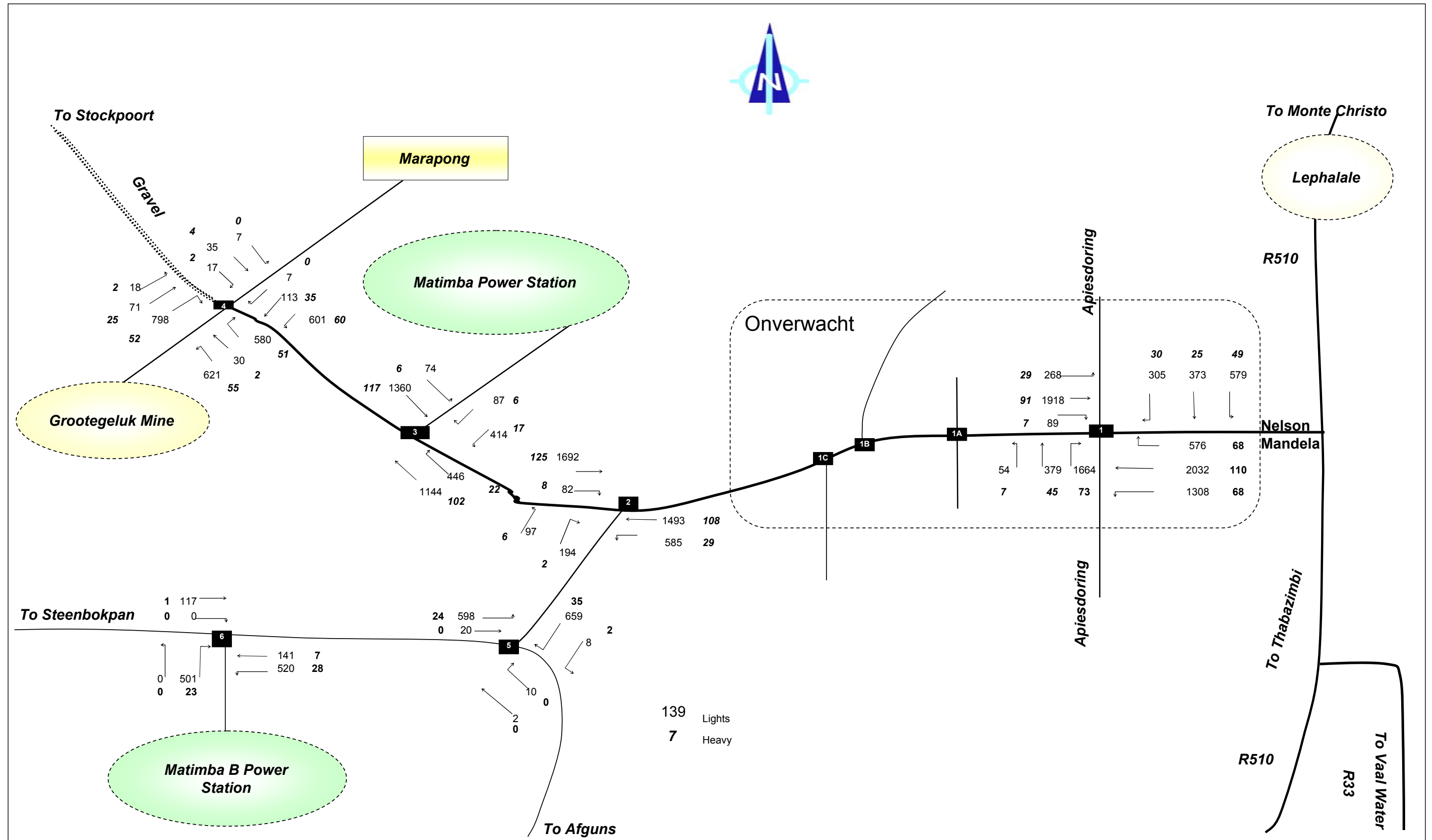


RESULTANT 2010 AM PEAK OPERATIONAL VOLUMES

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C4

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RESULTANT 2010 OPERATIONAL 12 HOUR VOLUMES

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C6

TABLE C1: RESULTS 2010 AM & PM PEAK INTERSECTION ANALYSIS

Intersection 01 : North/ South:Apiesdoring			East/ West: Nelson Mandela		V/C	Delay (sec)	LOS
AM PEAK - 2010 OPERATIONAL	Signalised	phf=0.95	Highest	South Approach	0.391	29.1	C
			2 nd Highest	North Approach	0.179	28.4	C
			INTERSECTION		0.276	15.9	B
PM PEAK - 2010 OPERATIONAL	Signalised	phf=0.95	Highest	South Approach	0.401	27.6	C
			2 nd Highest	North Approach	0.186	23.5	C
			INTERSECTION		0.268	17.1	B
AM PEAK - 2005	Signalised	phf=0.95	Highest	South Approach	0.283	22.0	C
			2 nd 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
			2 nd 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 - 2010 OPERATIONAL	One way Stop	phf=0.95	Highest	West Approach	0.107	20.1	C
			2 nd Highest	North Approach	0.102	6.1	A
			INTERSECTION		0.378	3.8	A
PM PEAK - 2010 OPERATIONAL	One way Stop	phf=0.95	Highest	West Approach	0.491	22.6	C
			2 nd Highest	South Approach	0.066	2.1	A
			INTERSECTION		0.335	5.4	A
AM PEAK - 2005	One way Stop	phf=0.95	Highest	West Approach	0.006	15.2	B
			2 nd 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
			2 nd Highest	South Approach	0.045	1.5	A
			INTERSECTION		0.191	1.7	A

TABLE C1: RESULTS 2010 AM & PM PEAK INTERSECTION ANALYSIS

Intersection 03: North: D2001			East/West: Matimba		V/C	Delay (sec)	LOS
AM PEAK - 2010 OPERATIONAL	One way Stop	phf=0.95	Highest	East Approach	0.028	14.1	B
			2 nd Highest	South Approach	0.184	4.0	A
			INTERSECTION		0.153	3.9	A
PM PEAK - 2010 OPERATIONAL	One way Stop	phf=0.95	Highest	East Approach	0.247	14.1	B
			2 nd Highest	South Approach	0.025	2.8	A
			INTERSECTION		0.226	4.1	A
AM PEAK - 2005	One way Stop	phf=0.95	Highest	East Approach	0.027	13.6	B
			2 nd 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
			2 nd 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 - 2010 OPERATIONAL	One Way Stop	phf=0.95	Highest	West Approach	0.05	15.5	B
			2 nd Highest	East Approach	0.147	12.0	B
			INTERSECTION		0.131	9.8	A
PM PEAK - 2010 OPERATIONAL	One Way Stop	phf=0.95	Highest	East Approach	0.056	11.8	B
			2 nd Highest	West Approach	0.008	11.3	B
			INTERSECTION		0.047	10.1	B
AM PEAK - 2005	One Way Stop	phf=0.95	Highest	West Approach	0.03	14.3	B
			2 nd 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
			2 nd 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 - 2010 OPERATIONAL	One Way Stop	phf=0.95	Highest	South Approach	0.042	12.8	B
			2 nd Highest	East Approach	0.143	9.0	A
			INTERSECTION		0.129	9.4	A
PM PEAK - 2010 OPERATIONAL	One Way Stop	phf=0.95	Highest	South Approach	0.191	11.5	B
			2 nd Highest	East Approach	0.011	6.2	A
			INTERSECTION		0.162	10.5	B