

***DRD Gold Phase 2 - Solar Energy Facility
Transport Impact Assessment***

Ekurhuleni Metropolitan Municipality

September 2022

SUMMARY SHEET

Report Type	Transport Impact Assessment
Title	DRD Gold Phase 2 - Solar Energy Facility
Location	Ekurhuleni Metropolitan Municipality
Client	EnerJ Carbon Management (Pty) Ltd
Reference Number	ITS 4368
Project Team	Nico Jonker Pr. Eng Amelia Daniels Maruis Brand Carina Dippenaar Tilly Phale
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Date	September 2022
Report Status	Draft
File Name	Y:\4368_DRD Springs TIA\12. Reports\Draft\Aug2022\4368_DRD Springs Phase 2 - TIA_NJ_2022-09-09.docx

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1 INTRODUCTION

A second phase of a 40 MW photovoltaic (PV) solar energy facility (SEF), referred to as the DRD Gold Phase 2 site, is proposed at the existing Ergo Mining Brakpan Plant, refer to **Annexure A, Figure A1** for the locality map. The proposed SEF is located 6 km south of the Brakpan central business district within the Ekurhuleni Metropolitan Municipality.

A traffic impact assessment dated July 2021 was conducted for phase 1 of the development by *Innovative Transport Solutions (Pty) Ltd*.

In this TIA, the impact of the construction and subsequent additional traffic of the proposed phase 2 of the development on the road network will be investigated and mitigation measures will be proposed.

2 PROPOSED DEVELOPMENT AND LAND USE

The proposed development is located on the existing Ergo Brakpan property and is currently zoned as mining. A Consent use application will be submitted to The City of Ekurhuleni Metropolitan Municipality to obtain Special Consent for “Renewable Energy Structures”. The proposed Phase 2 development layout is shown in **Annexure B**.

3 TRIP GENERATION

The proposed development (Phase 2) is Renewable Energy Structures. The proposed development will be developing an estimated 200 person trips per day and 20 truck trips per day during the construction phase. The operational phase will develop an estimated 15 person trips per day. The estimated trip generation for the construction and operational phase are shown in **Table 1** and **Table 2**.

Table 1: Estimated Trip Generation for DRD Phase 2 – Construction Phase

No.	Description	Unit	AM	PM
1	Special Consent: "Renewable Energy Structure" - Construction Phase	Extent - No. of Employees	200	200
2	Special Consent: "Renewable Energy Structure" - Construction Phase	Total person trips	200	200
3	Estimated split (%)	Public Transport (%)	80	80
		Private Mode (%)	20	20
4	No of Person trips with public transport split	Public Transport (No.)	160	160
		Private Mode (No.)	40	40
5	Capacity utilised (%)	Public Transport (%)	90%	90%
		Private Mode (%)	75%	75%
6	Estimated Public Transport mode split (%)	Bus (%)	20%	20%
		Taxi (%)	80%	80%
7	Capacity per vehicle	Bus	65	65
		Taxi	16	16
		Car	1.2	1.2
8	Estimated vehicle trips in Peak Hour	Bus	1	1
		Taxi	3	3
		Car	12	12
9	Total vehicle trips	No. of trips	16	16
10	Total Truck Trips	No. of truck trips	20	20
11	% Truck Trips in Peak Hour	% of Truck Trips	25%	25%
12	Total Truck Trips in Peak Hour	No. of truck trips	5	5
13	Total vehicle and truck Trips	No. of trips	21	21
14	Inbound vehicle trips (%)	%	70%	30%
15	Outbound vehicle trips (%)	%	30%	70%
16	Inbound vehicle trips	No. of trips	15	6
17	Outbound vehicle trips	No. of trips	6	15
18	Total Vehicle Trips	No. of trips	21	21

Table 2: Estimated Trip Generation for DRD Phase 1&2 – Operational Phase

No.	Description	Unit	AM	PM
1	Special Consent: "Renewable Energy Structure" - Operational Phase	Extent - No. of Employees	15	15
2	Special Consent: "Renewable Energy Structure" - Operational Phase	Total person trips	15	15
3	Estimated split (%)	Public Transport (%)	70	70
		Private Mode (%)	30	30
4	No of Person trips with public transport split	Public Transport (No.)	11	11
		Private Mode (No.)	5	5
5	Capacity utilised (%)	Public Transport (%)	90%	90%
		Private Mode (%)	75%	75%
6	Estimated Public Transport mode split (%)	Bus (%)	20%	20%
		Taxi (%)	80%	80%
7	Capacity per vehicle	Bus	65	65
		Taxi	16	16
		Car	1.2	1.2
8	Estimated vehicle trips in Peak Hour	Bus	1	1
		Taxi	1	1
		Car	5	5
9	Total vehicle trips	No. of trips	7	7
10	Inbound vehicle trips (%)	%	70%	30%
11	Outbound vehicle trips (%)	%	30%	70%
12	Inbound vehicle trips	No. of trips	5	2
13	Outbound vehicle trips	No. of trips	2	5
14	Total Vehicle Trips	No. of trips	7	7

It is expected that the proposed Phase 2 of the development will generate 21 peak hour trips during the AM and PM peak hours in the construction phase and Phase 1 & 2 will generate 7 peak hour trips during the operational phase.

The Committee of Transport Officials (COTO), Technical Methods for Highways (TMH 16) Volume 1 manual recommends that a traffic impact assessment shall be undertaken when the highest total additional hourly vehicular trip generation exceeds 50 vehicle trips. If a proposed development generates less than 50 vehicle trips in the peak hours, the traffic impact is generally considered negligible. The proposed development does not exceed the threshold of 50 vehicular trips in the peak hour during construction or during the operational phase, thus it can be expected that the traffic impact would be insignificant.

4 EXISTING ROAD NETWORK

The roads in the vicinity of the proposed development are as follows:

- **Heidelberg Road (R23):** Is a Class 2 provincial road and is located to the south east of the proposed development. This road serves as a north-south link that links Heidelberg with the N17.
- **Denne Road:** Is a Class 3 provincial road and is located to the west of the proposed development. This road serves as a north-south link between Heidelberg Road and the N17.
- **Koot Street:** Is a Class 3 provincial road and is located to the west of the proposed development. Linking with Denne Road, this road serves as a north-south link between Heidelberg Road and the N17
- **Ergo / 11th Road:** Is a Class 3 municipal road and is located to the north east of the proposed development. This road serves as the link between Tsakane and the N17 Freeway.
- **17th Road:** Is a Class 4 municipal road and borders the proposed development on the eastern corner of the site.
- **10th Street:** Is a Class 5 municipal road and borders the proposed development on the south eastern boundary of the site.

The locations of these roads relative to the proposed development are shown on the locality map in **Annexure A, Figure A1.**

5 FUTURE ROAD NETWORK

The future road network in the vicinity of the development includes the following roads:

- **K136:** Planned K-route to the south of the proposed development.
- **K163:** Planned K-route to the west of the proposed development.
- **PWV17:** Planned PWV-route to the east of the proposed development.

The proposed development is not affected by the planned road network.

The locations of these roads relative to the proposed development are shown on the locality map in **Annexure A, Figure A1.**

6 ACCESS

The following access positions are proposed:

- From 17th Road via the existing mine access for construction phase; and
- From Denne Road / Koot Street for the operation phase.

7 TRAFFIC VOLUMES

7.1 Background Traffic Volumes 2022

Traffic counts were conducted, at the intersections shown in **Figure A2** in **Annexure A**, during the AM and PM peak hours on Tuesday 29 June 2021. The counts conducted was used for the 2022 base year traffic. The background weekday AM and PM peak hour traffic volumes for 2022 are shown in **Annexure C**.

7.2 Future Background Traffic Volumes 2027

A growth rate of 2% per annum was applied to the 2022 background peak hour volumes to estimate the future background volumes for the 2027 horizon year. The estimated background AM and PM peak hour traffic volumes for 2027 is shown in **Annexure C**.

8 TRIP DISTRIBUTION AND TRIP ASSIGNMENT

The trip distribution was done by taking the current traffic patterns and land uses into account. The trip distribution for the proposed development is shown in **Annexure A, Figure A3** and the trip assignment can be seen in **Annexure C**.

9 CAPACITY ANALYSIS

PTV Vistro software was used to conduct the capacity analysis for the intersections included in the study area. The scenarios that were analysed for the peak hours are summarised in **Table 3**.

Table 3: Scenarios Analysed for the Proposed DRD Phase 2 - SEF

No	Scenario No	Scenario
1	Scenario 1	2022 AM and PM Weekday Peak Hour Background Traffic with Existing Geometry.
2	Scenario 2	2022 AM and PM Weekday Peak Hour Background Traffic + Development (Phase 2) Construction Traffic
3	Scenario 3	2027 AM and PM Weekday Peak Hour Background Traffic with Existing Geometry.
4	Scenario 4	2027 AM and PM Weekday Peak Hour Background Traffic + Development (Phase 1&2) Operational Traffic with Existing Geometry.

The capacity analysis results for the proposed development is summarised in **Table 4** and **Table 5**. Refer to **Annexure C** for the PTV Vistro output.

Table 4: Capacity Analysis Results for the Weekday AM Peak Hour

No	Intersection	Scenario 1: 2022 Existing Traffic Demand			Scenario 2: Existing 2022 with Development Construction Traffic			Scenario 3: 2027 Background Traffic Demand			Scenario 4: Background 2027 Volumes + Development Operational Trips		
		LOS	Del (s)	v/c	LOS	Del (s)	v/c	LOS	Del (s)	v/c	LOS	Del (s)	v/c
1	Ergo Rd/N17 Off-ramp	D	32.0	0.65	D	32.3	0.66	D	33.4	0.68	D	33.8	0.69
2	Ergo Rd/N17 On-ramp	B	11.2	0.04	B	11.2	0.04	B	11.9	0.05	B	12.0	0.06
3	17th Rd/11th Rd/Ergo Rd	D	32.3	0.38	D	32.4	0.39	D	33.5	0.42	D	33.7	0.42
4	17th Rd/Access to mine	B	12.6	0.02	B	13.1	0.02	B	13.3	0.02	B	13.3	0.02
5	Heidelberg Rd/Coetzer St	B	13.9	0.02	B	13.9	0.02	B	14.9	0.02	B	14.9	0.02
6	Denne Rd/Nigel Rd	B	10.6	0.003	B	10.6	0.003	B	10.9	0.003	B	10.9	0.003

Table 5: Capacity Analysis Results for the Weekday PM Peak Hour

No	Intersection	Scenario 1: 2022 Existing Traffic Demand			Scenario 2: Existing 2022 with Development Construction Traffic			Scenario 3: 2027 Background Traffic Demand			Scenario 4: Background 2027 Volumes + Development Operational Trips		
		LOS	Del (s)	v/c	LOS	Del (s)	v/c	LOS	Del (s)	v/c	LOS	Del (s)	v/c
1	Ergo Rd/N17 Off-ramp	D	25.8	0.60	D	26.4	0.61	D	33.8	0.70	D	25.9	0.62
2	Ergo Rd/N17 On-ramp	A	8.8	0.03	A	8.7	0.03	A	8.9	0.04	A	8.9	0.04
3	17th Rd/11th Rd/Ergo Rd	C	17.7	0.22	D	27.8	0.35	D	33.2	0.41	D	26.6	0.35
4	17th Rd/Access to mine	B	10.4	0.01	B	10.4	0.01	B	10.4	0.01	B	10.4	0.01
5	Heidelberg Rd/Coetzer St	D	26.0	0.01	D	26.0	0.01	D	30.6	0.01	D	34.7	0.01
6	Denne Rd/Nigel Rd	B	10.5	0.002	B	10.5	0.002	B	10.8	0.002	B	10.8	0.002

10 PUBLIC TRANSPORT

10.1 Expected Public Transport Utilisation and Existing Public Transport Facilities

It is assumed that at least 1 bus trip and 3 taxi trips will be utilised during the construction phase of the DRD Gold SEF development. During the operational phase, it is assumed that 1 bus trip and 1 taxi trip will be utilised to get to the SEF plant.

There is a shopping centre located approximately 2 km to the east of the proposed development with public transport facilities that should be adequate to serve the public transport needs of the proposed development.

11 PROPOSED UPGRADES

As shown in the results of the capacity analysis conducted shown in **Section 9**, the existing road network will be adequate to serve the proposed development and no additional road upgrades are required. The existing geometry of the road network is also shown schematically in **Annexure A** in **Figure A4**.

12 ENVIRONMENTAL IMPACT OF THE TRANSPORTATION ACTIVITIES

12.1 Methodology

In this assessment, the impacts are described in terms of their characteristics, including the impact's spatial and temporal features (namely extent, duration, probability and magnitude). While an impact assessment typically focuses on the negative impacts, an impact can also be positive. The definitions of the terms used in this assessment are described in **Table 6**.

Table 6: Impact Characteristics

Characteristic	Definition	Terms	Scoring
Duration	The time period over which a resource/recept or is affected.	<p>Temporary - (period of less than 1 year - negligible/ pre-construction/ construction)</p> <p>Short term - period of less than 5 years ie commissioning/operational period</p> <p>Medium term - period of less than 15 years ie operational period</p> <p>Long term - period of less than 20 years ie life of project</p> <p>Permanent - a period that exceeds the life of project– ie irreversible.</p>	<p>Temporary – 1</p> <p>Short term – 2</p> <p>Medium term – 3</p> <p>Long term – 4</p> <p>Permanent – 5</p>

Characteristic	Definition	Terms	Scoring
Extent	The reach of the impact (ie physical distance an impact will extend to)	<p>On-site - impacts that are limited to the Project site.</p> <p>Local - impacts that are limited to the Project site and adjacent properties.</p> <p>Regional - impacts that are experienced at a regional scale, ie Gauteng.</p> <p>National - impacts that are experienced at a national scale.</p> <p>Trans-boundary/International - impacts that are experienced outside of South Africa.</p>	<p>On-site – 1</p> <p>Local – 2</p> <p>Regional – 3</p> <p>National – 4</p> <p>International – 5</p>
Probability	Measure of the probability with which the impact is expected to occur	<p>Unlikely - probably will not happen</p> <p>Improbable - some possibility, but low likelihood</p> <p>Probable - distinct possibility</p> <p>Highly probable - most likely</p> <p>Definite - impact will occur regardless of any prevention measures</p>	<p>Unlikely – 1</p> <p>Improbable – 2</p> <p>Probable – 3</p> <p>Highly probable – 4</p> <p>Definite – 5</p>
Magnitude	A measure of the damage that the impact will cause if it does occur	<p>No effect - will have no effect on the environment</p> <p>Minor – minor and will not result in an impact on processes</p> <p>Low – low and will cause a slight impact on processes</p> <p>Moderate – moderate and will result in processes continuing but in a modified way</p> <p>High - processes are altered to the extent that they temporarily cease</p> <p>Very high - results in complete destruction of patterns and permanent cessation of processes</p>	<p>No effect – 0</p> <p>Minor – 2</p> <p>Low – 4</p> <p>Moderate – 6</p> <p>High – 8</p> <p>Very high – 10</p>

The significance (quantification) of potential environmental impacts identified during the Basic Assessment have been determined using a ranking scale, based on the following (terminology has been taken from the Guideline Documentation on EIA Regulations, of the Department of Environmental Affairs and Tourism, April 1998):

Occurrence

- Probability of occurrence (how likely is it that the impact may occur?)
- Duration of occurrence (how long may it last?)

Severity

- Magnitude (severity) of impact (will the impact be of high, moderate or low severity?)
- Scale/extent of impact (will the impact affect the national, regional or local environment or only that of the site?)

The environmental significance of each potential impact is assessed using the following formula:

$$\text{Significance Points (SP)} = (\text{Magnitude} + \text{Duration} + \text{Extent}) \times \text{Probability}$$

The maximum value is 100 Significance Points (SP). Potential environmental impacts were rated as high, moderate or low significance on the following basis:

- < 30 significance points = **LOW** environmental significance.
- 30- 60 significance points = **MODERATE** environmental significance
- >60 significance points = **HIGH** environmental significance

12.2 Environmental Impact of Transport Activities during Construction

The environmental impact of the transportation activities during the construction phase of the proposed development was assessed using the method described in Section 12.1 and is summarised in **Table 7**.

Table 7: Assessment of Environmental Impact of Transport Activities during Construction

Activity:	Construction phase of DRD Gold Phase 2 SEF plant				
Impact:	Construction vehicles and access roads				
Significance rating:	Duration	Extent	Magnitude	Probability	Significance
Pre-Mitigation	1	2	2	3	15
Post-Mitigation	1	2	2	3	15
Is the Impact Reversible?	• Yes				
Mitigation Measures:	• Adherence to OHSA regulations during the construction phase				
Cumulative impacts:	• None				
Residual impacts:	• None				
Climate Change:	• N/A				

12.3 Environmental Impact of Transport Activities during Operational Phase

The environmental impact of the transportation activities during the operational phase of the proposed development was assessed using the method described in Section 12.1 and is summarised in **Table 8**.

Table 8: Assessment of Environmental Impact of Transport Activities during Operational Phase

Activity:	Operations of DRD Gold Phase 1&2 SEF plant				
Impact:	Operation staff transportation trips, maintenance and delivery trips.				
Significance rating:	Duration	Extent	Magnitude	Probability	Significance
Pre-Mitigation	4	2	2	3	24
Post-Mitigation	4	2	2	3	24
Is the Impact Reversible?	• No				
Mitigation Measures:	• Environmentally friendly transportation alternatives for staff etc.				
Cumulative impacts:	• None				
Residual impacts:	• None				
Climate Change:	• N/A				

13 CONCLUSIONS AND RECOMMENDATIONS

13.1 Conclusions

The following conclusions can be made:

- The zoning for the proposed development is mining with a proposed Special Consent: "Renewable Energy Structure".
- It is expected that the proposed Phase 2 of the development will generate 21 peak hour trips during the AM and PM peak hours in the construction phase and Phase 1 & 2 of the proposed development will generate 7 peak hour trips during the operational phase.
- Access to the development during the construction phase is proposed from the private mine access road from 17th Road.
- Access to the proposed development during the operational phase is proposed from Denne Road / Koot Street.
- There are existing public transport facilities located at a nearby shopping centre.
- The impact of the expected trip generation of the proposed development for the construction and operational stage is negligible.

13.2 Recommendations

The following recommendations are made:

- The proposed development should be considered favourably from a traffic engineering point of view.

14 REFERENCES

- [1] Committee of Transport Officials (COTO) Technical Methods for Highways (TMH 17) Volume 1
“South African Trip Data Manual.
- [2] Committee of Transport Officials (COTO) Technical Methods for Highways (TMH 16) Volume 1,
South African Traffic Impact and Site Traffic Assessment Standards Manual, August 2012.
- [3] Committee of Transport Officials (COTO) Technical Methods for Highways (TMH 16) Volume 2,
South African Traffic Impact and Site Traffic Assessment Standards and Requirements Manual,
August 2012.
- [4] Guideline Documentation on EIA Regulations, Department of Environmental Affairs and Tourism,
April 1998.

Annexure A

Figures



4368 /Fig 1



PROJECT:

DRD SPRINGS TIA

MAP:

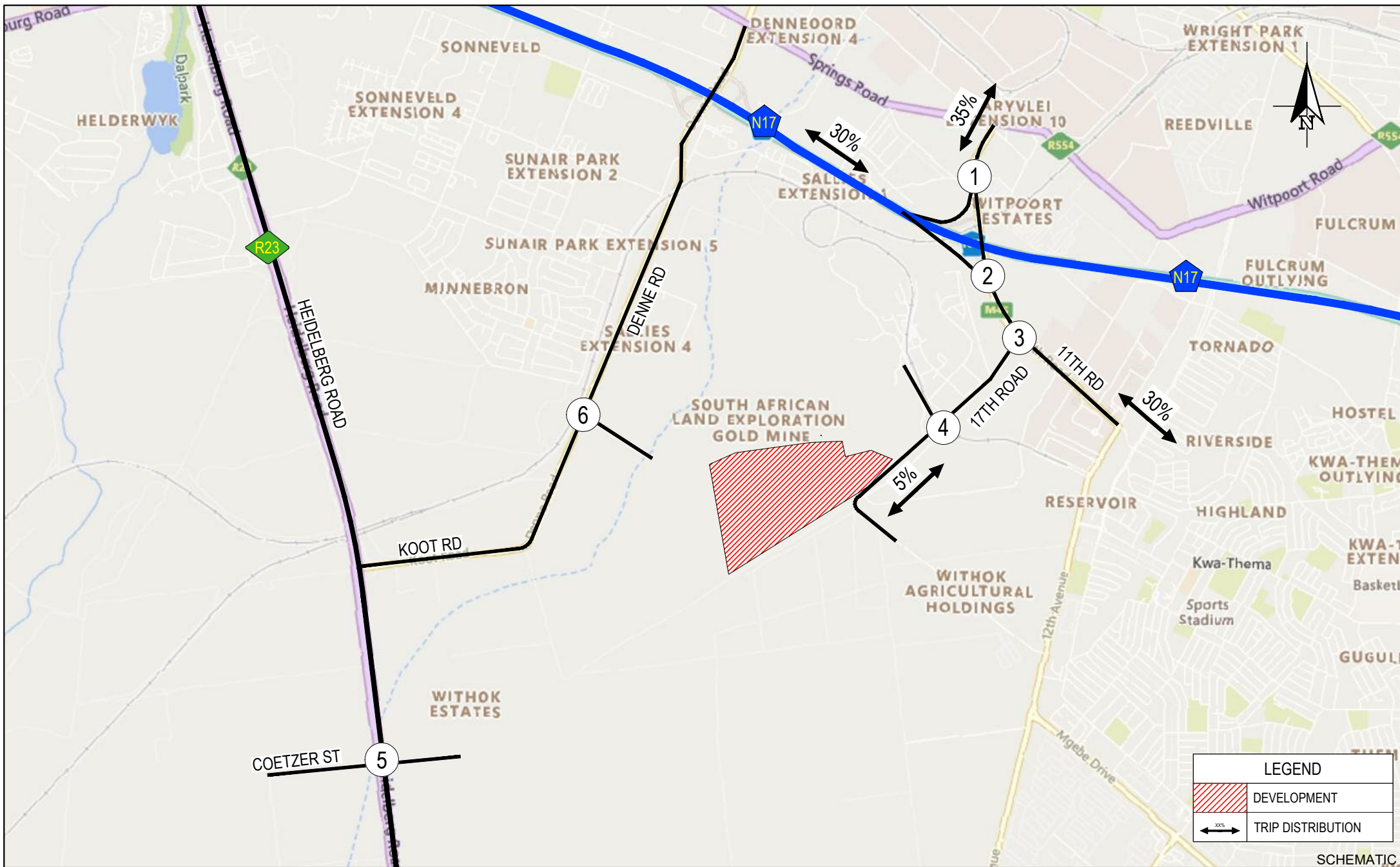
LOCALITY MAP

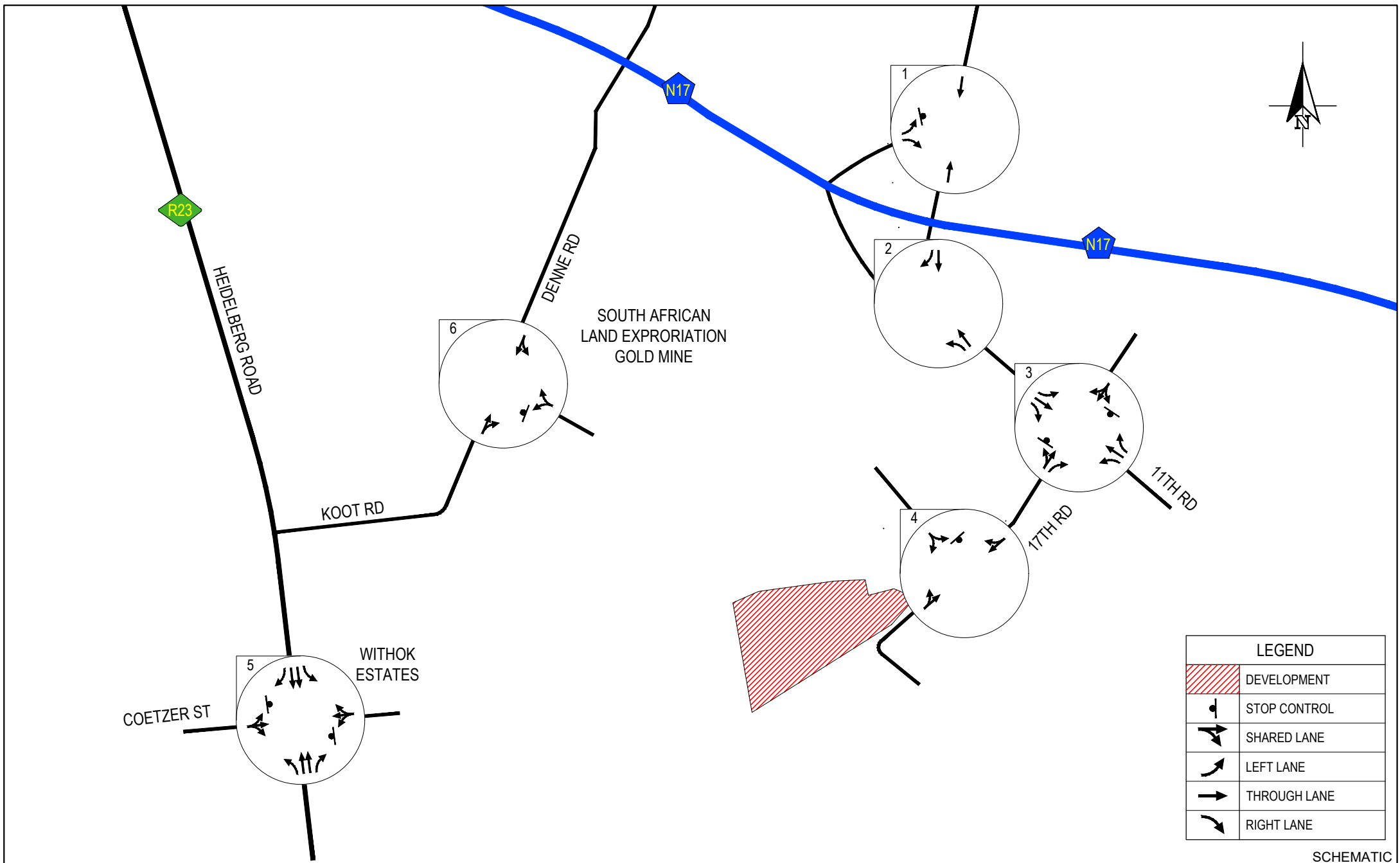
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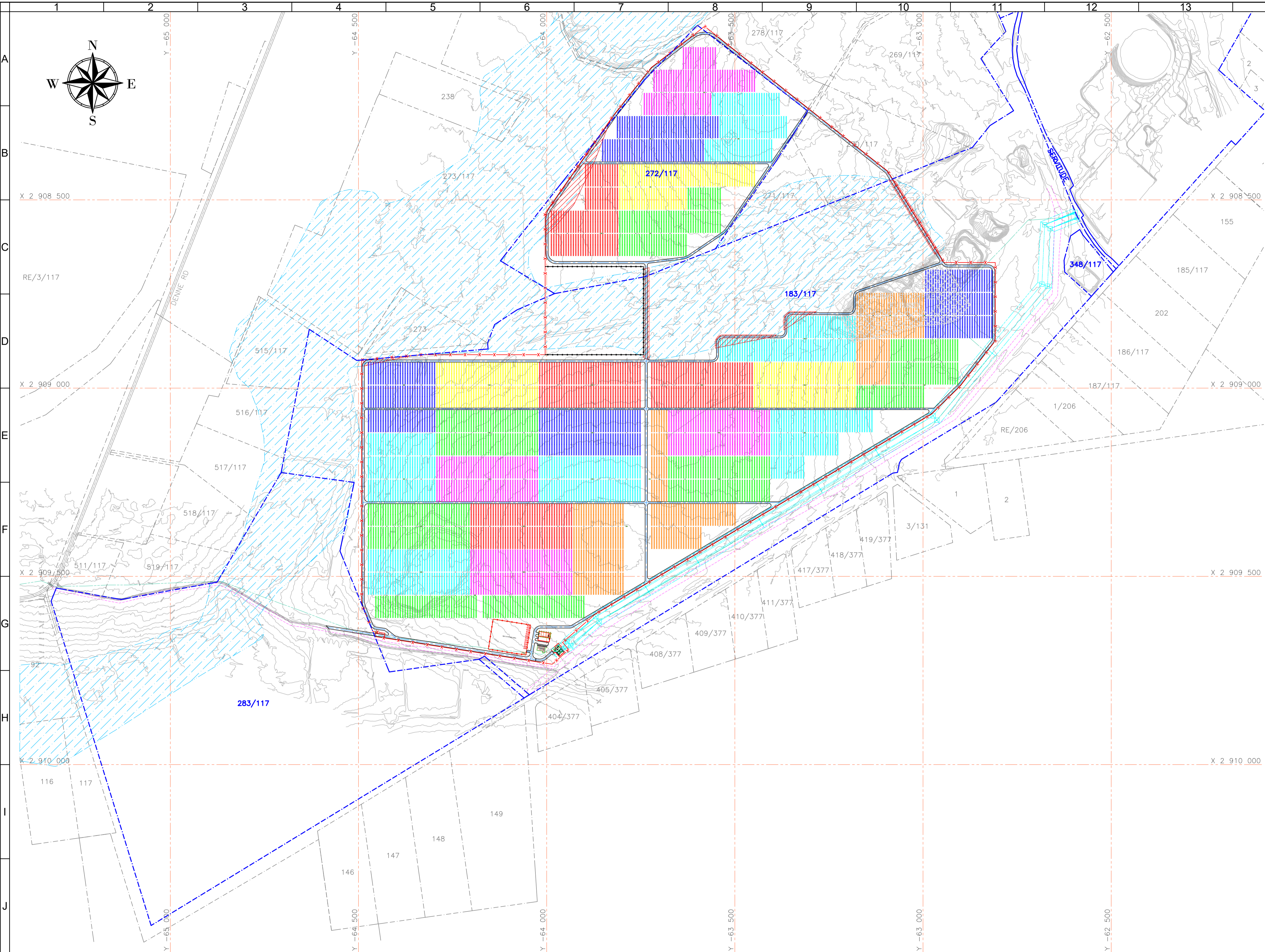


SCHEMATIC

	PROJECT: DRD N17 TIA	FIGURE: EXISTING GEOMETRY	NUMBER: A4
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Annexure B

Proposed Development Layout



NOTES:





LEGEND:

- CADASTAL BOUNDARY – VERIFIED
- CADASTAL BOUNDARY – OTHER
- NEW FENCE LINE
- NEW 22kV OHL
- EXISTING 11kV OHL
- EXISTING PIPE CORRIDOR
- NEW INTERNAL ROADS
- SOLAR PANELS – INV 1
- SOLAR PANELS – INV 2
- SOLAR PANELS – INV 3
- SOLAR PANELS – INV 4
- SOLAR PANELS – INV 5
- SOLAR PANELS – INV 6
- SOLAR PANELS –

ENVIRONMENTAL LEGEND:

- WETLANDS 21m BUFFER
- WETLANDS ENCROACHMENT ZONE

PROJECT:
ERGO MINING (PTY) LIMITED
TSHEDZA 1 PRE PROJECT-DEVELOPMENT (PTY) LTD
MEDIUM VOLTAGE GRID CONNECTION WORKS FOR A
PROPOSED SOLAR PHOTOVOLTAIC AND ENERGY STORAGE SOLUTION
TITLE:
PROPOSED SOLAR PHOTOVOLTAIC
AND ENERGY STORAGE SOLUTIONS
SITE LAYOUT
GENERAL ARRANGEMENT

REFERENCE DRAWINGS		REVISIONS		APPROVAL - CURRENT REVISION ONLY				DESIGN	NAME	CONTRACTOR:	CLIENT'S AGENT:	CLIENT:	PLANT/AREA:	ERGO WIDE				
								DRAWN BY:	R.JOSÉ	 5 PAUL AVENUE EMPANGENI 3880 ENGINEER: F.J. PRETORIUS PR ENG B ENG (HONS) MSACE AA ARB (ECSA REG N: 920357) TEL: 035 772 1592 FAX: 035 772 4149	 OWNER'S ENGINEER:	 7th Road Vulcania Brakpan 1540 Tel: 011 742 1003 Fax: 011 742 1044	PLANT/AREA:	ERGO WIDE				
								DATE:	10/08/22				DISCIPLINE:	ALL				
								CHECKED BY:	F.PRETORIUS				CLIENT'S DRG No.:	ML101-GA-001				
								DATE:	10/08/22				PROJECT DRG No.:	TZA-INQ-PV1-GP-DWG-1000				
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						LEAD ENG.:												
						PROJ MNG:												
						CLIENT:												
						ECSA PR.:												

Annexure C

Traffic Volumes and Capacity Analysis

Scenario 1: 2022 Existing Weekday Peak Hour Traffic with Existing Geometry

Lane Configuration and Traffic Control

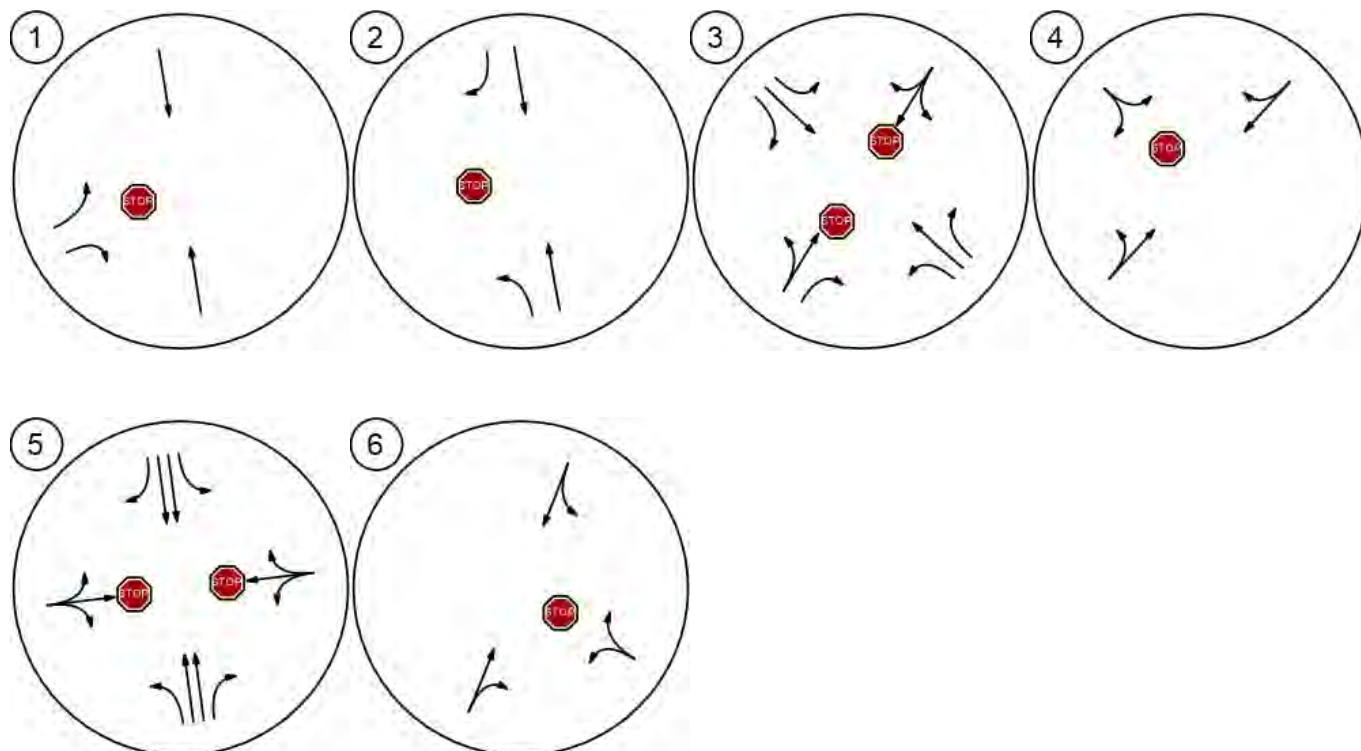
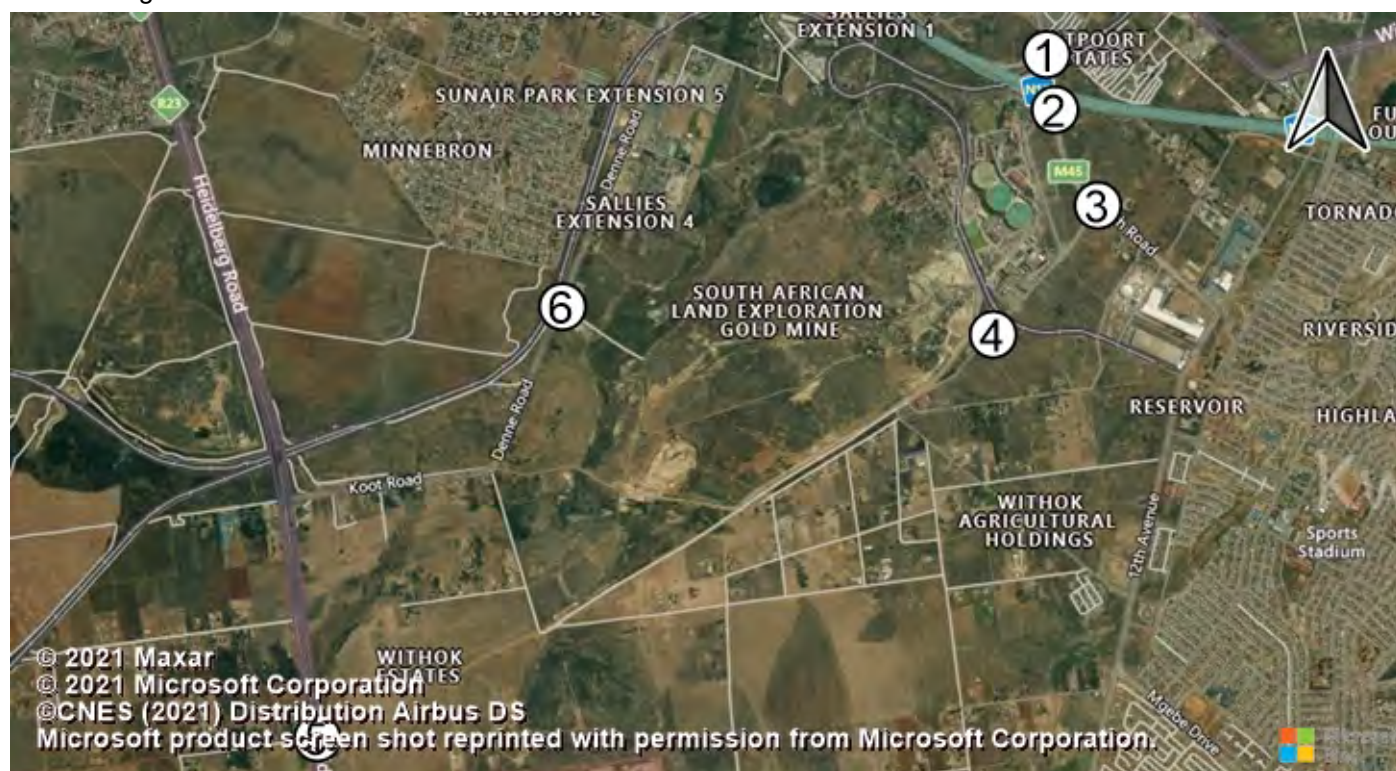
Traffic Volume – Base Volume Weekday AM Peak Hour

Traffic Conditions Weekday AM Peak Hour

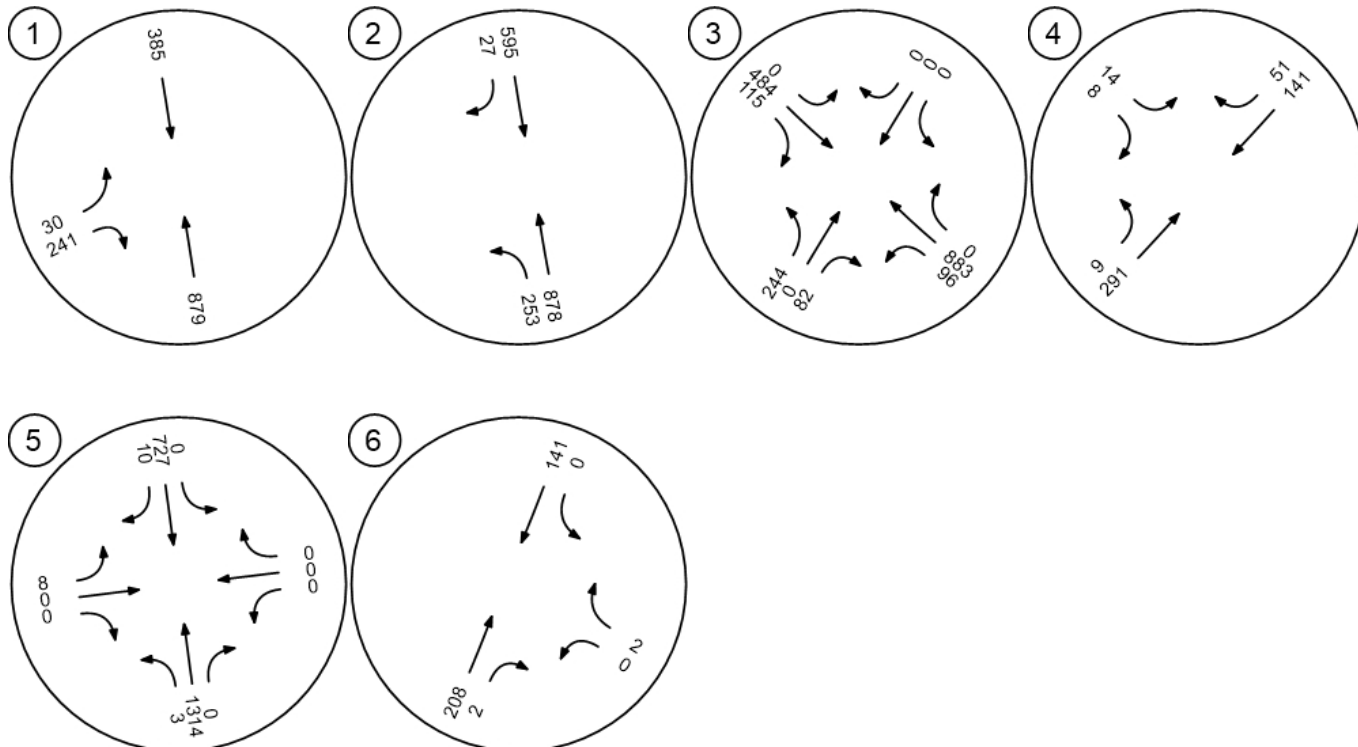
Traffic Volume – Base Volume Weekday PM Peak Hour

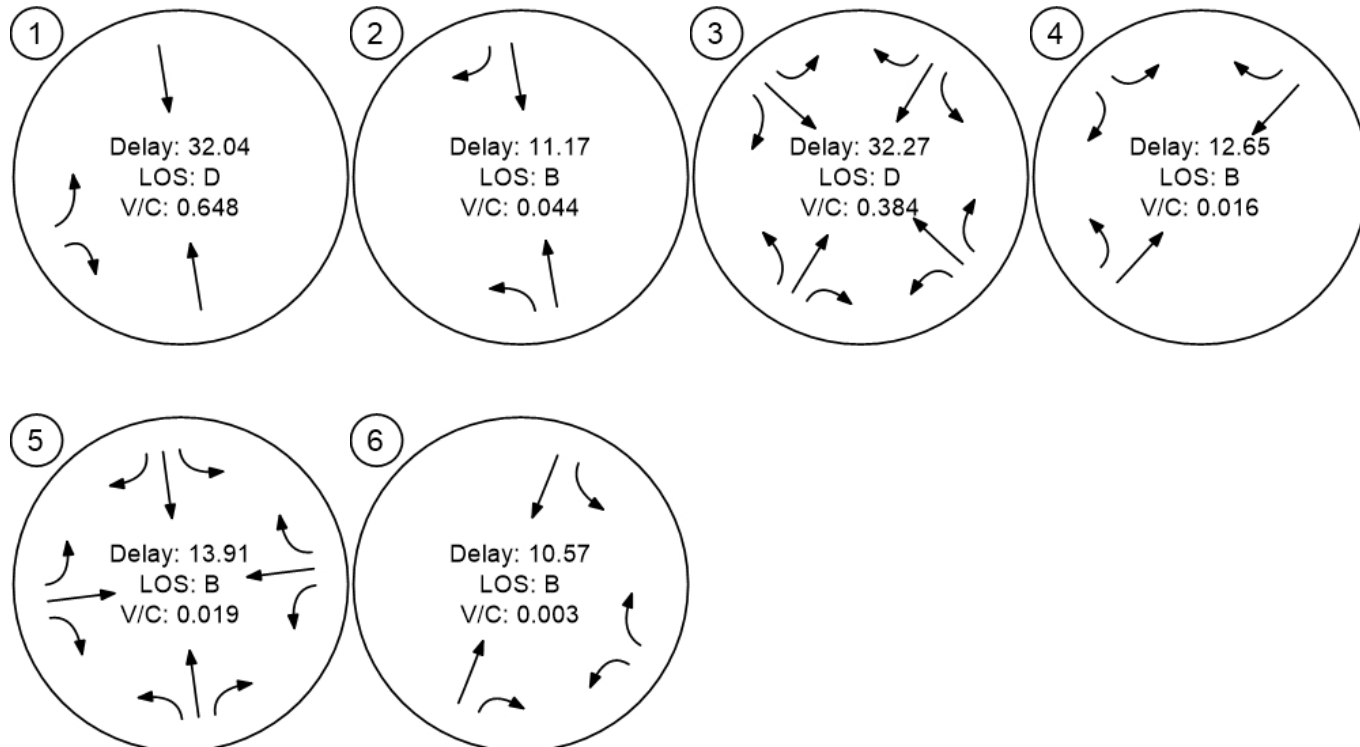
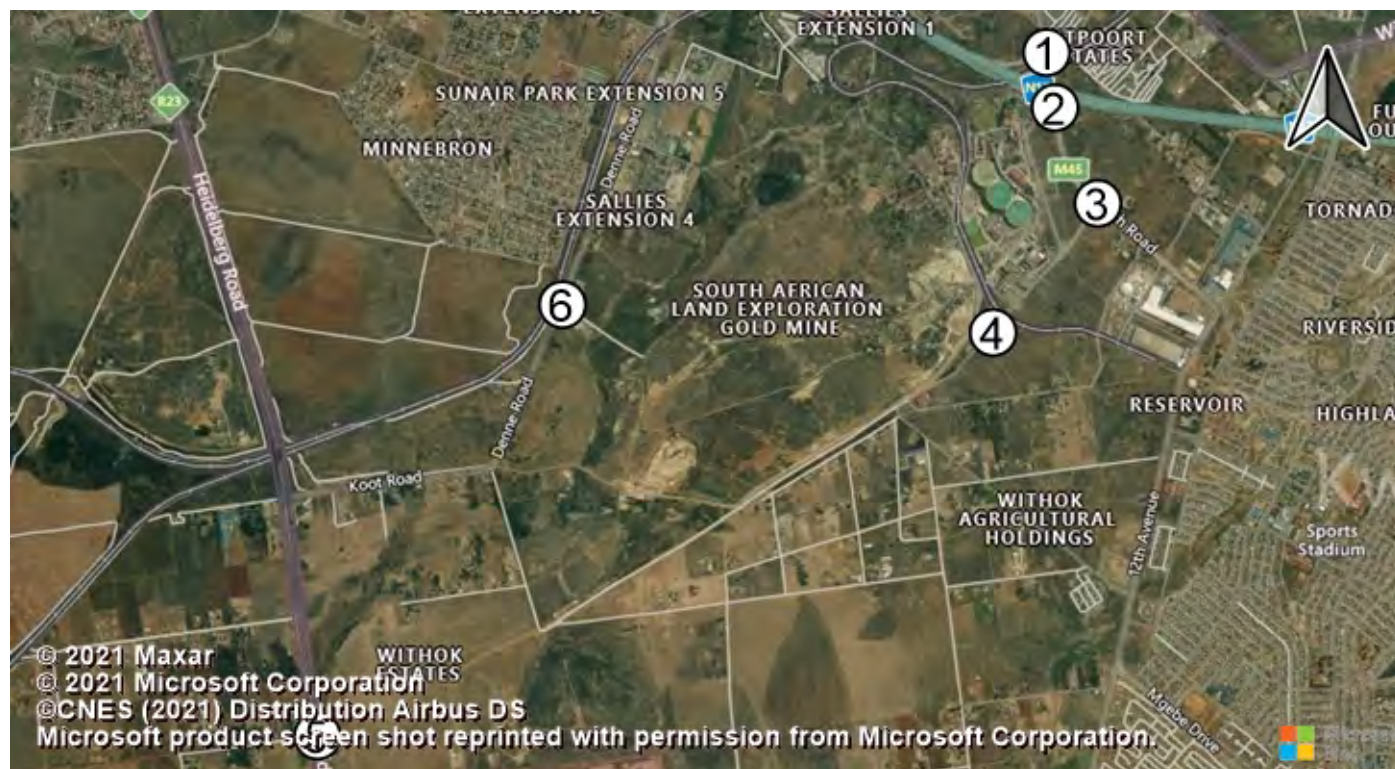
Traffic Conditions Weekday PM Peak Hour

Lane Configuration and Traffic Control

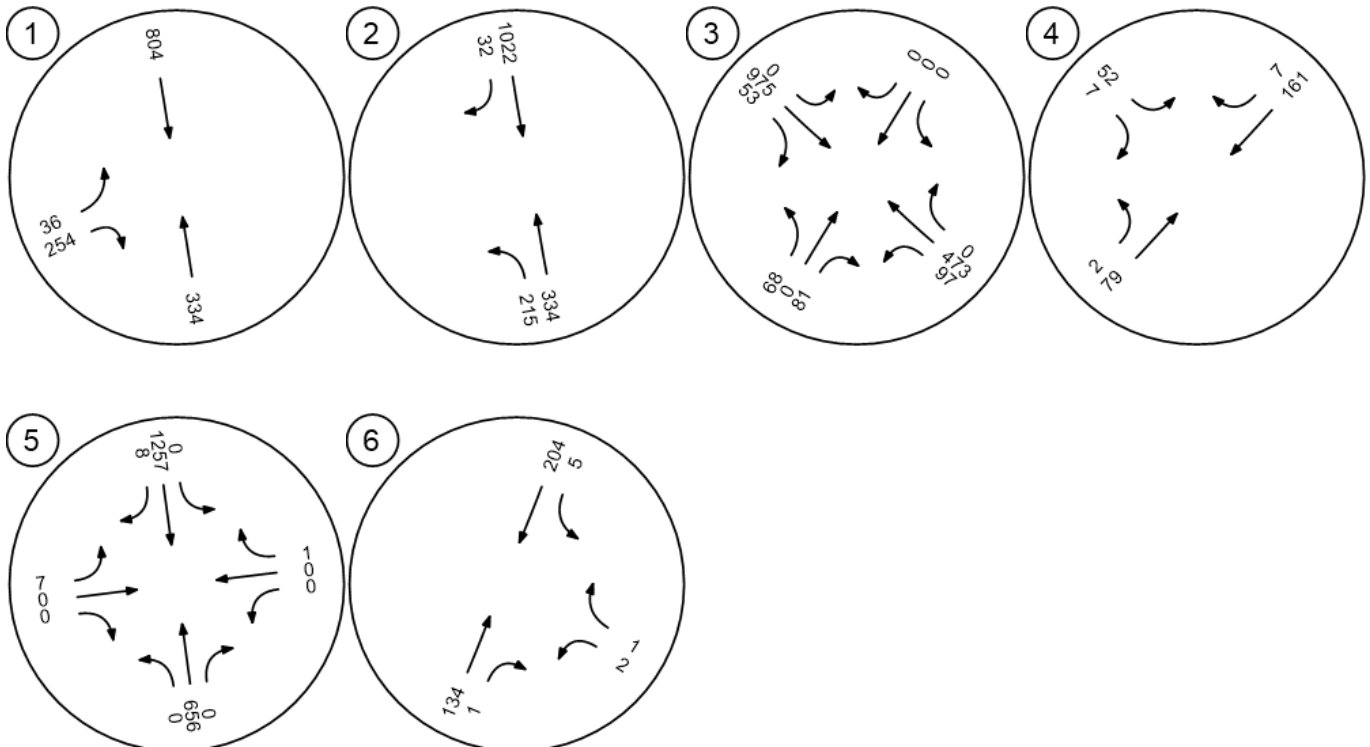


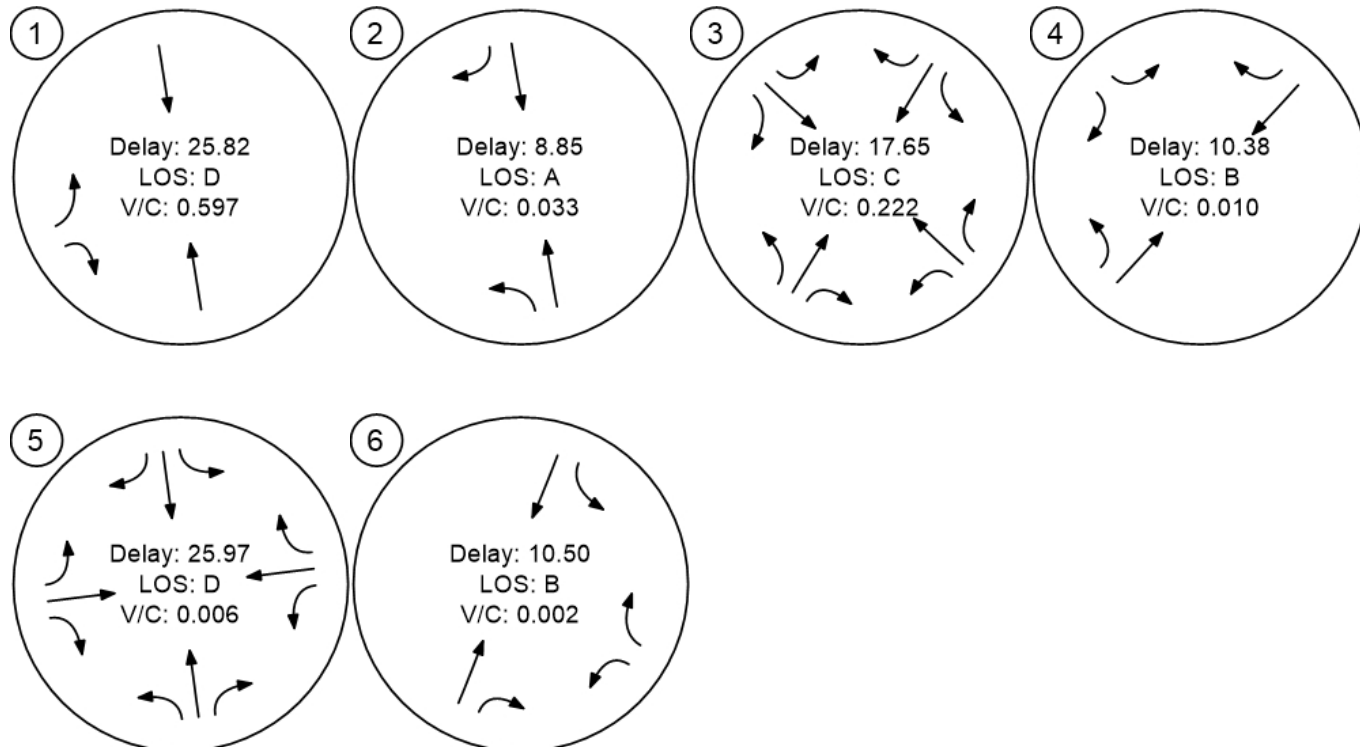
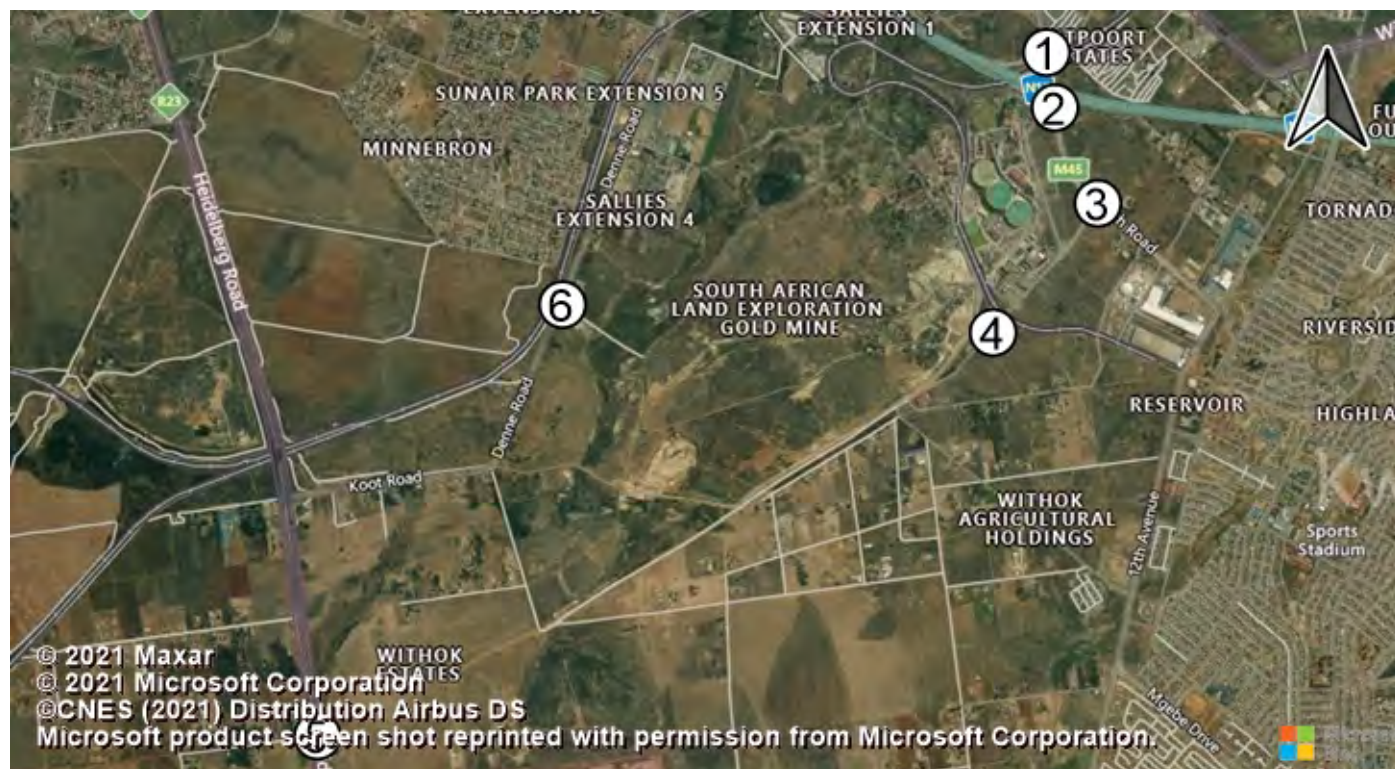
Traffic Volume - Base Volume





Traffic Volume - Base Volume





Scenario 2: 2022 Weekday Peak Hour Background Traffic + Development Construction Traffic

Traffic Volume – Net New Site Trips Weekday AM Peak Hour (Development
Construction Traffic)

Traffic Volume – 2022 Total Weekday AM Volume (Background + Development
Construction Traffic)

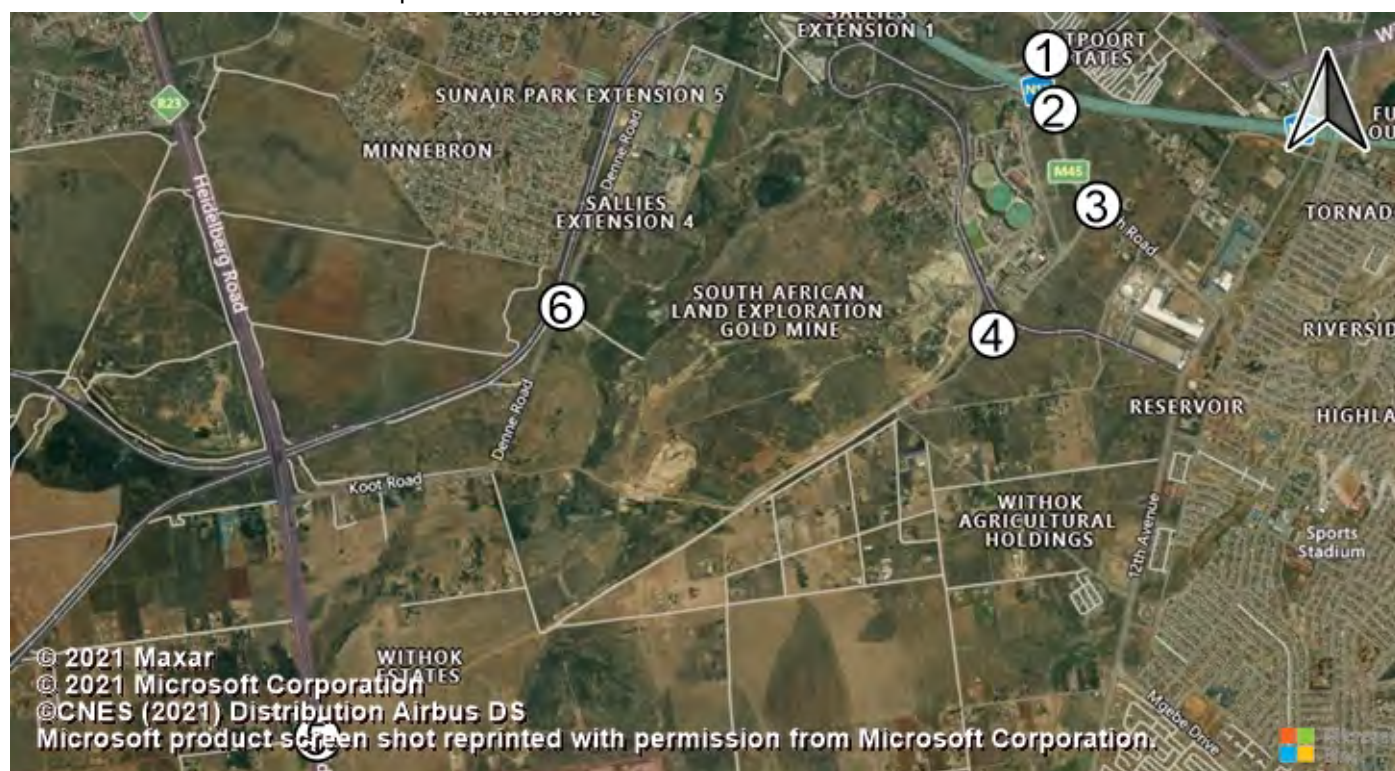
Traffic Conditions Weekday AM Peak Hour

Traffic Volume – Net New Site Trips Weekday PM Peak Hour (Development
Construction Traffic)

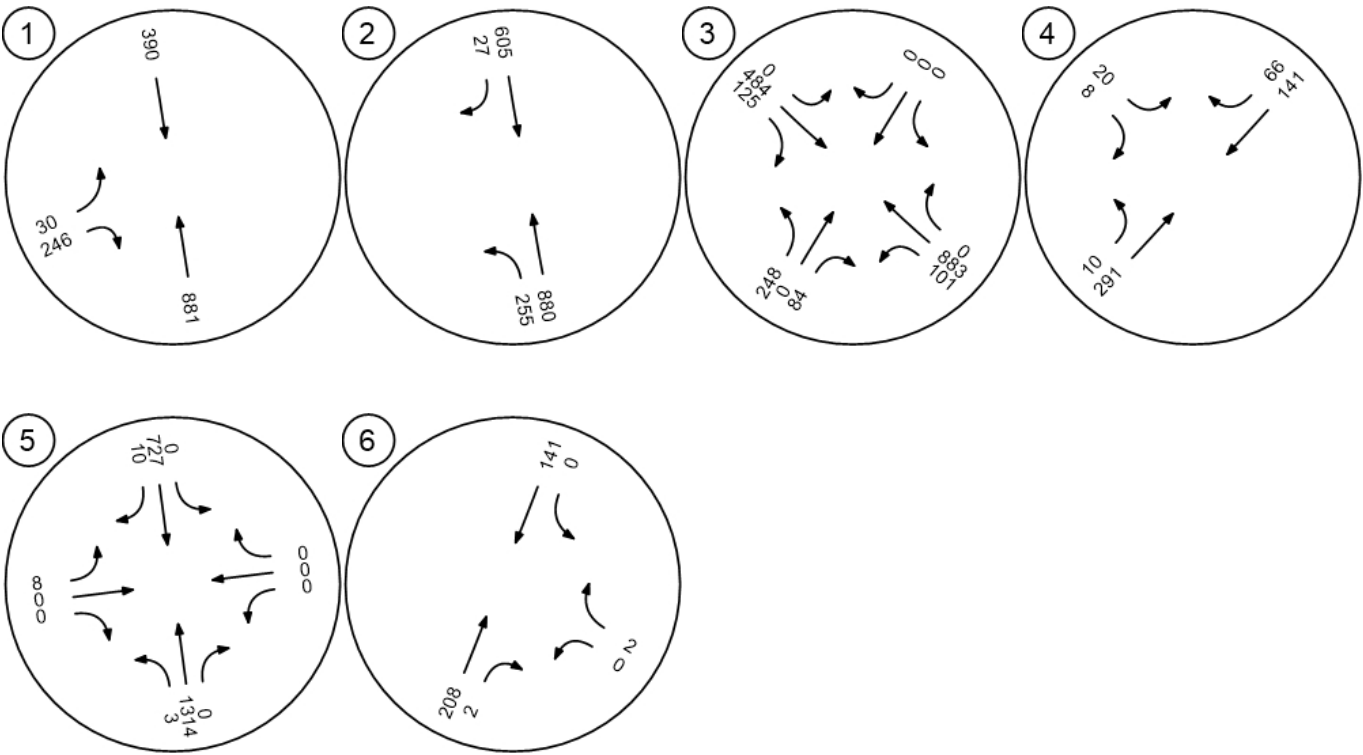
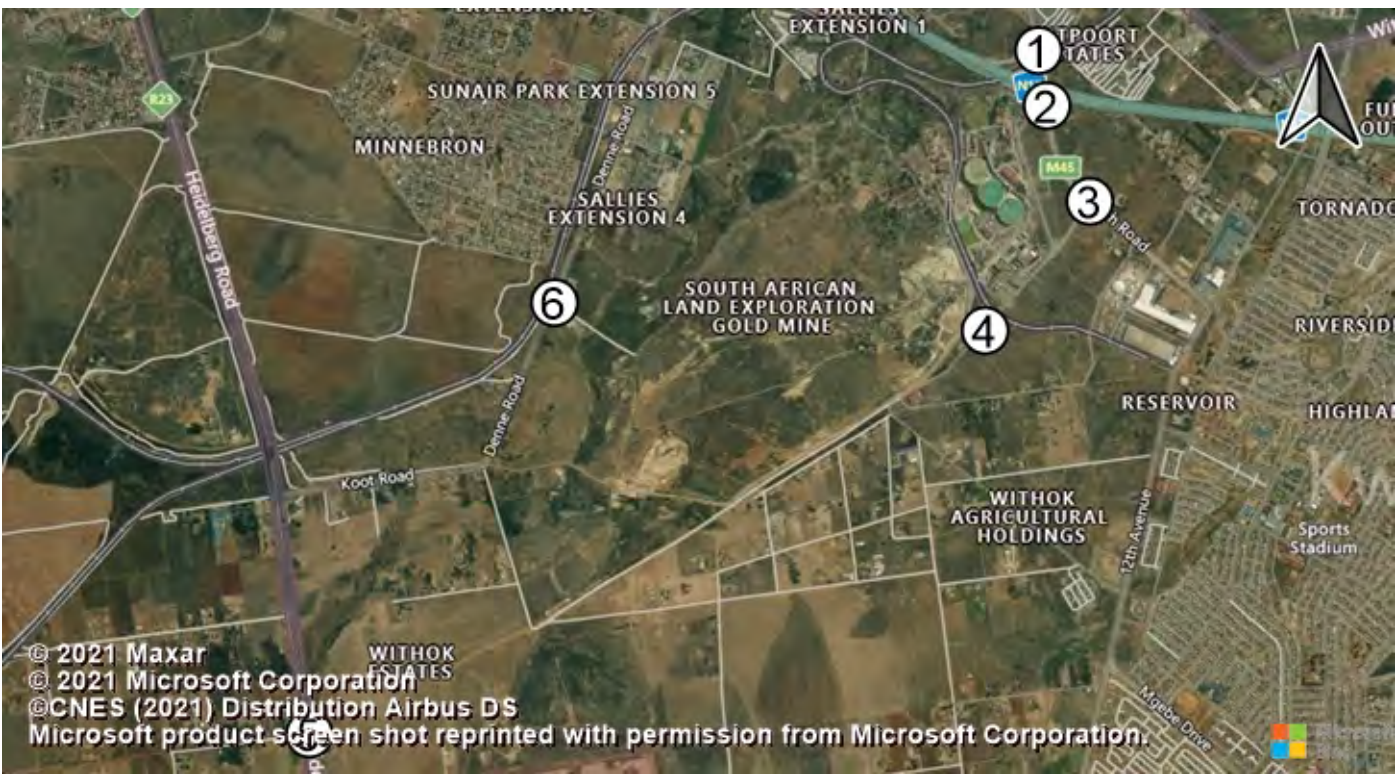
Traffic Volume – 2022 Total Weekday PM Volume (Background + Development
Construction Traffic)

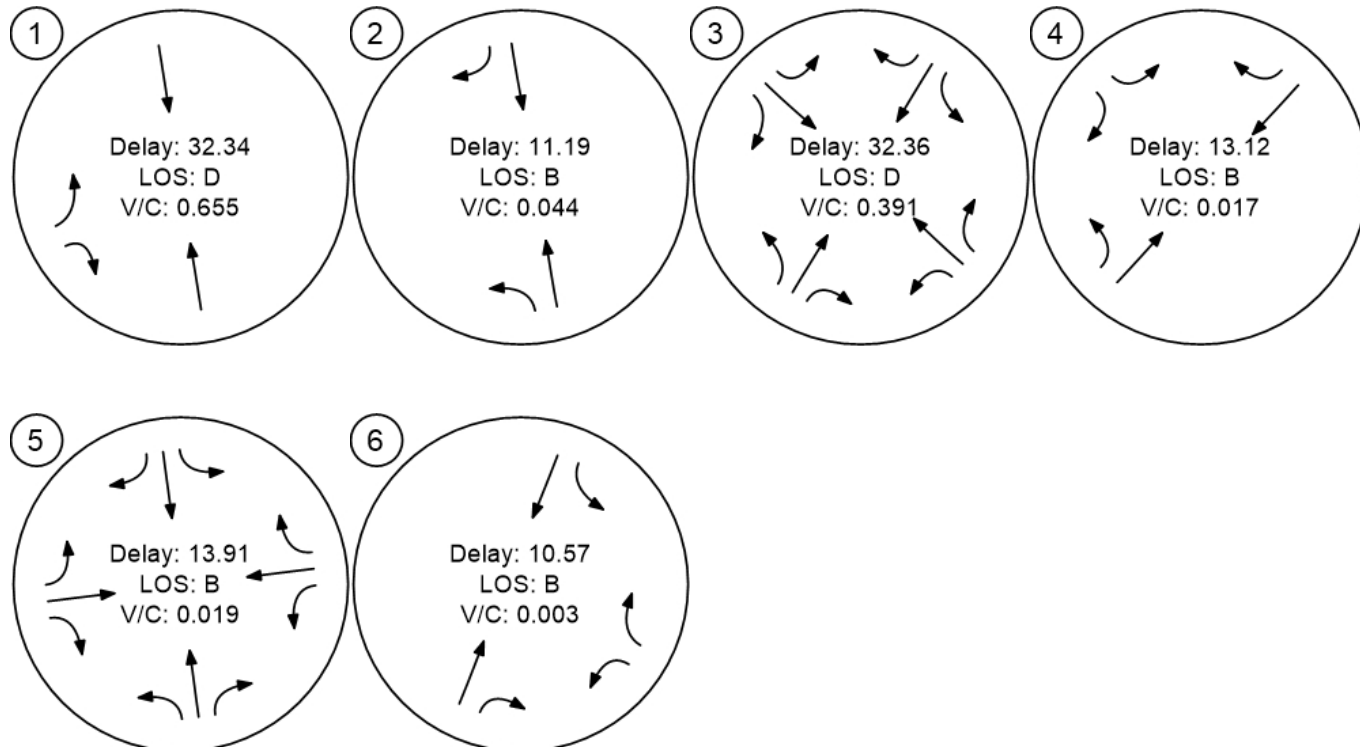
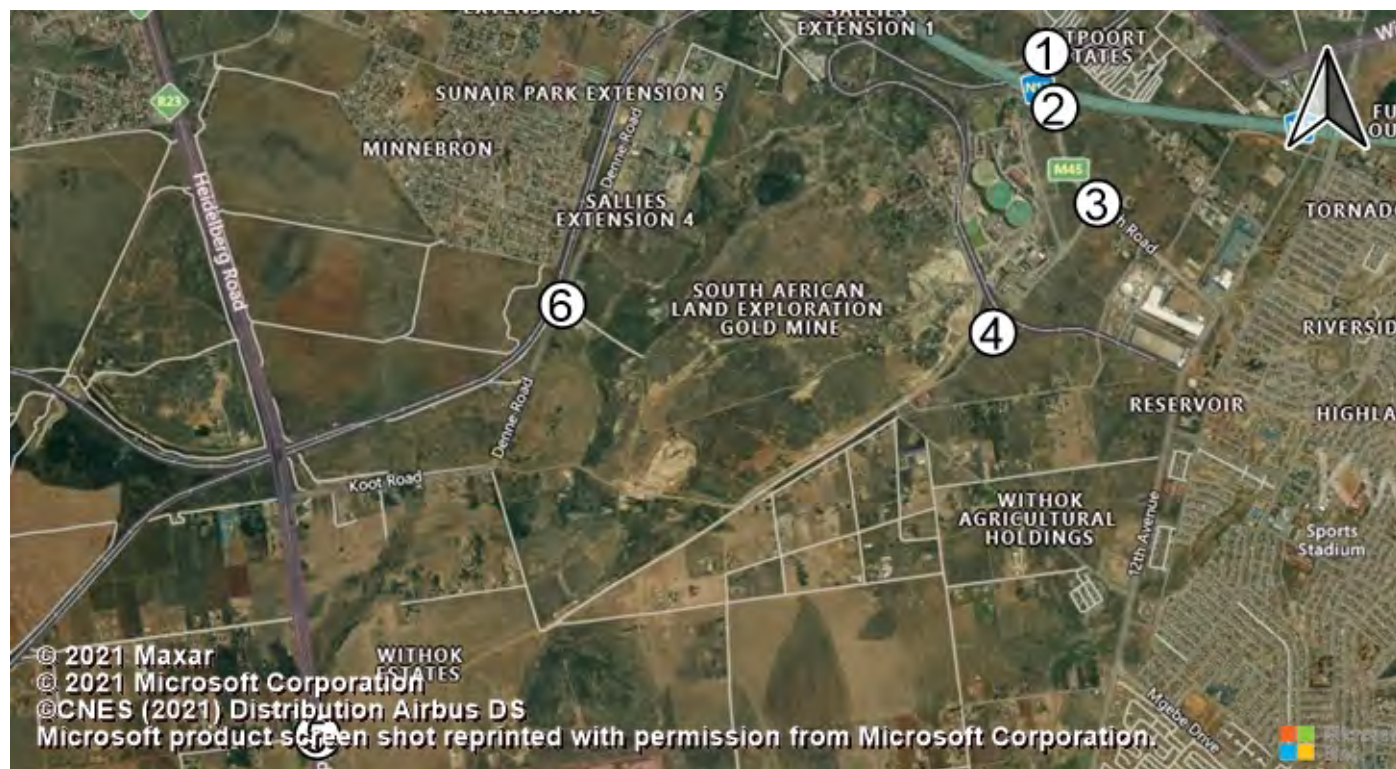
Traffic Conditions Weekday PM Peak Hour

Traffic Volume - Net New Site Trips

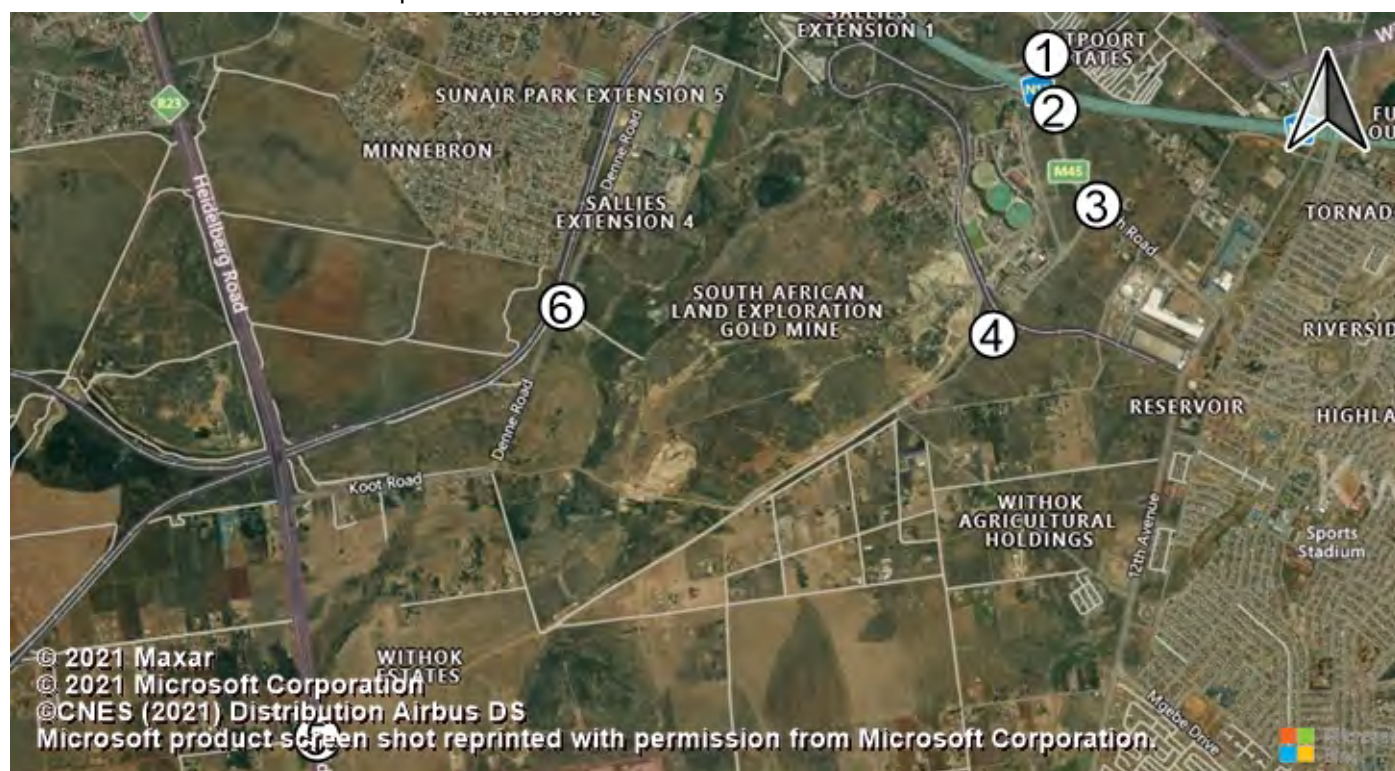


Traffic Volume - Future Total Volume

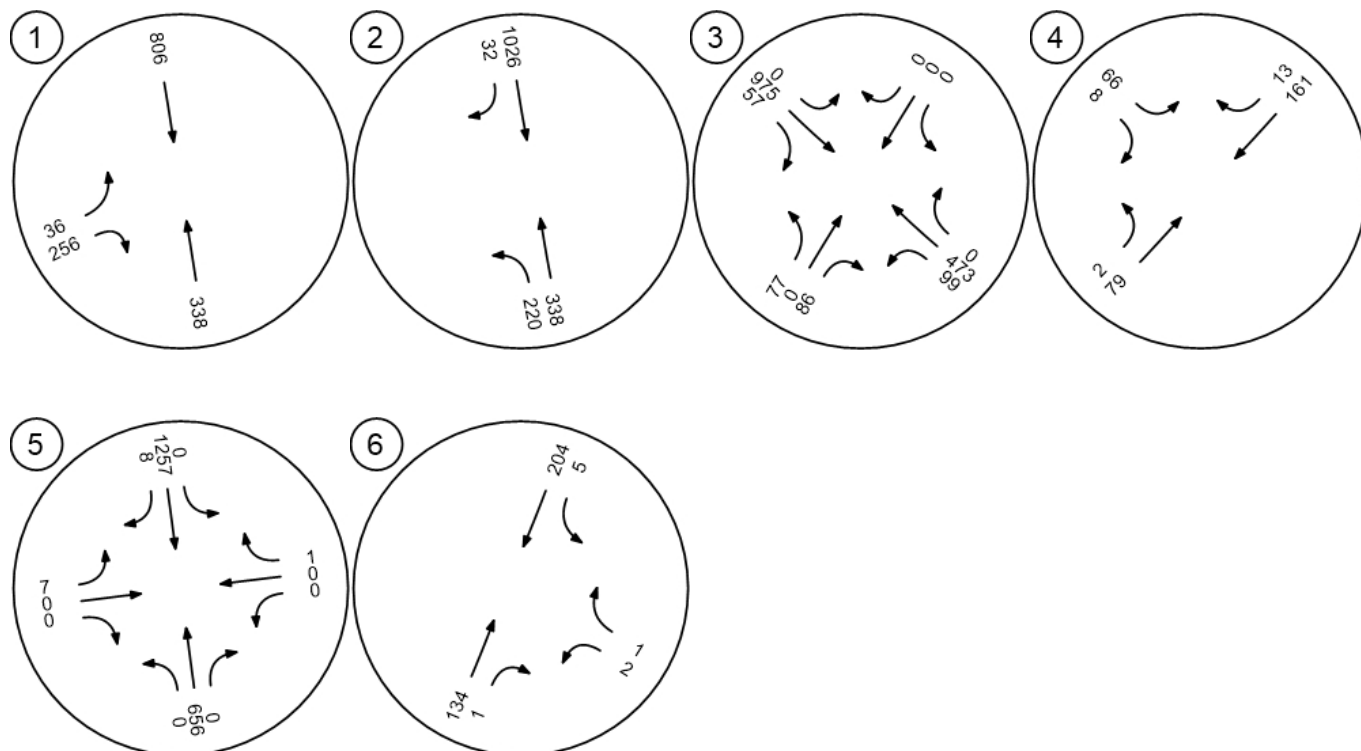
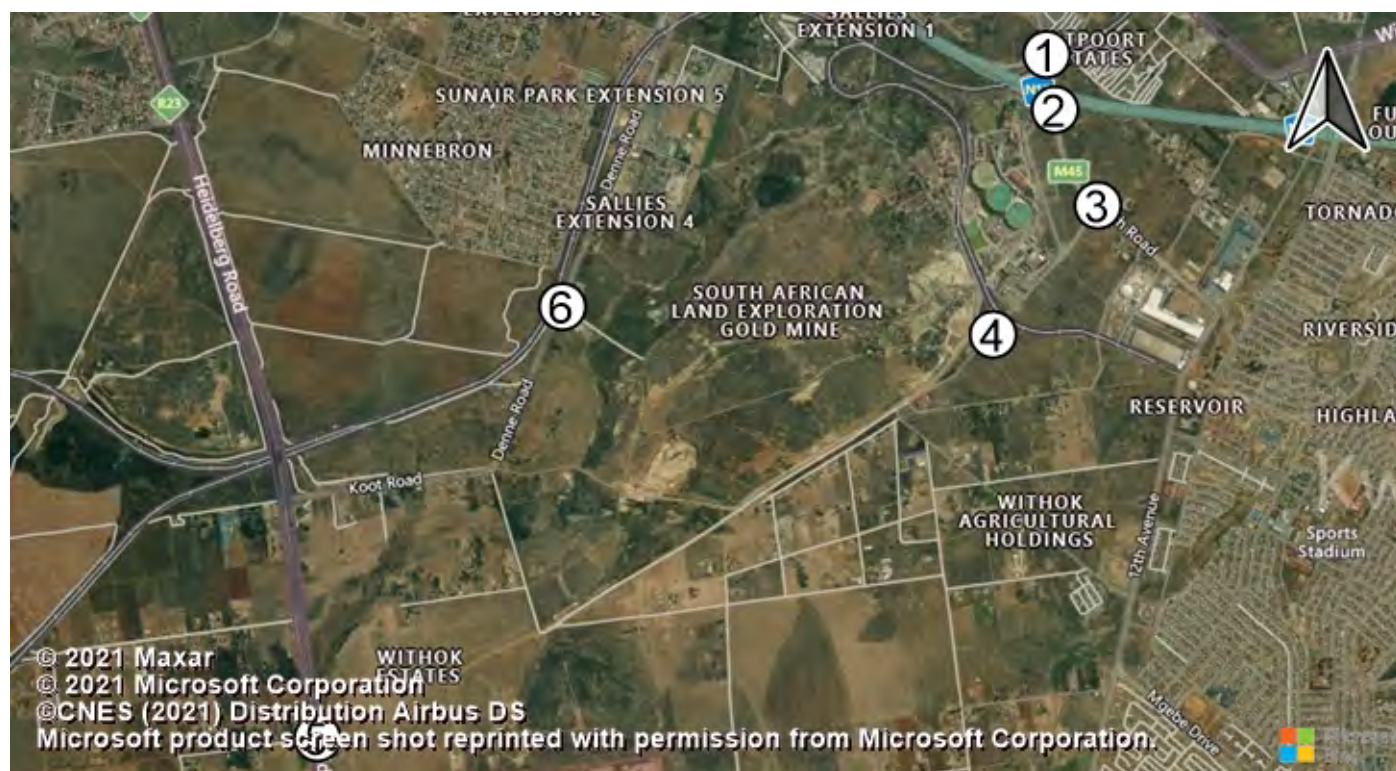


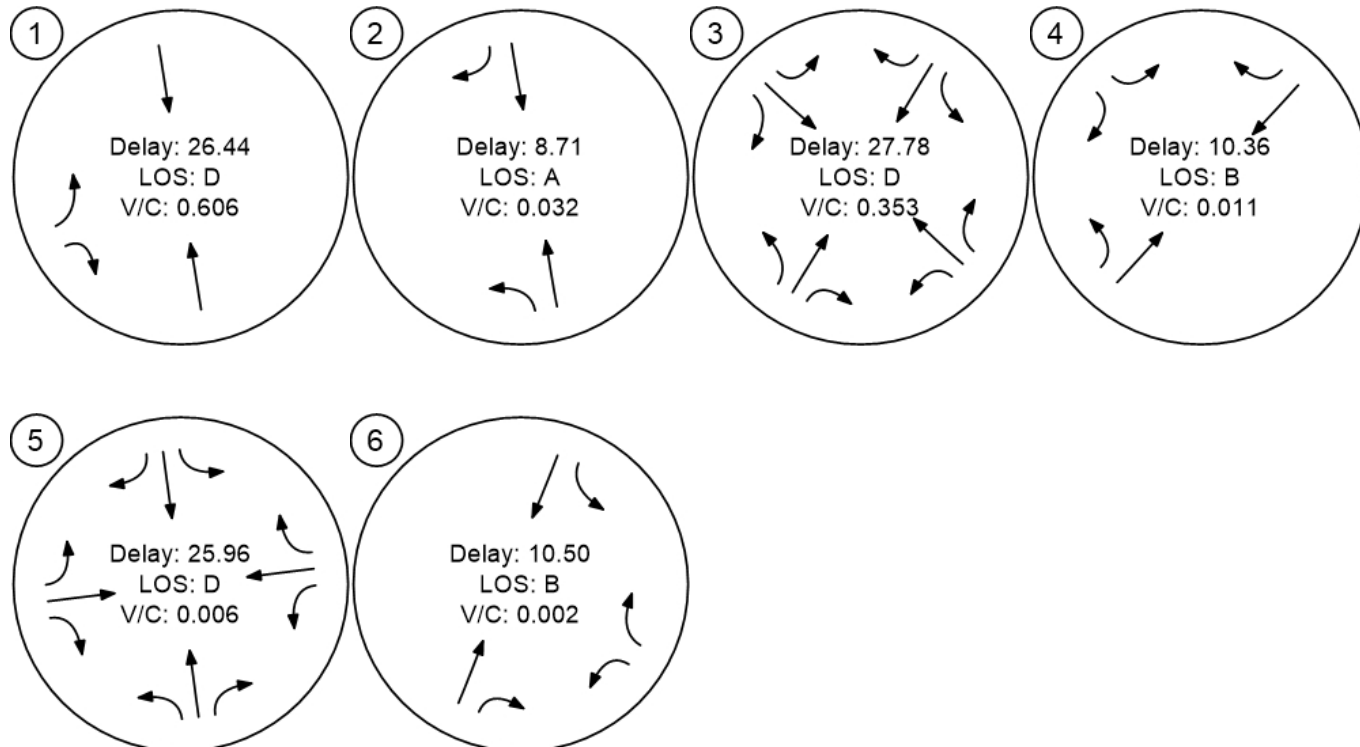
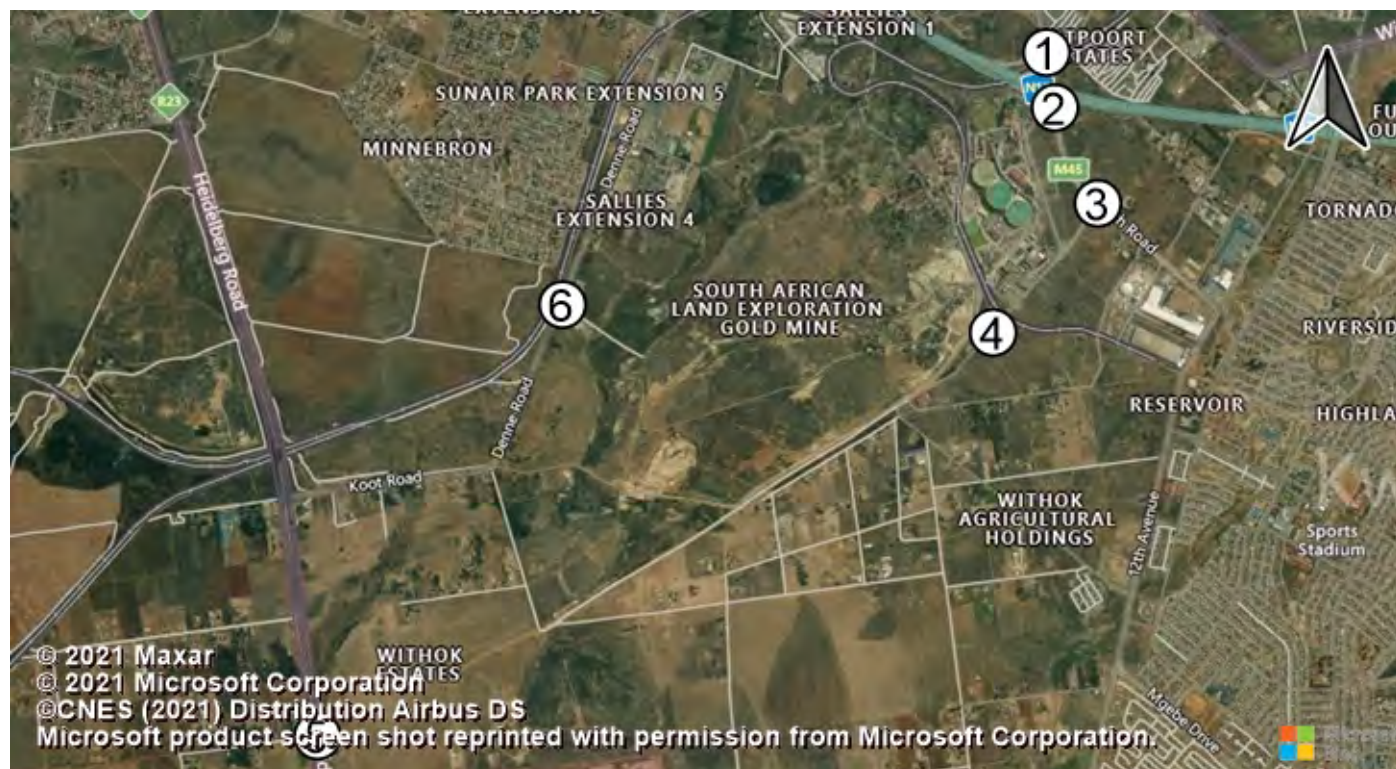


Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume





Scenario 3: 2027 Weekday Peak Hour Background Traffic

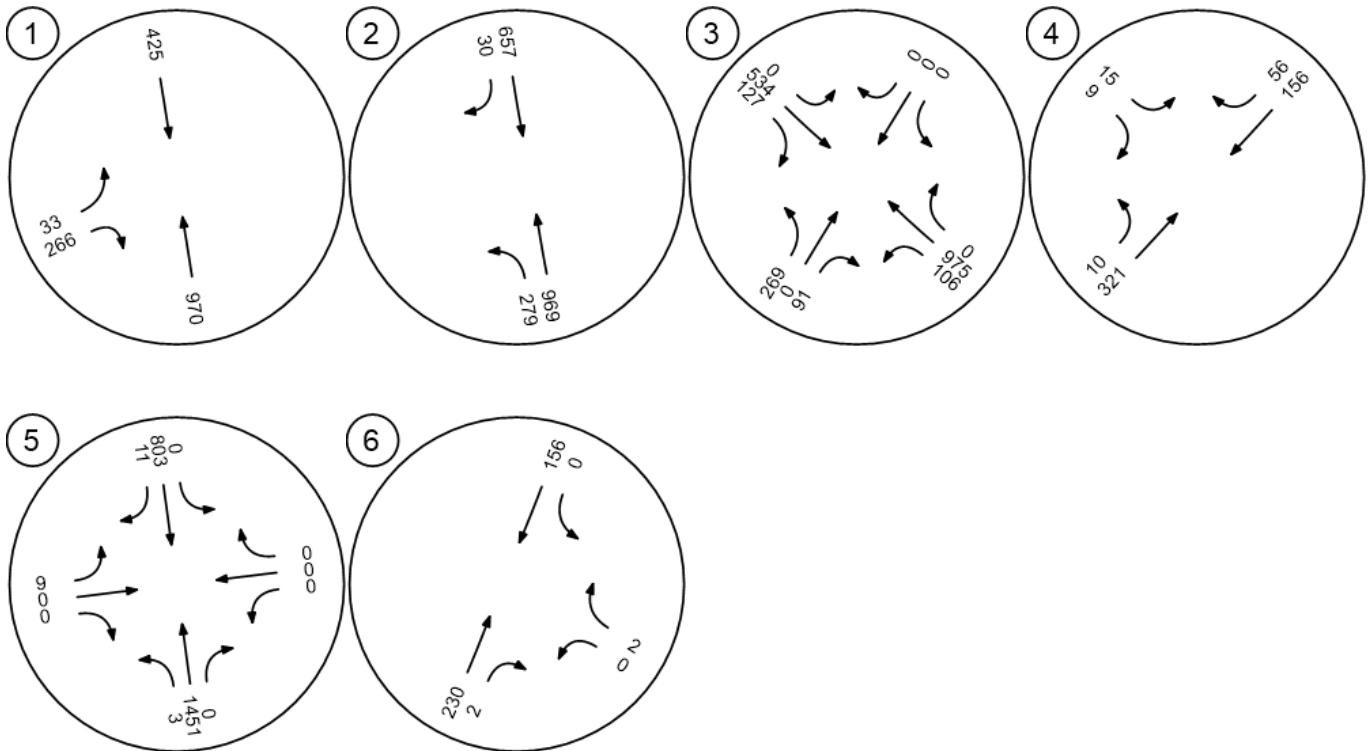
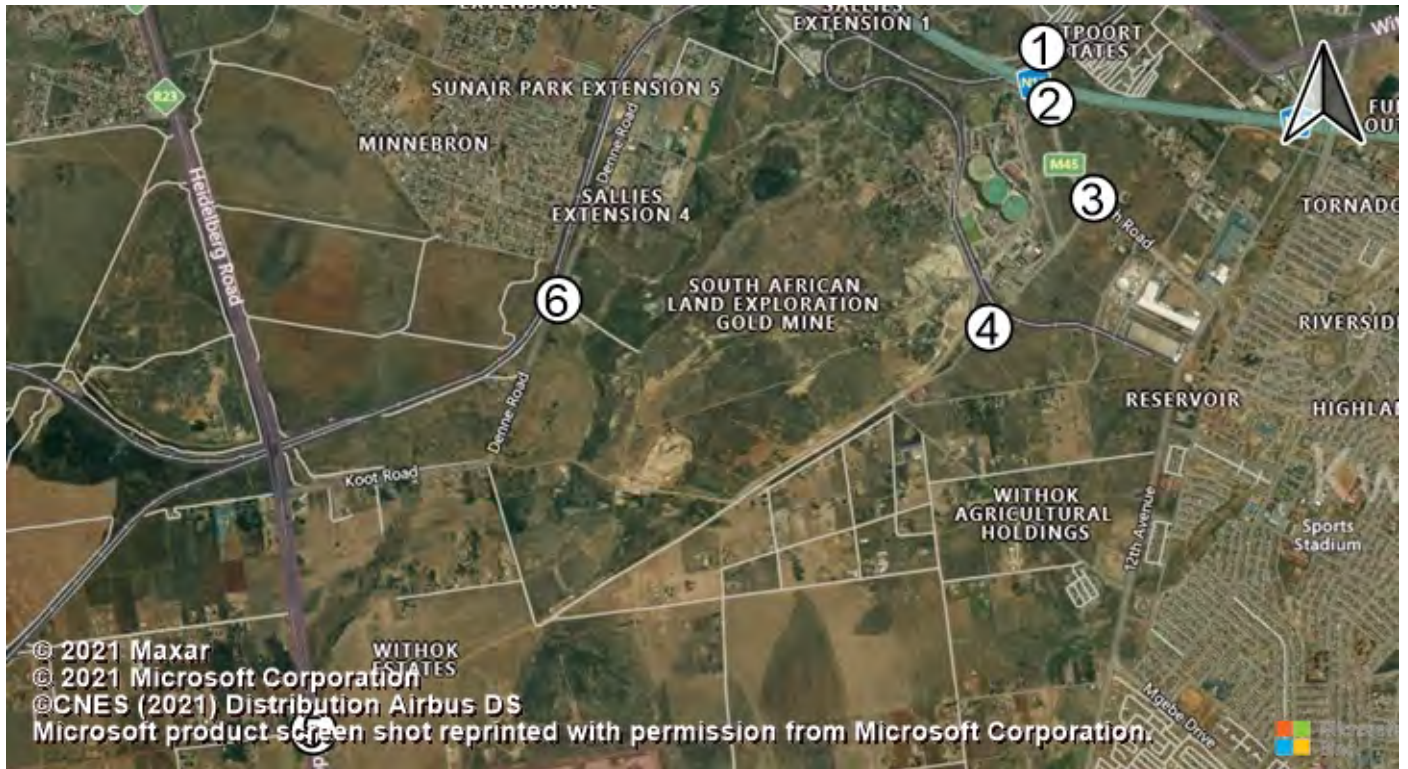
Traffic Volume – 2027 Weekday AM Peak Hour Background Volume

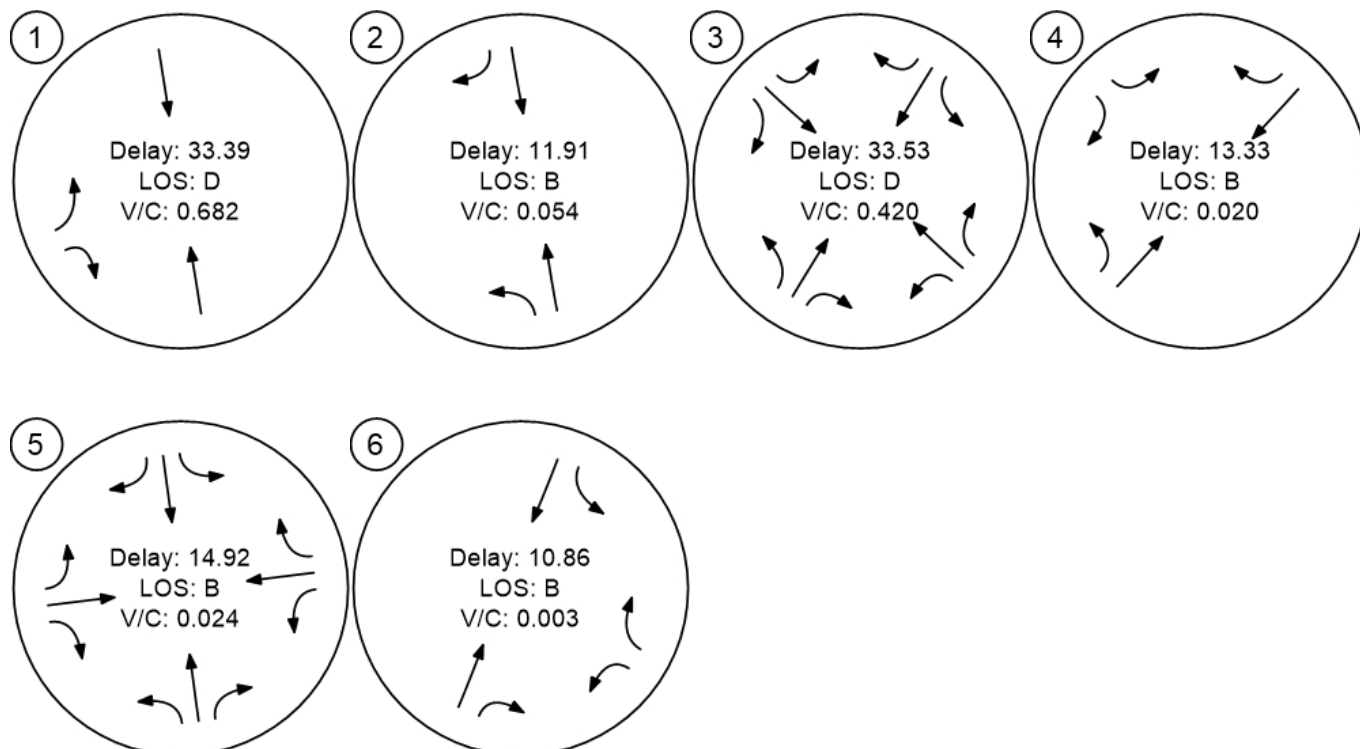
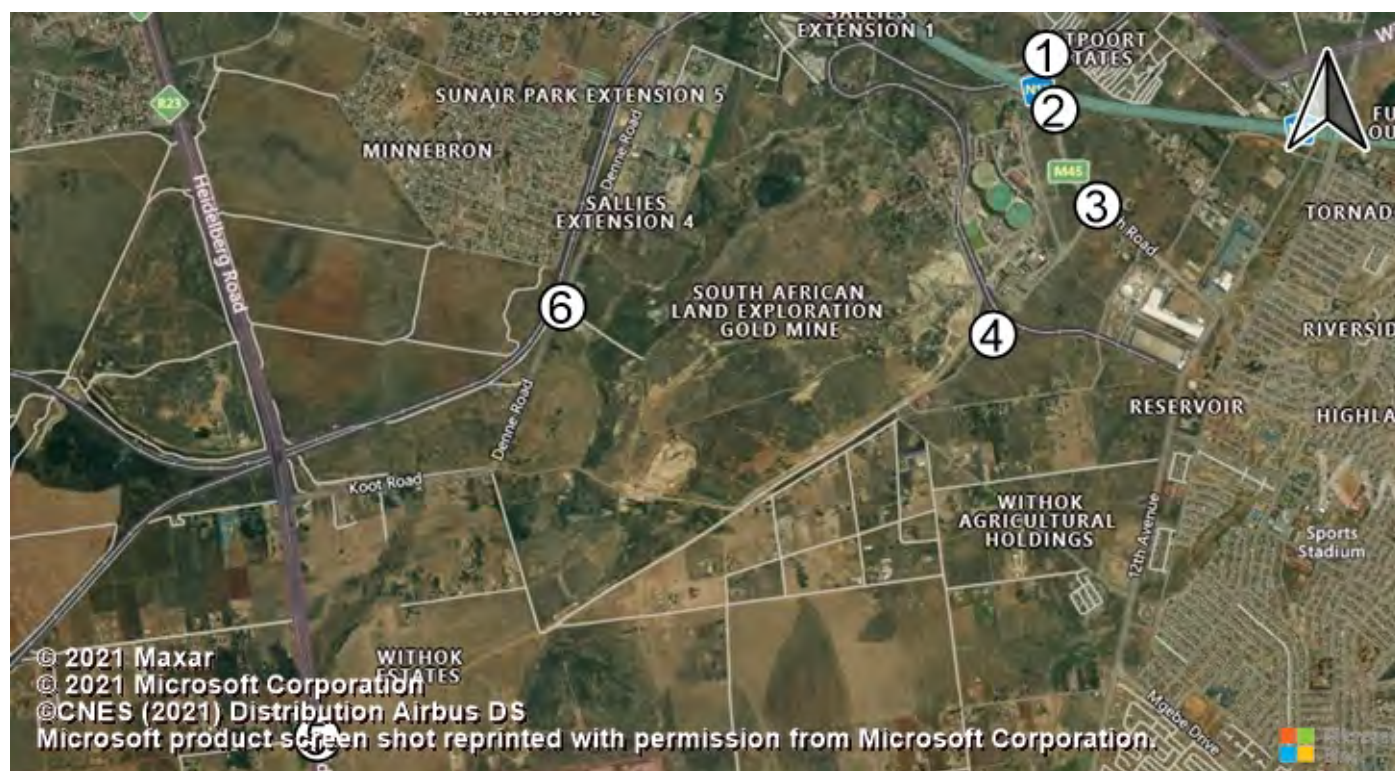
Traffic Conditions Weekday AM Peak Hour

Traffic Volume – 2027 Weekday PM Peak Hour Background Volume

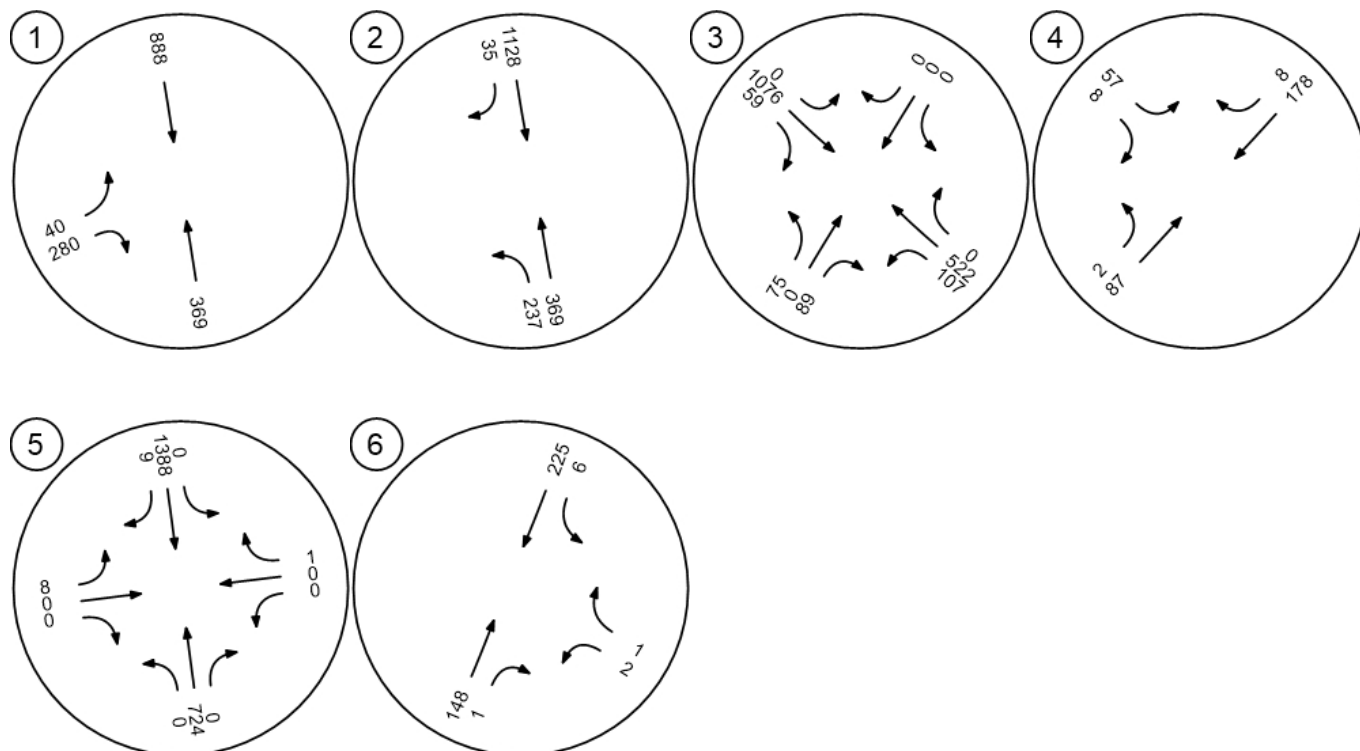
Traffic Conditions Weekday PM Peak Hour

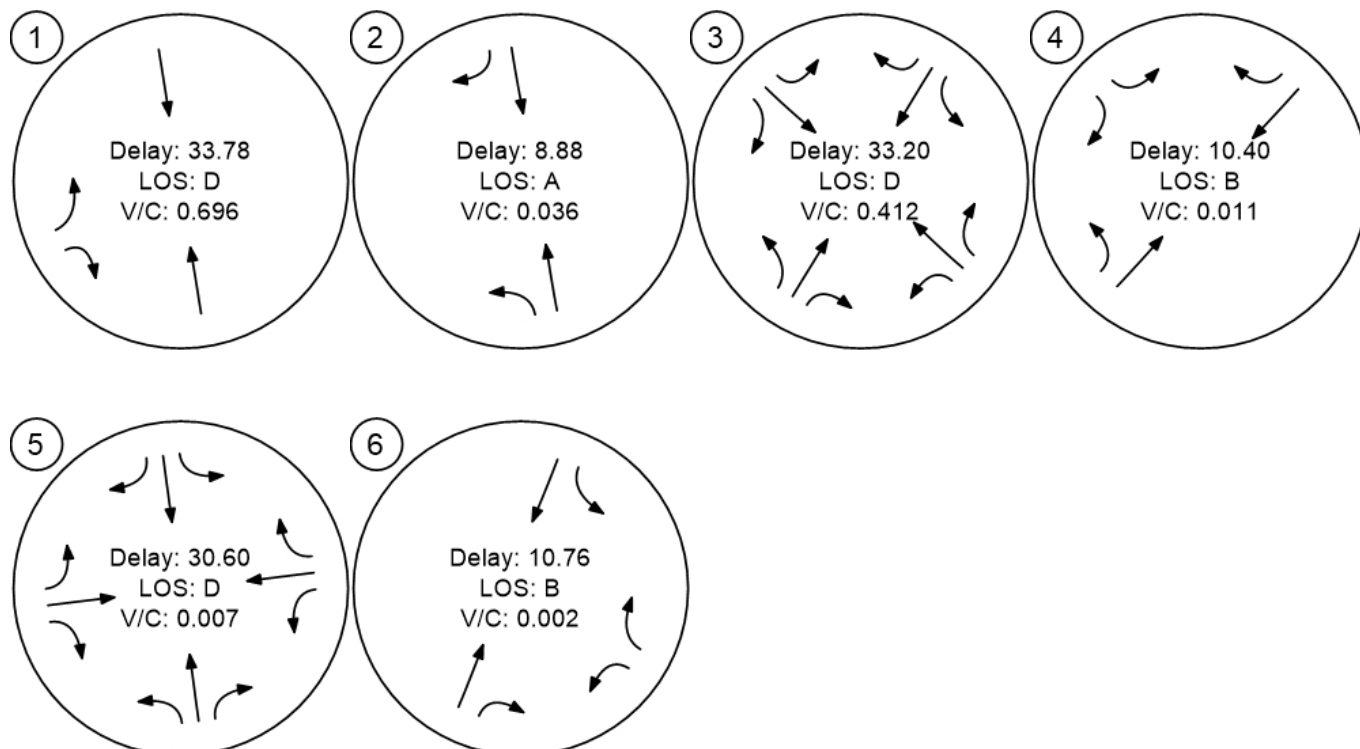
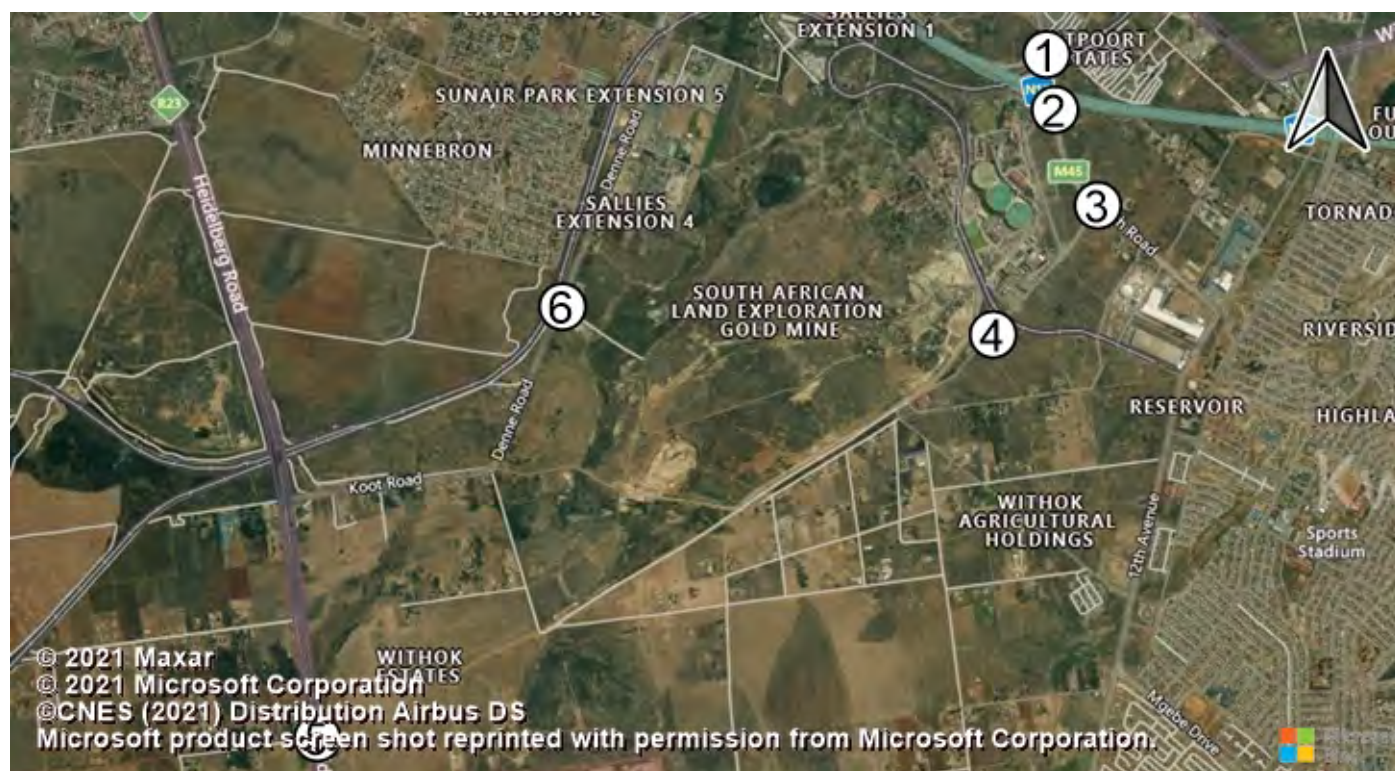
Traffic Volume - Future Background Volume





Traffic Volume - Future Background Volume





Scenario 4: 2027 Weekday Peak Hour Background Traffic + Operational Development Traffic

Traffic Volume – Net New Site Trips Weekday AM Peak Hour (Operational
Development Traffic)

Traffic Volume – Total 2027 Weekday AM Peak Hour Volume (Background +
Operational Development Traffic)

Traffic Conditions Weekday AM Peak Hour

Traffic Volume – Net New Site Trips Weekday PM Peak Hour (Operational
Development Traffic)

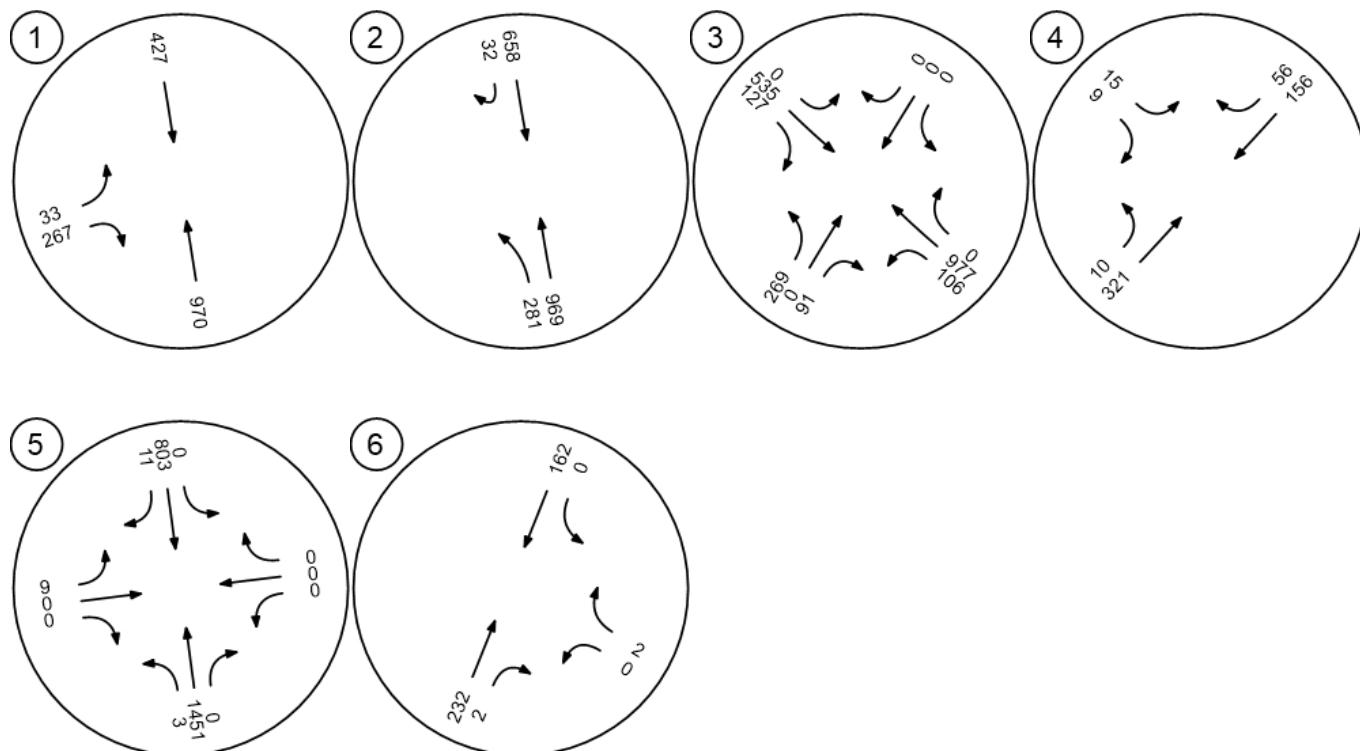
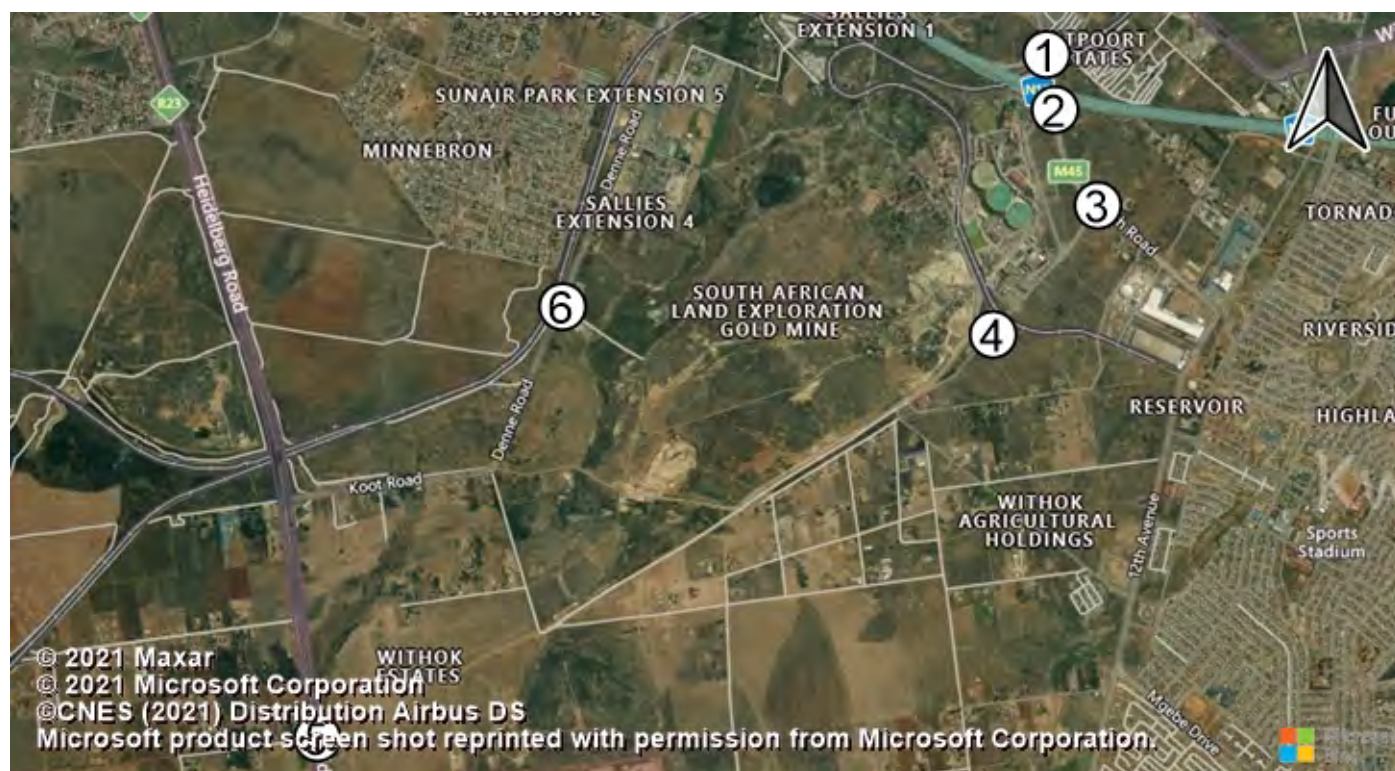
Traffic Volume – Total 2027 Weekday PM Peak Hour Volume (Background +
Operational Development Traffic)

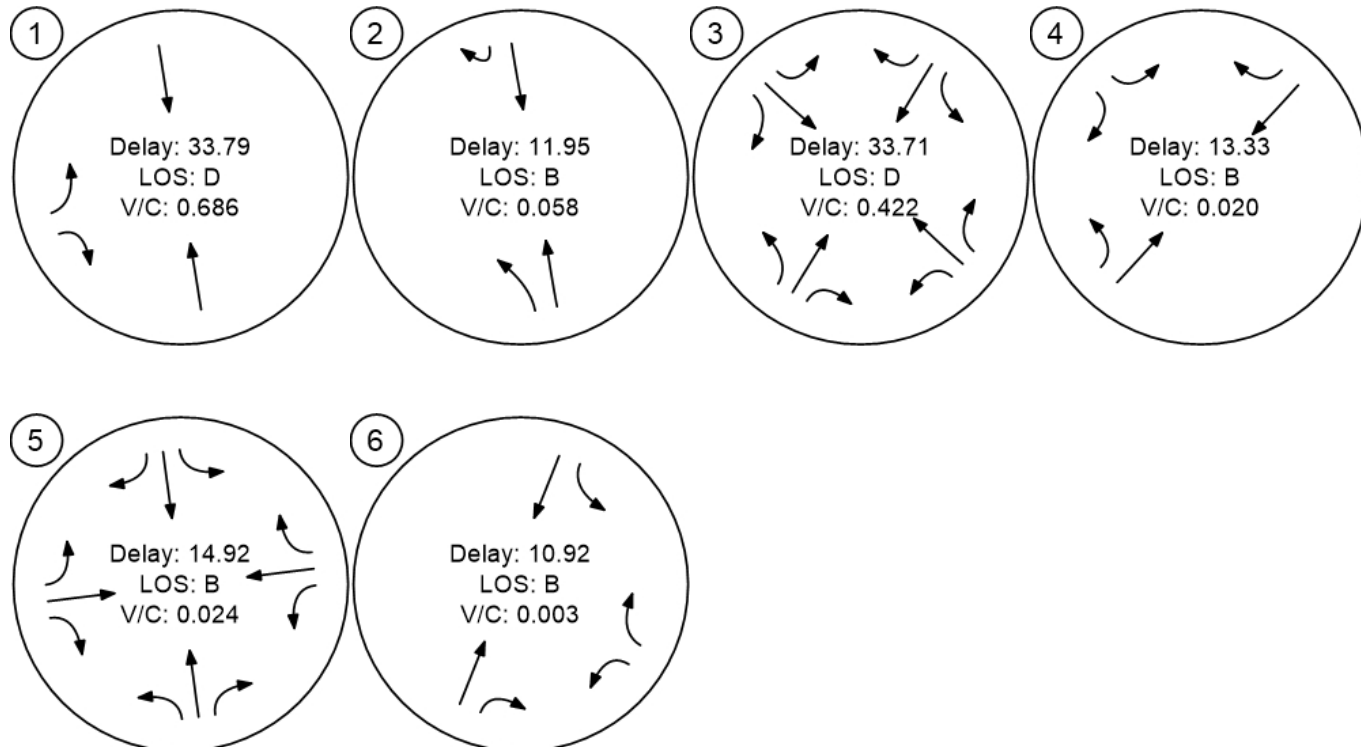
Traffic Conditions Weekday PM Peak Hour

Traffic Volume - Net New Site Trips

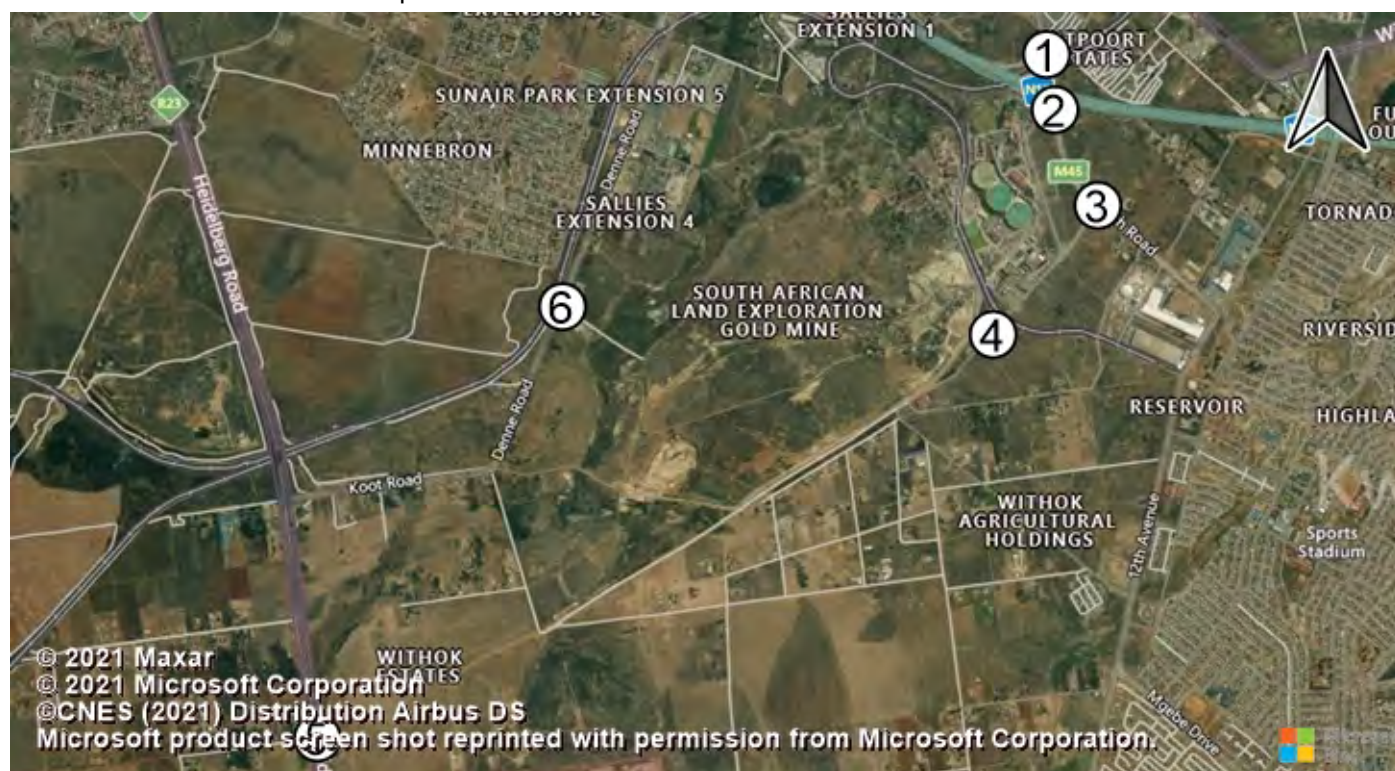


Traffic Volume - Future Total Volume





Traffic Volume - Net New Site Trips



Traffic Volume - Future Total Volume

