



TECHNICAL MEMORANDUM

To: Dan Frazier, AICP
Principal Planner
Town of Bluffton

From: Dillon Turner, PE, PTOE
Kimley-Horn

Date: January 10, 2022



Subject: Village at Verdier Plantation IMP Amendment, Bluffton, South Carolina

The purpose of this technical memorandum is to show traffic impacts of the proposed roadway changes compared to the initial Masterplan for the Village at Verdier Planation. The Village at Verdier Plantation is located in the southeast quadrant of the SC 170 (Okatie Highway) at Seagrass Station intersection in Bluffton, South Carolina. The proposed roadway changes include:

- An emergency access gate at Hager Road, internal to the proposed DBA – CarVillage
- A proposed full access road with a pedestrian connection to Parcel X, north of the DBA – CarVillage
- Removal of the frontage road in the southeast quadrant of the SC 170 at Seagrass Station intersection

This technical memorandum will compare the capacity analysis at the following study area intersections:

- SC 170 (Okatie Highway) at Seagrass Station Road/Del Webb Boulevard
- Seagrass Station at Charles Cross Way/7C Access 2
 - Please note 7C is the access to Parcel X
- Pearce Road at Augustine Road
- Augustine Road at Amanda Road
- Hager Road at Augustine Road
- SC 170 (Okatie Highway) at Hager Road
- SC 170 (Okatie Highway) at Amanda Road
- Amanda Road at 7C Access 1
 - Please note 7C is the access to Parcel X

This technical memorandum considers two scenarios in the AM and PM peak hours:

- Access to Hager Road is limited to CarVillage visitors and only allowed as an emergency exit for Seagrass Station, referred to as “No Access.”
- Access to Hager Road is provided for the Seagrass Station neighborhood referred to as “Access.”

Existing Conditions

SC 170 (Okatie Highway) is a four-lane, divided principal arterial with a posted speed limit of 45 mph in the vicinity of the site. SC 170 (Okatie Highway) had an Annual Average Daily Traffic (AADT) of 25,100 vehicles per day in 2021. Seagrass Station Road provides access to the Seagrass Station residential development on the east side of SC 170 (Okatie Highway). Seagrass Station Road is a local roadway with a posted speed limit of 15 mph. Hager Road and Augustine Road are both local roadways that provide internal access to the Seagrass Station residential development and currently do not provide access to SC 170 (Okatie Highway).

Existing Traffic Volumes

Peak-period turning movement counts were collected at the following intersections on Thursday, November 10th, 2022 from 7:00 AM to 9:00 AM and 4:00 PM to 6:00PM:

- Seagrass Station Road and Charles Cross Way
- Hager Road and Augustine Road
- Pearce Road and Augustine Road
- Pearce Road and Amanda Road
- SC 170 (Okatie Highway) and Seagrass Station

The raw turning-movement count data are included in **Attachment B** and the traffic volume development worksheets are included in **Attachment C**.

Seagrass Station homes are considered fully built-out and occupied, and trips from this residential development are captured in the turning-movement counts.

The counts were distributed throughout the network for proposed intersections in the Village at Verdier Masterplan.

Trip Generation

Two additional developments were considered as part of this comparison. The CarVillage site and the Parcel X site were considered, with their locations and site plans provided in **Attachment A**. As determined in the CarVillage Bluffton Traffic Memo (Kimley-Horn, August 2022), low intensities and unique land uses did not require a traffic impact study. To provide a conservative estimate for this site's trip generation, 20 total trips (10 in/10 out) in the AM peak hour and 20 trips (10 in/10 out) in the PM peak hour were considered. These trips utilize SC 170 (Okatie Highway) to access the right-in right-out Hager Road to access the CarVillage site.

The development at Parcel X is projected to include the following land uses and intensities, shown in **Table 1**. It is expected to produce 80 trips in the AM peak hour (47 in/33 out) and 106 trips in the PM peak hour (49 in/57 out). Full detail on the trip generation is provided in **Attachment C**.

Table 1 – Parcel X Trip Generation Estimates

Land Use	ITE LUC	Intensity	AM Peak-Hour Trips	PM Peak-Hour Trips
Small Office Building	712	10,000 square feet	17 (14 in/3 out)	22 (7 in/15 out)
Furniture Store	890	18,000 square feet	5 (4 in/1 out)	10 (5 in/5 out)
Convenience Store/Gas Station	945	3,800 square feet / 2-8 vehicle fueling positions	154 (77 in/77 out)	184 (92 in/92 out)
Subtotal			176 (95 in/81 out)	216 (104 in/112 out)
<i>Internal Capture</i>			-4 (2 in/2 out)	-4 (2 in/2 out)
<i>ITE Pass-By</i>			-92 (46 in/46 out)	-106 (53 in/53 out)
Total Net New External Trips			80 (47 in/33 out)	106 (49 in/57 out)

Trip Distribution Comparison

For the existing masterplan, it was assumed that homes south of Burley Lane within the Seagrass Station neighborhood would utilize Hager Road off of SC 170 (Okatie Highway) and homes north of Burley Lane would utilize Amanda Road off of SC 170 (Okatie Highway).

Hager Road and Amanda Road are both anticipated to be right-in/right-out accesses off of SC 170 (Okatie Highway), therefore southbound trips accessing the Seagrass Station neighborhood would not be redistributed from their existing assignment.

The amended masterplan for the Village of Verdier removes the public access from Hager Road. Therefore, the inbound northbound trips which initially were planned to utilize Hager Road were redistributed to Amanda Road and Seagrass Station based on the exiting volume counts and existing travel patterns. The calculations are attached for this redistribution.

2027 Traffic Volumes

The analysis year for the comparison was 2027. Based upon available South Carolina Department of Transportation (SCDOT) Average Annual Daily Traffic (AADT) data for Beaufort County count stations #165, #554, and #325, an annual growth rate of 6% was assumed for this project and applied to the existing peak-hour traffic volumes for five years to develop 2027 horizon year volumes. The trip generation projections for CarVillage and Parcel X were applied to these grown traffic volumes to perform the capacity analysis comparison.

Capacity Analysis Comparison

Level-of-service (LOS) analyses were conducted using the Synchro, Version 11, traffic analysis software for the AM and PM peak hours for the intersections of study. The program uses methodologies contained in the Highway Capacity Manual (HCM), 6th Edition, to determine the operating characteristics of an intersection. **Table 2** summarizes the LOS and longest control delay on the side street approaches for the study intersections of:

- SC 170 (Okatie Highway) at Seagrass Station Road/Del Webb Boulevard
- Seagrass Station at Charles Cross Way/7C Access 2
- Pearce Road at Augustine Road
- Augustine Road at Amanda Road
- Hager Road at Augustine Road
- SC 170 (Okatie Highway) at Hager Road
- SC 170 (Okatie Highway) at Amanda Road
- Amanda Road at 7C Access 1

Table 2 – Capacity Analysis Results (LOS/Delay)

Intersection	Scenario			
	2027 Access		2027 No Access	
	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)	AM Peak Hour (LOS Delay)	PM Peak Hour LOS (Delay)
Okatie Highway and Seagrass Station Road (TWSC)	F (\$)	F (\$)	F (\$)	F (\$)
Okatie Highway and Seagrass Station Road (Signal)	A (6.5)*	A (5.9)*	A (6.5)*	A (6.2)*
Seagrass Station Road at Charles Cross Way	A (9.1)	A (9.2)	A (9.1)	A (9.2)
Pearce Road at Augustine Road	A (9.5)	A (9.5)	A (9.5)	A (9.5)
Augustine Road at Amanda Road	A (8.7)	A (8.8)	A (8.8)	A (8.8)
Hager Road at Augustine Road	A (8.5)	A (8.6)	A (8.6)	A (8.7)
SC 170 (Okatie Highway) at Hager Road	C (18.9)	C (17.1)	C (17.2)	C (16.3)
SC 170 (Okatie Highway) at Amanda Road	C (19.9)	C (18.0)	C (22.1)	C (19.1)
Amanda Road at 7C Access 1	A (8.8)	A (8.7)	A (8.9)	A (8.8)

\$- Delay Exceeds 300 Seconds

* Overall Intersection Reported

The results of the analysis presented in **Table 2** indicate that under the No Access scenario, all intersections are expected to operate with similar if not the same LOS and delay under both AM and PM peak hours. The intersection of SC 170 (Okatie Highway) is projected to operate with significant delays (LOS F). With these undesirable delays, a signalized intersection was analyzed as an alternative to the existing minor street stop control. With signalized control this intersection is expected to operate at LOS A during both the AM and PM peak hours with and without access to Hager.

The Town of Bluffton recently did a signal warrant analysis at the intersection of SC 170 (Okatie Highway) at Seagrass station and it was not warranted per a discussion with SCDOT. It is recommended to continue to monitor this intersection for signalization.

Summary

The purpose of this technical memorandum is to show traffic impacts of the proposed roadway changes compared to the initial Masterplan for the Village at Verdier. The proposed roadway changes include

- An emergency access gate at Hager Road, internal to the proposed DBA – CarVillage
- A proposed full access road with a pedestrian connection to Parcel X, north of the DBA – CarVillage
- Removal of the frontage road in the southeast quadrant of the SC 170 at Seagrass Station intersection

Based on the capacity analysis, removing access to Hager Street will have a minimal impact on the surrounding roadway network. The Town of Bluffton recently did a signal warrant analysis at the intersection of SC 170 (Okatie Highway) at Seagrass station and it was not warranted per a discussion with SCDOT. It is recommended to continue to monitor this intersection for signalization.

Attachments

Attachment A – Site Plans

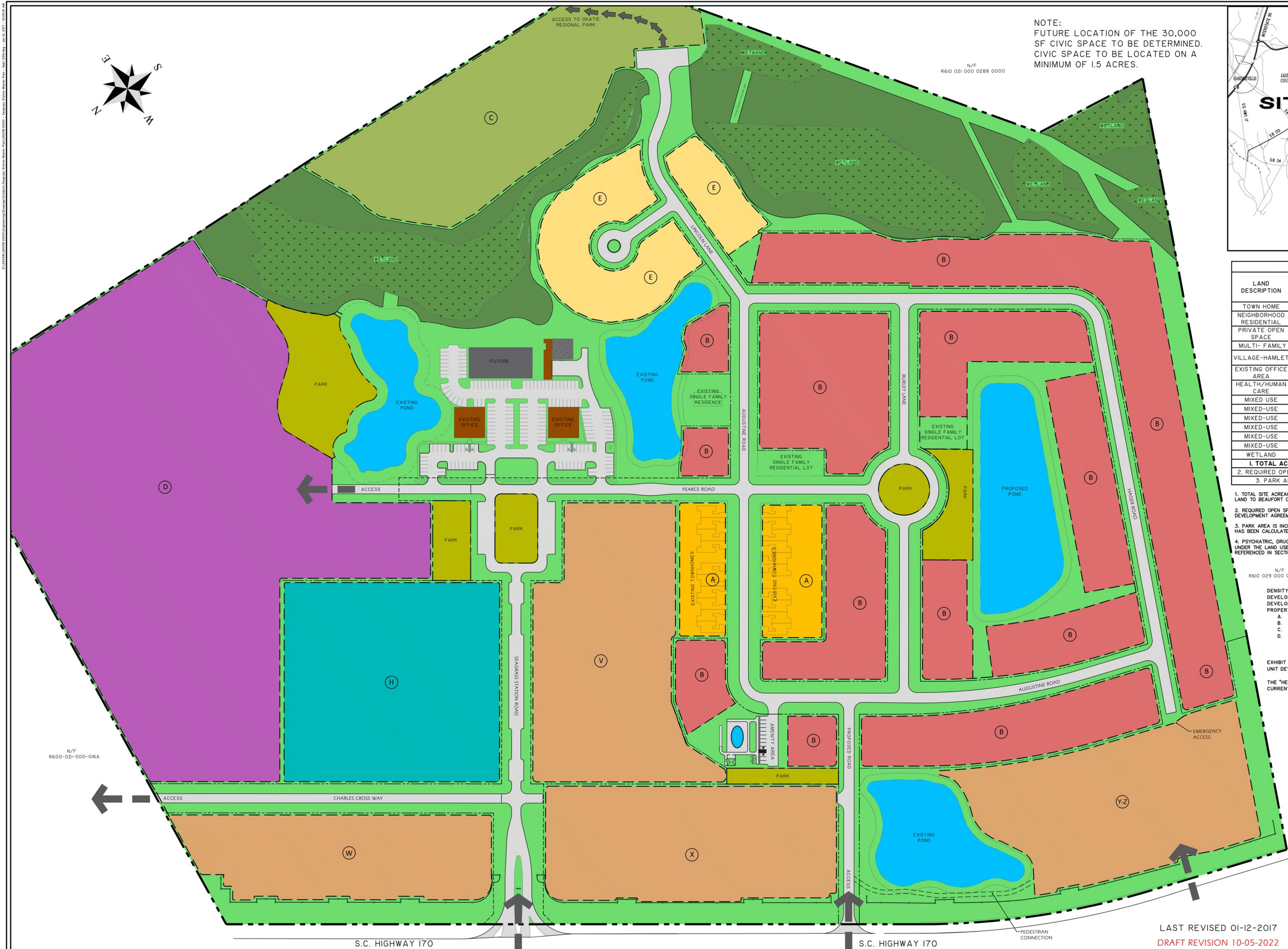
Attachment B – Existing Counts

Attachment C – Trip Generation and Traffic Volume Development Worksheets

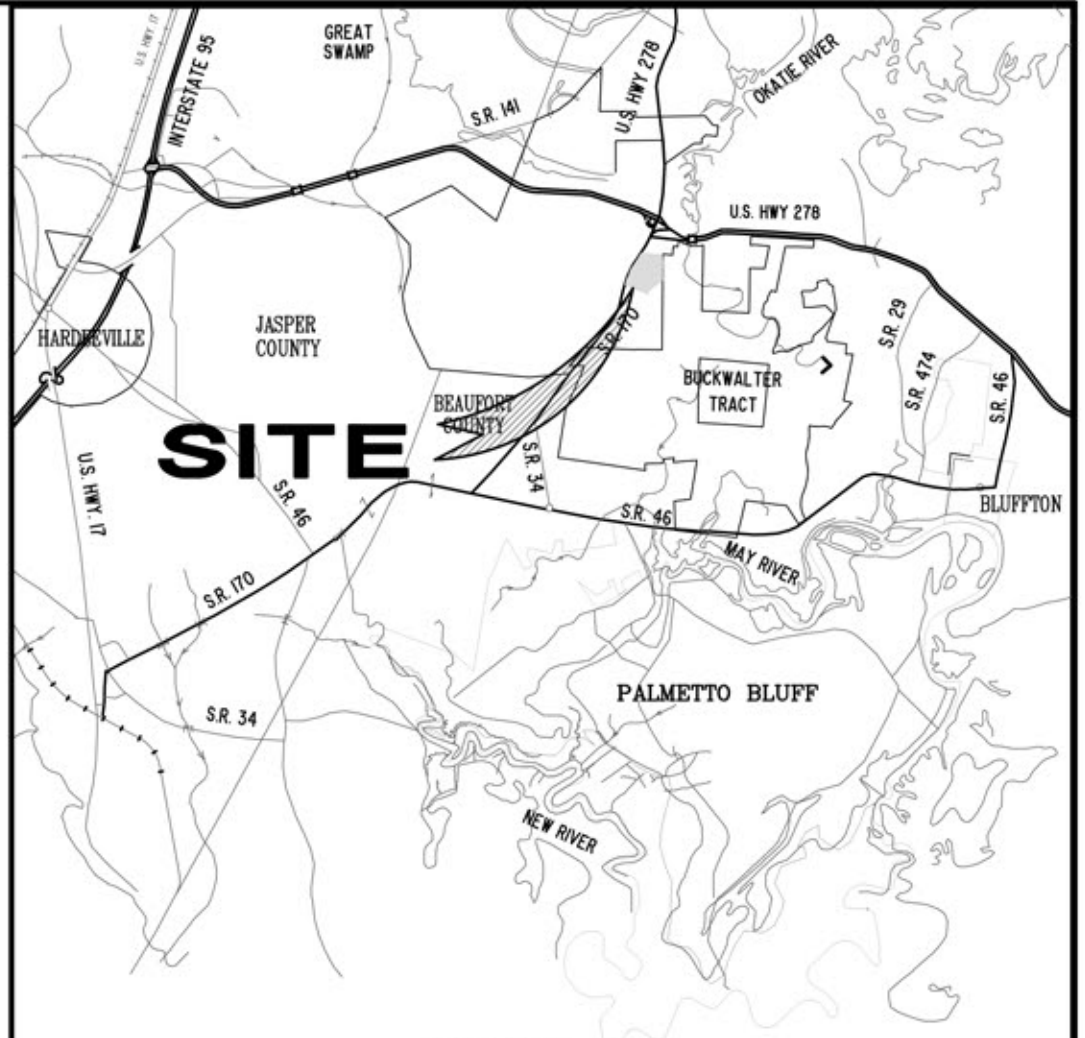
Attachment D – HCM 6 Capacity Analysis Reports



Attachment A – Site Plans



NOTE:
FUTURE LOCATION OF THE 30,000
SF CIVIC SPACE TO BE DETERMINED.
CIVIC SPACE TO BE LOCATED ON A
MINIMUM OF 1.5 ACRES.



VICINITY MAP
N.T.S.

LAND USE KEY			
LAND DESCRIPTION	SYMBOL	MPA REVISION APPROVED AUGUST 2015 ACREAGE	PROPOSED MPA REVISION ACREAGE
TOWN HOME	A	2.9	2.9
NEIGHBORHOOD RESIDENTIAL	B	36.0	36.0
PRIVATE OPEN SPACE	C	6.4	6.4
MULTI- FAMILY	D	22.7	20.9
VILLAGE-HAMLET	E	5.1	5.1
EXISTING OFFICE AREA	-	6.6	6.6
HEALTH/HUMAN CARE	H	0.0	6.8
MIXED USE	T	5.0	0.0
MIXED-USE	V	6.6	6.6
MIXED-USE	W	5.5	5.5
MIXED-USE	X	5.6	5.6
MIXED-USE	Y	7.1	7.1
MIXED-USE	Z	1.9	1.9
WETLAND	-	12.8	12.8
1. TOTAL ACRES =		124.2	124.2
2. REQUIRED OPEN SPACE		12.4	12.43
3. PARK AREA		3.49	3.49

1. TOTAL SITE ACREAGE REDUCED FROM THE ORIGINAL MASTER PLAN BY DONATION OF LAND TO BLUFFTON COUNTY FOR HIGHWAY 170 WIDENING.
2. REQUIRED OPEN SPACE PER SECTION 2.0.2 OPEN SPACE (PRIVATE OR PUBLIC) OF THE DEVELOPMENT AGREEMENT.
3. PARK AREA IS INCLUDED IN ADJACENT LAND USE AREA AND HAS BEEN CALCULATED IN THE TOTAL AREA ABOVE.
4. PSYCHIATRIC, DRUG AND ALCOHOL REHABILITATION SERVICES WOULD NOT BE ALLOWED UNDER THE LAND USE OF HOSPITAL IN LAND DESCRIPTION HEALTH/HUMAN CARE AS REFERENCED IN SECTION 2.B.7 OF THE PLANNED UNIT DEVELOPMENT AGREEMENT.
- N/F
R610 029 000 0483 0000
- DENSITY AND LAND USE:
DENSITY REMAINS CONSISTENT WITH PREVIOUSLY APPROVED DEVELOPMENT AGREEMENT. THE FOLLOWING IS AN EXCERPT FROM THE DEVELOPMENT AGREEMENT: MIXED USE DEVELOPMENT ON THE PROPERTY SHALL BE LIMITED TO THE FOLLOWING:
A. 404,000 SQUARE FEET OF COMMERCIAL;
B. 404 RESIDENTIAL DWELLING UNITS; AND
C. 30,000 SQUARE FEET OF CIVIC DEVELOPMENT
NOTWITHSTANDING ANY OTHER PROVISIONS CONTAINED WITHIN THE UNIFIED ORDINANCE, COMMERCIAL USES WITHIN THE PROPERTY SHALL BE LIMITED TO THOSE MORE FULLY DESCRIBED IN EXHIBIT "D"
EXHIBIT D REFERS TO THE VILLAGE AT VERDIER PLANTATION PLANNED UNIT DEVELOPMENT AMENDED DECEMBER 29, 2010
- THE "HEALTH/HUMAN CARE" LAND USE TO BE INCLUDED WITHIN THE CURRENTLY APPROVED 404,000 SQUARE FEET OF COMMERCIAL.

MASTER PLAN
VILLAGE AT VERDIER
PLANTATION
BLUFFTON, SC

PREPARED FOR:
HEALTHSOUTH REHABILITATION
HOSPITAL OF LOWCOUNTRY, LLC

PREPARED BY:

THOMAS & HUTTON
Engineering | Surveying | Planning | GIS | Consulting

50 Park of Commerce Way
Savannah, GA 31405 • 912.234.5300

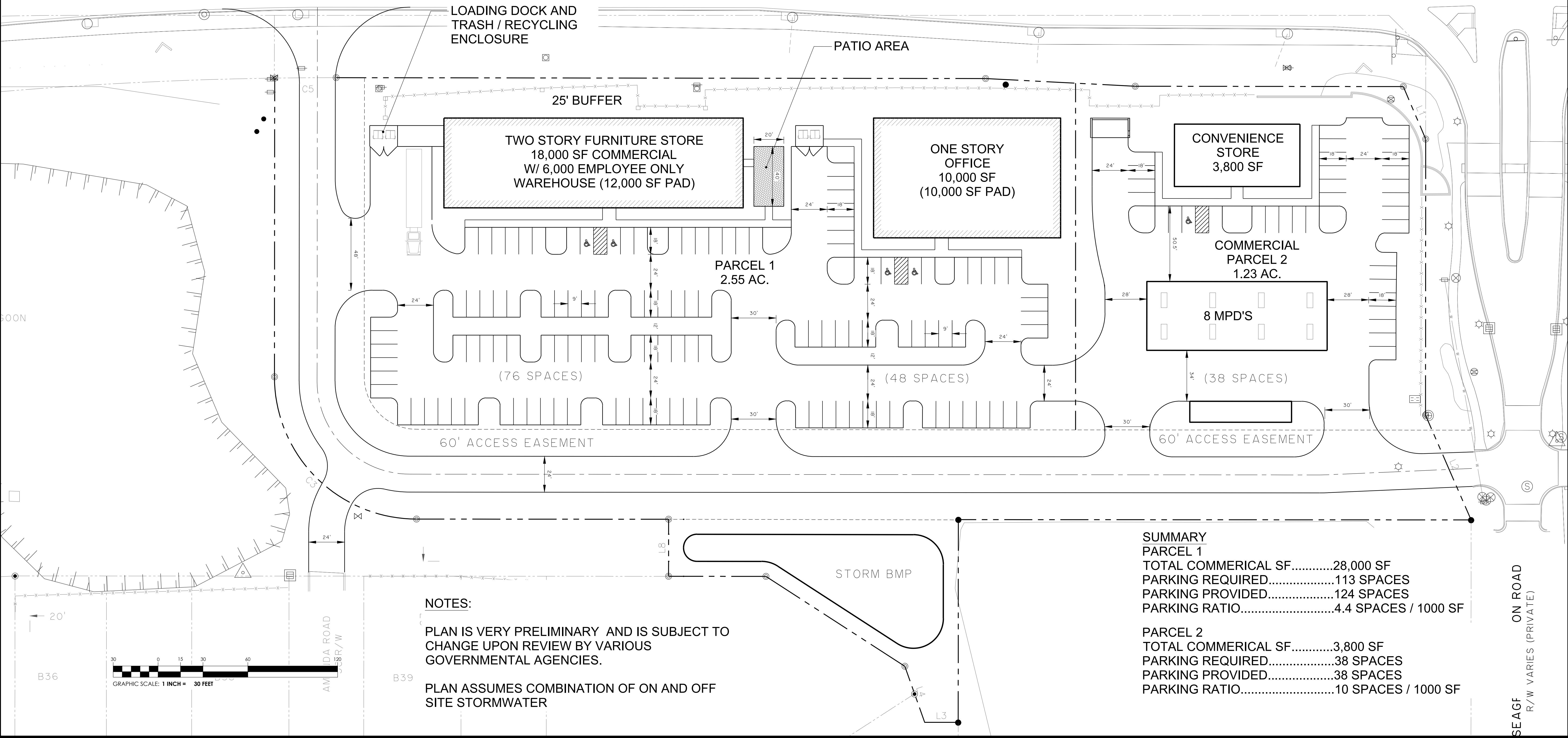
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JOB NO: J-26038.0000
DRAWN: JRS
REVIEWED: JRS

DATE: 01-12-17
SCALE: 1" = 100'
SHEET: 1 OF 1

LAST REVISED 01-12-2017
DRAFT REVISION 10-05-2022

SOUTH CAROLINA HIGHWAY
R/W VARIES (PUBLIC)



CONCEPTUAL LAYOUT EXHIBIT 2
VERDIER COMMERCIAL STUDY
BLUFFTON, SOUTH CAROLINA

June 23, 2021



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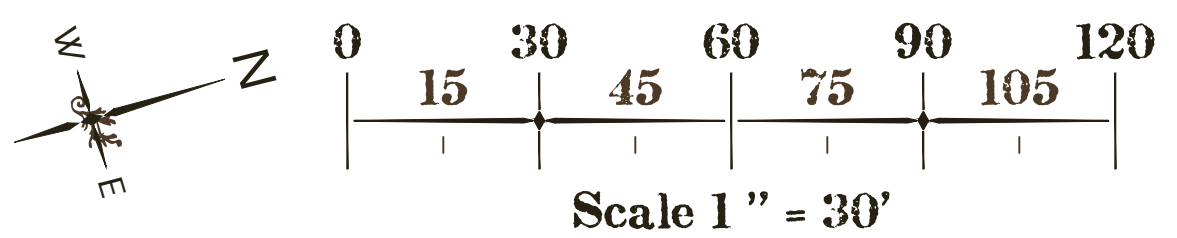
This map illustrates a general plan of the development which is for discussion purposes only, does not limit or bind the owner/developer, and is subject to change and revision without prior written notice to the holder. Dimensions, boundaries and position locations are for illustrative purposes only and are subject to an accurate survey and property description.
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PARKING SUMMARY

● COMMERCIAL SERVICES - 10,000 SF (4 SPACES/1,000 SF REQUIRED)	40 SPACES
● CLUBHOUSE SHARED - 28 UNITS (1 SPACE/UNIT REQUIRED)	29 SPACES
*EACH UNIT HAS +2 OWNER/GUEST SPACES ON PERMEABLE PAVER DRIVEWAYS	



CONCEPTUAL PLAN
FOR
CAR VILLAGE - SEAGRASS
BLUFFTON, SOUTH CAROLINA





Attachment B – Existing Counts

[illegible]



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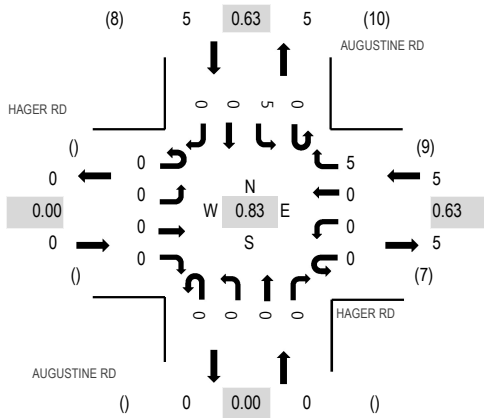
Location: 2 AUGUSTINE RD & HAGER RD AM

Date: Thursday, November 10, 2022

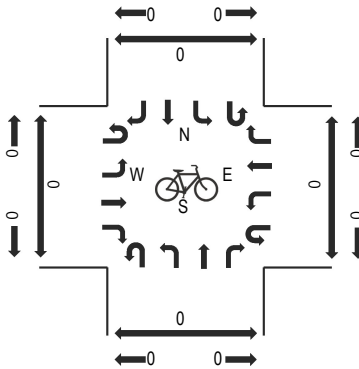
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

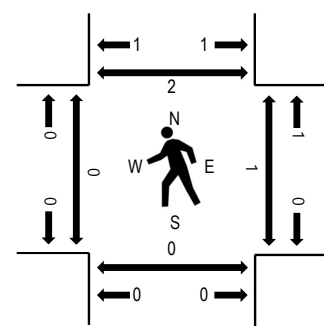
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HAGER RD Eastbound				HAGER RD Westbound				AUGUSTINE RD Northbound				AUGUSTINE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	8	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	10	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	8	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	2	0	0	3	9	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	9	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3	0	2	0	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	3	0	0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	10

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.83
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.00	0.00	0.25	0.63	0.00	0.00	0.83



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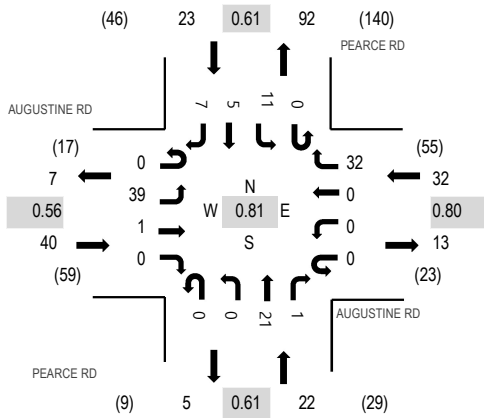
Location: 3 PEARCE RD & AUGUSTINE RD AM

Date: Thursday, November 10, 2022

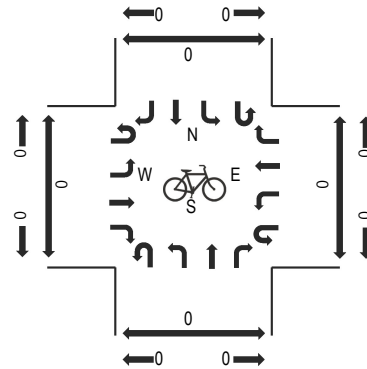
Peak Hour: 07:15 AM - 08:15 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

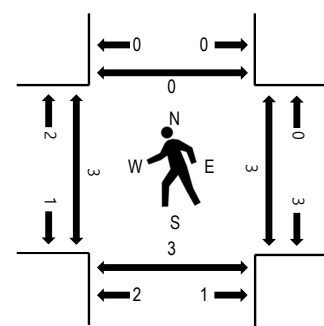
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUGUSTINE RD Eastbound				AUGUSTINE RD Westbound				PEARCE RD Northbound				PEARCE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	0	0	0	0	0	4	0	0	2	0	0	3	0	0	13	94	0	0	0	0
7:15 AM	0	6	0	0	0	0	0	10	0	0	2	0	0	3	0	1	22	117	2	1	2	0
7:30 AM	0	4	0	0	0	0	0	6	0	0	8	1	0	1	3	2	25	112	0	1	0	0
7:45 AM	0	18	0	0	0	0	0	6	0	0	4	0	0	3	1	2	34	107	0	0	1	0
8:00 AM	0	11	1	0	0	0	0	10	0	0	7	0	0	4	1	2	36	95	1	1	0	0
8:15 AM	0	2	0	0	0	0	0	7	0	1	1	0	0	2	2	2	17		0	0	0	0
8:30 AM	0	8	0	0	0	0	0	8	0	0	1	0	0	2	1	0	20		0	0	1	1
8:45 AM	0	5	0	0	0	0	0	4	0	0	2	0	0	3	1	7	22		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	39	1	0	0	0	0	32	0	0	19	1	0	11	3	7	113
Mediums	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4
Total	0	39	1	0	0	0	0	32	0	0	21	1	0	11	5	7	117

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				9.1%				8.7%				3.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.5%	0.0%	0.0%	0.0%	40.0%	0.0%	3.4%
Peak Hour Factor	0.56				0.80				0.61				0.61				0.81
Peak Hour Factor	0.00	0.54	0.25	0.00	0.00	0.00	0.00	0.80	0.00	0.25	0.66	0.25	0.00	0.69	0.58	0.39	0.81



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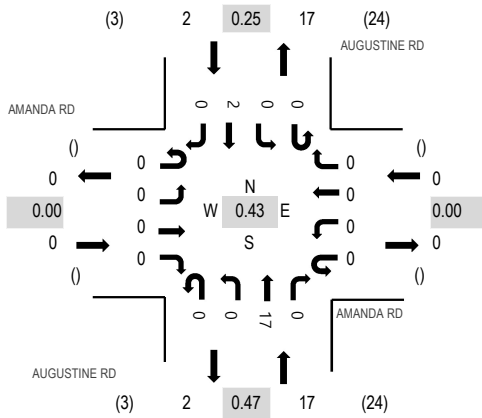
Location: 4 AUGUSTINE RD & AMANDA RD AM

Date: Thursday, November 10, 2022

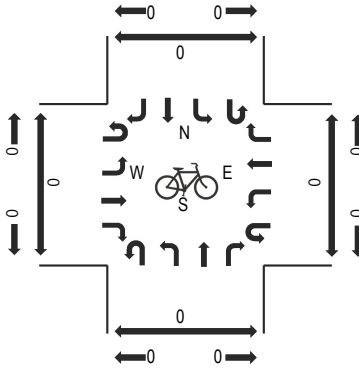
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

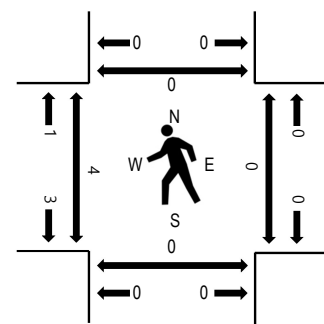
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AMANDA RD Eastbound				AMANDA RD Westbound				AUGUSTINE RD Northbound				AUGUSTINE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	8	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4	9	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	9	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	10	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	19	1	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	4		1	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2		1	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	9	0	0	0	2	0	11		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	17	0	0	0	2	0	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	17	0	0	0	2	0	19

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				0.0%				0.0%				0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor	0.00				0.00				0.47				0.25				0.43
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.00	0.25	0.00	0.43



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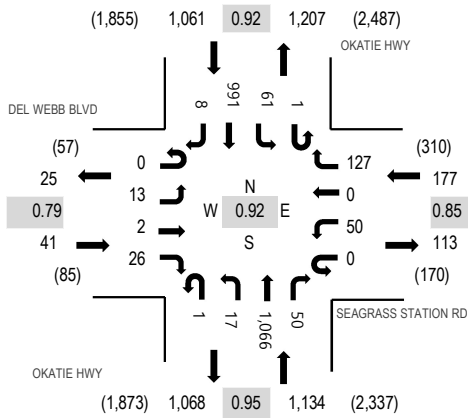
Location: 5 OKATIE HWY & SEAGRASS STATION RD AM

Date: Thursday, November 10, 2022

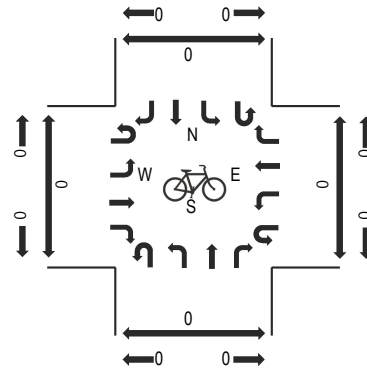
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

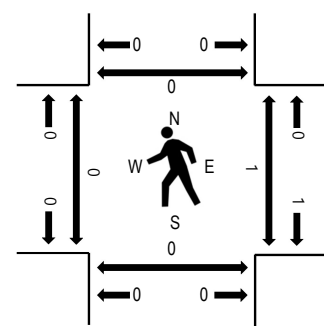
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DEL WEBB BLVD Eastbound				SEAGRASS STATION RD Westbound				OKATIE HWY Northbound				OKATIE HWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	8	0	6	0	26	0	2	267	7	0	3	169	2	491	2,298	0	0	0	0
7:15 AM	0	2	0	6	0	7	0	31	1	2	296	5	0	7	185	0	542	2,397	0	0	0	0
7:30 AM	0	1	1	5	0	12	0	29	0	5	296	11	1	17	225	3	606	2,413	0	0	0	0
7:45 AM	0	3	1	3	0	8	0	37	0	4	303	13	0	20	265	2	659	2,347	0	1	0	0
8:00 AM	0	1	0	11	0	18	0	34	0	4	243	10	0	18	249	2	590	2,289	0	0	0	0
8:15 AM	0	8	0	7	0	12	0	27	1	4	224	16	0	6	252	1	558		0	0	0	0
8:30 AM	0	5	0	5	0	6	0	26	0	7	275	7	1	9	197	2	540		0	0	0	0
8:45 AM	0	10	0	7	0	5	0	26	1	13	314	6	0	13	202	4	601		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	7	0	0	0	14	0	21
Lights	0	13	2	25	0	49	0	124	1	17	1,047	47	1	60	930	8	2,324
Mediums	0	0	0	1	0	1	0	3	0	0	12	3	0	1	47	0	68
Total	0	13	2	26	0	50	0	127	1	17	1,066	50	1	61	991	8	2,413

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	2.4%				2.3%				1.9%				5.8%				3.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	3.8%	0.0%	2.0%	0.0%	2.4%	0.0%	0.0%	1.8%	6.0%	0.0%	1.6%	6.2%	0.0%	3.7%
Peak Hour Factor	0.79				0.85				0.95				0.92				0.92
Peak Hour Factor	0.00	0.60	0.50	0.68	0.00	0.69	0.00	0.89	0.50	0.54	0.96	0.78	0.25	0.78	0.93	0.56	0.92



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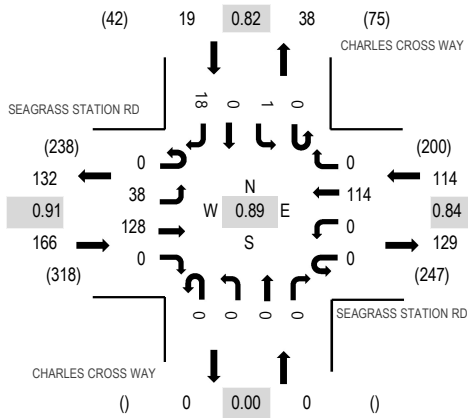
Location: 1 CHARLES CROSS WAY & SEAGRASS STATION RD PM

Date: Thursday, November 10, 2022

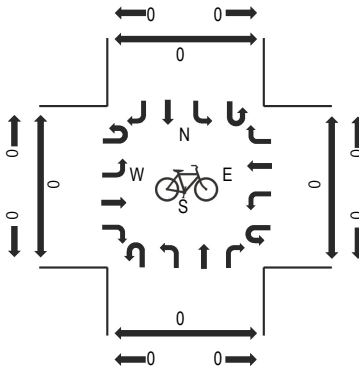
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

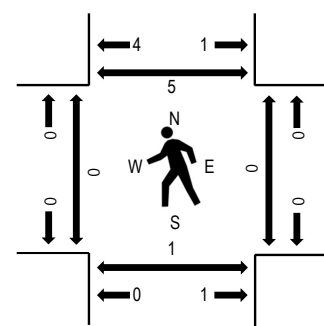
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SEAGRASS STATION RD				SEAGRASS STATION RD				CHARLES CROSS WAY				CHARLES CROSS WAY				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound				Westbound				Northbound				Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
4:00 PM	0	8	26	0	0	0	26	0	0	0	0	0	0	1	0	5	66	291	0	0	0	0
4:15 PM	0	6	38	0	0	0	34	0	0	0	0	0	0	0	0	6	84	299	0	0	0	0
4:30 PM	0	12	27	0	0	0	28	0	0	0	0	0	0	0	0	6	73	288	0	0	1	3
4:45 PM	0	11	31	0	0	0	25	0	0	0	0	0	0	0	0	1	68	268	0	0	0	0
5:00 PM	0	9	32	0	0	0	27	0	0	0	0	0	0	1	0	5	74	269	0	0	0	2
5:15 PM	0	10	36	0	0	0	21	1	0	0	0	0	0	0	0	5	73		0	0	0	1
5:30 PM	0	8	21	0	0	0	19	0	0	0	0	0	0	1	0	4	53		1	0	0	0
5:45 PM	0	10	33	0	0	0	19	0	0	0	0	0	0	0	0	7	69		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	37	125	0	0	0	110	0	0	0	0	0	0	1	0	18	291
Mediums	0	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	8
Total	0	38	128	0	0	0	114	0	0	0	0	0	0	1	0	18	299

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	2.4%				3.5%				0.0%				0.0%				2.7%
Heavy Vehicle %	0.0%	2.6%	2.3%	0.0%	0.0%	0.0%	3.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%
Peak Hour Factor	0.91				0.84				0.00				0.82				0.89
Peak Hour Factor	0.00	0.88	0.84	0.00	0.00	0.00	0.84	0.25	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.75	0.89



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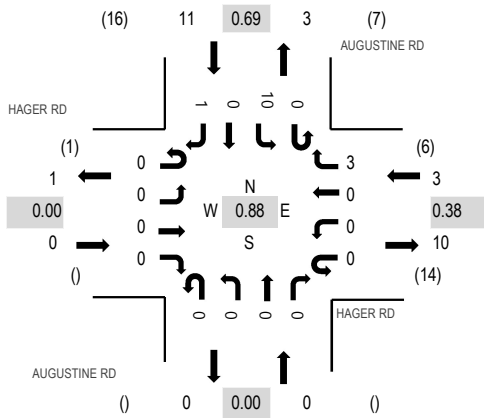
Location: 2 AUGUSTINE RD & HAGER RD PM

Date: Thursday, November 10, 2022

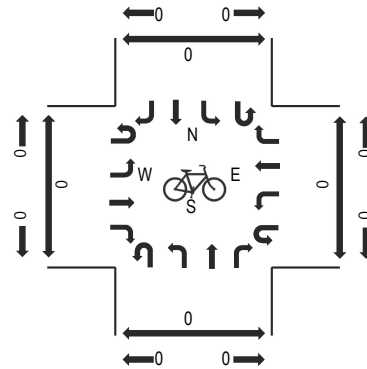
Peak Hour: 04:00 PM - 05:00 PM

Peak 15-Minutes: 04:00 PM - 04:15 PM

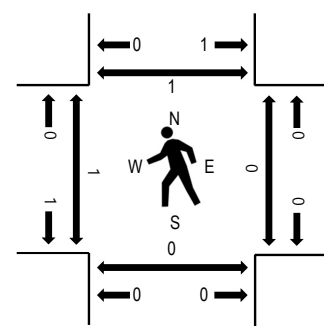
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	HAGER RD Eastbound				HAGER RD Westbound				AUGUSTINE RD Northbound				AUGUSTINE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	4	14	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	2	12	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	0	4	11	1	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	1	4	9	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	2	8	0	1	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		0	0	0	0
5:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	3		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	2	0	0	0	0	0	10	0	1	13
Mediums	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	3	0	0	0	0	0	10	0	1	14

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				33.3%				0.0%				0.0%				7.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%
Peak Hour Factor	0.00				0.38				0.00				0.69				0.88
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.25	0.83	0.00	0.25	0.88



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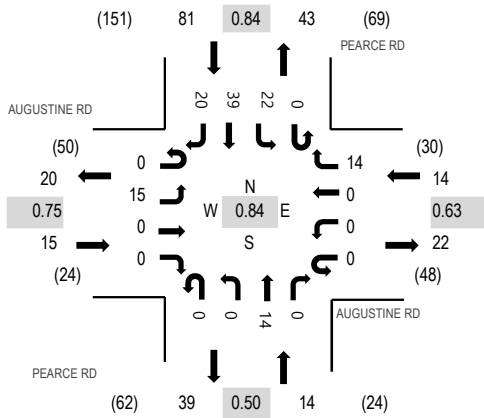
Location: 3 PEARCE RD & AUGUSTINE RD PM

Date: Thursday, November 10, 2022

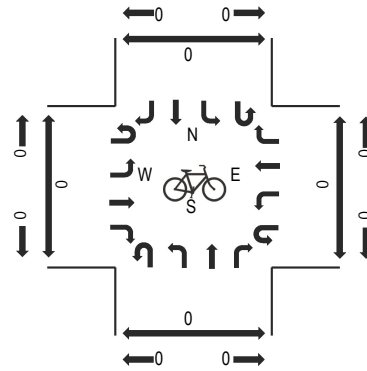
Peak Hour: 04:15 PM - 05:15 PM

Peak 15-Minutes: 04:15 PM - 04:30 PM

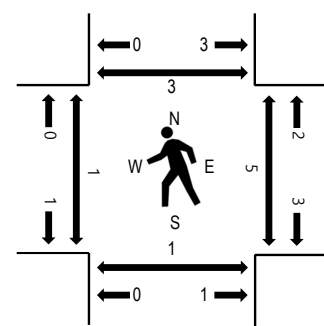
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AUGUSTINE RD Eastbound				AUGUSTINE RD Westbound				PEARCE RD Northbound				PEARCE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	0	0	0	1	0	2	0	0	0	1	0	4	3	8	21	112	0	0	0	0
4:15 PM	0	4	0	0	0	0	0	3	0	0	7	0	0	5	12	6	37	124	0	4	0	3
4:30 PM	0	4	0	0	0	0	0	4	0	0	1	0	0	6	6	6	27	117	1	0	0	0
4:45 PM	0	2	0	0	0	0	0	5	0	0	4	0	0	3	9	4	27	112	0	1	1	0
5:00 PM	0	5	0	0	0	0	0	2	0	0	2	0	0	8	12	4	33	117	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	2	0	1	1	2	0	5	11	7	30		0	5	1	0
5:30 PM	0	2	0	1	0	1	0	4	0	0	1	0	0	6	2	5	22		0	4	1	1
5:45 PM	0	2	0	1	0	0	0	6	0	1	3	0	0	8	3	8	32		0	0	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	14	0	0	0	0	0	14	0	0	12	0	0	22	37	20	119
Mediums	0	1	0	0	0	0	0	0	0	0	2	0	0	0	2	0	5
Total	0	15	0	0	0	0	0	14	0	0	14	0	0	22	39	20	124

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		6.7%				0.0%				14.3%				2.5%			4.0%
Heavy Vehicle %	0.0%	6.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	5.1%	0.0%	4.0%
Peak Hour Factor		0.75				0.63				0.50				0.84			0.84
Peak Hour Factor	0.00	0.75	0.00	0.50	0.00	0.25	0.00	0.58	0.00	0.50	0.50	0.25	0.00	0.84	0.81	0.75	0.84



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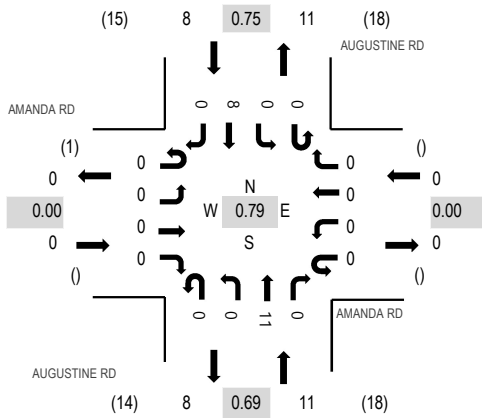
Location: 4 AUGUSTINE RD & AMANDA RD PM

Date: Thursday, November 10, 2022

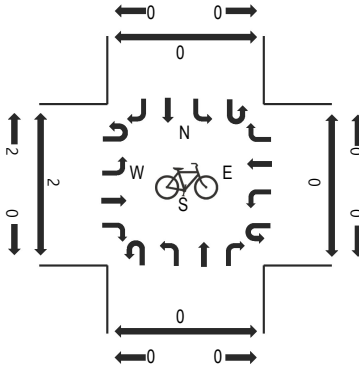
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 04:45 PM - 05:00 PM

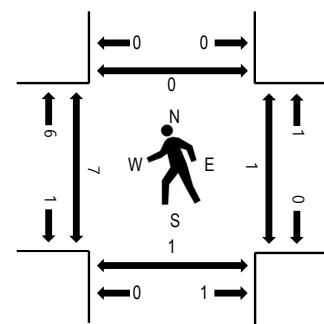
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	AMANDA RD Eastbound				AMANDA RD Westbound				AUGUSTINE RD Northbound				AUGUSTINE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4	15	1	1	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	16	1	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3	18	1	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	6	19	1	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	3	0	5	18	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	4		4	1	1	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4		2	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	1	5		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	18
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0	19

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.75	0.25	0.79
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.69	0.00	0.00	0.00	0.75	0.25	0.79



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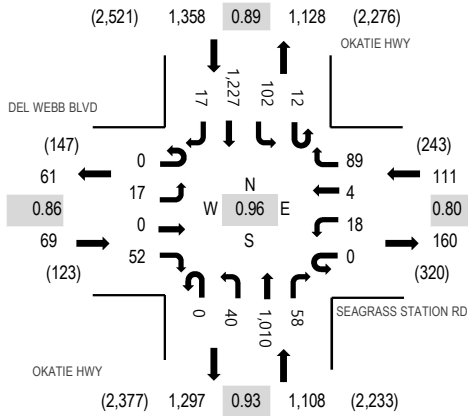
Location: 5 OKATIE HWY & SEAGRASS STATION RD PM

Date: Thursday, November 10, 2022

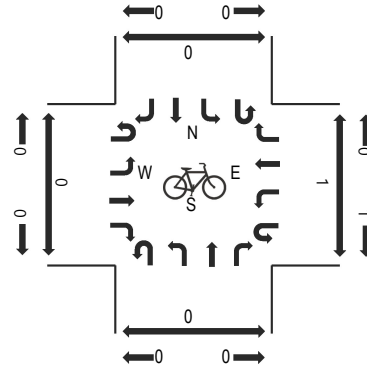
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

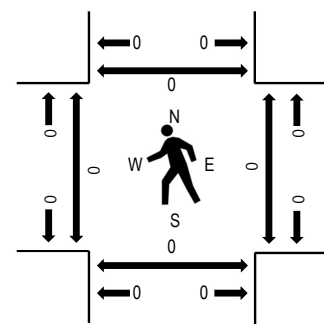
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DEL WEBB BLVD Eastbound				SEAGRASS STATION RD Westbound				OKATIE HWY Northbound				OKATIE HWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	4	0	11	0	5	0	26	0	16	280	21	5	12	266	9	655	2,533	0	0	0	0
4:15 PM	0	6	0	6	0	7	0	36	0	22	250	15	2	30	241	12	627	2,570	0	0	0	0
4:30 PM	0	1	0	11	0	8	1	25	0	2	246	14	0	25	261	9	603	2,634	0	0	0	0
4:45 PM	0	2	0	15	0	5	1	18	0	16	282	14	1	27	265	2	648	2,646	0	0	0	0
5:00 PM	0	3	0	13	0	6	1	29	0	7	235	18	8	26	339	7	692	2,587	0	0	0	0
5:15 PM	0	7	0	13	0	3	1	23	0	7	249	16	1	30	336	5	691		0	0	0	0
5:30 PM	0	5	0	11	0	4	1	19	0	10	244	10	2	19	287	3	615		0	0	0	0
5:45 PM	0	6	0	9	0	4	0	20	0	11	240	8	1	35	251	4	589		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	8
Lights	0	17	0	51	0	18	4	88	0	40	974	58	12	100	1,212	17	2,591
Mediums	0	0	0	1	0	0	0	1	0	0	29	0	0	2	14	0	47
Total	0	17	0	52	0	18	4	89	0	40	1,010	58	12	102	1,227	17	2,646

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.4%				0.9%				3.2%				1.3%			2.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	3.6%	0.0%	0.0%	2.0%	1.2%	0.0%	2.1%
Peak Hour Factor		0.86				0.80				0.93				0.89			0.96
Peak Hour Factor	0.00	0.75	0.00	0.87	0.00	0.81	1.00	0.75	0.00	0.64	0.94	0.76	0.38	0.79	0.90	0.67	0.96



Attachment C – Traffic Volume Development Worksheet

Village at Verider Parcel X Trip Generation									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Office Land Uses			144	17	14	3	22	7	15
712 - Small Office Building	10.0	KSF	144	17	14	3	22	7	15
Retail Land Uses			2,512	159	81	78	194	97	97
890 - Furniture Store	18.0	KSF	140	5	4	1	10	5	5
945 - Convenience Store/Gas Station (2-8 Fueling Positions)	3.8	KSF	2,372	154	77	77	184	92	92
Subtotal			2,656	176	95	81	216	104	112
Internal Capture			60	4	2	2	4	2	2
ITE Pass-By			2,194	92	46	46	106	53	53
Adjacent Street Traffic			25,100	1,930			2,407		
10% Adjacent Street Traffic			2,510	194	97	97	242	121	121
Pass-By			2,194	92	46	46	106	53	53
Multimodal Reduction			0	0	0	0	0	0	0
Total Net New External Trips			402	80	47	33	106	49	57
Note: Trip generation was calculated using the following data:									
<u>Daily Traffic Generation</u>									
Office Land Uses									
712 - Small Office Building			ITE 712	=	T = 14.39 (X); (50 % In; 50 % Out)				
Retail Land Uses									
890 - Furniture Store			ITE 890	=	T = 5.17 * (X) + (46.56); (50 % In; 50 % Out)				
945 - Convenience Store/Gas Station (2-8 Fueling Positions)			ITE 945	=	T= 624.2 * (X) (50 % In; 50 % Out)				
<u>AM Peak-Hour Traffic Generation</u>									
Office Land Uses									
712 - Small Office Building			ITE 712	=	T = 1.67 (X); (82 % In; 18 % Out)				
Retail Land Uses									
890 - Furniture Store			ITE 890	=	T = 0.24 * (X) + (0.94); (71 % In; 29 % Out)				
945 - Convenience Store/Gas Station (2-8 Fueling Positions)			ITE 945	=	T= 40.59 * (X) (50 % In; 50 % Out)				
<u>PM Peak-Hour Traffic Generation</u>									
Office Land Uses									
712 - Small Office Building			ITE 712	=	T = 2.16 (X); (34 % In; 68 % Out)				
Retail Land Uses									
890 - Furniture Store			ITE 890	=	LN (T) = 0.85 * LN (X) + (-0.18); (47 % In; 53 % Out)				
945 - Convenience Store/Gas Station (2-8 Fueling Positions)			ITE 945	=	T= 48.48 * (X) (50 % In; 50 % Out)				

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 1 - Okatie Highway and Seagrass Station Road
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.92 **AM FUTURE PEAK HOUR FACTOR:** 0.92
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR																
AM Adjusted Turning Movement Counts ¹					0	13	2	26	0	50	0	127	1	17	1,066	50	1	61	991	8																
AM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																
AM 2022 EXISTING TRAFFIC					0	13	2	26	0	50	0	127	1	17	1,066	50	1	61	991	8																
AM Heavy Vehicle Percentage					2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	6%	2%																
AM 2027 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR																
Annual Growth Rate					6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%															
AM 2027 NO-BUILD TRAFFIC GROWTH					0	4	1	9	0	17	0	43	0	6	361	17	0	21	335	3																
AM 2027 NO-BUILD TRAFFIC (No AD)					0	17	3	35	0	67	0	170	1	23	1,427	67	1	82	1,326	11																
Approved Development 1: Car Village															10																					
Approved Development 2: Amanda Redistribution												-37			37	-6																				
Approved Development 3: Hager Redistribution												-29			29	-5																				
TOTAL AM APPROVED DEVELOPMENT TRAFFIC					0	0	0	0	0	0	0	-66	0	0	76	-11	0	0	0	0																
AM 2027 NO-BUILD TRAFFIC					0	17	3	35	0	67	0	104	1	23	1,503	56	1	82	1,326	11																
"SITE TRAFFIC DISTRIBUTION"																																				
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR																	
Pass-By Distribution	Entering													-10%	10%		50%	-50%																		
	Exiting								50%		20%																									
Net New Distribution	Entering														10%		50%																			
	Exiting								50%		20%			30%																						
"AM PROJECT TRIPS"																																				
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR																	
Project Trip	Pass - By								23		9			-5	5		23	-23																		
	Net New		0	0	0	0	0	0	17	0	6	0	0	10	5	0	23	0	0																	
AM TOTAL PROJECT TRIPS				0	0	0	0	0	40	0	15	0	0	5	10	0	46	-23	0																	
AM 2027 BUILD-OUT TRAFFIC																					0	17	3	35	0	107	0	119	1	23	1,508	66	1	128	1,303	11

PM Peak Hour

PM 2022 EXISTING TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ⁴					0	17	0	52	0	18	4	89	0	40	1,010	58	12	102	1,227	17
PM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC					0	17	0	52	0	18	4	89	0	40	1,010	58	12	102	1,227	17
PM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	1%	2%	2%	4%	2%	2%	2%	1%	2%
PM 2027 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate					6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH					0	6	0	18	0	6	1	30	0	14	342	20	4	34	415	6
PM 2027 NO-BUILD TRAFFIC (No AD)					0	23	0	70	0	24	5	119	0	54	1,352	78	16	136	1,642	23
Approved Development 1: Car Village															10					
Approved Development 2: Amanda Redistribution												-21			21	-17				
Approved Development 3: Hager Redistribution												-15			15	-13				
TOTAL PM APPROVED DEVELOPMENT TRAFFIC					0	0	0	0	0	0	0	-36	0	0	46	-30	0	0	0	0
PM 2027 NO-BUILD TRAFFIC					0	23	0	70	0	24	5	83	0	54	1,398	48	16	136	1,642	23
PM 2027 NO-BUILD TRAFFIC					0	23	0	70	0	24	5	83	0	54	1,398	48	16	136	1,642	23
"SITE TRAFFIC DISTRIBUTION"																				
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
Pass-By Distribution	Entering											-10%	10%		50%	-50%				
	Exiting						50%		20%											
Net New Distribution	Entering												10%		50%					
	Exiting						50%		20%			30%								
"PM PROJECT TRIPS"																				
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR			
Project Trip	Pass - By						27		11			-5	5		27	-27				
	Net New	0	0	0	0	0	29	0	11	0	0	17	5	0	24	0	0			
PM TOTAL PROJECT TRIPS		0	0	0	0	0	56	0	22	0	0	12	10	0	51	-27	0			
PM 2027 BUILD-OUT TRAFFIC		0	23	0	70	0	80	5	105	0	54	1,410	58	16	187	1,615	23			

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 2 - Seagrass Station Road and Charles Cross Way
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.89 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.89 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹					0	17	96	0	0	0	122	0	0	0	0	0	0	0	0	0	49
AM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC					0	17	96	0	0	0	122	0	0	0	0	0	0	0	0	0	49
AM Heavy Vehicle Percentage					2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH					0	6	32	0	0	0	41	0	0	0	0	0	0	0	0	0	17
AM 2027 NO-BUILD TRAFFIC (No AD)					0	23	128	0	0	0	163	0	0	0	0	0	0	0	0	0	66
Approved Development 1: Car Village																					
Approved Development 2: Amanda Redistribution							-6				-37										
Approved Development 3: Hager Redistribution							-5				-29										
TOTAL AM APPROVED DEVELOPMENT TRAFFIC					0	0	-11	0	0	0	-66	0	0	0	0	0	0	0	0	0	0
AM 2027 NO-BUILD TRAFFIC					0	23	117	0	0	0	97	0	0	0	0	0	0	0	0	0	66
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Pass-By Distribution	Entering					60%															
	Exiting												70%								
Net New Distribution	Entering					60%															
	Exiting												70%								
"AM PROJECT TRIPS"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Project Trip	Pass - By					28							32								
	Net New		0	0	0	28	0	0	0	0	0	0	23	0	0	0	0	0	0		
AM TOTAL PROJECT TRIPS					0	0	0	56	0	0	0	0	0	55	0	0	0	0	0	0	
AM 2027 BUILD-OUT TRAFFIC					0	23	117	56	0	0	97	0	0	55	0	0	0	0	0	0	66

PM Peak Hour

PM 2022 EXISTING TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Adjusted Turning Movement Counts ⁴					0	38	128	0	0	0	114	0	0	0	0	0	0	0	1	0	18
PM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC					0	38	128	0	0	0	114	0	0	0	0	0	0	0	1	0	18
PM Heavy Vehicle Percentage					2%	3%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH					0	13	43	0	0	0	39	0	0	0	0	0	0	0	0	0	6
PM 2027 NO-BUILD TRAFFIC (No AD)					0	51	171	0	0	0	153	0	0	0	0	0	0	0	1	0	24
Approved Development 1: Car Village																					
Approved Development 2: Amanda Redistribution							-17				-21										
Approved Development 3: Hager Redistribution							-13				-15										
TOTAL PM APPROVED DEVELOPMENT TRAFFIC					0	0	-30	0	0	0	-36	0	0	0	0	0	0	0	0	0	0
PM 2027 NO-BUILD TRAFFIC					0	51	141	0	0	0	117	0	0	0	0	0	0	0	1	0	24
PM 2027 NO-BUILD TRAFFIC					0	51	141	0	0	0	117	0	0	0	0	0	0	0	1	0	24
"SITE TRAFFIC DISTRUBUTION"																					
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
Pass-By Distribution Net New Distribution	Entering				60%																
	Exiting										70%										
	Entering				60%																
	Exiting										70%										
"PM PROJECT TRIPS"																					
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
Project Trip	Pass - By				32						37										
	Net New	0	0	0	29	0	0	0	0	0	40	0	0	0	0	0	0				
PM TOTAL PROJECT TRIPS		0	0	0	61	0	0	0	0	0	77	0	0	0	0	0	0				
PM 2027 BUILD-OUT TRAFFIC		0	51	141	61	0	0	117	0	0	77	0	0	0	0	1	0				

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 3 - Augustine Road and Pearce Road
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.81 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.84 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹					0	39	1	0	0	0	0	32	0	0	21	1	0	11	5	7	
AM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM 2022 EXISTING TRAFFIC					0	39	1	0	0	0	0	32	0	0	21	1	0	11	5	7	
AM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%	2%	2%	2%	40%	2%	
AM 2027 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH					0	13	0	0	0	0	0	11	0	0	7	0	0	4	2	2	
AM 2027 NO-BUILD TRAFFIC (No AD)					0	52	1	0	0	0	0	43	0	0	28	1	0	15	7	9	
Approved Development 1: Car Village																					
Approved Development 2: Amanda Redistribution						-16	3	1			13	-13		8	-8			-3	-1	-2	
Approved Development 3: Hager Redistribution						-12	2	1			10	-10		7	-7			-2	-1	-2	
TOTAL AM APPROVED DEVELOPMENT TRAFFIC					0	-28	5	2	0	0	23	-23	0	15	-15	0	0	-5	-2	-4	
AM 2027 NO-BUILD TRAFFIC					0	24	6	2	0	0	23	20	0	15	13	1	0	10	5	5	
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Pass-By Distribution	Entering																				
	Exiting																				
Net New Distribution	Entering																				
	Exiting																				
"AM PROJECT TRIPS"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Project Trip	Pass - By																				
	Net New		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
AM TOTAL PROJECT TRIPS				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
AM 2027 BUILD-OUT TRAFFIC				0	24	6	2	0	0	23	20	0	15	13	1	0	10	5	5		

PM Peak Hour

PM 2022 EXISTING TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ⁴					0	15	0	0	0	0	0	14	0	0	14	0	0	22	39	20
PM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC					0	15	0	0	0	0	0	14	0	0	14	0	0	22	39	20
PM Heavy Vehicle Percentage					2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	14%	2%	2%	2%	5%	2%
PM 2027 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate					6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH					0	5	0	0	0	0	0	5	0	0	5	0	0	7	13	7
PM 2027 NO-BUILD TRAFFIC (No AD)					0	20	0	0	0	0	0	19	0	0	19	0	0	29	52	27
Approved Development 1: Car Village																				
Approved Development 2: Amanda Redistribution						-7	5	8			7	-7		7	-7			-5	-8	-4
Approved Development 3: Hager Redistribution						-5	4	6			5	-5		5	-5			-4	-6	-3
TOTAL PM APPROVED DEVELOPMENT TRAFFIC					0	-12	9	14	0	0	12	-12	0	12	-12	0	0	-9	-14	-7
PM 2027 NO-BUILD TRAFFIC					0	8	9	14	0	0	12	7	0	12	7	0	0	20	38	20
PM 2027 NO-BUILD TRAFFIC					0	8	9	14	0	0	12	7	0	12	7	0	0	20	38	20
"SITE TRAFFIC DISTRIBUTION"																				
LAND USE		TYPE			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution		Entering																		
		Exiting																		
Net New Distribution		Entering																		
		Exiting																		
"PM PROJECT TRIPS"																				
LAND USE		TYPE			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip		Pass - By																		
		Net New			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM TOTAL PROJECT TRIPS					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2027 BUILD-OUT TRAFFIC					0	8	9	14	0	0	12	7	0	12	7	0	0	20	38	20

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 4 - Augustine Road and Amanda Road
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.43 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.79 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹		0	0	0	0	0	0	0	0	0	0	17	0	0	0	2	0
AM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC		0	0	0	0	0	0	0	0	0	0	17	0	0	0	2	0
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0
AM 2027 NO-BUILD TRAFFIC (No AD)		0	0	0	0	0	0	0	0	0	0	23	0	0	0	3	0
Approved Development 1: Car Village																	
Approved Development 2: Amanda Redistribution			4		2						16	-16				-2	21
Approved Development 3: Hager Redistribution												-9				15	
TOTAL AM APPROVED DEVELOPMENT TRAFFIC		0	4	0	2	0	0	0	0	0	16	-25	0	0	0	13	21
AM 2027 NO-BUILD TRAFFIC		0	4	0	2	0	0	0	0	0	16	-2	0	0	0	16	21
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering										10%						
	Exiting				10%												
Net New Distribution	Entering																
	Exiting																
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By				5						5						
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM TOTAL PROJECT TRIPS		0	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0
AM 2027 BUILD-OUT TRAFFIC																	
		0	4	0	7	0	0	0	0	0	21	-2	0	0	0	16	21

PM Peak Hour

PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ⁴		0	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0
PM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC		0	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	9%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0
PM 2027 NO-BUILD TRAFFIC (No AD)		0	0	0	0	0	0	0	0	0	0	15	0	0	0	11	0
Approved Development 1: Car Village																	
Approved Development 2: Amanda Redistribution			13		4						7	-7				-4	14
Approved Development 3: Hager Redistribution												2				7	
TOTAL PM APPROVED DEVELOPMENT TRAFFIC		0	13	0	4	0	0	0	0	0	7	-5	0	0	0	3	14
PM 2027 NO-BUILD TRAFFIC		0	13	0	4	0	0	0	0	0	7	10	0	0	0	14	14
PM 2027 NO-BUILD TRAFFIC		0	13	0	4	0	0	0	0	0	7	10	0	0	0	14	14
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering										10%						
	Exiting				10%												
Net New Distribution	Entering																
	Exiting																
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By				5						5						
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM TOTAL PROJECT TRIPS		0	0	0	5	0	0	0	0	0	5	0	0	0	0	0	0
PM 2027 BUILD-OUT TRAFFIC		0	13	0	9	0	0	0	0	0	12	10	0	0	0	14	14

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 5 - Augustine Road and Hager Road
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.83 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.88 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹					0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0
AM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC					0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0
AM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH					0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
AM 2027 NO-BUILD TRAFFIC (No AD)					0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0
Approved Development 1: Car Village																					
Approved Development 2: Amana Redistribution																					
Approved Development 3: Hager Redistribution						3	2				12	-12							-2		17
TOTAL AM APPROVED DEVELOPMENT TRAFFIC					0	3	2	0	0	0	12	-12	0	0	0	0	0	0	-2	0	17
AM 2027 NO-BUILD TRAFFIC					0	3	2	0	0	0	12	-12	0	0	0	0	0	0	5	0	17
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Pass-By Distribution	Entering			10%																	
	Exiting																		10%		
	Entering																				
	Exiting																				
"AM PROJECT TRIPS"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Project Trip	Pass - By			5															5		
	Net New		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
AM TOTAL PROJECT TRIPS				0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	
AM 2027 BUILD-OUT TRAFFIC				0	8	2	0	0	0	12	-12	0	0	0	0	0	0	5	0	22	

PM Peak Hour

PM 2022 EXISTING TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Adjusted Turning Movement Counts ⁴					0	0	0	0	0	0	0	3	0	0	0	0	0	10	0	14	
PM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 2022 EXISTING TRAFFIC					0	0	0	0	0	0	0	3	0	0	0	0	0	10	0	14	
PM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	33%	2%	2%	2%	2%	2%	2%	2%	2%	
PM 2027 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH					0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	5	
PM 2027 NO-BUILD TRAFFIC (No AD)					0	0	0	0	0	0	0	4	0	0	0	0	0	13	0	19	
Approved Development 1: Car Village																					
Approved Development 2: Amanda Redistribution																					
Approved Development 3: Hager Redistribution						10	3				5	-5									
TOTAL PM APPROVED DEVELOPMENT TRAFFIC					0	10	3	0	0	0	5	-5	0	0	0	0	0	0	0	0	0
PM 2027 NO-BUILD TRAFFIC					0	10	3	0	0	0	5	-1	0	0	0	0	0	13	0	19	
PM 2027 NO-BUILD TRAFFIC					0	10	3	0	0	0	5	-1	0	0	0	0	0	13	0	19	
"SITE TRAFFIC DISTRUBUTION"																					
LAND USE		TYPE			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Pass-By Distribution		Entering				10%															
		Exiting																	10%		
Net New Distribution		Entering																			
		Exiting																			
"PM PROJECT TRIPS"																					
LAND USE		TYPE			EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Project Trip		Pass - By				5														5	
		Net New			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
PM TOTAL PROJECT TRIPS					0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
PM 2027 BUILD-OUT TRAFFIC					0	15	3	0	0	0	5	-1	0	0	0	0	0	13	0	24	

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 6 - Okatie Highway and Hager Road
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.92 **AM FUTURE PEAK HOUR FACTOR:** 0.92
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹		0	0	0	0	0	0	0	0	0	0	1,133	0	0	0	1,067	0
AM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC		0	0	0	0	0	0	0	0	0	0	1,133	0	0	0	1,067	0
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
AM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	0	0	0	0	383	0	0	0	361	0
AM 2027 NO-BUILD TRAFFIC (No AD)		0	0	0	0	0	0	0	0	0	0	1,516	0	0	0	1,428	0
Approved Development 1: Car Village									10				10				
Approved Development 2: Amanda Redistribution																	
Approved Development 3: Hager Redistribution									29			-5	5				
TOTAL AM APPROVED DEVELOPMENT TRAFFIC		0	0	0	0	0	0	0	39	0	0	-5	15	0	0	0	0
AM 2027 NO-BUILD TRAFFIC		0	0	0	0	0	0	0	39	0	0	1,511	15	0	0	1,428	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-10%	10%				
	Exiting								10%								
Net New Distribution	Entering											50%					
	Exiting															50%	
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By								5			-5	5				
	Net New	0	0	0	0	0	0	0	0	0	0	24	0	0	0	17	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	5	0	0	19	5	0	0	17	0
AM 2027 BUILD-OUT TRAFFIC		0	0	0	0	0	0	0	44	0	0	1,530	20	0	0	1,445	0

PM Peak Hour

PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ⁴		0	0	0	0	0	0	0	0	0	0	1,108	0	0	0	1,297	0
PM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC		0	0	0	0	0	0	0	0	0	0	1,108	0	0	0	1,297	0
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	0	0	0	0	375	0	0	0	439	0
PM 2027 NO-BUILD TRAFFIC (No AD)		0	0	0	0	0	0	0	0	0	0	1,483	0	0	0	1,736	0
Approved Development 1: Car Village									10				10				
Approved Development 2: Amanda Redistribution																	
Approved Development 3: Hager Redistribution									15			-13	13				
TOTAL PM APPROVED DEVELOPMENT TRAFFIC		0	0	0	0	0	0	0	25	0	0	-13	23	0	0	0	0
PM 2027 NO-BUILD TRAFFIC		0	0	0	0	0	0	0	25	0	0	1,470	23	0	0	1,736	0
PM 2027 NO-BUILD TRAFFIC		0	0	0	0	0	0	0	25	0	0	1,470	23	0	0	1,736	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-10%	10%				
	Exiting								10%								
Net New Distribution	Entering											50%					
	Exiting															50%	
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By								5			-5	5				
	Net New	0	0	0	0	0	0	0	0	0	0	25	0	0	0	29	0
PM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	5	0	0	20	5	0	0	29	0
PM 2027 BUILD-OUT TRAFFIC		0	0	0	0	0	0	0	30	0	0	1,490	28	0	0	1,765	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 7 - Okatie Highway and Amanda Road
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.92 **AM FUTURE PEAK HOUR FACTOR:** 0.92
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹		0	0	0	0	0	0	0	0	0	0	1,133	0	0	0	1,067	0
AM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC		0	0	0	0	0	0	0	0	0	0	1,133	0	0	0	1,067	0
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
AM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	0	0	0	0	383	0	0	0	361	0
AM 2027 NO-BUILD TRAFFIC (No AD)		0	0	0	0	0	0	0	0	0	0	1,516	0	0	0	1,428	0
Approved Development 1: Car Village												10					
Approved Development 2: Amanda Redistribution									37			-6	6				
Approved Development 3: Hager Redistribution												24					
TOTAL AM APPROVED DEVELOPMENT TRAFFIC		0	0	0	0	0	0	0	37	0	0	28	6	0	0	0	0
AM 2027 NO-BUILD TRAFFIC		0	0	0	0	0	0	0	37	0	0	1,544	6	0	0	1,428	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-30%	30%				
	Exiting								20%								
Net New Distribution	Entering											10%	40%				
	Exiting								30%							50%	
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By								9			-14	14				
	Net New	0	0	0	0	0	0	0	10	0	0	5	19	0	0	17	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	19	0	0	-9	33	0	0	17	0
AM 2027 BUILD-OUT TRAFFIC		0	0	0	0	0	0	0	56	0	0	1,535	39	0	0	1,445	0

PM Peak Hour

PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ⁴		0	0	0	0	0	0	0	0	0	0	1,108	0	0	0	1,297	0
PM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC		0	0	0	0	0	0	0	0	0	0	1,108	0	0	0	1,297	0
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	0	0	0	0	375	0	0	0	439	0
PM 2027 NO-BUILD TRAFFIC (No AD)		0	0	0	0	0	0	0	0	0	0	1,483	0	0	0	1,736	0
Approved Development 1: Car Village												10					
Approved Development 2: Amanda Redistribution									21			-17	17				
Approved Development 3: Hager Redistribution												2					
TOTAL PM APPROVED DEVELOPMENT TRAFFIC		0	0	0	0	0	0	0	21	0	0	-5	17	0	0	0	0
PM 2027 NO-BUILD TRAFFIC		0	0	0	0	0	0	0	21	0	0	1,478	17	0	0	1,736	0
PM 2027 NO-BUILD TRAFFIC		0	0	0	0	0	0	0	21	0	0	1,478	17	0	0	1,736	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-30%	30%				
	Exiting								20%								
Net New Distribution	Entering											10%	40%				
	Exiting								30%							50%	
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By								11			-16	16				
	Net New	0	0	0	0	0	0	0	17	0	0	5	20	0	0	29	0
PM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	28	0	0	-11	36	0	0	29	0
PM 2027 BUILD-OUT TRAFFIC		0	0	0	0	0	0	0	49	0	0	1,467	53	0	0	1,765	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Hager Access

INTERSECTION: Intersection 8 - Amanda Road and 7C Access Driveway
COUNT DATE: November 10, 2022
AM PEAK HOUR FACTOR: 0.89 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.89 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2027 NO-BUILD TRAFFIC (No AD)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development 1: Car Village																	
Approved Development 2: Amanda Redistribution				6				37									
Approved Development 3: Hager Redistribution																	
TOTAL AM APPROVED DEVELOPMENT TRAFFIC		0	0	6	0	0	0	37	0	0	0	0	0	0	0	0	0
AM 2027 NO-BUILD TRAFFIC		0	0	6	0	0	0	37	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering		30%						10%								
	Exiting														10%		20%
Net New Distribution	Entering		40%														
	Exiting																30%
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By		14						5						5		9
	Net New	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	10
AM TOTAL PROJECT TRIPS		0	33	0	0	0	0	0	5	0	0	0	0	0	5	0	19
AM 2027 BUILD-OUT TRAFFIC		0	33	6	0	0	0	37	5	0	0	0	0	0	5	0	19

PM Peak Hour

PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ⁴		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2027 NO-BUILD TRAFFIC (No AD)		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development 1: Car Village																	
Approved Development 2: Amanda Redistribution				17				21									
Approved Development 3: Hager Redistribution																	
TOTAL PM APPROVED DEVELOPMENT TRAFFIC		0	0	17	0	0	0	21	0	0	0	0	0	0	0	0	0
PM 2027 NO-BUILD TRAFFIC		0	0	17	0	0	0	21	0	0	0	0	0	0	0	0	0
PM 2027 NO-BUILD TRAFFIC		0	0	17	0	0	0	21	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering		30%						10%								
	Exiting														10%		20%
Net New Distribution	Entering		40%														
	Exiting																30%
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By		16						5						5		11
	Net New	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	17
PM TOTAL PROJECT TRIPS		0	36	0	0	0	0	0	5	0	0	0	0	0	5	0	28
PM 2027 BUILD-OUT TRAFFIC		0	36	17	0	0	0	21	5	0	0	0	0	0	5	0	28

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

No Hager Access

INTERSECTION: Intersection 1 - Okatie Highway and Seagrass Station Road
COUNT DATE: November 10, 2022
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹					0	13	2	26	0	50	0	127	1	17	1,066	50	1	61	991	8	
AM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM 2022 EXISTING TRAFFIC					0	13	2	26	0	50	0	127	1	17	1,066	50	1	61	991	8	
AM Heavy Vehicle Percentage					2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	6%	2%	
AM 2027 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH					0	4	1	9	0	17	0	43	0	6	361	17	0	21	335	3	
AM 2027 NO-BUILD TRAFFIC (No AD)					0	17	3	35	0	67	0	170	1	23	1,427	67	1	82	1,326	11	
Approved Development 1: Car Village															10						
Approved Development 2: Amanda Redistribution												-37			37	-6					
Approved Development 3: Hager Redistribution												-29			29	-5					
TOTAL AM APPROVED DEVELOPMENT TRAFFIC					0	0	0	0	0	0	0	-66	0	0	76	-11	0	0	0	0	
AM 2027 NO-BUILD TRAFFIC					0	17	3	35	0	67	0	104	1	23	1,503	56	1	82	1,326	11	
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
Pass-By Distribution	Entering											-10%	10%		50%	-50%					
	Exiting						50%	20%													
Net New Distribution	Entering											10%			50%						
	Exiting						50%	20%			30%										
"AM PROJECT TRIPS"																					
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
Project Trip	Pass - By						23	9			-5	5			23	-23					
	Net New	0	0	0	0	0	17	0	6	0	0	10	5	0	23	0	0				
AM TOTAL PROJECT TRIPS		0	0	0	0	0	40	0	15	0	0	5	10	0	46	-23	0				
AM 2027 BUILD-OUT TRAFFIC		0	17	3	35	0	107	0	119	1	23	1,508	66	1	128	1,303	11				

PM Peak Hour

PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹		0	17	0	52	0	18	4	89	0	40	1,010	58	12	102	1,227	17
PM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC		0	17	0	52	0	18	4	89	0	40	1,010	58	12	102	1,227	17
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	1%	2%	2%	4%	2%	2%	2%	1%	2%
PM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH		0	6	0	18	0	6	1	30	0	14	342	20	4	34	415	6
PM 2027 NO-BUILD TRAFFIC (No AD)		0	23	0	70	0	24	5	119	0	54	1,352	78	16	136	1,642	23
Approved Development 1: Car Village												10					
Approved Development 2: Amanda Redistribution									-21			21	-17				
Approved Development 3: Hager Redistribution									-15			15	-13				
TOTAL PM APPROVED DEVELOPMENT TRAFFIC		0	0	0	0	0	0	0	-36	0	0	46	-30	0	0	0	0
PM 2027 NO-BUILD TRAFFIC		0	23	0	70	0	24	5	83	0	54	1,398	48	16	136	1,642	23
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-10%	10%		50%	-50%	
	Exiting						50%	20%									
Net New Distribution	Entering											10%			50%		
	Exiting						50%	20%			30%						
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By						27	11			-5	5			27	-27	
	Net New	0	0	0	0	0	29	0	11	0	0	17	5	0	24	0	0
PM TOTAL PROJECT TRIPS		0	0	0	0	0	56	0	22	0	0	12	10	0	51	-27	0
PM 2027 BUILD-OUT TRAFFIC		0	23	0	70	0	80	5	105	0	54	1,410	58	16	187	1,615	23

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

No Hager Access

INTERSECTION: Intersection 2 - Seagrass Station Road and Charles Cross Way
COUNT DATE: November 10, 2022
PM PEAK HOUR FACTOR: 0.89 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹		0	17	96	0	0	0	122	0	0	0	0	0	0	0	0	49
AM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC		0	17	96	0	0	0	122	0	0	0	0	0	0	0	0	49
AM Heavy Vehicle Percentage		2%	2%	4%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH		0	6	32	0	0	0	41	0	0	0	0	0	0	0	0	17
AM 2027 NO-BUILD TRAFFIC (No AD)		0	23	128	0	0	0	163	0	0	0	0	0	0	0	0	66
Approved Development 1: Car Village																	
Approved Development 2: Amanda Redistribution				-6				-37									
Approved Development 3: Hager Redistribution				-5				-29									
TOTAL AM APPROVED DEVELOPMENT TRAFFIC		0	0	-11	0	0	0	-66	0	0	0	0	0	0	0	0	0
AM 2027 NO-BUILD TRAFFIC		0	23	117	0	0	0	97	0	0	0	0	0	0	0	0	66
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering				60%												
	Exiting										70%						
Net New Distribution	Entering				60%												
	Exiting										70%						
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By				28						32						
	Net New	0	0	0	28	0	0	0	0	0	23	0	0	0	0	0	0
AM TOTAL PROJECT TRIPS		0	0	0	56	0	0	0	0	0	55	0	0	0	0	0	0
AM 2027 BUILD-OUT TRAFFIC		0	23	117	56	0	0	97	0	0	55	0	0	0	0	0	66

PM Peak Hour

PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹		0	38	128	0	0	0	114	0	0	0	0	0	0	1	0	18
PM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC		0	38	128	0	0	0	114	0	0	0	0	0	0	1	0	18
PM Heavy Vehicle Percentage		2%	3%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH		0	13	43	0	0	0	39	0	0	0	0	0	0	0	0	6
PM 2027 NO-BUILD TRAFFIC (No AD)		0	51	171	0	0	0	153	0	0	0	0	0	0	1	0	24
Approved Development 1: Car Village																	
Approved Development 2: Amanda Redistribution				-17				-21									
Approved Development 3: Hager Redistribution				-13				-15									
TOTAL PM APPROVED DEVELOPMENT TRAFFIC		0	0	-30	0	0	0	-36	0	0	0	0	0	0	0	0	0
PM 2027 NO-BUILD TRAFFIC		0	51	141	0	0	0	117	0	0	0	0	0	0	1	0	24
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering				60%												
	Exiting										70%						
Net New Distribution	Entering				60%												
	Exiting										70%						
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By				32						37						
	Net New	0	0	0	29	0	0	0	0	0	40	0	0	0	0	0	0
PM TOTAL PROJECT TRIPS		0	0	0	61	0	0	0	0	0	77	0	0	0	0	0	0
PM 2027 BUILD-OUT TRAFFIC		0	51	141	61	0	0	117	0	0	77	0	0	0	1	0	24

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

No Hager Access

INTERSECTION: Intersection 3 - Augustine Road and Pearce Road
COUNT DATE: November 10, 2022
PM PEAK HOUR FACTOR: 0.84 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹					0	39	1	0	0	0	0	32	0	0	21	1	0	11	5	7	
AM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM 2022 EXISTING TRAFFIC					0	39	1	0	0	0	0	32	0	0	21	1	0	11	5	7	
AM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	10%	2%	2%	2%	40%	2%	
AM 2027 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH					0	13	0	0	0	0	0	11	0	0	7	0	0	4	2	2	
AM 2027 NO-BUILD TRAFFIC (No AD)					0	52	1	0	0	0	0	43	0	0	28	1	0	15	7	9	
Approved Development 1: Car Village																					
Approved Development 2: Amanda Redistribution						-16	3	1			13	-13		8	-8			-3	-1	-2	
Approved Development 3: Hager Redistribution						-12	2	1			10	-10		7	-7			-2	-1	-2	
TOTAL AM APPROVED DEVELOPMENT TRAFFIC					0	-28	5	2	0	0	23	-23	0	15	-15	0	0	-5	-2	-4	
AM 2027 NO-BUILD TRAFFIC					0	24	6	2	0	0	23	20	0	15	13	1	0	10	5	5	
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
Pass-By Distribution	Entering																				
	Exiting																				
Net New Distribution	Entering																				
	Exiting																				
"AM PROJECT TRIPS"																					
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
Project Trip	Pass - By																				
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
AM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
AM 2027 BUILD-OUT TRAFFIC		0	24	6	2	0	0	23	20	0	15	13	1	0	10	5	5				

PM Peak Hour

PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹		0	15	0	0	0	0	0	14	0	0	14	0	0	22	39	20
PM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC		0	15	0	0	0	0	0	14	0	0	14	0	0	22	39	20
PM Heavy Vehicle Percentage		2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	14%	2%	2%	2%	5%	2%
PM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH		0	5	0	0	0	0	0	5	0	0	5	0	0	7	13	7
PM 2027 NO-BUILD TRAFFIC (No AD)		0	20	0	0	0	0	0	19	0	0	19	0	0	29	52	27
Approved Development 1: Car Village																	
Approved Development 2: Amanda Redistribution			-7	5	8			7	-7		7	-7			-5	-8	-4
Approved Development 3: Hager Redistribution			-5	4	6			5	-5		5	-5			-4	-6	-3
TOTAL PM APPROVED DEVELOPMENT TRAFFIC		0	-12	9	14	0	0	12	-12	0	12	-12	0	0	-9	-14	-7
PM 2027 NO-BUILD TRAFFIC		0	8	9	14	0	0	12	7	0	12	7	0	0	20	38	20
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2027 BUILD-OUT TRAFFIC		0	8	9	14	0	0	12	7	0	12	7	0	0	20	38	20

AM Peak Hour																	
AM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹		0	0	0	0	0	0	0	0	0	0	17	0	0	0	2	0
AM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC		0	0	0	0	0	0	0	0	0	0	17	0	0	0	2	0
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0
AM 2027 NO-BUILD TRAFFIC (No AD)		0	0	0	0	0	0	0	0	0	0	23	0	0	0	3	0
Approved Development 1: Car Village																	
Approved Development 2: Amanda Redistribution			4		2						16	-16				-2	21
Approved Development 3: Hager Redistribution			3		2						12	-12				-2	17
TOTAL AM APPROVED DEVELOPMENT TRAFFIC		0	7	0	4	0	0	0	0	0	28	-28	0	0	0	-4	38
AM 2027 NO-BUILD TRAFFIC		0	7	0	4	0	0	0	0	0	28	0	0	0	0	0	38
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2027 BUILD-OUT TRAFFIC		0	7	0	4	0	0	0	0	0	28	0	0	0	0	0	38

PM Peak Hour																	
PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹		0	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0
PM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC		0	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	9%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0
PM 2027 NO-BUILD TRAFFIC (No AD)		0	0	0	0	0	0	0	0	0	0	15	0	0	0	11	0
Approved Development 1: Car Village																	
Approved Development 2: Amanda Redistribution			13		4						7	-7				-4	14
Approved Development 3: Hager Redistribution			10		3						5	-5				-3	10
TOTAL PM APPROVED DEVELOPMENT TRAFFIC		0	23	0	7	0	0	0	0	0	12	-12	0	0	0	-7	24
PM 2027 NO-BUILD TRAFFIC		0	23	0	7	0	0	0	0	0	12	3	0	0	0	4	24
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2027 BUILD-OUT TRAFFIC		0	23	0	7	0	0	0	0	0	12	3	0	0	0	4	24

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

No Hager Access

INTERSECTION: Intersection 5 - Augustine Road and Hager Road
COUNT DATE: November 10, 2022
PM PEAK HOUR FACTOR: 0.88 PM FUTURE PEAK HOUR FACTOR: 0.90

AM Peak Hour

AM 2022 EXISTING TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹					0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	
AM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM 2022 EXISTING TRAFFIC					0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	
AM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	
AM 2027 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
AM 2027 NO-BUILD TRAFFIC GROWTH					0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	
AM 2027 NO-BUILD TRAFFIC (No AD)					0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	
Approved Development 1: Car Village																					
Approved Development 2: Amanda Redistribution																					
Approved Development 3: Hager Redistribution																					
TOTAL AM APPROVED DEVELOPMENT TRAFFIC					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM 2027 NO-BUILD TRAFFIC					0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
Pass-By Distribution	Entering																				
	Exiting																				
Net New Distribution	Entering																				
	Exiting																				
"AM PROJECT TRIPS"																					
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR				
Project Trip	Pass - By																				
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-				
AM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
AM 2027 BUILD-OUT TRAFFIC		0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0				

PM Peak Hour

PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹		0	0	0	0	0	0	0	3	0	0	0	0	0	10	0	14
PM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC		0	0	0	0	0	0	0	3	0	0	0	0	0	10	0	14
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	33%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	0	1	0	0	0	0	0	3	0	5
PM 2027 NO-BUILD TRAFFIC (No AD)		0	0	0	0	0	0	0	4	0	0	0	0	0	13	0	19
Approved Development 1: Car Village																	
Approved Development 2: Amanda Redistribution															19		-19
Approved Development 3: Hager Redistribution																	
TOTAL PM APPROVED DEVELOPMENT TRAFFIC		0	0	0	0	0	0	0	0	0	0	0	0	0	19	0	-19
PM 2027 NO-BUILD TRAFFIC		0	0	0	0	0	0	0	4	0	0	0	0	0	32	0	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering																
	Exiting																
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2027 BUILD-OUT TRAFFIC		0	0	0	0	0	0	0	4	0	0	0	0	0	32	0	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

No Hager Access

INTERSECTION: Intersection 6 - Okatie Highway and Hager Road
COUNT DATE: November 10, 2022
PM PEAK HOUR FACTOR: 0.96 PM FUTURE PEAK HOUR FACTOR: 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	1,133	0	0	0	1,067	0	
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM 2022 EXISTING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,133	0	0	0	1,067	0	
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%	
AM 2027 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	
AM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	383	0	0	0	361	0	
AM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,516	0	0	0	1,428	0	
Approved Development 1: Car Village								10				10					
Approved Development 2: Amanda Redistribution																	
Approved Development 3: Hager Redistribution																	
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0	
AM 2027 NO-BUILD TRAFFIC	0	0	0	0	0	0	0	10	0	0	1,516	10	0	0	1,428	0	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering											50%					
	Exiting															50%	
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	0	0	0	0	0	0	0	0	0	0	24	0	0	0	17	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	0	0	0	24	0	0	0	17	0
AM 2027 BUILD-OUT TRAFFIC		0	0	0	0	0	0	0	10	0	0	1,540	10	0	0	1,445	0

PM Peak Hour

PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹		0	0	0	0	0	0	0	0	0	0	1,108	0	0	0	1,297	0
PM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC		0	0	0	0	0	0	0	0	0	0	1,108	0	0	0	1,297	0
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	0	0	0	0	375	0	0	0	439	0
PM 2027 NO-BUILD TRAFFIC (No AD)		0	0	0	0	0	0	0	0	0	0	1,483	0	0	0	1,736	0
Approved Development 1: Car Village									10				10				
Approved Development 2: Amanda Redistribution																	
Approved Development 3: Hager Redistribution																	
TOTAL PM APPROVED DEVELOPMENT TRAFFIC		0	0	0	0	0	0	0	10	0	0	0	10	0	0	0	0
PM 2027 NO-BUILD TRAFFIC		0	0	0	0	0	0	0	10	0	0	1,483	10	0	0	1,736	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering																
	Exiting																
Net New Distribution	Entering											50%					
	Exiting															50%	
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	0	0	0	0	0	0	0	0	0	0	25	0	0	0	29	0
PM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	0	0	0	25	0	0	0	29	0
PM 2027 BUILD-OUT TRAFFIC		0	0	0	0	0	0	0	10	0	0	1,508	10	0	0	1,765	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

No Hager Access

INTERSECTION: Intersection 7 - Okatie Highway and Amanda Road
COUNT DATE: November 10, 2022
PM PEAK HOUR FACTOR: 0.96 PM FUTURE PEAK HOUR FACTOR: 0.95

AM Peak Hour

AM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
AM Adjusted Turning Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	1,133	0	0	0	1,067	0	
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
AM 2022 EXISTING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,133	0	0	0	1,067	0	
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%	
AM 2027 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	
AM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	383	0	0	0	361	0	
AM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,516	0	0	0	1,428	0	
Approved Development 1: Car Village											10						
Approved Development 2: Amanda Redistribution								37			-6	6					
Approved Development 3: Hager Redistribution								29			-5	5					
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	66	0	0	-1	11	0	0	0	0	
AM 2027 NO-BUILD TRAFFIC	0	0	0	0	0	0	0	66	0	0	1,515	11	0	0	1,428	0	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-40%	40%				
	Exiting								30%								
Net New Distribution	Entering											10%	40%				
	Exiting								30%							50%	
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By								14			-18	18				
	Net New	0	0	0	0	0	0	0	10	0	0	5	19	0	0	17	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	24	0	0	-13	37	0	0	17	0
AM 2027 BUILD-OUT TRAFFIC		0	0	0	0	0	0	0	90	0	0	1,502	48	0	0	1,445	0

PM Peak Hour

PM 2022 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹		0	0	0	0	0	0	0	0	0	0	1,108	0	0	0	1,297	0
PM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC		0	0	0	0	0	0	0	0	0	0	1,108	0	0	0	1,297	0
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%	6.0%
PM 2027 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	0	0	0	0	0	375	0	0	0	439	0
PM 2027 NO-BUILD TRAFFIC (No AD)		0	0	0	0	0	0	0	0	0	0	1,483	0	0	0	1,736	0
Approved Development 1: Car Village												10					
Approved Development 2: Amanda Redistribution									21			-17	17				
Approved Development 3: Hager Redistribution									15			-13	13				
TOTAL PM APPROVED DEVELOPMENT TRAFFIC		0	0	0	0	0	0	0	36	0	0	-20	30	0	0	0	0
PM 2027 NO-BUILD TRAFFIC		0	0	0	0	0	0	0	36	0	0	1,463	30	0	0	1,736	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering											-40%	40%				
	Exiting								30%								
Net New Distribution	Entering											10%	40%				
	Exiting								30%							50%	
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By								16			-21	21				
	Net New	0	0	0	0	0	0	0	17	0	0	5	20	0	0	29	0
PM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	33	0	0	-16	41	0	0	29	0
PM 2027 BUILD-OUT TRAFFIC		0	0	0	0	0	0	0	69	0	0	1,447	71	0	0	1,765	0



Attachment D – HCM6 Capacity Analysis Reports

HCM 6th TWSC

Hager Access AM

1: Okatie Highway & Del Webb Blvd/Seagrass Station Rd

Hager Access

Intersection														
Int Delay, s/veh	81.2													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕		↕	↕↕	↕		↕	↕↕	↕
Traffic Vol, veh/h	17	3	35	107	0	119	1	23	1508	66	1	128	1303	11
Future Vol, veh/h	17	3	35	107	0	119	1	23	1508	66	1	128	1303	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	280	-	430	-	400	-	430	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	2	2	2	2	6	2	2	6	2
Mvmt Flow	18	3	38	116	0	129	1	25	1639	72	1	139	1416	12
Major/Minor	Minor2		Minor1		Major1		Major2							
Conflicting Flow All	2568	3387	708	2681	3387	820	1416	1416	0	0	1639	1639	0	0
Stage 1	1696	1696	-	1691	1691	-	-	-	-	-	-	-	-	-
Stage 2	872	1691	-	990	1696	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.98	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.34	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 13	7	373	~ 11	7	318	179	477	-	-	128	391	-	-
Stage 1	96	147	-	~ 97	148	-	-	-	-	-	-	-	-	-
Stage 2	312	148	-	264	147	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 5	4	373	~ 21	4	318	441	441	-	-	380	380	-	-
Mov Cap-2 Maneuver	30	-	-	~ 21	4	-	-	-	-	-	-	-	-	-
Stage 1	90	93	-	~ 91	139	-	-	-	-	-	-	-	-	-
Stage 2	174	139	-	144	93	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB							
HCM Control Delay, s	108.3		\$ 1153.6		0.2		1.8							
HCM LOS	F		F											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR				
Capacity (veh/h)	441	-	-	30	373	21	318	380	-	-				
HCM Lane V/C Ratio	0.059	-	-	0.725	0.102	5.538	0.407	0.369	-	-				
HCM Control Delay (s)	13.7	-	-	270.3	15.7	\$ 2410	23.9	19.9	-	-				
HCM Lane LOS	B	-	-	F	C	F	C	C	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	2.4	0.3	14.8	1.9	1.7	-	-				
Notes														
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon					

HCM 6th TWSC
2: 7C Access 2/Charles Cross Way & Seagrass Station Rd

Hager Access AM

Hager Access

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↑			↔	
Traffic Vol, veh/h	23	117	56	0	97	0	55	0	0	0	0	66
Future Vol, veh/h	23	117	56	0	97	0	55	0	0	0	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	26	130	62	0	108	0	61	0	0	0	0	73
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	192	0	0	327	290	-	321	352	108
Stage 1	-	-	-	-	-	-	182	182	-	108	108	-
Stage 2	-	-	-	-	-	-	145	108	-	213	244	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1483	-	-	1381	-	0	626	620	0	632	573	946
Stage 1	-	-	-	-	-	0	820	749	0	897	806	-
Stage 2	-	-	-	-	-	0	858	806	0	789	704	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1483	-	-	1381	-	-	568	608	-	623	562	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	568	608	-	623	562	-
Stage 1	-	-	-	-	-	-	804	734	-	879	806	-
Stage 2	-	-	-	-	-	-	791	806	-	773	690	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0			0			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1					
Capacity (veh/h)	-	1483	-	-	1381	-	946					
HCM Lane V/C Ratio	-	0.017	-	-	-	-	0.078					
HCM Control Delay (s)	0	7.5	0	-	0	-	9.1					
HCM Lane LOS	A	A	A	-	A	-	A					
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	0.3					

HCM 6th TWSC
3: Augustine Road & Pearce Road

Hager Access AM

Hager Access

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	6	2	0	23	20	15	13	1	10	5	5
Future Vol, veh/h	24	6	2	0	23	20	15	13	1	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	40	2
Mvmt Flow	27	7	2	0	26	22	17	14	1	11	6	6
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	104	80	9	85	83	15	12	0	0	15	0	0
Stage 1	31	31	-	49	49	-	-	-	-	-	-	-
Stage 2	73	49	-	36	34	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	876	810	1073	901	807	1065	1607	-	-	1603	-	-
Stage 1	986	869	-	964	854	-	-	-	-	-	-	-
Stage 2	937	854	-	980	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	825	795	1073	881	792	1065	1607	-	-	1603	-	-
Mov Cap-2 Maneuver	825	795	-	881	792	-	-	-	-	-	-	-
Stage 1	975	863	-	953	845	-	-	-	-	-	-	-
Stage 2	880	845	-	964	861	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.5		9.2			3.8			3.6			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1607	-	-	831	899	1603	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.043	0.053	0.007	-	-				
HCM Control Delay (s)	7.3	0	-	9.5	9.2	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-				

HCM 6th TWSC
4: Augustine Road & Amanda Road

Hager Access AM

Hager Access

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	7	21	0	16	21
Future Vol, veh/h	4	7	21	0	16	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	8	23	0	18	23
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	76	30	41	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	46	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	927	1044	1568	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	913	1044	1568	-	-	-
Mov Cap-2 Maneuver	913	-	-	-	-	-
Stage 1	978	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.7	7.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1568	-	992	-	-	
HCM Lane V/C Ratio	0.015	-	0.012	-	-	
HCM Control Delay (s)	7.3	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
5: Hager Road/Hager Rd & Augustine Road

Hager Access AM

Hager Access

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	2	12	0	5	22
Future Vol, veh/h	8	2	12	0	5	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	2	13	0	6	24
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	13	0	-	0	33	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	20	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1606	-	-	-	980	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1003	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1606	-	-	-	974	1067
Mov Cap-2 Maneuver	-	-	-	-	974	-
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1003	-
Approach	EB	WB		SB		
HCM Control Delay, s	5.8	0		8.5		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1606	-	-	-	1048	
HCM Lane V/C Ratio	0.006	-	-	-	0.029	
HCM Control Delay (s)	7.3	0	-	-	8.5	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 6th TWSC
6: Okatie Highway & Hager Road

Hager Access AM

Hager Access

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	44	1530	20	0	1445
Future Vol, veh/h	0	44	1530	20	0	1445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	0	48	1663	22	0	1571
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	843	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	307	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	307	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18.9	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	307		-		
HCM Lane V/C Ratio	-	0.156		-		
HCM Control Delay (s)	-	18.9		-		
HCM Lane LOS	-	C		-		
HCM 95th %tile Q(veh)	-	0.5		-		

HCM 6th TWSC
7: Okatie Highway & Amanda Road

Hager Access AM

Hager Access

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	56	1535	39	0	1445
Future Vol, veh/h	0	56	1535	39	0	1445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	0	61	1668	42	0	1571
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	855	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	302	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	302	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	19.9	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 302		-		
HCM Lane V/C Ratio	-	- 0.202		-		
HCM Control Delay (s)	-	- 19.9		-		
HCM Lane LOS	-	- C		-		
HCM 95th %tile Q(veh)	-	- 0.7		-		

HCM 6th TWSC
8: Amanda Road & 7C Access 1

Hager Access AM

Hager Access

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	6	37	5	5	19
Future Vol, veh/h	33	6	37	5	5	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	37	7	41	6	6	21
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	47	0	-	0	125	44
Stage 1	-	-	-	-	44	-
Stage 2	-	-	-	-	81	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1560	-	-	-	870	1026
Stage 1	-	-	-	-	978	-
Stage 2	-	-	-	-	942	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1560	-	-	-	849	1026
Mov Cap-2 Maneuver	-	-	-	-	849	-
Stage 1	-	-	-	-	955	-
Stage 2	-	-	-	-	942	-
Approach	EB	WB		SB		
HCM Control Delay, s	6.2	0		8.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1560	-	-	-	983	
HCM Lane V/C Ratio	0.024	-	-	-	0.027	
HCM Control Delay (s)	7.4	0	-	-	8.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

HCM 6th TWSC

Hager Access PM

1: Okatie Highway & Del Webb Blvd/Seagrass Station Rd

Hager Access

Intersection													
Int Delay, s/veh	-												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕	↕		↕	↕	↕	↕↕	↕		↕	↕↕	↕
Traffic Vol, veh/h	23	0	70	80	5	105	54	1410	58	16	187	1615	23
Future Vol, veh/h	23	0	70	80	5	105	54	1410	58	16	187	1615	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	280	430	-	400	-	430	-	-
Veh in Median Storage, #	-	0	-	-	1	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	1	2	4	2	2	2	1	2
Mvmt Flow	24	0	74	84	5	111	57	1484	61	17	197	1700	24
Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	2987	3726	850	2876	3726	742	1700	0	0	1484	1484	0	0
Stage 1	2128	2128	-	1598	1598	-	-	-	-	-	-	-	-
Stage 2	859	1598	-	1278	2128	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.92	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.31	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 6	4	304	~ 7	~ 4	360	371	-	-	162	449	-	-
Stage 1	51	89	-	111	164	-	-	-	-	-	-	-	-
Stage 2	317	164	-	176	89	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	~ 2	1	304	~ 3	~ 1	360	371	-	-	365	365	-	-
Mov Cap-2 Maneuver	~ 2	1	-	~	~ -22	-	-	-	-	-	-	-	-
Stage 1	43	37	-	94	139	-	-	-	-	-	-	-	-
Stage 2	179	139	-	~ 55	37	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB						
HCM Control Delay,\$2070.6			~		0.6		3.1						
HCM LOS	F		-										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	371	-	-	2	304	~	~	365	-	-			
HCM Lane V/C Ratio	0.153	-	-	12.105	0.242	~	~	0.585	-	-			
HCM Control Delay (s)	16.5	-	-	\$ 8309.8	20.6	~	~	27.8	-	-			
HCM Lane LOS	C	-	-	F	C	-	-	D	-	-			
HCM 95th %tile Q(veh)	0.5	-	-	4.7	0.9	~	~	3.6	-	-			
Notes													
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined				*: All major volume in platoon					

HCM 6th TWSC
2: 7C Access 2/Charles Cross Way & Seagrass Station Rd

Hager Access PM

Hager Access

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	
Traffic Vol, veh/h	51	141	61	0	117	0	77	0	0	1	0	24
Future Vol, veh/h	51	141	61	0	117	0	77	0	0	1	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	57	157	68	0	130	0	86	0	0	1	0	27
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	130	0	0	225	0	0	415	401	-	435	469	130
Stage 1	-	-	-	-	-	-	271	271	-	130	130	-
Stage 2	-	-	-	-	-	-	144	130	-	305	339	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1449	-	-	1344	-	0	548	538	0	531	492	920
Stage 1	-	-	-	-	-	0	735	685	0	874	789	-
Stage 2	-	-	-	-	-	0	859	789	0	705	640	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1449	-	-	1344	-	-	514	514	-	513	470	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	514	514	-	513	470	-
Stage 1	-	-	-	-	-	-	702	654	-	835	789	-
Stage 2	-	-	-	-	-	-	834	789	-	673	611	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			0			9.2		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1					
Capacity (veh/h)	-	1449	-	-	1344	-	892					
HCM Lane V/C Ratio	-	0.039	-	-	-	-	0.031					
HCM Control Delay (s)	0	7.6	0	-	0	-	9.2					
HCM Lane LOS	A	A	A	-	A	-	A					
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	0.1					

HCM 6th TWSC
3: Augustine Road & Pearce Road

Hager Access PM

Hager Access

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	9	14	0	12	7	12	7	0	20	38	20
Future Vol, veh/h	8	9	14	0	12	7	12	7	0	20	38	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	7	2	2	2	2	2	2	14	2	2	5	2
Mvmt Flow	9	10	16	0	13	8	13	8	0	22	42	22
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	142	131	53	144	142	8	64	0	0	8	0	0
Stage 1	97	97	-	34	34	-	-	-	-	-	-	-
Stage 2	45	34	-	110	108	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.17	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	816	760	1014	825	749	1074	1538	-	-	1612	-	-
Stage 1	897	815	-	982	867	-	-	-	-	-	-	-
Stage 2	956	867	-	895	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	786	743	1014	790	733	1074	1538	-	-	1612	-	-
Mov Cap-2 Maneuver	786	743	-	790	733	-	-	-	-	-	-	-
Stage 1	890	804	-	974	860	-	-	-	-	-	-	-
Stage 2	927	860	-	858	795	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.4		9.5			4.6			1.9			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1538	-	-	859	830	1612	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.04	0.025	0.014	-	-				
HCM Control Delay (s)	7.4	0	-	9.4	9.5	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

HCM 6th TWSC
4: Augustine Road & Amanda Road

Hager Access PM

Hager Access

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	9	12	10	14	14
Future Vol, veh/h	13	9	12	10	14	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	9	2	2
Mvmt Flow	14	10	13	11	16	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	61	24	32	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	37	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	945	1052	1580	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	937	1052	1580	-	-	-
Mov Cap-2 Maneuver	937	-	-	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	985	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	4		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1580	-	981	-	-	
HCM Lane V/C Ratio	0.008	-	0.025	-	-	
HCM Control Delay (s)	7.3	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
5: Hager Road/Hager Rd & Augustine Road

Hager Access PM

Hager Access

Intersection						
Int Delay, s/veh	7.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	3	5	0	13	24
Future Vol, veh/h	15	3	5	0	13	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	33	2	2
Mvmt Flow	17	3	6	0	14	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	6	0	-	0	43	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1615	-	-	-	968	1077
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1615	-	-	-	957	1077
Mov Cap-2 Maneuver	-	-	-	-	957	-
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	985	-
Approach	EB	WB		SB		
HCM Control Delay, s	6	0		8.6		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1615	-	-	-	1032	
HCM Lane V/C Ratio	0.01	-	-	-	0.04	
HCM Control Delay (s)	7.3	0	-	-	8.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 6th TWSC
6: Okatie Highway & Hager Road

Hager Access PM

Hager Access

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	30	1490	28	0	1765
Future Vol, veh/h	0	30	1490	28	0	1765
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	1
Mvmt Flow	0	32	1568	29	0	1858
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	799	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	328	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	328	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	17.1	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	328		-		
HCM Lane V/C Ratio	-	0.096		-		
HCM Control Delay (s)	-	17.1		-		
HCM Lane LOS	-	C		-		
HCM 95th %tile Q(veh)	-	0.3		-		

HCM 6th TWSC
7: Okatie Highway & Amanda Road

Hager Access PM

Hager Access

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	49	1467	53	0	1765
Future Vol, veh/h	0	49	1467	53	0	1765
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	1
Mvmt Flow	0	52	1544	56	0	1858
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	800	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	328	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	328	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	18	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	- 328		-		
HCM Lane V/C Ratio	-	- 0.157		-		
HCM Control Delay (s)	-	- 18		-		
HCM Lane LOS	-	- C		-		
HCM 95th %tile Q(veh)	-	- 0.6		-		

HCM 6th TWSC
8: Amanda Road & 7C Access 1

Hager Access PM
Hager Access

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	36	17	21	5	5	28
Future Vol, veh/h	36	17	21	5	5	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	19	23	6	6	31
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	29	0	-	0	125	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	99	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1584	-	-	-	870	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	925	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1584	-	-	-	847	1050
Mov Cap-2 Maneuver	-	-	-	-	847	-
Stage 1	-	-	-	-	971	-
Stage 2	-	-	-	-	925	-
Approach	EB	WB		SB		
HCM Control Delay, s	5	0		8.7		
HCM LOS	A					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1584	-	-	-	1013	
HCM Lane V/C Ratio	0.025	-	-	-	0.036	
HCM Control Delay (s)	7.3	0	-	-	8.7	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

Queues

Hager Access AM

1: Okatie Highway & Del Webb Blvd/Seagrass Station Rd

Hager Access



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	21	38	116	129	26	1639	72	140	1416	12
v/c Ratio	0.10	0.14	0.54	0.45	0.12	0.61	0.06	0.85	0.54	0.01
Control Delay	34.5	12.2	46.8	26.9	5.2	6.8	1.1	56.0	6.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	12.2	46.8	26.9	5.2	6.8	1.1	56.0	6.1	0.4
Queue Length 50th (ft)	11	0	65	42	3	192	0	48	153	0
Queue Length 95th (ft)	32	27	120	97	14	306	11	#104	245	1
Internal Link Dist (ft)	391		300			720			1168	
Turn Bay Length (ft)				280	430		400	430		500
Base Capacity (vph)	286	347	283	363	224	2702	1180	164	2600	1216
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.11	0.41	0.36	0.12	0.61	0.06	0.85	0.54	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

1: Okatie Highway & Del Webb Blvd/Seagrass Station Rd

Hager Access AM

Hager Access

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL
Lane Configurations									 			
Traffic Volume (veh/h)	17	3	35	107	0	119	1	23	1508	66	1	128
Future Volume (veh/h)	17	3	35	107	0	119	1	23	1508	66	1	128
Initial Q (Qb), veh	0	0	0	0	0	0		0	0	0		0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00		1.00		1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1870	1870		1870	1870	1811		1870
Adj Flow Rate, veh/h	18	3	0	116	0	0		25	1639	0		139
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92		0.92	0.92	0.92		0.92
Percent Heavy Veh, %	2	2	4	2	2	2		2	2	6		2
Cap, veh/h	246	37		256	0			323	2809			266
Arrive On Green	0.10	0.12	0.00	0.10	0.00	0.00		0.79	0.79	0.00		0.79
Sat Flow, veh/h	1419	305	1560	1452	0	1585		379	3554	1535		306
Grp Volume(v), veh/h	21	0	0	116	0	0		25	1639	0		139
Grp Sat Flow(s),veh/h/ln	1724	0	1560	1452	0	1585		379	1777	1535		306
Q Serve(g_s), s	0.0	0.0	0.0	6.1	0.0	0.0		2.3	16.3	0.0		29.5
Cycle Q Clear(g_c), s	1.0	0.0	0.0	7.1	0.0	0.0		15.6	16.3	0.0		45.8
Prop In Lane	0.86		1.00	1.00		1.00		1.00		1.00		1.00
Lane Grp Cap(c), veh/h	245	0		224	0			323	2809			266
V/C Ratio(X)	0.09	0.00		0.52	0.00			0.08	0.58			0.52
Avail Cap(c_a), veh/h	389	0		362	0			323	2809			266
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00		1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00		1.00	1.00	0.00		1.00
Uniform Delay (d), s/veh	36.3	0.0	0.0	39.1	0.0	0.0		6.2	3.7	0.0		12.6
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.8	0.0	0.0		0.5	0.9	0.0		7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0		0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.7	0.0	0.0		0.2	3.0	0.0		2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	0.0	0.0	40.9	0.0	0.0		6.7	4.6	0.0		19.8
LnGrp LOS	D	A		D	A			A	A			B
Approach Vol, veh/h		21	A		116	A			1664	A		
Approach Delay, s/veh		36.5			40.9				4.6			
Approach LOS		D			D				A			
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		76.0		15.1		76.0		15.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		70.0		18.0		70.0		18.0				
Max Q Clear Time (g_c+I1), s		18.3		3.0		47.8		9.1				
Green Ext Time (p_c), s		19.3		0.0		13.6		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			6.5									
HCM 6th LOS			A									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 1: Okatie Highway & Del Webb Blvd/Seagrass Station Rd

Hager Access AM

Hager Access



Movement	SBT	SBR
Lane Configurations	↑↑	↑
Traffic Volume (veh/h)	1303	11
Future Volume (veh/h)	1303	11
Initial Q (Qb), veh	0	0
Ped-Bike Adj(A_pbT)		1.00
Parking Bus, Adj	1.00	1.00
Work Zone On Approach	No	
Adj Sat Flow, veh/h/ln	1811	1870
Adj Flow Rate, veh/h	1416	0
Peak Hour Factor	0.92	0.92
Percent Heavy Veh, %	6	2
Cap, veh/h	2720	
Arrive On Green	0.79	0.00
Sat Flow, veh/h	3441	1585
Grp Volume(v), veh/h	1416	0
Grp Sat Flow(s),veh/h/ln	1721	1585
Q Serve(g_s), s	13.4	0.0
Cycle Q Clear(g_c), s	13.4	0.0
Prop In Lane		1.00
Lane Grp Cap(c), veh/h	2720	
V/C Ratio(X)	0.52	
Avail Cap(c_a), veh/h	2720	
HCM Platoon Ratio	1.00	1.00
Upstream Filter(I)	1.00	0.00
Uniform Delay (d), s/veh	3.4	0.0
Incr Delay (d2), s/veh	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	0.0
Unsig. Movement Delay, s/veh		
LnGrp Delay(d),s/veh	4.1	0.0
LnGrp LOS	A	
Approach Vol, veh/h	1555	A
Approach Delay, s/veh	5.5	
Approach LOS	A	
Timer - Assigned Phs		

Queues

Hager Access PM

1: Okatie Highway & Del Webb Blvd/Seagrass Station Rd

Hager Access



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	24	74	89	111	57	1484	61	214	1700	24
v/c Ratio	0.16	0.29	0.52	0.41	0.34	0.53	0.05	0.95	0.59	0.02
Control Delay	46.3	19.5	57.9	20.0	10.1	5.1	0.9	64.4	5.7	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	19.5	57.9	20.0	10.1	5.1	0.9	64.4	5.7	1.0
Queue Length 50th (ft)	16	12	62	20	9	161	0	106	200	0
Queue Length 95th (ft)	42	56	116	73	37	252	9	#159	313	5
Internal Link Dist (ft)	391		300			720			1168	
Turn Bay Length (ft)				280	430		400	430		500
Base Capacity (vph)	203	317	229	340	168	2790	1284	225	2873	1277
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.23	0.39	0.33	0.34	0.53	0.05	0.95	0.59	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

Hager Access PM

1: Okatie Highway & Del Webb Blvd/Seagrass Station Rd

Hager Access

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	23	0	70	80	5	105	54	1410	58	16	187	1615
Future Volume (veh/h)	23	0	70	80	5	105	54	1410	58	16	187	1615
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Work Zone On Approach		No			No			No				No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1885	1870	1841	1870		1870	1885
Adj Flow Rate, veh/h	24	0	0	84	5	0	57	1484	0		197	1700
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	1	2	4	2		2	1
Cap, veh/h	224	0		196	8		262	2916			318	2987
Arrive On Green	0.08	0.00	0.00	0.08	0.09	0.00	0.83	0.83	0.00		0.83	0.83
Sat Flow, veh/h	1690	0	1585	1412	84	1598	288	3497	1585		355	3582
Grp Volume(v), veh/h	24	0	0	89	0	0	57	1484	0		197	1700
Grp Sat Flow(s),veh/h/ln	1690	0	1585	1496	0	1598	288	1749	1585		355	1791
Q Serve(g_s), s	0.0	0.0	0.0	5.0	0.0	0.0	8.6	13.5	0.0		39.6	16.6
Cycle Q Clear(g_c), s	1.4	0.0	0.0	6.4	0.0	0.0	25.2	13.5	0.0		53.1	16.6
Prop In Lane	1.00		1.00	0.94		1.00	1.00		1.00		1.00	
Lane Grp Cap(c), veh/h	193	0		176	0		262	2916			318	2987
V/C Ratio(X)	0.12	0.00		0.50	0.00		0.22	0.51			0.62	0.57
Avail Cap(c_a), veh/h	317	0		302	0		262	2916			318	2987
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00		1.00	1.00
Uniform Delay (d), s/veh	46.9	0.0	0.0	49.0	0.0	0.0	6.9	2.6	0.0		10.3	2.9
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.2	0.0	0.0	1.9	0.6	0.0		8.8	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	2.6	0.0	0.0	0.6	3.1	0.0		3.1	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	0.0	0.0	51.2	0.0	0.0	8.8	3.3	0.0		19.1	3.7
LnGrp LOS	D	A		D	A		A	A			B	A
Approach Vol, veh/h		24	A		89	A		1541	A			1897
Approach Delay, s/veh		47.2			51.2			3.5				5.3
Approach LOS		D			D			A				A
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		96.0		14.3		96.0		14.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		90.0		18.0		90.0		18.0				
Max Q Clear Time (g_c+I1), s		27.2		3.4		55.1		8.4				
Green Ext Time (p_c), s		22.3		0.0		22.3		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			5.9									
HCM 6th LOS			A									
Notes												
User approved ignoring U-Turning movement.												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 6th Signalized Intersection Summary
 1: Okatie Highway & Del Webb Blvd/Seagrass Station Rd

Hager Access PM

Hager Access

Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	23
Future Volume (veh/h)	23
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Work Zone On Approach	
Adj Sat Flow, veh/h/ln	1870
Adj Flow Rate, veh/h	0
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	
Arrive On Green	0.00
Sat Flow, veh/h	1585
Grp Volume(v), veh/h	0
Grp Sat Flow(s),veh/h/ln	1585
Q Serve(g_s), s	0.0
Cycle Q Clear(g_c), s	0.0
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	
V/C Ratio(X)	
Avail Cap(c_a), veh/h	
HCM Platoon Ratio	1.00
Upstream Filter(l)	0.00
Uniform Delay (d), s/veh	0.0
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(50%),veh/ln	0.0
Unsig. Movement Delay, s/veh	
LnGrp Delay(d),s/veh	0.0
LnGrp LOS	
Approach Vol, veh/h	A
Approach Delay, s/veh	
Approach LOS	
Timer - Assigned Phs	

HCM 6th TWSC

No Hager Access

1: Okatie highway & Del Webb Blvd/Seagrass Station Rd

No Hager Access AM

Intersection														
Int Delay, s/veh	81.2													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗		↗	↕↕	↗		↗	↕↕	↗
Traffic Vol, veh/h	17	3	35	107	0	119	1	23	1508	66	1	128	1303	11
Future Vol, veh/h	17	3	35	107	0	119	1	23	1508	66	1	128	1303	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	280	-	430	-	400	-	430	-	-
Veh in Median Storage, #	-	2	-	-	0	-	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	4	2	2	2	2	2	2	6	2	2	6	2
Mvmt Flow	18	3	38	116	0	129	1	25	1639	72	1	139	1416	12
Major/Minor	Minor2		Minor1		Major1		Major2							
Conflicting Flow All	2568	3387	708	2681	3387	820	1416	1416	0	0	1639	1639	0	0
Stage 1	1696	1696	-	1691	1691	-	-	-	-	-	-	-	-	-
Stage 2	872	1691	-	990	1696	-	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.98	7.54	6.54	6.94	6.44	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.34	3.52	4.02	3.32	2.52	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 13	7	373	~ 11	7	318	179	477	-	-	128	391	-	-
Stage 1	96	147	-	~ 97	148	-	-	-	-	-	-	-	-	-
Stage 2	312	148	-	264	147	-	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-			-	-
Mov Cap-1 Maneuver	~ 5	4	373	~ 21	4	318	441	441	-	-	380	380	-	-
Mov Cap-2 Maneuver	30	-	-	~ 21	4	-	-	-	-	-	-	-	-	-
Stage 1	90	93	-	~ 91	139	-	-	-	-	-	-	-	-	-
Stage 2	174	139	-	144	93	-	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB							
HCM Control Delay, s	108.3		\$ 1153.6		0.2		1.8							
HCM LOS	F		F											
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR				
Capacity (veh/h)	441	-	-	30	373	21	318	380	-	-				
HCM Lane V/C Ratio	0.059	-	-	0.725	0.102	5.538	0.407	0.369	-	-				
HCM Control Delay (s)	13.7	-	-	270.3	15.7	\$ 2410	23.9	19.9	-	-				
HCM Lane LOS	B	-	-	F	C	F	C	C	-	-				
HCM 95th %tile Q(veh)	0.2	-	-	2.4	0.3	14.8	1.9	1.7	-	-				
Notes														
~: Volume exceeds capacity		\$: Delay exceeds 300s			+: Computation Not Defined				*: All major volume in platoon					

HCM 6th TWSC
2: 7C Access 2/Charles Cross Way & Seagrass Station Rd

No Hager Access

No Hager Access AM

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↑			↔	
Traffic Vol, veh/h	23	117	56	0	97	0	55	0	0	0	0	66
Future Vol, veh/h	23	117	56	0	97	0	55	0	0	0	0	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	4	2	2	3	2	2	2	2	2	2	2
Mvmt Flow	26	130	62	0	108	0	61	0	0	0	0	73
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	108	0	0	192	0	0	327	290	-	321	352	108
Stage 1	-	-	-	-	-	-	182	182	-	108	108	-
Stage 2	-	-	-	-	-	-	145	108	-	213	244	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1483	-	-	1381	-	0	626	620	0	632	573	946
Stage 1	-	-	-	-	-	0	820	749	0	897	806	-
Stage 2	-	-	-	-	-	0	858	806	0	789	704	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	1483	-	-	1381	-	-	568	608	-	623	562	946
Mov Cap-2 Maneuver	-	-	-	-	-	-	568	608	-	623	562	-
Stage 1	-	-	-	-	-	-	804	734	-	879	806	-
Stage 2	-	-	-	-	-	-	791	806	-	773	690	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.9			0			0			9.1		
HCM LOS							A			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1					
Capacity (veh/h)	-	1483	-	-	1381	-	946					
HCM Lane V/C Ratio	-	0.017	-	-	-	-	0.078					
HCM Control Delay (s)	0	7.5	0	-	0	-	9.1					
HCM Lane LOS	A	A	A	-	A	-	A					
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	0.3					

HCM 6th TWSC
3: Pearce Road & Augustine Road

No Hager Access

No Hager Access AM

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	6	2	0	23	20	15	13	1	10	5	5
Future Vol, veh/h	24	6	2	0	23	20	15	13	1	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	10	2	2	40	2
Mvmt Flow	27	7	2	0	26	22	17	14	1	11	6	6
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	104	80	9	85	83	15	12	0	0	15	0	0
Stage 1	31	31	-	49	49	-	-	-	-	-	-	-
Stage 2	73	49	-	36	34	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	876	810	1073	901	807	1065	1607	-	-	1603	-	-
Stage 1	986	869	-	964	854	-	-	-	-	-	-	-
Stage 2	937	854	-	980	867	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	825	795	1073	881	792	1065	1607	-	-	1603	-	-
Mov Cap-2 Maneuver	825	795	-	881	792	-	-	-	-	-	-	-
Stage 1	975	863	-	953	845	-	-	-	-	-	-	-
Stage 2	880	845	-	964	861	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.5		9.2			3.8			3.6			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1607	-	-	831	899	1603	-	-				
HCM Lane V/C Ratio	0.01	-	-	0.043	0.053	0.007	-	-				
HCM Control Delay (s)	7.3	0	-	9.5	9.2	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-				

HCM 6th TWSC
4: Augustine Road & Amanda Road

No Hager Access

No Hager Access AM

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	4	28	0	0	38
Future Vol, veh/h	7	4	28	0	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	4	31	0	0	42
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	83	21	42	0	-	0
Stage 1	21	-	-	-	-	-
Stage 2	62	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	919	1056	1567	-	-	-
Stage 1	1002	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	901	1056	1567	-	-	-
Mov Cap-2 Maneuver	901	-	-	-	-	-
Stage 1	982	-	-	-	-	-
Stage 2	961	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	7.3		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1567	-	952	-	-	
HCM Lane V/C Ratio	0.02	-	0.013	-	-	
HCM Control Delay (s)	7.3	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0	-	-	

HCM 6th TWSC
5: Hager Road/Hager Rd & Augustine Road

No Hager Access
No Hager Access AM

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	7	0
Future Vol, veh/h	0	0	0	0	7	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	8	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1	0	-	0	1	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1622	-	-	-	1022	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1622	-	-	-	1022	1084
Mov Cap-2 Maneuver	-	-	-	-	1022	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.6		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1622	-	-	-	1022	
HCM Lane V/C Ratio	-	-	-	-	0.008	
HCM Control Delay (s)	0	-	-	-	8.6	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

HCM 6th TWSC
6: Okatie Highway & Hager Road

No Hager Access
No Hager Access AM

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	1540	10	0	1445
Future Vol, veh/h	0	10	1540	10	0	1445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	0	11	1674	11	0	1571
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	843	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	307	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	307	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	17.2	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	307		-		
HCM Lane V/C Ratio	-	0.035		-		
HCM Control Delay (s)	-	17.2		-		
HCM Lane LOS	-	C		-		
HCM 95th %tile Q(veh)	-	0.1		-		

HCM 6th TWSC
7: Okatie Highway & Amanda Road

No Hager Access
No Hager Access AM

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	90	1502	48	0	1445
Future Vol, veh/h	0	90	1502	48	0	1445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	0	98	1633	52	0	1571
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	843	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	307	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	307	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	22.1	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	307		-		
HCM Lane V/C Ratio	-	0.319		-		
HCM Control Delay (s)	-	22.1		-		
HCM Lane LOS	-	C		-		
HCM 95th %tile Q(veh)	-	1.3		-		

HCM 6th TWSC
8: Amanda Road & 7C Access 1

No Hager Access
No Hager Access AM

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	37	11	66	0	5	24
Future Vol, veh/h	37	11	66	0	5	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	41	12	73	0	6	27
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	73	0	-	0	167	73
Stage 1	-	-	-	-	73	-
Stage 2	-	-	-	-	94	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1527	-	-	-	823	989
Stage 1	-	-	-	-	950	-
Stage 2	-	-	-	-	930	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1527	-	-	-	801	989
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	930	-
Approach	EB	WB		SB		
HCM Control Delay, s	5.7	0		8.9		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1527	-	-	-	951	
HCM Lane V/C Ratio	0.027	-	-	-	0.034	
HCM Control Delay (s)	7.4	0	-	-	8.9	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

HCM 6th TWSC

No Hager Access

1: Okatie highway & Del Webb Blvd/Seagrass Station Rd

No Hager Access PM

Intersection													
Int Delay, s/veh	359.5												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations		↕	↗		↕	↗	↖	↕	↖		↖	↕	↗
Traffic Vol, veh/h	23	0	70	80	5	105	54	1410	58	16	187	1615	23
Future Vol, veh/h	23	0	70	80	5	105	54	1410	58	16	187	1615	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	Yield	-	-	Yield	-	-	-	Yield
Storage Length	-	-	0	-	-	280	430	-	400	-	430	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	1	2	4	2	2	2	1	2
Mvmt Flow	24	0	74	84	5	111	57	1484	61	17	197	1700	24
Major/Minor	Minor2		Minor1		Major1		Major2						
Conflicting Flow All	2987	3726	850	2876	3726	742	1700	0	0	1484	1484	0	0
Stage 1	2128	2128	-	1598	1598	-	-	-	-	-	-	-	-
Stage 2	859	1598	-	1278	2128	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.92	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.31	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	~ 6	4	304	~ 7	~ 4	360	371	-	-	162	449	-	-
Stage 1	51	89	-	111	164	-	-	-	-	-	-	-	-
Stage 2	317	164	-	176	89	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	-	1	304	~ 3	~ 1	360	371	-	-	365	365	-	-
Mov Cap-2 Maneuver	-	1	-	~ 3	~ 1	-	-	-	-	-	-	-	-
Stage 1	43	37	-	94	139	-	-	-	-	-	-	-	-
Stage 2	179	139	-	~ 55	37	-	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB						
HCM Control Delay, s			\$ 6863.2		0.6		3.1						
HCM LOS	-		F										
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	371	-	-	-	304	3	360	365	-	-			
HCM Lane V/C Ratio	0.153	-	-	-	0.242	29.825	0.307	0.585	-	-			
HCM Control Delay (s)	16.5	-	-	-	20.1	5317.3	19.4	27.8	-	-			
HCM Lane LOS	C	-	-	-	C	F	C	D	-	-			
HCM 95th %tile Q(veh)	0.5	-	-	-	0.9	13.3	1.3	3.6	-	-			
Notes													
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon							

HCM 6th TWSC

2: 7C Access 2/Charles Cross Way & Seagrass Station Rd

No Hager Access

No Hager Access PM

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↑			↔	
Traffic Vol, veh/h	51	141	61	0	117	0	77	0	0	1	0	24
Future Vol, veh/h	51	141	61	0	117	0	77	0	0	1	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	3	2	2	2	4	2	2	2	2	2	2	2
Mvmt Flow	57	157	68	0	130	0	86	0	0	1	0	27
Major/Minor	Major1			Major2			Minor1		Minor2			
Conflicting Flow All	130	0	0	225	0	0	415	401	-	435	469	130
Stage 1	-	-	-	-	-	-	271	271	-	130	130	-
Stage 2	-	-	-	-	-	-	144	130	-	305	339	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	-	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	-	3.518	4.018	3.318
Pot Cap-1 Maneuver	1449	-	-	1344	-	0	548	538	0	531	492	920
Stage 1	-	-	-	-	-	0	735	685	0	874	789	-
Stage 2	-	-	-	-	-	0	859	789	0	705	640	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1449	-	-	1344	-	-	514	514	-	513	470	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	514	514	-	513	470	-
Stage 1	-	-	-	-	-	-	702	654	-	835	789	-
Stage 2	-	-	-	-	-	-	834	789	-	673	611	-
Approach	EB			WB			NB		SB			
HCM Control Delay, s	1.5			0			0		9.2			
HCM LOS							A		A			
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	SBLn1					
Capacity (veh/h)	-	1449	-	-	1344	-	892					
HCM Lane V/C Ratio	-	0.039	-	-	-	-	0.031					
HCM Control Delay (s)	0	7.6	0	-	0	-	9.2					
HCM Lane LOS	A	A	A	-	A	-	A					
HCM 95th %tile Q(veh)	-	0.1	-	-	0	-	0.1					

HCM 6th TWSC
3: Pearce Road & Augustine Road

No Hager Access

No Hager Access PM

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	8	9	14	0	12	7	12	7	0	20	38	20
Future Vol, veh/h	8	9	14	0	12	7	12	7	0	20	38	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	7	2	2	2	2	2	2	14	2	2	5	2
Mvmt Flow	9	10	16	0	13	8	13	8	0	22	42	22
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	142	131	53	144	142	8	64	0	0	8	0	0
Stage 1	97	97	-	34	34	-	-	-	-	-	-	-
Stage 2	45	34	-	110	108	-	-	-	-	-	-	-
Critical Hdwy	7.17	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.17	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.17	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.563	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	816	760	1014	825	749	1074	1538	-	-	1612	-	-
Stage 1	897	815	-	982	867	-	-	-	-	-	-	-
Stage 2	956	867	-	895	806	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	786	743	1014	790	733	1074	1538	-	-	1612	-	-
Mov Cap-2 Maneuver	786	743	-	790	733	-	-	-	-	-	-	-
Stage 1	890	804	-	974	860	-	-	-	-	-	-	-
Stage 2	927	860	-	858	795	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	9.4		9.5			4.6			1.9			
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1538	-	-	859	830	1612	-	-				
HCM Lane V/C Ratio	0.009	-	-	0.04	0.025	0.014	-	-				
HCM Control Delay (s)	7.4	0	-	9.4	9.5	7.3	0	-				
HCM Lane LOS	A	A	-	A	A	A	A	-				
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-				

HCM 6th TWSC
4: Augustine Road & Amanda Road

No Hager Access

No Hager Access PM

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	7	12	3	4	24
Future Vol, veh/h	23	7	12	3	4	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	9	2	2
Mvmt Flow	26	8	13	3	4	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	47	18	31	0	-	0
Stage 1	18	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	963	1061	1582	-	-	-
Stage 1	1005	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	955	1061	1582	-	-	-
Mov Cap-2 Maneuver	955	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	994	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	8.8	5.8		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1582	-	978	-	-	
HCM Lane V/C Ratio	0.008	-	0.034	-	-	
HCM Control Delay (s)	7.3	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

HCM 6th TWSC
5: Hager Road/Hager Rd & Augustine Road

No Hager Access
No Hager Access PM

Intersection						
Int Delay, s/veh	7.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	4	32	0
Future Vol, veh/h	0	0	0	4	32	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	33	2	2
Mvmt Flow	0	0	0	4	36	0
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	4	0	-	0	2	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	0	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1618	-	-	-	1021	1082
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1618	-	-	-	1021	1082
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	-	-
Approach	EB	WB		SB		
HCM Control Delay, s	0	0		8.7		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1618	-	-	-	1021	
HCM Lane V/C Ratio	-	-	-	-	0.035	
HCM Control Delay (s)	0	-	-	-	8.7	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0.1	

HCM 6th TWSC
6: Okatie Highway & Hager Road

No Hager Access
No Hager Access PM

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	10	1508	10	0	1765
Future Vol, veh/h	0	10	1508	10	0	1765
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	1
Mvmt Flow	0	11	1587	11	0	1858
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	799	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	328	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	328	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	16.3	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	328		-		
HCM Lane V/C Ratio	-	0.032		-		
HCM Control Delay (s)	-	16.3		-		
HCM Lane LOS	-	C		-		
HCM 95th %tile Q(veh)	-	0.1		-		

HCM 6th TWSC
7: Okatie Highway & Amanda Road

No Hager Access
No Hager Access PM

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	69	1447	71	0	1765
Future Vol, veh/h	0	69	1447	71	0	1765
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	1
Mvmt Flow	0	73	1523	75	0	1858
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	-	799	0	0	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	-	-	-	-
Pot Cap-1 Maneuver	0	328	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	328	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	19.1	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBT		
Capacity (veh/h)	-	328		-		
HCM Lane V/C Ratio	-	0.221		-		
HCM Control Delay (s)	-	19.1		-		
HCM Lane LOS	-	C		-		
HCM 95th %tile Q(veh)	-	0.8		-		

HCM 6th TWSC
8: Amanda Road & 7C Access 1

No Hager Access
No Hager Access PM

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	30	36	0	5	33
Future Vol, veh/h	41	30	36	0	5	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	46	33	40	0	6	37
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	40	0	-	0	165	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1570	-	-	-	826	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	901	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1570	-	-	-	801	1031
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	901	-
Approach	EB	WB		SB		
HCM Control Delay, s	4.3	0		8.8		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1570	-	-	-	993	
HCM Lane V/C Ratio	0.029	-	-	-	0.043	
HCM Control Delay (s)	7.4	0	-	-	8.8	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1	

Queues

No Hager Access

1: Okatie highway & Del Webb Blvd/Seagrass Station Rd

No Hager Access AM



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	21	38	116	129	26	1639	72	140	1416	12
v/c Ratio	0.10	0.14	0.54	0.45	0.12	0.61	0.06	0.85	0.54	0.01
Control Delay	34.5	12.2	46.8	26.6	5.2	6.8	1.1	56.0	6.1	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	34.5	12.2	46.8	26.6	5.2	6.8	1.1	56.0	6.1	0.4
Queue Length 50th (ft)	11	0	65	42	3	192	0	48	153	0
Queue Length 95th (ft)	32	27	120	96	14	306	11	#104	245	1
Internal Link Dist (ft)	391		300			720			1168	
Turn Bay Length (ft)				280	430		400	430		500
Base Capacity (vph)	286	347	283	364	224	2702	1180	164	2600	1216
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.11	0.41	0.35	0.12	0.61	0.06	0.85	0.54	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

No Hager Access

1: Okatie highway & Del Webb Blvd/Seagrass Station Rd

No Hager Access AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	3	35	107	0	119	24	1508	66	129	1303	11
Future Volume (veh/h)	17	3	35	107	0	119	24	1508	66	129	1303	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1841	1870	1870	1870	1870	1870	1811	1870	1811	1870
Adj Flow Rate, veh/h	18	3	0	116	0	0	26	1639	0	140	1416	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	4	2	2	2	2	2	6	2	6	2
Cap, veh/h	246	37		256	0		323	2809		266	2720	
Arrive On Green	0.10	0.12	0.00	0.10	0.00	0.00	0.79	0.79	0.00	0.79	0.79	0.00
Sat Flow, veh/h	1419	305	1560	1452	0	1585	379	3554	1535	306	3441	1585
Grp Volume(v), veh/h	21	0	0	116	0	0	26	1639	0	140	1416	0
Grp Sat Flow(s),veh/h/ln	1724	0	1560	1452	0	1585	379	1777	1535	306	1721	1585
Q Serve(g_s), s	0.0	0.0	0.0	6.1	0.0	0.0	2.4	16.3	0.0	29.9	13.4	0.0
Cycle Q Clear(g_c), s	1.0	0.0	0.0	7.1	0.0	0.0	15.7	16.3	0.0	46.2	13.4	0.0
Prop In Lane	0.86		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	245	0		224	0		323	2809		266	2720	
V/C Ratio(X)	0.09	0.00		0.52	0.00		0.08	0.58		0.53	0.52	
Avail Cap(c_a), veh/h	389	0		362	0		323	2809		266	2720	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	36.3	0.0	0.0	39.1	0.0	0.0	6.2	3.7	0.0	12.7	3.4	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	1.8	0.0	0.0	0.5	0.9	0.0	7.3	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	2.7	0.0	0.0	0.2	3.0	0.0	2.3	3.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.5	0.0	0.0	40.9	0.0	0.0	6.7	4.6	0.0	20.0	4.1	0.0
LnGrp LOS	D	A		D	A		A	A		B	A	
Approach Vol, veh/h		21	A		116	A		1665	A		1556	A
Approach Delay, s/veh		36.5			40.9			4.6			5.5	
Approach LOS		D			D			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		76.0		15.1		76.0		15.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		70.0		18.0		70.0		18.0				
Max Q Clear Time (g_c+l1), s		18.3		3.0		48.2		9.1				
Green Ext Time (p_c), s		19.4		0.0		14.4		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			6.5									
HCM 6th LOS			A									
Notes												
Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.												

Queues

No Hager Access

1: Okatie highway & Del Webb Blvd/Seagrass Station Rd

No Hager Access PM



Lane Group	EBT	EBR	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	24	74	89	111	57	1484	61	214	1700	24
v/c Ratio	0.16	0.29	0.52	0.40	0.34	0.53	0.05	0.95	0.59	0.02
Control Delay	46.3	19.5	57.9	19.5	10.1	5.1	0.9	64.4	5.7	1.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	46.3	19.5	57.9	19.5	10.1	5.1	0.9	64.4	5.7	1.0
Queue Length 50th (ft)	16	12	62	19	9	161	0	106	200	0
Queue Length 95th (ft)	42	56	116	71	37	252	9	#159	313	5
Internal Link Dist (ft)	391		300			720			1168	
Turn Bay Length (ft)				280	430		400	430		500
Base Capacity (vph)	203	317	229	342	168	2790	1284	225	2873	1277
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.23	0.39	0.32	0.34	0.53	0.05	0.95	0.59	0.02

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary

No Hager Access

1: Okatie highway & Del Webb Blvd/Seagrass Station Rd

No Hager Access PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	0	70	80	5	105	54	1410	58	203	1615	23
Future Volume (veh/h)	23	0	70	80	5	105	54	1410	58	203	1615	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1885	1870	1841	1870	1870	1885	1870
Adj Flow Rate, veh/h	24	0	0	84	5	0	57	1484	0	214	1700	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	1	2	4	2	2	1	2
Cap, veh/h	224	0		196	8		262	2916		318	2987	
Arrive On Green	0.08	0.00	0.00	0.08	0.09	0.00	0.83	0.83	0.00	0.83	0.83	0.00
Sat Flow, veh/h	1690	0	1585	1412	84	1598	288	3497	1585	355	3582	1585
Grp Volume(v), veh/h	24	0	0	89	0	0	57	1484	0	214	1700	0
Grp Sat Flow(s),veh/h/ln	1690	0	1585	1496	0	1598	288	1749	1585	355	1791	1585
Q Serve(g_s), s	0.0	0.0	0.0	5.0	0.0	0.0	8.6	13.5	0.0	48.2	16.6	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	6.4	0.0	0.0	25.2	13.5	0.0	61.7	16.6	0.0
Prop In Lane	1.00		1.00	0.94		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	193	0		176	0		262	2916		318	2987	
V/C Ratio(X)	0.12	0.00		0.50	0.00		0.22	0.51		0.67	0.57	
Avail Cap(c_a), veh/h	317	0		302	0		262	2916		318	2987	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.9	0.0	0.0	49.0	0.0	0.0	6.9	2.6	0.0	11.6	2.9	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.2	0.0	0.0	1.9	0.6	0.0	10.8	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	2.6	0.0	0.0	0.6	3.1	0.0	4.2	3.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.2	0.0	0.0	51.2	0.0	0.0	8.8	3.3	0.0	22.4	3.7	0.0
LnGrp LOS	D	A		D	A		A	A		C	A	
Approach Vol, veh/h	24		A	89		A	1541		A	1914		A
Approach Delay, s/veh	47.2			51.2			3.5			5.8		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	96.0			14.3			96.0			14.3		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	90.0			18.0			90.0			18.0		
Max Q Clear Time (g_c+l1), s	27.2			3.4			63.7			8.4		
Green Ext Time (p_c), s	22.3			0.0			19.8			0.2		

Intersection Summary

HCM 6th Ctrl Delay 6.2

HCM 6th LOS A

Notes

Unsignalized Delay for [NBR, EBR, WBR, SBR] is excluded from calculations of the approach delay and intersection delay.