Gibbet Road Residential Development

Traffic Impact Analysis

Bluffton, South Carolina

Prepared for

Milestone Management, LLC

Prepared by

Kimley » Horn

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- B Trip Generation Calculations
- C Traffic Volume Development Worksheets
- D Raw Turning Movement Counts
- E Historical Growth Rate Data
- F Capacity Analysis Worksheets
- G Turn Lane Warrant Analysis

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1 Executive Summary

The proposed Gibbet Road Residential Development is in the northeast quadrant of the SC 170 (Okatie Highway) and Gibbet Road intersection in Bluffton, South Carolina. This development is planned to consist of the following phases and land uses:

- 2025 Build Phase 1 150 multi-family housing units.
- 2027 Build Phase 2 6,300 square-foot convenience store and gas station with 12 fueling positions.
- 2029 Build Phase 3 8,850 square feet office space and 8,850 square feet retail space.

It was assumed that the project will access the roadway network via the following five unsignalized driveways:

- Site Access #1 Planned to be constructed under Phase 1 and is located approximately 850' north of Gibbet Road along SC 170 (Okatie Highway). This access is proposed to be restricted to right-in, right-out movements only.
- Site Access #2 Planned to be constructed under Phase 1 and is located approximately 350' east of SC 170 (Okatie Highway) along Gibbet Road. This access is proposed to be restricted to right-in, right-out movements only.
- Site Access #3 Planned to be constructed under Phase 1 and is proposed to be full-movement and align with Estate Drive.
- Site Access #4 Planned to be constructed under Phase 2 and is located approximately 350' feet north of Gibbet Road along SC 170 (Okatie Highway). This access is proposed to be restricted to right-in, right-out movements only.
- Site Access #5 Planned to be constructed under Phase 3 and is located approximately 875' feet south of Lawton Boulevard along SC 170 (Okatie Highway). This access is proposed to be restricted to right-in, right-out movements only.

This study summarizes the results of the traffic analyses at the following study intersections:

- 1) SC 170 (Okatie Highway) at Lawton Boulevard
- SC 170 (Okatie Highway) at Gibbet Road/Mill Creek Boulevard
- Gibbet Road at Estate Drive/Site Access #3
- 4) SC 170 (Okatie Highway) at Site Access #1
- 5) Gibbet Road at Site Access #2
- 6) SC 170 (Okatie Highway) at Site Access #4
- 7) SC 170 (Okatie Highway) at Site Access #5



Improvements Considered by Others

In the surrounding area, the approved development of the Palmetto Point Pickleball and Commercial Site, Kimley-Horn 2021, was accounted for in the analysis of 2025, 2027, and 2029 conditions. Based on this report, an eastbound right-turn lane along Gibbet Road at the intersection of Estate Drive will be constructed.

Based on the results of the traffic analyses, the following improvements are recommended to mitigate the impact of the proposed development's traffic on the study area intersections:

2025 Build Phase 1

Gibbet Road at Estate Drive/ Site Access #3

• Construct Site Access #3 to align with Estate Drive. Site Access #3 should consist of one ingress lane and two egress lanes. The egress lanes should consist of a left-turn lane and shared through/right-turn lane.

SC 170 (Okatie Highway) at Site Access #1

- Construct a northbound right-turn lane along SC 170 (Okatie Highway) in accordance with the SCDOT *Roadway Design Manual*.
- Construct Site Access #1 to be a right-in, right-out access only with one ingress lane and one egress lane.

Gibbet Road at Site Access #2

 Construct Site Access #2 to be a right-in, right-out access only with one ingress lane and one egress lane.

2027 Build Phase 2

Gibbet Road at Estate Drive/ Site Access #3

 Construct an eastbound left-turn lane along Gibbet Road in accordance with the SCDOT Roadway Design Manual.

SC 170 (Okatie Highway) at Site Access #4

- Construct a northbound right-turn lane along SC 170 (Okatie Highway) in accordance with the SCDOT *Roadway Design Manual*.
- Construct Site Access #4 to be a right-in, right-out access only with one ingress lane and one egress lane.

2029 Build Phase 3

SC 170 (Okatie Highway) at Site Access #5

- Construct a northbound right-turn lane along SC 170 (Okatie Highway) in accordance with the SCDOT *Roadway Design Manual*.
- Construct Site Access #5 to be a right-in, right-out access only with one ingress lane and one egress lane.

Recommended improvements are illustrated in Figure 1.

Attachment 7 Legend **Existing Laneage** Improvement By Others 2025 Phase 1 Improvement 2027 Phase 2 Improvement 2029 Phase 3 Improvement S = XX'Storage Length Lawton Boulevard 3 **Existing Signal** Okatie Highway **Existing Stop Control** Site Access #5 Project Site Access #1 Site Site Access #4 S = 225'S = 225' Gibbett Road Mill Creek Boulevard S = 100' S = 350'S = 200'Estate Drive



1 Introduction

The proposed Gibbet Road Residential Development is in the northeast quadrant of the SC 170 (Okatie Highway) and Gibbet Road intersection in Beaufort County, South Carolina. This development is planned to consist of the following phases and land uses:

- 2025 Build Phase 1 150 multi-family housing units.
- 2027 Build Phase 2 6,300 square-foot convenience store and gas station with 12 fueling positions.
- 2029 Build Phase 3 8,850 square feet office space and 8,850 square feet retail space.

The location of the proposed development is illustrated in **Figure 2**, and the conceptual site plans are attached in **Appendix A**.

It is assumed that Phase 1 of the development will be built and fully occupied by 2025, Phase 2 by 2027, and Phase 3 by 2029. Therefore, this study summarizes the results of the traffic analyses under 2022 Existing conditions, future 2025 conditions, future 2027 conditions, and future 2029 conditions.

The study area consists of the following study intersections:

- 1) SC 170 (Okatie Highway) at Lawton Boulevard
- 2) SC 170 (Okatie Highway) at Gibbet Road/Mill Creek Boulevard
- 3) Gibbet Road at Estate Drive/Site Access #3 (proposed full-movement)
- 4) SC 170 (Okatie Highway) at Site Access #1 (proposed right-in, right-out access)
- 5) Gibbet Road at Site Access #2 (proposed right-in, right-out access)
- 6) SC 170 (Okatie Highway) at Site Access #4 (proposed right-in, right-out access)
- 7) SC 170 (Okatie Highway) at Site Access #5 (proposed right-in, right-out access)

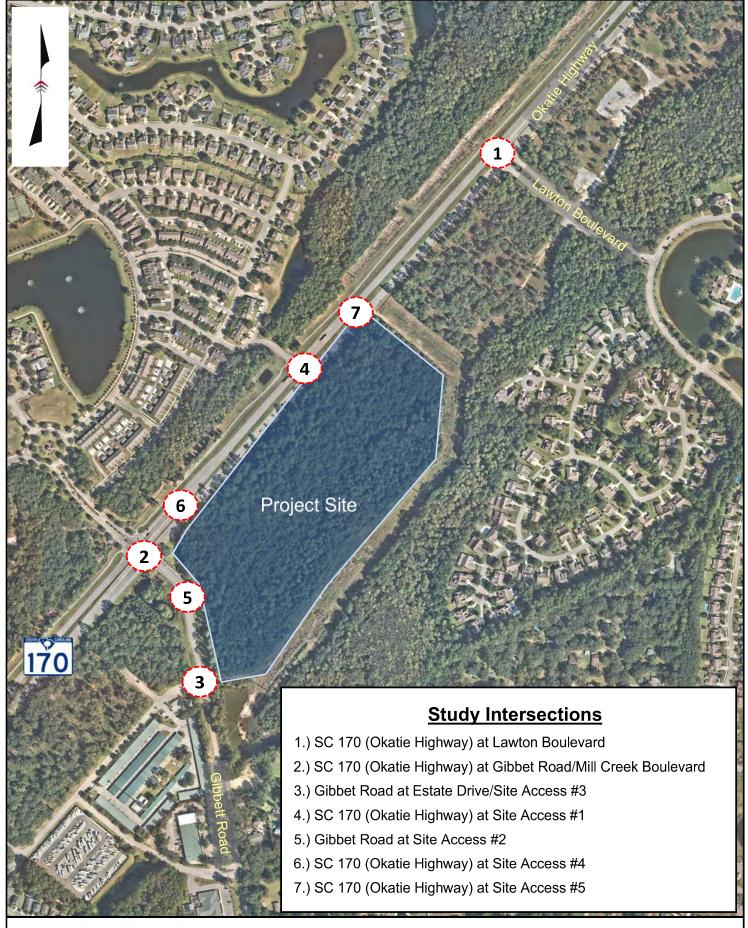
1.1 Existing Conditions

SC 170 (Okatie Highway) is a four-lane divided, urban minor arterial with a posted speed limit of 50 miles per hour (mph) in the study area. Based upon SCDOT data, 25,100 vehicles per day travelled along Okatie Highway in 2021 at count station 07-0165. Count station 07-0165 is good from SC 46 to US 278/W Fording Island Road.

Gibbet Road is a two-lane, urban major collector with a posted speed limit of 45 mph in the study area. Based upon SCDOT data, 3,500 vehicles per day travelled along Gibbet Road in 2021 at count station 07-0325. Count station 07-0325 is good from SC 170 (Okatie Highway) to May River Road.

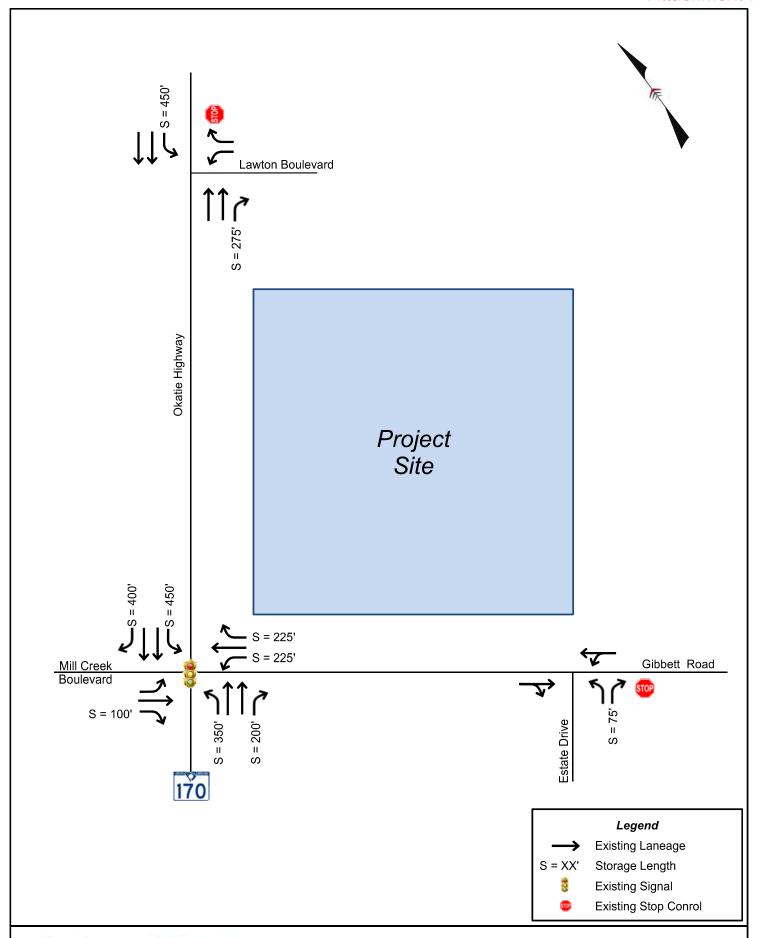
Estate Drive and Lawton Boulevard are local roads. SCDOT does not provide daily traffic data for Estate Drive and Lawton Boulevard.

The existing geometry and traffic control for the study area intersections is illustrated in Figure 3.



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Gibbet Road Residential Development
Figure 2 - Site Location and Study Area



2 Project Traffic

2.1 Trip Generation

The trip generation rates and equations published in the *Institute of Transportation Engineers* (*ITE*) *Trip Generation Manual;* 11th Edition were used to estimate the trip generation potential for the development. The analysis was performed using the information provided for the following land use codes (LUCs):

- LUC 220 Multifamily Housing (Low-Rise) 150 Dwelling Units
- LUC 712 Small Office Building 8,850 SF
- LUC 822 Strip Retail Plaza (<40K) 8,850 SF
- LUC 945 Convenience Store/Gas Station (9-15 Fueling Positions) 6,300 SF

Pass-by trip reductions were estimated based on the methodologies in the *ITE Trip Generation Manual, 11th Edition*. Furthermore, because Phase 1 only includes a multifamily scenario, pass-by trips were only estimated for Phase 2 and Phase 3 of the development. Since the development includes retail, residential, and office land uses internal capture reductions were calculated. As shown in **Table 1**, Phase 1 of the development is anticipated to generate 69 (17 In/52 Out) new AM peak hour trips and 85 (54 In/31Out) new PM peak hour net new external trips.

Table 2 shows that Phase 2 of the development is anticipated to generate 153 (59 in/94 out) new AM peak hour trips and 138 (81 in/57 out) new PM peak hour trips. The estimated trip generation is summarized in **Table 2**.

Table 3 shows that Phase 3 of the development is anticipated to generate 193 (86 in/107 out) new AM peak hour trips and 214 (116 in/98 out) new PM peak hour trips. The estimated trip generation is summarized in **Table 3**. Trip generation calculations can be found in **Appendix B**.

Table 1 – Phase 1 Trip Generation Summary

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
Lailu USE	Intensity U			Total	ln	Out	Total	ln	Out
220 – Multifamily Housing (Low-Rise)	150	DU	1,037	69	17	52	85	54	31
Subtotal			1,037	69	17	52	85	54	31
Total Net New External Trips			1,037	69	17	52	85	54	31



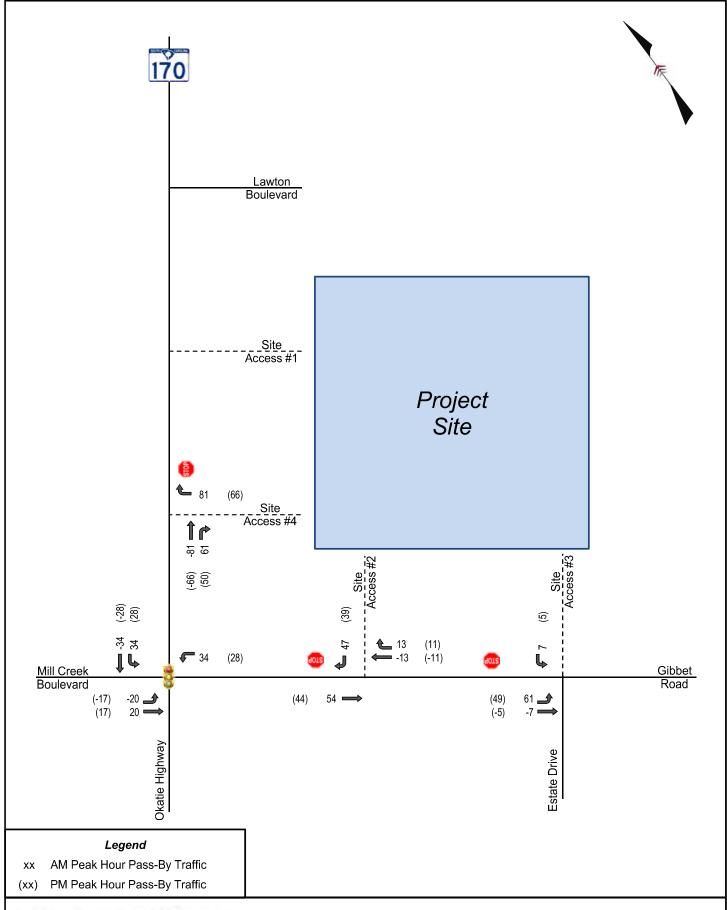
Table 2 - Phase 2 Trip Generation Summary

Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
Land Use	Intensity			Total	ln	Out	Total	ln	Out
220 – Multifamily Housing (Low-Rise)	150	DU	1,037	69	17	52	85	54	31
945 – Convenience Store/Gas Station (9-15 Fueling Positions)	6.3	KSF	4,082	356	178	178	343	172	171
Subtotal			5,119	425	195	230	428	226	202
Internal Capture			-470	-2	-1	-1	-70	-35	-35
Pass-By			-3,000	-270	-135	-135	-220	-110	-110
Total Net New External Trips			1,649	153	59	94	138	81	57

Table 3 - Phase 3 Trip Generation Summary

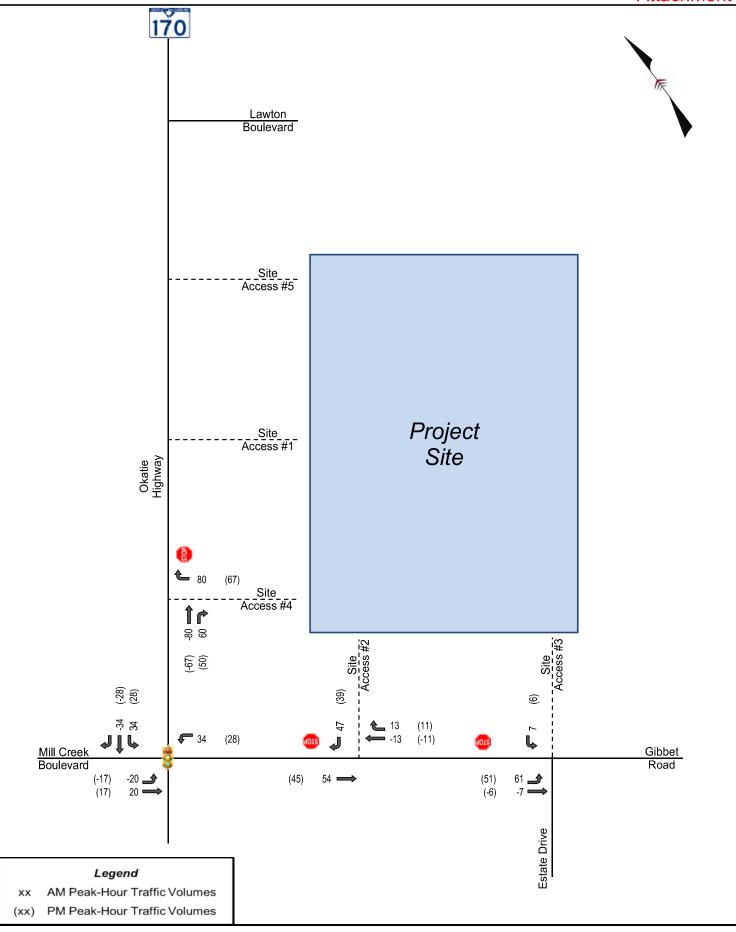
Lond Hee	Internation	Units	Daily	AM Peak Hour			PM Peak Hour		
Land Use	Intensity			Total	ln	Out	Total	ln	Out
220 – Multifamily Housing (Low-Rise)	150	DU	1,037	69	17	52	85	54	31
712 – Small Office Building	8.85	KSF	127	15	12	3	19	6	13
822 – Strip Retail Plaza (<40K)	8.85	KSF	603	27	16	11	71	36	35
945 – Convenience Store/Gas Station (9-15 Fueling Positions)	6.3	KSF	4,082	356	178	178	343	172	171
Subtotal			5,849	467	223	244	518	268	250
Internal Capture			-556	-6	-3	-3	-80	-40	-40
Pass-By			-3,000	-268	-134	-134	-224	-112	-112
Total Net New External Trips			2,293	193	86	107	214	116	98

The project pass-by project trips for phase 2 and phase 3 of the development is illustrated in **Figure 4** and **Figure 5**, respectively.





Attachment 7





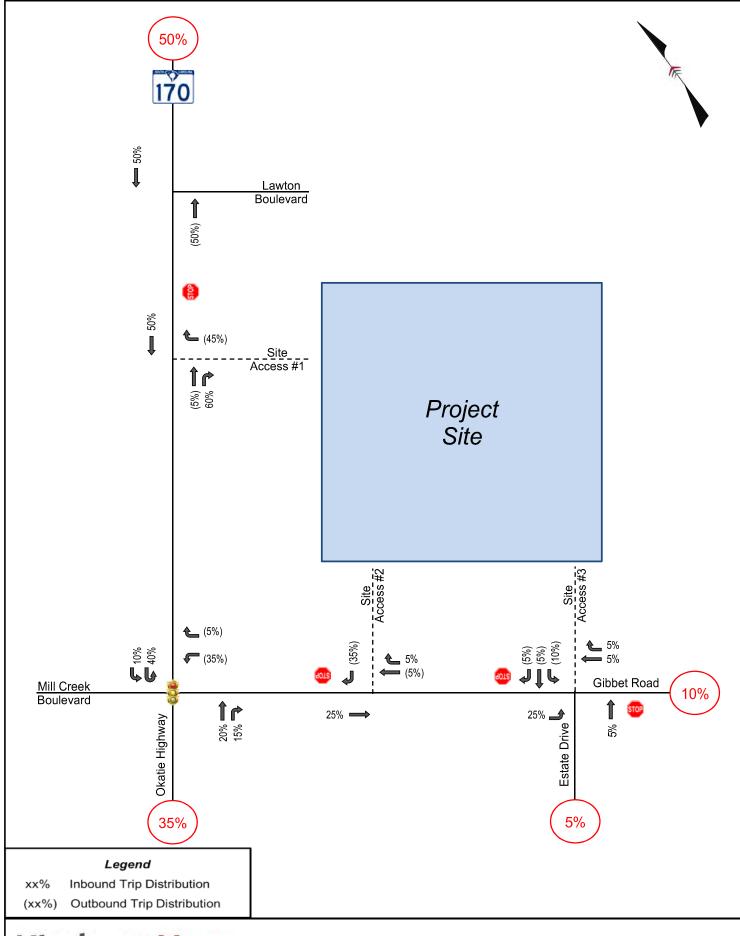
Gibbet Road Residential Development Traffic Impact Analysis

2.2 Trip Distribution & Assignment

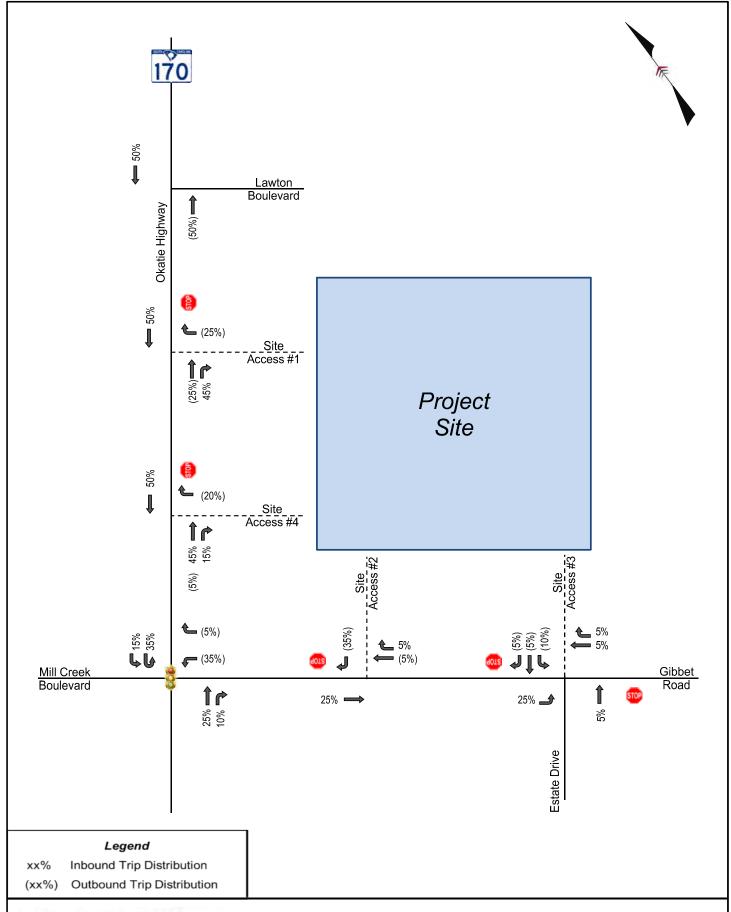
New external trips generated by the proposed development were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, and the proposed site layout. The trip distribution percentages used in this analysis are as follows.

- 50% to/from the North via SC 170 (Okatie Highway)
- 35% to/from the South via SC 170 (Okatie Highway)
- 5% to/from the South via Estate Drive
- 10% to/from the East via Gibbet Road

The site trip distributions and assignments for Phase 1, Phase 2, and Phase 3 are illustrated in **Figure 6**, **Figure 7**, and **Figure 8**, respectively. 2025 Phase 1 Project Trips, 2027 Phase 2 Project Trips, and 2029 Phase 3 Project Trips are illustrated in **Figure 9**, **Figure 10**, and **Figure 11**, respectively.

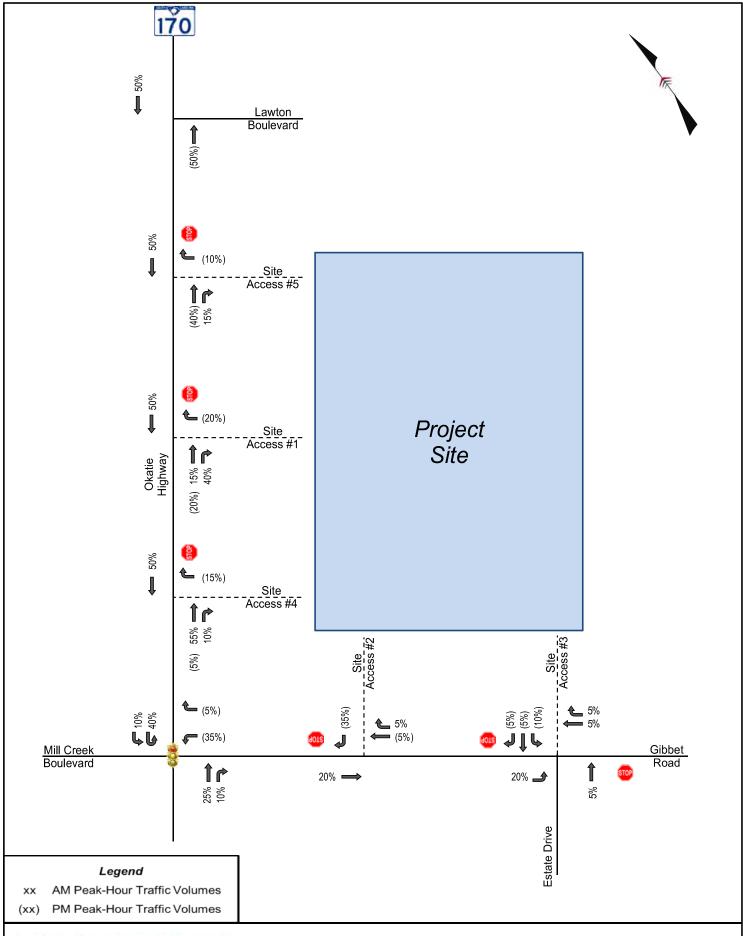




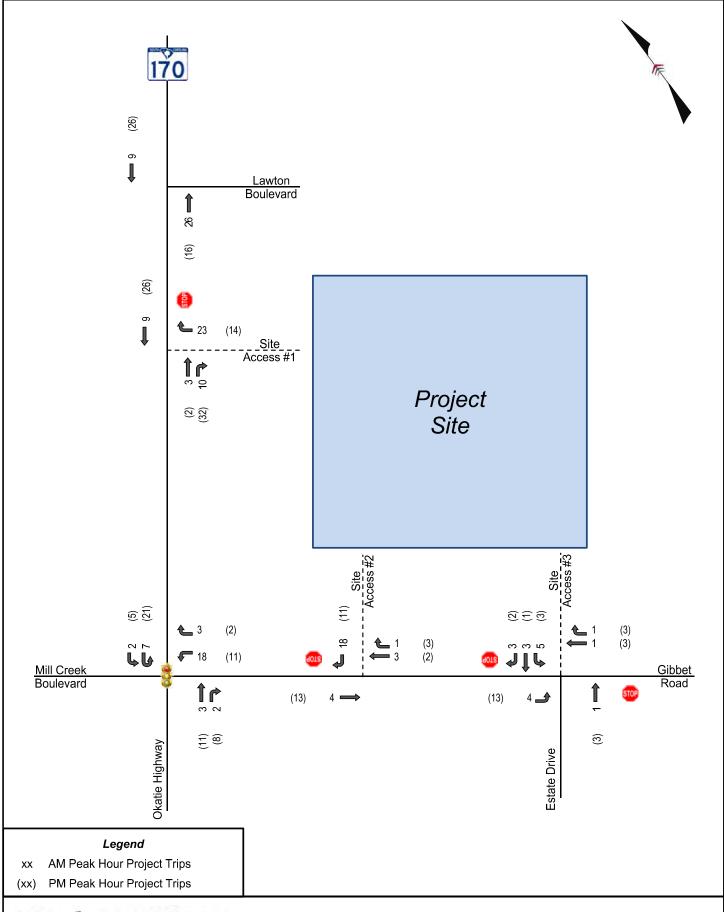




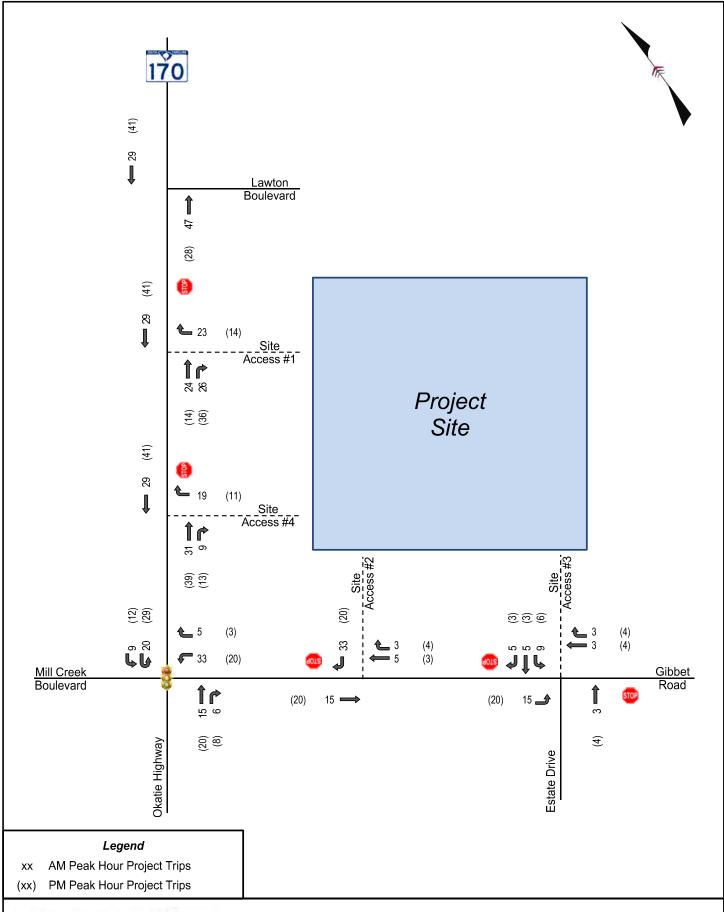
Attachment 7





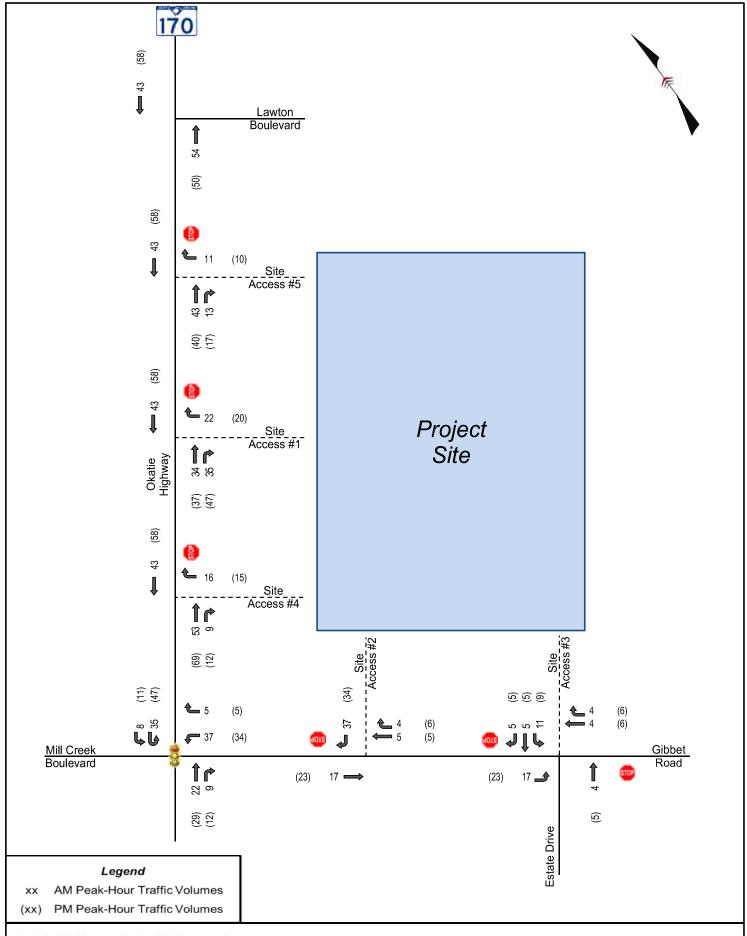








Attachment 7





3 Existing and Future Traffic Volume Development

Existing 2022 traffic volumes were utilized in the analysis and future-year traffic volumes were developed for projected 2025, 2027, and 2029 traffic conditions. The future-year volumes consisted of the existing traffic volumes adjusted by an annual growth rate and the projected traffic volumes of the Gibbet Road Residential development. Worksheets documenting the traffic volume development are provided in **Appendix C**.

3.1 2022 Existing Traffic

Peak-hour intersection turning movement counts were conducted in the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) on Thursday, November 10th, 2022, at the following intersections:

- SC 170 (Okatie Highway) at Gibbet Road
- SC 170 (Okatie Highway) at Lawton Boulevard
- Gibbet Road at Estate Drive

Figure 12 illustrates the 2022 Existing peak-hour traffic volumes for the AM and PM peak hours. The raw-turning movement count data is included in **Appendix D**.

3.2 Future-Year No-Build Traffic Development

It was assumed that Phase 1 of the development will be built and fully occupied by 2025, Phase 2 by 2027, and Phase 3 by 2029. The future-year traffic volumes consist of the 2022 existing traffic volumes adjusted by a growth rate for the no-build scenarios.

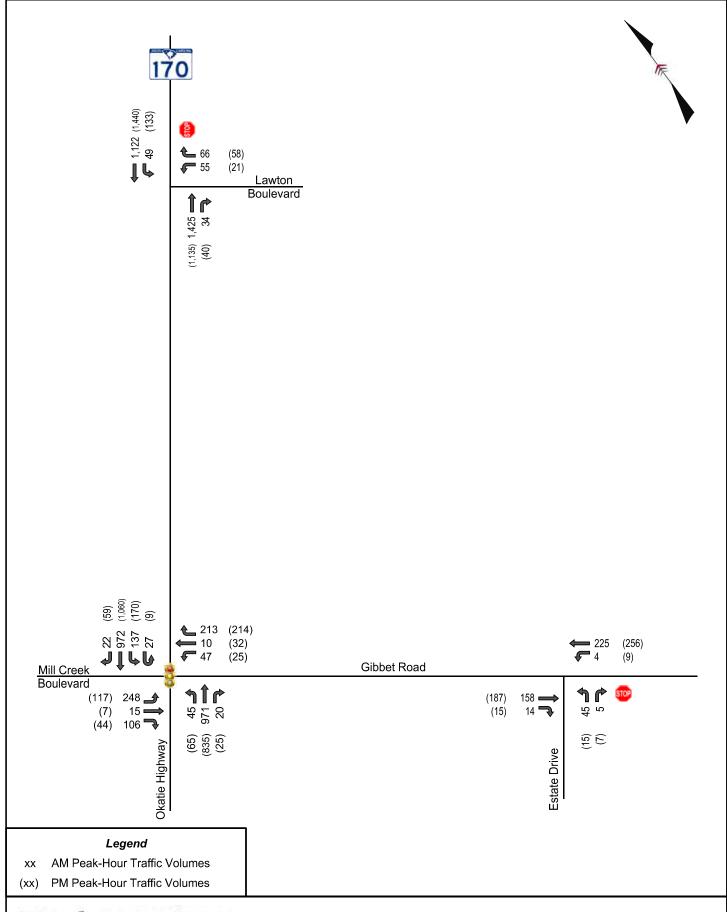
To determine the historical growth rate in the area, traffic count data was obtained from SCDOT for the count stations along Okatie Hwy and Gibbet Road. Over the past ten years, these roadways have experienced an annual growth rate of 6.5%. Therefore, a 7.0% growth rate was used to develop the no-build traffic volumes for the 2025, 2027, and 2029 conditions. A worksheet documenting the growth rate determination is included in **Appendix E**.

In the surrounding area, the approved background development of the *Palmetto Point Pickleball and Commercial Site*, Kimley-Horn 2021, was accounted for in developing 2025 No-Build, 2027 No-Build, and 2029 No-Build traffic volumes. Volumes associated with this development are illustrated in **Figure 13**.

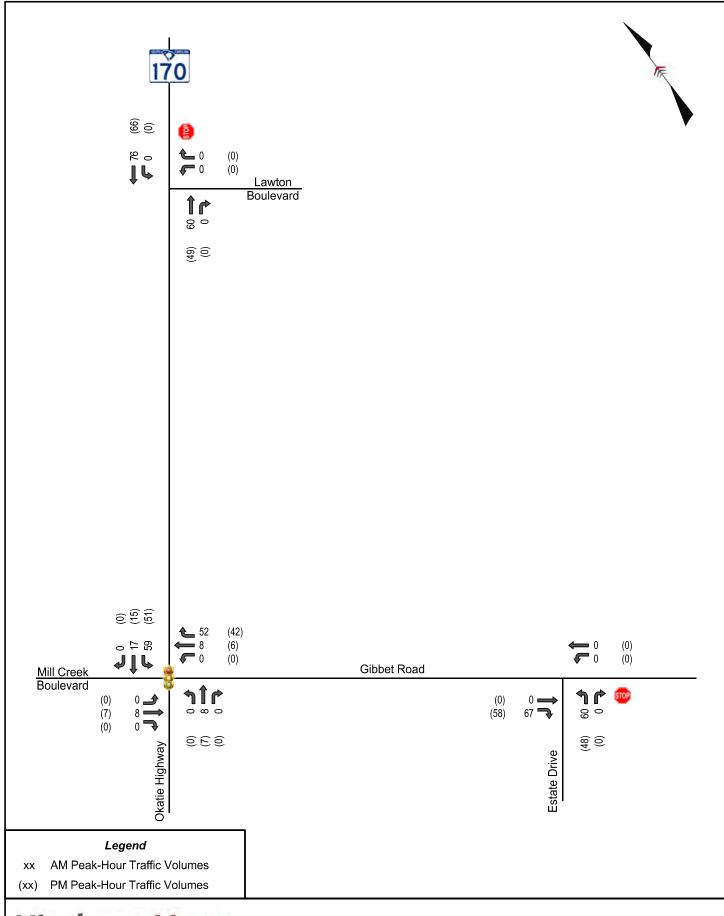
Figure 14 illustrates the 2025 No-Build traffic volumes, **Figure 15** illustrates the 2027 No-Build traffic volumes, and **Figure 16** illustrates the 2029 No-Build traffic volumes for the AM and PM peak hours.

3.3 Future-Year Build Traffic Development

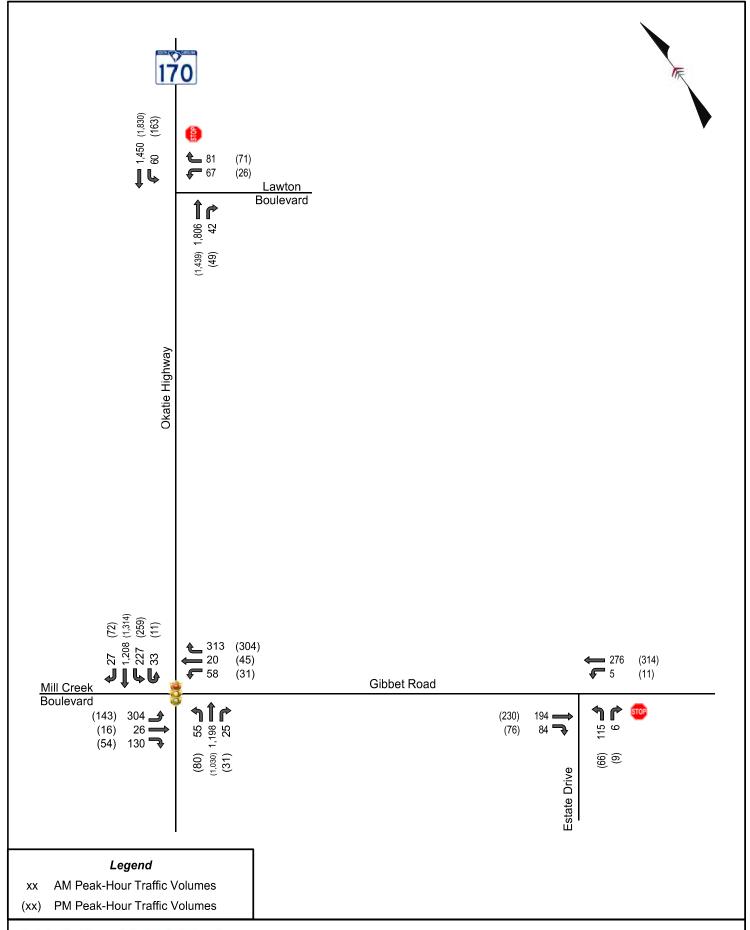
The Gibbet Road Residential project traffic volumes were added to the no-build traffic volumes to develop build traffic volumes for the 2025, 2027, and 2029 build-out scenarios. **Figure 17** illustrates the 2025 build traffic volumes, **Figure 18** illustrates the 2027 build traffic volumes, and **Figure 19** illustrates the 2029 build traffic volumes for the AM and PM peak hours.



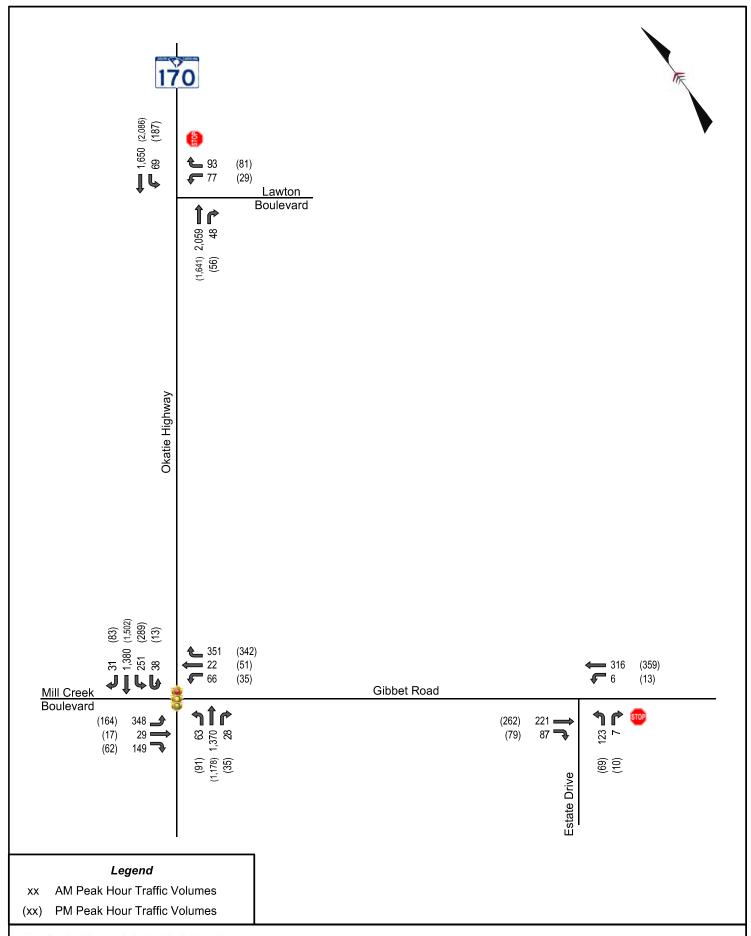




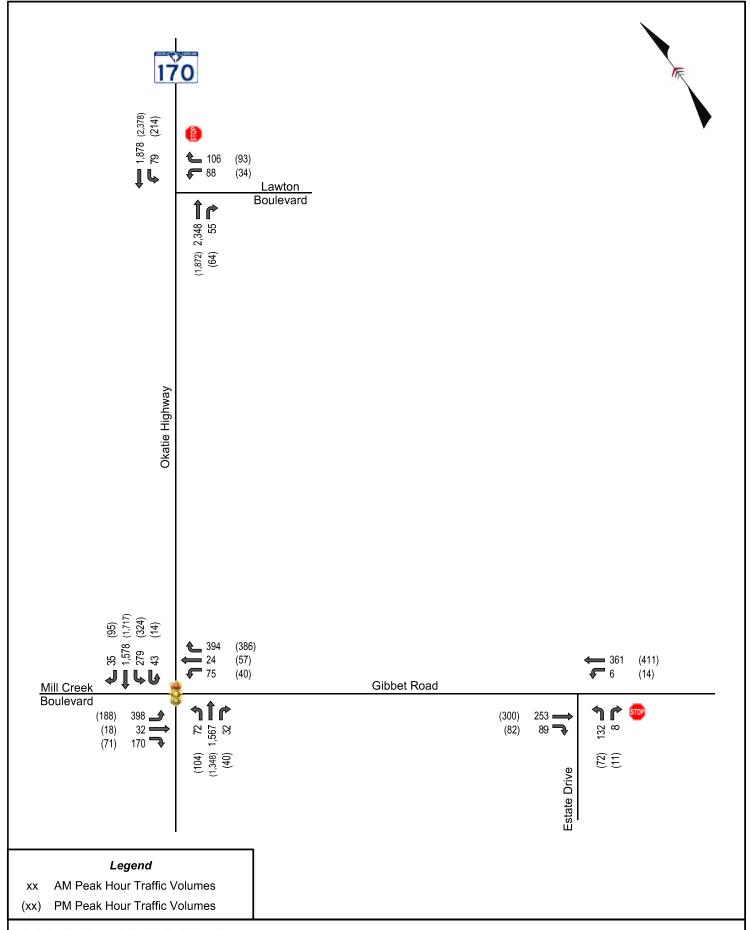




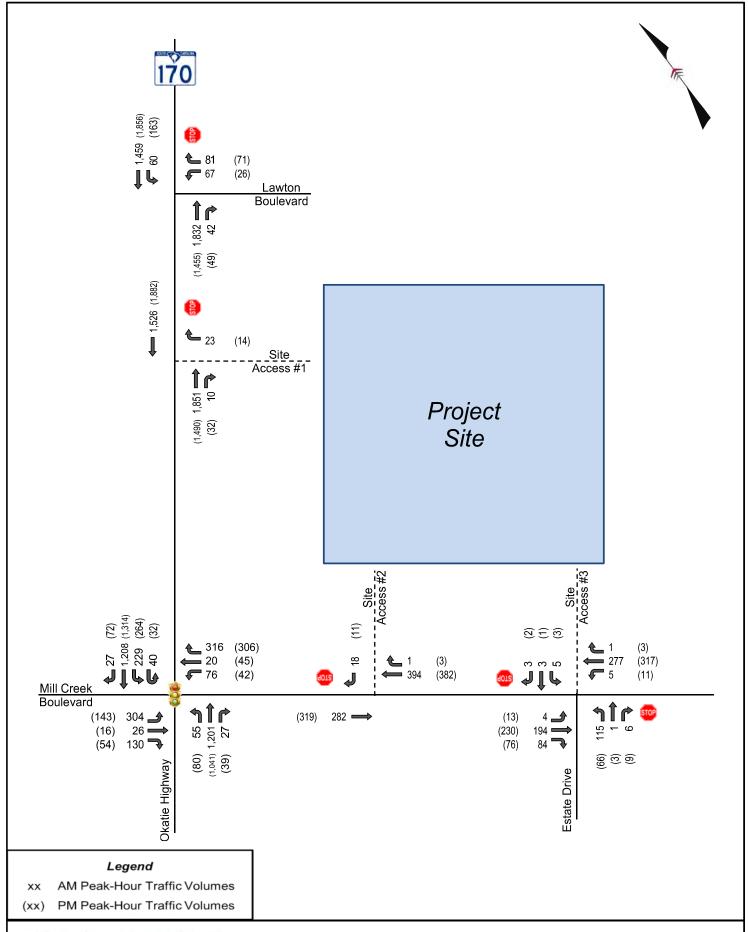


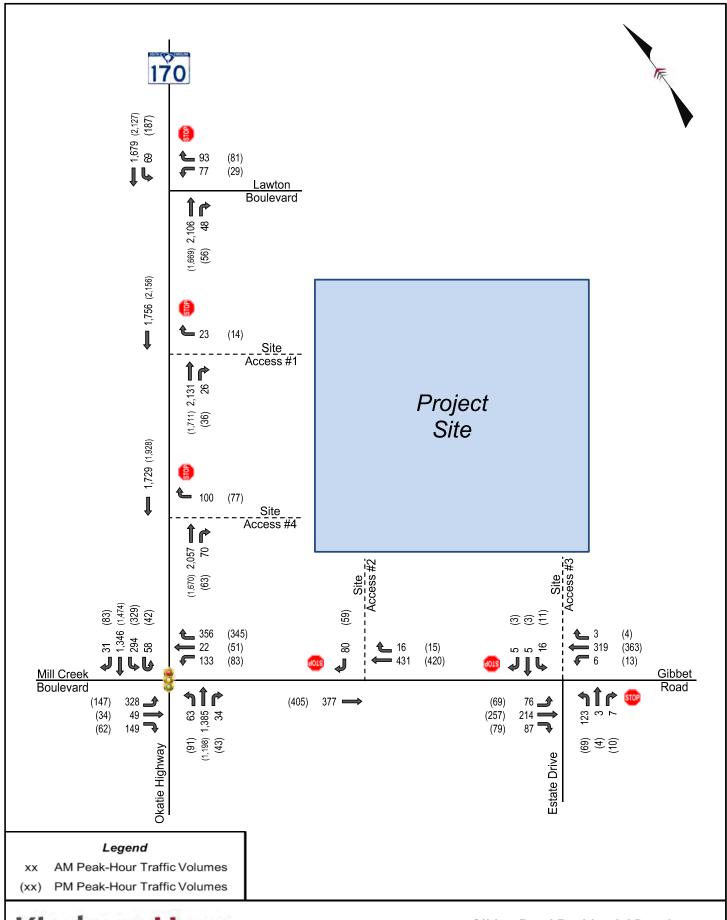






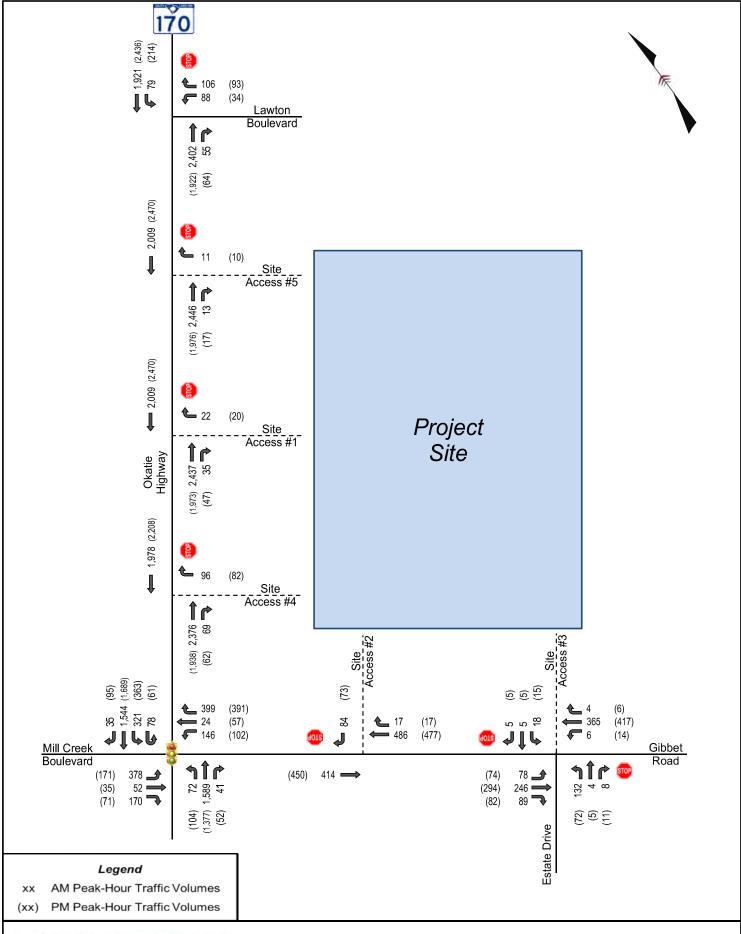








Attachment 7





4 Capacity Analysis

Capacity/level-of-Service (LOS) analyses were conducted using the *Highway Capacity Manual (HCM)*, 6th Edition, methodologies of the *Synchro*, Version 11, traffic analysis software. Capacity analyses were conducted for the AM and PM peak hours of the 2022 Existing conditions, 2025 No-Build conditions, 2025 Build conditions, 2027 No-Build conditions, 2027 Build conditions, 2029 No-Build conditions, and 2029 Build conditions analysis scenarios.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, gridlocked conditions with high vehicular delays, and are generally considered undesirable. **Table 4** lists the LOS control delay thresholds published in the *HCM* for signalized and unsignalized intersections.

LOS	Control Delay per	Control Delay per Vehicle (sec/veh)						
200	Signalized Intersections	Unsignalized Intersections						
Α	≤10	≤10						
В	> 10 – 20	> 10 – 15						
С	> 20 – 35	> 15 – 25						
D	> 35 – 55	> 25 – 35						
E	> 55 – 80	> 35 – 50						
F	> 80	> 50						

Table 4 – HCM Level of Service Criteria

As part of the intersection analysis, SCDOT's default Synchro parameters were utilized. Existing peak-hour factors (PHF) were utilized for the existing scenarios and the PHFs for the future-year scenarios were adjusted to a minimum of 0.90 and maximum of 0.95. Existing heavy vehicle percentages were utilized for all scenarios, with a minimum of 2% considered.

Please note, U-turns located at the intersection of SC 170 (Okatie Highway) with Gibbet Road were accounted for in the left-turn volume due to the phasing conflict with the right-turn overlap along Gibbet Road. In addition, the 2027 and 2029 No-Build conditions do not account for the previous phases of the development.

The following sections outline the results of the capacity analysis for each of the study intersections. The capacity analysis worksheets are included in **Appendix F.**



4.1 SC 170 (Okatie Highway) at Lawton Boulevard

The capacity analysis results for the SC 170 (Okatie Highway) at Lawton Boulevard intersection are summarized in **Table 5**.

Table 5 - SC 170 (Okatie Highway) at Lawton Boulevard Analysis Results

	,	WB (Lawton Boulevard)		NB (SC 170	0 Okatie Hwy)	SB (SC 170 Okatie Hwy)		
Condition	Measure	WBL	WBR	NBT	NBR	SBL	SBT	
AM Peak Hour								
0000 F : //	LOS (Delay)	D (2	D (27.2)		A (0.0)		3.8)*	
2022 Existing	Synchro 95th Q	38'	18'	0'	0'	10'	0'	
000511 B !!!	LOS (Delay)	F (6	69.1)	A (0.0)		C (1	9.6)*	
2025 No-Build	Synchro 95th Q	100'	35'	0'	0'	20'	0'	
2025 Phase 1	LOS (Delay)	F (7	72.0)	А	(0.0)	C (2	0.0)*	
Build	Synchro 95th Q	103'	35'	0'	0'	20'	0'	
0007 N. D. III	LOS (Delay)	F (1	26.7)	А	(0.0)	C (2	4.1)*	
2027 No-Build	Synchro 95th Q	148'	50'	0'	0'	28'	0'	
2027 Phase 2	LOS (Delay)	F (1	41.2)	А	(0.0)	D (25.3)*		
Build	Synchro 95th Q	155'	53'	0'	0'	28'	0'	
2020 Na Duild	LOS (Delay)	F (2	98.3)	A (0.0)		E (35.4)*		
2029 No-Build	Synchro 95th Q	225'	85'	0'	0'	45'	0'	
2029 Phase 3	LOS (Delay)	F (\$)		A (0.0)		E (37.8)*		
Build	Synchro 95th Q	230'	90'	0'	0'	50'	0'	
PM Peak Hour								
0000 5 : "	LOS (Delay)	C (18.8)		А	(0.0)	B (1	3.2)*	
2022 Existing	Synchro 95th Q	13'	13'	0'	0'	23'	0'	
	LOS (Delay)	D (2	28.5)	А	(0.0)	C (18.5)*		
2025 No-Build	Synchro 95th Q	28'	20'	0'	0'	45'	0'	
2025 Phase 1	LOS (Delay)	D (29.2)		A (0.0)		C (18.8)*		
Build	Synchro 95th Q	28'	20'	0'	0'	48'	0'	
	LOS (Delay)	E (4	45.1)	A (0.0)		D (26.2)*		
2027 No-Build	Synchro 95th Q	48'	30'	0'	0'	78'	0'	
2027 Phase 2	LOS (Delay)	E (4	48.6)	A (0.0)		D (27.4)*		
Build	Synchro 95th Q	53'	30'	0'	0'	83'	0'	
0000 N B "''	LOS (Delay)	F (1	F (155.8)		A (0.0)		0.0)*	
2029 No-Build	Synchro 95th Q	108'	45'	0'	0'	150'	0'	
2029 Phase 3	LOS (Delay)	F (2	05.3)	А	(0.0)	F (56.7)*		
Build	Synchro 95th Q	115'	48'	0'	0'	163'	0'	

^{*} LOS and Delay shown for the southbound left-turn movement

^{\$ -} Delay Exceeds 300 sec/veh

Gibbet Road Residential Development Traffic Impact Analysis

2022 Existing, 2025 No-Build, and 2025 Phase 1 Build

Under 2022 Existing conditions the westbound approach along Lawton Boulevard operates at LOS D during the AM peak hour and LOS C during the PM peak hour. Under 2025 No-Build conditions, the westbound approach is expected to operate at LOS F during the AM peak hour and LOS D during the PM peak hour. This westbound approach is expected to operate similarly under the 2025 Build conditions with the consideration of the proposed development. Therefore, based on the expected Build operations being similar to No-Build operations, no improvements are recommended to mitigate the impact of Phase 1 of this proposed development.

2027 No-Build and 2027 Phase 2 Build

Under 2027 No-Build conditions, the westbound approach is expected to operate at LOS F during the AM peak hour and LOS E during the PM peak hour. This westbound approach is expected to operate similarly under the 2027 Build conditions with the consideration of the proposed development. Therefore, based on the expected Build operations being similar to No-Build operations, no improvements are recommended to mitigate the impact of Phase 2 of this proposed development.

2029 No-Build and 2029 Phase 3 Build

Under 2029 No-Build conditions, the westbound approach is expected to operate at LOS F during the AM and PM peak hour. The large increase in delay is primarily due to the large background growth of 7% per year over the seven-year period from 2022 to 2029. Additionally, volumes grown along Lawton Boulevard are conservative due to a majority of the neighborhood being built and occupied at the time turning movement counts were conducted. In addition, queues are not only anticipated to increase by one to two vehicles. Based on this, it is recommended that this intersection be monitored for the potential of installation of a traffic signal. It should be noted that Lawton Boulevard will operate at LOS F with or without phase 3 of this development, and if a traffic signal is warranted in the future, the Gibbet Road Residential Development is not responsible for installation.

Gibbet Road Residential Development Traffic Impact Analysis

4.2 SC 170 (Okatie Highway) at Gibbet Road/Mill Creek Boulevard

The capacity analysis results for the SC 170 (Okatie Highway) at Gibbet Road/Mill Creek intersection is summarized in **Table 6** on the following page.

2022 Existing, 2025 No-Build, and 2025 Phase 1 Build

Under 2022 Existing conditions the signalized intersection of SC 170 (Okatie Highway) and Gibbet Road/Mill Creek Boulevard operates at LOS C during the AM peak hour and LOS B during the PM peak hour. Under 2025 No-Build conditions this intersection is expected to operate at LOS C during the AM and PM peak hours. However, the eastbound approach is expected to operate at LOS F during the AM peak hour. With the consideration of development traffic, this intersection is expected to operate at LOS D and LOS C under the 2025 Build conditions during the AM and PM peak hours, respectively.

2027 No-Build and 2027 Phase 2 Build

Under 2027 No-Build conditions this intersection is expected to operate at LOS D during the AM Peak hour and LOS C during the PM peak hour. With the consideration of development traffic, the intersection is expected to continue to operate at LOS D during the AM peak hour and LOS C during the PM peak hour. Therefore, based on the expected Build operations being similar to No-Build operations, no improvements are recommended to mitigate the impact of the proposed development at this intersection

2029 No-Build and 2029 Phase 3 Build

Under 2029 No-Build conditions this intersection is expected to operate at LOS F during the AM Peak hour and LOS D during the PM peak hour. With the consideration of development traffic, the intersection is expected to continue to operate at LOS F during the AM peak hour and LOS D during the PM peak hour. Although this intersection is expected to operate at LOS F during the PM peak hour, the addition of traffic associate with the development is only anticipated to increase the control delay of the intersection by 72 sec/veh and queues are anticipated to be similar to the No-Build condition. Therefore, based on the expected Build operations being similar to No-Build operations, no improvements are recommended to mitigate the impact of the proposed development at this intersection

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Gibbet Road Residential Development

Traffic Impact Analysis



Table 6 –SC 170 (Okatie Highway) at Gibbet Road/Mill Creek Boulevard Analysis Results

Intersection C (22.6) C (34.3) D (35.1) D (51.2) D (53.0) C (21.9) C (22.3) C (27.7) C (28.7) D (45.0) F (81.8) F (88.0) B (17.2) D (51.3) SBR 12 12 SB (SC 170/Okatie Highway) 0 0 0 0 0 0 0 0 က က <u>~</u> <u>~</u> B (17.4) C (23.0) D (48.8) B (18.4) C (26.0) D (46.7) D (44.8) #738 D (54.0) #711 B (14.0) B (18.2) C (26.8) D (35.8) #715 ,969# SBT C (26.7) C (32.2) 316' 513' 395' 395' 502 485 440 440 537 288' #453 #285 #301 #338 #449 #395 #532 #236 #266' #374' #322' SBL 176 28 80 NBR NB (SC 170/Okatie Highway) 0 0 0 0 0 0 0 0 0 0 0 0 0 0 C (21.2) C (21.9) D (53.2) C (30.2) C (31.6) D (50.2) D (52.7) F (99.8) B (14.5) B (18.8) C (30.3) D (48.1) F (94.2) B (18.0) #485 NBT 371' 524' #685 .269# #845 #863 #499' #605 #626 523' 364 370' 249' NBL ,08# #22, #55. #57 ,08# 28 3 3 8 얼 7 3 3 52 WBR 210' 219' 264' 281 118 128' 207 237 241 276 188 189' 222' 259' WB (Gibbet Road) C (29.6) C (31.5) C (31.6) C (33.3) C (31.6) D (43.9) C (26.9) C (29.3) C (29.8) D (40.0) D (37.6) C (32.9) D (37.0) D (38.1) WBT 42' 19 32 34' 34 28 58' 4 69 32 37 4 69 37 WBL 115 147 159' 72 90 79' 88 35 45 48 96 59' 56' 54 EBR 21. 7 34. 20 20 34 5 က 0 0 0 0 0 0 EB (Mill Creek Boulevard) F (164.3) F (135.6) F (254.3) F (131.4) F (217.8) D (36.9) D (41.2) F (92.8) F (93.6) D (51.3) D (51.4) E (76.9) E (59.9) F (98.3) EBT 38 28 38 61 29' 46' 48 26' 42 44 64 16 28' 31 #439 #239 #283 #401 #401 #474' #560 #526' #130 #190 #190' #227 #199' #267 EBL LOS (Delay) Synchro 95th Q LOS (Delay) Measure 2029 Phase 3 Build 2027 Phase 2 Build 2029 Phase 3 Build 2025 Phase 1 Build 2027 Phase 2 Build AM Peak Hour 2025 Phase 1 Build 2025 No-Build 2027 No-Build 2029 No-Build PM Peak Hour 2025 No-Build 2027 No-Build 2029 No-Build 2022 Existing 2022 Existing Condition



4.3 Gibbet Road at Estate Drive/Site Access #3

The capacity analysis results for the Gibbet Road at Estate Drive/Site Access #3 intersection are summarized in **Table 7**. The southbound Site Access #3 approach is proposed to be constructed under Phase 1 of the development and is planned to consist of one ingress lane and two egress lanes.

Table 7 - Gibbet Road at Estate Drive/Site Access #3 Analysis Results

0	M	EB (Gibbet F	Road)	WB	(Gibbet	Road)	NB (Estate D	Orive)	SB (S	ite Acce	ess #3)
Condition	Measure	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
2022 Existing	LOS (Delay)		A (0.0)			A (7.6)	ŧ		B (11.9)				
2022 Existing	Synchro 95th Q	-	()'		0'		8'	-	0'			
2025 No-Build	LOS (Delay)		A (0.0)			A (7.9)	ŧ		B (14.4)			-	
2023 NO-Build	Synchro 95th Q	-	0'	0'		0'		25'	-	0'			
2025 Phase 1	LOS (Delay)		A (7.9)*	ŧ		A (7.9)	ŧ	C (16.3)			B (13.0))
Build	Synchro 95th Q	()'	0'		0'		30'	()'	0'	()'
2027 No-Build	LOS (Delay)		A (0.0)			A (8.0)	ŧ		C (17.0))			
2027 NO-Build	Synchro 95th Q	•	0'	0'		0'		35'	-	0'		-	
2027 Phase 2	LOS (Delay)		A (8.3)*	ŧ		A (8.0)	ŧ		D (32.5))	C (18.7)		
Build	Synchro 95th Q	5	5'	0'		0'		75'	3	3'	5'		3'
2029 No-Build	LOS (Delay)		A (0.0)			A (8.1)	ŧ		C (19.9))			
2029 NO-Build	Synchro 95th Q	•	0'	0'		0'		48'	-	0'		-	
2029 Phase 3	LOS (Delay)		A (8.5)*	ŧ		A (8.1)*			E (45.8))		C (21.2))
Build	Synchro 95th Q	8	}'	0'		0'		108'	3	3'	8'	~ >	3'
PM Peak Hour													
2022 Existing	LOS (Delay)		A (0.0)			` '		B (11.5)	'				
2022 Existing	Synchro 95th Q	-	()'		0'		5' - 0'		0'			
2025 No-Build	LOS (Delay)		A (0.0)			A (8.8)	ŧ		B (14.2)			-	
2023 NO-Build	Synchro 95th Q	-	0'	0'		0'		15'	-	0'			
2025 Phase 1	LOS (Delay)		A (8.0)*	ŧ		A (8.0)	ŧ		C (16.3))		B (14.0))
Build	Synchro 95th Q	()'	0'		0'		18'	3	3'	0'	()'
2027 No-Build	LOS (Delay)		A (0.0)			A (8.1)	ŧ		C (16.2))			
2027 NO-Build	Synchro 95th Q	-	0'	0'		0'		20'	-	0'			
2027 Phase 2	LOS (Delay)		A (8.4)*	ŧ		A (8.1)*			D (25.8))		C (20.7))
Build	Synchro 95th Q	5	5'	0'		0'		35'	3	3'	5'		3'
2029 No-Build	LOS (Delay)		A (0.0)			A (8.3)	ŧ		C (18.5))			
ZUZƏ INU-DUIIU	Synchro 95th Q	-	0'	0'		0'		25'	-	0'			
2029 Phase 3	LOS (Delay)		A (8.6)*	ŧ		A (8.2)	ŧ		D (33.5))		C (24.0))
Build	Synchro 95th Q	3	3'	0'		0'		50'	3	3'	8'	3	3'

^{*} LOS and Delay shown for the southbound left-turn movement

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Gibbet Road Residential Development Traffic Impact Analysis

2022 Existing, 2025 No-Build, and 2025 Phase 1 Build

Under 2022 Existing conditions the northbound approach along Estate Drive operates at LOS B during both the AM peak hour and PM peak hours. Under the 2025 No-Build conditions, a eastbound right-turn lane is planned to be constructed as part of the Palmetto Point Pickleball and Commercial Site. The northbound approach is expected to continue to operate at LOS B under 2025 No-Build conditions during both the AM and PM peak hour. With the addition of traffic associated with the proposed development, the northbound approach is expected to increase to LOS C during the AM and PM peak hour. The new southbound approach of Site Access #3 is expected to operate at LOS B during the AM and PM peak hours of the 2025 Build Phase 1 conditions.

Additional turn lane improvements for this unsignalized intersection beyond those necessary for capacity were determined based on guidelines in the 2021 SCDOT Roadway Design Manual. The results of the warrant indicate that under 2025 Build Phase 1 conditions an eastbound left-turn lane and westbound right-turn lane are not necessary along Gibbet Road. Therefore, based on the expected Build operations being a LOS C or better, no improvements are recommended to mitigate the impact of Phase 1 of this proposed development.

2027 No-Build and 2027 Phase 2 Build

Under 2027 No-Build conditions the northbound approach along Estate Drive is expected to operate at LOS C during the AM and PM peak hour. Under 2027 Build Phase 2 conditions the northbound approach is expected to operate at LOS D during the AM and PM peak hour. The southbound approach of Site Access #3 is expected to operate at LOS C during the AM and PM peak hour.

Additional turn lane improvements for this unsignalized intersection beyond those necessary for capacity were determined based on guidelines in the 2021 SCDOT *Roadway Design Manual*. The results of the warrant indicate that under 2027 Build Phase 2 conditions the eastbound left-turn lane along Gibbet Road should be considered. Therefore, it is recommended to construct an eastbound left-turn lane along Gibbet Road in accordance with the SCDOT *Roadway Design Manual*. Turn lane warrant worksheets can be seen in **Appendix G**.

2029 No-Build and 2029 Phase 3 Build

Under 2029 No-Build conditions the northbound approach along Estate Drive is expected to operate at LOS C during the AM and PM peak hour. Under 2029 Build conditions, it was assumed that the eastbound left-turn lane would be constructed with phase 2 of the development. Under 2029 Build Phase 2 conditions the northbound approach is expected to operate at LOS E during the AM peak hour and LOS D under the PM peak hour. The southbound approach of Site Access #3 is expected to operate at LOS C during the AM and PM peak hour.

Although there is an increase in LOS along the northbound approach with the consideration of project traffic, it is not uncommon for minor street approaches to operate at LOS E, or LOS F, during peak hours of travel. Therefore, no improvements are recommended to mitigate the impact of Phase 3 of this proposed development.

4.4 SC 170 (Okatie Highway) at Site Access #1

The capacity analysis results for the SC 170 (Okatie Highway) at Site Access #1 intersection are summarized in **Table 8**. Site Access #1 is proposed to be constructed as part of Phase 1 and is planned to consist of one ingress lane and one egress lanes that will be restricted to right-in, right-out access only. Site Access #1 is planned to be located approximately 850 feet north of the intersection of SC 170 (Okatie Highway) with Gibbet Road.

Condition	Managema	WB (Site Access #1)	NB (SC 170/O	katie Highway)	SB (SC 170/Okatie Highway)		
Condition	Measure	WBR	NBT	NBR	SBT		
AM Peak Hou	r						
2025 Phase	LOS (Delay)	C (22.7)	A (0	0.0)	A (0.0)		
1 Build	Synchro 95th Q	10'	C	'	0'		
2027 Phase	LOS (Delay)	D (28.6)	A (0	0.0)	A (0.0)		
2 Build	Synchro 95th Q	13'	0	ı .	0'		
2029 Phase	LOS (Delay)	E (36.1)	A (0	0.0)	A (0.0)		
3 Build	Synchro 95th Q	15'	C	ı .	0'		
PM Peak Hou	r						
2025 Phase	LOS (Delay)	C (17.4)	A (0	0.0)	A (0.0)		
1 Build	Synchro 95th Q	5'	C	1	0'		
2027 Phase	LOS (Delay)	C (20.2)	A (0	0.0)	A (0.0)		
2 Build	Synchro 95th Q	5'	0'		0'		
2029 Phase	LOS (Delay)	C (24.4)	A (0	0.0)	A (0.0)		
3 Build Synchro 95th Q		10'	C	ı	0'		

Table 8 - SC 170 (Okatie Hwy) at Site Access #1 Analysis Results

2025 Phase 1 Build

Under 2025 Build Phase 1 conditions the westbound approach along Site Access #1 is expected to operate at LOS C during the AM and PM peak hours. Additional turn lane improvements for this unsignalized intersection beyond those necessary for capacity were determined based on guidelines in the 2021 SCDOT *Roadway Design Manual*. The results of the warrant indicate that under 2025 Build Phase 1 conditions and 2027 Build Phase 2 conditions, a northbound right-turn lane is not necessary along SC 170 (Okatie Highway). However, based on coordination with the SCDOT, all driveways located along SC 170 (Okatie Highway) will be required to construct turn lanes for ingress movements. Turn lane warrant worksheets can be seen in **Appendix G**. Based on the capacity analysis, Site Access #1 is recommended to be constructed as a right-in, right-out only driveway with one ingress lane and one egress lane.

2027 Phase 2 Build

Under 2027 Build Phase 2 the westbound approach is anticipated to increase to LOS D during the AM peak hour and remain at LOS C during the PM peak hour. Therefore, no improvements are recommended to mitigate the impact of Phase 2 of this proposed development.



Gibbet Road Residential Development Traffic Impact Analysis

2029 Phase 3 Build

Under 2029 Build Phase 3 the westbound approach is anticipated to increase to LOS E during the AM peak hour and remain at LOS C during the PM peak hour. Please note that although the westbound approach along Site Access #1 is anticipated to operate at LOS E, it is not uncommon for unsignalized driveways to operate at LOS E, or LOS F, during peak hours of travel. In addition, queues are not anticipated to be more than two vehicles along the westbound approach. Based on this, no improvements are recommended to mitigate the impact of Phase 3 of this proposed development.

4.5 Gibbet Road at Site Access #2

The capacity analysis results for the Gibbet Road at Site Access #2 intersection are summarized in **Table 9.** Site Access #2 is proposed to be constructed as part of Phase 1 and is planned to consist of one ingress lane and one egress lanes that will be restricted to a right-in, right-out access only. Site Access #2 is planned to be located approximately 350' east of the intersection of SC 170 (Okatie Highway) at Gibbet Road.

EB (Gibbet Road) WB (Gibbet Road) SB (Site Access #2) Condition Measure **EBT WBTR SBR AM Peak Hour** LOS (Delay) A(0.0)A(0.0)B (11.0) 2025 Phase 1 Build 0' 3' Synchro 95th Q 0' B (12.3) LOS (Delay) A(0.0)A(0.0)2027 Phase 2 Build 0' 0' Synchro 95th Q 13' LOS (Delay) A(0.0)A(0.0)B (13.1) 2029 Phase 3 Build 0' 0' 13' Synchro 95th Q **PM Peak Hour** LOS (Delay) A(0.0)A(0.0)B (10.8) 2025 Phase 1 Build 0' 0' 0' Synchro 95th Q LOS (Delay) A(0.0)A(0.0)B (11.9) 2027 Phase 2 Build Synchro 95th Q 0' 0' 10' LOS (Delay) A(0.0)A(0.0)B (12.8) 2029 Phase 3 Build Svnchro 95th Q 0' 13'

Table 9 - Gibbet Road at Site Access #2 Analysis Results

All approaches at this intersection are anticipated to operate with short delays during the AM and PM peak hours. Additional turn lane improvements for this unsignalized intersection beyond those necessary for capacity were determined based on guidelines in the 2021 SCDOT *Roadway Design Manual*. The results of the warrant indicate that under 2025 Build Phase 1 conditions, 2027 Phase 2 Build conditions, and 2029 Phase 3 Build conditions a westbound right-turn lane is not necessary along Gibbet Road. Turn lane warrant worksheets can be seen in **Appendix G**.

Based on all approaches anticipated to operate with short delays, and turn lane warrants not being met, no improvements are recommended for this intersection. Site Access #2 should be constructed as a right-in, right-out only driveway with one ingress lane and one egress lane.

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4.6 SC 170 (Okatie Hwy) at Site Access #4

The capacity analysis results for the SC 170 (Okatie Highway)/ Site Access #4 intersection is summarized in **Table 10**. Site Access #4 is proposed to be constructed as part of Phase 2 and is planned to consist of one ingress lane and one egress lanes that will be restricted to a right-in, right-out access only. Site Access #4 is planned to be located approximately 350' north of the intersection of SC 170 (Okatie Highway) at Gibbet Road.

WB (Site Access #4) NB (SC 170/Okatie Highway) SB (SC 170/Okatie Highway) Condition Measure **WBR NBT NBR SBT AM Peak Hour** LOS (Delay) F (51.7) A(0.0)A(0.0)2027 Phase 2 Build Synchro 95th Q 0' 0' 85' LOS (Delay) F (76.4) A (0.0) A(0.0)2029 Phase 3 Build 0' Synchro 95th Q 108' 0' **PM Peak Hour** LOS (Delay) D (26.0) A (0.0) A(0.0)2027 Phase 2 Build 0' Synchro 95th Q 35' LOS (Delay) D (33.5) A (0.0) A(0.0)2029 Phase 3 Build Synchro 95th Q 50' 0'

Table 10 - SC 170 (Okatie Hwy) at Site Access #4 Analysis Results

The westbound approach at this proposed intersection is anticipated to operate at LOS F during the AM peak hour and LOS D during the PM peak hour. Additional turn lane improvements for this unsignalized intersection beyond those necessary for capacity were determined based on guidelines in the 2021 SCDOT *Roadway Design Manual*. The results of the warrant indicate that under 2027 Build conditions, a northbound right-turn lane should be considered along SC 170 (Okatie Highway). Turn lane warrant worksheets can be seen in **Appendix G**.

Based on the capacity and turn lane warrant analysis, it is recommended to construct Site Access #4 as a right-in, right-out only driveway with one ingress and one egress lane, and construct a northbound right turn lane in accordance with the SCDOT *Roadway Design Manual*.

4.7 SC 170 (Okatie Hwy) at Site Access #5

The capacity analysis results for the SC 170 (Okatie Highway)/ Site Access #5 intersection is summarized in **Table 11**. Site Access #5 is proposed to be constructed as part of Phase 3 and is planned to consist of one ingress lane and one egress lanes that will be restricted to a right-in, right-out access only. Site Access #5 is planned to be located approximately 875' south of the intersection of SC 170 (Okatie Highway) at Lawton Boulevard.

WB (Site Access #5) NB (SC 170/Okatie Highway) SB (SC 170/Okatie Highway) Condition Measure **WBR NBT NBR SBT AM Peak Hour** LOS (Delay) D (33.8) A(0.0)A(0.0)2029 Phase 3 Build 8' Synchro 95th Q 0' 0' **PM Peak Hour** LOS (Delay) C (23.7) A(0.0)A(0.0)2029 Phase 3 Build Synchro 95th Q 5' 0' 0'

Table 11 - SC 170 (Okatie Hwy) at Site Access #5 Analysis Results

The westbound approach at this proposed intersection is anticipated to operate at LOS D during the AM peak hour and LOS C during the PM peak hour. Additional turn lane improvements for this unsignalized intersection beyond those necessary for capacity were determined based on guidelines in the 2021 SCDOT *Roadway Design Manual*. The results of the warrant indicate that under 2029 Build Phase 3 conditions a northbound right-turn lane is not necessary along SC 170 (Okatie Highway). However, based on coordination with the SCDOT, all driveways located along SC 170 (Okatie Highway) will be required to construct turn lanes for ingress movements. Turn lane warrant worksheets can be seen in **Appendix G**.

Based on the capacity and turn lane warrant analysis, it is recommended to construct Site Access #5 as a right-in, right-out only driveway with one ingress and one egress lane, and construct a northbound right turn lane in accordance with the SCDOT *Roadway Design Manual*.

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6 Conclusion

The proposed Gibbet Road Residential Development is in the northeast quadrant of the SC 170 (Okatie Highway) and Gibbet Road intersection in Bluffton, South Carolina. This development is planned to consist of the following phases and land uses:

- 2025 Build Phase 1 150 multi-family housing units.
- 2027 Build Phase 2 6,300 square-foot convenience store and gas station with 12 fueling positions.
- 2029 Build Phase 3 8,850 square feet office space and 8,850 square feet retail space.

It was assumed that the project will access the roadway network via the following five unsignalized driveways:

- Site Access #1 Planned to be constructed under Phase 1 and is located approximately 850' north of Gibbet Road along SC 170 (Okatie Highway). This access is proposed to be restricted to right-in, right-out movements only.
- Site Access #2 Planned to be constructed under Phase 1 and is located approximately 350' east of SC 170 (Okatie Highway) along Gibbet Road. This access is proposed to be restricted to right-in, right-out movements only.
- Site Access #3 Planned to be constructed under Phase 1, and is proposed to be full-movement and align with Estate Drive.
- Site Access #4 Planned to be constructed under Phase 2 and is located approximately 350' feet north of Gibbet Road along SC 170 (Okatie Highway). This access is proposed to be restricted to right-in, right-out movements only.
- Site Access #5 Planned to be constructed under Phase 3 and is located approximately 875' feet south of Lawton Boulevard along SC 170 (Okatie Highway). This access is proposed to be restricted to right-in, right-out movements only.

This study summarizes the results of the traffic analyses at the following study intersections:

- 1) SC 170 (Okatie Highway) at Lawton Boulevard
- SC 170 (Okatie Highway) at Gibbet Road/Mill Creek Boulevard
- Gibbet Road at Estate Drive/Site Access #3
- 4) SC 170 (Okatie Highway) at Site Access #1
- 5) Gibbet Road at Site Access #2
- 6) SC 170 (Okatie Highway) at Site Access #4
- 7) SC 170 (Okatie Highway) at Site Access #5



Improvements Considered by Others

In the surrounding area, the approved development of the Palmetto Point Pickleball and Commercial Site, Kimley-Horn 2021, was accounted for in the analysis of 2025, 2027, and 2029 conditions. Based on this report, an eastbound right-turn lane along Gibbet Road at the intersection of Estate Drive will be constructed.

Based on the results of the traffic analyses, the following improvements are recommended to mitigate the impact of the proposed development's traffic on the study area intersections:

2025 Build Phase 1

Gibbet Road at Estate Drive/ Site Access #3

Construct Site Access #3 to align with Estate Drive. Site Access #3 should consist of
one ingress lane and two egress lanes. The egress lanes should consist of a left-turn
lane and shared through/right-turn lane.

SC 170 (Okatie Highway) at Site Access #1

- Construct a northbound right-turn lane along SC 170 (Okatie Highway) in accordance with the SCDOT *Roadway Design Manual*.
- Construct Site Access #1 to be a right-in, right-out access only with one ingress lane and one egress lane.

Gibbet Road at Site Access #2

 Construct Site Access #2 to be a right-in, right-out access only with one ingress lane and one egress lane.

2027 Build Phase 2

Gibbet Road at Estate Drive/ Site Access #3

 Construct an eastbound left-turn lane along Gibbet Road in accordance with the SCDOT Roadway Design Manual.

SC 170 (Okatie Highway) at Site Access #4

- Construct a northbound right-turn lane along SC 170 (Okatie Highway) in accordance with the SCDOT *Roadway Design Manual*.
- Construct Site Access #4 to be a right-in, right-out access only with one ingress lane and one egress lane.



2029 Build Phase 3

SC 170 (Okatie Highway) at Site Access #5

- Construct a northbound right-turn lane along SC 170 (Okatie Highway) in accordance with the SCDOT *Roadway Design Manual*.
- Construct Site Access #5 to be a right-in, right-out access only with one ingress lane and one egress lane.

Figure 20 illustrates the recommended improvements for the study area.

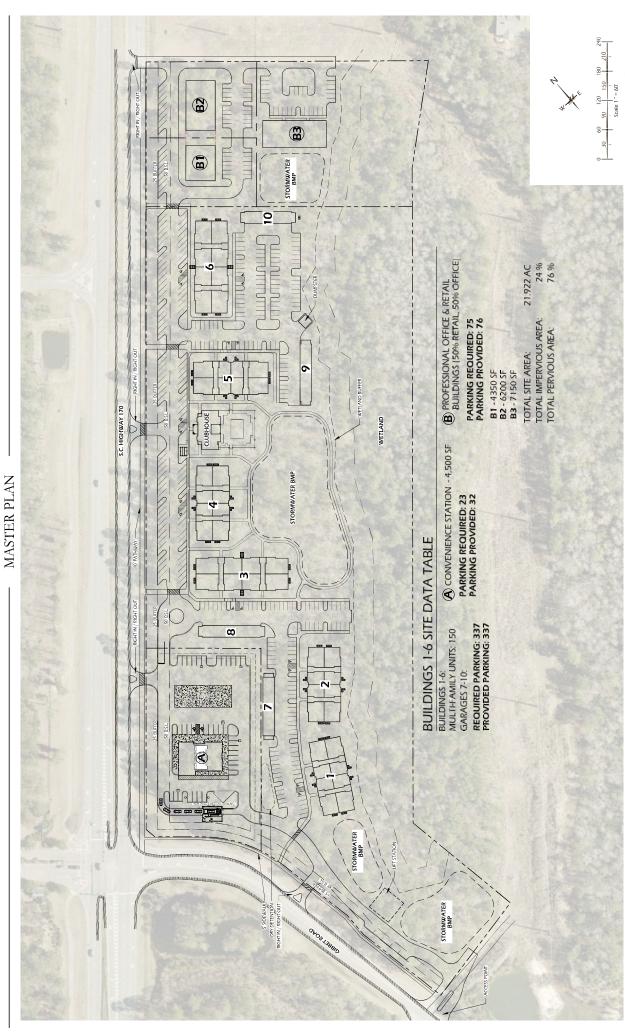
Attachment 7 Legend **Existing Laneage** Improvement By Others 2025 Phase 1 Improvement 2027 Phase 2 Improvement 2029 Phase 3 Improvement S = XX'Storage Length Lawton Boulevard 3 **Existing Signal** Okatie Highway **Existing Stop Control** Site Access #5 Project Site Access #1 Site Site Access #4 S = 225'S = 225' Gibbett Road Mill Creek Boulevard S = 100' S = 350'S = 200'Estate Drive





Gibbet Road Residential Development Traffic Impact Analysis

Appendix A – Site Plan



PARCEL B-1

HIGHWAY 170 AND GIBBET ROAD BLUFFTON, SOUTH CAROLINA



Appendix B – Trip Generation Calculations

Gibbet Road Multifamily Phase 1 Trip Generation										
Land Use	Intensity	Units	Daily	Д	M Peak Hou	ur	Р	M Peak Hou	ır	
Land OSe	Intensity	Oills	Daily	Total	ln	Out	Total	In	Out	
Residential Land Uses			1,037	69	17	52	85	54	31	
220 - Multifamily Housing (Low-Rise)	150	DU	1,037	69	17	52	85	54	31	
Subtotal			1,037	69	17	52	85	54	31	
Total Net New External Trips			1,037	69	17	52	85	54	31	

Note: Trip generation was calculated using the following data:

Daily Traffic Generation

Residential Land Uses

220 - Multifamily Housing (Low-Rise) ITE 220 = T = 6.41 * (X) + (75.31); (50 % In; 50 % Out)

AM Peak-Hour Traffic Generation

Residential Land Uses

220 - Multifamily Housing (Low-Rise) ITE 220 = T = 0.31 * (X) + (22.85); (24 % In; 76 % Out)

PM Peak-Hour Traffic Generation

Residential Land Uses

220 - Multifamily Housing (Low-Rise) ITE 220 = T = 0.43 * (X) + (20.55); (63 % In; 37 % Out)

Gibbet R	oad Resid	ential P	hase 2 Tri	p Genera	tion				
Landlles	l4	I In:id-	Deibi	,	AM Peak Ho	ur	F	M Peak Ho	ur
Land Use	Intensity	Units	Daily	Total	In	Out	Total	In	Out
Retail Land Uses			4,082	356	178	178	343	172	171
945 - Convenience Store/Gas Station (9-15 Fueling Positions)		KSF	4,082	356	178	178	343	172	171
Residential Land Uses	esidential Land Uses		1,037	69	17	52	85	54	31
220 - Multifamily Housing (Low-Rise)	150	DU	1,037	69	17	52	85	54	31
Subtotal	•		5,119	425	195	230	428	226	202
Internal Capture			470	2	1	1	70	35	35
ITE Pass-By			3,510	270	135	135	220	110	110
Adjacent Street Traffic			30,000	3,000			3,000		
10% Adjacent Street Traffic			3,000	300	150	150	300	150	150
Pass-By				270	135	135	220	110	110
Total Net New External Trips				153	59	94	138	81	57
Note: Trip generation was calculated using the following data:									
Daily Traffic Generation									
Retail Land Uses									
945 - Convenience Store/Gas Station (9-15 Fueling Positions)			ITE 945	=	T = 560.88	* (X) + (548.	.79); (50 % l ı	n; 50 % Out)	
Residential Land Uses									
220 - Multifamily Housing (Low-Rise)			ITE 220	=	T = 6.41 * (X) + (75.31); (50 % In; 50 % Out)				
AM Peak-Hour Traffic Generation									
Retail Land Uses									
945 - Convenience Store/Gas Station (9-15 Fueling Positions)			ITE 945	=	T = 56.52 (X); (50 % In; 50 % Out)				
Residential Land Uses	nd Uses								
220 - Multifamily Housing (Low-Rise)		ITE 220 = T = 0.31 * (X) + (22.85); (24 % In; 76 % Out)							
PM Peak-Hour Traffic Generation									
Retail Land Uses									
945 - Convenience Store/Gas Station (9-15 Fueling Positions)				=	T = 54.52 ()	K); (50 % I n;	50 % Out)		
Residential Land Uses									
220 - Multifamily Housing (Low-Rise)			ITE 220	=	T = 0.43 * (2	X) + (20.55);	; (63 % In; 3	7 % Out)	

	NCHRP 684 Internal Trip Capture Estimation Tool										
Project Name:	Gibbet Road Residential Phase 2		Organization:	Kimley-Horn							
Project Location:	Okatie, SC		Performed By:								
Scenario Description:			Date:								
Analysis Year:			Checked By:								
Analysis Period:	AM Street Peak Hour		Date:								

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)									
Land Use	Developme	ent Data (<i>For Info</i>	rmation Only)			Estimated Vehicle-Trips ³			
Land OSE	ITE LUCs ¹	Quantity	Units		Total	Entering	Exiting		
Office					0	0	0		
Retail					356	178	178		
Restaurant					0	0	0		
Cinema/Entertainment					0	0	0		
Residential					69	17	52		
Hotel					0	0	0		
All Other Land Uses ²					0	0	0		
					425	195	230		

Table 2-A: Mode Split and Vehicle Occupancy Estimates										
Land Use		Entering Trip	os		Exiting Trips					
Land Ose	Veh. Occ.⁴	% Transit	% Non-Motorized		Veh. Occ.⁴	% Transit	% Non-Motorized			
Office	1.10	0%	0%		1.10	0%	0%			
Retail	1.10	0%	0%		1.10	0%	0%			
Restaurant	1.10	0%	0%		1.10	0%	0%			
Cinema/Entertainment	1.10	0%	0%		1.10	0%	0%			
Residential	1.10	0%	0%		1.10	0%	0%			
Hotel	1.10	0%	0%		1.10	0%	0%			
All Other Land Uses ²	1.10	0%	0%		1.10	0%	0%			

	Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)											
Origin (From)				Destination (To)								
Oligili (Floili)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel						
Office												
Retail												
Restaurant												
Cinema/Entertainment												
Residential												
Hotel												

Table 4-A: Internal Person-Trip Origin-Destination Matrix*										
Origin (From)				Destination (To)						
Oligili (Fiolii)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		0	0	0	0	0				
Retail	0		0	0	0	0				
Restaurant	0	0		0	0	0				
Cinema/Entertainment	0	0	0		0	0				
Residential	0	1	0	0		0				
Hotel	0	0	0	0	0					

Table 5-A	\: Computatio	ns Summary	
	Total	Entering	Exiting
All Person-Trips	468	215	253
Internal Capture Percentage	0%	0%	0%
	•		
External Vehicle-Trips ⁵	423	194	229
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Interna	al Trip Capture Percentaç	jes by Land Use		
Land Use	Entering Trips	Exiting Trips		
Office	N/A	N/A		
Retail	1%	0%		
Restaurant	N/A	N/A		
Cinema/Entertainment	N/A	N/A		
Residential	0%	2%		
Hotel	N/A	N/A		

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

	NCHRP 684 Internal Trip 0	Сар	NCHRP 684 Internal Trip Capture Estimation Tool									
Project Name:	Gibbet Road Residential Phase 2		Organization:	Kimley-Horn								
Project Location:	Okatie, SC		Performed By:									
Scenario Description:			Date:									
Analysis Year:			Checked By:									
Analysis Period:	PM Street Peak Hour		Date:									

	Table 1	-P: Base Vehicle	-Trip Generation E	stimates (Single-Use S	ite Estimate)	
Land Use	Developme	Development Data (For Information Only)			Estimated Vehicle-Trips ³	
Land OSE	ITE LUCs1	Quantity	Units	Total	Entering	Exiting
Office				0	0	0
Retail				343	172	171
Restaurant				0	0	0
Cinema/Entertainment				0	0	0
Residential				85	54	31
-lotel				0	0	0
All Other Land Uses ²				0	0	0
				428	226	202

	Table 2-P: Mode Split and Vehicle Occupancy Estimates								
1 111		Entering Trip	os .			Exiting Trips	rips		
Land Use	Veh. Occ.4	% Transit	% Non-Motorized		Veh. Occ.4	% Transit	% Non-Motorized		
Office	1.10	0%	0%		1.10	0%	0%		
Retail	1.10	0%	0%		1.10	0%	0%		
Restaurant	1.10	0%	0%		1.10	0%	0%		
Cinema/Entertainment	1.10	0%	0%		1.10	0%	0%		
Residential	1.10	0%	0%		1.10	0%	0%		
Hotel	1.10	0%	0%		1.10	0%	0%		
All Other Land Uses ²	1.10	0%	0%		1.10	0%	0%		

	Table 3-P: Average Land Use Interchange Distances (Feet Walking Distance)								
Origin (From)				Destination (To)					
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel			
Office		1000	1000		1000				
Retail					1000				
Restaurant					1000				
Cinema/Entertainment					1000				
Residential		1000	1000						
Hotel					1000				

Table 4-P: Internal Person-Trip Origin-Destination Matrix*									
Origin (From)		Destination (To)							
Oligili (Floili)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel			
Office		0	0	0	0	0			
Retail	0		0	0	27	0			
Restaurant	0	0		0	0	0			
Cinema/Entertainment	0	0	0		0	0			
Residential	0	11	0	0		0			
Hotel	0	0	0	0	0				

Table 5-P: Computations Summary									
Total Entering Exiting									
All Person-Trips	470	248	222						
Internal Capture Percentage	16%	15%	17%						
External Vehicle-Trips ⁵	358	191	167						
External Transit-Trips ⁶	0	0	0						
External Non-Motorized Trips ⁶	0	0	0						

Table 6-P: Internal Trip Capture Percentages by Land Use									
Land Use	Entering Trips	Exiting Trips							
Office	N/A	N/A							
Retail	6%	14%							
Restaurant	N/A	N/A							
Cinema/Entertainment	N/A	N/A							
Residential	46%	32%							
Hotel	N/A	N/A							

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made ⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

Gibbet R	oad Resid	ential P	hase 3 Tri	p Genera	tion				
					AM Peak Ho	ur	F	M Peak Hou	ır
Land Use	Intensity	Units	Daily	Total	In	Out	Total	In	Out
Office Land Uses			127	15	12	3	19	6	13
712 - Small Office Building	8.85	KSF	127	15	12	3	19	6	13
Retail Land Uses			4,685	383	194	189	414	208	206
945 - Convenience Store/Gas Station (9-15 Fueling Positions)	6.30	KSF	4,082	356	178	178	343	172	171
822 - Strip Retail Plaza (<40k)	8.85	KSF	603	27	16	11	71	36	35
Residential Land Uses			1,037	69	17	52	85	54	31
220 - Multifamily Housing (Low-Rise)	150	DU	1,037	69	17	52	85	54	31
Subtotal			5,849	467	223	244	518	268	250
Internal Capture			556	6	3	3	80	40	40
ITE Pass-By			3,996	268	134	134	224	112	112
Adjacent Street Traffic			30,000	3,000			3,000		
10% Adjacent Street Traffic			3,000	300	150	150	300	150	150
Pass-By			3,000	268	134	134	224	112	112
Total Net New External Trips			2,293	193	86	107	214	116	98
Office Land Uses 712 - Small Office Building Retail Land Uses 945 - Convenience Store/Gas Station (9-15 Fueling Positions) 822 - Strip Retail Plaza (<40k) Residential Land Uses 220 - Multifamily Housing (Low-Rise) AM Peak-Hour Traffic Generation Office Land Uses	e Building ITE 712 = T = 14.39 (X); (50 % In; 50 % Out) sece Store/Gas Station (9-15 Fueling Positions) ITE 945 = T = 560.88 * (X) + (548.79); (50 % In; 50 % Out) IPlaza (<40k) ITE 822 = T = 42.2 * (X) + (229.68); (50 % In; 50 % Out) d Uses Housing (Low-Rise) ITE 220 = T = 6.41 * (X) + (75.31); (50 % In; 50 % Out)					0 % Out)			
712 - Small Office Building Retail Land Uses 945 - Convenience Store/Gas Station (9-15 Fueling Positions) 822 - Strip Retail Plaza (<40k) Residential Land Uses				= = =	T = 1.67 (X); (82 % In; 18 % Out) T = 56.52 (X); (50 % In; 50 % Out) LN (T) = 0.66 * LN (X) + (1.84); (60 % In; 40 % Out) T = 0.31 * (X) + (22.85); (24 % In; 76 % Out)				
220 - Multifamily Housing (Low-Rise) PM Peak-Hour Traffic Generation Office Land Uses 712 - Small Office Building Retail Land Uses			ITE 220	=	T = 2.16 (X)	, , ,	, ,	- 70 Outj	
945 - Convenience Store/Gas Station (9-15 Fueling Positions) 822 - Strip Retail Plaza (<40k)				= =	T = 54.52 (> LN (T) = 0.7	,. ,	,	% ln; 50 % O	ut)
Residential Land Uses 220 - Multifamily Housing (Low-Rise)			ITE 220	=	T = 0.43 * (X	X) + (20.55);	(63 % In; 37	% Out)	

	NCHRP 684 Internal Trip Capture Estimation Tool								
Project Name:	Gibbet Road Residential Phase 3		Organization:	Kimley-Horn					
Project Location:	Okatie, SC		Performed By:						
Scenario Description:			Date:						
Analysis Year:			Checked By:						
Analysis Period:	AM Street Peak Hour		Date:						

Table 1-A: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)								
Land Use	Developm	Development Data (For Information Only)			Estimated Vehicle-Trips ³			
Land Ose	ITE LUCs1	Quantity	Units	Total	Entering	Exiting		
Office				15	12	3		
Retail				383	194	189		
Restaurant				0	0	0		
Cinema/Entertainment				0	0	0		
Residential				69	17	52		
Hotel				0	0	0		
All Other Land Uses ²				0	0	0		
				467	223	244		

Table 2-A: Mode Split and Vehicle Occupancy Estimates									
Land Use		Entering Trip	ps			Exiting Trips			
Land Ose	Veh. Occ.⁴	% Transit	% Non-Motorized		Veh. Occ.⁴	% Transit	% Non-Motorized		
Office	1.10	0%	0%		1.10	0%	0%		
Retail	1.10	0%	0%		1.10	0%	0%		
Restaurant	1.10	0%	0%		1.10	0%	0%		
Cinema/Entertainment	1.10	0%	0%		1.10	0%	0%		
Residential	1.10	0%	0%		1.10	0%	0%		
Hotel	1.10	0%	0%		1.10	0%	0%		
All Other Land Uses ²	1.10	0%	0%		1.10	0%	0%		

	Table 3-A: Average Land Use Interchange Distances (Feet Walking Distance)								
Origin (From)				Destination (To)					
Origin (From)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel			
Office									
Retail									
Restaurant									
Cinema/Entertainment									
Residential									
Hotel									

	Table 4-A: Internal Person-Trip Origin-Destination Matrix*									
Origin (From)		Destination (To)								
Origin (From)	Office	Office Retail Restaurant Cinema/Entertainment		Residential	Hotel					
Office		1	0	0	0	0				
Retail	1		0	0	0	0				
Restaurant	0	0		0	0	0				
Cinema/Entertainment	0	0	0		0	0				
Residential	0	1	0	0		0				
Hotel	0	0	0	0	0					

Table 5-4	: Computatio	ns Summary	
14510 07	Total	Entering	Exiting
All Person-Trips	513	245	268
Internal Capture Percentage	1%	1%	1%
	•	•	
External Vehicle-Trips ⁵	461	220	241
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-A: Interna	al Trip Capture Percentaç	ges by Land Use
Land Use	Entering Trips	Exiting Trips
Office	8%	33%
Retail	1%	0%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	0%	2%
Hotel	N/A	N/A

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

 3 Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-A vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made to Tables 5-A, 9-A (O and D). Enter transit, non-motorized percentages that will result with proposed mixed-use project complete.

⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-A.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.

	NCHRP 684 Internal Trip 0	Сар	ture Estimation Tool	
Project Name:	Gibbet Road Residential Phase 3		Organization:	Kimley-Horn
Project Location:	Okatie, SC		Performed By:	
Scenario Description:			Date:	
Analysis Year:			Checked By:	
Analysis Period:	PM Street Peak Hour		Date:	

	Table 1	-P: Base Vehicle	-Trip Generation E	stimates (Single-Use S	ite Estimate)						
Land Use	Developme	ent Data (For Info	rmation Only)	Estimated Vehicle-Trips ³							
Land OSE	ITE LUCs1	Quantity	Units	Total	Entering	Exiting					
Office				19	6	13					
Retail				414	208	206					
Restaurant				0	0	0					
Cinema/Entertainment				0	0	0					
Residential				85	54	31					
-lotel				0	0	0					
All Other Land Uses ²				0	0	0					
				518	268	250					

		Table 2-P:	Mode Split and Veh	nicl	e Occupancy Estimates	1	
1 111		Entering Trip	os .			Exiting Trips	
Land Use	Veh. Occ.4	% Transit	% Non-Motorized		Veh. Occ.4	% Transit	% Non-Motorized
Office	1.10	0%	0%		1.10	0%	0%
Retail	1.10	0%	0%		1.10	0%	0%
Restaurant	1.10	0%	0%		1.10	0%	0%
Cinema/Entertainment	1.10	0%	0%		1.10	0%	0%
Residential	1.10	0%	0%		1.10	0%	0%
Hotel	1.10	0%	0%		1.10	0%	0%
All Other Land Uses ²	1.10	0%	0%		1.10	0%	0%

	Table 3	B-P: Average L	and Use Interchan	ge Distances (Feet Walking D	istance)	
Origin (From)				Destination (To)		
Oligili (Floili)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel
Office		1000	1000		1000	
Retail					1000	
Restaurant					1000	
Cinema/Entertainment					1000	
Residential		1000	1000			
Hotel					1000	

		Table 4-P: I	nternal Person-Tri _l	o Origin-Destination Matrix	•										
Origin (From)	Destination (To)														
Origin (Front)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel									
Office		2	0	0	0	0									
Retail	2		0	0	27	0									
Restaurant	0	0		0	0	0									
Cinema/Entertainment	0	0	0		0	0									
Residential	1	11	0	0		0									
Hotel	0	0	0	0	0										

Table 5-F	: Computatio	ns Summary	
	Total	Entering	Exiting
All Person-Trips	570	295	275
Internal Capture Percentage	15%	15%	16%
External Vehicle-Trips ⁵	440	229	211
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Interna	al Trip Capture Percentag	ges by Land Use
Land Use	Entering Trips	Exiting Trips
Office	43%	14%
Retail	6%	13%
Restaurant	N/A	N/A
Cinema/Entertainment	N/A	N/A
Residential	46%	35%
Hotel	N/A	N/A

²Total estimate for all other land uses at mixed-use development site is not subject to internal trip capture computations in this estimator.

³Enter trips assuming no transit or non-motorized trips (as assumed in ITE *Trip Generation Manual*).

⁴Enter vehicle occupancy assumed in Table 1-P vehicle trips. If vehicle occupancy changes for proposed mixed-use project, manual adjustments must be made ⁵Vehicle-trips computed using the mode split and vehicle occupancy values provided in Table 2-P.

⁶Person-Trips

*Indicates computation that has been rounded to the nearest whole number.



Appendix C – Traffic Volume Development Worksheets



PHASE 1 VOLUME DEVELOPMENT

50%

SBT

26

26

1,856

SBR

0

0

0

50%

NBT

16

16

1,455

NBR

0

0

49

SBU | SBL

0 163

0

0

0

0

EBR | WBU | WBL WBT WBR NBU | NBL

0

0

0

0

0

71

0

0

0 0

0

0

0

0

0

0

0 0 26

INTERSECTION TRAFFIC VOLUME DEVELOPMENT - PHASE 1

INTERSECTION: SC 170/Okatie Highway at Lawton Boulevard

COUNT DATE: November 10, 2022

Net New

Distribution

LAND USE

Project Trip

Entering

Exiting

TYPE

Net New

EBU | EBL

0 0

0

0

0

0

EBT

0

0

0

0

0

"PM PROJECT TRIPS"

PM TOTAL PROJECT TRIPS

PM 2025 BUILD-OUT TRAFFIC

AM PEAK HOUR FACTOR: 0.98 AM FUTURE PEAK HOUR FACTOR: 0.95 PM PEAK HOUR FACTOR: 0.95 PM FUTURE PEAK HOUR FACTOR: 0.95

					AM I	Peak I	<u>lour</u>										
AM 2022 EXIST	ING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning	4	0	0	0	0	0	55	0	66	0	0	1,425	34	0	49	1,122	0
AM Volume		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXIST	ING TRAFFIC	0	0	0	0	0	55	0	66	0	0	1,425	34	0	49	1,122	0
																· ·	
AM Heavy Vehi	cle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	6%	2%
AM 2025 NO-BI	JILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Gro		7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
AM 2025 NO-BUILD	TRAFFIC GROWTH	0	0	0	0	0	12	0	15	0	0	321	8	0	11	252	0
AM 2025 NO-BUILD	TRAFFIC (No AD)	0	0	0	0	0	67	0	81	0	0	1,746	42	0	60	1,374	0
Approved Development 1: De	almotto Doint Dioklohall and	ı	I			ı	ı					60		ı		76	
Approved Development 1: Pa		0	0	0	0	0	0	0	0	0	0	60	0	0	0	76 76	0
TOTAL AWI AIT NOVED D	EVELOTIMENT TRAITIO											- 00				70	
AM 2025 NO-BI	JILD TRAFFIC	0	0	0	0	0	67	0	81	0	0	1,806	42	0	60	1,450	0
"SITE TRAFFIC D	ISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering															50%	
Distribution	Exiting											50%					
"AM PROJE	CT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	0	0	0	0	0	26	0	0	0	9	0
AM TOTAL PR	OJECT TRIPS	0	0	0	0	0	0	0	0	0	0	26	0	0	0	9	0
AM 2025 BUILD	-OUT TRAFFIC	0	0	0	0	0	67	0	81	0	0	1,832	42	0	60	1,459	0
					PM I	Peak I	<u>lour</u>										
DM 0000 EVICE	INO TRAFFIC	EDII	LEDI	EDT	EDD	l wou	LWDI	WDT	WDD	NDII	LNDI	NDT	NDD	ODII	l on	CDT	CDD
PM 2022 EXIST	4	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning PM Volume		0	0	0	0	0	21 0	0	58 0	0	0	1,134 1	40 0	0	133 0	1,440 0	0
	<u> </u>																
PM 2022 EXIST	ING TRAFFIC	0	0	0	0	0	21	0	58	0	0	1,135	40	0	133	1,440	0
PM Heavy Vehi	cle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2025 NO-BI	III D TRACEIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Gro		7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2025 NO-BUILD		0	0	0	0	0	5	0	13	0	0	255	9	0	30	324	0
PM 2025 NO-BUILD	TRAFFIC (No AD)	0	0	0	0	0	26	0	71	0	0	1,390	49	0	163	1,764	0
Approved Development 1: Pa	almetto Point Pickleball and											49				66	
Approved Development 1: Pa		0	0	0	0	0	0	0	0	0	0	49 49	0	0	0	66 66	0
TOTAL PM APPROVED D	EVELOPMENT TRAFFIC	0										49				66	
	EVELOPMENT TRAFFIC	_	0	0	0	0	0 26	0	0 71	0	0		0	0	0		0
TOTAL PM APPROVED D	EVELOPMENT TRAFFIC JILD TRAFFIC	0				0		0				49				66	

INTERSECTION: SC 170/Okatie Highway at Gibbet Road

COUNT DATE: November 10, 2022

PM 2025 BUILD-OUT TRAFFIC

0 143

16

AM PEAK HOUR FACTOR: 0.96 AM FUTURE PEAK HOUR FACTOR: 0.95 PM PEAK HOUR FACTOR: 0.91 PM FUTURE PEAK HOUR FACTOR: 0.91

				AM I	Peak I	<u>lour</u>										
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	248	12	106	0	47	10	213	0	45	961	16	27	123	972	22
AM Volume Balancing	0	0	3	0	0	0	0	0	0	0	10	4	0	14	0	0
AM 2022 EXISTING TRAFFIC	0	248	15	106	0	47	10	213	0	45	971	20	27	137	972	22
AM Heavy Vehicle Percentage	2%	1%	8%	3%	2%	4%	10%	1%	2%	9%	3%	2%	2%	6%	6%	2%
AM 2025 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
AM 2025 NO-BUILD TRAFFIC GROWTH	0	56	3	24	0	11	2	48	0	10	219	5	6	31	219	5
AM 2025 NO-BUILD TRAFFIC (No AD)	0	304	18	130	0	58	12	261	0	55	1,190	25	33	168	1,191	27
10 1 11 11 11 11 11 11	.1	1				ı							ı			
Approved Development 1: Palmetto Point Pickleball and TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	8	0	0	0	8	52 52	0	0	8	0	0	59 59	17 17	0
AM 2025 NO-BUILD TRAFFIC	0	304	26	130	0	58	20	313	0	55	1,198	25	33	227	1,208	27
"SITE TRAFFIC DISTRUBUTION"																
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Entering						050/		50 /			20%	15%	40%	10%		
Distribution Exiting	1					35%		5%								
"AM PROJECT TRIPS"																
LAND USE TYPE Project Trip Net New	EBU 0	EBL 0	EBT 0	EBR	WBU	WBL 18	WBT 0	WBR 3	NBU 0	NBL	NBT 3	NBR 2	SBU 7	SBL 2	SBT 0	SBR 0
AM TOTAL PROJECT TRIPS	0	0	0	0	0	18	0	3	0	0	3	2	7	2	0	0
AM 2025 BUILD-OUT TRAFFIC	0	304	26													
	_	304	20	130	0	76	20	316	0	55	1,201	27	40	229	1,208	27
		304	20	130	0	76	20	316		55	1,201	21	40	229	1,208	2/
		304	20		Peak I		20	316		55	1,201	21	40	229	1,208	2/
PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT				WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	1,208 SBT	SBR
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹	EBU 0	EBL	EBT 6	PM I EBR	Peak H	Hour WBL	WBT 32	WBR 214	NBU	NBL 65	NBT 835	NBR 23	SBU 9	SBL 153	SBT 1,060	SBR 59
PM 2022 EXISTING TRAFFIC	EBU	EBL	ЕВТ	PM I	Peak I	Hour WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹	EBU 0	EBL	EBT 6	PM I EBR	Peak H	Hour WBL	WBT 32	WBR 214	NBU	NBL 65	NBT 835	NBR 23	SBU 9	SBL 153	SBT 1,060	SBR 59
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC	EBU 0 0	EBL	EBT 6 1	PM I EBR 44 0	Peak H	WBL 25 0	WBT 32 0	WBR 214 0	NBU 0 0	NBL 65 0	NBT 835 0	NBR 23 2 25	\$BU 9 0	SBL 153 17	SBT 1,060 0	SBR 59 0
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage	EBU 0 0 0 0 0 2%	EBL	EBT 6 1 7	PM I EBR 44 0 44	Peak I WBU 0 0 0	WBL 25 0 25 2%	WBT 32 0 32 2%	WBR 214 0 214 1%	NBU 0 0 0 2%	NBL 65 0 65	NBT 835 0 835 5%	NBR 23 2 25 25	\$BU 9 0 9 9 11%	\$BL 153 17 170	\$BT 1,060 0 1,060	\$BR 59 0 59 2%
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage PM 2025 NO-BUILD TRAFFIC	EBU 0 0 0 0 2% EBU	EBL	EBT 6 1 7 2% EBT	PM I EBR 44 0 44 2% EBR	Peak WBU	WBL 25 0 25 2% WBL	32 0 32 2% WBT	WBR 214 0 214 1% WBR	NBU 0 0 0 2% NBU	NBL 65 0 65 2% NBL	835 0 835 5% NBT	NBR 23 2 25 2% NBR	\$BU 9 0 9 9 11% \$BU	\$BL 153 17 170 170 1% \$BL	\$BT 1,060 0 1,060 2% \$BT	\$BR 59 0 59 2% \$BR
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage	EBU 0 0 0 0 0 2%	EBL	EBT 6 1 7	PM I EBR 44 0 44	Peak I WBU 0 0 0	WBL 25 0 25 2%	WBT 32 0 32 2%	WBR 214 0 214 1%	NBU 0 0 0 2%	NBL 65 0 65	NBT 835 0 835 5%	NBR 23 2 25 25	\$BU 9 0 9 9 11%	\$BL 153 17 170	\$BT 1,060 0 1,060	\$BR 59 0 59 2%
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage PM 2025 NO-BUILD TRAFFIC Annual Growth Rate PM 2025 NO-BUILD TRAFFIC GROWTH	EBU 0 0 0 0 2% EBU 7.0% 0	EBL	EBT 6 1 7 2% EBT 7.0% 2	PM I EBR 44 0 44 2% EBR 7.0% 10	Peak I WBU 0 0 0 2% WBU 7.0% 0	WBL 25 0 25 2% WBL 7.0% 6	WBT 32 0 32 2% WBT 7.0%	WBR 214 0 214 1% WBR 7.0% 48	NBU 0 0 0 0 8 NBU 7.0% 0	NBL 65 0 65 2% NBL 7.0% 15	NBT 835 0 835 5% NBT 7.0% 188	NBR 23 2 25 2% NBR 7.0% 6	\$BU 9 0 9 111% \$BU 7.0% 2	\$BL 153 17 170 1% \$BL 7.0% 38	\$BT 1,060 0 1,060 2% \$BT 7.0% 239	\$BR 59 0 59 2% \$BR 7.0% 13
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage PM 2025 NO-BUILD TRAFFIC Annual Growth Rate	EBU 0 0 0 0 2% EBU 7.0%	EBL	EBT 6 1 7 2% EBT 7.0%	PM I EBR 44 0 44 2% EBR 7.0%	Peak I WBU 0 0 0 0 WBU 7.0%	WBL 25 0 25 2% WBL 7.0%	WBT 32 0 32 2% WBT 7.0%	WBR 214 0 214 1% WBR 7.0%	NBU 0 0 0 0 8 8 NBU 7.0%	NBL 65 0 65 2% NBL 7.0%	NBT 835 0 835 5% NBT 7.0%	NBR 23 2 25 28 NBR 7.0%	\$BU 9 0 9 111% \$BU 7.0%	\$BL 153 17 170 1% \$BL 7.0%	\$BT 1,060 0 1,060 2% \$BT 7.0%	\$BR 59 0 59 2% \$BR 7.0%
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage PM 2025 NO-BUILD TRAFFIC Annual Growth Rate PM 2025 NO-BUILD TRAFFIC GROWTH PM 2025 NO-BUILD TRAFFIC (No AD) Approved Development 1: Palmetto Point Pickleball and	EBU 0 0 0 0 0 EBU 7.0% 0	EBL	EBT 6 1 7 2% EBT 7.0% 2	PM I EBR 44 0 44 2% EBR 7.0% 10	Peak I WBU 0 0 0 2% WBU 7.0% 0	WBL 25 0 25 2% WBL 7.0% 6	WBT 32 0 32 2% WBT 7.0%	WBR 214 0 214 1% WBR 7.0% 48	NBU 0 0 0 0 8 NBU 7.0% 0	NBL 65 0 65 2% NBL 7.0% 15	NBT 835 0 835 5% NBT 7.0% 188	NBR 23 2 25 2% NBR 7.0% 6	\$BU 9 0 9 111% \$BU 7.0% 2	\$BL 153 17 170 1% \$BL 7.0% 38	\$BT 1,060 0 1,060 2% \$BT 7.0% 239	\$BR 59 0 59 2% \$BR 7.0% 13
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage PM 2025 NO-BUILD TRAFFIC Annual Growth Rate PM 2025 NO-BUILD TRAFFIC GROWTH PM 2025 NO-BUILD TRAFFIC (No AD)	EBU 0 0 0 0 0 EBU 7.0% 0	EBL	EBT 6 1 7 2% EBT 7.0% 2 9	PM I EBR 44 0 44 2% EBR 7.0% 10	Peak I WBU 0 0 0 2% WBU 7.0% 0	WBL 25 0 25 2% WBL 7.0% 6	32 0 32 2% WBT 7.0% 7	WBR 214 0 214 1% WBR 7.0% 48	NBU 0 0 0 0 8 NBU 7.0% 0	NBL 65 0 65 2% NBL 7.0% 15	835 0 835 5% NBT 7.0% 188	NBR 23 2 25 2% NBR 7.0% 6	\$BU 9 0 9 111% \$BU 7.0% 2	153 17 170 1% SBL 7.0% 38	\$BT 1,060 0 1,060 2% \$BT 7.0% 239 1,299	\$BR 59 0 59 2% \$BR 7.0% 13
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage PM 2025 NO-BUILD TRAFFIC Annual Growth Rate PM 2025 NO-BUILD TRAFFIC GROWTH PM 2025 NO-BUILD TRAFFIC (No AD) Approved Development 1: Palmetto Point Pickleball and	EBU 0 0 0 0 2% EBU 7.0% 0	EBL	EBT 6 1 7 2% EBT 7.0% 2 9	PM I EBR 44 0 44 2% EBR 7.0% 10	Peak F WBU	WBL 25 0 25 2% WBL 7.0% 6 31	32 0 32 2% WBT 7.0% 7	WBR 214 0 214 1% WBR 7.0% 48 262	NBU 0 0 0 1 2% NBU 7.0% 0	NBL 65 0 65 2% NBL 7.0% 15 80	835 0 835 5% NBT 7.0% 188	NBR 23 2 25 2% NBR 7.0% 6	\$BU 9 0 111% \$BU 7.0% 2	\$BL 153 17 170 1% \$BL 7.0% 38 208	SBT 1,060 0 1,060 2% SBT 7.0% 239 1,299	\$BR 59 0 59 2% \$BR 7.0% 13 72
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage PM 2025 NO-BUILD TRAFFIC Annual Growth Rate PM 2025 NO-BUILD TRAFFIC GROWTH PM 2025 NO-BUILD TRAFFIC (No AD) Approved Development 1: Palmetto Point Pickleball and TOTAL PM APPROVED DEVELOPMENT TRAFFIC PM 2025 NO-BUILD TRAFFIC	EBU 0 0 0 0 EBU 7.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBL	EBT 6 1 7 2% EBT 7.0% 2 9 7 7	PM I EBR 44 0 44 2% EBR 7.0% 10 54	Peak I WBU 0 0 0 1 2% WBU 7.0% 0 0 0	WBL 25 0 25 2% WBL 7.0% 6 31 0	WBT 32 0 32 2% WBT 7.0% 7 39 6 6	WBR 214 0 214 1% WBR 7.0% 48 262 42 42	NBU 0 0 0 0 2% NBU 7.0% 0 0	NBL 65 0 65 2% NBL 7.0% 15 80 0	NBT 835 0 835 5% NBT 7.0% 188 1,023	23 2 25 2% NBR 7.0% 6 31	\$BU 9 0 9 111% \$BU 7.0% 2 111	\$BL 153 17 170 1% \$BL 7.0% 38 208	SBT 1,060 0 1,060 2% SBT 7.0% 239 1,299	\$BR 59 0 59 2% \$BR 7.0% 13 72 0
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage PM 2025 NO-BUILD TRAFFIC Annual Growth Rate PM 2025 NO-BUILD TRAFFIC GROWTH PM 2025 NO-BUILD TRAFFIC (No AD) Approved Development 1: Palmetto Point Pickleball and TOTAL PM APPROVED DEVELOPMENT TRAFFIC PM 2025 NO-BUILD TRAFFIC "SITE TRAFFIC DISTRUBUTION"	EBU 0 0 0 0 EBU 7.0% 0 0 0 0 0 0 0	EBL 117 0 117 2% EBL 7.0% 26 143	EBT 6 1 7 2% EBT 7.0% 2 9 7 7 16	PM I EBR 44 0 44 2% EBR 7.0% 10 54	Peak WBU	WBL 25 0 25 25	WBT 32 0 32 2% WBT 7.0% 7 39 6 6 6	WBR 214 0 214 1% WBR 7.0% 48 262 42 42 304	NBU 0 0 0 0 2% NBU 7.0% 0 0	NBL 65 0 65	NBT 835 0 835 5% NBT 7.0% 188 1,023 7 7	NBR 23 2 25 2% NBR 7.0% 6 31	SBU 9 0 111% SBU 7.0% 2 11 0	\$BL 153 17 170 1% \$BL 7.0% 38 208 51 51	SBT 1,060 0 1,060 2% SBT 7.0% 239 1,299 15 15 1,314	\$BR 59 0
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage PM 2025 NO-BUILD TRAFFIC Annual Growth Rate PM 2025 NO-BUILD TRAFFIC GROWTH PM 2025 NO-BUILD TRAFFIC (No AD) Approved Development 1: Palmetto Point Pickleball and TOTAL PM APPROVED DEVELOPMENT TRAFFIC PM 2025 NO-BUILD TRAFFIC "SITE TRAFFIC DISTRUBUTION" LAND USE TYPE	EBU 0 0 0 0 EBU 7.0% 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	EBL	EBT 6 1 7 2% EBT 7.0% 2 9 7 7	PM I EBR 44 0 44 2% EBR 7.0% 10 54	Peak WBU	WBL 25 0 25 2% WBL 7.0% 6 31 0	WBT 32 0 32 2% WBT 7.0% 7 39 6 6	WBR 214 0 214 1% WBR 7.0% 48 262 42 42 304	NBU 0 0 0 0 2% NBU 7.0% 0 0	NBL 65 0 65	NBT 835 0 835 5% NBT 7.0% 188 1,023 7 7 1,030	NBR 23 2 25 2% NBR 7.0% 6 31	SBU 9 0 111% SBU 7.0% 2 11 0 11 SBU	SBL 153 17 170 1% SBL 7.0% 38 208 51 51 259	SBT 1,060 0 1,060 2% SBT 7.0% 239 1,299	\$BR 59 0 59 2% \$BR 7.0% 13 72 0
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts ¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage PM 2025 NO-BUILD TRAFFIC Annual Growth Rate PM 2025 NO-BUILD TRAFFIC GROWTH PM 2025 NO-BUILD TRAFFIC (No AD) Approved Development 1: Palmetto Point Pickleball and TOTAL PM APPROVED DEVELOPMENT TRAFFIC PM 2025 NO-BUILD TRAFFIC "SITE TRAFFIC DISTRUBUTION"	EBU 0 0 0 0 EBU 7.0% 0 0 0 0 0 0 0	EBL 117 0 117 2% EBL 7.0% 26 143	EBT 6 1 7 2% EBT 7.0% 2 9 7 7 16	PM I EBR 44 0 44 2% EBR 7.0% 10 54	Peak WBU	WBL 25 0 25 25	WBT 32 0 32 2% WBT 7.0% 7 39 6 6 6	WBR 214 0 214 1% WBR 7.0% 48 262 42 42 304	NBU 0 0 0 0 2% NBU 7.0% 0 0	NBL 65 0 65	NBT 835 0 835 5% NBT 7.0% 188 1,023 7 7	NBR 23 2 25 2% NBR 7.0% 6 31	SBU 9 0 111% SBU 7.0% 2 11 0	\$BL 153 17 170 1% \$BL 7.0% 38 208 51 51	SBT 1,060 0 1,060 2% SBT 7.0% 239 1,299 15 15 1,314	\$BR 59 0
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage PM 2025 NO-BUILD TRAFFIC Annual Growth Rate PM 2025 NO-BUILD TRAFFIC GROWTH PM 2025 NO-BUILD TRAFFIC (No AD) Approved Development 1: Palmetto Point Pickleball and TOTAL PM APPROVED DEVELOPMENT TRAFFIC PM 2025 NO-BUILD TRAFFIC "SITE TRAFFIC DISTRUBUTION" LAND USE TYPE Net New Entering Distribution Exiting	EBU 0 0 0 0 EBU 7.0% 0 0 0 0 0 0 0	EBL 117 0 117 2% EBL 7.0% 26 143	EBT 6 1 7 2% EBT 7.0% 2 9 7 7 16	PM I EBR 44 0 44 2% EBR 7.0% 10 54	Peak WBU	WBL 25 0 25 2% WBL 7.0% 6 31 31 WBL WBL	WBT 32 0 32 2% WBT 7.0% 7 39 6 6 6	WBR 214 0 214 1% WBR 7.0% 48 262 42 42 42 WBR	NBU 0 0 0 0 2% NBU 7.0% 0 0	NBL 65 0 65	NBT 835 0 835 5% NBT 7.0% 188 1,023 7 7 1,030	NBR 23 2 25 2% NBR 7.0% 6 31	SBU 9 0 111% SBU 7.0% 2 11 0 11 SBU	SBL 153 17 170 1% SBL 7.0% 38 208 51 51 259	SBT 1,060 0 1,060 2% SBT 7.0% 239 1,299 15 15 1,314	\$BR 59 0
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage PM 2025 NO-BUILD TRAFFIC Annual Growth Rate PM 2025 NO-BUILD TRAFFIC (No AD) Approved Development 1: Palmetto Point Pickleball and TOTAL PM APPROVED DEVELOPMENT TRAFFIC PM 2025 NO-BUILD TRAFFIC "SITE TRAFFIC DISTRUBUTION" LAND USE Net New Entering	EBU 0 0 0 0 EBU 7.0% 0 0 0 0 0 0 0	EBL 117 0 117 2% EBL 7.0% 26 143	EBT 6 1 7 2% EBT 7.0% 2 9 7 7 16	PM I EBR 44 0 44 2% EBR 7.0% 10 54	Peak WBU	WBL 25 0 25 2% WBL 7.0% 6 31 31 WBL WBL	WBT 32 0 32 2% WBT 7.0% 7 39 6 6 6	WBR 214 0 214 1% WBR 7.0% 48 262 42 42 42 WBR	NBU 0 0 0 0 2% NBU 7.0% 0 0	NBL 65 0 65	NBT 835 0 835 5% NBT 7.0% 188 1,023 7 7 1,030	NBR 23 2 25 2% NBR 7.0% 6 31	SBU 9 0 111% SBU 7.0% 2 11 0 11 SBU	SBL 153 17 170 1% SBL 7.0% 38 208 51 51 259	SBT 1,060 0 1,060 2% SBT 7.0% 239 1,299 15 15 1,314	\$BR 59 0
PM 2022 EXISTING TRAFFIC PM Adjusted Turning Movement Counts¹ PM Volume Balancing PM 2022 EXISTING TRAFFIC PM Heavy Vehicle Percentage PM 2025 NO-BUILD TRAFFIC Annual Growth Rate PM 2025 NO-BUILD TRAFFIC (No AD) Approved Development 1: Palmetto Point Pickleball and TOTAL PM APPROVED DEVELOPMENT TRAFFIC "SITE TRAFFIC DISTRUBUTION" LAND USE TYPE Net New Entering Distribution Exiting "PM PROJECT TRIPS"	EBU 0 0 0 EBU 0 0 EBU	EBL 117 0 117 2% EBL 7.0% 26 143 0 143 EBL	EBT 6 1 7 2% EBT 7.0% 2 9 7 7 16	PM I EBR 44 0 44 2% EBR 7.0% 10 54 EBR	Peak WBU	WBL 25 0 25 2% WBL 7.0% 6 31 WBL 35% 35%	WBT 32 0 32 2% WBT 7.0% 7 39 6 6 6 45	WBR 214 0 214 1% WBR 7.0% 48 262 42 42 42 304 WBR	NBU 0 0 0 0 2% NBU 7.0% 0 0 0 NBU	NBL 65 0 65	NBT 835 0 835 5% NBT 7.0% 188 1,023 7 7 1,030 NBT 20%	NBR 23 2 25 2% NBR 7.0% 6 31 0 NBR 15%	SBU 9 0 111% SBU 7.0% 2 11 0 11 SBU 40%	SBL 153 17 170 1% SBL 7.0% 38 208 51 51 259 SBL 10%	SBT 1,060 0 1,060 2% SBT 7.0% 239 1,299 15 15 1,314 SBT	\$BR 59 0 59 2% \$BR 7.0% 13 72 5

54 0 42

306 0 80

1,041

39 32 264

1,314

72

45

INTERSECTION: Gibbet Road at Estate Drive/Site Access #3

November 10, 2022

COUNT DATE:
AM PEAK HOUR FACTOR:
PM PEAK HOUR FACTOR: 0.86 0.87 AM FUTURE PEAK HOUR FACTOR: 0.90 PM FUTURE PEAK HOUR FACTOR: 0.90

					<u>AM I</u>	Peak I	<u>lour</u>										
AM 2022 EXIS	TING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
AM Adjusted Turning	g Movement Counts ¹	0	0	158	14	0	4	212	0	0	42	0	5	0	0	0	0
AM Volume	e Balancing	0	0	0	0	0	0	13	0	0	3	0	0	0	0	0	0
AM 2022 EXIS	TING TRAFFIC	0	0	158	14	0	4	225	0	0	45	0	5	0	0	0	0
AM Heavy Veh	nicle Percentage	2%	2%	4%	21%	2%	2%	2%	2%	2%	5%	2%	20%	2%	2%	2%	2%
AM 2025 NO-B	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBI
	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
AM 2025 NO-BUILD	TRAFFIC GROWTH	0	0	36	3	0	1	51	0	0	10	0	1	0	0	0	0
AM 2025 NO-BUILI	D TRAFFIC (No AD)	0	0	194	17	0	5	276	0	0	55	0	6	0	0	0	0
proved Development 1: F	Palmetto Point Pickleball and				67						60						
OTAL AM APPROVED [DEVELOPMENT TRAFFIC	0	0	0	67	0	0	0	0	0	60	0	0	0	0	0	0
AM 2025 NO-E	BUILD TRAFFIC	0	0	194	84	0	5	276	0	0	115	0	6	0	0	0	0
"SITE TRAFFIC	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SB
Net New	Entering		25%					5%	5%			5%					
Distribution	Exiting														10%	5%	5%
"AM PROJ	ECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SB
Project Trip	Net New	0	4	0	0	0	0	1	1	0	0	1	0	0	5	3	3
AM TOTAL PR	ROJECT TRIPS	0	4	0	0	0	0	1	1	0	0	1	0	0	5	3	3
AM 2025 BUILT	D-OUT TRAFFIC	0	4	194	84	0	5	277	1	0	115	1	6	0	5	3	3
						D = = l = 1							-				
					PIVI	Peak I	<u>10ur</u>										
PM 2022 EXIS	TING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SB

					DM I	Peak I	سيما										
					PIVI	-eak r	<u> 10ur</u>										
PM 2022 EXIS	TING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turnin	g Movement Counts ¹	0	0	187	15	0	9	254	0	0	15	0	7	0	0	0	0
PM Volum	e Balancing	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
			T											1			
PM 2022 EXIS	TING TRAFFIC	0	0	187	15	0	9	256	0	0	15	0	7	0	0	0	0
DM Hagur Vale	icle Percentage	2%	2%	00/	2%	00/	2%	0%	2%	2%	I 00/	00/	2%	2%	2%	00/	00/
Pivi neavy veri	licie Percentage	2%	2%	2%	2%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2025 NO-E	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual G	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2025 NO-BUILD	TRAFFIC GROWTH	0	0	43	3	0	2	58	0	0	3	0	2	0	0	0	0
PM 2025 NO-BUIL	D TRAFFIC (No AD)	0	0	230	18	0	11	314	0	0	18	0	9	0	0	0	0
	Palmetto Point Pickleball and		_		58		<u> </u>				48			<u> </u>			
TOTAL PM APPROVED I	DEVELOPMENT TRAFFIC	0	0	0	58	0	0	0	0	0	48	0	0	0	0	0	0
PM 2025 NO-E	BUILD TRAFFIC	0	0	230	76	0	11	314	0	0	66	0	9	0	0	0	0
						-				, , , , , , , , , , , , , , , , , , ,							
"SITE TRAFFIC	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		25%					5%	5%			5%					
Distribution	Exiting														10%	5%	5%
"PM PROJI	ECT TRIPS"	EBU	EBL	EBT	EDD	wBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	TYPE Net New				EBR												
.,	ROJECT TRIPS	0	13 13	0	0	0	0	3	3	0	0	3	0	0	3	1	2
FWITOTALPE	COLUI INIFO	U	13	U	U	l U	<u> </u>	<u> </u>	<u>ა</u>	ı U	<u> </u>	<u> </u>	U	<u> </u>	၁	1	
PM 2025 BUILD	O-OUT TRAFFIC	0	13	230	76	0	11	317	3	0	66	3	9	0	3	1	2
				_,,,													

32

32

32

SBU | SBL

0 0

0

0

0

0

5%

2

1,490

NBT NBR

45%

14

14

14

0

0

0 0

0

0

EBR | WBU | WBL WBT WBR NBU | NBL

0

0

0

0

0

SBT

26

26

1,882

SBR

0

0

0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT - PHASE 1

SC 170/Okatie Highway at Site Access #1 INTERSECTION:

COUNT DATE: November 11, 2022

Exiting

TYPE

Net New

EBU | EBL

0 0

0

0

0

0

EBT

0

0

0

0

0

0

0 0 0

Distribution

LAND USE

Project Trip

"PM PROJECT TRIPS"

PM TOTAL PROJECT TRIPS

PM 2025 BUILD-OUT TRAFFIC

AM PEAK HOUR FACTOR: 0.90 AM FUTURE PEAK HOUR FACTOR: 0.90 PM FUTURE PEAK HOUR FACTOR: 0.90 PM PEAK HOUR FACTOR: 0.90

					AM I	Peak I	<u>lour</u>										
AM 2022 EXIS	TING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turnin	g Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	1,459	0	0	0	1,177	0
AM Volum	e Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXIS	TING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,459	0	0	0	1,177	0
AM11\/-1	into Demonstrate	2%	2%					2%	2%	2%	1		2%	2%	2%		
Alvi neavy ver	icle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
AM 2025 NO-BUILL	TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	329	0	0	0	264	0
AM 2025 NO-BUIL	D TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,788	0	0	0	1,441	0
Approved Development 1: F	Palmetto Point Pickleball and		1									60				76	
	DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	60	0	0	0	76	0
AM 2025 NO-E	BUILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,848	0	0	0	1,517	0
"SITE TRAFFIC	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering										İ		60%			50%	
Distribution	Exiting								45%			5%					
"AM PROJ	ECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	0	0	23	0	0	3	10	0	0	9	0
AM TOTAL PR	ROJECT TRIPS	0	0	0	0	0	0	0	23	0	0	3	10	0	0	9	0
AM 2025 BUILL	O-OLIT TRAFFIC	۸	۱ ۵	0	0	0	0	0	23	0	_ n	1 851	10	0	n n	1 526	
AM 2025 BUILI	D-OUT TRAFFIC	0	0	0	0	0	0	0	23	0	0	1,851	10	0	0	1,526	0
AM 2025 BUILI	D-OUT TRAFFIC	0	0	0				0	23	0	0	1,851	10	0	0	1,526	0
AM 2025 BUILI	D-OUT TRAFFIC	0	0	0		o Peak I		0	23	0	0	1,851	10	0	0	1,526	0
					PM I	Peak I	<u>lour</u>										
PM 2022 EXIS	TING TRAFFIC	EBU	EBL	ЕВТ	PM I	Peak I	lour WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM 2022 EXIS PM Adjusted Turnin	TING TRAFFIC g Movement Counts ¹	EBU 0	EBL	EBT 0	PM I EBR 0	Peak H	Hour WBL	WBT	WBR	NBU	NBL 0	NBT	NBR	SBU 0	SBL	SBT 1,461	SBR 0
PM 2022 EXIS PM Adjusted Turnin PM Volum	TING TRAFFIC g Movement Counts ¹ e Balancing	EBU	EBL	ЕВТ	PM I	Peak I	lour WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM 2022 EXIS PM Adjusted Turnin PM Volum	TING TRAFFIC g Movement Counts ¹	EBU 0	EBL	EBT 0	PM I EBR 0	Peak H	Hour WBL	WBT	WBR	NBU	NBL 0	NBT	NBR	SBU 0	SBL	SBT 1,461	SBR 0
PM 2022 EXIS PM Adjusted Turnin PM Volum PM 2022 EXIS	TING TRAFFIC g Movement Counts ¹ e Balancing TING TRAFFIC	EBU 0 0	EBL 0 0	EBT 0 0	PM I EBR 0 0	Peak H	Hour WBL	WBT 0 0	WBR 0 0	NBU 0 0	NBL	NBT 1,174 1 1,175	NBR 0 0	SBU 0 0	SBL	SBT 1,461 0	SBR 0 0
PM 2022 EXIS PM Adjusted Turnin PM Volum PM 2022 EXIS	TING TRAFFIC g Movement Counts ¹ e Balancing	EBU 0 0	EBL 0 0	EBT 0 0	PM I EBR 0	Peak H	Hour WBL	WBT 0 0	WBR 0 0	NBU 0 0	NBL 0 0	NBT 1,174 1	NBR 0 0	SBU 0 0	SBL 0 0	SBT 1,461 0	SBR 0 0
PM 2022 EXIS PM Adjusted Turnin PM Volum PM 2022 EXIS PM Heavy Vel PM 2025 NO-E	TING TRAFFIC g Movement Counts ¹ e Balancing TING TRAFFIC icle Percentage	EBU 0 0 0 0 0 2% EBU	EBL 0 0 0 2% EBL	EBT 0 0 0 2% EBT	PM I EBR 0 0 0 2% EBR	Peak WBU	WBL 0 0 0 0 2% WBL WBL	WBT 0 0 0 2% WBT	WBR 0 0 0 2% WBR	NBU 0 0 0 2% NBU	NBL	NBT 1,174 1 1,175 3% NBT	NBR 0 0 0 2% NBR	SBU 0 0 0 0 0 2% SBU	SBL	\$BT 1,461 0 1,461 1% \$BT	\$BR 0 0 0
PM 2022 EXIS PM Adjusted Turnin PM Volum PM 2022 EXIS PM Heavy Veh PM 2025 NO-E Annual G	TING TRAFFIC g Movement Counts ¹ e Balancing TING TRAFFIC icle Percentage BUILD TRAFFIC	EBU 0 0 0 0 EBU 7.0%	EBL 0 0 0 2% EBL 7.0%	EBT 0 0 0 EBT 7.0%	PM I EBR 0 0 0 2% EBR 7.0%	Peak WBU	WBL 0 0 0 2% WBL 7.0%	WBT 0 0 0 wBT 7.0%	WBR 0 0 0 0 WBR 7.0%	NBU 0 0 0 0 1 2% NBU 7.0%	NBL 0 0 0 2% NBL 7.0%	NBT 1,174 1 1,175 3% NBT 7.0%	NBR 0 0 0 0 2% NBR 7.0%	SBU 0 0 0 0 SBU 7.0%	SBL 0 0 2% SBL 7.0%	SBT 1,461 0 1,461 1% SBT 7.0%	SBR 0 0 0 5 SBR 7.0%
PM 2022 EXIS PM Adjusted Turnin PM Volum PM 2022 EXIS PM Heavy Veh PM 2025 NO-E Annual G	TING TRAFFIC g Movement Counts ¹ e Balancing TING TRAFFIC icle Percentage	EBU 0 0 0 0 0 2% EBU	EBL 0 0 0 2% EBL	EBT 0 0 0 2% EBT	PM I EBR 0 0 0 2% EBR	Peak WBU	WBL 0 0 0 2% WBL	WBT 0 0 0 2% WBT	WBR 0 0 0 2% WBR	NBU 0 0 0 2% NBU	NBL	NBT 1,174 1 1,175 3% NBT	NBR 0 0 0 2% NBR	SBU 0 0 0 0 0 2% SBU	SBL	\$BT 1,461 0 1,461 1% \$BT	\$BR 0 0 0
PM 2022 EXIS PM Adjusted Turnin PM Volum PM 2022 EXIS PM Heavy Vet PM 2025 NO-E Annual G PM 2025 NO-BUILD	TING TRAFFIC g Movement Counts ¹ e Balancing TING TRAFFIC icle Percentage BUILD TRAFFIC	EBU 0 0 0 0 EBU 7.0%	EBL 0 0 0 2% EBL 7.0%	EBT 0 0 0 EBT 7.0%	PM I EBR 0 0 0 2% EBR 7.0%	Peak WBU	WBL 0 0 0 2% WBL 7.0%	WBT 0 0 0 wBT 7.0%	WBR 0 0 0 0 WBR 7.0%	NBU 0 0 0 0 1 2% NBU 7.0%	NBL 0 0 0 2% NBL 7.0%	NBT 1,174 1 1,175 3% NBT 7.0%	NBR 0 0 0 0 2% NBR 7.0%	SBU 0 0 0 0 SBU 7.0%	SBL 0 0 2% SBL 7.0%	SBT 1,461 0 1,461 1% SBT 7.0%	SBR 0 0 0 5 SBR 7.0%
PM 2022 EXIS PM Adjusted Turnin PM Volum PM 2022 EXIS PM Heavy Veh PM 2025 NO-E Annual G PM 2025 NO-BUILE PM 2025 NO-BUILE	TING TRAFFIC g Movement Counts ¹ e Balancing TING TRAFFIC sicle Percentage BUILD TRAFFIC rowth Rate D TRAFFIC GROWTH	EBU 0 0 0 2% EBU 7.0% 0	EBL	EBT 0 0 2% EBT 7.0% 0	PM I EBR 0 0 0 2% EBR 7.0% 0	Peak I WBU 0 0 0 2% WBU 7.0% 0	WBL 0 0 0	WBT 0 0 0 2% WBT 7.0% 0	WBR 0 0 0 2% WBR 7.0% 0	NBU 0 0 0 2% NBU 7.0% 0	NBL	NBT 1,174 1 1,175 3% NBT 7.0% 264	NBR 0 0 0 2% NBR 7.0% 0	SBU 0 0 0 0 SBU 7.0% 0	SBL 0 0 0 8 5 SBL 7.0% 0	SBT 1,461 0 1,461 1% SBT 7.0% 329 1,790	\$BR 0 0 2% \$BR 7.0% 0
PM 2022 EXIS PM Adjusted Turnin PM Volum PM 2022 EXIS PM Heavy Ver PM 2025 NO-E Annual G PM 2025 NO-BUILD PM 2025 NO-BUILD Approved Development 1: F	TING TRAFFIC g Movement Counts ¹ e Balancing TING TRAFFIC sicle Percentage BUILD TRAFFIC rowth Rate D TRAFFIC GROWTH D TRAFFIC (No AD)	EBU 0 0 0 2% EBU 7.0% 0	EBL 0 0 2% EBL 7.0% 0 0	EBT 0 0 0 2% EBT 7.0% 0	PM I EBR 0 0 2% EBR 7.0% 0	Peak F WBU	WBL 0 0 0 0 WBL 7.0% 0 0 0 0 0 0 0 0 0	WBT 0 0 0 2% WBT 7.0% 0	WBR 0 0 0 2% WBR 7.0% 0	NBU 0 0 0 1 2% NBU 7.0% 0	NBL 0 0 2% NBL 7.0% 0 0	NBT 1,174 1 1,175 3% NBT 7.0% 264 1,439	NBR 0 0 0 8 2% NBR 7.0% 0	SBU 0 0 0 2% SBU 7.0% 0	SBL 0 0 0 8SBL 7.0% 0	\$BT 1,461 0 1,461 1% \$BT 7.0% 329 1,790	SBR 0 0 2% SBR 7.0% 0
PM 2022 EXIS PM Adjusted Turnin PM Volum PM 2022 EXIS PM Heavy Ver PM 2025 NO-E Annual G PM 2025 NO-BUILD PM 2025 NO-BUILD Approved Development 1: F	TING TRAFFIC g Movement Counts ¹ e Balancing TING TRAFFIC sicle Percentage BUILD TRAFFIC rowth Rate D TRAFFIC GROWTH	EBU 0 0 0 2% EBU 7.0% 0	EBL	EBT 0 0 2% EBT 7.0% 0	PM I EBR 0 0 0 2% EBR 7.0% 0	Peak I WBU 0 0 0 2% WBU 7.0% 0	WBL 0 0 0	WBT 0 0 0 2% WBT 7.0% 0	WBR 0 0 0 2% WBR 7.0% 0	NBU 0 0 0 2% NBU 7.0% 0	NBL	NBT 1,174 1 1,175 3% NBT 7.0% 264	NBR 0 0 0 2% NBR 7.0% 0	SBU 0 0 0 0 SBU 7.0% 0	SBL 0 0 0 8 5 SBL 7.0% 0	SBT 1,461 0 1,461 1% SBT 7.0% 329 1,790	\$BR 0 0 2% \$BR 7.0% 0
PM 2022 EXIS PM Adjusted Turnin PM Volum PM 2022 EXIS PM Heavy Ver PM 2025 NO-E Annual G PM 2025 NO-BUILD PM 2025 NO-BUILD Approved Development 1: F TOTAL PM APPROVED	TING TRAFFIC g Movement Counts ¹ e Balancing TING TRAFFIC sicle Percentage BUILD TRAFFIC rowth Rate D TRAFFIC GROWTH D TRAFFIC (No AD)	EBU 0 0 0 2% EBU 7.0% 0	EBL 0 0 2% EBL 7.0% 0 0	EBT 0 0 0 2% EBT 7.0% 0	PM I EBR 0 0 2% EBR 7.0% 0	Peak F WBU	WBL 0 0 0 0 WBL 7.0% 0 0 0 0 0 0 0 0 0	WBT 0 0 0 2% WBT 7.0% 0	WBR 0 0 0 2% WBR 7.0% 0	NBU 0 0 0 1 2% NBU 7.0% 0	NBL 0 0 2% NBL 7.0% 0 0	NBT 1,174 1 1,175 3% NBT 7.0% 264 1,439	NBR 0 0 0 8 2% NBR 7.0% 0	SBU 0 0 0 2% SBU 7.0% 0	SBL 0 0 0 8SBL 7.0% 0	\$BT 1,461 0 1,461 1% \$BT 7.0% 329 1,790	SBR 0 0 2% SBR 7.0% 0
PM 2022 EXIS PM Adjusted Turnin PM Volum PM 2022 EXIS PM Heavy Veh PM 2025 NO-E Annual G PM 2025 NO-BUILD PM 2025 NO-BUILD Approved Development 1: F TOTAL PM APPROVED PM 2025 NO-E	TING TRAFFIC g Movement Counts ¹ e Balancing TING TRAFFIC sicle Percentage BUILD TRAFFIC TRAFFIC GROWTH D TRAFFIC (No AD) Palmetto Point Pickleball and DEVELOPMENT TRAFFIC BUILD TRAFFIC	EBU 0 0 0 0 EBU 7.0% 0 0	EBL	EBT 0 0 2% EBT 7.0% 0 0	PM I EBR 0 0 0 2% EBR 7.0% 0 0	Peak I WBU 0 0 0 2% WBU 7.0% 0 0	WBL 0 0 0 0 0 0 0 0 0	WBT 0 0 0 2% WBT 7.0% 0 0	WBR 0 0 0 2% WBR 7.0% 0	NBU 0 0 0 0 1 2% NBU 7.0% 0 0	NBL	NBT 1,174 1 1,175 3% NBT 7.0% 264 1,439 49	NBR 0 0 0 0 2% NBR 7.0% 0 0	\$BU 0 0 0	SBL	SBT 1,461 0 1,461 1% SBT 7.0% 329 1,790 66 66	SBR 0 0 2% SBR 7.0% 0
PM 2022 EXIS PM Adjusted Turnin PM Volum PM 2022 EXIS PM Heavy Veh PM 2025 NO-E Annual G PM 2025 NO-BUILD PM 2025 NO-BUILD Approved Development 1: F TOTAL PM APPROVED PM 2025 NO-E "SITE TRAFFIC	TING TRAFFIC g Movement Counts ¹ e Balancing TING TRAFFIC icle Percentage BUILD TRAFFIC rowth Rate D TRAFFIC GROWTH D TRAFFIC (No AD) Palmetto Point Pickleball and DEVELOPMENT TRAFFIC BUILD TRAFFIC BUILD TRAFFIC	EBU 0 0 0 0 2% EBU 7.0% 0 0 0	EBL	EBT 0 0 2% EBT 7.0% 0 0	PM I EBR 0 0 2% EBR 7.0% 0 0	Peak I WBU 0 0 0 2% WBU 7.0% 0 0	WBL	WBT 0 0 0 2% WBT 7.0% 0 0	WBR 0 0 0 2% WBR 7.0% 0 0	NBU 0 0 0 0 1 2% NBU 7.0% 0 0 0	NBL	NBT 1,174 1 1,175 3% NBT 7.0% 264 1,439 49 49 1,488	NBR 0 0 0 0 2% NBR 7.0% 0 0	SBU 0 0 0 2% SBU 7.0% 0 0 0	SBL 0 0 0 2% SBL 7.0% 0 0	SBT 1,461 0 1,461 1% SBT 7.0% 329 1,790 66 66 1,856	SBR 0 0 0 2% SBR 7.0% 0 0
PM 2022 EXIS PM Adjusted Turnin PM Volum PM 2022 EXIS PM Heavy Veh PM 2025 NO-E Annual G PM 2025 NO-BUILD PM 2025 NO-BUILD Approved Development 1: F TOTAL PM APPROVED PM 2025 NO-E	TING TRAFFIC g Movement Counts ¹ e Balancing TING TRAFFIC sicle Percentage BUILD TRAFFIC TRAFFIC GROWTH D TRAFFIC (No AD) Palmetto Point Pickleball and DEVELOPMENT TRAFFIC BUILD TRAFFIC	EBU 0 0 0 0 EBU 7.0% 0 0	EBL	EBT 0 0 2% EBT 7.0% 0 0	PM I EBR 0 0 0 2% EBR 7.0% 0 0	Peak I WBU 0 0 0 2% WBU 7.0% 0 0	WBL 0 0 0 0 0 0 0 0 0	WBT 0 0 0 2% WBT 7.0% 0 0	WBR 0 0 0 2% WBR 7.0% 0	NBU 0 0 0 0 1 2% NBU 7.0% 0 0	NBL	NBT 1,174 1 1,175 3% NBT 7.0% 264 1,439 49	NBR 0 0 0 0 2% NBR 7.0% 0 0	\$BU 0 0 0	SBL	SBT 1,461 0 1,461 1% SBT 7.0% 329 1,790 66 66	SBR 0 0 0 2% SBR 7.0% 0 0

INTERSECTION: Gibbet Road at Site Access #2

COUNT DATE: November 12, 2022

"SITE TRAFFIC DISTRUBUTION"

"PM PROJECT TRIPS"

PM TOTAL PROJECT TRIPS

PM 2025 BUILD-OUT TRAFFIC

TYPE

Entering

Exiting

TYPE

Net New

LAND USE

Net New

Distribution

LAND USE

Project Trip

AM PEAK HOUR FACTOR: 0.90 AM FUTURE PEAK HOUR FACTOR: 0.90 PM PEAK HOUR FACTOR: 0.90 PM FUTURE PEAK HOUR FACTOR: 0.90

				<u>AM I</u>	Peak I	<u>lour</u>										
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	151	0	0	0	270	0	0	0	0	0	0	0	0	0
AM Volume Balancing	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXISTING TRAFFIC	0	0	172	0	0	0	270	0	0	0	0	0	0	0	0	0
AIII EOLL EXIGINO TRAITIO							270									
AM Heavy Vehicle Percentage	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2025 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
AM 2025 NO-BUILD TRAFFIC GROWTH	0	0	39	0	0	0	61	0	0	0	0	0	0	0	0	0
AM 2025 NO-BUILD TRAFFIC (No AD)	0	0	211	0	0	0	331	0	0	0	0	0	0	0	0	0
Approved Development 1: Palmetto Point Pickleball and	1	I	07				00						I			
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	67 67	0	0	0	60	0	0	0	0	0	0	0	0	0
							30									
AM 2025 NO-BUILD TRAFFIC	0	0	278	0	0	0	391	0	0	0	0	0	0	0	0	0
HOLES TO ASSIGN DIGITALIDADI																
"SITE TRAFFIC DISTRUBUTION" LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Entering	LDU		25%	LDIX	11120	11100	***	5%	1100	NDL	.,,,,,	- INDIX		UDL		
Distribution Exiting							5%	2,0								35%
"AM PROJECT TRIPS" LAND USE TYPE	EBU	EBL	ЕВТ	EBR	wBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip Net New	0	0	4	0	0	0	3	1	0	0	0	0	0	0	0	18
AM TOTAL PROJECT TRIPS	0	0	4	0	0	0	3	1	0	0	0	0	0	0	0	18
										-						
AM 2025 BUILD-OUT TRAFFIC	0	0	282	0	0	0	394	1	0	0	0	0	0	0	0	18
					Peak I											
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 PM Volume Balancing	0	0	182 20	0	0	0	271 0	0	0	0	0	0	0	0	0	0
PM Volume Balancing	1 0	0	20	- 0	1 0] 0	- 0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	0	0	202	0	0	0	271	0	0	0	0	0	0	0	0	0
PM Heavy Vehicle Percentage	2%	2%	1%	2%	2%	2%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2025 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2025 NO-BUILD TRAFFIC GROWTH	0	0	46	0	0	0	61	0	0	0	0	0	0	0	0	0
PM 2025 NO-BUILD TRAFFIC (No AD)	0	0	248	0	0	0	332	0	0	0	0	0	0	0	0	0
Approved Development 1: Palmetto Point Pickleball and			58				48									
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	58	0	0	0	48	0	0	0	0	0	0	0	0	0
PM 2025 NO-BUILD TRAFFIC	0	0	306	0	0	0	380	0	0	0	0	0	0	0	0	0

25%

EBT

13

13

319

0

0

EBU | EBL

0 0

0

0

0

0

EBT EBR | WBU | WBL WBT WBR NBU | NBL NBT NBR

5%

EBR | WBU | WBL WBT WBR NBU | NBL

2

382

0

0

0

0

0 0 0

5%

3

3

0

0

0 0

0

0

SBU | SBL

SBU | SBL

0 0

0

0

0

0

NBT NBR

0

0

0

0

0

0

SBR

35%

SBR

11

11

11

SBT

0

0



PHASE 2 VOLUME DEVELOPMENT

SC 170/Okatie Highway at Lawton Boulevard November 10, 2022

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: 0.98 0.95 AM FUTURE PEAK HOUR FACTOR: 0.98 PM FUTURE PEAK HOUR FACTOR: 0.95

					<u>AM F</u>	Peak F	<u>lour</u>										
AM 2022 EXI	STING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SB
AM Adjusted Turnii	ng Movement Counts ¹	0	0	0	0	0	55	0	66	0	0	1,425	34	0	49	1,122	0
AM Volun	ne Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXI	STING TRAFFIC	0	0	0	0	0	55	0	66	0	0	1,425	34	0	49	1,122	0
AM Heavy Ve	hicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	6%	29
AM 2027 NO-	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SB
Annual C	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0
AM 2027 NO-BUIL	TRAFFIC GROWTH	0	0	0	0	0	22	0	27	0	0	574	14	0	20	452	0
AM 2027 NO-BUIL	.D TRAFFIC (No AD)	0	0	0	0	0	77	0	93	0	0	1,999	48	0	69	1,574	0
aved Davelanment 1:	Palmetto Point Pickleball and	1					I					60				76	
	DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	60	0	0	0	76	0
TAL AM AFTROVED	DEVELOPMENT TRAFFIC		U					- 0	U	0	- 0	00		U	0	70	
AM 2027 NO-	BUILD TRAFFIC	0	0	0	0	0	77	0	93	0	0	2,059	48	0	69	1,650	0
	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SB
Pass-Bv																	
	Entering																
Distribution	Exiting																
Distribution Net New	Exiting Entering															50%	
Distribution	Exiting											50%				50%	
Distribution Net New Distribution	Exiting Entering Exiting											50%				50%	
Distribution Net New Distribution	Exiting Entering	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	50% NBT	NBR	SBU	SBL	50% SBT	SB
Distribution Net New Distribution "AM PROLLAND USE	Exiting Entering Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL		NBR	SBU	SBL		SE
Distribution Net New Distribution "AM PRO	Exiting Entering Exiting ECT TRIPS" TYPE	EBU 0	EBL	EBT	EBR 0	WBU 0	WBL 0	WBT	WBR 0	NBU 0	NBL		NBR 0	SBU 0	SBL 0		SE
Distribution Net New Distribution "AM PROLAND USE Project Trip	Exiting Entering Exiting ECT TRIPS" TYPE Pass - By											NBT				SBT	
Distribution Net New Distribution "AM PROLLAND USE Project Trip AM TOTAL P	Exiting Entering Exiting ECT TRIPS" TYPE Pass - By Net New	0	0	0	0	0	0	0	0	0	0	NBT	0	0	0	SBT 29	(

					PM F	Peak F	<u>lour</u>										
PM 2022 EXIST	TING 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	21	0	58	0	0	1,134	40	0	133	1,440	0
PM Volume	Balancing	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
PM 2022 EXIST	TING TRAFFIC	0	0	0	0	0	21	0	58	0	0	1,135	40	0	133	1,440	0
PM Heavy Vehi	icle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2027 NO-B	UILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Gr		7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2027 NO-BUILD	TRAFFIC GROWTH	0	0	0	0	0	8	0	23	0	0	457	16	0	54	580	0
DM 2027 NO DUIL D	TDAFFIC (No. AD)	0					1 00		0.1	0	-	4.500			407	0.000	
PM 2027 NO-BUILD	TRAFFIC (No AD)	0	0	0	0	0	29	0	81	0	0	1,592	56	0	187	2,020	0
Approved Development 1: Pa	almette Point Dicklehall and						1					49				66	
TOTAL PM APPROVED D		0	0	0	0	0	0	0	0	0	0	49	0	0	0	66	0
1017121111711111012222	ZVZZOT MZIVI TIGATIO	Ū								Ū		-10					
PM 2027 NO-B	UILD TRAFFIC	0	0	0	0	0	29	0	81	0	0	1,641	56	0	187	2,086	0
"SITE TRAFFIC I	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering															50%	
Distribution	Exiting											50%					
"PM PROJE	CT TDIDS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	Pass - By																
Project Trip	Net New	0	0	0	0	0	0	0	0	0	0	28	0	0	0	41	0
PM TOTAL PR	OJECT TRIPS	0	0	0	0	0	0	0	0	0	0	28	0	0	0	41	0
PM 2027 BUILD	O-OUT TRAFFIC	0	0	0	0	0	29	0	81	0	0	1,669	56	0	187	2,127	0

SC 170/Okatie Highway at Gibbet Road November 10, 2022

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: 0.96 0.91 AM FUTURE PEAK HOUR FACTOR: 0.96 PM FUTURE PEAK HOUR FACTOR: 0.91

AM Adjusted Turning Movement Counts						AM I	Peak F	<u>lour</u>										
AM Volume Balancing 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 10 4 0 14 0 14 0 AM 2022 EXISTING TRAFFIC 0 248 15 106 0 47 10 213 0 45 971 20 27 137 972 AM Heavy Vehicle Percentage 2% 1% 8% 3% 2% 4% 10% 1% 2% 9% 3% 2% 2% 6% 6% 6% AM 2027 NO-BUILD TRAFFIC EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT AM 2027 NO-BUILD TRAFFIC GROWTH 0 100 6 43 0 19 4 86 0 18 391 8 111 55 391 AM 2027 NO-BUILD TRAFFIC (No AD) 0 348 21 149 0 66 14 299 0 63 1,362 28 38 192 1,360 proved Development 1: Palmetto Point Pickleball and 8 8 8 52 8 8 0 0 8 0 0 59 17 TOTAL AM APPROVED DEVELOPMENT TRAFFIC 0 0 8 0 0 0 8 52 0 0 8 0 0 0 59 17 AM 2027 NO-BUILD TRAFFIC BISTRUBUTION' LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT Pass-By Entering 1-15% 15% 15% 15% 15% 15% 15% 15% 15% 15%	AM 2022 EXISTIN	IG TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
AM Volume Balancing 0 0 3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 10 4 0 14 0 14 0 AM 2022 EXISTING TRAFFIC 0 248 15 106 0 47 10 213 0 45 971 20 27 137 972 AM Heavy Vehicle Percentage 2% 11% 8% 3% 2% 4% 10% 11% 2% 9% 3% 2% 2% 6% 6% 6% AM 2027 NO-BUILD TRAFFIC EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT Amual Growth Rate 7,0% 7,0% 7,0% 7,0% 7,0% 7,0% 7,0% 7,0%	Adjusted Turning M	Novement Counts ¹	0	248	12	106	0	47	10	213	0	45	961	16	27	123	972	22
AM Heavy Vehicle Percentage 2% 1% 8% 3% 2% 4% 10% 1% 2% 9% 3% 2% 2% 6% 6% 6% AM 2027 NO-BUILD TRAFFIC EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT Annual Growth Rate 7.0% 7.0% 7.0% 7.0% 7.0% 7.0% 7.0% 7.0%			0	0	3	0	0	0	0	0	0	0	10	4	0	14	0	0
AM 2027 NO-BUILD TRAFFIC BBU BBL BBT BBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT Annual Growth Rate 7,0% 7,0% 7,0% 7,0% 7,0% 7,0% 7,0% 7,0%	AM 2022 EXISTIN	IG TRAFFIC	0	248	15	106	0	47	10	213	0	45	971	20	27	137	972	22
AM 2027 NO-BUILD TRAFFIC BBU BBL BBT BBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT Annual Growth Rate 7,0% 7,0% 7,0% 7,0% 7,0% 7,0% 7,0% 7,0%	AM Heavy Vehicle	e Percentage	2%	1%	8%	3%	2%	4%	10%	1%	2%	9%	3%	2%	2%	6%	6%	2%
Annual Growth Rate 7.0% 7.0% 7.0% 7.0% 7.0% 7.0% 7.0% 7.0%			EBU	EBL	EBT	EBR	wBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
AM 2027 NO-BUILD TRAFFIC (No AD) 0 348 21 149 0 66 14 299 0 63 1,362 28 38 192 1,365			_								_						7.0%	7.0%
Pass-By Entering Exiting Exi	2027 NO-BUILD TF	RAFFIC GROWTH	0	100	6	43	0	19	4	86	0	18	391	8	11	55	391	9
TOTAL AM APPROVED DEVELOPMENT TRAFFIC 0 0 8 0 0 0 8 52 0 0 8 0 0 59 17	2027 NO-BUILD T	RAFFIC (No AD)	0	348	21	149	0	66	14	299	0	63	1,362	28	38	192	1,363	31
AM 2027 NO-BUILD TRAFFIC 0 348 29 149 0 66 22 351 0 63 1,370 28 38 251 1,380					8				8	52			8			59	17	
"SITE TRAFFIC DISTRUBUTION" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT Pass-By Entering	M APPROVED DE	VELOPMENT TRAFFIC	0	0	8	0	0	0	8	52	0	0	8	0	0	59	17	0
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBR NBR SBU SBL SBT Pass-By Distribution Exiting -15% 15% -25%	AM 2027 NO-BUII	LD TRAFFIC	0	348	29	149	0	66	22	351	0	63	1,370	28	38	251	1,380	31
Pass-By Distribution Entering EBU -15% 15% 2			EBII	EDI	ERT	ERD	Well	Wei	WRT	WRD	NRII	NBI	NRT	NRD	erii	e pi	SBT	SBF
Distribution Exiting			LBU			LDI	VVBC	VVDL	VVDI	WDIX	NDO	NDL	INDI	NDIX	350			361
Distribution Exiting 35% 5%				-1376	1370			25%								23/0	-23/0	
"AM PROJECT TRIPS" LAND USE TYPE EBU EBL EBT EBR WBU WBL WBT WBR NBU NBL NBT NBR SBU SBL SBT Project Trip Pass - By -20 20 34	et New	Entering											25%	10%	35%	15%		
LAND USE TYPE EBU EBL EBT EBR WBU WBL WBR NBU NBL NBT NBR SBU SBL SBT Project Trip Pass - By -20 20 34 -84 -94	ribution	Exiting						35%		5%								
Project Trip Pass - By Net New -20 20 34 <	"AM PROJEC"	T TRIPS"																
Net New 0 0 0 0 0 33 0 5 0 0 15 6 20 9 0	ID USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
AM TOTAL PROJECT TRIPS 0 -20 20 0 0 67 0 5 0 0 15 6 20 9 0	ect Trip																	
	·		-				<u> </u>				_	_				_		0
	AM TOTAL PROJ	JECT TRIPS	0	-20	20	0	0	67	0	5	0	0	15	6	20	43	-34	0
AM 2027 BUILD-OUT TRAFFIC 0 328 49 149 0 133 22 356 0 63 1.385 34 58 294 1.346	AM 2027 BUILD-O	OUT TRAFFIC	0	328	49	149	0	133	22	356	0	63	1.385	34	58	294	1.346	31

					PM F	Peak F	<u>lour</u>										
PM 2022 EXIS	TING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning	g Movement Counts ¹	0	117	6	44	0	25	32	214	0	65	835	23	9	153	1.060	59
	e Balancing	0	0	1	0	0	0	0	0	0	0	0	2	0	17	0	0
PM 2022 EXIS	TING TRAFFIC	0	117	7	44	0	25	32	214	0	65	835	25	9	170	1,060	59
PM Hoavy Voh	icle Percentage	2%	2%	2%	2%	2%	2%	2%	1%	2%	2%	5%	2%	11%	1%	2%	2%
Fivi fleavy veii	icle Fercentage	270	270	270	270	270	270	270	170	270	270	376	270	1170	170	270	270
PM 2027 NO-B	UILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Gr		7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2027 NO-BUILD	TRAFFIC GROWTH	0	47	3	18	0	10	13	86	0	26	336	10	4	68	427	24
														1			
PM 2027 NO-BUILE	D TRAFFIC (No AD)	0	164	10	62	0	35	45	300	0	91	1,171	35	13	238	1,487	83
Annual Davidonment 1, D	almetto Point Pickleball and	1	I	7			l		40			7		1		15	
	DEVELOPMENT TRAFFIC	0	0	7	0	0	0	6	42 42	0	0	7	0	0	51 51	15	0
TOTAL TWI ATTROVED L	SEVELOF MENT TRAITIC			- 1				- 0	42		U	'	- 0] 31	10	
PM 2027 NO-B	UILD TRAFFIC	0	164	17	62	0	35	51	342	0	91	1,178	35	13	289	1,502	83
"SITE TRAFFIC I	DISTRUBUTION"					•								•			
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering		-15%	15%											25%	-25%	
Distribution	Exiting						25%										
Net New	Entering											25%	10%	35%	15%		
Distribution	Exiting						35%		5%								
"PM PROJE	FCT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By		-17	17			28								28	-28	
	Net New	0	0	0	0	0	20	0	3	0	0	20	8	29	12	0	0
PM TOTAL PR	ROJECT TRIPS	0	-17	17	0	0	48	0	3	0	0	20	8	29	40	-28	0
PM 2027 BUILD	D-OUT TRAFFIC	0	147	34	62	0	83	51	345	0	91	1,198	43	42	329	1,474	83

Gibbet Road at Estate Drive/Site Access #3

November 10, 2022

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: 0.86 0.87 AM FUTURE PEAK HOUR FACTOR: 0.86 PM FUTURE PEAK HOUR FACTOR: 0.87

					<u>AM F</u>	Peak I	<u>lour</u>										
AM 2022 EXIS	TING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
AM Adjusted Turnin	g Movement Counts ¹	0	0	158	14	0	4	212	0	0	42	0	5	0	0	0	0
AM Volum	e Balancing	0	0	0	0	0	0	13	0	0	3	0	0	0	0	0	0
AM 2022 EXIS	TING TRAFFIC	0	0	158	14	0	4	225	0	0	45	0	5	0	0	0	0
AM Heavy Vel	icle Percentage	2%	2%	4%	21%	2%	2%	2%	2%	2%	5%	2%	20%	2%	2%	2%	2%
AM 2027 NO-E	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBI
Annual G	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.09
AM 2027 NO-BUILD	TRAFFIC GROWTH	0	0	63	6	0	2	91	0	0	18	0	2	0	0	0	0
		•															
AM 2027 NO-BUIL	D TRAFFIC (No AD)	0	0	221	20	0	6	316	0	0	63	0	7	0	0	0	0
	Palmetto Point Pickleball and				67						60						
OTAL AM APPROVED	DEVELOPMENT TRAFFIC	0	0	0	67	0	0	0	0	0	60	0	0	0	0	0	0
AM 2027 NO-E	BUILD TRAFFIC	0	0	221	87	0	6	316	0	0	123	0	7	0	0	0	0
"SITE TRAFFIC	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
Pass-By	Entering		45%	-5%													
Distribution	Exiting														5%		
								5%	5%			5%					
Net New	Entering		25%					5%	376			<u> </u>					
Net New Distribution	Entering Exiting		25%					376	3%			0,0			10%	5%	5%
Distribution	Exiting		25%					376	3%			070			10%	5%	5%
Distribution		EBU	25% EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	10% SBL	5% SBT	
Distribution "AM PROJ LAND USE	Exiting ECT TRIPS"	EBU		EBT	EBR	WBU	WBL			NBU	NBL		NBR	SBU			5% SBF
Distribution "AM PROJ	Exiting ECT TRIPS" TYPE	EBU 0	EBL		EBR	WBU	WBL			NBU	NBL		NBR 0	SBU 0	SBL		
Distribution "AM PROJ LAND USE Project Trip	Exiting ECT TRIPS" TYPE Pass - By		EBL 61	-7				WBT	WBR			NBT			SBL 7	SBT	SBI
Distribution "AM PROJ LAND USE Project Trip	Exiting ECT TRIPS" TYPE Pass - By Net New	0	EBL 61 15	-7	0	0	0	WBT	WBR 3	0	0	NBT	0	0	SBL 7 9	SBT 5	SB 5

				PM F	Peak F	<u>lour</u>										
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	187	15	0	9	254	0	0	15	0	7	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	0	0	187	15	0	9	256	0	0	15	0	7	0	0	0	0
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	0%	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	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	0	75	6	0	4	103	0	0	6	0	3	0	0	0	0
PM 2027 NO-BUILD TRAFFIC (No AD)	0	0	262	21	0	13	359	0	0	21	0	10	0	0	0	0
Approved Development 1: Palmetto Point Pickleball and TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	58 58	0	0	0	0	0	48 48	0	0	0	0	0	0
TOTAL FINI AFFROVED DEVELOFMENT TRAFFIC	0	U	U	36	<u> </u>	<u> </u>	- 0	U	U	40	U	U			U	
PM 2027 NO-BUILD TRAFFIC	0	0	262	79	0	13	359	0	0	69	0	10	0	0	0	0
"SITE TRAFFIC DISTRUBUTION"																
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Entering		45%	-5%													
Distribution Exiting														5%		
Net New Entering Distribution Exiting		25%					5%	5%			5%			10%	5%	5%
"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		49	-5											5		
Net New PM TOTAL PROJECT TRIPS	0	20	0	0	0	0	4	4	0	0	4	0	0	6	3	3
FW TOTAL PROJECT TRIPS	0	69	-5	0	0	0	4	4	0	0	4	0	0	11	3	3

SC 170/Okatie Highway at Site Access #1 November 11, 2022

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: 0.90 0.90 AM FUTURE PEAK HOUR FACTOR: 0.90 PM FUTURE PEAK HOUR FACTOR: 0.90

					<u>AM F</u>	Peak F	<u>lour</u>										
AM 2022 EXIS	STING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SB
AM Adjusted Turnir	ng Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	1,459	0	0	0	1,177	0
AM Volum	e Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXIS	STING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,459	0	0	0	1,177	0
AM Heavy Ve	nicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	29
AM 2027 NO-	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SB
Annual G	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0
AM 2027 NO-BUILI	TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	588	0	0	0	474	О
AM 2027 NO-BUIL	D TRAFFIC (No AD)	0	0	0	0	l 0	0	0	0	0	0	2.047	0	0	0	1.651	C
AW 2027 NO-DOIL	B TRAITIC (NO AB)	U		- 0	- 0			- 0	U	U	- 0	2,047	- 0	0	U	1,001	
roved Development 1:	Palmetto Point Pickleball and											60				76	
_	DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	60	0	0	0	76	0
AM 2027 NO-	BUILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	2,107	0	0	0	1,727	0
"CITE TRACEIC	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SB
Pass-By	Entering					İ											
Distribution	Exiting																
Net New	Entering												45%			50%	
									25%			25%	45%			50%	
Net New Distribution	Entering Exiting								25%			25%	45%			50%	
Net New Distribution "AM PRO	Entering Exiting	FRU	FRI	FRT	FRR	WBU	WRI	WRT		NRU	NRI			SRU	SBI		SF
Net New Distribution "AM PRO- LAND USE	Entering Exiting ECT TRIPS" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	25% WBR	NBU	NBL	25% NBT	45% NBR	SBU	SBL	50% SBT	SE
Net New Distribution "AM PRO	Entering Exiting	EBU	EBL	EBT	EBR 0	WBU	WBL 0	WBT		NBU 0	NBL			SBU 0	SBL		SE
Net New Distribution "AM PROLLAND USE Project Trip	Entering Exiting ECT TRIPS" TYPE Pass - By								WBR			NBT	NBR			SBT	
Net New Distribution "AM PROLLAND USE Project Trip	Entering Exiting ECT TRIPS" TYPE Pass - By Net New	0	0	0	0	0	0	0	WBR	0	0	NBT	NBR	0	0	SBT 29	

					PM F	Peak H	<u>lour</u>										
PM 2022 EXIS	TING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turnin	g Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	1,174	0	0	0	1,461	0
PM Volum	e Balancing	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
PM 2022 EXIS	TING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,175	0	0	0	1,461	0
DM Heavy Voh	iala Daraantana	00/	00/	00/	00/	00/	00/	00/	00/	00/	00/	00/	00/	00/	00/	40/	00/
Pivi neavy ver	nicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2027 NO-E	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual G	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2027 NO-BUILD	TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	473	0	0	0	588	0
DM 0007 NO DUIL	D TRAFFIC (N. AD)																
PM 2027 NO-BUIL	D TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,648	0	0	0	2,049	0
Approved Development 1: E	Palmetto Point Pickleball and						1					49		1		66	
	DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	49	0	0	0	66	0
101712111171111101251	DEVELOR MILITI FIGURE											-10					
PM 2027 NO-E	BUILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,697	0	0	0	2,115	0
"SITE TRAFFIC	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering												45%			50%	
Distribution	Exiting								25%			25%					
"PM PRO II	ECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Ducio et Trip	Pass - By					İ	<u> </u>										
Project Trip	Net New	0	0	0	0	0	0	0	14	0	0	14	36	0	0	41	0
PM TOTAL PF	ROJECT TRIPS	0	0	0	0	0	0	0	14	0	0	14	36	0	0	41	0
PM 2027 PULL	D-OUT TRAFFIC	0	0	0	0	0	0	0	14	0	0	1,711	36	0	0	2,156	0
FIVI 2027 BUILL	J-OUT TRAFFIC	U	U	U	U	0	0	0	14	_ U	U	1,711	30	0		۷, ۱۵6	

Gibbet Road at Site Access #2

November 12, 2022

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: AM FUTURE PEAK HOUR FACTOR: 0.90 PM FUTURE PEAK HOUR FACTOR: 0.90 0.90 0.90

					AM F	Peak F	<u>lour</u>										
AM 2022 EXI	STING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turnir	ng Movement Counts ¹	0	0	151	0	0	0	270	0	0	0	0	0	0	0	0	0
AM Volum	ne Balancing	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXI	STING TRAFFIC	0	0	172	0	0	0	270	0	0	0	0	0	0	0	0	0
		1															
AM Heavy Vel	hicle Percentage	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
AM 2027 NO-BUILI	TRAFFIC GROWTH	0	0	69	0	0	0	109	0	0	0	0	0	0	0	0	0
AM 2027 NO-BUIL	.D TRAFFIC (No AD)	0	0	241	0	0	0	379	0	0	0	0	0	0	0	0	0
	Palmetto Point Pickleball and			67				60									
OTAL AM APPROVED	DEVELOPMENT TRAFFIC	0	0	67	0	0	0	60	0	0	0	0	0	0	0	0	0
AM 2027 NO-	BUILD TRAFFIC	0	0	308	0	0	0	439	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering			40%				-10%	10%								
Distribution	Exiting																35%
Net New	Entering			25%				F0/	5%								250/
Distribution	Exiting			25%				5%	3%								35%
Distribution				25%				5%	3%								35%
Distribution	Exiting	EBU	EBL	25% EBT	EBR	WBU	WBL	5% WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	
Distribution "AM PROJLAND USE	Exiting ECT TRIPS"	EBU	EBL		EBR	WBU	WBL			NBU	NBL	NBT	NBR	SBU	SBL	SBT	35% SBR 47
Distribution "AM PROLLAND USE Project Trip	Exiting JECT TRIPS" TYPE Pass - By Net New	EBU 0	EBL	ЕВТ	EBR 0	WBU 0	WBL	WBT	WBR	NBU 0	NBL	NBT	NBR 0	SBU 0	SBL 0	SBT	SBR
Distribution "AM PROLLAND USE Project Trip	Exiting JECT TRIPS" TYPE Pass - By			EBT 54				WBT	WBR								SBR 47

					PM F	Peak H	<u>lour</u>										
PM 2022 EXIS	PM 2022 EXISTING TRAFFIC		EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning	g Movement Counts ¹	0	0	182	0	0	0	271	0	0	0	0	0	0	0	0	0
PM Volume	e Balancing	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0
DIA 0000 EVIO	TINO TO A FEIO																
PW 2022 EXIS	TING TRAFFIC	0	0	202	0	0	0	271	0	0	0	0	0	0	0	0	0
PM Heavy Veh	PM Heavy Vehicle Percentage		2%	1%	2%	2%	2%	1%	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 Gr	Annual Growth Rate		7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2027 NO-BUILD	TRAFFIC GROWTH	0	0	81	0	0	0	109	0	0	0	0	0	0	0	0	0
PM 2027 NO-BUILI	D TRAFFIC (No AD)	0	0	283	0	0	0	380	0	0	0	0	0	0	0	0	0
	almetto Point Pickleball and			58				48									
TOTAL PM APPROVED I	DEVELOPMENT TRAFFIC	0	0	58	0	0	0	48	0	0	0	0	0	0	0	0	0
PM 2027 NO-B	UILD TRAFFIC	0	0	341	0	0	0	428	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering			40%				-10%	10%								
Distribution	Exiting																35%
Net New	Entering			25%					5%								
Distribution	Exiting							5%									35%
"PM PRO II	ECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Dunio et Trip	Pass - By			44			<u> </u>	-11	11								39
Project Trip	Net New	0	0	20	0	0	0	3	4	0	0	0	0	0	0	0	20
PM TOTAL PR	OJECT TRIPS	0	0	64	0	0	0	-8	15	0	0	0	0	0	0	0	59
PM 2027 BUILD-OUT TRAFFIC		0	0	405	0	0	0	420	15	0	0	0	0	0	0	0	59

SC 170/Okatie Highway at Site Access #4 November 13, 2022

INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: 0.90 0.90 AM FUTURE PEAK HOUR FACTOR: 0.90 PM FUTURE PEAK HOUR FACTOR: 0.90

					AM I	Peak F	lour										
AM 2022 EXIS	STING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SB
AM Adjusted Turnin	g Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	1,459	0	0	0	1,144	0
AM Volum	e Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
AM 2022 EXIS	TING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,459	0	0	0	1,158	0
AM Heavy Vel	nicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	29
AM 2027 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SB
Annual G	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0
AM 2027 NO-BUILD	TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	588	0	0	0	466	О
AM 2027 NO-BUIL	D TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	2,047	0	0	0	1,624	0
oved Development 1: Palmetto Point Pickleball and		+										60				76	
TAL AM APPROVED	DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	60	0	0	0	76	0
AM 2027 NO-E	BUILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	2,107	0	0	0	1,700	0
"SITE TRACEIC	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SB
Pass-Bv	Entering					İ						-60%	45%				
Distribution	Exiting								60%								
Net New	Entering											45%	15%			50%	
Distribution	Exiting								20%			5%					
"AM PROJ	ECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SE
	Pass - By								81			-81	61				
Project Trip				_	0	l 0	0	0	19	0	l о	31	9	0	l 0	29	0
Project Trip	Net New	0	0	0	U		-		<u>.</u>	_				<u> </u>			`
	Net New ROJECT TRIPS	0	0	0	0	0	0	0	100	0	0	-50	70	0	0	29	0
AM TOTAL PI			_			<u> </u>	_			_	0	-50 2.057		_	_		

				PM F	Peak H	<u>lour</u>										
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	1,174	0	0	0	1,281	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	1	0	0	0	17	0
DM 0000 EVICTING TRAFFIC														_		
PM 2022 EXISTING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,175	0	0	0	1,298	0
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	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	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2027 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	473	0	0	0	523	0
					1	ı							ı			
PM 2027 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,648	0	0	0	1,821	0
Approved Development 1: Palmetto Point Pickleball and											49				66	
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	49	0	0	0	66	0
	•				_ •			Ū						-		
PM 2027 NO-BUILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,697	0	0	0	1,887	0
"SITE TRAFFIC DISTRUBUTION"																
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Entering											-60%	45%				
Distribution Exiting Net New Entering								60%			45%	15%			50%	
								20%							0070	
Distribution Exiting "PM PROJECT TRIPS"								20%			5%				0070	
Distribution Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	20% WBR	NBU	NBL		NBR	SBU	SBL	SBT	SBR
Distribution Exiting "PM PROJECT TRIPS" LAND USE TYPE Project Trin Pass - By								WBR			5% NBT -66	NBR 50			SBT	
Distribution Exiting "PM PROJECT TRIPS" TYPE LAND USE TYPE Project Trip Pass - By Net New	0	0	0	0	0	0	0	WBR 66 11	0	0	5% NBT -66 39	NBR 50 13	0	0	SBT 41	0
Distribution Exiting "PM PROJECT TRIPS" LAND USE TYPE Project Trin Pass - By								WBR			5% NBT -66	NBR 50			SBT	



PHASE 3 VOLUME DEVELOPMENT

SC 170/Okatie Highway at Lawton Boulevard November 10, 2022

					AM F	Peak F	lour										
AM 2022 EXIS	TING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turnin	g Movement Counts ¹	0	0	0	0	0	55	0	66	0	0	1,425	34	0	49	1,122	0
	e Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXIS	STING TRAFFIC	0	0	0	0	0	55	0	66	0	0	1,425	34	0	49	1,122	0
AM Heavy Veh	nicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	6%	2%
AM 2029 NO-E	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual G	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
AM 2029 NO-BUILD	TRAFFIC GROWTH	0	0	0	0	0	33	0	40	0	0	863	21	0	30	680	0
AM 2029 NO-BUILI	D TRAFFIC (No AD)	0	0	0	0	0	88	0	106	0	0	2,288	55	0	79	1,802	0
proved Development 1: P	Palmetto Point Pickleball and											60				76	
TOTAL AM APPROVED I	DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	60	0	0	0	76	0
AM 2029 NO-E	BUILD TRAFFIC	0	0	0	0	0	88	0	106	0	0	2,348	55	0	79	1,878	0
"SITE TRAFFIC	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New Distribution	Entering Exiting											50%				50%	
Distribution	Lxiung											30 /8					
"AM PROJ	ECT 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	54	0	0	0	43	0
AM TOTAL PR	ROJECT TRIPS	0	0	0	0	0	0	0	0	0	0	54	0	0	0	43	0

				PM F	Peak F	<u>lour</u>										
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	21	0	58	0	0	1,134	40	0	133	1,440	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	0	0	0	0	0	21	0	58	0	0	1,135	40	0	133	1,440	0
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2029 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2029 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	13	0	35	0	0	688	24	0	81	872	0
PM 2029 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	34	0	93	0	0	1,823	64	0	214	2,312	0
Approved Development 1: Palmetto Point Pickleball and											40				66	
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	49 49	0	0	0	66	0
TOTAL FINI AFFICOVED DEVELOT MENT TRAFFIC	0			U	U	- 0		- 0	- 0		43			U	- 00	
PM 2029 NO-BUILD TRAFFIC	0	0	0	0	0	34	0	93	0	0	1,872	64	0	214	2,378	0
"SITE TRAFFIC DISTRUBUTION"		=													2,570	U
CITE TICALLIS DISTROBUTION															2,370	
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE TYPE Pass-By Entering	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU			-
LAND USE TYPE Pass-By Entering Distribution Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU		SBT	-
LAND USE TYPE Pass-By Entering Distribution Exiting Net New Entering	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL		NBR	SBU			-
LAND USE TYPE Pass-By Entering Distribution Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT 50%	NBR	SBU		SBT	-
LAND USE TYPE Pass-By Entering Distribution Exiting Net New Entering Distribution Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL		NBR	SBU		SBT	-
LAND USE TYPE Pass-By Entering Distribution Exiting Net New Entering	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL		NBR	SBU		SBT	-
LAND USE TYPE Pass-By Entering Distribution Exiting Net New Entering Distribution Exiting "PM PROJECT TRIPS" LAND USE TYPE											50%			SBL	SBT 50%	SBR
LAND USE TYPE Pass-By Entering Distribution Exiting Net New Entering Distribution Exiting "PM PROJECT TRIPS" LAND USE TYPE											50%			SBL	SBT 50%	SBR
LAND USE TYPE Pass-By Entering Distribution Exiting Net New Entering Distribution Exiting "PM PROJECT TRIPS" LAND USE TYPE Project Trip Pass - By	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	50% NBT	NBR	SBU	SBL	SBT 50% SBT	SBR

SC 170/Okatie Highway at Gibbet Road November 10, 2022

					<u>AM F</u>	Peak I	<u>lour</u>										
AM 2022 EXIS	TING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning	Movement Counts ¹	0	248	12	106	0	47	10	213	0	45	961	16	27	123	972	22
AM Volume		0	0	3	0	0	0	0	0	0	0	10	4	0	14	0	0
AM 2022 EXIS	TING TRAFFIC	0	248	15	106	0	47	10	213	0	45	971	20	27	137	972	22
AM Heavy Vehi	cle Percentage	2%	1%	8%	3%	2%	4%	10%	1%	2%	9%	3%	2%	2%	6%	6%	2%
AM 2029 NO-B	UILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Gr	owth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
AM 2029 NO-BUILD	TRAFFIC GROWTH	0	150	9	64	0	28	6	129	0	27	588	12	16	83	589	13
ALL COOR NO DUIL D	TRAFFIC (N. AR)																
AM 2029 NO-BUILE	TRAFFIC (No AD)	0	398	24	170	0	75	16	342	0	72	1,559	32	43	220	1,561	35
nnroyed Development 1: Pr	almetto Point Pickleball and			8		1	I	8	52			8			59	17	
TOTAL AM APPROVED D		0	0	8	0	0	0	8	52	0	0	8	0	0	59	17	0
TOTAL AMPAITMOVED D	EVELOT MENT TIOUTIO								- 02	U						- 17	
AM 2029 NO-B	UILD TRAFFIC	0	398	32	170	0	75	24	394	0	72	1,567	32	43	279	1,578	35
"SITE TRAFFIC I				FDT		LANDII	LANDI	MOT	WDD	NBII	l ND.	NDT	NDD	0011			000
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering Exiting		-15%	15%			050/								25%	-25%	
Net New	Entering						25%					25%	10%	40%	10%		
Distribution	Exiting						35%		5%			2376	10 %	40 %	10 76		
Distribution	Extens						0070		070					ļ			
"AM PROJE	CT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
Project Trip	Pass - By		-20	20			34								34	-34	
, ,	Net New	0	0	0	0	0	37	0	5	0	0	22	9	35	8	0	0
AM TOTAL PR	OJECT TRIPS	0	-20	20	0	0	71	0	5	0	0	22	9	35	42	-34	0
AM 2029 BUILD	-OUT TRAFFIC	0	378	52	170	0	146	24	399	0	72	1,589	41	78	321	1,544	35
7 MM 2020 DOILD		, ,	0.0	V-		_ •	1.70	~~		ı v		1,000			, V <u>.</u> .	1,044	

				PM F	Peak H	<u>lour</u>										
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	117	6	44	0	25	32	214	0	65	835	23	9	153	1,060	59
PM Volume Balancing	0	0	1	0	0	0	0	0	0	0	0	2	0	17	0	0
										ı				1		
PM 2022 EXISTING TRAFFIC	0	117	7	44	0	25	32	214	0	65	835	25	9	170	1,060	59
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	1%	2%	2%	5%	2%	11%	1%	2%	2%
1 Williamy Vollido Fordanage	2,0	270	270	270	270	270	270	170	270	270	070	270	1170	170		270
PM 2029 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2029 NO-BUILD TRAFFIC GROWTH	0	71	4	27	0	15	19	130	0	39	506	15	5	103	642	36
DIA COCC NO DIW D TRAFFIC (N. 4D)																
PM 2029 NO-BUILD TRAFFIC (No AD)	0	188	11	71	0	40	51	344	0	104	1,341	40	14	273	1,702	95
Assessed Development 4. Delegate Deigt Digital about						1							1			
Approved Development 1: Palmetto Point Pickleball a TOTAL PM APPROVED DEVELOPMENT TRAFFIO			7			0	6	42	_		7			51	15	
TOTAL PIN APPROVED DEVELOPMENT TRAFFIC	C 0	0	7	0	0	<u> </u>	6	42	0	0		0	0	51	15	0
PM 2029 NO-BUILD TRAFFIC	0	188	18	71	0	40	57	386	0	104	1.348	40	14	324	1,717	95
"SITE TRAFFIC DISTRUBUTION"									-		.,				.,	
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Entering		-15%	15%											25%	-25%	
Distribution Exiting						25%										
Net New Entering											25%	10%	40%	10%		
Distribution Exiting						35%		5%								
"PM PROJECT TRIPS"																
LAND USE TYPE	EBU	EBL	EBT	EBR	wBu	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Doog By		-17	17			28			3				1	28	-28	
Project Trip Rass - By Net New	0	0	0	0	0	34	0	5	0	0	29	12	47	11	0	0
PM TOTAL PROJECT TRIPS	0	-17	17	0	0	62	0	5	0	0	29	12	47	39	-28	0
PWITOTAL PROJECT TRIPS																
PM 101AL PROJECT TRIPS PM 2029 BUILD-OUT TRAFFIC																

Gibbet Road at Estate Drive/Site Access #3

November 10, 2022

					AM F	Peak I	<u>lour</u>										
AM 2022 EXIS	TING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turnin	g Movement Counts ¹	0	0	158	14	0	4	212	0	0	42	0	5	0	0	0	0
	e Balancing	0	0	0	0	0	0	13	0	0	3	0	0	0	0	0	0
AM 2022 EXIS	TING TRAFFIC	0	0	158	14	0	4	225	0	0	45	0	5	0	0	0	0
AM Heavy Veh	icle Percentage	2%	2%	4%	21%	2%	2%	2%	2%	2%	5%	2%	20%	2%	2%	2%	2%
AM 2029 NO-E	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
AM 2029 NO-BUILD	TRAFFIC GROWTH	0	0	95	8	0	2	136	0	0	27	0	3	0	0	0	0
AM 2029 NO-BUIL	D TRAFFIC (No AD)	0	0	253	22	0	6	361	0	0	72	0	8	0	0	0	0
Approved Development 1: F	Palmetto Point Pickleball and				67						60						
TOTAL AM APPROVED I	DEVELOPMENT TRAFFIC	0	0	0	67	0	0	0	0	0	60	0	0	0	0	0	0
AM 2029 NO-E	BUILD TRAFFIC	0	0	253	89	0	6	361	0	0	132	0	8	0	0	0	0
"SITE TRAFFIC	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering		45%	-5%													
Distribution	Exiting														5%		
Net New	Entering		20%					5%	5%			5%					
Distribution	Exiting														10%	5%	5%
	ECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By		61	-7			_				_			_	7		
	Net New	0	17	0	0	0	0	4	4	0	0	4	0	0	11	5	5
AM TOTAL PR	ROJECT TRIPS	0	78	-7	0	0	0	4	4	0	0	4	0	0	18	5	5
AM 2029 BUILI			78	246	89			365									5

				PM F	Peak H	lour										
PM 2022 EXISTING TRAFFIC	EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹	0	0	187	15	0	9	254	0	0	15	0	7	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
The volume parametry														ı		
PM 2022 EXISTING TRAFFIC	0	0	187	15	0	9	256	0	0	15	0	7	0	0	0	0
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	0%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2029 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2029 NO-BUILD TRAFFIC GROWTH	0	0	113	9	0	5	155	0	0	9	0	4	0	0	0	0
PM 2029 NO-BUILD TRAFFIC (No AD)	0	0	300	24	0	14	411	0	0	24	0	11	0	0	0	0
Approved Development 1: Palmetto Point Pickleball a				58						48						
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	58	0	0	0	0	0	48	0	0	0	0	0	0
PM 2029 NO-BUILD TRAFFIC	0	0	300		_	14	411		0	72		11	0	0		0
"SITE TRAFFIC DISTRUBUTION"	U	U	300	82	0	14	411	0	U	12	0	11	U	_ U	0	
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Entering		45%	-5%													
Distribution Exiting														5%		
Net New Entering		20%					5%	5%			5%					
Distribution Exiting														10%	5%	5%
"PM PROJECT TRIPS"																
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Page By		51	-6											6		
Project Trip Rass - By Net New	0	23	0	0	0	0	6	6	0	0	5	0	0	9	5	5
PM TOTAL PROJECT TRIPS	0	74	-6	0	0	0	6	6	0	0	5	0	0	15	5	5
THE TOTAL TROOL OF TRUE						•										

SC 170/Okatie Highway at Site Access #1 November 11, 2022

					AM F	Peak H	<u>lour</u>										
AM 2022 EXIS	TING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turnin	g Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	1,459	0	0	0	1,177	0
	e Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXIS	TING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,459	0	0	0	1,177	0
AM Heavy Veh	icle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
AM 2029 NO-B	UILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
AM 2029 NO-BUILD	TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	884	0	0	0	713	0
AM 2029 NO-BUILI	D TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	2,343	0	0	0	1,890	0
Approved Development 1: P	almetto Point Pickleball and											60				76	
	DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	60	0	0	0	76	0
AM 2029 NO-E	UILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	2,403	0	0	0	1,966	0
	DISTRUBUTION"	,															
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering								2001			15%	40%			50%	
Distribution	Exiting								20%			20%					
"AM PROJI	ECT 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	22	0	0	34	35	0	0	43	0
AM TOTAL PR	ROJECT TRIPS	0	0	0	0	0	0	0	22	0	0	34	35	0	0	43	0
AM 2020 DIJU	O-OUT TRAFFIC		0			١ ،	0		22	0		0.407	25		•	2.000	
AM 2029 BUILL	D-OUT TRAFFIC	0	U	0	0	0	U	0	22	U	0	2,437	35	0	0	2,009	0

				PM F	Peak F	<u>lour</u>										
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	1,174	0	0	0	1,461	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,175	0	0	0	1,461	0
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2029 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2029 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	712	0	0	0	885	0
PM 2029 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,887	0	0	0	2,346	0
Annual Development A. Delmatte Deint Biolishall and																
Approved Development 1: Palmetto Point Pickleball and TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0		0	0	0	0	0	0	0	49 49	0	0	0	66 66	0
TOTAL FINI AFFROVED DEVELOFMENT TRAFFIC	0	- 0	0	U	U	U	- 0	<u> </u>	<u> </u>	- 0	49			0	- 66	
PM 2029 NO-BUILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,936	0	0	0	2,412	0
"SITE TRAFFIC DISTRUBUTION"																
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NDD				
				LDI	11100	WDL	***			NDL	NBI	NBR	SBU	SBL	SBT	SBR
Pass-By Entering				LDIX		WDL	****			NDL	NBI	NBK	SBU	SBL	SBT	SBR
Distribution Exiting				LDIX		WBL				NDL			SBU	SBL		SBR
Distribution Exiting Net New Entering				LDK	1120	WBL	1721			NDL	15%	40%	SBU	SBL	SBT 50%	SBR
Distribution Exiting				LDIX		WBL		20%		NDL			SBU	SBL		SBR
Distribution Exiting Net New Entering Distribution Exiting				LDIK		WBL				NDE	15%		SBU	SBL		SBR
Distribution Exiting Net New Entering	EBU	EBL	EBT	EBR	WBU	WBL	WBT		NBU	NBL	15%		SBU	SBL		SBR
Distribution Exiting Net New Entering Distribution Exiting "PM PROJECT TRIPS" LAND USE TYPE	EBU							20%			15% 20%	40%			50%	
Distribution Exiting Net New Entering Distribution Exiting "PM PROJECT TRIPS"	EBU 0							20%			15% 20%	40%			50%	
Distribution Exiting Net New Entering Distribution Exiting "PM PROJECT TRIPS" LAND USE TYPE Project Trip Pass - By		EBL	EBT	EBR	WBU	WBL	WBT	20% WBR	NBU	NBL	15% 20% NBT	40% NBR	SBU	SBL	50% SBT	SBR

Gibbet Road at Site Access #2

November 12, 2022

					<u>AM F</u>	Peak F	<u>lour</u>										
AM 2022 EXI	STING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turnii	ng Movement Counts ¹	0	0	151	0	0	0	270	0	0	0	0	0	0	0	0	0
AM Volun	ne Balancing	0	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXI	STING TRAFFIC	0	0	172	0	0	0	270	0	0	0	0	0	0	0	0	0
ANA 11\/-	biolo Donocatoro			=01													
AM Heavy ve	hicle Percentage	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2029 NO-	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
	Frowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
AM 2029 NO-BUIL	D TRAFFIC GROWTH	0	0	104	0	0	0	164	0	0	0	0	0	0	0	0	0
AM 2029 NO-BUIL	.D TRAFFIC (No AD)	0	0	276	0	0	0	434	0	0	0	0	0	0	0	0	0
	Palmetto Point Pickleball and			67				60									
OTAL AM APPROVED	DEVELOPMENT TRAFFIC	0	0	67	0	0	0	60	0	0	0	0	0	0	0	0	0
AM 2029 NO-	BUILD TRAFFIC	0	0	343	0	0	0	494	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBI
Pass-By	Entering			40%				-10%	10%								
Distribution	Exiting																35%
Net New	Entering			20%					5%								
Distribution	Exiting							5%									35%
"AM PRO	JECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SB
Project Trip	Pass - By			54				-13	13								47
	Net New	0	0	17	0	0	0	5	4	0	0	0	0	0	0	0	37
AM TOTAL P	ROJECT TRIPS	0	0	71	0	0	0	-8	17	0	0	0	0	0	0	0	84
VM 5050 BTIII	D-OUT TRAFFIC	0	0	414	0	0	0	486	17	0	0	0	0	0	0	0	84

					рм г	Peak H	lour										
					1 141 1	can i	<u>ioui</u>										
PM 2022 EXIS	TING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
PM Adjusted Turnin	g Movement Counts ¹	0	0	182	0	0	0	271	0	0	0	0	0	0	0	0	0
PM Volum	e Balancing	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXIS	TING TRAFFIC	0	0	202	0	0	0	271	0	0	0	0	0	0	0	0	0
													-				
PM Heavy Veh	icle Percentage	2%	2%	1%	2%	2%	2%	1%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2029 NO-E	BUILD TRAFFIC	EBU	EBL	ЕВТ	EBR	wBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBI
Annual G	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2029 NO-BUILD	TRAFFIC GROWTH	0	0	122	0	0	0	164	0	0	0	0	0	0	0	0	0
														•			
PM 2029 NO-BUIL	D TRAFFIC (No AD)	0	0	324	0	0	0	435	0	0	0	0	0	0	0	0	0
d Davidania 4 4 . F	Palmetto Point Pickleball and					1								ı	1		
	DEVELOPMENT TRAFFIC	0	0	58 58	0	0	0	48	0	0	0	0	0	0	0	0	0
TOTAL FINI ALT TROVED	DEVELOR WILLIAM TRAITIC			36				40		0	U						
PM 2029 NO-E	BUILD TRAFFIC	0	0	382	0	0	0	483	0	0	0	0	0	0	0	0	0
"SITE TRAFFIC	DISTRUBUTION"	_															
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
Pass-By	Entering			40%				-10%	10%								
Distribution	Exiting																35%
Net New	Entering			20%					5%								
Distribution	Exiting							5%									35%
"PM PROJ	ECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
Project Trip	Pass - By			45				-11	11								39
	Net New	0	0	23	0	0	0	5	6	0	0	0	0	0	0	0	34
PM TOTAL PI	ROJECT TRIPS	0	0	68	0	0	0	-6	17	0	0	0	0	0	0	0	73
DM 2020 PUIL	D-OUT TRAFFIC	0	0	450	0	0	0	477	17	0	0	0	0	0	0	0	73

SC 170/Okatie Highway at Site Access #4 November 13, 2022

					<u>AM F</u>	Peak I	<u>lour</u>										
AM 2022 EXI	STING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBI
AM Adjusted Turni	ng Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	1,459	0	0	0	1,144	0
AM Volun	ne Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0
AM 2022 EXI	STING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,459	0	0	0	1,158	0
AM Heavy Ve	hicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
	Growth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
AM 2029 NO-BUIL	D TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	884	0	0	0	701	0
AM 2029 NO-BUII	.D TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	2,343	0	0	0	1,859	0
proved Development 1:	Palmetto Point Pickleball and											60				76	
OTAL AM APPROVED	DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	60	0	0	0	76	0
AM 2029 NO-	BUILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	2,403	0	0	0	1,935	0
"SITE TRAFFIC	DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
Pass-By	Entering											-60%	45%				
Distribution	Exiting								60%								
Net New	Entering											55%	10%			50%	
Distribution	Exiting								15%			5%					
"AM PRO	JECT TRIPS"																
	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
LAND USE			Ì						80			-80	60				
	Pass - By																
Project Trip	Net New	0	0	0	0	0	0	0	16	0	0	53	9	0	0	43	0
Project Trip		0	0 0	0	0	0	0 0	0 0	16 96	0 0	0 0	53 -27	9 69	0 0	0 0	43 43	0
Project Trip AM TOTAL P	Net New	_	_														

				PM F	Peak H	<u>lour</u>										
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	1,174	0	0	0	1,281	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	1	0	0	0	17	0
PM 2022 EXISTING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,175	0	0	0	1,298	0
													<u>'</u>			
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%
PM 2029 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2029 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	712	0	0	0	786	0
DM 2000 NO DUIL D TRAFFIO (N. AD)											1.00=					
PM 2029 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,887	0	0	0	2,084	0
Approved Development 1: Palmetto Point Pickleball and											49				66	
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	49	0	0	0	66	0
	Ū				Ů				Ů	-				-		
PM 2029 NO-BUILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,936	0	0	0	2,150	0
"SITE TRAFFIC DISTRUBUTION"																
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Entering											-60%	45%				
Distribution Exiting Net New Entering								60%			55%	10%			50%	
Distribution Exiting								15%			5%	10%			30%	
"PM PROJECT TRIPS"																
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
								67			-67	50				
Project Trip Pass - By		_		_	_	_							_			
Project Trip Net New	0	0	0	0	0	0	0	15	0	0	69	12	0	0	58	0
Project Irin	0	0 0	0 0	0	0 0	0 0	0	15 82	0 0	0	69 2	12 62	0 0	0	58 58	0 0

SC 170/Okatie Highway at Site Access #5 November 13, 2022

	AM Peak Hour																
AM 2022 EXIS	STING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turnir	ng Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	1,459	0	0	0	1,177	0
	ne Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022 EXIS	STING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,459	0	0	0	1,177	0
AM Heavy Ve	hicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	6%	2%
AM 2029 NO-	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual G	Frowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
AM 2029 NO-BUILI	D TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	884	0	0	0	713	0
AM 2029 NO-BUIL	LD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	2,343	0	0	0	1,890	0
proved Development 1:	Palmetto Point Pickleball and											60				76	
TOTAL AM APPROVED	DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	60	0	0	0	76	0
AM 2029 NO-	BUILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	2,403	0	0	0	1,966	0
110 TE TO 4 EELO																	
"SITE TRAFFIC	DISTRUBUTION"																
LAND USE	DISTRUBUTION" TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	TYPE Entering	EBU	EBL	ЕВТ	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By Distribution	Entering Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT		SBU	SBL		SBR
Pass-By Distribution Net New	TYPE Entering Exiting Entering	EBU	EBL	EBT	EBR	WBU	WBL	WBT		NBU	NBL		NBR	SBU	SBL	SBT 50%	SBR
Pass-By Distribution Net New Distribution	TYPE Entering Exiting Entering Entering Exiting	EBU	EBL	EBT	EBR	WBU	WBL	WBT	10%	NBU	NBL	NBT 40%		SBU	SBL		SBR
Pass-By Distribution Net New Distribution	TYPE Entering Exiting Entering	EBU	EBL	EBT	EBR		WBL	WBT		NBU	NBL			SBU	SBL		SBR
Pass-By Distribution Net New Distribution "AM PROLLAND USE	TYPE Entering Exiting Exiting Entering Exiting Exiting								10%			40%	15%			50%	
Pass-By Distribution Net New Distribution "AM PRO	TYPE Entering Exiting Entering Entering Exiting Exiting JECT TRIPS" TYPE								10%			40%	15%			50%	
Pass-By Distribution Net New Distribution "AM PROLLAND USE Project Trip	Entering Exiting Exiting Entering Exiting Exiting EXITING EXITING FOR THE PASS - BY	EBU	EBL	EBT	EBR	WBU	WBL	WBT	10% WBR	NBU	NBL	40% NBT	15%	SBU	SBL	50% SBT	SBR

					PM F	Peak H	<u>lour</u>										
PM 2022 EXIS	TING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turnin	g Movement Counts ¹	0	0	0	0	0	0	0	0	0	0	1,174	0	0	0	1,461	0
PM Volum	e Balancing	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
DM 0000 EVIO	TIMO TRAFFIO		_														
PM 2022 EXIS	TING TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,175	0	0	0	1,461	0
PM Heavy Veh	icle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	1%	2%
PM 2029 NO-B	BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual G	rowth Rate	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
PM 2029 NO-BUILD	TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	712	0	0	0	885	0
PM 2029 NO-BUILI	D TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	1,887	0	0	0	2,346	0
A d Davids and 4. F	almetto Point Pickleball and					I	I							ı			
	DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	49	0	0	0	66 66	0
TOTAL FINI AFFROVED I	DEVELOPMENT TRAFFIC	0	0		- 0				- 0		U	49	- 0			- 66	- 0
PM 2029 NO-B	UILD TRAFFIC	0	0	0	0	0	0	0	0	0	0	1,936	0	0	0	2,412	0
"SITE TRAFFIC	DISTRUBUTION"						•							•			
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering												15%			50%	
Distribution	Exiting								10%			40%					
"PM PRO II	ECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Dunin at Trip	Pass - By																
Project Trip	Net New	0	0	0	0	0	0	0	10	0	0	40	17	0	0	58	0
PM TOTAL PR	ROJECT TRIPS	0	0	0	0	0	0	0	10	0	0	40	17	0	0	58	0
PM 2029 BUILD	D-OUT TRAFFIC	0	0	0	0	0	0	0	10	0	0	1,976	17	0	0	2,470	0



Appendix D – Raw Turning Movement Counts

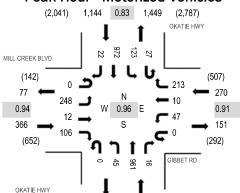


Location: 1 OKATIE HWY & GIBBET RD AM **Date:** Thursday, November 10, 2022

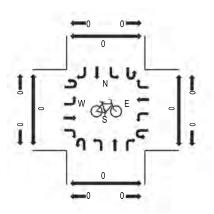
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

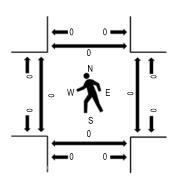
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

1,022

(1,992)

Traffic Counts - Motorized Vehicles

(1,971) 1,125 0.85

	MIL	L CRE	EK BL	VD	1	GIBBE ⁻	TRD		(OKATIE	HWY		(OKATI	E HWY							
Interval		Eastb	ound			Westb	ound			Northb	ound			Southl	oound			Rolling	Ped	lestriar	n Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	63	1	21	0	11	0	58	0	2	211	3	10	20	164	0	564	2,631	0	0	0	0
7:15 AM	0	66	3	30	1	7	3	58	1	10	258	8	6	17	175	2	645	2,723	0	0	0	0
7:30 AM	0	59	2	30	0	9	1	64	0	16	300	4	6	23	207	6	727	2,802	0	0	0	0
7:45 AM	0	67	3	17	0	14	6	60	0	11	258	4	8	34	210	3	695	2,710	0	0	0	0
8:00 AM	0	78	5	17	0	8	1	49	0	9	191	6	6	32	249	5	656	2,561	0	0	0	0
8:15 AM	0	44	2	42	0	16	2	40	0	9	212	2	7	34	306	8	724		0	0	0	0
8:30 AM	0	43	4	16	0	7	1	48	0	16	216	3	7	43	220	11	635		1	0	0	0
8:45 AM	0	29	0	10	0	6	2	35	0	13	226	3	4	35	178	5	546		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			West	oound			Northb	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	6	0	0	1	14	0	22
Lights	0	246	11	103	0	45	9	210	0	41	933	16	27	116	911	22	2,690
Mediums	0	2	1	3	0	1	1	3	0	4	22	0	0	6	47	0	90
Total	0	248	12	106	0	47	10	213	0	45	961	16	27	123	972	22	2,802

		Eastb	ound			Westb	ound			Northb	ound			South	bound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0	1%			0.49	%			0.6	%			1.3	8%		0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.8%	1.4%	6 0.0%	0.8%
Peak Hour Factor		0.9	94			0.9	1			0.8	5			0.8	33		0.96
Peak Hour Factor	0.00					0.73	0.46	0.94	0.25	0.73	0.86	0.69	0.75	0.84	0.80	0.66	0.96

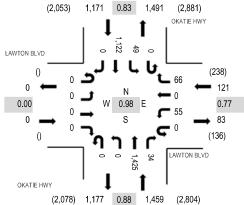


Location: 2 OKATIE HWY & LAWTON BLVD AM

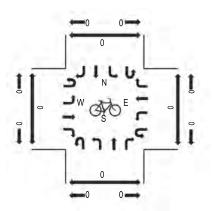
Date: Thursday, November 10, 2022 Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:30 AM - 07:45 AM

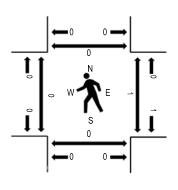
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	LA	OTWA	N BLV)	LA	MTON	I BLVD		(OKATIE	HWY		(OKATI	E HWY							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru I	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	0	0	0	0	13	0	16	0	0	337	3	0	2	172	0	543	2,565	0	0	0	0
7:15 AM	0	0	0	0	0	19	0	23	0	0	375	7	0	6	186	0	616	2,670	0	0	0	0
7:30 AM	0	0	0	0	0	7	0	15	0	0	431	16	0	11	225	0	705	2,751	0	0	0	0
7:45 AM	0	0	0	0	0	13	0	17	0	0	389	7	0	13	262	0	701	2,684	0	0	0	0
8:00 AM	0	0	0	0	0	10	0	17	0	0	320	7	0	13	281	0	648	2,530	0	1	0	0
8:15 AM	0	0	0	0	0	25	0	17	0	0	285	4	0	12	354	0	697		0	0	0	0
8:30 AM	0	0	0	0	0	14	0	16	0	0	324	6	0	9	269	0	638		0	0	0	0
8:45 AM	0	0	0	0	0	6	0	10	0	0	289	4	0	16	222	0	547		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			Westk	oound			North	oound			Sout	hbound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	6	0	0	0	15	0	21
Lights	0	0	0	0	0	55	0	65	0	0	1,394	33	0	48	1,053	0	2,648
Mediums	0	0	0	0	0	0	0	1	0	0	25	1	0	1	54	0	82
Total	0	0	0	0	0	55	0	66	0	0	1,425	34	0	49	1,122	0	2,751

		Eastb	ound			Westb	ound			Northb	ound			South	bound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0)%			0.0	%			0.4	%			1.3	8%		0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	1.3%	0.0%	0.8%
Peak Hour Factor		0.0	00			0.7	7			0.8	8			0.8	33		0.98
Peak Hour Factor	0.00					0.62	0.00	0.78	0.00	0.00	0.89	0.58	0.00	0.78	0.82	0.00	0.98



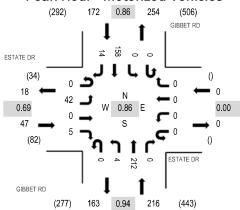
Location: 3 GIBBET RD & ESTATE DR AM

Date: Thursday, November 10, 2022

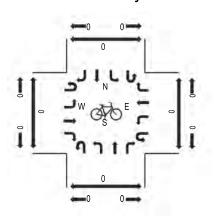
Peak Hour: 07:45 AM - 08:45 AM

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

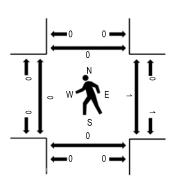
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

		ESTA7	ΓE DR		E	STAT	E DR			GIBBE	TRD			GIBBE	ET RD							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	Jestriar	n Crossi	ngs
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
7:00 AM	0	13	0	0	0	0	0	0	0	0	59	0	0	0	22	2	96	428	0	0	0	0
7:15 AM	0	6	0	1	0	0	0	0	0	2	63	0	0	0	25	3	100	430	0	0	0	0
7:30 AM	0	8	0	2	0	0	0	0	0	1	64	0	0	0	27	3	105	431	0	0	0	0
7:45 AM	0	17	0	1	0	0	0	0	0	3	65	0	0	0	37	4	127	435	0	0	0	0
8:00 AM	0	9	0	2	0	0	0	0	0	0	46	0	0	0	38	3	98	389	0	0	0	0
8:15 AM	0	10	0	1	0	0	0	0	0	1	49	0	0	0	38	2	101		0	1	0	0
8:30 AM	0	6	0	1	0	0	0	0	0	0	52	0	0	0	45	5	109		0	0	0	0
8:45 AM	0	4	0	1	0	0	0	0	0	3	35	0	0	0	36	2	81		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			West	bound			North	ound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	40	0	4	0	0	0	0	0	4	208	0	0	0	152	11	419
Mediums	0	1	0	1	0	0	0	0	0	0	4	0	0	0	6	3	15
Total	0	42	0	5	0	0	0	0	0	4	212	0	0	0	158	14	435

		Eastb	ound			Westb	ound			Northb	ound			South	oound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		2.1%				0.0	6			0.0	%			0.0	%		0.2%
Heavy Vehicle %	0.0%	2.4%	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%	0.2%
Peak Hour Factor		0.0	69			0.0)			0.9	4			0.8	36		0.86
Peak Hour Factor	0.00	0.65	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.50	0.97	0.00	0.00	0.00	0.88	0.70	0.86



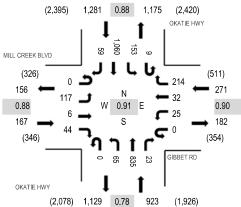
Location: 1 OKATIE HWY & GIBBET RD PM

Date: Thursday, November 10, 2022

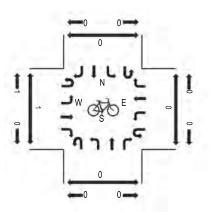
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

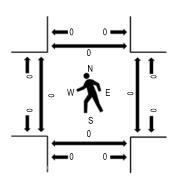
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval	MIL	L CRE Eastb	EK BL' ound	VD		GIBBE Westb			(OKATIE Northb			(OKATII South	E HWY cound			Rolling	Ped	lestriar	n Crossi	ings
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
 4:00 PM	0	35	2	10	0	5	9	53	0	15	314	3	3	35	207	18	709	2,578	0	0	0	0
4:15 PM	0	25	0	9	0	6	7	37	0	19	219	5	5	36	209	23	600	2,520	0	0	0	0
4:30 PM	0	32	2	10	0	3	7	51	0	13	216	5	3	29	265	9	645	2,642	0	0	0	0
4:45 PM	0	29	2	14	0	5	3	50	0	18	199	7	1	38	237	21	624	2,617	0	0	0	0
5:00 PM	0	32	2	8	0	8	14	54	0	17	197	5	2	37	269	6	651	2,600	0	0	0	0
5:15 PM	0	24	0	12	0	9	8	59	0	17	223	6	3	49	289	23	722		0	0	0	0
5:30 PM	0	40	2	8	0	4	9	46	0	17	191	11	5	46	224	17	620		0	0	0	0
5:45 PM	0	30	4	14	0	7	5	52	0	19	188	2	2	26	246	12	607		0	0	0	0

Peak Rolling Hour Flow Rates

	Eastbound				West	oound			Northb	ound			Sout	hbound			
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	6	0	0	1	2	0	10
Lights	0	115	6	43	0	25	32	212	0	65	796	23	8	152	1,036	59	2,572
Mediums	0	2	0	1	0	0	0	1	0	0	33	0	1	0	22	0	60
Total	0	117	6	44	0	25	32	214	0	65	835	23	9	153	1,060	59	2,642

		Eastb	ound			Westb	ound			Northb	ound			South	oound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0)%			0.49	%			0.79	%			0.2	.%		0.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.7%	0.0%	0.0%	0.7%	0.2%	0.0%	0.4%
Peak Hour Factor		3.0	38			0.9	0			0.7	8			0.8	38		0.91
Peak Hour Factor	0.00	0.79	0.50	0.79	0.00	0.78	0.64	0.91	0.00	0.92	0.75	0.66	0.60	0.87	0.92	0.77	0.91

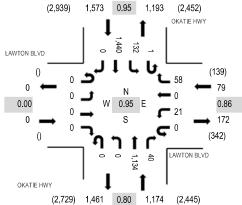


Location: 2 OKATIE HWY & LAWTON BLVD PM

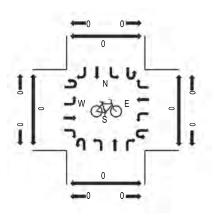
Date: Thursday, November 10, 2022 **Peak Hour:** 04:45 PM - 05:45 PM **Date:** 45 Minutes 25 45 PM - 05 20

Peak 15-Minutes: 05:15 PM - 05:30 PM

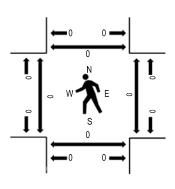
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	LAWTON BLVD)	LA	/OTW	I BLVD)	(OKATIE	HWY		(OKATI	E HWY							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Cross	ings
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	0	0	0	0	7	0	8	0	0	380	22	0	30	290	0	737	2,729	0	0	0	0
4:15 PM	0	0	0	0	0	2	0	13	1	0	301	7	0	28	314	0	666	2,707	0	0	0	0
4:30 PM	0	0	0	0	0	5	0	11	0	0	286	15	0	31	322	0	670	2,786	0	0	0	0
4:45 PM	0	0	0	0	0	3	0	12	0	0	268	10	0	26	337	0	656	2,826	0	0	0	0
5:00 PM	0	0	0	0	0	7	0	13	0	0	279	15	0	36	365	0	715	2,794	0	0	0	0
5:15 PM	0	0	0	0	0	9	0	14	0	0	298	10	1	34	379	0	745		0	0	0	0
5:30 PM	0	0	0	0	0	2	0	19	0	0	289	5	0	36	359	0	710		0	0	0	0
5:45 PM	0	0	0	0	0	8	0	6	0	0	254	5	0	32	319	0	624		0	0	0	0

Peak Rolling Hour Flow Rates

		East	bound			West	oound			Northl	oound			Sout	hbound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	8	0	0	0	1	0	9
Lights	0	0	0	0	0	21	0	58	0	0	1,102	40	1	132	1,420	0	2,774
Mediums	0	0	0	0	0	0	0	0	0	0	24	0	0	0	19	0	43
Total	0	0	0	0	0	21	0	58	0	0	1,134	40	1	132	1,440	0	2,826

		Eastb	ound			Westb	ound			Northb	ound			South	oound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0)%			0.0	%			0.7	%			0.1	%		0.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.1%	0.0%	0.3%
Peak Hour Factor	0.00				0.8	6			0.8	0			0.9	95		0.95	
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.76	0.25	0.00	0.81	0.61	0.25	0.96	0.95	0.00	0.95



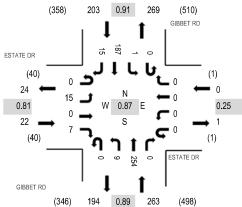
Location: 3 GIBBET RD & ESTATE DR PM

Date: Thursday, November 10, 2022

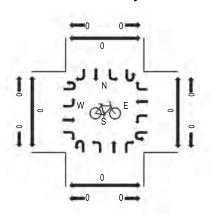
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

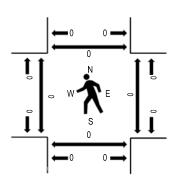
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

	ESTATE DR				- 1	ESTAT	E DR			GIBBE	TRD			GIBBE	ET RD							
Interval		Eastb	ound			Westb	ound			Northb	ound			South	bound			Rolling	Ped	lestriar	n Cross	ings
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total	Hour	West	East	South	North
4:00 PM	0	2	0	2	0	0	0	0	0	1	63	0	0	0	39	2	109	415	0	0	0	0
4:15 PM	0	4	0	0	0	0	0	0	0	4	45	0	0	0	40	2	95	427	0	0	0	0
4:30 PM	0	5	0	3	0	0	0	0	0	0	54	0	0	0	33	3	98	472	0	0	0	0
4:45 PM	0	4	0	2	0	0	0	0	0	3	57	0	0	0	42	5	113	488	0	0	0	0
5:00 PM	0	4	0	0	0	0	0	0	0	4	69	0	0	0	40	4	121	482	0	0	0	0
5:15 PM	0	6	0	2	0	0	0	0	0	0	76	0	0	0	51	5	140		0	0	0	0
5:30 PM	0	1	0	3	0	0	0	0	0	2	52	0	0	1	54	1	114		0	0	0	0
5:45 PM	0	1	0	1	0	0	0	1	0	2	66	0	0	0	34	2	107		0	0	0	0

Peak Rolling Hour Flow Rates

	Eastbound					West	oound			North	oound			South	bound		
Vehicle Type	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	15	0	7	0	0	0	0	0	9	253	0	0	1	187	15	487
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	15	0	7	0	0	0	0	0	9	254	0	0	1	187	15	488

		Eastb	ound			Westb	ound			Northb	ound			South	bound		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0	1%			0.09	%			0.4	%			0.0	%		0.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Peak Hour Factor		3.0	31			0.2	5			0.8	9			0.9) 1		0.87
Peak Hour Factor	0.00	0.79	0.00	0.58	0.00	0.00	0.00	0.25	0.00	0.69	0.87	0.00	0.00	0.25	0.87	0.85	0.87

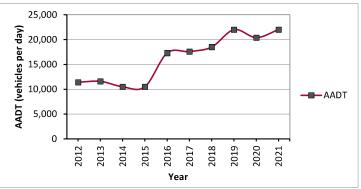


Gibbet Road Residential Development Traffic Impact Analysis

Appendix E – Historical Growth Rate Data

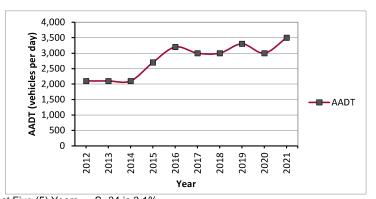
<u>Annual Average Daily Traffic (AADT) from the</u> <u>South Carolina Department of Transportation (SCDOT)</u>

Station	070165
Route	SC 170
Location	SC 46 (OKATIE HWY) TO US 278 (W
Location	FORDING ISLAND RD)
2012	11,400
2013	11,600
2014	10,500
2015	10,500
2016	17,300
2017	17,600
2018	18,500
2019	22,000
2020	20,400
2021	22,000



Annual Growth for Last Five (5) Years --- SC 170 is 4.6% Annual Growth for Last Ten (10) Years --- SC 170 is 6.8%

Station	070325
Route	S- 34
Location	SC 170 (OKATIE HWY) TO SC 46 (MAY RIVER RD)
2012	2,100
2013	2,100
2014	2,100
2015	2,700
2016	3,200
2017	3,000
2018	3,000
2019	3,300
2020	3,000
2021	3,500



Annual Growth for Last Five (5) Years --- S- 34 is 3.1% Annual Growth for Last Ten (10) Years --- S- 34 is 5.2%



Appendix F – Capacity Analysis Worksheets



2022 EXISTING CONDITIONS

Intersection								
Int Delay, s/veh	1.5							
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	*	7	^	7	7	^		
Traffic Vol, veh/h	55	66	1425	34	49	1122		
Future Vol, veh/h	55	66	1425	34	49	1122		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized	-	Stop	_	Yield	_			
Storage Length	0	0	-	275	450	_		
Veh in Median Storage		_	0		_	0		
Grade, %	0	_	0	-	-	0		
Peak Hour Factor	98	98	98	98	98	98		
Heavy Vehicles, %	2	2	2	3	2	6		
Mvmt Flow	56	67	1454	35	50	1145		
IVIVIIIL I IOVV	- 30	01	1707	- 55	30	1170		
Major/Minor	Minor1	N	Major1	N	//ajor2			
	2127	727			1454	0		
Conflicting Flow All			0	U				
Stage 1	1454	-	-	-	-	-		
Stage 2	673	- -	-	-	4 4 4	-		
Critical Hdwy	6.84	6.94	-	-	4.14	-		
Critical Hdwy Stg 1	5.84	-	-	-	-	-		
Critical Hdwy Stg 2	5.84	- 0.00	-	-	- 0.00	-		
Follow-up Hdwy	3.52	3.32	-	-	2.22	-		
Pot Cap-1 Maneuver	~ 43	366	-	-	461	-		
Stage 1	181	-	-	-	-	-		
Stage 2	468	-	-	-	-	-		
Platoon blocked, %			-	-		-		
Mov Cap-1 Maneuver	~ 38	366	-	-	461	-		
Mov Cap-2 Maneuver	159	-	-	-	-	-		
Stage 1	181	-	-	-	-	-		
Stage 2	417	-	-	-	-	-		
Approach	WB		NB		SB			
HCM Control Delay, s	27.2		0		0.6			
HCM LOS	D							
= 3 &								
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1V	VBI n2	SBL	SBT	
Capacity (veh/h)		1,01	110111	159	366	461	-	
HCM Lane V/C Ratio		-		0.353				
	١	-					-	
HCM Control Delay (s) HCM Lane LOS)	-	-	39.5	17	13.8	-	
	.\	-	-	E	C	В	-	
HCM 95th %tile Q(veh)	-	-	1.5	0.7	0.4	-	
Notes								
~: Volume exceeds ca	pacity	\$: De	lay exc	eeds 30)0s	+: Comp	outation Not Defined	*: All major volume in platoon

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2022 Existing AM

	•	→	7	1	•	•	1	†	-	-	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	258	16	110	49	10	222	47	1011	21	171	1013	23
v/c Ratio	0.76	0.04	0.21	0.15	0.02	0.30	0.17	0.79	0.03	0.55	0.60	0.03
Control Delay	47.2	28.5	1.2	29.6	28.5	13.5	10.0	29.4	0.1	17.1	19.0	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	47.2	28.5	1.2	29.6	28.5	13.5	10.0	29.4	0.1	17.1	19.0	0.0
Queue Length 50th (ft)	129	7	0	21	4	56	10	251	0	41	230	0
Queue Length 95th (ft)	#283	26	3	59	19	128	26	371	0	80	316	0
Internal Link Dist (ft)		776			677			1441			2596	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	449	560	624	434	549	873	272	1925	952	442	2326	1117
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.03	0.18	0.11	0.02	0.25	0.17	0.53	0.02	0.39	0.44	0.02

Intersection Summary

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Gibbet Road Multifamily Development 2022 Existing AM

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

	۶	→	*	1	←	*	1	†	1	-	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	^	7									
Traffic Volume (veh/h)	248	15	106	47	10	213	45	971	20	164	972	22
Future Volume (veh/h)	248	15	106	47	10	213	45	971	20	164	972	22
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	1885	1781	1856	1841	1752	1885	1767	1856	1870	1811	1811	1870
Adj Flow Rate, veh/h	258	16	0	49	10	222	47	1011	21	171	1012	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	8	3	4	10	1	9	3	2	6	6	2
Cap, veh/h	354	438		403	431	514	278	1569	706	323	1664	
Arrive On Green	0.25	0.25	0.00	0.25	0.25	0.25	0.04	0.45	0.45	0.08	0.48	0.00
Sat Flow, veh/h	1158	1781	1572	1375	1752	1598	1682	3526	1585	1725	3441	1585
Grp Volume(v), veh/h	258	16	0	49	10	222	47	1011	21	171	1012	0
Grp Sat Flow(s),veh/h/ln	1158	1781	1572	1375	1752	1598	1682	1763	1585	1725	1721	1585
Q Serve(g_s), s	21.0	0.7	0.0	2.7	0.4	10.6	1.3	21.5	0.7	5.1	20.7	0.0
Cycle Q Clear(g_c), s	21.4	0.7	0.0	3.4	0.4	10.6	1.3	21.5	0.7	5.1	20.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	354	438		403	431	514	278	1569	706	323	1664	
V/C Ratio(X)	0.73	0.04		0.12	0.02	0.43	0.17	0.64	0.03	0.53	0.61	
Avail Cap(c_a), veh/h	384	484		439	476	555	305	1652	743	480	2005	
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.7	27.7	0.0	29.0	27.6	25.8	13.8	20.8	15.0	15.8	18.2	0.0
Incr Delay (d2), s/veh	6.3	0.0	0.0	0.1	0.0	0.6	0.3	0.9	0.0	1.3	0.4	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	6.5	0.3	0.0	0.9	0.2	3.8	0.5	8.0	0.2	1.8	7.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	27.7	0.0	29.1	27.6	26.4	14.1	21.7	15.1	17.2	18.7	0.0
LnGrp LOS	D	С		С	С	С	В	С	В	В	В	
Approach Vol, veh/h		274	А		281			1079			1183	А
Approach Delay, s/veh		41.2			26.9			21.2			18.4	
Approach LOS		D			С			С			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	14.2	50.7		31.5	10.5	54.5		31.5				
Change Period (Y+Rc), s	6.9	7.8		7.8	6.9	7.8		7.8				
Max Green Setting (Gmax), s	16.1	45.2		26.2	5.1	56.2		26.2				
Max Q Clear Time (g_c+l1), s	7.1	23.5		23.4	3.3	22.7		12.6				
Green Ext Time (p_c), s	0.3	16.8		0.3	0.0	23.9		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			22.6									
HCM 6th LOS			C									
Notes			-									

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

Intersection							
Int Delay, s/veh	1.4						
Movement I	EBT	EBR	WBL	WBT	NBL	NBR	ļ
Lane Configurations	7,			4	1	7	
	158	14	4	225	45	5	
	158	14	4	225	45	5	
Conflicting Peds, #/hr	0	0	0	0	0	0	
	Free	Free	Free	Free	Stop	Stop	
RT Channelized			-		- Otop	None	
Storage Length	_	110110	_	-	0	75	
Veh in Median Storage, #		_	_	0	0	-	
Grade, %	0	_	_	0	0	_	
Peak Hour Factor	86	86	86	86	86	86	
Heavy Vehicles, %	4	21	2	2	5	20	
	184	16	5	262	52	6	
INIVIIIL FIOW	104	10	J	202	ÜZ	O	
Major/Minor Ma	ajor1	P	Major2	N	Minor1		
Conflicting Flow All	0	0	200	0	464	192	
Stage 1	-	-	-	-	192	-	
Stage 2	-	-	-	-	272	-	
Critical Hdwy	-	-	4.12	-	6.45	6.4	
Critical Hdwy Stg 1	-	-	-	-	5.45	-	
Critical Hdwy Stg 2	_	-	_	_	5.45	_	
Follow-up Hdwy	-	_	2.218	-		3.48	
Pot Cap-1 Maneuver	_	_	1372	_	551	806	
Stage 1	-	_	-	-	833	-	
Stage 2	_	-	_	-	767	-	
Platoon blocked, %	_	_		_			
Mov Cap-1 Maneuver	_	_	1372	_	549	806	
Mov Cap-2 Maneuver	-	_	-	_	549	_	
Stage 1	_	_	_	_	833	_	
Stage 2	_		_	_	764	_	
Olage 2	_	_	_	_	704	_	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.1		11.9		
HCM LOS					В		
Minor Lane/Major Mvmt	N	NBLn1 N	VRI n2	EBT	EBR	WBL	
		549	806	LDI		1372	
Capacity (veh/h) HCM Lane V/C Ratio		0.095				0.003	
		12.2	9.5	-	-	7.6	
HCM Control Delay (s) HCM Lane LOS		12.2 B	9.5 A	-	-	7.6 A	
HCM 95th %tile Q(veh)		0.3	0	-	-	0 0	
U('N/I ()6th ()/ tile ()///es		(1.7		_	_		

Intersection							
Int Delay, s/veh	1.1						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	7	^	7	ሻ	^	
Traffic Vol, veh/h	21	58	1135	40	133	1440	
Future Vol, veh/h	21	58	1135	40	133	1440	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	Stop	-	Yield	-	None	
Storage Length	0	0	-	275	450	_	
Veh in Median Storage		-	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	22	61	1195	42	140	1516	
Major/Minor	Minor1	N	/lajor1	N	Major2		
Conflicting Flow All	2233	598	0		1195	0	
Stage 1	1195	-	-	-	-	-	
Stage 2	1038	-	-	-	-	-	
Critical Hdwy	6.84	6.94	-	-	4.14	-	
Critical Hdwy Stg 1	5.84	-	-	-	-	-	
Critical Hdwy Stg 2	5.84	-	-	-	-	-	
Follow-up Hdwy	3.52	3.32	-	-	2.22	-	
Pot Cap-1 Maneuver	36	445	-	-	580	-	
Stage 1	250	-	-	-	-	-	
Stage 2	302	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	27	445	-	-	580	-	
Mov Cap-2 Maneuver	160	-	-	-	-	-	
Stage 1	250	-	-	-	-	-	
Stage 2	229	-	-	-	-	-	
Approach	WB		NB		SB		
HCM Control Delay, s	18.8		0		1.1		
HCM LOS	С						
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1V	VBI n2	SBL	SBT
Capacity (veh/h)		-	۱۱۵۱۱۷	160	445	580	-
HCM Lane V/C Ratio		_		0.138			
HCM Control Delay (s)		_	_	31.1	14.4	13.2	_
HCM Lane LOS		_	_	D	В	В	_
HCM 95th %tile Q(veh)	-	-	0.5	0.5	0.9	-
	,			3.0	3.0	310	

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2022 Existing PM

	•	→	7	1	•	•	1	†	-	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	129	8	48	27	35	235	71	918	27	197	1165	65
v/c Ratio	0.53	0.02	0.10	0.11	0.10	0.39	0.23	0.64	0.03	0.45	0.58	0.07
Control Delay	38.8	28.4	0.4	29.4	28.9	14.1	7.4	19.4	0.1	9.6	15.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	38.8	28.4	0.4	29.4	28.9	14.1	7.4	19.4	0.1	9.6	15.6	0.1
Queue Length 50th (ft)	53	3	0	10	13	50	11	172	0	32	215	0
Queue Length 95th (ft)	#130	16	0	35	42	118	24	249	0	58	288	0
Internal Link Dist (ft)		776			677			1441			2596	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	283	387	507	290	387	783	309	2066	1041	639	2607	1203
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.02	0.09	0.09	0.09	0.30	0.23	0.44	0.03	0.31	0.45	0.05

Intersection Summary

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

1 t 4 **EBL EBT EBR WBL WBT NBT SBL** Movement **WBR NBL** NBR **SBT SBR** Lane Configurations 44 ሻ ٨ ሽ ٦ 44 ሻ ٠ 7 Traffic Volume (veh/h) 117 44 25 32 214 835 179 1060 65 25 59 7 Future Volume (veh/h) 117 7 44 25 32 214 65 835 25 179 1060 59 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 1885 1870 1826 1870 1885 1870 1870 1870 Adj Flow Rate, veh/h 129 8 0 27 235 918 27 197 1165 35 71 0 0.91 0.91 Peak Hour Factor 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 Percent Heavy Veh, % 2 2 2 2 2 1 2 5 2 1 2 2 300 417 Cap, veh/h 241 292 292 377 315 1719 785 1873 0.00 Arrive On Green 0.16 0.16 0.00 0.16 0.16 0.16 0.05 0.50 0.08 0.53 0.50 Sat Flow, veh/h 1109 1870 1585 1407 1870 1598 1781 3469 1585 1795 3554 1585 Grp Volume(v), veh/h 129 8 0 27 35 235 71 918 27 197 1165 0 1407 Grp Sat Flow(s), veh/h/ln 1109 1870 1585 1870 1598 1585 1795 1585 1781 1735 1777 Q Serve(g_s), s 9.5 0.3 0.0 1.4 1.3 11.0 1.5 15.2 0.7 4.4 19.3 0.0 10.8 0.3 0.0 1.7 1.3 15.2 0.7 4.4 19.3 Cycle Q Clear(q_c), s 11.0 1.5 0.0 Prop In Lane 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 241 292 300 292 377 315 1719 785 417 1873 V/C Ratio(X) 0.53 0.03 0.09 0.12 0.62 0.23 0.53 0.03 0.47 0.62 Avail Cap(c_a), veh/h 243 295 303 295 380 337 1719 785 619 2089 1.00 1.00 1.00 **HCM Platoon Ratio** 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 Uniform Delay (d), s/veh 35.0 29.9 0.0 30.7 30.4 28.7 10.5 14.5 10.8 10.5 13.9 0.0 Incr Delay (d2), s/veh 2.2 0.0 0.0 0.1 0.2 3.1 0.4 0.4 0.0 8.0 0.5 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 0.0 0.5 0.6 4.2 0.5 0.2 2.7 0.1 5.1 1.4 6.4 0.0 Unsig. Movement Delay, s/veh 37.3 30.0 0.0 30.8 30.6 31.8 10.8 14.9 10.9 14.5 0.0 LnGrp Delay(d),s/veh 11.4 LnGrp LOS С С С С В В В В В 137 297 1016 1362 Approach Vol, veh/h Α Approach Delay, s/veh 36.9 31.6 14.5 14.0 Approach LOS D С В В Timer - Assigned Phs 5 6 20.9 Phs Duration (G+Y+Rc), s 13.6 49.3 20.9 10.9 51.9 Change Period (Y+Rc), s 6.9 7.8 7.8 6.9 7.8 7.8 49.2 Max Green Setting (Gmax), s 16.1 38.2 13.2 5.1 13.2 Max Q Clear Time (g_c+l1), s 6.4 17.2 12.8 3.5 21.3 13.0 Green Ext Time (p_c), s 15.3 0.4 0.0 0.0 22.8 0.0 Intersection Summary 17.2

HCM 6th Ctrl Delay

HCM 6th LOS В

Notes

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

Synchro 11 Report Kimley-Horn

Intersection							
Int Delay, s/veh	0.7						1
Movement	EBT	EBR	WBL	WBT	NBL	NBR	I
Lane Configurations	7			4	ሻ	7	1
Traffic Vol, veh/h	187	15	9	256	15	7	
Future Vol, veh/h	187	15	9	256	15	7	
Conflicting Peds, #/hr	0	0	0	0	0	0	
•	Free	Free	Free	Free	Stop	Stop	
RT Channelized			-		- -	None	
Storage Length	_	-	_	-	0	75	
Veh in Median Storage, #		_	_	0	0	-	
Grade, %	0	_	_	0	0	_	
Peak Hour Factor	87	87	87	87	87	87	
Heavy Vehicles, %	2	2	2	0	2	2	
Mymt Flow	215	17	10	294	17	8	
INIVIIIL FIOW	210	17	10	294	17	O	
Major/Minor Ma	ajor1	N	Major2	N	Minor1		
Conflicting Flow All	0	0	232	0	538	224	
Stage 1	-	-	-	_	224	-	
Stage 2	-	-	-	-	314	-	
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	_		3.318	
Pot Cap-1 Maneuver	_	-	1336	_	504	815	
Stage 1	-	_	_	_	813	-	
Stage 2	-	_	_	_	741	_	
Platoon blocked, %	-	_		_			
Mov Cap-1 Maneuver	_	_	1336	_	499	815	
Mov Cap-2 Maneuver	_	_	1000	_	499	010 <u>-</u>	
Stage 1	_	_	_	_	813	_	
Stage 2	_	_	_	_	734	_	
Staye 2	_	_	_	_	7.54	_	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.3		11.5		
HCM LOS					В		
Minor Lane/Major Mvmt	N	NBLn1 N	JRI n2	EBT	EBR	WBL	ĺ
	- 1						
Capacity (veh/h)		499	815	-		1336	
HCM Control Polov (a)		0.035	0.01	-	-	0.008	
HCM Control Delay (s)		12.5	9.5	-	-	7.7	
LICM Lana LOC			Λ.				
HCM Lane LOS HCM 95th %tile Q(veh)		B 0.1	A 0	-	-	A 0	



2025 NO BUILD CONDITIONS

Intersection								
Int Delay, s/veh	3.3							
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	۲	7	^	7	*	^		
Traffic Vol, veh/h	67	81	1806	42	60	1450		
Future Vol, veh/h	67	81	1806	42	60	1450		
Conflicting Peds, #/hr		0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized	-	Stop	-	Yield		None		
Storage Length	0	0	_	275	450	-		
Veh in Median Storag		_	0		-	0		
Grade, %	0, 11 2	_	0	-	_	0		
Peak Hour Factor	95	95	95	95	95	95		
Heavy Vehicles, %	2	2	2	3	2	6		
Mvmt Flow	71	85	1901	44	63	1526		
IVIVIIILI IOW	71	00	1901	44	03	1020		
Major/Minor	Minor1	N	Major1	_	Major2			
Conflicting Flow All	2790	951	0	0	1901	0		
Stage 1	1901	-	-	-	1301	_		
Stage 2	889	_	_	_	_	-		
Critical Hdwy	6.84	6.94	_		4.14	-		
Critical Hdwy Stg 1	5.84	U.J 4			7.14	-		
Critical Hdwy Stg 2	5.84	-	_	_	_	_		
	3.52	3.32		_	2.22	-		
Follow-up Hdwy Pot Cap-1 Maneuver	~ 15	260	-	-	309	-		
	103		-	•	309	-		
Stage 1	362	-	-	-	-	-		
Stage 2	302	-		•	-	-		
Platoon blocked, %	- 10	260	_	-	200	-		
Mov Cap-1 Maneuver		260	-	-	309	-		
Mov Cap-2 Maneuver		-	-	-	-	-		
Stage 1	103	-	-	-	-	-		
Stage 2	288	-	-	-	-	-		
A	1045		МВ		0.5			
Approach	WB		NB		SB			
HCM Control Delay, s			0		8.0			
HCM LOS	F							
Minor Lane/Major Mvi	mt	NBT	NBRV	VBLn1V		SBL	SBT	
Capacity (veh/h)		-	-	91	260	309	-	
HCM Lane V/C Ratio		-			0.328	0.204	-	
HCM Control Delay (s	s)	-	-	121.8	25.5	19.6	-	
HCM Lane LOS		-	-	F	D	С	-	
HCM 95th %tile Q(vel	1)	-	-	4	1.4	0.8	-	
Notes								
~: Volume exceeds ca	apacity	\$: De	lay exc	eeds 30	00s	+: Com	outation Not Defined	*: All major volume in platoon
	,,							,

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2025 Phase 1 No-Build AM

	•	→	7	1	•	•	1	†	-	-	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	320	27	137	61	21	329	58	1261	26	274	1272	28
v/c Ratio	0.94	0.06	0.26	0.19	0.05	0.43	0.30	0.90	0.04	0.88	0.72	0.03
Control Delay	77.0	32.9	3.1	35.1	32.8	18.7	12.3	40.3	0.1	55.8	23.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.0	32.9	3.1	35.1	32.8	18.7	12.3	40.3	0.1	55.8	23.0	0.1
Queue Length 50th (ft)	224	15	0	34	12	130	15	423	0	136	354	0
Queue Length 95th (ft)	#401	38	21	72	32	207	31	523	0	#285	440	0
Internal Link Dist (ft)		776			677			1441			2596	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	348	437	528	336	429	777	194	1505	784	327	1818	899
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.06	0.26	0.18	0.05	0.42	0.30	0.84	0.03	0.84	0.70	0.03

Intersection Summary

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

	۶	→	*	•	•	•	4	†	1	/	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	↑	7	7	↑	7	*	^	7	7	^	7
Traffic Volume (veh/h)	304	26	130	58	20	313	55	1198	25	260	1208	27
Future Volume (veh/h)	304	26	130	58	20	313	55	1198	25	260	1208	27
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	1885	1781	1856	1841	1752	1885	1767	1856	1870	1811	1811	1870
Adj Flow Rate, veh/h	320	27	0	61	21	329	58	1261	26	274	1272	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, %	1	8	3	4	10	1	9	3	2	6	6	2
Cap, veh/h	315	440		388	433	572	219	1516	682	306	1729	
Arrive On Green	0.25	0.25	0.00	0.25	0.25	0.25	0.04	0.43	0.43	0.11	0.50	0.00
Sat Flow, veh/h	1039	1781	1572	1361	1752	1598	1682	3526	1585	1725	3441	1585
Grp Volume(v), veh/h	320	27	0	61	21	329	58	1261	26	274	1272	0
Grp Sat Flow(s),veh/h/ln	1039	1781	1572	1361	1752	1598	1682	1763	1585	1725	1721	1585
Q Serve(g_s), s	25.2	1.2	0.0	3.8	1.0	17.7	1.7	33.7	1.0	9.4	31.0	0.0
Cycle Q Clear(g_c), s	26.2	1.2	0.0	5.0	1.0	17.7	1.7	33.7	1.0	9.4	31.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	440		388	433	572	219	1516	682	306	1729	
V/C Ratio(X)	1.02	0.06		0.16	0.05	0.58	0.26	0.83	0.04	0.89	0.74	
Avail Cap(c_a), veh/h	315	440		388	433	572	235	1516	682	376	1822	
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.2	30.6	0.0	32.5	30.5	27.5	16.8	26.8	17.5	22.7	20.8	0.0
Incr Delay (d2), s/veh	54.9	0.1	0.0	0.2	0.0	1.4	0.6	4.2	0.0	20.1	1.6	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	13.2	0.5	0.0	1.2	0.4	6.6	0.6	13.6	0.3	5.0	11.3	0.0
Unsig. Movement Delay, s/veh						22.2		24.2	4= 0	10.0	00.4	0.0
LnGrp Delay(d),s/veh	98.1	30.6	0.0	32.7	30.5	29.0	17.5	31.0	17.6	42.9	22.4	0.0
LnGrp LOS	F	С		С	С	С	В	С	В	D	С	
Approach Vol, veh/h		347	Α		411			1345			1546	Α
Approach Delay, s/veh		92.8			29.6			30.2			26.0	
Approach LOS		F			С			С			С	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.7	53.4		34.0	11.0	61.1		34.0				
Change Period (Y+Rc), s	6.9	7.8		7.8	6.9	7.8		7.8				
Max Green Setting (Gmax), s	16.1	45.2		26.2	5.1	56.2		26.2				
Max Q Clear Time (g_c+l1), s	11.4	35.7		28.2	3.7	33.0		19.7				
Green Ext Time (p_c), s	0.4	8.8		0.0	0.0	20.4		0.8				
Intersection Summary												
HCM 6th Ctrl Delay			34.3									
HCM 6th LOS			С									
N												

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

Intersection							
Int Delay, s/veh	2.6						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	Į
Lane Configurations	<u></u>	7	1,00	4	ሻ	7	
Traffic Vol, veh/h	194	84	5	276	115	6	
Future Vol, veh/h	194	84	5	276	115	6	
Conflicting Peds, #/hr	0	0	0	0	0	0	
	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-		- -	None	
Storage Length	_	150	_	-	0	75	
Veh in Median Storage,		-	_	0	0	-	
Grade, %	0	-	_	0	0	-	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	4	21	2	2	5	20	
Mvmt Flow	216	93	6	307	128	7	
WWITH FIOW	210	93	U	307	120	- 1	
Major/Minor Ma	ajor1	- 1	Major2	ľ	Minor1		
Conflicting Flow All	0	0	309	0	535	216	
Stage 1	-	-	-	-	216	_	
Stage 2	-	-	-	-	319	-	
Critical Hdwy	-	-	4.12	-	6.45	6.4	
Critical Hdwy Stg 1	-	-	_	-	5.45	-	
Critical Hdwy Stg 2	_	_	_	-	5.45	-	
Follow-up Hdwy	_	_	2.218	_	3.545	3.48	
Pot Cap-1 Maneuver	_	_	1252	-	501	781	
Stage 1	_	-	_	_	813	_	
Stage 2	_	_	_	_	730	_	
Platoon blocked, %	_	_		_	, , ,		
Mov Cap-1 Maneuver	_	_	1252	_	498	781	
Mov Cap-2 Maneuver	_	_	1202	_	498	701	
Stage 1	_		_	_	813	_	
Stage 2	_	_	_		726	_	
Staye 2	_	_	_	_	720	_	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.1		14.4		
HCM LOS					В		
Minor Lane/Major Mvmt		NBLn11	VIRL n2	EBT	EBR	WBL	
Capacity (veh/h)		498	781	-		1252	
HCM Lane V/C Ratio		0.257		-	-	0.004	
					-		
				-	-		
HCM 95th %tile Q(veh)		1	0	-	-	0	
HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)		14.7 B 1	9.6 A 0	- -	- -	7.9 A 0	

Intersection								
Int Delay, s/veh	1.6							
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	*	7	^	7	7	^		
Traffic Vol, veh/h	26	71	1439	49	163	1830		
Future Vol, veh/h	26	71	1439	49	163	1830		
Conflicting Peds, #/hr		0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized	-	Stop	-	Yield		None		
Storage Length	0	0	-	275	450	_		
Veh in Median Storag	e,# 2	_	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	27	75	1515	52	172	1926		
Major/Minor	Minor1	N	Major1	N	//ajor2			
Conflicting Flow All	2822	758	0	0	1515	0		
Stage 1	1515	-	-	-	-	-		
Stage 2	1307	_	_	_	_	_		
Critical Hdwy	6.84	6.94	_	_	4.14	_		
Critical Hdwy Stg 1	5.84	-	_	_	-	_		
Critical Hdwy Stg 2	5.84	_	_	_	_	_		
Follow-up Hdwy	3.52	3.32	_	_	2.22	_		
Pot Cap-1 Maneuver	~ 14	350	_	_	437	_		
Stage 1	168	-	_	_	-101	_		
Stage 2	217	_	_	_	_	_		
Platoon blocked, %	211		_	_		_		
Mov Cap-1 Maneuver	~ 8	350	_	_	437	_		
Mov Cap-2 Maneuver		-	_	_		_		
Stage 1	168	_	_	_	_	_		
Stage 2	132	_	_	_	-	_		
	102							
Approach	WB		NB		SB			
HCM Control Delay, s			0		1.5			
HCM LOS	D							
Minor Lane/Major Mvr	mt	NBT	NBRV	VBLn1V	VBLn2	SBL	SBT	
Capacity (veh/h)		-	-	96	350	437	-	
HCM Lane V/C Ratio		-	-		0.214		-	
HCM Control Delay (s	s)	_	-	56.8	18.1	18.5	-	
HCM Lane LOS	,	-	-	F	С	С	-	
HCM 95th %tile Q(veh	า)	-	-	1.1	0.8	1.8	-	
Notes								
~: Volume exceeds ca	anacity	\$· Da	lav exc	eeds 30)()s	+ Comr	outation Not Defined	*: All major volume in platoon
. Volumo exceeds co	apaolity	ψ. De	ay CAU	ccus de	,03	· . Comp	diation Not Delined	. All major volume in piatoon

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2025 Phase 1 No-Build PM

	•	→	7	1	←	*	1	†	-	-	↓	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	157	18	59	34	49	334	88	1132	34	297	1444	79
v/c Ratio	0.74	0.06	0.14	0.16	0.17	0.48	0.42	0.82	0.04	0.77	0.76	0.09
Control Delay	58.5	33.3	0.6	34.9	34.4	17.8	12.7	27.6	0.1	30.3	18.7	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	58.5	33.3	0.6	34.9	34.4	17.8	12.7	27.6	0.1	30.3	18.7	0.4
Queue Length 50th (ft)	81	8	0	16	23	104	14	270	0	85	310	0
Queue Length 95th (ft)	#190	28	0	45	58	188	31	364	0	176	395	3
Internal Link Dist (ft)		776			677			1441			2596	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	225	310	451	231	310	763	208	1659	880	466	2199	1037
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.70	0.06	0.13	0.15	0.16	0.44	0.42	0.68	0.04	0.64	0.66	0.08

Intersection Summary

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Gibbet Road Multifamily Development 2025 Phase 1 No-Build PM

	۶	→	*	•	•	•	4	†	1	/	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	↑	7	7	↑	7	*	^	7	7	^	7
Traffic Volume (veh/h)	143	16	54	31	45	304	80	1030	31	270	1314	72
Future Volume (veh/h)	143	16	54	31	45	304	80	1030	31	270	1314	72
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	1826	1870	1885	1870	1870
Adj Flow Rate, veh/h	157	18	0	34	49	334	88	1132	34	297	1444	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	1	2	5	2	1	2	2
Cap, veh/h	209	281		280	281	414	257	1682	769	392	1932	
Arrive On Green	0.15	0.15	0.00	0.15	0.15	0.15	0.05	0.48	0.48	0.11	0.54	0.00
Sat Flow, veh/h	1000	1870	1585	1395	1870	1598	1781	3469	1585	1795	3554	1585
Grp Volume(v), veh/h	157	18	0	34	49	334	88	1132	34	297	1444	0
Grp Sat Flow(s),veh/h/ln	1000	1870	1585	1395	1870	1598	1781	1735	1585	1795	1777	1585
Q Serve(g_s), s	11.2	0.7	0.0	1.9	2.0	13.2	1.9	21.9	1.0	7.1	27.5	0.0
Cycle Q Clear(g_c), s	13.2	0.7	0.0	2.6	2.0	13.2	1.9	21.9	1.0	7.1	27.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	281		280	281	414	257	1682	769	392	1932	
V/C Ratio(X)	0.75	0.06		0.12	0.17	0.81	0.34	0.67	0.04	0.76	0.75	
Avail Cap(c_a), veh/h	209	281		280	281	414	271	1682	769	525	1988	
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.4	32.1	0.0	33.2	32.6	30.5	13.3	17.3	11.9	15.0	15.4	0.0
Incr Delay (d2), s/veh	14.0	0.1	0.0	0.2	0.3	11.2	0.8	1.1	0.0	4.4	1.6	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	4.2	0.3	0.0	0.6	0.9	7.4	0.6	7.6	0.3	2.6	9.4	0.0
Unsig. Movement Delay, s/veh		00.0	0.0	00.4	00.0	44 7	44.0	40.4	44.0	10.1	47.0	0.0
LnGrp Delay(d),s/veh	53.5	32.2	0.0	33.4	32.9	41.7	14.0	18.4	11.9	19.4	17.0	0.0
LnGrp LOS	D	С		С	С	D	В	В	В	В	В	
Approach Vol, veh/h		175	Α		417			1254			1741	Α
Approach Delay, s/veh		51.3			40.0			18.0			17.4	
Approach LOS		D			D			В			В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	16.5	50.4		21.0	11.3	55.6		21.0				
Change Period (Y+Rc), s	6.9	7.8		7.8	6.9	7.8		7.8				
Max Green Setting (Gmax), s	16.1	38.2		13.2	5.1	49.2		13.2				
Max Q Clear Time (g_c+l1), s	9.1	23.9		15.2	3.9	29.5		15.2				
Green Ext Time (p_c), s	0.5	12.3		0.0	0.0	18.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			21.9									
HCM 6th LOS			С									

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

Intersection							
Int Delay, s/veh	1.6						
		EDD	WDI	\A/DT	NIDI	NDD	
	EBT	EBR	WBL	WBT	NBL	NBR	
Lane Configurations	120	70	4.4	4	\	7	
Traffic Vol, veh/h	230	76 76	11	314	66	9	
Future Vol, veh/h	230	76	11	314	66	9	
Conflicting Peds, #/hr	0	0	0	0	0 Cton	0 Cton	
Sign Control RT Channelized	Free -	Free	Free	Free	Stop	Stop None	
		None 150	-		-	75	
Storage Length	<u>-</u>	150	-	<u>-</u>	0		
Veh in Median Storage,			-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	0	2	2	
Mvmt Flow	256	84	12	349	73	10	
Major/Minor Ma	ajor1	1	Major2		Minor1		
Conflicting Flow All	0	0	340	0	629	256	
Stage 1	-	-	_	_	256	-	
Stage 2	_	-	_	-	373	-	
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	-	-	1219	_	446	783	
Stage 1	_	-	_	_	787	_	
Stage 2	_	-	_	_	696	_	
Platoon blocked, %	_	-		_	000		
Mov Cap-1 Maneuver	_	_	1219	_	441	783	
Mov Cap-2 Maneuver	_	_	1213	_	441	100	
Stage 1	_	_	_	_	787	_	
Stage 2	_				688	_	
Olage Z	_				000	_	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.3		14.2		
HCM LOS					В		
Minor Lane/Major Mvmt	1	NBLn11	VBLn2	EBT	EBR	WBL	
Capacity (veh/h)	<u> </u>	441	783			1219	
HCM Lane V/C Ratio			0.013		-	0.01	
HCM Control Delay (s)		14.8	9.7	_	_	8	
HCM Lane LOS		14.0 B	9.7 A	_	_	A	
HCM 95th %tile Q(veh)		0.6	0	_	_	0	
TOWN COURT FOUND CON VOIT)		3.0	- 5				



2025 BUILD PHASE 1 CONDITIONS

Intersection							
Int Delay, s/veh	3.4						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	7	^	7	ሻ	^	
Traffic Vol, veh/h	67	81	1832	42	60	1459	
Future Vol, veh/h	67	81	1832	42	60	1459	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	•				-	None	
	-	Stop	-				
Storage Length	0	0	-	275	450	-	
Veh in Median Storage		-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	2	2	2	3	2	6	
Mvmt Flow	71	85	1928	44	63	1536	
		-		_			
	Minor1		Major1	N	//ajor2		
Conflicting Flow All	2822	964	0	0	1928	0	
Stage 1	1928	-	-	-	-	-	
Stage 2	894	-	_	-	-	-	
Critical Hdwy	6.84	6.94	-	-	4.14	-	
Critical Hdwy Stg 1	5.84					_	
Critical Hdwy Stg 2	5.84	_			_	_	
			•	_	2.22	_	
Follow-up Hdwy	3.52	3.32	-	-		-	
Pot Cap-1 Maneuver	~ 14	255	-	-	302	-	
Stage 1	100	-	-	-	-	-	
Stage 2	360	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	~ 11	255	-	-	302	-	
Mov Cap-2 Maneuver	89	_	_	_	-	_	
Stage 1	100	_	_	_	_	_	
Stage 2	285	_	_	_	_	_	
Stage 2	200	_	_	_		-	
Approach	WB		NB		SB		
HCM Control Delay, s	72		0		0.8		
HCM LOS	F		U		0.0		
TICIVI LOS	Г						
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1V	VBLn2	SBL	
Capacity (veh/h)				89	255	302	
HCM Lane V/C Ratio			_	0.792			
		-					
HCM Control Delay (s)		-		127.6	26	20	
HCM Lane LOS		-	-	F	D	С	
HCM 95th %tile Q(veh)		-	-	4.1	1.4	0.8	
Notes							
	14	ф. D	1	00	00-	0	
~: Volume exceeds cap	oacity	\$: De	lay exc	eeds 30	JUS	+: Comp	

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2025 Phase 1 Build AM

	•	-	*	1	•	*	1	†	-	1	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	320	27	137	80	21	333	58	1264	28	283	1272	28
v/c Ratio	0.94	0.06	0.26	0.24	0.05	0.43	0.30	0.91	0.04	0.90	0.72	0.03
Control Delay	77.8	33.0	3.1	36.1	32.8	18.8	12.3	40.7	0.1	59.9	22.9	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	77.8	33.0	3.1	36.1	32.8	18.8	12.3	40.7	0.1	59.9	22.9	0.1
Queue Length 50th (ft)	224	15	0	46	12	132	15	424	0	145	354	0
Queue Length 95th (ft)	#401	38	21	90	32	210	31	524	0	#301	440	0
Internal Link Dist (ft)		776			302			1441			1136	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	346	435	526	335	427	775	194	1497	781	325	1809	895
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.92	0.06	0.26	0.24	0.05	0.43	0.30	0.84	0.04	0.87	0.70	0.03

Intersection Summary

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

	٠	→	•	•	•	•	1	1	~	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	↑	7	*	↑	7	*	^	7	7	^	7
Traffic Volume (veh/h)	304	26	130	76	20	316	55	1201	27	269	1208	27
Future Volume (veh/h)	304	26	130	76	20	316	55	1201	27	269	1208	27
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	1885	1781	1856	1841	1752	1885	1767	1856	1870	1811	1811	1870
Adj Flow Rate, veh/h	320	27	0	80	21	333	58	1264	28	283	1272	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, %	1	8	3	4	10	1	9	3	2	6	6	2
Cap, veh/h	314	440	0.00	388	433	585	219	1487	669	314	1729	0.00
Arrive On Green	0.25	0.25	0.00	0.25	0.25	0.25	0.04	0.42	0.42	0.12	0.50	0.00
Sat Flow, veh/h	1035	1781	1572	1361	1752	1598	1682	3526	1585	1725	3441	1585
Grp Volume(v), veh/h	320	27	0	80	21	333	58	1264	28	283	1272	0
Grp Sat Flow(s),veh/h/ln	1035	1781	1572	1361	1752	1598	1682	1763	1585	1725	1721	1585
Q Serve(g_s), s	25.2	1.2	0.0	5.1	1.0	17.7	1.7	34.3	1.1	10.3	31.0	0.0
Cycle Q Clear(g_c), s	26.2	1.2	0.0	6.3	1.0	17.7	1.7	34.3	1.1	10.3	31.0	0.0
Prop In Lane	1.00	440	1.00	1.00	400	1.00	1.00	4407	1.00	1.00	4700	1.00
Lane Grp Cap(c), veh/h	314	440		388	433	585	219	1487	669	314	1729	
V/C Ratio(X)	1.02 314	0.06		0.21 388	0.05 433	0.57 585	0.26 235	0.85 1502	0.04	0.90 370	0.74 1822	
Avail Cap(c_a), veh/h HCM Platoon Ratio	1.00	440 1.00	1.00	1.00	1.00	1.00	1.00	1.00	675 1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	43.2	30.6	0.00	33.0	30.5	26.9	16.8	27.7	18.1	24.3	20.8	0.0
Incr Delay (d2), s/veh	55.7	0.1	0.0	0.3	0.0	1.3	0.6	4.9	0.0	21.9	1.6	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	13.3	0.5	0.0	1.6	0.4	6.6	0.6	14.1	0.4	5.6	11.3	0.0
Unsig. Movement Delay, s/veh		0.0	0.0	1.0	U. T	0.0	0.0	17.1	0.7	0.0	11.0	0.0
LnGrp Delay(d),s/veh	98.9	30.6	0.0	33.2	30.5	28.2	17.5	32.6	18.1	46.2	22.4	0.0
LnGrp LOS	F	C C	0.0	C	C	C	В	C	В	D	C	0.0
Approach Vol, veh/h		347			434			1350			1555	
Approach Delay, s/veh		93.6			29.3			31.6			26.7	
Approach LOS		55.0 F			23.5 C			C C			C C	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	19.6	52.6		34.0	11.0	61.1		34.0				
Change Period (Y+Rc), s	6.9	7.8		7.8	6.9	7.8		7.8				
Max Green Setting (Gmax), s	16.1	45.2		26.2	5.1	56.2		26.2				
Max Q Clear Time (g_c+l1), s	12.3	36.3		28.2	3.7	33.0		19.7				
Green Ext Time (p_c), s	0.3	8.3		0.0	0.0	20.4		0.9				
Intersection Summary												
HCM 6th Ctrl Delay			35.1									
HCM 6th LOS			D									

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

HCM 6th TWSC 3: Estate Drive/SIte Access #3 & Gibbet Road

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^	7		4		*	1 >		*	f.	
Traffic Vol, veh/h	4	194	84	5	277	1	115	1	6	5	3	3
Future Vol., veh/h	4	194	84	5	277	1	115	1	6	5	3	3
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	-	-	150	-	-	-	0	-	75	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	21	2	2	2	5	2	20	2	2	2
Mvmt Flow	4	216	93	6	308	1	128	1	7	6	3	3
Major/Minor N	Major1		ı	Major2			Minor1			Minor2		
Conflicting Flow All	309	0	0	309	0	0	548	545	216	596	638	309
Stage 1	-	-	_	_	-	-	224	224	-	321	321	-
Stage 2	-	-	-	-	-	-	324	321	-	275	317	-
Critical Hdwy	4.12	-	_	4.12	-	-	7.15	6.52	6.4	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.545	4.018	3.48	3.518	4.018	3.318
Pot Cap-1 Maneuver	1252	-	-	1252	-	-	443	446	781	415	394	731
Stage 1	-	-	-	-	-	-	772	718	-	691	652	-
Stage 2	-	-	_	-	-	-	682	652	-	731	654	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1252	-	-	1252	-	-	435	442	781	408	390	731
Mov Cap-2 Maneuver	-	-	-	-	-	-	435	442	-	408	390	-
Stage 1	-	-	-	-	-	-	769	715	-	688	648	-
Stage 2	-	-	-	-	-	-	671	648	-	721	651	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.1			16.3			13		
HCM LOS							С			В		
Minor Lane/Major Mvm	ıt	NBLn1 l	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1	SBLn2	
Capacity (veh/h)		435	704	1252	-		1252	-	_	408	509	
HCM Lane V/C Ratio		0.294		0.004	_		0.004	_	_	0.014		
HCM Control Delay (s)		16.7	10.2	7.9	-	_	7.9	0	-	13.9	12.2	
HCM Lane LOS		С	В	Α	-	-	Α	A	-	В	В	
HCM 95th %tile Q(veh)		1.2	0	0	-	-	0	-	-	0	0	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	VVDL	₹ VVDIC	↑ ↑	אטוז	ODL	†
Traffic Vol, veh/h	0	23	1851	10	0	TT 1526
Future Vol, veh/h	0	23	1851	10	0	1526
Conflicting Peds, #/hr		0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	riee -		- riee	
Storage Length	_	0	_	INOHE		INOITE
Veh in Median Storag		-	0	-	_	0
Grade, %	0		0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
		2	2	90		
Heavy Vehicles, %	2				2	6
Mvmt Flow	0	26	2057	11	0	1696
Major/Minor	Minor1	1	Major1	N	/lajor2	
Conflicting Flow All	_	1034	0	0	-	-
Stage 1	_	-	_	_	_	_
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	6.94	_	-	_	-
Critical Hdwy Stg 1	_	0.0 1 _	_	_		_
Critical Hdwy Stg 2	_	-	_	-	_	-
Follow-up Hdwy	_	3.32	_	_	_	_
Pot Cap-1 Maneuver	0	229		_	0	_
Stage 1	0			_	0	_
Stage 2	0	-			0	-
Platoon blocked, %	0				U	
Mov Cap-1 Maneuver		229	_	-	_	_
Mov Cap-1 Maneuver		229		-	-	_
	-	-	-	-		
Stage 1	-			-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s			0		0	
HCM LOS	, <u>22.</u> ,					
Minor Lane/Major Mvi	mt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)		-	-		-	
HCM Lane V/C Ratio		-	-	0.112	-	
HCM Control Delay (s	s)	-	-	22.7	-	
HCM Lane LOS		-	-	С	-	
HCM 95th %tile Q(vel	า)	-	-	0.4	-	

Intersection						
Int Delay, s/veh	0.3					
				14/5-5	0.01	
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		<u></u>	ĵ.			7
Traffic Vol, veh/h	0	282	394	1	0	18
Future Vol, veh/h	0	282	394	1	0	18
Conflicting Peds, #/hr	0	0	0	_ 0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	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	5	2	2	2	2
Mvmt Flow	0	313	438	1	0	20
Major/Minor N	/lajor1	N	Major2	N	/linor2	
Conflicting Flow All	- -	0	-	0	_	439
Stage 1	_	_	_	_	_	-
Stage 2	_	_	_	_		
Critical Hdwy					_	6.22
Critical Hdwy Stg 1	_	_	_	_	_	0.22
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy	_	_	_	_	_	3.318
	0		-	-	0	618
Pot Cap-1 Maneuver	0	-		-	0	010
Stage 1	0	-	_	-	0	-
Stage 2	U	=			U	-
Platoon blocked, %		-	-	-		640
Mov Cap-1 Maneuver	-	-	-	-	-	618
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		11	
HCM LOS	•				В	
N. C. 1 (1) 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		EDT	14/5-	14/00 6) DI (
Minor Lane/Major Mvmt		EBT	WBT	WBR S		
Capacity (veh/h)		-	-	-		
HCM Lane V/C Ratio		-	-	-	0.032	
HCM Control Delay (s)		-	-	-	11	
HCM Lane LOS		-	-	-	В	
HCM 95th %tile Q(veh)		-	-	-	0.1	

Intersection								
Int Delay, s/veh	1.6							•
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	ሻ	7	^	7	ሻ	^		4
Traffic Vol, veh/h	26	71	1455	49	163	1856		
Future Vol, veh/h	26	71	1455	49	163	1856		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized	-	Stop	-	Yield	-	None		
Storage Length	0	0	-	275	450	-		
Veh in Median Storage	, # 2	-	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	27	75	1532	52	172	1954		
Major/Minor	Minor1	N	Major1		Major2			
Conflicting Flow All	2853	766	0	0	1532	0		
Stage 1	1532	-	-	_	-	_		
Stage 2	1321	_	_	_	_	_		
Critical Hdwy	6.84	6.94	_		4.14			
Critical Hdwy Stg 1	5.84	0.01	_	_	-	_		
Critical Hdwy Stg 2	5.84	_	_	_	_	_		
Follow-up Hdwy	3.52	3.32	_	-	2.22	_		
Pot Cap-1 Maneuver	~ 13	345	_	_	430	_		
Stage 1	164	-	_	_	-100	_		
Stage 2	214	_	_	_	_	_		
Platoon blocked, %	217			_		_		
Mov Cap-1 Maneuver	~ 8	345	_	_	430	_		
Mov Cap-1 Maneuver	93	J 4 J	_	_	400	_		
Stage 1	164	_	_	_	-	_		
Stage 2	128		_	-		_		
Staye 2	120	-	_	-	-	-		
Approach	WB		NB		SB			
HCM Control Delay, s	29.2		0		1.5			
HCM LOS	D							
Minor Lane/Major Mvm	ıt	NBT	NBRV	VBLn1V	VBLn2	SBL	SBT	
Capacity (veh/h)		-		93	345	430		
HCM Lane V/C Ratio		-	-	0.294			-	
HCM Control Delay (s)		-	-	59.1	18.3	18.8	-	
HCM Lane LOS		-	-	F	С	С	-	
HCM 95th %tile Q(veh)		-	-	1.1	0.8	1.9	-	
Notes								
	a a aitr	¢. D.	lov ove	oods 20	200	±. Com	outation Not Defined	*. All me!-
~: Volume exceeds cap	Dacity	à; D6	lay exc	eeds 30	JUS	+. Com	outation Not Defined	*: All major

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2025 Phase 1 Build PM

	•	-	*	1	←	*	1	†	-	1	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	157	18	59	46	49	336	88	1144	43	325	1444	79
v/c Ratio	0.75	0.06	0.14	0.21	0.17	0.47	0.42	0.84	0.06	0.81	0.76	0.09
Control Delay	59.7	33.5	0.6	36.1	34.7	17.5	12.5	29.3	0.2	36.1	18.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	59.7	33.5	0.6	36.1	34.7	17.5	12.5	29.3	0.2	36.1	18.4	0.4
Queue Length 50th (ft)	84	9	0	23	24	105	14	286	0	107	310	0
Queue Length 95th (ft)	#190	28	0	56	58	189	31	370	0	#236	395	3
Internal Link Dist (ft)		776			302			1441			1136	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	222	307	449	228	307	756	209	1640	872	455	2174	1027
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.06	0.13	0.20	0.16	0.44	0.42	0.70	0.05	0.71	0.66	0.08

Intersection Summary

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

	۶	→	*	•	•	•	4	†	1	/	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑	7	7	↑	7	*	^	7	7	^	7
Traffic Volume (veh/h)	143	16	54	42	45	306	80	1041	39	296	1314	72
Future Volume (veh/h)	143	16	54	42	45	306	80	1041	39	296	1314	72
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	1826	1870	1885	1870	1870
Adj Flow Rate, veh/h	157	18	0	46	49	336	88	1144	43	325	1444	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	1	2	5	2	1	2	2
Cap, veh/h	209	281		280	281	429	257	1649	753	398	1932	
Arrive On Green	0.15	0.15	0.00	0.15	0.15	0.15	0.05	0.48	0.48	0.12	0.54	0.00
Sat Flow, veh/h	998	1870	1585	1395	1870	1598	1781	3469	1585	1795	3554	1585
Grp Volume(v), veh/h	157	18	0	46	49	336	88	1144	43	325	1444	0
Grp Sat Flow(s),veh/h/ln	998	1870	1585	1395	1870	1598	1781	1735	1585	1795	1777	1585
Q Serve(g_s), s	11.2	0.7	0.0	2.6	2.0	13.2	1.9	22.7	1.3	7.9	27.5	0.0
Cycle Q Clear(g_c), s	13.2	0.7	0.0	3.3	2.0	13.2	1.9	22.7	1.3	7.9	27.5	0.0
Prop In Lane	1.00	• • • • • • • • • • • • • • • • • • • •	1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	281	,,,,,	280	281	429	257	1649	753	398	1932	,,,,,
V/C Ratio(X)	0.75	0.06		0.16	0.17	0.78	0.34	0.69	0.06	0.82	0.75	
Avail Cap(c_a), veh/h	209	281		280	281	429	271	1649	753	514	1988	
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	39.4	32.1	0.0	33.5	32.6	29.8	13.3	18.1	12.4	15.7	15.4	0.0
Incr Delay (d2), s/veh	14.1	0.1	0.0	0.3	0.3	9.1	0.8	1.3	0.0	7.8	1.6	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	4.2	0.3	0.0	0.8	0.9	7.2	0.6	8.0	0.4	3.4	9.4	0.0
Unsig. Movement Delay, s/veh		0.0	0.0	0.0	0.0	1.2	0.0	0.0	0.1	0.1	0.1	0.0
LnGrp Delay(d),s/veh	53.6	32.2	0.0	33.8	32.9	38.9	14.0	19.4	12.5	23.5	17.0	0.0
LnGrp LOS	D	C	0.0	C	C	D	В	В	12.5 B	C	В	0.0
Approach Vol, veh/h		175			431			1275			1769	
Approach Delay, s/veh		51.4			37.6			18.8			18.2	
Approach LOS		51.4 D			37.0 D			10.0 B			10.2 B	
•											В	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	17.3	49.6		21.0	11.3	55.6		21.0				
Change Period (Y+Rc), s	6.9	7.8		7.8	6.9	7.8		7.8				
Max Green Setting (Gmax), s	16.1	38.2		13.2	5.1	49.2		13.2				
Max Q Clear Time (g_c+l1), s	9.9	24.7		15.2	3.9	29.5		15.2				
Green Ext Time (p_c), s	0.5	11.8		0.0	0.0	18.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			22.3									
HCM 6th LOS			С									
Notes												

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

HCM 6th TWSC 3: Estate Drive/SIte Access #3 & Gibbet Road

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		^	7		4		*	1			1	
Traffic Vol, veh/h	13	230	76	11	317	3	66	3	9	3	1	2
Future Vol., veh/h	13	230	76	11	317	3	66	3	9	3	1	2
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	-	-	150	-	-	-	0	-	75	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	2	2	2	0	2	2	2	2	2	2	2
Mvmt Flow	14	256	84	12	352	3	73	3	10	3	1	2
Major/Minor N	Major1		ا	Major2			Minor1			Minor2		
Conflicting Flow All	355	0	0	340	0	0	663	663	256	711	746	354
Stage 1	-	-	-	-	-	-	284	284	-	378	378	-
Stage 2	-	-	-	-	-	-	379	379	-	333	368	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1204	-	-	1219	-	-	375	382	783	348	342	690
Stage 1	-	-	-	-	-	-	723	676	-	644	615	-
Stage 2	-	-	_	-	-	-	643	615	-	681	621	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1204	-	-	1219	-	-	365	372	783	334	333	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	365	372	-	334	333	-
Stage 1	-	-	-	-	-	-	712	666	-	634	608	-
Stage 2	-	-	-	-	-	-	632	608	-	659	612	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.3			0.3			16.3			14		
HCM LOS							С			В		
Minor Lane/Major Mvm	t	NBLn1 l	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1	SBLn2	
Capacity (veh/h)		365	614	1204			1219			334	508	
HCM Lane V/C Ratio			0.022		_	_	0.01	_	-		0.007	
HCM Control Delay (s)		17.3	11	8	_	_	8	0	_	15.9	12.1	
HCM Lane LOS		C	В	A	_	_	A	A	_	C	В	
HCM 95th %tile Q(veh)		0.7	0.1	0	_	_	0	-	_	0	0	
2011												

Intersection						
Int Delay, s/veh	0.1					
	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	1			^
Traffic Vol, veh/h	0	14	1490	32	0	1882
Future Vol, veh/h	0	14	1490	32	0	1882
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,	# 2	_	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	1
Mvmt Flow	0	16	1656	36	0	2091
WWWIICHIOW	J	10	1000	00	U	2001
Major/Minor M	linor1		//ajor1		/lajor2	
Conflicting Flow All	-	846	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	306	_	_	0	_
Stage 1	0	-	_	_	0	_
Stage 2	0	_	_	_	0	_
Platoon blocked, %	U	_	_		U	_
		206	-	-		
Mov Cap-1 Maneuver	-	306	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	17.4		0		0	
HCM LOS	17.4 C		U		U	
TIOWI LOG	U					
Minor Lane/Major Mvmt		NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)		-	-	306	-	
HCM Lane V/C Ratio		-	-	0.051	-	
HCM Control Delay (s)		_	-	17.4	-	
HCM Lane LOS		_	_	С	_	
HCM 95th %tile Q(veh)		-	-	0.2	-	
				7. _		

Intersection						
Int Delay, s/veh	0.2					
		CDT	WDT	WED	CDI	CDD
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		240	}	_		7
Traffic Vol, veh/h	0	319	382	3	0	11
Future Vol, veh/h	0	319	382	3	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-		-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	1	1	2	2	2
Mvmt Flow	0	354	424	3	0	12
Major/Minor I	Major1	N	Major2	N	/linor2	
Conflicting Flow All	<u>-</u>	0	-	0	_	426
Stage 1	_	-	_	-	_	- -
Stage 2	_	_	_			
Critical Hdwy	_	_	_	-		6.22
	_				-	0.22
Critical Hdwy Stg 1		-	-	-	-	-
Critical Hdwy Stg 2	-	_	-	-	-	- 0.40
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	628
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	_	-	-	-	628
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		10.8	
HCM LOS					В	
Minor Lane/Major Mvm	nt	EBT	WBT	WBR S	SBLn1	
Capacity (veh/h)		-	_	_	628	
HCM Lane V/C Ratio		_	-		0.019	
HCM Control Delay (s)		-	_	_	10.8	
HCM Lane LOS		_	_	_	В	
HCM 95th %tile Q(veh))	-	_	-	0.1	
70000 2(1011)						



2027 NO-BUILD CONDITIONS

Section Sect	Intersection								
Novement	Int Delay, s/veh	5.8							
ane Configurations The property of the proper			WRR	NRT	NRR	SRI	SRT		
raffic Vol, veh/h 77 93 2059 48 69 1650 uture Vol, veh/h 77 93 2059 48 69 1650 orinficting Peds. #/hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0									
uture Vol, veh/h 77 93 2059 48 69 1650 onflicting Peds, #hr 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0									
conflicting Peds, #hr 0	· ·								
Stop Stop Free									
T Channelized - Stop - Yield - None torage Length 0 0 - 275 450 - eth in Median Storage, # 2 - 0 0 orade, % 0 - 0 - 0 - 0 eak Hour Factor 98 98 98 98 98 98 98 eavy Vehicles, % 2 2 2 2 3 2 6 orade, % 0 79 95 2101 49 70 1684 Iajor/Minor Minor1 Major1 Major2 onflicting Flow All 3083 1051 0 0 2101 0 Stage 1 2101 Stage 2 982 Stage 2 982 Stage 2 982 Stage 2 982 Stage 2 982 Stage 2 982 Stage 1 Mdwy Stg 1 5.84 Stage 1 Mdwy Stg 2 5.84 Stage 1 Mdwy Stg 2 5.84 Stage 1 Mdwy Stg 2 5.84 Stage 1 Mdwy Stg 2 5.84 Stage 1 Mdwy Stg 2 5.84 Stage 1 Mdwy Stg 2 5.84 Stage 1 Mdwy Stg 2 5.84 Stage 1 Mdwy Stg 2 5.84 Stage 1 Mdwy Stg 2 5.84 Stage 1 Mdwy Stg 2 5.84 Stage 1 Mdwy Stg 2 5.84 Stage 1 Mdwy Stg 2 5.84									
torage Length									
eh in Median Storage, # 2									
France, Windows Services									
eak Hour Factor 98 98 98 98 98 98 98 98 eavy Vehicles, % 2 2 2 2 3 2 6 Nmt Flow 79 95 2101 49 70 1684 ajor/Minor Minor1									
lajor/Minor Minor Major1 Major2 lajor/Minor Minor Major1 Major2 conflicting Flow All 3083 1051 0 0 2101 0 Stage 1 2101 Stage 2 982 Stage 1 101 Stage 2 982 Stage 1 101 Stage 2 982 Stage 1 101 Stage 2 982									
Itagor/Minor Minor1 Major1 Major2 Major3 Major4 Major4 Major4 Major5 Major5 Major5 Major6 Majo									
Tajor/Minor Minor1 Major1 Major2 Major3 Major4 Major5 Major5 Major6 Major									
Stage 1	IVIVMT FIOW	79	95	2101	49	70	1684		
Stage 1	Major/Minor	Minard		Major4		Maiora			
Stage 1 2101 -							^		
Stage 2 982					U				
ritical Hdwy Stg 1 5.84 4.14 - ritical Hdwy Stg 1 5.84					-	-			
ritical Hdwy Stg 1				-	-	-			
ritical Hdwy Stg 2			6.94	-	_	4.14	-		
ollow-up Hdwy 3.52 3.32 - 2.22 - ot Cap-1 Maneuver ~ 9 223 - 258 - Stage 1 80 - Stage 2 323 - latoon blocked, % - lov Cap-1 Maneuver ~ 7 223 - 258 lov Cap-2 Maneuver ~ 71	, ,		-	-	_	-	-		
ot Cap-1 Maneuver ~ 9 223 - - 258 - Stage 1 80 - - - - Istage 2 323 - - - - Istage 1 80 - - - - Iov Cap-2 Maneuver ~ 71 - - - - Stage 1 80 - - - - - Stage 2 235 - - - - - - Stage 2 235 -				-	-	-	-		
Stage 1 80 Stage 2 323 Stage 2 323 Stage 2 323 Stage 2 323 Stage 2 323 258 - Stage 2 Maneuver ~ 7 223 258 - Stage 1 80 Stage 1 80 Stage 2 235 Stage 2 235 Stage 2 235 Stage 2 235 Stage 2 235 Stage 2 235 Stage 2 235 Stage 2 235	Follow-up Hdwy			-	-		-		
Stage 2 323 -			223	-	-	258	-		
Internal Control Delay Stage 1			-	-	-	-	-		
Nov Cap-1 Maneuver ~ 7 223 - 258 - Nov Cap-2 Maneuver ~ 71 - <td></td> <td>323</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td></td> <td></td>		323	-	-	-	-	-		
Nov Cap-2 Maneuver ~ 71 -	Platoon blocked, %			-	-		-		
Stage 1 80 -<	Mov Cap-1 Maneuver		223	-	-	258	-		
Stage 2 235 - - - - - - -	Mov Cap-2 Maneuver		-	-	-	-	-		
Description of the large of t			-	-	-	-	-		
CM Control Delay, s 126.7 CM LOS F Innor Lane/Major Mvmt NBT NBRWBLn1WBLn2 SBL SBT Sapacity (veh/h) - 71 223 258 - ICM Lane V/C Ratio - 1.107 0.426 0.273 - ICM Control Delay (s) - 240.4 32.6 24.1 - ICM Lane LOS - F D C CM 95th %tile Q(veh) - 5.9 2 1.1 - Iotes	Stage 2	235	-	-	-	-	-		
CM Control Delay, s 126.7 CM LOS F Innor Lane/Major Mvmt NBT NBRWBLn1WBLn2 SBL SBT Sapacity (veh/h) - 71 223 258 - CM Lane V/C Ratio - 1.107 0.426 0.273 - CM Control Delay (s) - 240.4 32.6 24.1 - CM Lane LOS - F D C CM 95th %tile Q(veh) - 5.9 2 1.1 - otes									
CM LOS F	Approach	WB		NB		SB			
CM LOS F	HCM Control Delay, s	126.7		0		1			
SBL SBT SBT SBL SBT	HCM LOS								
CM Lane V/C Ratio		· 							
CM Lane V/C Ratio	Minor Lane/Maior Mvi	mt	NBT	NBRV	VBLn1V	VBLn2	SBL	SBT	
CM Lane V/C Ratio									
CM Control Delay (s) 240.4 32.6 24.1 - CM Lane LOS F D C - CM 95th %tile Q(veh) 5.9 2 1.1 - CM 95th %tile Q(veh) 5.9 2 1.1 - CM 95th %tile Q(veh) 5.9 2 1.1 - CM 95th %tile Q(veh)			_	_					
CM Lane LOS F D C - CM 95th %tile Q(veh) 5.9 2 1.1 - otes		3)							
CM 95th %tile Q(veh) 5.9 2 1.1 - lotes									
lotes		h)		_					
	·	''/			0.0		1.1		
: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon	Notes								
	~: Volume exceeds ca	apacity	\$: De	lay exc	eeds 30	00s	+: Com	outation Not Defined	*: All major volume in platoon

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2027 Phase 2 No-Build AM

	۶	→	7	1	←	*	1	†	1	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	363	30	155	69	23	366	66	1427	29	301	1438	32
v/c Ratio	1.09	0.07	0.30	0.21	0.06	0.49	0.42	0.99	0.04	0.96	0.79	0.04
Control Delay	117.1	33.2	4.5	35.8	33.0	20.6	16.6	54.4	0.1	74.2	25.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	117.1	33.2	4.5	35.8	33.0	20.6	16.6	54.4	0.1	74.2	25.6	0.1
Queue Length 50th (ft)	~290	16	0	39	13	152	17	517	0	163	435	0
Queue Length 95th (ft)	#474	42	34	79	34	237	34	#685	0	#338	537	0
Internal Link Dist (ft)		776			677			1441			2596	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	332	418	513	321	411	754	159	1440	758	313	1814	897
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.09	0.07	0.30	0.21	0.06	0.49	0.42	0.99	0.04	0.96	0.79	0.04

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Gibbet Road Multifamily Development 2027 Phase 2 No-Build AM

	۶	→	*	•	•	•	4	†	1	/	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑	7	7	↑	7	*	^	7	7	^	7
Traffic Volume (veh/h)	348	29	149	66	22	351	63	1370	28	289	1380	31
Future Volume (veh/h)	348	29	149	66	22	351	63	1370	28	289	1380	31
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	1885	1781	1856	1841	1752	1885	1767	1856	1870	1811	1811	1870
Adj Flow Rate, veh/h	362	30	0	69	23	366	66	1427	29	301	1438	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	8	3	4	10	1	9	3	2	6	6	2
Cap, veh/h	294	424		371	417	614	192	1449	651	322	1782	
Arrive On Green	0.24	0.24	0.00	0.24	0.24	0.24	0.04	0.41	0.41	0.15	0.52	0.00
Sat Flow, veh/h	1003	1781	1572	1358	1752	1598	1682	3526	1585	1725	3441	1585
Grp Volume(v), veh/h	362	30	0	69	23	366	66	1427	29	301	1438	0
Grp Sat Flow(s),veh/h/ln	1003	1781	1572	1358	1752	1598	1682	1763	1585	1725	1721	1585
Q Serve(g_s), s	25.1	1.4	0.0	4.6	1.1	20.1	2.0	44.1	1.2	14.5	38.1	0.0
Cycle Q Clear(g_c), s	26.2	1.4	0.0	6.0	1.1	20.1	2.0	44.1	1.2	14.5	38.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	294	424		371	417	614	192	1449	651	322	1782	
V/C Ratio(X)	1.23	0.07		0.19	0.06	0.60	0.34	0.99	0.04	0.94	0.81	
Avail Cap(c_a), veh/h	294	424		371	417	614	204	1449	651	322	1782	
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.2	32.5	0.0	34.8	32.3	27.0	19.3	32.1	19.4	33.4	22.0	0.0
Incr Delay (d2), s/veh	130.0	0.1	0.0	0.2	0.1	1.6	1.1	20.1	0.0	33.9	2.9	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	18.8	0.6	0.0	1.5	0.5	7.5	0.7	21.1	0.4	6.6	14.2	0.0
Unsig. Movement Delay, s/veh						22.2	00.4	=0.4			0.1.0	0.0
LnGrp Delay(d),s/veh	175.2	32.5	0.0	35.0	32.4	28.6	20.4	52.1	19.5	67.3	24.9	0.0
LnGrp LOS	F	С		D	С	С	С	D	В	E	С	
Approach Vol, veh/h		392	Α		458			1522			1739	Α
Approach Delay, s/veh		164.3			29.8			50.2			32.2	
Approach LOS		F			С			D			С	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	53.0		34.0	11.2	64.8		34.0				
Change Period (Y+Rc), s	6.9	7.8		7.8	6.9	7.8		7.8				
Max Green Setting (Gmax), s	16.1	45.2		26.2	5.1	56.2		26.2				
Max Q Clear Time (g_c+l1), s	16.5	46.1		28.2	4.0	40.1		22.1				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	15.1		0.7				
Intersection Summary												
HCM 6th Ctrl Delay			51.2									
HCM 6th LOS			D									
N												

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

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<u></u>	7	VVDL	4	ሻ	7
Traffic Vol, veh/h	221	87	6	316	123	7
Future Vol, veh/h	221	87	6	316	123	7
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	- I e e	None	- riee	None	Stop -	None
	-	150	_	None	0	75
Storage Length	# O			_		
Veh in Median Storage, #		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	21	2	2	5	20
Mvmt Flow	257	101	7	367	143	8
Major/Minor Ma	ajor1	ľ	Major2		Minor1	
Conflicting Flow All	0	0	358	0	638	257
Stage 1	_	_	-	_	257	
Stage 2	_	_	_	_	381	_
Critical Hdwy	_		4.12	_	6.45	6.4
Critical Hdwy Stg 1	-	_	4.12	_	5.45	0.4
	_	_	-	_	5.45	
Critical Hdwy Stg 2		-	2.218		3.545	3 48
Follow-up Hdwy	-	_	1201			
Pot Cap-1 Maneuver	-	-		-	436	740
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	684	-
Platoon blocked, %	-	-	1001	-	400	7.10
Mov Cap-1 Maneuver	-	-	1201	-	433	740
Mov Cap-2 Maneuver	-	-	-	-	433	-
Stage 1	-	-	-	-	779	-
Stage 2	-	-	-	-	679	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		17	
HCM LOS			011		C	
Minor Lane/Major Mvmt	1	NBLn11	NBLn2	EBT	EBR	WBL
Capacity (veh/h)		433	740			1201
HCM Lane V/C Ratio			0.011	_		0.006
HCM Control Delay (s)		17.4	9.9	_	-	8
HCM Lane LOS		C	9.9 A	-	-	A
HCM 95th %tile Q(veh)		1.4	0	-	_	0
HOW SOUT MILE Q(VEII)		1.4	U			U

Delay, s/veh	Intersection								
Inter Configurations 1	Int Delay, s/veh	2.4							
Inter Configurations	Movement	WBL	WBR	NBT	NBR	SBL	SBT		
affic Vol, veh/h 29 81 1641 56 187 2086 trure Vol, veh/h 29 81 1641 56 187 2086 inflicting Peds, #hr 0 0 0 0 0 0 0 0 gn Control Stop Stop Free Free Free Free Free Free Graph 0 0 0 0 0 0 0 gn Control Stop Stop Free Free Free Free Free Free Graph 0 0 0 0 0 0 0 gh Control Stop Stop Free Free Free Free Free Graph 0 0 0 0 0 0 0 gh Control Min Median Storage, # 2 0 0 0 0 0 0 0 gh Control Min Median Storage, # 2 0 0 0 0 0 0 0 gh Control Min Median Storage, # 2 0 0 0 0 0 0 0 gh Control Min Median Storage, # 2 0 0 0 0 0 0 0 gh Control Min Median Storage, # 2 0 0 0 0 0 0 0 gh Control Min Median Storage, # 2 0 0 0 0 0 0 0 gh Control Min Median Storage, # 2 0 0 0 0 0 0 0 gh Control Min Median Storage, # 2 0 0 0 0 0 0 0 gh Control Min Median Storage, # 2 0 0 0 0 0 0 0 gh Control Min Median Storage, # 2 0 0 0 0 0 0 0 gh Control Min Median Storage, # 2 0 0 0 0 0 0 0 gh Control Min Median Storage, # 2 0 0 0 0 0 0 0 gh Control Min Median Storage, # 2 0 0 0 0 0 0 0 gh Control Median Storage, # 2 0 0 0 0 0 0 0 0 gh Control Median Storage, # 2 0 0 0 0 0 0 0 0 gh Control Median Storage, # 2 0 0 0 0 0 0 0 0 gh Control Median Storage, # 2 0 0 0 0 0 0 0 0 0 gh Control Median Storage, # 2 0 0 0 0 0 0 0 0 0 gh Control Median Storage, # 2 0 0 0 0 0 0 0 0 0 gh Control Median Storage, # 2 0 0 0 0 0 0 0 0 0 0 gh Control Median Storage, # 2 0 0 0 0 0 0 0 0 0 0 0 0 gh Control Median Storage, # 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 gh Control Median Storage, # 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0									
trure Vol, veh/h 29 81 1641 56 187 2086 Inflicting Peds, #hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0									
### Stage 1 192	· · · · · · · · · · · · · · · · · · ·								
Stop Stop Free	· · · · · · · · · · · · · · · · · · ·								
Channelized									
orage Length									
An in Median Storage, # 2									
rade, % 0 - 0 - 0 - 0 - 0 rade Hour Factor 95 95 95 95 95 95 95 95 95 95 95 95 95							0		
sak Hour Factor 95 95 95 95 95 95 95 95 95 95 95 97 97 97 98 97 98 97 98 97 98 98 98 98 98 98 98 98 98 98 98 98 98		J ,				_			
Party Vehicles, % 2 2 3 2 2 1 2 2 1 2 2 2 3 2 2 1 2 2 3 2 2 1 2 3 2 2 3 3 2 2 3 3 2 3 3 3 3									
Agjor/Minor Minor1 Major1 Major2 Difficiting Flow All 3219 864 0 0 1727 0 Stage 1 1727									
Sign Minor Major Major Major Major	Mvmt Flow								
Stage 1 1727	William Com	- 01	- 00	1121	- 00	101	2100		
Stage 1 1727	Major/Minor	Minor1	N	Maior1	N	Major2			
Stage 1							<u> </u>		
Stage 2					<u>_</u>	1121			
itical Hdwy Stg 1 5.84 4.14 - itical Hdwy Stg 1 5.84					_	_			
itical Hdwy Stg 1 5.84						111			
itical Hdwy Stg 2 5.84						4.14			
Stage 1				-	-	-			
Stage 1 129 362 - Stage 2 173 362 - Stage 2 173 Stage 2 173 Stage 2 173 Stage 2 173 Stage 2 173 Stage 2 173 Stage 2 173 Stage 2 173 Stage 2 1 129 Stage 1 129 Stage 2 79 Stage 2 79 Stage 2 1 129				_	_	2 22			
Stage 1 129 - - - - Stage 2 173 - - - - atoon blocked, % - - - - ov Cap-1 Maneuver 62 - - - - ov Cap-2 Maneuver 62 - - - - Stage 1 129 - - - - Stage 2 79 - - - - Stage 3 45.1 0 2.2 - CM Control Delay, s 45.1 0 2.2 - CM Lane /Major Mvmt NBT NBRWBLn1WBLn2 SBL SBT SBT apacity (veh/h) - - 62 297 362 - CM Lane V/C Ratio - - 0.492 0.287 0.544 - CM Control Delay (s)				-					
Stage 2			291	•		302			
ation blocked, %			-	-		-			
ov Cap-1 Maneuver ~3 297 - - 362 - ov Cap-2 Maneuver 62 - - - - - Stage 1 129 - - - - - Stage 2 79 - - - - CM Control Delay, s 45.1 0 2.2 - SM Lane V/C Matio - - 62 297 362 - CM Lane LOS - - 109.8 21.9 26.2 - CM 95th %tile Q(veh) - - 1.9 1.2 3.1 - otes - - 1.9 1.2 3.1 -		1/3				-			
Stage 1 129	•	· - 2	207			262			
Stage 1 129 -									
Stage 2 79					-		-		
NB	~				=				
CM Control Delay, s 45.1 CM Control Delay, s 45.1 CM LOS E **Repacity (veh/h)** - 62 297 362 - CM Lane V/C Ratio - 0.492 0.287 0.544 - CM Control Delay (s) - 109.8 21.9 26.2 - CM Lane LOS - F C D - CM 95th %tile Q(veh) - 1.9 1.2 3.1 - **Repacity (veh/h)** - 1.9 1.2 3.1 - **	Stage 2	19	-	-	-	-	-		
CM Control Delay, s 45.1 0 2.2 M LOS E **Nor Lane/Major Mvmt** **Nor Lane/Major Mvmt** **Nor Lane/Major Mvmt** **Nor Lane/Major Mvmt** **Nor Nor Lane/Major Mvmt** **Nor Nor Lane/Major Mvmt** **Nor Nor Nor Nor Nor Nor Nor Nor Nor Nor	Annroach	WR		NR		SB			
CM LOS E nor Lane/Major Mvmt NBT NBRWBLn1WBLn2 SBL SBT apacity (veh/h) - 62 297 362 - CM Lane V/C Ratio - 0.492 0.287 0.544 - CM Control Delay (s) - 109.8 21.9 26.2 - CM Lane LOS - F C D - CM 95th %tile Q(veh) - 1.9 1.2 3.1 -									
nor Lane/Major Mvmt NBT NBRWBLn1WBLn2 SBL SBT apacity (veh/h) - 62 297 362 - CM Lane V/C Ratio - 0.492 0.287 0.544 - CM Control Delay (s) - 109.8 21.9 26.2 - CM Lane LOS - F C D - CM 95th %tile Q(veh) - 1.9 1.2 3.1 - otes				U		۷.۷			
Apacity (veh/h) 62 297 362	HOW LOS	<u> </u>							
Apacity (veh/h) 62 297 362	Minor Lane/Major My	/mt	NRT	NRRV	VRI n1V	VRI n2	SRI	SRT	
CM Lane V/C Ratio - - 0.492 0.287 0.544 - - CM Control Delay (s) - - 109.8 21.9 26.2 - - CM Lane LOS - - F C D - CM 95th %tile Q(veh) - - 1.9 1.2 3.1 - -		VITIL	NDT	TADIA					
CM Control Delay (s) 109.8 21.9 26.2 - CM Lane LOS F C D - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM Detes			-	=					
CM Lane LOS F C D - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh) 1.9 1.2 3.1 - CM 95th %tile Q(veh)			-						
CM 95th %tile Q(veh) 1.9 1.2 3.1 - otes		(5)	_	-					
otes		h)	-	-					
	·	#II)	-	-	1.9	1.2	ا .0	•	
Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon	Notes								
	-: Volume exceeds c	capacity	\$: De	lay exc	eeds 30	00s	+: Comp	outation Not Defined	*: All major volume in platoon

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2027 Phase 2 No-Build PM

	۶	→	*	1	•	*	1	†	1	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	180	19	68	38	56	376	100	1295	38	332	1651	91
v/c Ratio	0.88	0.07	0.16	0.18	0.20	0.54	0.53	0.91	0.05	0.85	0.84	0.10
Control Delay	78.1	33.9	0.8	36.1	35.7	19.8	19.5	34.4	0.1	43.0	21.4	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	78.1	33.9	0.8	36.1	35.7	19.8	19.5	34.4	0.1	43.0	21.4	0.7
Queue Length 50th (ft)	102	9	0	19	28	132	16	347	0	125	393	0
Queue Length 95th (ft)	#227	29	0	48	64	219	52	#485	0	#266	502	7
Internal Link Dist (ft)		776			677			1441			2596	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	205	286	433	212	286	721	190	1526	828	419	2024	966
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.07	0.16	0.18	0.20	0.52	0.53	0.85	0.05	0.79	0.82	0.09

Intersection Summary

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Gibbet Road Multifamily Development 2027 Phase 2 No-Build PM

	۶	→	*	•	•	•	4	†	1	/	Ţ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	↑	7	7	↑	7	*	^	7	7	^	7
Traffic Volume (veh/h)	164	17	62	35	51	342	91	1178	35	302	1502	83
Future Volume (veh/h)	164	17	62	35	51	342	91	1178	35	302	1502	83
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	1826	1870	1885	1870	1870
Adj Flow Rate, veh/h	180	19	0	38	56	376	100	1295	38	332	1651	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	1	2	5	2	1	2	2
Cap, veh/h	197	277		275	277	438	219	1643	751	373	1948	
Arrive On Green	0.15	0.15	0.00	0.15	0.15	0.15	0.05	0.47	0.47	0.13	0.55	0.00
Sat Flow, veh/h	956	1870	1585	1393	1870	1598	1781	3469	1585	1795	3554	1585
Grp Volume(v), veh/h	180	19	0	38	56	376	100	1295	38	332	1651	0
Grp Sat Flow(s),veh/h/ln	956	1870	1585	1393	1870	1598	1781	1735	1585	1795	1777	1585
Q Serve(g_s), s	10.9	8.0	0.0	2.2	2.3	13.2	2.1	28.0	1.2	8.7	35.0	0.0
Cycle Q Clear(g_c), s	13.2	8.0	0.0	2.9	2.3	13.2	2.1	28.0	1.2	8.7	35.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	277		275	277	438	219	1643	751	373	1948	
V/C Ratio(X)	0.91	0.07		0.14	0.20	0.86	0.46	0.79	0.05	0.89	0.85	
Avail Cap(c_a), veh/h	197	277		275	277	438	230	1643	751	471	1961	
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	41.1	32.7	0.0	33.9	33.3	30.7	17.7	19.7	12.7	18.7	17.0	0.0
Incr Delay (d2), s/veh	40.5	0.1	0.0	0.2	0.4	15.6	1.5	2.7	0.0	15.8	3.7	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	6.2	0.4	0.0	0.7	1.0	9.0	1.0	10.2	0.4	4.4	12.4	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.6	32.8	0.0	34.2	33.7	46.4	19.2	22.4	12.7	34.5	20.7	0.0
LnGrp LOS	F	С		С	С	D	В	С	В	С	С	
Approach Vol, veh/h		199	А		470			1433			1983	Α
Approach Delay, s/veh		76.9			43.9			21.9			23.0	
Approach LOS		E			D			С			С	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	18.1	50.0		21.0	11.5	56.7		21.0				
Change Period (Y+Rc), s	6.9	7.8		7.8	6.9	7.8		7.8				
Max Green Setting (Gmax), s	16.1	38.2		13.2	5.1	49.2		13.2				
Max Q Clear Time (g_c+l1), s	10.7	30.0		15.2	4.1	37.0		15.2				
Green Ext Time (p_c), s	0.5	7.7		0.0	0.0	11.9		0.0				
	0.5	1.1		0.0	0.0	11.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			27.7									
HCM 6th LOS			С									
N												

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

1.8 EBT 262 262 0 Free # 0 0 87 2 301 Major1 0	EBR 79 79 79 79 79 70 70 70 70 70 70 70 70 70 70 70 70 70	WBL 13 13 0 Free 87 2 15 Major2 392	WBT 359 359 0 Free None 0 0 87 0 413	NBL 69 69 0 Stop 0 0 87 2 79 Minor1 744 301	NBR 10 10 0 Stop None 75 - 87 2 11
262 262 0 Free - - # 0 0 87 2 301 Major1 0 -	79 79 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	13 13 0 Free - - 87 2 15 Major2	359 359 0 Free None - 0 0 87 0 413	69 69 0 Stop - 0 0 0 87 2 79	10 10 0 Stop None 75 - - 87 2 11
262 262 0 Free - - 0 87 2 301 Major1 0 -	2 79 2 79 0 0 e Free None 150 - 150 - 2 1 91 0 0	13 0 Free - - - 87 2 15 Major2	359 359 0 Free None - 0 0 87 0 413	69 69 0 Stop 0 0 0 87 2 79	10 10 0 Stop None 75 - - 87 2 11
262 262 0 Free - - 0 87 2 301 Major1 0 -	2 79 2 79 0 0 e Free None 150 - 150 - 2 1 91 0 0	13 0 Free - - - 87 2 15 Major2	359 359 0 Free None - 0 0 87 0 413	69 69 0 Stop 0 0 0 87 2 79	10 10 0 Stop None 75 - - 87 2 11
0 Free - # 0 0 87 2 301 Major1 0 -	0 0 Free - None - 150 0 - 7 87 2 2 1 91	0 Free - - 87 2 15 Major2	0 Free None - 0 0 87 0 413	0 Stop 0 0 0 87 2 79	0 Stop None 75 - 87 2 11
Free	e Free None 150 - 150 7 87 2 2 1 91 - 0	Free 87 2 15 Major2 392 -	Free None - 0 0 87 0 413	Stop	Stop None 75 - 87 2 11
# 0 0 87 2 301 Major1 0 -	- None - 150) - 7 87 2 2 91 1 1 0 0	- - - 87 2 15 Major2	None 0 0 87 0 413	0 0 0 87 2 79 Minor1	None 75 - 87 2 11
# 0 0 87 2 301 Major1 0 -	- 150) - 7 87 2 2 1 91 I	- 87 2 15 Major2 392	0 0 87 0 413	0 0 0 87 2 79 <u>Minor1</u>	75 - - 87 2 11
# 0 0 87 2 301 Major1 0 -) -) - 7 87 2 2 1 91 1 [] 0 0	87 2 15 Major2 392	0 0 87 0 413	0 0 87 2 79 Minor1	87 2 11
0 87 2 301 Major1 0 -	0 - 87 2 2 1 91 1 1 0 0	87 2 15 Major2 392	0 87 0 413	0 87 2 79 Minor1 744	87 2 11
87 2 301 <u>Major1</u> 0 -	7 87 2 2 1 91 1 0 0 	87 2 15 Major2 392	87 0 413	87 2 79 <u>Minor1</u> 744	87 2 11
2 301 //ajor1 0 -	2 2 1 91 1 1 0 0 	2 15 Major2 392	0 413 N	2 79 <u>Minor1</u> 744	2 11
301 <u>//ajor1</u> 0 -	91 <u> </u> 0 	15 <u>Major2</u> 392	413 	79 <u>Minor1</u> 744	11
<u>//ajor1</u> 0 - -		Major2 392 -	0	Minor1 744	
0 -	0	392 -	0	744	201
0 -	0	392 -	0	744	201
0 -	0	392 -	0	744	201
-	- 	-			
- -		-	-		
-					-
	-		-	443	- -
		4.12	-	6.42	6.22
-		-	-	5.42	-
-		-	-	5.42	-
-	-	2.218	-	3.518	
-		1167	-	382	739
-	-	-	-	751	-
-	-	-	-	647	-
-			-		
-	-	1167	-	376	739
-		-	-	376	-
-		-	-	751	-
-		-	-	636	-
FR	3	WB		NR	
U	,	0.5			
				U	
		NBLn2	EBT		WBL
	376	739	-		1167
			-	-	0.013
	17.1	9.9	-	-	8.1
	С	Α	-	-	Α
		0	-	-	0
1	EE	EB 0 NBLn1 376 0.211 17.1	BB WB 0 0.3 NBLn1 NBLn2 376 739 0.211 0.016 17.1 9.9 C A	NBLn1 NBLn2 EBT 376 739 - 0.211 0.016 - 17.1 9.9 - C A -	EB WB NB 0 0.3 16.2 C NBLn1 NBLn2 EBT EBR 376 739 0.211 0.016 17.1 9.9 C A



2027 BUILD PHASE 2 CONDITIONS

Intersection								
Int Delay, s/veh	6.3							
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	<u> </u>	7	^	7	ሻ	↑ ↑		
Traffic Vol, veh/h	77	93	2106	48	69	1679		
Future Vol, veh/h	77	93	2106	48	69	1679		
Conflicting Peds, #/hr	0	93	0	0	09	0		
Sign Control RT Channelized	Stop	Stop	Free	Free	Free	Free		
	-	Stop	-	Yield		None		
Storage Length	0	0	-	275	450	-		
Veh in Median Storage		-	0	-	-	0		
Grade, %	0	-	0	-	-	0		
Peak Hour Factor	98	98	98	98	98	98		
Heavy Vehicles, %	2	2	2	3	2	6		
Mvmt Flow	79	95	2149	49	70	1713		
Major/Minor	Minor1	N	Major1		Major2			
Conflicting Flow All	3146	1075	0	0	2149	0		
Stage 1	2149	-	-	-	-	-		
Stage 2	997	-	-	-	-	-		
Critical Hdwy	6.84	6.94	-	-	4.14	-		
Critical Hdwy Stg 1	5.84	-	_	_	_	-		
Critical Hdwy Stg 2	5.84	_	_	_	_	_		
Follow-up Hdwy	3.52	3.32	-	-	2.22	_		
Pot Cap-1 Maneuver	~ 8	215	_	_	247	_		
Stage 1	~ 75		_	_		_		
Stage 2	318		_	_		_		
Platoon blocked, %	010			_				
Mov Cap-1 Maneuver	~ 6	215		_	247	_		
Mov Cap-1 Maneuver								
Stage 1	~ 75							
Stage 2	228	_			_			
Olage 2	220		_	_				
Approach	WB		NB		SB			
					<u> </u>			
HCM Control Delay, s			0		ĺ			
HCM LOS	F							
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1V		SBL	SBT	
Capacity (veh/h)		-	-	67	215	247	-	
HCM Lane V/C Ratio		-	-	1.173	0.441	0.285	-	
HCM Control Delay (s))	-	-	270.4	34.3	25.3	-	
HCM Lane LOS		-	-	F	D	D	-	
HCM 95th %tile Q(veh	1)	-	-	6.2	2.1	1.1	-	
Notes								
	naoit.	¢. D.	day ava	oods 20	200	L. Cana	outotion Not Defined	* All major valuma in plata an
~: Volume exceeds ca	ipacity	φ: D6	lay exc	eeus 30	JUS -	r. Com	outation Not Defined	*: All major volume in platoon

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2027 Phase 2 Build AM

	٠	→	*	1	←		1	†	-	-	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	342	51	155	139	23	371	66	1443	35	367	1402	32
v/c Ratio	1.03	0.12	0.30	0.44	0.06	0.49	0.40	1.00	0.05	1.17	0.77	0.04
Control Delay	99.5	33.9	4.5	40.9	33.0	20.8	15.6	57.1	0.1	137.4	24.8	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	99.5	33.9	4.5	40.9	33.0	20.8	15.6	57.1	0.1	137.4	24.8	0.1
Queue Length 50th (ft)	~259	28	0	84	13	155	17	~529	0	~262	416	0
Queue Length 95th (ft)	#439	61	34	147	34	241	34	#697	0	#449	513	0
Internal Link Dist (ft)		776			302			1441			236	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	332	418	513	315	411	754	166	1440	758	313	1814	897
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.03	0.12	0.30	0.44	0.06	0.49	0.40	1.00	0.05	1.17	0.77	0.04

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Gibbet Road Multifamily Development 2027 Phase 2 Build AM

	•	-	•	•	•	•	1	†	-	-	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑	7	7	↑	7	*	^	7	7	^	7
Traffic Volume (veh/h)	328	49	149	133	22	356	63	1385	34	352	1346	31
Future Volume (veh/h)	328	49	149	133	22	356	63	1385	34	352	1346	31
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	1885	1781	1856	1841	1752	1885	1767	1856	1870	1811	1811	1870
Adj Flow Rate, veh/h	342	51	0	139	23	371	66	1443	35	367	1402	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	8	3	4	10	1	9	3	2	6	6	2
Cap, veh/h	293	424		353	417	614	199	1449	651	319	1782	
Arrive On Green	0.24	0.24	0.00	0.24	0.24	0.24	0.04	0.41	0.41	0.15	0.52	0.00
Sat Flow, veh/h	998	1781	1572	1332	1752	1598	1682	3526	1585	1725	3441	1585
Grp Volume(v), veh/h	342	51	0	139	23	371	66	1443	35	367	1402	0
Grp Sat Flow(s),veh/h/ln	998	1781	1572	1332	1752	1598	1682	1763	1585	1725	1721	1585
Q Serve(g_s), s	25.1	2.5	0.0	10.0	1.1	20.5	2.0	44.9	1.5	16.1	36.5	0.0
Cycle Q Clear(g_c), s	26.2	2.5	0.0	12.5	1.1	20.5	2.0	44.9	1.5	16.1	36.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	293	424		353	417	614	199	1449	651	319	1782	
V/C Ratio(X)	1.17	0.12		0.39	0.06	0.60	0.33	1.00	0.05	1.15	0.79	
Avail Cap(c_a), veh/h	293	424		353	417	614	211	1449	651	319	1782	
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.3	32.9	0.0	37.8	32.3	27.1	18.6	32.3	19.5	35.1	21.6	0.0
Incr Delay (d2), s/veh	105.7	0.1	0.0	0.7	0.1	1.7	1.0	22.7	0.0	97.8	2.5	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	16.8	1.1	0.0	3.2	0.5	7.7	0.7	21.9	0.5	12.5	13.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	151.0	33.0	0.0	38.5	32.4	28.8	19.6	55.0	19.6	133.0	24.1	0.0
LnGrp LOS	F	С		D	С	С	В	D	В	F	С	
Approach Vol, veh/h		393			533			1544			1769	
Approach Delay, s/veh		135.6			31.5			52.7			46.7	
Approach LOS		F			С			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	53.0		34.0	11.2	64.8		34.0				
Change Period (Y+Rc), s	6.9	7.8		7.8	6.9	7.8		7.8				
Max Green Setting (Gmax), s	16.1	45.2		26.2	5.1	56.2		26.2				
Max Q Clear Time (g_c+l1), s	18.1	46.9		28.2	4.0	38.5		22.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	16.4		0.8				
* '	0.0	0.0		0.0	0.0	10.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			55.2									
HCM 6th LOS			Е									
Notos												

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

Intersection												
Int Delay, s/veh	6.3											
		FDT	EDD	\A/DI	MOT	\4/DD	NDI	NDT	NDD	0.01	ODT	000
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	7	_	4		ነ	₽	_	ሻ	f)	_
Traffic Vol, veh/h	76	214	87	6	319	3	123	3	7	16	5	5
Future Vol, veh/h	76	214	87	6	319	3	123	3	7	16	5	5
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	-	-	150	-	-	-	0	-	75	0	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	4	21	2	2	2	5	2	20	2	2	2
Mvmt Flow	88	249	101	7	371	3	143	3	8	19	6	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	374	0	0	350	0	0	818	813	249	868	913	373
Stage 1	J, I	-	_	-	-	-	425	425		387	387	J, J
Stage 2	-	_	_	-		-	393	388		481	526	_
Critical Hdwy	4.12	_	_	4.12	_	_	7.15	6.52	6.4	7.12	6.52	6.22
Critical Hdwy Stg 1	-	_	_	-1.12	_	_	6.15	5.52	- U. T	6.12	5.52	-
Critical Hdwy Stg 2	_	_	_	_	_	_	6.15	5.52	_	6.12	5.52	_
Follow-up Hdwy	2.218	_	_	2.218	_	_	3.545	4.018	3.48	3.518		3.318
Pot Cap-1 Maneuver	1184	_	_	1209	_	_	291	313	748	273	273	673
Stage 1		_	_	00	_	_	601	586	-	637	610	J, J
Stage 2	_	_	_	_	_	_	626	609	_	566	529	_
Platoon blocked, %		_	_		_	_	020	300		500	320	
Mov Cap-1 Maneuver	1184	_	_	1209	_	_	262	282	748	247	246	673
Mov Cap-2 Maneuver	- 110 -1	_	_	1200	_	_	262	282	7 -	247	246	- 3/ 5
Stage 1	_	_	_	_	_	_	545	531	_	577	606	_
Stage 2	_	_	_	_	_	_	610	605	_	504	479	_
Jugo Z							310	300		JU-1	77.0	
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0.1			32.5			18.7		
HCM LOS							D			С		
Minor Lane/Major Mvm	nt 🔝	NBLn1 I	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1	SBLn2	
Capacity (veh/h)		262	500	1184	_	-	1209	_	_	247	360	
HCM Lane V/C Ratio			0.023	0.075	_			_	_	0.075		
HCM Control Delay (s)		34.1	12.4	8.3	_	_	8	0	_	20.8	15.3	
HCM Lane LOS		D	В	A	-	_	A	A	_	C	C	
HCM 95th %tile Q(veh))	3	0.1	0.2	_	_	0		_	0.2	0.1	
			0.1	J.L						V.L	0.1	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	YUDL	VVDIX	↑ ↑	TIDIN	JDL Š	↑ ↑
Traffic Vol, veh/h	0	23	2131	26	0	TT 1756
Future Vol, veh/h	0	23	2131	26	0	1756
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- -	None	-		-	None
Storage Length	0	0	_	INOHE	200	NOHE -
Veh in Median Storage		-	0		200	0
Grade, %	e, # 2 0	_	0			0
· ·	-			-	-	90
Peak Hour Factor	90	90	90	90	90	
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	0	26	2368	29	0	1951
Major/Minor	Minor1		Major1	N	Major2	
Conflicting Flow All	3359	1199	0	0	2397	0
Stage 1	2383		_	_		_
Stage 2	976	_	_	_	_	_
Critical Hdwy	6.84	6.94			4.14	_
Critical Hdwy Stg 1	5.84	0.34			7.17	_
Critical Hdwy Stg 2	5.84	_		_	_	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	_
Pot Cap-1 Maneuver	6	178	_	_	197	-
Stage 1	55	170	_		191	_
Stage 2	326	_	-	-	_	_
	320	-		-		_
Platoon blocked, %	C	170	-	-	107	
Mov Cap-1 Maneuver	6	178	-	-	197	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	55	-	-	-	-	-
Stage 2	326	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	28.6		0		0	
HCM LOS	D		U		U	
TIOM EGG	<u> </u>					
Minor Lane/Major Mvn	nt	NBT	NIDDV	MDI 511	VDI 52	SBL
	IL		NDKV	VBLn1V		
Capacity (veh/h)		-		-		197
HCM Lane V/C Ratio		-	-		0.144	<u>-</u>
HCM Control Delay (s)		-	-	0	28.6	0
HCM Lane LOS		-	-	Α	D	A
HCM 95th %tile Q(veh)	-	-	-	0.5	0

Intersection						
Int Delay, s/veh	1.1					
		EDT	\\/DT	WPD	CDI.	epp.
Movement Configurations	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	^	277	121	40		7
Traffic Vol, veh/h	0	377	431	16	0	80
Future Vol, veh/h	0	377	431	16	0	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-		-	
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	5	2	2	2	2
Mvmt Flow	0	419	479	18	0	89
Major/Minor N	/lajor1	N	Major2	N	/linor2	
Conflicting Flow All	- -	0	- -	0	_	488
Stage 1	_	_	_	-	_	-700
Stage 2	_	_	_			_
Critical Hdwy	_	-	_		_	6.22
Critical Hdwy Stg 1	_	_	_	_		0.22
		-	-		-	-
Critical Hdwy Stg 2	-	-		-		2 240
Follow-up Hdwy	_	-	-	-	_	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	580
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	580
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
	0					
HCM LOS	U		0		12.3	
HCM LOS					В	
Minor Lane/Major Mvm	t	EBT	WBT	WBR S	SBL _{n1}	
Capacity (veh/h)		-		-	580	
HCM Lane V/C Ratio		_	_	_	0.153	
HCM Control Delay (s)		_	_	-		
HCM Lane LOS		_	_	-	В	
HCM 95th %tile Q(veh)		-	_	-	0.5	

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1100	7	^ 1>	TIBIL	- 001	**
Traffic Vol, veh/h	0	100	2057	70	0	1729
Future Vol, veh/h	0	100	2057	70	0	1729
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- Clop	None	-	None	-	None
Storage Length	_	0	_	-	_	-
Veh in Median Storage	e, # 0	_	0	_	_	0
Grade, %	0	_	0	_	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	0	111	2286	78	0	1921
WWIII FIOW	U	111	2200	70	U	1921
Major/Minor	Minor1	1	Major1		/lajor2	
Conflicting Flow All	-	1182	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	182	_	_	0	_
Stage 1	0	102	_	_	0	_
Stage 2	0	_		_	0	_
Platoon blocked, %	U	_			U	
		100	-	-		-
Mov Cap-1 Maneuver	-	182	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	51.7		0		0	
HCM LOS	F		U		U	
TIOW LOO						
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)		-	-		-	
HCM Lane V/C Ratio		-	-	0.611	-	
HCM Control Delay (s))	-	-	51.7	-	
HCM Lane LOS		-	-	F	-	
HCM 95th %tile Q(veh))	-	-	3.4	-	
,						

Intersection								
Int Delay, s/veh	2.5							
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	ň	7	^	7	ħ	^		
Traffic Vol, veh/h	29	81	1669	56	187	2127		
Future Vol, veh/h	29	81	1669	56	187	2127		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized	-	Stop	-	Yield	-	None		
Storage Length	0	0	-	275	450	_		
Veh in Median Storage		_	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	31	85	1757	59	197	2239		
Major/Minor	Minor1	N	/lajor1	N	Major2			
Conflicting Flow All	3271	879	0		1757	0		
Stage 1	1757	-	-	-	_	-		
Stage 2	1514	_	-	_	_	-		
Critical Hdwy	6.84	6.94	_	_	4.14	-		
Critical Hdwy Stg 1	5.84	0.01 <u>-</u>	-	_	-	_		
Critical Hdwy Stg 2	5.84	_	-	-	-	-		
Follow-up Hdwy	3.52	3.32	_	_	2.22	_		
Pot Cap-1 Maneuver	~ 7	291	_	_	352	_		
Stage 1	124		_	_	-	_		
Stage 2	168	_	_	_	_	_		
Platoon blocked, %	100		_	_		_		
Mov Cap-1 Maneuver	~ 3	291	_	_	352	_		
Mov Cap-2 Maneuver		<u> </u>	_	_	-	_		
Stage 1	124	_	_		_	_		
Stage 2	74	_	_	_	_	_		
J. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1.	17							
Approach	WB		NB		SB			
HCM Control Delay, s			0		2.2			
HCM LOS	+0.0 E							
	_							
Minor Lane/Major Mvr	nt	NBT	NBRV	VBLn1V	VBLn2	SBL	SBT	
Capacity (veh/h)				58	291	352	-	
HCM Lane V/C Ratio		_		0.526			-	
HCM Control Delay (s	.)	_		121.9	22.4	27.4	-	
HCM Lane LOS	77	-	-	121.9 F	22.4 C	27.4 D	-	
HCM 95th %tile Q(veh	າ)	_	-	2.1	1.2	3.3	<u>-</u>	
· ·	'/			۷.۱	1.2	0.0		
Notes		A =						* AU
~: Volume exceeds ca	apacity	\$: De	lay exc	eeds 30)Us	+: Comp	outation Not Defined	*: All major volume in platoon

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2027 Phase 2 Build PM

	•	-	*	1	←	*	1	†	-	1	↓	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	162	37	68	91	56	379	100	1316	47	408	1620	91
v/c Ratio	0.84	0.14	0.16	0.46	0.21	0.54	0.54	0.92	0.06	1.00	0.80	0.09
Control Delay	73.3	35.0	0.8	43.7	36.1	20.0	21.0	35.9	0.1	70.4	19.8	0.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	73.3	35.0	0.8	43.7	36.1	20.0	21.0	35.9	0.1	70.4	19.8	0.7
Queue Length 50th (ft)	91	19	0	48	28	134	16	357	0	~183	380	0
Queue Length 95th (ft)	#199	46	0	96	64	222	#57	#499	0	#374	485	7
Internal Link Dist (ft)		776			302			1441			236	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	201	280	429	205	280	698	186	1494	815	410	2024	966
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.81	0.13	0.16	0.44	0.20	0.54	0.54	0.88	0.06	1.00	0.80	0.09

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

1 t 4 Movement **EBL EBT EBR WBL WBT NBT SBL WBR NBL** NBR **SBT SBR** Lane Configurations ሻ ٠ 7 ሽ ሽ 44 44 ٠ Traffic Volume (veh/h) 147 34 62 83 51 345 91 1198 43 371 1474 83 Future Volume (veh/h) 147 34 62 83 51 345 91 1198 43 371 1474 83 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 1885 1870 1826 1870 1885 1870 1870 1870 Adj Flow Rate, veh/h 162 37 0 91 379 100 1316 47 408 1620 56 0 0.91 Peak Hour Factor 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91 Percent Heavy Veh, % 2 2 2 2 2 1 2 5 2 1 2 2 430 Cap, veh/h 195 275 258 275 521 226 1468 671 1959 Arrive On Green 0.18 0.00 0.15 0.15 0.00 0.15 0.15 0.15 0.05 0.42 0.55 0.42 Sat Flow, veh/h 954 1870 1585 1371 1870 1598 1781 3469 1585 1795 3554 1585 Grp Volume(v), veh/h 162 37 0 91 56 379 100 1316 47 408 1620 0 Grp Sat Flow(s), veh/h/ln 954 1870 1585 1371 1870 1598 1585 1795 1585 1781 1735 1777 Q Serve(g_s), s 10.8 1.5 0.0 5.6 2.4 13.2 2.1 31.7 1.6 14.6 33.8 0.0 1.5 0.0 2.4 31.7 33.8 Cycle Q Clear(q_c), s 13.2 7.1 13.2 2.1 1.6 14.6 0.0 Prop In Lane 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Lane Grp Cap(c), veh/h 195 275 258 275 521 226 1468 671 430 1959 V/C Ratio(X) 0.83 0.13 0.35 0.20 0.73 0.44 0.90 0.07 0.95 0.83 Avail Cap(c_a), veh/h 195 275 258 275 521 236 1476 674 430 1959 1.00 1.00 **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 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 Uniform Delay (d), s/veh 41.0 33.3 0.0 36.4 33.7 26.7 16.9 24.1 15.4 24.6 16.6 0.0 Incr Delay (d2), s/veh 24.8 0.2 0.0 0.8 0.4 5.0 1.4 7.7 0.1 30.4 3.1 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 0.7 0.0 7.3 0.9 5.0 1.8 1.0 12.8 0.5 11.6 11.9 0.0 Unsig. Movement Delay, s/veh 65.9 33.5 0.0 37.2 34.0 31.8 18.2 31.7 15.5 55.0 19.8 0.0 LnGrp Delay(d),s/veh LnGrp LOS Ε С С С В С В В 199 526 1463 2028 Approach Vol, veh/h Approach Delay, s/veh 59.9 32.9 30.3 26.8 Approach LOS Ε С С C Timer - Assigned Phs 5 6 21.0 Phs Duration (G+Y+Rc), s 23.0 45.8 21.0 11.5 57.3 Change Period (Y+Rc), s 6.9 7.8 7.8 6.9 7.8 7.8 49.2 Max Green Setting (Gmax), s 16.1 38.2 13.2 5.1 13.2 Max Q Clear Time (g_c+l1), s 16.6 33.7 15.2 4.1 35.8 15.2 Green Ext Time (p_c), s 0.0 4.3 0.0 0.0 13.0 0.0 Intersection Summary HCM 6th Ctrl Delay 30.4

Notes

HCM 6th LOS

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

С

Intersection												
Int Delay, s/veh	3.6											
• •				=		==						
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		<u></u>	7		र्स			Þ		7	1	
Traffic Vol, veh/h	69	257	79	13	363	4	69	4	10	11	3	3
Future Vol, veh/h	69	257	79	13	363	4	69	4	10	11	3	3
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	-	-	150	-	-	-	0	-	75	0	-	-
Veh in Median Storage	·,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	0	2	2	2	2	2	2	2
Mvmt Flow	79	295	91	15	417	5	79	5	11	13	3	3
Major/Minor N	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	422	0	0	386	0	0	906	905	295	957	994	420
Stage 1		-	_	-	-	-	453	453		450	450	-
Stage 2	_	_	_	_	_	_	453	452	_	507	544	_
Critical Hdwy	4.12	-	_	4.12	_	_	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1137	-	-	1172	-	-	257	276	744	237	245	633
Stage 1	_	-	-	-	-	_	586	570	-	589	572	
Stage 2	-	-	-	-	-	-	586	570	-	548	519	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1137	_	-	1172	-	-	232	247	744	211	219	633
Mov Cap-2 Maneuver	-	-	-	_	-	-	232	247	-	211	219	_
Stage 1	-	-	-	-	-	-	533	519	-	536	562	_
Stage 2	-	-	-	-	-	-	569	560	-	487	472	-
Approach	EB			WB			NB			SB		
HCM LOS	1.4			0.3			25.8			20.7		
HCM LOS							D			С		
Minor Lane/Major Mvm	ıt	NBLn1	VBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2	
Capacity (veh/h)		232	472	1137	-	-	1172	-	-	211	325	
HCM Lane V/C Ratio		0.342	0.034	0.07	-	-	0.013	-	-	0.06	0.021	
HCM Control Delay (s)		28.4	12.9	8.4	-	-	8.1	0	-	23.1	16.3	
HCM Lane LOS		D	В	Α	-	-	Α	Α	-	С	С	
HCM 95th %tile Q(veh)		1.4	0.1	0.2	-	-	0	-	-	0.2	0.1	
,												

Intersection							
Int Delay, s/veh	0.1						
Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	VVDL	VVDK	↑ ↑	אטוז	SDL Š	<u>↑</u>	
Traffic Vol, veh/h	0	14	1711	36	0	TT 2156	
Future Vol, veh/h	0	14	1711	36	0	2156	
<u> </u>	0	0	0	0	0	0	
Conflicting Peds, #/hr Sign Control				Free	Free	Free	
	Stop	Stop	Free				
RT Channelized	-	None	-	None	-	None	
Storage Length	0	0	-	-	200	-	
Veh in Median Storage,		-	0	-	-	0	
Grade, %	0	-	0	-	-	0	
Peak Hour Factor	90	90	90	90	90	90	
Heavy Vehicles, %	2	2	3	2	2	1	
Mvmt Flow	0	16	1901	40	0	2396	
Major/Minor N	/linor1	N	/lajor1		//ajor2		
Conflicting Flow All	3119	971	0	0	1941	0	
Stage 1	1921	-	-	-	-	-	
Stage 2	1198	-	-	-	-	-	
Critical Hdwy	6.84	6.94	-	-	4.14	-	
Critical Hdwy Stg 1	5.84	-	-	-	-	-	
Critical Hdwy Stg 2	5.84	-	-	-	-	-	
Follow-up Hdwy	3.52	3.32	-	-	2.22	-	
Pot Cap-1 Maneuver	9	252	-	-	298	-	
Stage 1	101	-	-	-	-	-	
Stage 2	249	-	-	-	-	-	
Platoon blocked, %			-	-		-	
Mov Cap-1 Maneuver	9	252	-	-	298	-	
Mov Cap-2 Maneuver	87	-	-	_	-	-	
Stage 1	101	_	_	-	_	_	
Stage 2	249	_	_	_	-	_	
olago I							
Approach	WB		NB		SB		
HCM Control Delay, s	20.2		0		0		
HCM LOS	С						
Minor Lane/Major Mvmt	t	NBT	NBRV	VBLn1W	VBI n2	SBL	
Capacity (veh/h)		-	וטוי	· DLIIIV	252	298	
HCM Lane V/C Ratio			•	-	0.062		
		-	-			-	
HCM Long LOS		_	-	0	20.2	0	
HCM CEth (/tile C/yeh)		-	-	Α	С	A	
HCM 95th %tile Q(veh)		-	-	-	0.2	0	

Intersection						
Int Delay, s/veh	0.8					
		CPT	\\/DT	WPD	QDI.	CDD
Movement Configurations	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	0	405	420	45	0	7
Traffic Vol, veh/h	0	405	420	15	0	59
Future Vol, veh/h	0	405	420	15	0	59
Conflicting Peds, #/hr	0	_ 0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-		-	
Storage Length	-	-	-	-	-	0
Veh in Median Storage	e, # -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	1	1	2	2	2
Mvmt Flow	0	450	467	17	0	66
Major/Minor N	Major1	N	Major2	N	/linor2	
Conflicting Flow All	<u>-</u>	0	- -	0	_	476
Stage 1	_	_	_	_	_	-
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	<u>-</u>	_		_	6.22
Critical Hdwy Stg 1	_	_	_	_	_	0.22
Critical Hdwy Stg 2	-	_	_	-	_	_
Follow-up Hdwy		_	-			3.318
	<u>-</u>	-	-	-	_	589
Pot Cap-1 Maneuver	0	-	-	-	0	
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		=00
Mov Cap-1 Maneuver	-	_	=	-	-	589
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		11.9	
HCM LOS	0		V		В	
TIOWI EOU					J	
Minor Lane/Major Mvm	nt	EBT	WBT	WBR S		
Capacity (veh/h)		_	-	-		
HCM Lane V/C Ratio		-	-	_	0.111	
HCM Control Delay (s)		-	-	-	11.9	
HCM Lane LOS		-	-	-	В	
HCM 95th %tile Q(veh)		-	-	-	0.4	

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	^ 1>			^
Traffic Vol, veh/h	0	77	1670	63	0	1928
Future Vol, veh/h	0	77	1670	63	0	1928
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	e, # 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	0	86	1856	70	0	2142
Maia#/Mina#	Minant		1-11		1-:O	
	Minor1		Major1		/lajor2	
Conflicting Flow All	-	963	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	256	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	256	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	_	-	-	-	_
Stage 2	-	-	-	-	-	-
Annroach	WB		NB		SB	
Approach						
HCM Control Delay, s	26		0		0	
HCM LOS	D					
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)		_	-	256	-	
HCM Lane V/C Ratio		_	-	0.334	-	
HCM Control Delay (s))	_	-	26	-	
HCM Lane LOS		-	-	D	-	
HCM 95th %tile Q(veh)	-	-	1.4	-	



2029 NO-BUILD CONDITIONS

Intersection								
Int Delay, s/veh	13.3							
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	YVDL	VVDIX	†	T T	JDL 1	†		
Traffic Vol, veh/h	88	106	2348	55	79	1878		
Future Vol, veh/h	88	106	2348	55	79	1878		
Conflicting Peds, #/hr	00	0	2340	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized	- Stop	Stop	-	Yield		None		
Storage Length	0	0	_	275	450	INOITE		
Veh in Median Storage		-	0	213	- 30	0		
Grade, %	0	_	0	-	_	0		
Peak Hour Factor	98	98	98	98	98	98		
Heavy Vehicles, %	2	2	2	3	2	6		
Mvmt Flow	90	108	2396	56	81	1916		
IVIVIIILI IUW	30	100	2030	50	01	1910		
Major/Minor	Minor1	ı	Major1		Major2			
Conflicting Flow All	3516	1198	0	0	2396	0		
Stage 1	2396	1190	-	<u> -</u>	2390	-		
Stage 2	1120	_	-		_	_		
Critical Hdwy	6.84	6.94	_		4.14	-		
Critical Hdwy Stg 1	5.84	0.34	_	_	4.14	-		
Critical Hdwy Stg 2	5.84	-	_	_	-	_		
Follow-up Hdwy	3.52	3.32	-	_	2.22	-		
Pot Cap-1 Maneuver	3.52 ~ 5	178	-	-	197			
•	~ 54	1/0	-	-	197	-		
Stage 1 Stage 2	~ 54 274	-	-	-	-	-		
Platoon blocked, %	214	-			-	-		
	~ 3	178	-	-	197	-		
Mov Cap-1 Maneuver	~ 48	1/0	=	-	197			
Mov Cap-2 Maneuver	~ 48	-	-	-	-	-		
Stage 1	~ 54 161	-	-	-	-	-		
Stage 2	101	_	_	-	-	-		
Approach	WB		NB		SB			
HCM Control Delay, s			0		1.4			
	290.3 F		U		1.4			
HCM LOS	F							
Minor Lane/Major Mvn	nt	NBT	NRDV	VBLn1V	VRI n2	SBL	SBT	
	nt .	וטו	אוטוא	48	178	197		
Capacity (veh/h) HCM Lane V/C Ratio			=	1.871			-	
	\	-			0.608	0.409	-	
HCM Lang LOS)	-	-\$	594.5	52.4	35.4	•	
HCM C5th %tile O(yeh	.\	-	-	F	F	E 1 0	-	
HCM 95th %tile Q(veh)	-	-	9	3.4	1.8	-	
Notes								
~: Volume exceeds ca	pacity	\$: De	lay exc	eeds 30	00s	+: Comp	outation Not Defined	*: All major volume in platoon

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2029 Phase 3 No-Build AM

	•	→	7	1	•	•	1	†	-	-	Ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	415	33	177	78	25	410	75	1632	33	335	1644	36
v/c Ratio	1.25	0.08	0.35	0.24	0.06	0.54	0.54	1.13	0.04	1.07	0.91	0.04
Control Delay	171.7	33.3	6.6	36.4	33.0	22.2	27.2	100.7	0.1	103.1	32.7	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	171.7	33.3	6.6	36.4	33.0	22.2	27.2	100.7	0.1	103.1	32.7	0.1
Queue Length 50th (ft)	~367	18	0	45	14	179	19	~706	0	~214	555	0
Queue Length 95th (ft)	#560	44	50	88	37	276	#55	#845	0	#395	#738	0
Internal Link Dist (ft)		776			677			1441			2596	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	332	418	513	320	411	754	140	1440	758	313	1814	897
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.25	0.08	0.35	0.24	0.06	0.54	0.54	1.13	0.04	1.07	0.91	0.04

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Gibbet Road Multifamily Development 2029 Phase 3 No-Build AM

	•	→	*	•	•	•	1	†	-	-	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑	7	7	↑	7	*	^	7	*	^	7
Traffic Volume (veh/h)	398	32	170	75	24	394	72	1567	32	322	1578	35
Future Volume (veh/h)	398	32	170	75	24	394	72	1567	32	322	1578	35
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	1885	1781	1856	1841	1752	1885	1767	1856	1870	1811	1811	1870
Adj Flow Rate, veh/h	415	33	0	78	25	410	75	1632	33	335	1644	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	8	3	4	10	1	9	3	2	6	6	2
Cap, veh/h	284	424	0.00	369	417	614	155	1449	651	318	1777	0.00
Arrive On Green	0.24	0.24	0.00	0.24	0.24	0.24	0.04	0.41	0.41	0.15	0.52	0.00
Sat Flow, veh/h	961	1781	1572	1354	1752	1598	1682	3526	1585	1725	3441	1585
Grp Volume(v), veh/h	415	33	0	78	25	410	75	1632	33	335	1644	0
Grp Sat Flow(s),veh/h/ln	961	1781	1572	1354	1752	1598	1682	1763	1585	1725	1721	1585
Q Serve(g_s), s	25.0	1.6	0.0	5.2	1.2	23.4	2.3	45.2	1.4	16.1	48.7	0.0
Cycle Q Clear(g_c), s	26.2	1.6	0.0	6.8	1.2	23.4	2.3	45.2	1.4	16.1	48.7	0.0
Prop In Lane	1.00	101	1.00	1.00		1.00	1.00	4440	1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	424		369	417	614	155	1449	651	318	1777	
V/C Ratio(X)	1.46	0.08		0.21	0.06	0.67	0.48	1.13	0.05	1.05	0.93	
Avail Cap(c_a), veh/h	284	424	4.00	369	417	614	165	1449	651	318	1777	4.00
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.4	32.5	0.0	35.2	32.4	28.0	24.8	32.4	19.5	35.3	24.6	0.0
Incr Delay (d2), s/veh	226.5	0.1	0.0	0.3	0.1	2.8	2.3	66.4	0.0	65.3	8.8	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	25.8	0.7	0.0	1.7	0.5	8.9	1.0	30.9	0.5	9.6	19.5	0.0
Unsig. Movement Delay, s/veh		22.6	0.0	35.4	22.4	20.0	27.4	00.0	10 E	100.6	22 E	0.0
LnGrp Delay(d),s/veh	271.9 F	32.6 C	0.0	35.4 D	32.4 C	30.8 C	27.1 C	98.8 F	19.5 B	100.6 F	33.5 C	0.0
LnGrp LOS			۸	U		U	U		D			Δ.
Approach Vol, veh/h		448	Α		513			1740			1979	Α
Approach Delay, s/veh		254.3			31.6			94.2			44.8	
Approach LOS		F			С			F			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	53.0		34.0	11.4	64.6		34.0				
Change Period (Y+Rc), s	6.9	7.8		7.8	6.9	7.8		7.8				
Max Green Setting (Gmax), s	16.1	45.2		26.2	5.1	56.2		26.2				
Max Q Clear Time (g_c+l1), s	18.1	47.2		28.2	4.3	50.7		25.4				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	5.4		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			81.8									
HCM 6th LOS			F									

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

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	^	7	1102	4	*	7
Traffic Vol, veh/h	253	89	6	361	132	8
Future Vol, veh/h	253	89	6	361	132	8
Conflicting Peds, #/hr	0	0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-		- -	None
Storage Length	_	150	_	-	0	75
Veh in Median Storage,		-	_	0	0	-
Grade, %	0	-	_	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	4	21	2	2	5	20
Mymt Flow	294	103	7	420	153	9
IVIVIIIL I IOW	234	103	ı	420	100	9
	ajor1	<u> </u>	Major2		Minor1	
Conflicting Flow All	0	0	397	0	728	294
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	434	-
Critical Hdwy	-	-	4.12	-	6.45	6.4
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.218	-	3.545	3.48
Pot Cap-1 Maneuver	_	-	1162	-	386	705
Stage 1	-	-	-	-	749	-
Stage 2	_	-	_	-	647	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	_	-	1162	-	383	705
Mov Cap-2 Maneuver	_	-	-	-	383	-
Stage 1	_	-	_	-	749	-
Stage 2	_	_	_	_	642	-
Glago Z					012	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		19.9	
HCM LOS					С	
Minor Lane/Major Mvmt	1	NBLn11	NBLn2	EBT	EBR	WBL
Capacity (veh/h)		383	705			1162
HCM Lane V/C Ratio		0.401		_		0.006
HCM Control Delay (s)		20.5	10.2	_	_	8.1
HCM Lane LOS		C	В	-	-	A
HCM 95th %tile Q(veh)		1.9	0	_	_	0
		,,,				_

Intersection								
Int Delay, s/veh	6.5							
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	7	7	^	7	٦	^		
Traffic Vol, veh/h	34	93	1872	64	214	2378		
Future Vol, veh/h	34	93	1872	64	214	2378		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized		Stop	-	Yield	_	None		
Storage Length	0	0	-	275	450	-		
Veh in Median Storag	e,# 2	_	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	36	98	1971	67	225	2503		
Major/Minor	Minor1	N	//ajor1	Λ	//ajor2			
Conflicting Flow All	3673	986	0	0	1971	0		
Stage 1	1971	300	-	_	13/1	-		
Stage 2	1702	_	_		_	_		
Critical Hdwy	6.84	6.94	_	_	4.14	_		
Critical Hdwy Stg 1	5.84	0.5-	_	_	T. IT	_		
Critical Hdwy Stg 2	5.84	_		_		<u>-</u>		
Follow-up Hdwy	3.52	3.32	_	_	2.22	_		
Pot Cap-1 Maneuver	~ 4	247		_	290	-		
Stage 1	94	Z 1 1	_	_	230	_		
Stage 2	133			_	_	<u>-</u>		
Platoon blocked, %	100		_	-		_		
Mov Cap-1 Maneuver	~ 1	247	_	_	290	<u>-</u>		
Mov Cap-1 Maneuver		2 4 1			230	_		
Stage 1	94	_	_	_	_	_		
Stage 2	~ 30			_	-	_		
Olage 2	30							
Approach	WB		NB		SB			
HCM Control Delay, s			0		4.1			
HCM LOS	F		U		7.1			
TIOW LOG	Г							
Minor Lane/Major Mvr	mt	NDT	NDDV	\/DI ~4\A	/DI ~2	SBL	SBT	
	III	NBT	NDKV	VBLn1V				
Capacity (veh/h)		-	-	27	247	290	-	
HCM Control Doloy (a		-			0.396		-	
HCM Long LOS	6)	-	-	\$ 503	28.8	50	-	
HCM Cane LOS	-)	-	-	F	D	F	-	
HCM 95th %tile Q(veh	1)	-	-	4.3	1.8	6	-	
·								
Notes ~: Volume exceeds ca				eeds 30			outation Not Defined	*: All major volume in platoon

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2029 Phase 3 No-Build PM

	•	→	7	1	•	*	1	†	1	-	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	207	20	78	44	63	424	114	1481	44	371	1887	104
v/c Ratio	1.06	0.07	0.18	0.22	0.23	0.62	0.62	1.01	0.05	0.93	0.98	0.11
Control Delay	121.3	34.0	1.0	37.0	36.5	22.5	26.9	52.0	0.1	56.4	36.4	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.3	34.0	1.0	37.0	36.5	22.5	26.9	52.0	0.1	56.4	36.4	1.1
Queue Length 50th (ft)	~130	10	0	22	32	159	19	~447	0	154	514	0
Queue Length 95th (ft)	#267	31	0	54	69	259	#80	#605	0	#322	#715	12
Internal Link Dist (ft)		776			677			1441			2596	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	195	273	424	203	273	693	184	1472	806	405	1934	929
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.06	0.07	0.18	0.22	0.23	0.61	0.62	1.01	0.05	0.92	0.98	0.11

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Gibbet Road Multifamily Development 2029 Phase 3 No-Build PM

	٠	→	•	•	←	•	4	†	1	-	↓	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑	7	7	^	7	7	^	7	7	^	7
Traffic Volume (veh/h)	188	18	71	40	57	386	104	1348	40	338	1717	95
Future Volume (veh/h)	188	18	71	40	57	386	104	1348	40	338	1717	95
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	1826	1870	1885	1870	1870
Adj Flow Rate, veh/h	207	20	0	44	63	424	114	1481	44	371	1887	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	1	2	5	2	1	2	2
Cap, veh/h	186	274		271	274	520	183	1472	673	401	1958	
Arrive On Green	0.15	0.15	0.00	0.15	0.15	0.15	0.05	0.42	0.42	0.18	0.55	0.00
Sat Flow, veh/h	909	1870	1585	1392	1870	1598	1781	3469	1585	1795	3554	1585
Grp Volume(v), veh/h	207	20	0	44	63	424	114	1481	44	371	1887	0
Grp Sat Flow(s),veh/h/ln	909	1870	1585	1392	1870	1598	1781	1735	1585	1795	1777	1585
Q Serve(g_s), s	10.5	0.8	0.0	2.5	2.7	13.2	2.4	38.2	1.5	14.2	45.8	0.0
Cycle Q Clear(g_c), s	13.2	8.0	0.0	3.4	2.7	13.2	2.4	38.2	1.5	14.2	45.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	274		271	274	520	183	1472	673	401	1958	
V/C Ratio(X)	1.11	0.07		0.16	0.23	0.82	0.62	1.01	0.07	0.92	0.96	
Avail Cap(c_a), veh/h	186	274		271	274	520	191	1472	673	401	1958	
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	42.0	33.1	0.0	34.6	33.9	27.9	21.1	25.9	15.3	26.9	19.3	0.0
Incr Delay (d2), s/veh	98.9	0.1	0.0	0.3	0.4	9.7	5.7	24.9	0.0	27.0	12.9	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	9.3	0.4	0.0	8.0	1.2	9.1	1.4	18.6	0.5	5.9	18.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	140.9	33.2	0.0	34.9	34.3	37.6	26.8	50.8	15.4	54.0	32.2	0.0
LnGrp LOS	F	С		С	С	D	С	F	В	D	С	_
Approach Vol, veh/h		227	Α		531			1639			2258	Α
Approach Delay, s/veh		131.4			37.0			48.1			35.8	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	46.0		21.0	11.6	57.4		21.0				
Change Period (Y+Rc), s	6.9	7.8		7.8	6.9	7.8		7.8				
Max Green Setting (Gmax), s	16.1	38.2		13.2	5.1	49.2		13.2				
Max Q Clear Time (g_c+l1), s	16.2	40.2		15.2	4.4	47.8		15.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	1.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			45.0									
HCM 6th LOS			D									

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

Intersection							
Int Delay, s/veh	1.9						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	Ī
Lane Configurations	^	7	VVDL	4	ሻ	7	
Traffic Vol, veh/h	300	82	14	411	72	11	
Future Vol, veh/h	300	82	14	411	72	11	
Conflicting Peds, #/hr	0	02	0	411	0	0	
	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-		-	None	-	None	
Storage Length	<u>-</u>	150	-	-	0	75	
Veh in Median Storage,		-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	87	87	87	87	87	87	
Heavy Vehicles, %	2	2	2	0	2	2	
Mvmt Flow	345	94	16	472	83	13	
Major/Minor Major/Minor	ajor1		Major2	N	Minor1		l
			439	0		345	
Conflicting Flow All	0	0			849		
Stage 1	-	-	-	-	345	-	
Stage 2	-	-	-	-	504	-	
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	-	-	1121	-	331	698	
Stage 1	-	-	-	-	717	-	
Stage 2	-	_	_	_	607	_	
Platoon blocked, %	_	-		-			
Mov Cap-1 Maneuver	_	_	1121	_	325	698	
Mov Cap-2 Maneuver	_	_	-	_	325	-	
Stage 1	_	_	_		717	-	
		_					
Stage 2	-	-	-	-	595	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.3		18.5		
HCM LOS			0.0		C		
TIOM EOU					<u> </u>		
Minor Lane/Major Mvmt		NBLn1 l	NBLn2	EBT	EBR	WBL	
Capacity (veh/h)		325	698	-	-	1121	
HCM Lane V/C Ratio		0.255	0.018	-	-	0.014	
HCM Control Delay (s)		19.8	10.3	-	_	8.3	
HCM Lane LOS		С	В	-	-	Α	
HCM 95th %tile Q(veh)		1	0.1	_	_	0	



2029 BUILD PHASE 3 CONDITIONS

Intersection								
Int Delay, s/veh	14.4							
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	7	7	^	7	٦	^		
Traffic Vol, veh/h	88	106	2402	55	79	1921		
Future Vol, veh/h	88	106	2402	55	79	1921		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized	_	Stop	-	Yield		None		
Storage Length	0	0	-	275	450	_		
Veh in Median Storag	e,# 2	-	0	_	-	0		
Grade, %	0	_	0	-	-	0		
Peak Hour Factor	98	98	98	98	98	98		
Heavy Vehicles, %	2	2	2	3	2	6		
Mvmt Flow	90	108	2451	56	81	1960		
Major/Minor	Minor1	ı	Major1	N	//ajor2			
Conflicting Flow All	3593	1226	0		2451	0		
Stage 1	2451	-	_		_	_		
Stage 2	1142	_	_	_	_	_		
Critical Hdwy	6.84	6.94	_	_	4.14	_		
Critical Hdwy Stg 1	5.84	0.54	_	_	7.17	_		
Critical Hdwy Stg 2	5.84	_	_	_	_	_		
Follow-up Hdwy	3.52	3.32	_	_	2.22	_		
Pot Cap-1 Maneuver	~ 4	170	_	_	188	_		
Stage 1	~ 51	170	_	_	100	_		
Stage 2	266	_	_	_	-	_		
Platoon blocked, %	200			_	_			
Mov Cap-1 Maneuver	~ 2	170	_	_	188	_		
Mov Cap-1 Maneuver		170	_	_	100			
Stage 1	~ 51	_	_		_	_		
Stage 2	151	_			_			
Clayo Z	101							
Approach	WB		NB		SB			
HCM Control Delay, s			0		1.5			
HCM LOS	φ 020.0 F				1.5			
	,							
Minor Lane/Major Mvi	mt	NBT	NBRV	VBLn1V	VBLn2	SBL	SBT	
Capacity (veh/h)				45	170	188	-	
HCM Lane V/C Ratio		_	_		0.636	0.429	-	
HCM Control Delay (s	;)	_		658.3	57.3	37.8	-	
HCM Lane LOS	7	_	Ψ -	F	57.5	57.0 E	<u>-</u>	
HCM 95th %tile Q(vel	າ)	_	_	9.2	3.6	2	-	
`	'/			0.2	5.0			
Notes	.,	Φ		1 00	20	. 0	LC NID C	+ All 1 1 1 1 1
~: Volume exceeds ca	apacity	\$: De	lay exc	eeds 30	JUS	+: Comp	outation Not Defined	*: All major volume in platoon

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2029 Phase 3 Build AM

	۶	→	*	1	•	*	4	†	1	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	394	54	177	152	25	416	75	1655	43	416	1608	36
v/c Ratio	1.19	0.13	0.35	0.48	0.06	0.55	0.54	1.15	0.06	1.33	0.89	0.04
Control Delay	148.3	34.0	6.6	42.2	33.0	22.4	27.2	107.1	0.1	197.9	31.0	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	148.3	34.0	6.6	42.2	33.0	22.4	27.2	107.1	0.1	197.9	31.0	0.1
Queue Length 50th (ft)	~336	30	0	93	14	184	19	~724	0	~335	532	0
Queue Length 95th (ft)	#526	64	50	159	37	281	#55	#863	0	#532	#711	0
Internal Link Dist (ft)		776			302			1441			236	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	332	418	513	314	411	754	140	1440	758	313	1814	897
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.19	0.13	0.35	0.48	0.06	0.55	0.54	1.15	0.06	1.33	0.89	0.04

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

	۶	→	7	1	+	•	1	†	1	1	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	^	7	*	†	7	*	^	7	*	^	7
Traffic Volume (veh/h)	378	52	170	146	24	399	72	1589	41	399	1544	35
Future Volume (veh/h)	378	52	170	146	24	399	72	1589	41	399	1544	35
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	1885	1781	1856	1841	1752	1885	1767	1856	1870	1811	1811	1870
Adj Flow Rate, veh/h	394	54	0	152	25	416	75	1655	43	416	1608	0
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	1	8	3	4	10	1	9	3	2	6	6	2
Cap, veh/h	283	424		350	417	614	162	1449	651	318	1777	_
Arrive On Green	0.24	0.24	0.00	0.24	0.24	0.24	0.04	0.41	0.41	0.15	0.52	0.00
Sat Flow, veh/h	956	1781	1572	1329	1752	1598	1682	3526	1585	1725	3441	1585
Grp Volume(v), veh/h	394	54	0	152	25	416	75	1655	43	416	1608	0
Grp Sat Flow(s), veh/h/ln	956	1781	1572	1329	1752	1598	1682	1763	1585	1725	1721	1585
	25.0	2.6	0.0	11.2	1.2	23.8	2.3	45.2	1.8	16.1	46.7	0.0
Q Serve(g_s), s	26.2	2.6	0.0	13.8	1.2	23.8	2.3	45.2	1.8	16.1	46.7	0.0
Cycle Q Clear(g_c), s		2.0			1.2			43.2			40.7	
Prop In Lane	1.00	404	1.00	1.00	447	1.00	1.00	4440	1.00	1.00	4777	1.00
Lane Grp Cap(c), veh/h	283	424		350	417	614	162	1449	651	318	1777	
V/C Ratio(X)	1.39	0.13		0.43	0.06	0.68	0.46	1.14	0.07	1.31	0.90	
Avail Cap(c_a), veh/h	283	424	4.00	350	417	614	171	1449	651	318	1777	4.00
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	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	45.4	32.9	0.0	38.3	32.4	28.2	24.1	32.4	19.6	35.3	24.1	0.0
Incr Delay (d2), s/veh	197.7	0.1	0.0	0.8	0.1	3.0	2.1	72.9	0.1	159.7	7.1	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	23.4	1.2	0.0	3.6	0.5	9.1	1.0	32.1	0.6	17.9	18.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	243.1	33.1	0.0	39.2	32.4	31.1	26.2	105.3	19.7	195.0	31.2	0.0
LnGrp LOS	F	С		D	С	C	С	F	В	F	С	
Approach Vol, veh/h		448			593			1773			2024	
Approach Delay, s/veh		217.8			33.3			99.8			64.9	
Approach LOS		F			С			F			E	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	53.0		34.0	11.4	64.6		34.0				
Change Period (Y+Rc), s	6.9	7.8		7.8	6.9	7.8		7.8				
Max Green Setting (Gmax), s	16.1	45.2		26.2	5.1	56.2		26.2				
Max Q Clear Time (g_c+l1), s	18.1	47.2		28.2	4.3	48.7		25.8				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	7.4		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			88.0									
HCM 6th LOS			F									
N												

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

HCM 6th TWSC 3: Estate Drive/SIte Access #3 & Gibbet Road

Intersection												
Int Delay, s/veh	8.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑	7		ની		7	f)		٦	f)	
Traffic Vol, veh/h	78	246	89	6	365	4	132	4	8	18	5	5
Future Vol., veh/h	78	246	89	6	365	4	132	4	8	18	5	5
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	150	-	150	-	-	-	0	-	75	0	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	_	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	4	21	2	2	2	5	2	20	2	2	2
Mvmt Flow	91	286	103	7	424	5	153	5	9	21	6	6
Major/Minor	Major1		1	Major2		ا	Minor1		ľ	Minor2		
Conflicting Flow All	429	0	0	389	0	0	915	911	286	968	1012	427
Stage 1	-	-	-	-	-	-	468	468	-	441	441	-
Stage 2	-	-	-	-	-	-	447	443	-	527	571	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.15	6.52	6.4	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-		4.018	3.48			3.318
Pot Cap-1 Maneuver	1130	-	-	1170	-	-	250	274	712	233	239	628
Stage 1	-	-	-	-	-	-	570	561	-	595	577	-
Stage 2	_	-	-	-	-	-	585	576	-	535	505	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1130	-	-	1170	-	-	227	250	712	212	218	628
Mov Cap-2 Maneuver	-	-	-	-	-	-	227	250	-	212	218	-
Stage 1	-	-	-	-	-	-	524	516	-	547	572	-
Stage 2	-	-	-	-	-	-	569	571	-	481	464	-
Ü												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.1			45.8			21.2		
HCM LOS							Е			С		
Minor Lane/Major Mvm	nt	NBLn1 l	VBLn2	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1	SBLn2	
Capacity (veh/h)		227	441	1130	-	-	1170	-	-	212	324	
HCM Lane V/C Ratio		0.676	0.032	0.08	-	-	0.006	-	-	0.099	0.036	
HCM Control Delay (s)		48.7	13.4	8.5	-	-	8.1	0	_	23.8	16.5	
HCM Lane LOS		Е	В	Α	-	-	Α	Α	-	С	С	
HCM 95th %tile Q(veh)		4.3	0.1	0.3	-	-	0	-	-	0.3	0.1	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1102	7	^	7	- 052	^
Traffic Vol, veh/h	0	22	2437	35	0	2009
Future Vol, veh/h	0	22	2437	35	0	2009
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- -	None	-	None	-	
Storage Length	-	0	-	150	-	-
Veh in Median Storage	, # 2	-	0	-	_	0
Grade, %	0	_	0			0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	6
Mymt Flow	0	24	2708	39	0	2232
WWITCHIOW	U	4 -	2100	00	U	LLUL
				_		
	Minor1		Major1		/lajor2	
Conflicting Flow All	-	1354	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	140	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	_	-	0	-
Platoon blocked, %			_	-		-
Mov Cap-1 Maneuver	_	140	_	-	_	_
Mov Cap-2 Maneuver	_	-		-		_
Stage 1	-	-	_	_	_	_
Stage 2	_	_	_	_	_	_
Olugo Z						
Approach	WB		NB		SB	
HCM Control Delay, s	36.1		0		0	
HCM LOS	Ε					
Minor Lane/Major Mvm	t	NBT	NRRV	VBLn1	SBT	
			NDIN			
Capacity (veh/h) HCM Lane V/C Ratio		-		0.175	-	
		-			-	
HCM Control Delay (s) HCM Lane LOS		-	-		-	
HCM 95th %tile Q(veh)		-	-	0.6	-	
How som whe Q(ven)			-	0.0	-	

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	<u></u>	VVB1	אוטייי	ODL	JDK 7
Traffic Vol, veh/h	0	T 414	486	17	٥	84
Future Vol, veh/h	0	414	486	17	0	84
	0	0	400	0	0	04
Conflicting Peds, #/hr						
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-		-	None	-	None
Storage Length	ш -	-	-	-	-	0
Veh in Median Storage	e, # -	0	0	-	0	-
Grade, %	-	0	0	-	0	_
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	5	2	2	2	2
Mvmt Flow	0	460	540	19	0	93
Major/Minor	Major1	N	Major2	N	Minor2	
				0		550
Conflicting Flow All	-	0	-		-	550
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	-	0	535
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		_	-	-		
Mov Cap-1 Maneuver	_	_	_	_	_	535
Mov Cap-2 Maneuver	_	_	_	_	_	_
Stage 1	_	_	_	_	_	_
Stage 2	_	_	_	_	_	_
Olage 2						
Approach	EB		WB		SB	
HCM Control Delay, s	0		0		13.1	
HCM LOS					В	
NA: 1 (0.4)			14/5-	IA/DD	3DL (
Minor Lane/Major Mvm	Ι	EBT	WBT	WBR S		
Capacity (veh/h)		-	-	-	535	
HCM Lane V/C Ratio		-	-	-	0.174	
HCM Control Delay (s)		-	-	-	13.1	
HCM Lane LOS		-	-	-	В	
HCM 95th %tile Q(veh))	-	-	-	0.6	

Intersection						
Int Delay, s/veh	1.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	VVDL	₹ VVDIC	†	TVDIX	CDL	†
Traffic Vol, veh/h	0	96	2376	69	0	1978
Future Vol, veh/h	0	96	2376	69	0	1978
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	- -	None	-		-	
Storage Length	_	0	_	150	-	INOILE
Veh in Median Storage		-	0	-	_	0
Grade, %	e, # 0 0	_	0			0
				-	-	
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	0	107	2640	77	0	2198
Major/Minor	Minor1	ľ	Major1	N	/lajor2	
Conflicting Flow All	_	1320	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	147	_	_	0	_
Stage 1	0	-	_	_	0	_
Stage 2	0	_	_	_	0	_
Platoon blocked, %	- 0				- 0	
Mov Cap-1 Maneuver	_	147	_	-	_	
Mov Cap-1 Maneuver		147	_		-	_
Stage 1	_	-	-	-	-	
•	-			-		-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	76.4		0		0	
HCM LOS	F					
N. 1 (0.1 C.)		NAT	NES	A (D.L. 4	057	
Minor Lane/Major Mvm	<u>nt</u>	NBT		VBLn1	SBT	
Capacity (veh/h)		-	-		-	
HCM Lane V/C Ratio		-	-	0.726	-	
HCM Control Delay (s)		-	-		-	
HCM Lane LOS		-	-	F	-	
HCM 95th %tile Q(veh)	-	-	4.3	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	****	7	^ 1>	HOIL	ODL	^
Traffic Vol, veh/h	0	11	2446	13	0	
Future Vol, veh/h	0	11	2446	13	0	2009
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control		Stop	Free	Free	Free	Free
RT Channelized	Stop -	None	Free -		Free -	
	-					None
Storage Length Veh in Median Storage		0	-	-	-	- 0
			0	-		0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	6
Mvmt Flow	0	12	2718	14	0	2232
Major/Minor	Minor1	ľ	Major1	N	/lajor2	
Conflicting Flow All	-	1366	0	0		-
Stage 1	_	-	-	_	_	_
Stage 2	_	_	_	_	_	_
Critical Hdwy	_	6.94	_	_	_	_
Critical Hdwy Stg 1	_	0.0 T	_	_	_	_
Critical Hdwy Stg 2	_	_	_	_	_	_
Follow-up Hdwy	_	3.32	_	_	-	_
Pot Cap-1 Maneuver	0	137			0	_
Stage 1	0	107	_		0	_
Stage 2	0	-			0	-
	U	-	-	-	U	-
Platoon blocked, %		107	-	-		-
Mov Cap-1 Maneuver	-	137	-	-	-	-
Mov Cap-2 Maneuver	_	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	33.8		0		0	
HCM LOS	33.0 D		U		U	
1 JOINI LOO						
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)		-	-	137	-	
HCM Lane V/C Ratio		-	-	0.089	-	
HCM Control Delay (s))	-	-		-	
HCM Lane LOS		-	-	D	-	
HCM 95th %tile Q(veh)	-	-	0.3	_	
,						

Intersection								
Int Delay, s/veh	8							
-		WDD	NDT	NDD	001	ODT		
Movement	WBL	WBR	NBT	NBR	SBL	SBT		
Lane Configurations	ች	7	^	7	ሻ	^		
Traffic Vol, veh/h	34	93	1922	64	214	2436		
Future Vol, veh/h	34	93	1922	64	214	2436		
Conflicting Peds, #/hr	0	0	0	0	0	0		
Sign Control	Stop	Stop	Free	Free	Free	Free		
RT Channelized	-	Stop	-	Yield		None		
Storage Length	0	0	-	275	450	-		
Veh in Median Storage		_	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	36	98	2023	67	225	2564		
Major/Minor	Minor1	N	Major1		Major2			
Conflicting Flow All	3755	1012	0	0	2023	0		
Stage 1	2023	1012	-	U	2023	-		
Stage 2	1732	_	_	_	_	_		
Critical Hdwy	6.84	6.94	-	_	4.14	-		
		0.94	_	-	4.14			
Critical Hdwy Stg 1	5.84	-	_	_	-	-		
Critical Hdwy Stg 2	5.84	2.22	-	-	2.22	-		
Follow-up Hdwy	3.52	3.32	-	-	2.22 277	-		
Pot Cap-1 Maneuver	~ 3	237	-	-	211	-		
Stage 1	88	-	-	-	-	-		
Stage 2	128	-	-	-	-	-		
Platoon blocked, %		007	-	-	077	-		
Mov Cap-1 Maneuver	~ 1	237	-	-	277	-		
Mov Cap-2 Maneuver	~ 22	-	-	-	-	-		
Stage 1	88	-	-	-	-	-		
Stage 2	~ 24	-	-	-	-	-		
Approach	WB		NB		SB			
HCM Control Delay, s	205.3		0		4.6			
HCM LOS	F							
Minor Long/Maior M	.4	NDT	NDDV	VDL 41	VDL O	ODL	CDT	
Minor Lane/Major Mvm	π	NBT	NRKA	VBLn1V		SBL	SBT	
Capacity (veh/h)		-	-	22	237	277	-	
HCM Lane V/C Ratio		-		1.627	0.413		-	
HCM Control Delay (s)		-	-\$	683.4	30.5	56.7	-	
HCM Lane LOS		-	-	F	D	F	-	
HCM 95th %tile Q(veh)	-	-	4.6	1.9	6.5	-	
Notes								
~: Volume exceeds ca	pacity	\$· Do	lay exc	eeds 31	00s	+· Com	outation Not Defined	*: All major volume in platoon
. Volumo exoceus ca	paoity	ψ. υ	nay cho	00000		·. Com	Jakation Not Donned	. All major volume in piatoon

2: SC 170 (Okatie Hwy) & Mill Creek Blvd/Gibbet Road

2029 Phase 3 Build PM

	•	-	*	1	•	•	1	†	-	-	Ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	188	38	78	112	63	430	114	1513	57	466	1856	104
v/c Ratio	0.96	0.14	0.18	0.56	0.23	0.62	0.62	1.04	0.07	1.15	0.96	0.11
Control Delay	96.8	35.0	1.0	47.5	36.5	22.6	26.9	60.7	0.2	119.3	33.4	1.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.8	35.0	1.0	47.5	36.5	22.6	26.9	60.7	0.2	119.3	33.4	1.1
Queue Length 50th (ft)	108	19	0	60	32	163	19	~492	0	~262	496	0
Queue Length 95th (ft)	#239	48	0	115	69	264	#80	#626	0	#453	#696	12
Internal Link Dist (ft)		776			302			1441			236	
Turn Bay Length (ft)			100	225		225	350		200	450		400
Base Capacity (vph)	195	273	424	200	273	693	184	1459	801	405	1934	929
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.14	0.18	0.56	0.23	0.62	0.62	1.04	0.07	1.15	0.96	0.11

Intersection Summary

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

^{# 95}th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Gibbet Road Multifamily Development 2029 Phase 3 Build PM

	۶	→	*	1	—	•	1	†	1	/	↓	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	^	7	*	^	7	7	^	7	*	^	7
Traffic Volume (veh/h)	171	35	71	102	57	391	104	1377	52	424	1689	95
Future Volume (veh/h)	171	35	71	102	57	391	104	1377	52	424	1689	95
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	1826	1870	1885	1870	1870
Adj Flow Rate, veh/h	188	38	0	112	63	430	114	1513	57	466	1856	0
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	2	1	2	5	2	1	2	2
Cap, veh/h	186	274		257	274	520	188	1472	673	401	1958	
Arrive On Green	0.15	0.15	0.00	0.15	0.15	0.15	0.05	0.42	0.42	0.18	0.55	0.00
Sat Flow, veh/h	904	1870	1585	1370	1870	1598	1781	3469	1585	1795	3554	1585
Grp Volume(v), veh/h	188	38	0	112	63	430	114	1513	57	466	1856	0
Grp Sat Flow(s), veh/h/ln	904	1870	1585	1370	1870	1598	1781	1735	1585	1795	1777	1585
Q Serve(g_s), s	10.5	1.6	0.0	7.0	2.7	13.2	2.4	38.2	1.9	16.1	44.2	0.0
Cycle Q Clear(g_c), s	13.2	1.6	0.0	8.6	2.7	13.2	2.4	38.2	1.9	16.1	44.2	0.0
Prop In Lane	1.00	1.0	1.00	1.00	2.1	1.00	1.00	30.2	1.00	1.00	44.2	1.00
Lane Grp Cap(c), veh/h	186	274	1.00	257	274	520	188	1472	673	401	1958	1.00
V/C Ratio(X)	1.01	0.14		0.44	0.23	0.83	0.61	1.03	0.08	1.16	0.95	
Avail Cap(c_a), veh/h	186	274		257	274	520	196	1472	673	401	1958	
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
	1.00	1.00	0.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	0.00
Upstream Filter(I)							1.00					
Uniform Delay (d), s/veh	42.0	33.4	0.0	37.2	33.9	28.0	20.9	25.9	15.5	28.2	19.0	0.0
Incr Delay (d2), s/veh	69.3	0.2	0.0	1.2	0.4	10.6	4.9	30.8	0.1	96.9	10.6	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	7.7	0.7	0.0	2.3	1.2	9.4	1.4	19.8	0.6	14.3	17.4	0.0
Unsig. Movement Delay, s/veh		00.7	0.0	00.0	04.0	00.0	05.0	F0.7	45.5	405.4	00.0	0.0
LnGrp Delay(d),s/veh	111.3	33.7	0.0	38.3	34.3	38.6	25.8	56.7	15.5	125.1	29.6	0.0
LnGrp LOS	F	С		D	С	D	С	F	В	F	С	
Approach Vol, veh/h		226			605			1684			2322	
Approach Delay, s/veh		98.3			38.1			53.2			48.8	
Approach LOS		F			D			D			D	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.0	46.0		21.0	11.6	57.4		21.0				
Change Period (Y+Rc), s	6.9	7.8		7.8	6.9	7.8		7.8				
Max Green Setting (Gmax), s	16.1	38.2		13.2	5.1	49.2		13.2				
Max Q Clear Time (g_c+l1), s	18.1	40.2		15.2	4.4	46.2		15.2				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.0	3.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			51.3									
HCM 6th LOS			D									

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

HCM 6th TWSC 3: Estate Drive/SIte Access #3 & Gibbet Road

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	^	7		4		*	1		*	1	
Traffic Vol, veh/h	74	294	82	14	417	6	72	5	11	15	5	5
Future Vol, veh/h	74	294	82	14	417	6	72	5	11	15	5	5
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	150	-	150	-	_	_	0	_	75	0	-	-
Veh in Median Storage	,# -	0	_	-	0	_	_	0	-	_	0	_
Grade, %	_	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	0	2	2	2	2	2	2	2
Mvmt Flow	85	338	94	16	479	7	83	6	13	17	6	6
Major/Minor N	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	486	0	0	432	0	0	1029	1026	338	1080	1117	483
Stage 1	-	-	-	-	-	-	508	508	-	515	515	-
Stage 2	-	-	-	-	-	-	521	518	-	565	602	-
Critical Hdwy	4.12	-	_	4.12	-	_	7.12	6.52	6.22	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	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1077	-	-	1128	-	-	212	235	704	196	207	584
Stage 1	-	-	-	-	-	-	547	539	-	543	535	-
Stage 2	-	-	-	-	-	-	539	533	-	510	489	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1077	-	-	1128	-	-	190	212	704	175	187	584
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	212	-	175	187	-
Stage 1	-	-	-	-	-	-	504	496	-	500	525	-
Stage 2	-	-	-	-	-	-	518	523	-	456	450	-
-												
Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.4			0.3			33.5			24		
HCM LOS							D			С		
Minor Lane/Major Mvm	t	NBLn1 I	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1	SBLn2	
Capacity (veh/h)		190	408	1077	-	-	1128	-	-	175	283	
HCM Lane V/C Ratio			0.045		-	-	0.014	-	-		0.041	
HCM Control Delay (s)		37.8	14.2	8.6	-	_	8.2	0	_	27.8	18.3	
HCM Lane LOS		Е	В	Α	-	-	Α	A	-	D	С	
HCM 95th %tile Q(veh)		2	0.1	0.3	_	-	0	-	-	0.3	0.1	

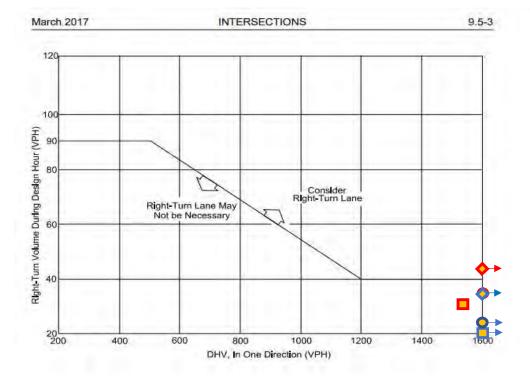
Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		7	^	7		^
Traffic Vol, veh/h	0	20	1973	47	0	2470
Future Vol, veh/h	0	20	1973	47	0	2470
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	150	-	-
Veh in Median Storage	e, # 2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	1
Mvmt Flow	0	22	2192	52	0	2744
Maia#/Mina#	Minant		1-11		1-:O	
	Minor1		Major1		/lajor2	
Conflicting Flow All	-	1096	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	208	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	_
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	208	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Annroach	\A/D		ND		CD	
Approach	WB		NB		SB	
HCM Control Delay, s	24.4		0		0	
HCM LOS	С					
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)						
HCM Lane V/C Ratio		-		0.107	-	
HCM Control Delay (s))	_	_		-	
HCM Lane LOS		_	_	С	-	
HCM 95th %tile Q(veh)	-	-	0.4	_	
	,					

0.9 EBL	EBT				
EBL	FRT				
		WBT	WBR	SBL	SBR
	↑	1			7
0	450	477	17	0	73
0	450	477	17	0	73
0	0	0	0	0	0
Free	Free	Free	Free	Stop	Stop
-	None	-	None	-	None
-	-	-	-	-	0
e,# -	0	0	-	0	-
-	0	0	-	0	-
90	90	90	90	90	90
2	1	1	2	2	2
0	500	530	19	0	81
Major1	ı	Major2	N	linor2	
					540
	U				540
	-				-
					6.22
					-
					- 0.40
		-			3.318
		-			542
		-			-
0	-	-	-	0	-
	-	-	-		
-	-	-	-	-	542
-	-	-	-	-	-
-	-	-	-	-	-
-	-	-	-	-	-
EB		WB		SB	
U		U			
it	EBT	WBT	WBR S		
	-	-	-	542	
	-	-	-	0.15	
	-	-	-		
	-	-	-	В	
)	-	-	-	0.5	
	Free 90 2 0 0 0 0 0 0	Free Free - None - None - 0 90 90 2 1 0 500 Major1	Free Free Free - None - None - 0 0 - 0 0 90 90 90 2 1 1 0 500 530 Major1 Major2 - 0	Free Free Free Free - None - N	Free Free Free Free Stop - None - None - One
V	0.6				
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V					
	WBL	WBR	NBT	NBR	SBL
		7	^	7	UDL
	0	82	1938	62	0
	0	82	1938	62	0
r	0	0	0	0	0
ne #					
<i>y</i> υ, π					
	U	91	2100	09	U
Mir	nor1	N	Major1	N	/lajor2
	-	1077	0	0	-
	-	-	-	-	-
	-	-	-	-	-
	-	6.94	-	-	-
	-	-	-	-	-
	-	-	-	-	-
	-	3.32	_	-	-
	0	215	-	-	0
	0	_	-	-	0
	0	_	_	-	0
			_	-	
r	_	215	-	_	-
r	_		-	_	-
	_	_	_	_	_
	_	_	_	_	_
	WB				
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Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		1	^ 1,			^
Traffic Vol, veh/h	0	10	1976	17	0	2470
Future Vol, veh/h	0	10	1976	17	0	2470
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	e, # 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	2	1
Mvmt Flow	0	11	2196	19	0	2744
Maior/Minor	Minant		Maiam4		4-:O	
	Minor1		Major1		/lajor2	
Conflicting Flow All	-		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	204	-	-	0	-
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	204	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Annragah	WB		NB		SB	
Approach						
HCM Control Delay, s	23.7		0		0	
HCM LOS	С					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBT	
Capacity (veh/h)		-	-		-	
HCM Lane V/C Ratio		-	-	0.054	-	
HCM Control Delay (s)		_	_		_	
HCM Lane LOS		-	-	С	-	
HCM 95th %tile Q(veh))	-	-	0.2	-	
.,						



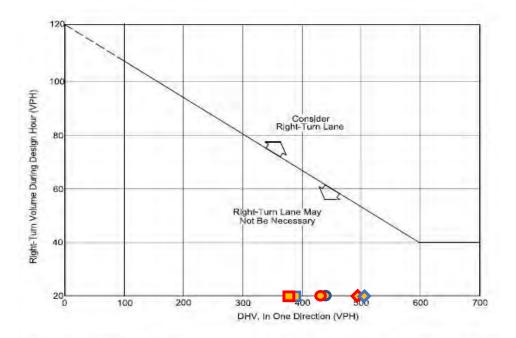
Appendix G – Turn Lane Warrant Analysis



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON FOUR-LANE HIGHWAYS Figure 9.5-B

Northbound	Right	DHV	RTs
	2025 Phase 1 Build AM	1861	10
	2025 Phase 1 Build PM	1522	32
•	2027 Phase 2 Build AM	2157	26
•	2027 Phase 2 Build PM	1747	36
•	2029 Phase 3 Build AM	2382	35
♦	2029 Phase 3 Build PM	2020	47



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given:	Design Speed	=	35 miles per hour	
	DHV	=	250 vehicles per hour	
	Right Turns	=	100 vehicles per hour	
Droblem	Determine if a righ	at turn la	no in management	

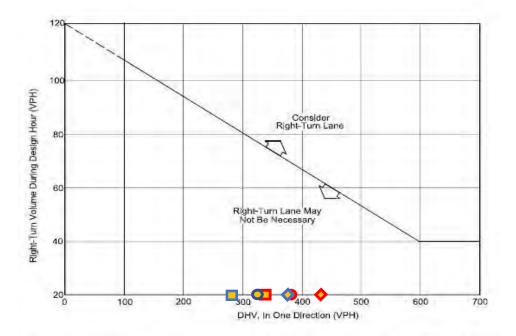
Problem: Determine if a right-turn lane is necessary.

Solution: To read the vertical axis, use 100 - 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high

crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS Figure 9.5-A

Southbound	Right	DHV	RTs
	2025 Phase 1 Build AM	395	1
	2025 Phase 1 Build PM	385	3
•	2027 Phase 2 Build AM	447	16
•	2027 Phase 2 Build PM	435	15
•	2029 Phase 3 Build AM	503	17
♦	2029 Phase 3 Build PM	494	17



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given:	Design Speed	=	35 miles per hour
	DHV	=	250 vehicles per hour
	Right Turns	=	100 vehicles per hour

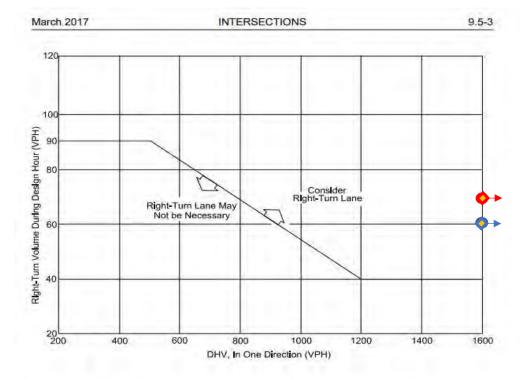
Problem: Determine if a right-turn lane is necessary.

Solution: To read the vertical axis, use 100 - 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high

crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS Figure 9.5-A

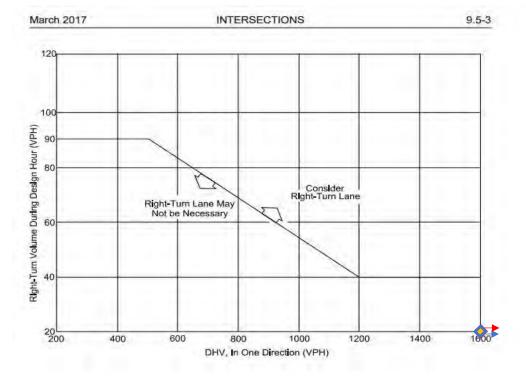
Westbound	Right	DHV	RTs
	2025 Phase 1 Build AM	283	1
	2025 Phase 1 Build PM	331	3
O	2027 Phase 2 Build AM	328	3
•	2027 Phase 2 Build PM	380	4
•	2029 Phase 3 Build AM	375	4
♦	2029 Phase 3 Build PM	437	6



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON FOUR-LANE HIGHWAYS Figure 9.5-B

Northbound	Right	DHV	RTs
•	2027 Phase 2 Build AM	2127	70
•	2027 Phase 2 Build PM	1733	63
•	2029 Phase 3 Build AM	2445	69
♦	2029 Phase 3 Build PM	2000	62



Note: Figure is only applicable on highways with a design speed of 50 miles per hour or greater.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON FOUR-LANE HIGHWAYS Figure 9.5-B

Northbound	Right	DHV	RTs
•	2029 Phase 3 Build AM	2459	13
♦	2029 Phase 3 Build PM	1993	17