Magnolia Square Mixed-Use Development

Traffic Impact Analysis

Bluffton, South Carolina

Prepared for

Thomas Construction

Prepared by

Kimley » Horn

Magnolia Square Mixed-Use Development

Traffic Impact Analysis

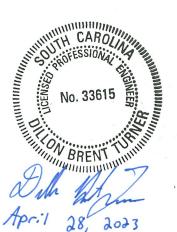
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Table of Contents

Exe	ecutive Summary	ii
1 lı	Introduction	1
1.	1.1 Existing Conditions	2
2 P	Project Traffic	5
2.	2.1 Trip Generation	5
2.	2.2 Trip Distribution & Assignment	ε
3 E	Existing and Future Traffic Volume Development	9
3.	3.1 Existing Traffic Development	9
3.	3.2 Future-Year No-Build Traffic Development	S
3.	3.3 Future-Year Build Traffic Development	S
4 C	Capacity Analysis	14
4.	4.1 May River Road at Heyward Street/Pin Oak Street	15
4.	4.2 May River Road at Stock Farm Road/Site Access #1	16
4.	4.3 May River Road at Whispering Pine Street/Ginkgo Lane	17
4.	4.4 Whispering Pine Street at Jason Street	18
4.	4.5 Pin Oak Street at Jason Street	19
4.	4.6 May River Road at Site Access #2	20
4.	4.7 Jason Street at Site Access #3	21
4.	4.8 Jason Street at Site Access #4	22
4.	4.9 Jason Street at Site Access #5	23
5 A	Auxiliary Turn Lane Warrants	24
6 C	Conclusion	25

Magnolia Square Mixed-Use Development Traffic Impact Analysis

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List of Figures

Figure 1 – Study Area Vicinity Map	3
Figure 2 – Existing Roadway Geometry and Intersection Control	
Figure 3 – Trip Distribution and Assignment	
Figure 4 – Project Trips	3
Figure 5 – 2022 Existing Peak Hour Traffic Volumes	10
Figure 6 – Approved Development Traffic Volumes	11
Figure 7 – 2025 No-Build Peak Hour Traffic Volumes	12
Figure 8 – 2025 Build Peak Hour Traffic Volumes	13
Figure 9 – Recommended Roadway Geometry and Intersection Control	26
List of Tables	
Table 1 – Trip Generation Summary	5
Table 2 – <i>HCM</i> Level of Service Criteria	14
Table 3 – May River Road at Heyward Street/Pin Oak Street Analysis Results	15
Table 4 – May River Road at Stock Farm Road/Site Access #1 Analysis Results	16
Table 5. May Diver Dood at White paring Dive Otreat/Cinker Lang Angly sig Dooyle	4-
Table 5 – May River Road at Whispering Pine Street/Ginkgo Lane Analysis Results	1 <i>1</i>
Table 5 – May River Road at Whispering Pine Street/Ginkgo Lane Analysis Results Table 6 – Whispering Pine Street at Jason Street Analysis Results	
	18
Table 6 – Whispering Pine Street at Jason Street Analysis Results	18 19
Table 6 – Whispering Pine Street at Jason Street Analysis Results Table 7 – Pin Oak Street at Jason Street Analysis Results	18 19
Table 6 – Whispering Pine Street at Jason Street Analysis Results Table 7 – Pin Oak Street at Jason Street Analysis Results Table 8 – May River Road at Site Access #2 Analysis Results	18 19 20

List of Appendices

- A Conceptual Site Plan
- B Trip Generation Data
- C Turning Movement Counts
- D Traffic Volume Development Worksheets
- E Capacity Analysis Worksheets
- F Turn Lane Warrant Analyses

Executive Summary

The purpose of this Traffic Impact Analysis (TIA) is to review vehicular traffic impacts as a result of the proposed Magnolia Square Mixed-Use Development. The proposed development is located on the north side of May River Road between Pin Oak Street and Whispering Pine Street, and is planned to consist of the following:

- 7 Residential Units
- 9,300 Square Feet of Office Space
- 9,300 Square Feet of Retail Space
- 800 Square Feet of Restaurant Space
- 800 Square Feet Coffee Shop

The development is anticipated to be completed in 2025. Based on the site layout, the proposed development will be accessed via the following driveways:

- May River Road at Stock Farm Road/Site Access #1 Proposed unsignalized, full-movement.
- May River Road at Site Access #2 Proposed unsignalized, full-movement.
- Jason Street at Site Access #3 Proposed unsignalized, full-movement.
- Jason Street at Site Access #4 Proposed unsignalized, full-movement.
- Jason Street at Site Access #5 Proposed unsignalized, full-movement.

Please note, the development is planned to have a shared access with the future development adjacent to the west, and cross-access through the May River Row development is planned for this site.

This TIA evaluates the traffic operations under 2022 Existing conditions, 2025 No-Build conditions, and 2025 Build conditions during the AM and PM peak hours at the following intersections in addition to the proposed access points discussed above:

- May River Road at Pin Oak Street/Heyward Street
- May River Road at Stock Farm Road
- May River Road at Whispering Pine Street/Ginkgo Lane
- Jason Street at Whispering Pine Street
- Jason Street at Pin Oak Street

Based on the results of the traffic analyses, the proposed Magnolia Square Mixed-use Development is anticipated to have minimal impact on the surrounding road network. All site access driveways should be constructed with one ingress and one egress lane and placed under stop sign control. Site Access #2 should align with Stock Farm Road, and the existing northbound lane geometry should be restriped to consist of a shared through/left-turn lane and a dedicated right-turn lane.

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1 Introduction

The purpose of this Traffic Impact Analysis (TIA) is to review vehicular traffic impacts as a result of the proposed Magnolia Square Mixed-Use Development. The proposed development is located on the north side of May River Road between Pin Oak Street and Whispering Pine Street, and is planned to consist of the following:

- 7 Residential Units
- 9,300 Square Feet of Office Space
- 9,300 Square Feet of Retail Space
- 800 Square Feet of Restaurant Space
- 800 Square Feet Coffee Shop

The development is anticipated to be completed in 2025. Based on the site layout, the proposed development will be accessed via the following driveways:

- May River Road at Stock Farm Road/Site Access #1 Proposed unsignalized, full-movement.
- May River Road at Site Access #2 Proposed unsignalized, full-movement.
- Jason Street at Site Access #3 Proposed unsignalized, full-movement.
- Jason Street at Site Access #4 Proposed unsignalized, full-movement.
- Jason Street at Site Access #5 Proposed unsignalized, full-movement.

The conceptual site plan can be seen in **Appendix A**. Please note, the development is planned to have a shared access with the future development adjacent to the west, and cross-access through the May River Row development is planned for this site.

This TIA evaluates the traffic operations under 2022 Existing conditions, 2025 No-Build conditions, and 2025 Build conditions during the AM and PM peak hours at the following intersections in addition to the proposed access points discussed above and is illustrated in **Figure 1**.

- May River Road at Pin Oak Street/Heyward Street
- May River Road at Stock Farm Road
- May River Road at Whispering Pine Street/Ginkgo Lane
- Jason Street at Whispering Pine Street
- Jason Street at Pin Oak Street



1.1 Existing Conditions

The primary roadways in the vicinity of the site are May River Road, Jason Street, Pin Oak Street, Heyward Street, Whispering Pine Street, Ginkgo Lane, and Stock Farm Road.

May River Road is two-lane roadway classified by SCDOT as a minor arterial, with a posted speed limit of 30 miles per hour (mph) in the vicinity of the site. May River Road had a 2021 average daily traffic (ADT) volume of 13,800 vehicles per day (vpd) at SCDOT Count Station 157 in the vicinity of the proposed development.

Jason Street is a two-lane roadway with a posted speed limit of 30 mph in the vicinity of the site. SCDOT does not provide ADT data for Jason Street.

Pin Oak Street is a two-lane roadway with a posted speed limit of 25 mph in the vicinity of the site. Pin Oak Street had a 2021 ADT volume of 1,750 vehicles per day (vpd) at SCDOT Count Station 485 in the vicinity of the proposed development.

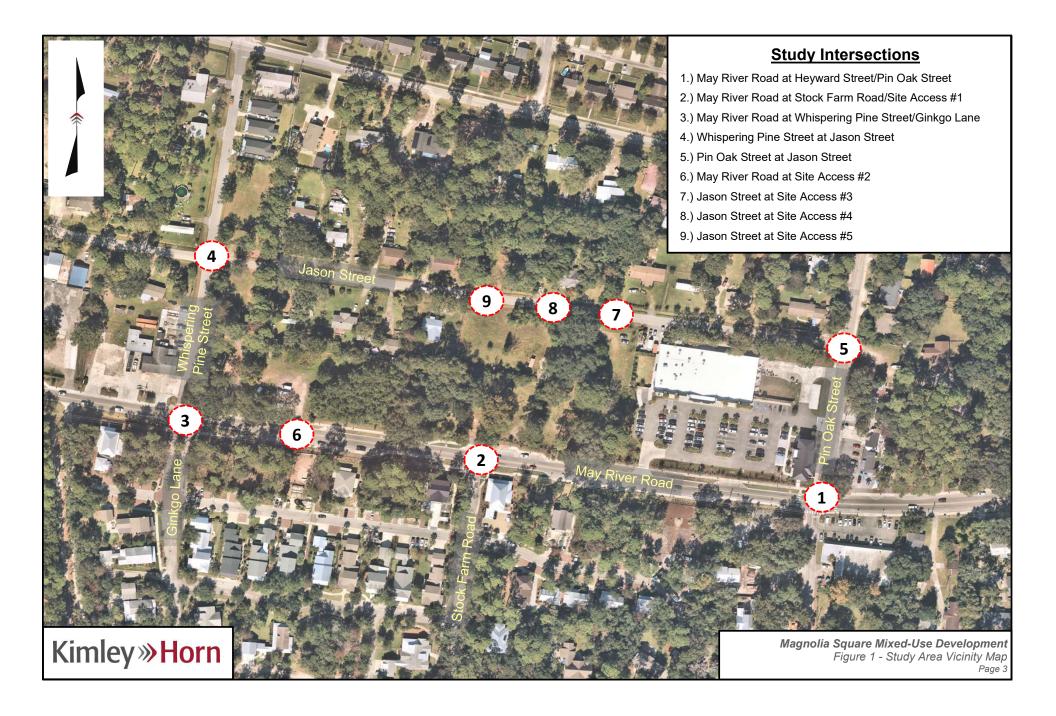
Heyward Street is a two-lane local roadway with a posted speed limit of 30 mph in the vicinity of the site. SCDOT does not provide ADT data for Heyward Street. Heyward Street is the southern leg of the of Pin Oak Street at May River intersection.

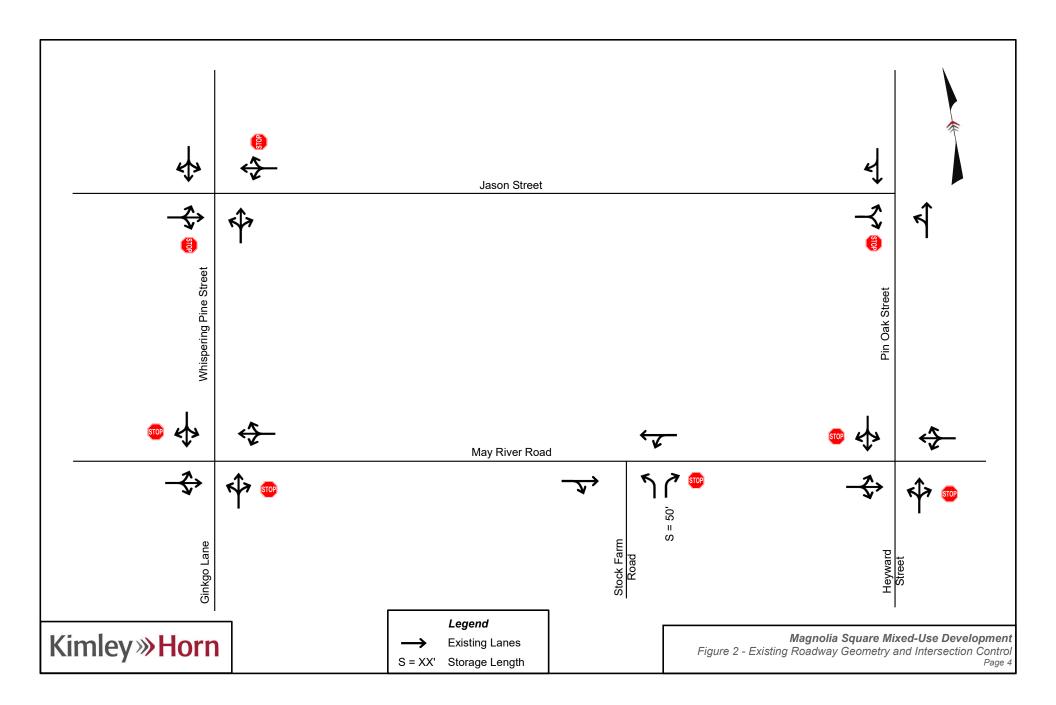
Whispering Pine Street is a two-lane roadway with a posted speed limit of 30mph in the vicinity of the site. SCDOT does provide ADT data for Whispering Pine Street.

Ginkgo Lane is a two-lane local roadway with a posted speed limit of 20 mph in the vicinity of the site. SCDOT does not provide ADT data for Ginkgo Lane. Ginkgo Lane is the southern leg of the Whispering Pine at May River Road intersection.

Stock Farm Road is a two-lane local roadway with a posted speed limit of 20 mph in the vicinity of the site. SCDOT does not provide ADT data for Stock Farm Road.

The existing geometry and traffic control for the study area is illustrated in Figure 2.





Magnolia Square Mixed-Use Development

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 210 Single-Family Detached Housing
- LUC 712 Small Office Building
- LUC 822 Strip Retail Plaza (<40K)
- LUC 932 High-Turnover (Sit-Down) Restaurant
- LUC 936 Coffee/Donut Shop without Drive-Through Window

Please note, ITE 11 does not provide daily trips for LUC Pass-by trip reductions were estimated based on the methodologies in the *ITE Trip Generation Manual*, 11th Edition. Since the development includes retail, restaurant, and residential land uses, internal capture reductions were calculated. As shown in **Table 1**, the development is anticipated to generate 114 (64 In/50 Out) AM peak hour trips and 107 (52 In/55 Out) PM peak hour net new external trips. Trip generation calculations can be found in **Appendix B**.

Table 1 – Trip Generation Summary

Land Use	Intoncity	Units	Daily	AM Peak Hour		our	PM Peak Hour		
Lanu Ose	Intensity	UIIIIS	Daily	Total	In	Out	Total	ln	Out
210 - Single-Family Detached Housing	7	DU	87	7	2	5	8	5	3
712 - Small Office Building	9.3	KSF	134	16	13	3	20	7	13
822 - Strip Retail Plaza (<40k)	9.3	KSF	622	27	16	11	74	37	37
932 - High-Turnover (Sit-Down) Restaurant	0.8	KSF	86	8	4	4	7	4	3
936 - Coffee/Donut Shop w/o Drive-Through Window	0.8	KSF	-	74	38	36	26	13	13
Subtotal		929	132	73	59	135	66	69	
Internal Capture		-186	-18	-9	-9	-26	-13	-13	
Pass-By		-15	0	0	0	-2	-1	-1	
Total Net New External Trips			728	114	64	50	107	52	55

Magnolia Square Mixed-Use Development Traffic Impact Analysis

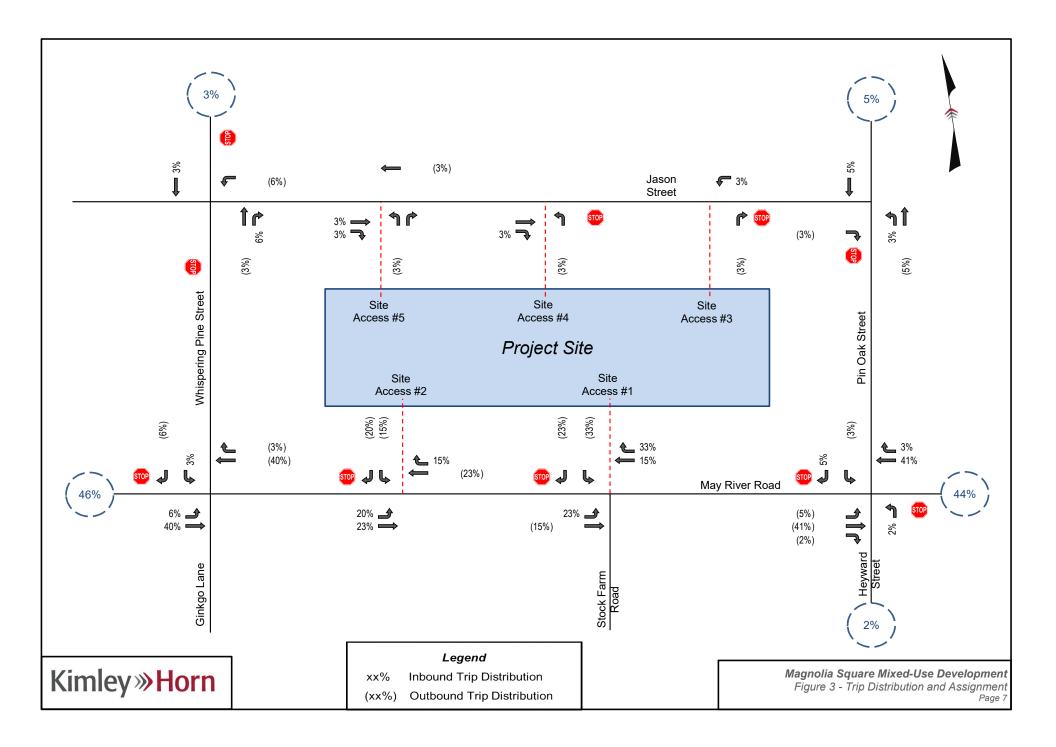
2.2 Trip Distribution & Assignment

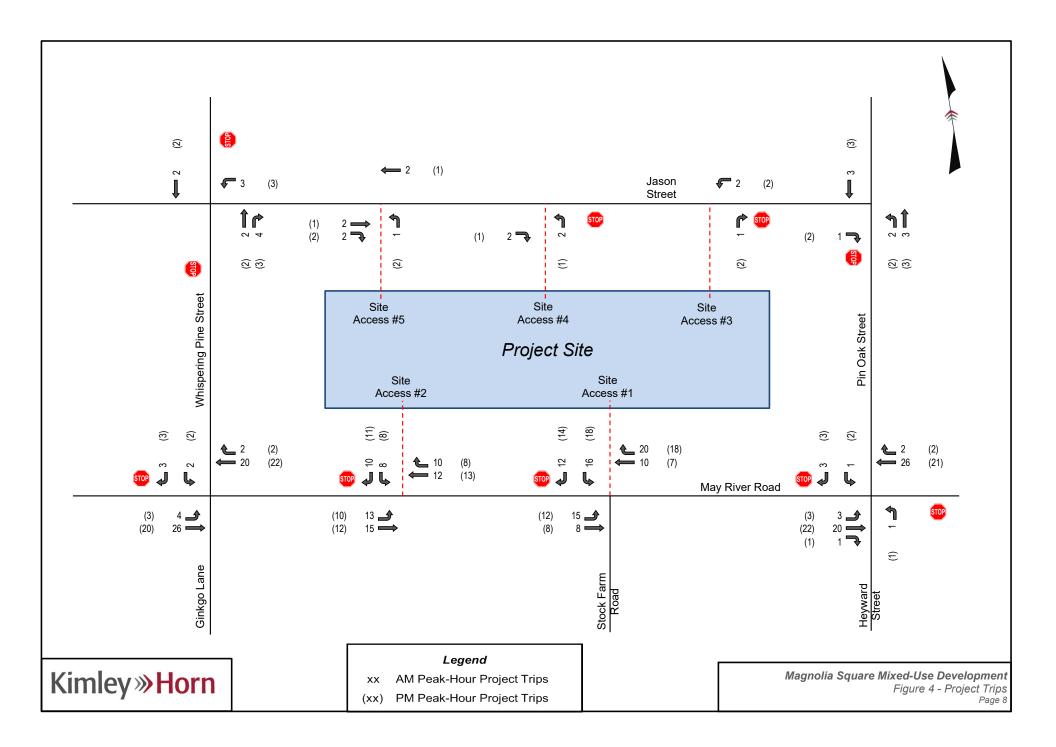
New external trips generated by the proposed development were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, and the proposed site layout. The trip distribution percentages used in this analysis are as follows.

- 46% to/from the West via May River Road
- 44% to/from the East via May River Road
- 3% to/from the North via Whispering Pine Street
- 5% to/from the North via Pin Oak Street
- 2% to/from the South via Heyward Street

Please note, the assignment to the residential driveways (Units 6-9A) was assigned to closely resemble the single-family trip generation.

The site trip distribution and assignment and project trips are illustrated in **Figure 3** and **Figure 4**, respectively.





3 Existing and Future Traffic Volume Development

3.1 Existing Traffic Development

Peak period intersection turning movement and heavy vehicle counts were performed by Quality Counts, LLC from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on Tuesday, August 23, 2022. **Figure 5** illustrates the 2022 Existing AM and PM peak hour traffic volumes. The raw turning-movement count data is included in **Appendix C**.

3.2 Future-Year No-Build Traffic Development

Historic traffic growth represents the increase in existing traffic volumes due to usage increases and non-specific growth throughout the area (i.e., that not associated with the subject development). An annual growth rate of 1.0% was established to capture the expected increase in traffic volume associated with the surrounding developments over the next 3 years.

The 2025 No-Build traffic volumes were estimated by increasing the 2022 Existing traffic volumes at a rate of 1.0% for three years and adding the site trips associated with the following approved development:

River Dog Brewing Company TIA (Kimley-Horn, 2022)

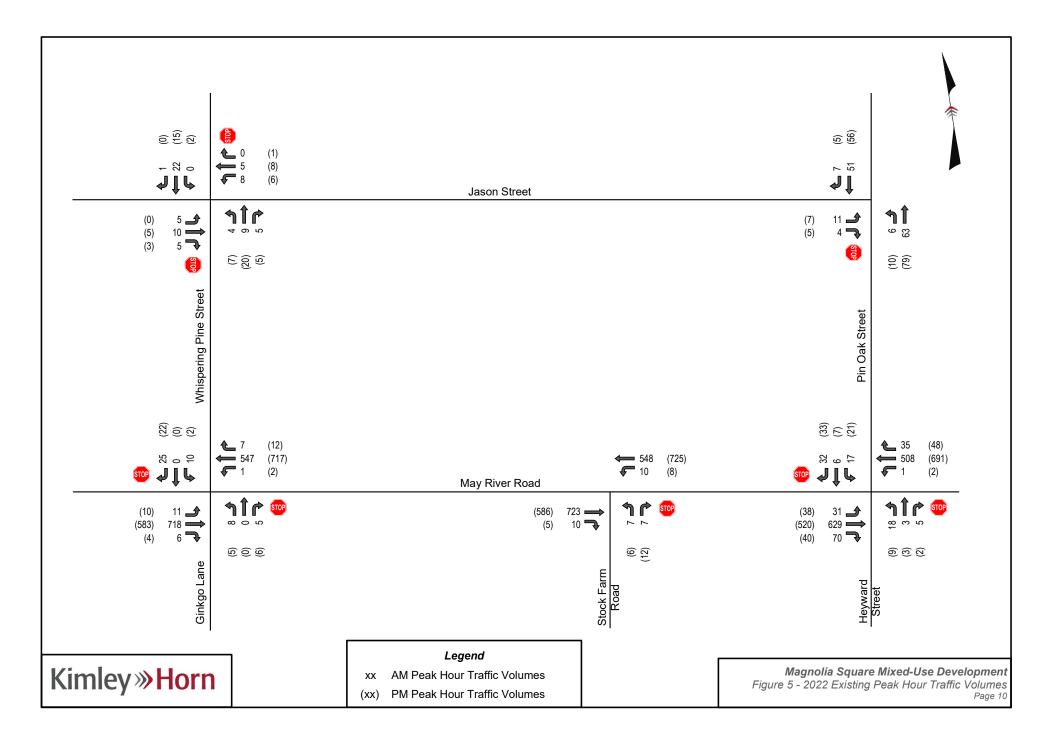
- Located along Jennifer Court approximately 0.4 miles west of the proposed Magnolia Square Mixed-Use Develop. Planned to consist of 20,000 square-feet of retail space and 32,000 square feet of restaurant.
- Traffic volumes to/from the approved development were assumed to utilize May River Road.

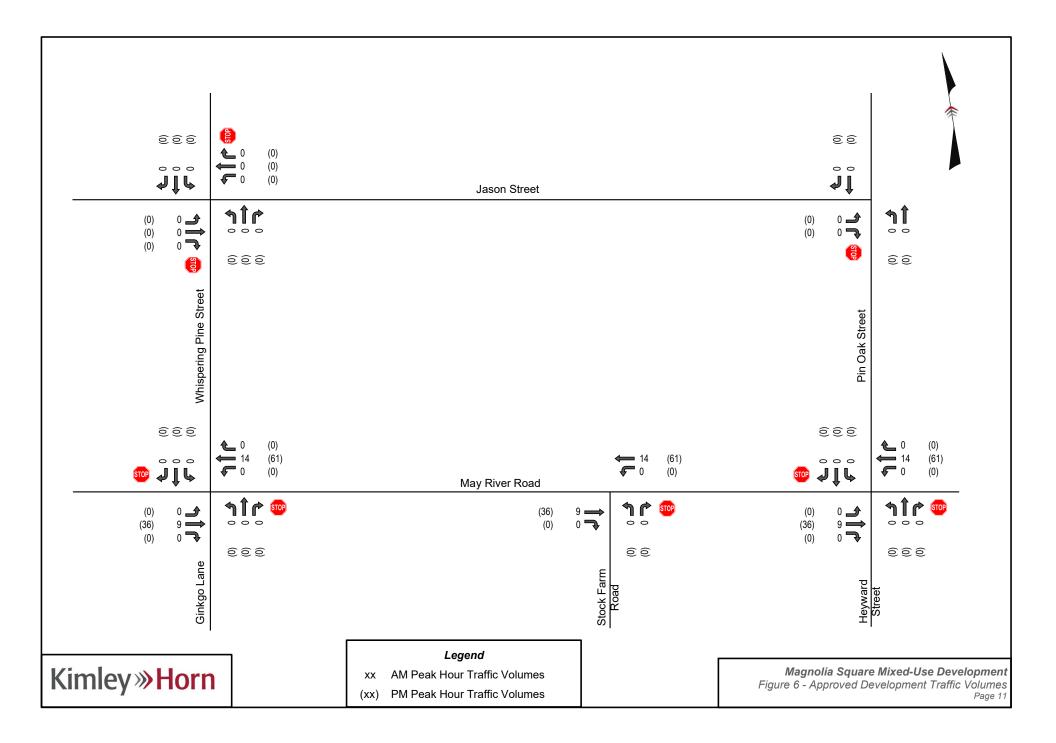
The 2025 No-Build AM and PM peak hour traffic volumes are shown in **Figure 6** (Approved Development Volumes) and **Figure 7** (Total Peak Hour Volumes).

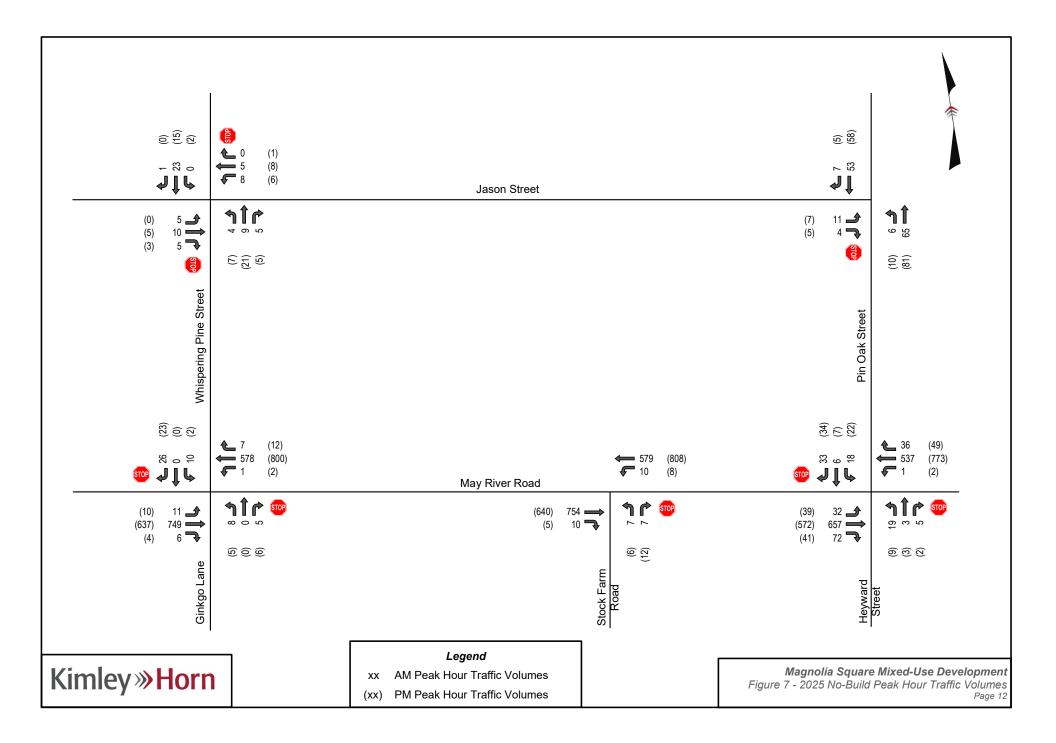
3.3 Future-Year Build Traffic Development

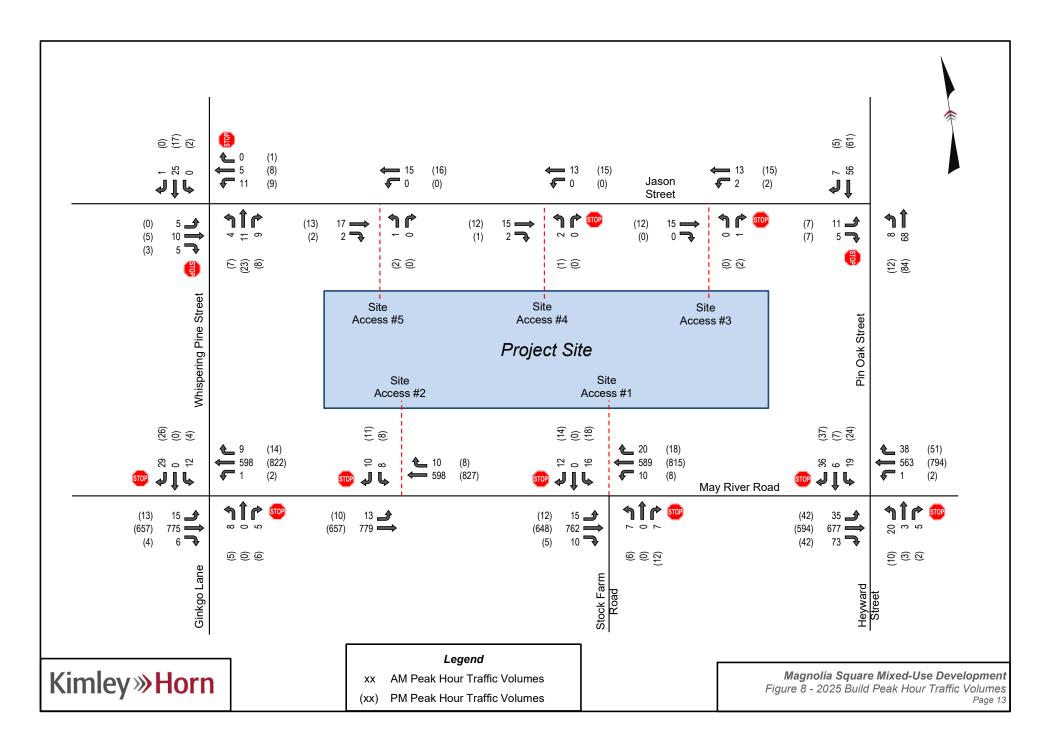
The Magnolia Square Mixed-Use Development project traffic volumes were added to the 2025 No-Build traffic volumes to develop 2025 Build traffic volumes. **Figure 8** illustrates the 2025 Build traffic volumes for the AM and PM peak hours.

Worksheets documenting the traffic volume development are provided in **Appendix D**.









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, and 2025 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 2** lists the LOS control delay thresholds published in the *HCM* for signalized and unsignalized intersections.

Control Delay per Vehicle (sec/veh) LOS Signalized Intersections **Unsignalized Intersections** ≤ 10 Α ≤ 10 В > 10 - 20> 10 - 15C > 20 - 35> 15 - 25 D > 35 - 55> 25 - 35 Ε > 55 - 80> 35 - 50F > 80 > 50

Table 2 – HCM Level of Service Criteria

Existing peak-hour factors (PHF) were utilized for the existing and future scenarios. Existing heavy vehicle percentages were utilized for all scenarios, with a minimum of 2% considered.

Unsignalized intersections operating at LOS A-LOS C are considered to operate with short delays, unsignalized intersections operate at LOS D-LOS E are considered to operate with moderate delays, and intersections operating at LOS F are considered to operate with long delays.

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

4.1 May River Road at Heyward Street/Pin Oak Street

The capacity analysis results for the May River Road at Heyward Street/Pin Oak Street intersection are summarized in **Table 3**.

Table 3 – May River Road at Heyward Street/Pin Oak Street Analysis Results

Approach/ Movement	2022 Existing	2025 No-Build	2025 Build
AM Peak Hour			
EBL	A (8.8)	A (8.9)	A (9.1)
WBL	A (9.3)	A (9.4)	A (9.5)
NB	E (43.3)	F (50.5)	F (60.1)
SB	D (28.9)	D (32.8)	E (37.2)
PM Peak Hour			
EBL	A (9.5)	A (9.9)	B (10.1)
WBL	A (8.7)	A (8.9)	A (8.9)
NB	E (43.6)	F (56.9)	F (66.6)
SB	E (35.9)	F (50.1)	F (60.4)

Under 2022 Existing conditions, the minor street northbound approach operates at LOS E during the AM and PM peak hour, and the minor street southbound approach operates at LOS D and LOS E during the AM and PM peak hour, respectively. The eastbound and westbound left-turn movements operate at LOS A during both the AM and PM peak hour. Under 2025 No-Build conditions, the minor street northbound approach is expected to increase to LOS F during the AM and PM peak hours, and the southbound minor street approach is expected to remain at LOS D during the AM peak hour and increase to LOS F during PM peak hour.

With the addition of the proposed development, all approaches and movements are expected to operate similar to the 2025 No-Build conditions with the exception of the southbound approach during the AM peak hour and the eastbound left-turn during the PM peak hour.

It is not uncommon for minor street approaches to operate at LOS E, or even LOS F, during peak hours. Based on the results presented in **Table 3**, no mitigation is recommended at this intersection due to the proposed development.

Magnolia Square Mixed-Use Development

4.2 May River Road at Stock Farm Road/Site Access #1

The capacity analysis results for the May River Road at Stock Farm Road/Site Access #1 intersection are summarized in **Table 4**. The southbound approach of Site Access #1 is planned to be constructed with the Magnolia Square Mixed-Use Development and will align with Stock Farm Road. Site Access #1 is proposed to consist of one ingress lane, one egress lane, and be placed under stop sign control.

Table 4 – May River Road at Stock Farm Road/Site Access #1 Analysis Results

Approach/ Movement	2022 Existing	2025 No-Build	2025 Build
AM Peak Hour			
EBL	-	-	A (9.0)
WBL	A (9.5)	A (9.6)	A (9.6)
NB	C (22.8)	C (24.4)	D (33.3)
SB	-	-	E (40.7)
PM Peak Hour			
EBL	-	-	A (9.8)
WBL	A (8.8)	A (9.0)	A (9.1)
NB	C (18.8)	C (21.3)	D (28.1)
SB	-	-	E (49.1)

Under 2022 Existing and 2025 No-Build condition, the minor street northbound approach operates at LOS C during the AM and PM peak hour. The westbound left-turn movement operates at LOS A during the AM and PM peak hours. With the addition of the proposed development, the northbound approach is expected to operate at LOS D during the AM and PM peak hours, and the westbound left-turn movement is expected to continue to operate at LOS A. The southbound approach along Site Access #2 is anticipated to operate at LOS E during the AM and PM peak hours and the eastbound left-turn is anticipated to operate at LOS A during the AM and PM peak hours.

Please note that is not uncommon for minor street approaches to operate at LOS E, or even LOS F, during peak hours of travel. Site Access #1 should be constructed as planned with one ingress lane, one egress lane, and placed under stop sign control. The northbound approach along Stock Farm Road should be restriped to consist of a shared through/left-turn lane and dedicated right-turn lane.



4.3 May River Road at Whispering Pine Street/Ginkgo Lane

The capacity analysis results for the May River Road at Whispering Pine Street/Ginkgo Lane intersection are summarized in **Table 5**.

Table 5 – May River Road at Whispering Pine Street/Ginkgo Lane Analysis Results

Approach/ Movement	2022 Existing	2025 No-Build	2025 Build
AM Peak Hour			
EBL	A (8.8)	A (8.9)	A (9.0)
WBL	A (9.4)	A (9.5)	A (9.6)
NB	D (32.7)	E (36.6)	E (40.0)
SB	C (22.2)	C (23.9)	D (27.3)
PM Peak Hour			
EBL	A (9.3)	A (9.6)	A (9.8)
WBL	A (8.8)	A (8.9)	A (9.0)
NB	D (25.8)	D (31.0)	D (33.7)
SB	C (16.8)	C (18.8)	C (22.1)

Under 2022 Existing and 2025 No-Build conditions, all approaches and movements are expected to operate at similar LOS with the exception of the northbound approach during the AM peak hour. This approach is anticipated to increase from LOS D under the 2022 Existing condition to LOS E under the 2025 No-Build condition. With the addition of project traffic, all approaches and movements are expected to operate at the same LOS as 2025 No-Build conditions with the exception of the southbound approach during the AM peak hour, which is expected to drop to LOS D.

Please note that is not uncommon for minor street approaches to operate at LOS E, or even LOS F, during peak hours. Based the results presented in **Table 5**, no mitigation is recommended at this intersection due to the proposed development.



4.4 Whispering Pine Street at Jason Street

The capacity analysis results for the Whispering Pine Street at Jason Street intersection are summarized in **Table 6**.

Table 6 – Whispering Pine Street at Jason Street Analysis Results

Approach/ Movement	2022 Existing	2025 No-Build	2025 Build
AM Peak Hour			
WB	A (9.2)	A (9.2)	A (9.2)
EB	A (9.1)	A (9.2)	A (9.2)
NBL	A (7.3)	A (7.3)	A (7.3)
SBL	A (0.0)	A (0.0)	A (0.0)
PM Peak Hour			
WB	A (9.4)	A (9.4)	A (9.4)
EB	A (9.1)	A (9.1)	A (9.1)
NBL	A (7.3)	A (7.3)	A (7.3)
SBL	A (7.3)	A (7.3)	A (7.3)

Under 2022 Existing and 2025 No-Build conditions, all approaches and movements are expected to operate at LOS A during the AM and PM peak hours. With the addition of project traffic, all approaches and movements are expected to continue to operate at LOS A during the AM and PM peak hours. No mitigation is recommended at this intersection due to the proposed development.

Magnolia Square Mixed-Use Development

4.5 Pin Oak Street at Jason Street

The capacity analysis results for the Pin Oak Street at Jason Street intersection are summarized in **Table 7**.

Table 7 - Pin Oak Street at Jason Street Analysis Results

Approach/ Movement	2022 Existing	2025 No-Build	2025 Build			
AM Peak Hour						
EB	A (9.3)	A (9.3)	A (9.3)			
NBL	A (7.4)	A (7.4)	A (7.4)			
SB	A (0.0)	A (0.0)	A (0.0)			
PM Peak Hour	PM Peak Hour					
EB	A (9.2)	A (9.2)	A (9.2)			
NBL	A (7.4)	A (7.4)	A (7.4)			
SB	A (0.0)	A (0.0)	A (0.0)			

Under 2022 Existing and 2025 No-Build conditions, all approaches and movements are expected to operate at LOS A during the AM and PM peak hours. With the addition of project traffic, all approaches and movements are expected to continue to operate at LOS A during the AM and PM peak hours. No mitigation is recommended at this intersection due to the proposed development.

Magnolia Square Mixed-Use Development

4.6 May River Road at Site Access #2

The capacity analysis results for the May River Road at Site Access #2 intersection are summarized in **8**. The southbound approach of Site Access #2 is planned to be shared with the adjacent development to the west and will be placed under stop sign control. Site Access #2 is proposed to consist of one ingress lane and one egress lane.

Table 8 – May River Road at Site Access #2 Analysis Results

Approach/ Movement	2022 Existing	2025 No-Build	2025 Build
AM Peak Hour			
EBL	-	-	A (9.0)
WB	-	-	A (0.0)
SB	-	-	C (24.8)
PM Peak Hour			
EBL	-	-	A (10.0)
WB	-	-	A (0.0)
SB	-	-	D (29.2)

The results presented in **Table 8** show that the southbound approach along Site Access #2 is expected to operate at LOS C and LOS D during the AM and PM peak hour, respectively. Site Access #2 should be constructed with one ingress lane, one egress lane, and placed under stop sign control.

4.7 Jason Street at Site Access #3

The capacity analysis results for the Jason Street at Site Access #3 intersection are summarized in **Table 9**. The northbound approach of Site Access #3 is planned to be constructed with the Magnolia Square Mixed-Use Development and will be placed under stop sign control. Site Access #3 is proposed to consist of one ingress lane and one egress lane.

Table 9 – Jason Street at Site Access #3 Analysis Results

Approach/ Movement	2022 Existing	2025 No-Build	2025 Build
AM Peak Hour			
WBL	-	-	A (7.3)
EB	-	ı	A (0.0)
NB	-	-	A (8.4)
PM Peak Hour			
WBL	-		A (7.2)
EB	-	1	A (0.0)
NB	-	-	A (8.4)

The results presented in **Table 9** show that the northbound approach along Site Access #3 is expected to operate at LOS A during the AM and PM peak hours. Site Access #3 should be constructed with one ingress lane, one egress lane, and placed under stop sign control.

4.8 Jason Street at Site Access #4

The capacity analysis results for the Jason Street at Site Access #4 intersection are summarized in **Table 10**. The northbound approach of Site Access #4 is planned to be constructed with the Magnolia Square Mixed-Use Development and will be placed under stop sign control. Site Access #4 is proposed to consist of one ingress lane and one egress lane.

Table 10 – Jason Street at Site Access #4 Analysis Results

Approach/ Movement	2022 Existing	2025 No-Build	2025 Build
AM Peak Hour			
WBL	-	-	A (0.0)
EB	-	-	A (0.0)
NB	-	-	A (8.7)
PM Peak Hour			
WBL	-	-	A (0.0)
EB	-	-	A (0.0)
NB	-	-	A (8.7)

The results presented in **Table 10** show that the northbound approach along Site Access #4 is expected to operate at LOS A during the AM and PM peak hours. Site Access #4 should be constructed with one ingress lane, one egress lane, and placed under stop sign control.

Magnolia Square Mixed-Use Development



4.9 Jason Street at Site Access #5

The capacity analysis results for the Jason Street at Site Access #5 intersection are summarized in **Table 11**. The northbound approach of Site Access #5 is planned to be constructed with the Magnolia Square Mixed-Use Development and will be placed under stop sign control. Site Access #5 is proposed to consist of one ingress lane and one egress lane.

Table 11 – Jason Street at Site Access #5 Analysis Results

Approach/ Movement	2022 Existing	2025 No-Build	2025 Build
AM Peak Hour			
WBL	-	-	A (0.0)
EB	-	-	A (0.0)
NB	-	-	A (8.7)
PM Peak Hour			
WBL	-	-	A (0.0)
EB	-	-	A (0.0)
NB	-	-	A (8.7)

The results presented in **Table 11** show that the northbound approach along Site Access #5 is expected to operate at LOS A during the AM and PM peak hours. Site Access #5 should be constructed with one ingress lane, one egress lane, and placed under stop sign control.

Magnolia Square Mixed-Use Development Traffic Impact Analysis

5 Auxiliary Turn Lane Warrants

Warrants for additional turn-lane improvements for unsignalized intersections beyond those necessary for capacity were determined based on a review of the 2021 SCDOT Highway Design Manual. The results of the warrants for the left and right-turn lanes under 2025 No-Build and 2025 Build conditions are summarized below and included in **Appendix F**.

The following auxiliary turn-lanes are warranted along May River Road based on the projected 2025 No-Build traffic volumes:

May River Road at Pin Oak Street/Heyward Street

- Eastbound left-turn lane
- Eastbound right-turn lane
- Westbound left-turn lane
- Westbound right-turn lane

May River Road at Stock Farm Road

Westbound left-turn lane

May River Road at Whispering Pine Street/Ginkgo Lane

- Eastbound left-turn lane
- Westbound left-turn lane

The following auxiliary turn-lanes are warranted along May River Road based on the projected 2025 Build traffic volumes:

May River Road at Stock Farm Road/Site Access #1

Eastbound left-turn lane

May River Road at /Site Access #2

Eastbound left-turn lane

If auxiliary turn-lanes are constructed along May River Road, the recent May River Road Streetscape Final Phase improvements will need to be redone from Pin Oak Street to Whispering Pine Street. It is also important to note that there are no turn-lanes present along May River Road, except at the signalized intersection of Buck Island Road. To maintain the recent Town of Bluffton Streetscape Project and the goals of the Old Town Master Plan, auxiliary turn lanes are not recommended along May River Road.

Kimley » Horn

6 Conclusion

The purpose of this TIA is to review vehicular traffic impacts as a result of the proposed Magnolia Square Mixed-Use Development. The proposed development is located on the north side of May River Road between Pin Oak Street and Whispering Pine Street, and is planned to consist of the following:

- 7 Residential Units
- 9,300 Square Feet of Office Space
- 9,300 Square Feet of Retail Space
- 800 Square Feet of Restaurant Space
- 800 Square Feet Coffee Shop

The development is anticipated to be completed in 2025. Based on the site layout, the proposed development will be accessed via the following driveways:

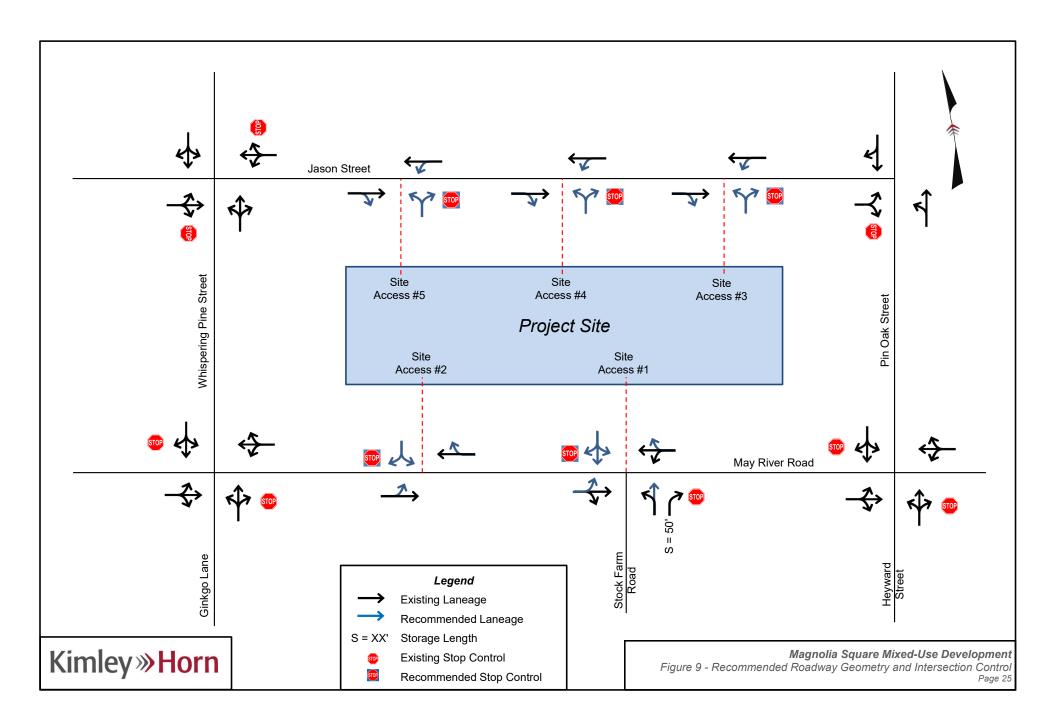
- May River Road at Stock Farm Road/Site Access #1 Proposed unsignalized, full-movement.
- May River Road at Site Access #2 Proposed unsignalized, full-movement.
- Jason Street at Site Access #3 Proposed unsignalized, full-movement.
- Jason Street at Site Access #4 Proposed unsignalized, full-movement.
- Jason Street at Site Access #5 Proposed unsignalized, full-movement.

Please note, Site Access #2 is planned to be shared with the future development adjacent to the west, and cross-access through the May River Row development is planned for this site.

This TIA evaluates the traffic operations under 2022 Existing conditions, 2025 No-Build conditions, and 2025 Build conditions during the AM and PM peak hours at the following intersections in addition to the proposed access points discussed above:

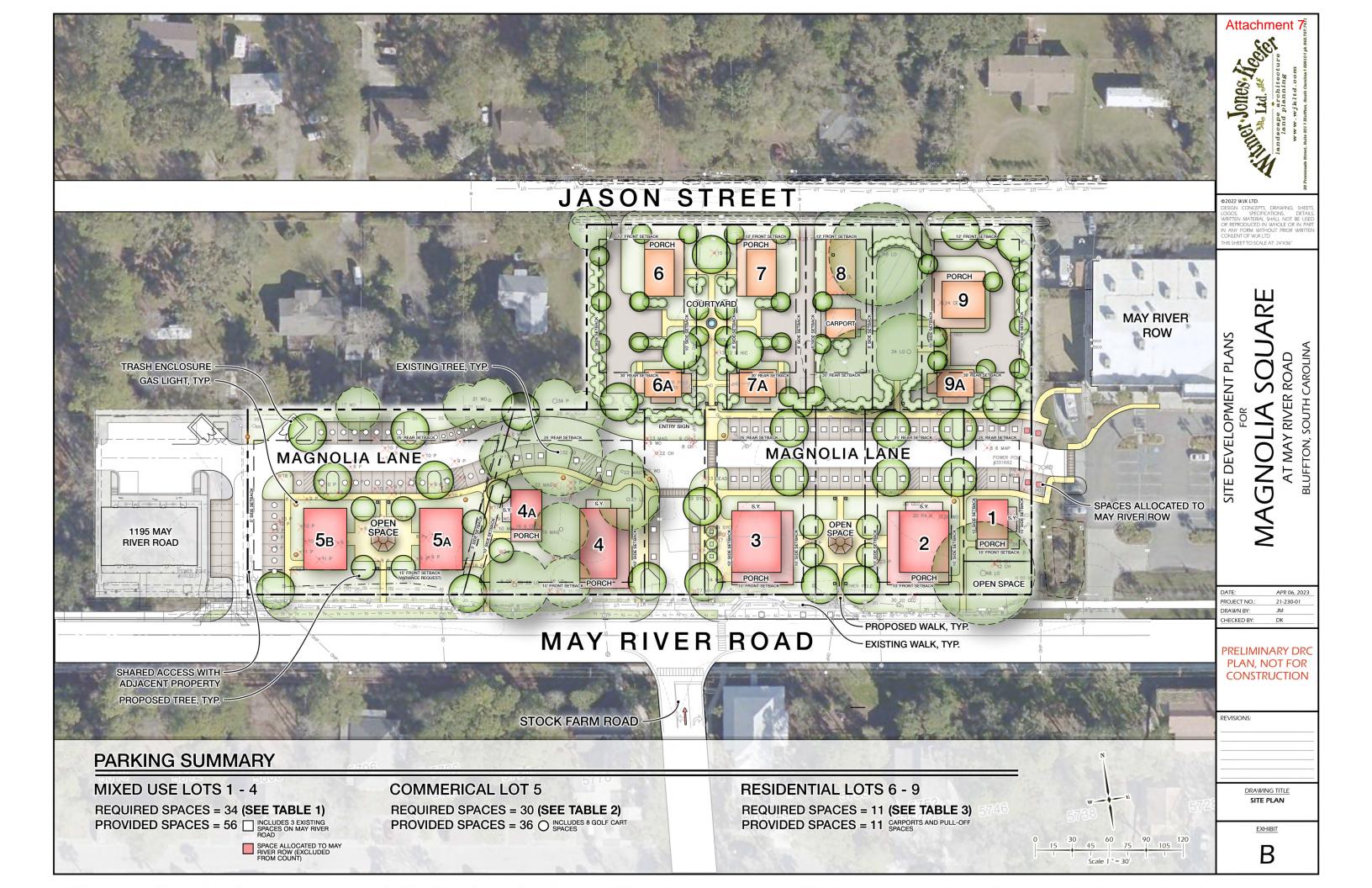
- May River Road at Pin Oak Street/Heyward Street
- May River Road at Stock Farm Road
- May River Road at Whispering Pine Street/Ginkgo Lane
- Jason Street at Whispering Pine Street
- Jason Street at Pin Oak Street

Based on the results of the traffic analyses, the proposed Magnolia Square Mixed-use Development is anticipated to have minimal impact on the surrounding road network. All site access driveways should be constructed with one ingress and one egress lane and placed under stop sign control. Site Access #2 should align with Stock Farm Road, and the existing northbound geometry lane should be restriped to consist of a shared through/left-turn lane and a dedicated right-turn lane. Recommended roadway geometry and traffic control is illustrated in **Figure 9**.





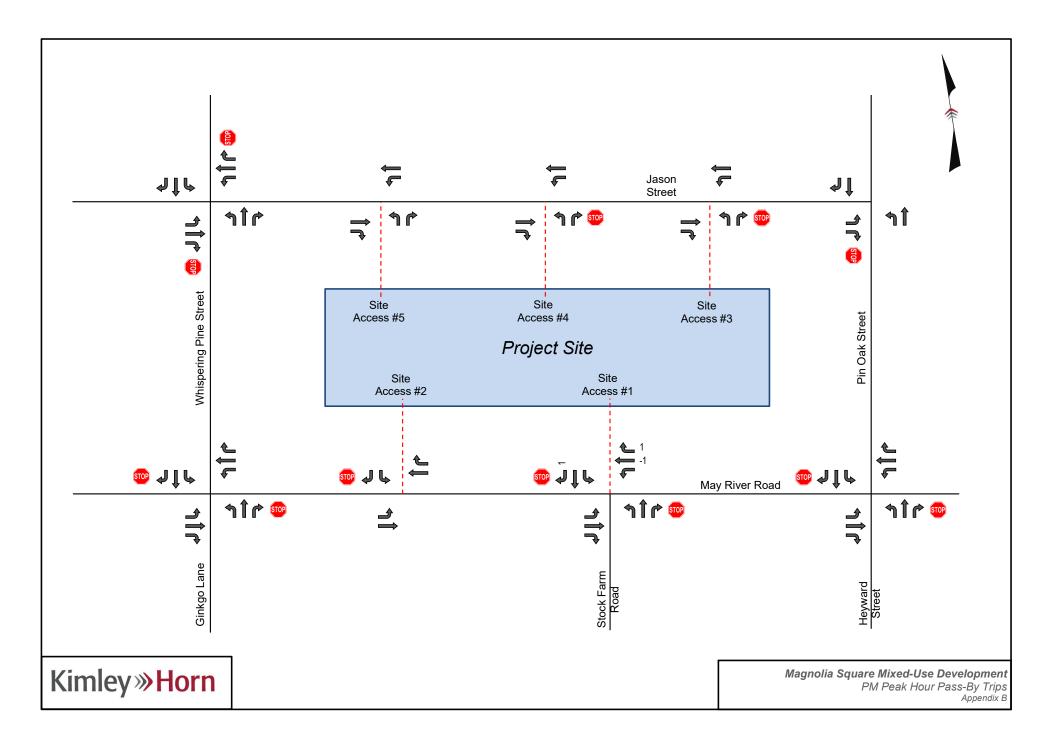
Appendix A – Conceptual Site Plan





Appendix B – Trip Generation Data

Magnolia Square Trip Generation									
Land Use	Intensity	Units	Daily	AM Peak Hour PM Peak Hour				ur	
				Total	In	Out	Total	In	Out
Office Land Uses			134	16	13	3	20	7	13
712 - Small Office Building	9.3	KSF	134	16	13	3	20	7	13
Retail Land Uses			622	27	16	11	74	37	37
822 - Strip Retail Plaza (<40k)	9.3	KSF	622	27	16	11	74	37	37
Restaurant Land Uses			86	82	42	40	33	17	16
932 - High-Turnover (Sit-Down) Restaurant	0.8	KSF	86	8	4	4	7	4	3
936 - Coffee/Donut Shop without Drive-Through Window	0.8	KSF	0	74	38	36	26	13	13
Residential Land Uses			87	7	2	5	8	5	3
210 - Single-Family Detached Housing	7	DU	87	7	2	5	8	5	3
Subtotal			929	132	73	59	135	66	69
Internal Capture			186	18	9	9	26	13	13
Pass-By			15	0	0	0	2	1	1
			728	114	64	50	107	52	55
Total Net New External Trips Note: Trip generation was calculated using the following data:			128	114	04	30	107	32	55
Daily Traffic Generation									
Office Land Uses									
712 - Small Office Building	ITE 712 = T = 14.39 (X); (50 % In; 50 % Out)								
Retail Land Uses			112712		1 11.00 ()	7, (00 70 111,	00 70 Outy		
822 - Strip Retail Plaza (<40k)			ITE 822	=	= T = 42.2 * (X) + (229.68); (50 % In; 50 % Out)				
Restaurant Land Uses			022		(7.) (220.00), (66 /6,	00 70 Out,	
	- High-Turnover (Sit-Down) Restaurant				T = 107.2 (X); (50 % In; 50 % Out)				
936 - Coffee/Donut Shop without Drive-Through Window				=	Daily Trip Data Not Available				
Residential Land Uses					. , ,				
210 - Single-Family Detached Housing			ITE 210	=	LN (T) = 0.92 * LN (X) + (2.68); (50 % In; 50 % Out)				
AM Peak-Hour Traffic Generation									
Office Land Uses									
712 - Small Office Building			ITE 712	=	T = 1.67 (X); (82 % In; 18 % Out)				
Retail Land Uses					, , , , , , , , , , , , , , , , , , , ,				
22 - Strip Retail Plaza (<40k)				= LN (T) = 0.66 * LN (X) + (1.84); (60 % In; 40 % Out)					
Restaurant Land Uses					, ,	,	, ,, ,	,	,
32 - High-Turnover (Sit-Down) Restaurant				=	T = 9.57 (X); (55 % In; 45 % Out)				
936 - Coffee/Donut Shop without Drive-Through Window	ITE 936 = T = 93.08 (X); (51 % In; 49 % Out)								
Residential Land Uses					,		,		
210 - Single-Family Detached Housing			ITE 210	=	LN (T) = 0.9	91 * LN (X) +	(0.12); (26	% In; 74 % (Out)
PM Peak-Hour Traffic Generation									
Office Land Uses									
712 - Small Office Building			ITE 712	=	T = 2.16 (X); (34 % In; 6	68 % Out)		
Retail Land Uses							•		
822 - Strip Retail Plaza (<40k)			ITE 822	=	LN (T) = 0.7	71 * LN (X) +	(2.72); (50	% In; 50 % (Out)
Restaurant Land Uses						. ,	, ,		
32 - High-Turnover (Sit-Down) Restaurant				=	T = 9.05 (X); (61 % In; 39 % Out)				
936 - Coffee/Donut Shop without Drive-Through Window				=	T = 32.29 (X); (50 % In; 50 % Out)				
Residential Land Uses			ITE 936		,		,		
210 - Single-Family Detached Housing			ITE 210	=	LN (T) = 0.9	94 * LN (X) +	(0.27): (63	% In; 37 % (Out)



	NCHRP 684 Internal Trip Capture Estimation Tool								
Project Name: Magnolia Square Organization: Kimley-Horn									
Project Location:	Blufton, SC		Performed By:						
Scenario Description:			Date:						
Analysis Year:	2025		Checked By:						
Analysis Period:	AM Street Peak Hour		Date:						

	Table 1	A: Base Vehicle	-Trip Generation	Esti	mates (Single-Use Sit	e Estimate)	
Land Use	Developme	ent Data (<i>For Info</i>	ormation Only)			Estimated Vehicle-Trips ³	
Land Ose	ITE LUCs1	Quantity	Units		Total	Entering	Exiting
Office					16	13	3
Retail					27	16	11
Restaurant					82	42	40
Cinema/Entertainment					0	0	0
Residential					7	2	5
Hotel					0	0	0
All Other Land Uses ²					0	0	0
					132	73	59

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)							
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	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		1	1	0	0	0				
Retail	1		2	0	0	0				
Restaurant	2	1		0	0	0				
Cinema/Entertainment	0	0	0		0	0				
Residential	0	0	1	0		0				
Hotel	0	0	0	0	0					

Table 5-A: Computations Summary									
Total Entering Exiting									
All Person-Trips	145	80	65						
Internal Capture Percentage	12%	11%	14%						
			-						
External Vehicle-Trips ⁵	116	65	51						
External Transit-Trips ⁶ 0 0									
External Non-Motorized Trips ⁶	0	0	0						

Table 6-A: Internal Trip Capture Percentages by Land Use									
Land Use	Entering Trips	Exiting Trips							
Office	21%	67%							
Retail	11%	25%							
Restaurant	9%	7%							
Cinema/Entertainment	N/A	N/A							
Residential	0%	17%							
Hotel	N/A	N/A							

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

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.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

	NCHRP 684 Internal Trip Capture Estimation Tool									
Project Name: Magnolia Square Organization: Kimley-Horn										
Project Location:	Blufton, SC		Performed By:							
Scenario Description:			Date:							
Analysis Year:	Analysis Year: 2025 Checked By:									
Analysis Period:	PM Street Peak Hour]	Date:							

	Table 1-P: Base Vehicle-Trip Generation Estimates (Single-Use Site Estimate)								
Land Use	Developm	ent Data (<i>For Inf</i> e	ormation Only)			Estimated Vehicle-Trips ³			
Land Ose	ITE LUCs1	Quantity	Units]	Total	Entering	Exiting		
Office					20	7	13		
Retail				1	74	37	37		
Restaurant				1	33	17	16		
Cinema/Entertainment				1	0	0	0		
Residential				1	8	5	3		
Hotel				1	0	0	0		
All Other Land Uses ²				1	0	0	0		
					135	66	69		

	Table 2-P: Mode Split and Vehicle Occupancy Estimates									
		Entering Trip	ps		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-P: Average Land Use Interchange Distances (Feet Walking Distance)									
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: Internal Person-Trip Origin-Destination Matrix*										
Origin (From)				Destination (To)						
Oligili (Floili)	Office	Retail	Restaurant	Cinema/Entertainment	Residential	Hotel				
Office		2	0	0	0	0				
Retail	1		6	0	3	0				
Restaurant	1	7		0	1	0				
Cinema/Entertainment	0	0	0		0	0				
Residential	0	1	0	0		0				
Hotel	0	0	0	0	0					

Table 5-P	: Computatio	ns Summary	
	Total	Entering	Exiting
All Person-Trips	150	74	76
Internal Capture Percentage	29%	30%	29%
External Vehicle-Trips ⁵	96	47	49
External Transit-Trips ⁶	0	0	0
External Non-Motorized Trips ⁶	0	0	0

Table 6-P: Interna	al Trip Capture Percentaç	ges by Land Use
Land Use	Entering Trips	Exiting Trips
Office	25%	14%
Retail	24%	24%
Restaurant	32%	50%
Cinema/Entertainment	N/A	N/A
Residential	67%	33%
Hotel	N/A	N/A

¹Land Use Codes (LUCs) from *Trip Generation Manual*, published by the Institute of Transportation Engineers.

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.

Estimation Tool Developed by the Texas A&M Transportation Institute - Version 2013.1

OUT

Please Note Internal Trips were given as persons. NEED TO DIVIDE BY 1.1

AM (pe	ersons)		
, (F	IN	OUT	
Office		3	2
Retail		2	3
Restaurant		4	3
Cinema/ Entertainment		0	0
Residential		0	1
Hotel		0	0
Other		0	0

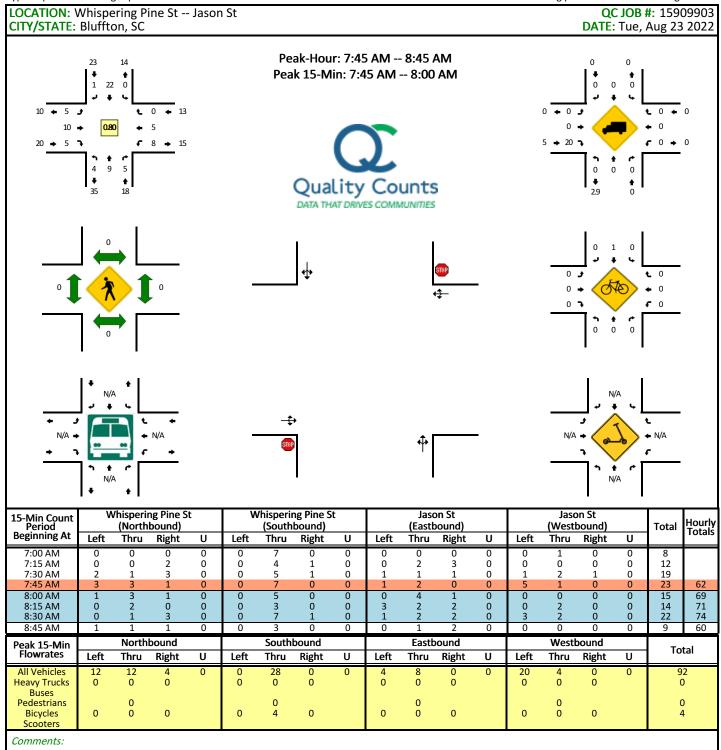
AM (v	ehicles)		
	IN	OUT	
Office		3	2
Retail		2	3
Restaurant		4	3
Cinema/ Entertainment	t	0	0
Residential		0	1
Hotel		0	0
Other		0	0
		9	9

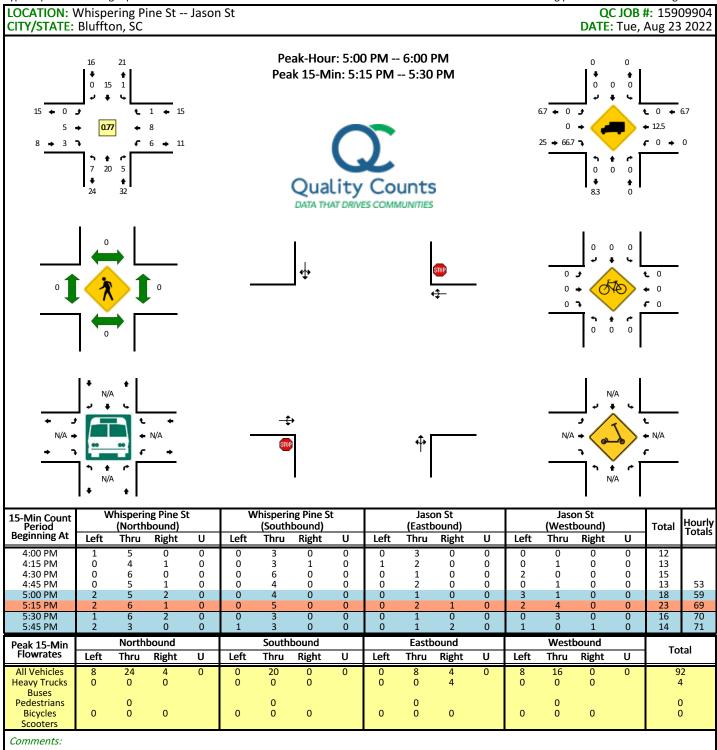
PM (ve	ehicles)		
	IN	OUT	
Office		2	2
Retail		9	9
Restaurant		5	8
Cinema/ Entertainment		0	0
Residential		4	1
Hotel		0	0
Other		0	0
		20	20

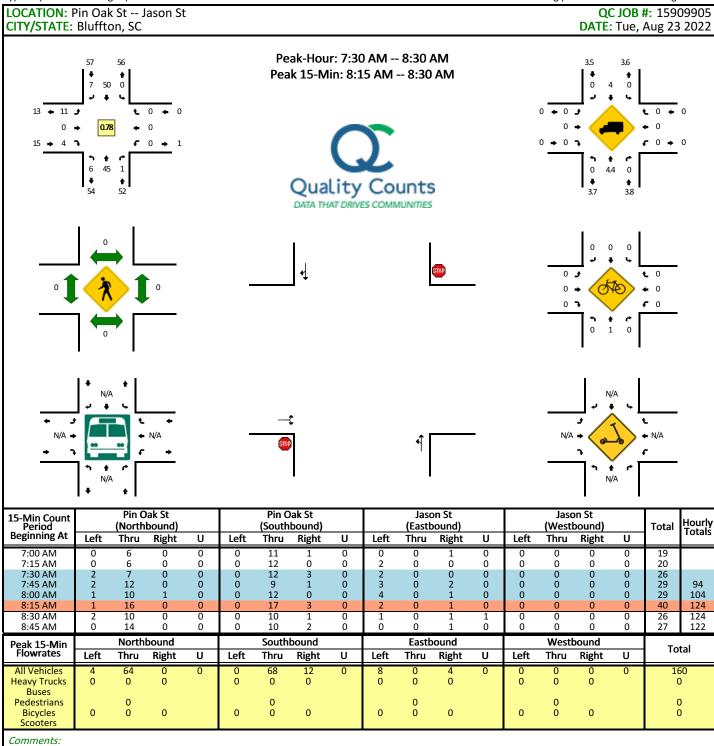
Appendix C – Turning Movement Counts

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15-Min Count Period Beginning At 7:00 AM 7:15 AM 7:30 AM 7:45 AM	Wh (Left 0 0 3 1	ispering P Northbou Thru Ri	ght 0 1 1	U 0 0 0	Left 1 3 3 2	/hisperii (South Thru 0 0 0	ng Pine Si abound) Right 6 3 5 9	U 0 0 0 0 0	1 2 4	May R (Easth Thru 168 172 167 156	Right 0 0 0 0	0 0 0	0 1 2 0	May R (Westl Thru 83 124 140 140	iver Rd bound) Right	U 0 0 0 0 0	► N/A F Total 259 307 327 316	1209
15-Min Count Period Beginning At 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM	Wh ((Left 0 0 3 1 1 2 3 3	ispering P Northbou Thru Rig 0 0 0	nd) ght 0 1	U 0 0 0	Left 1 3 3 2 2 1	/hisperii (South Thru 0 0 0 0	ng Pine Sinbound) Right 6 3 5 9 3 4	U 0 0 0 0	1 2 4 4 1 2	May R (Easth Thru 168 172 167	niver Rd pound) Right 0 0 0 0 0	0 0 0	0 1 2 0 1 0	May R (Westl Thru 83 124 140	iver Rd bound) Right	U 0 0 0 0	Total 259 307 327 316 295 349	1209 1245 1287
15-Min Count Period Beginning At 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM	Wh ((Left 0 0 3 1 1 2 2	ispering P Northbou Thru Rig	nd) ght 0 1 1 2	0 0 0 0	Left 1 3 3 2 2	/hisperii (South Thru 0 0 0	ng Pine Si abound) Right 6 3 5 9 3	0 0 0 0	1 2 4 4 1 2	May R (Easth Thru 168 172 167 156 150 201 210	civer Rd bound) Right 0 0 0 0	0 0 0 0	0 1 2 0 1	May R (Westl Thru 83 124 140 140 130 137 139	iver Rd bound) Right 0 1 2 3 2	U 0 0 0 0 0 0 0 0	Total 259 307 327 316 295 349 368	1209 1245 1287 1328
15-Min Count Period Beginning At 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM	Wh ((Left 0 0 3 1 1 2 3 3 2 4	ispering P Northbou Thru Rig	nd) ght 0 1 1 1 2 0 2 1	0 0 0 0 0	Left 1 3 3 2 2 1 3	/hisperii (South Thru 0 0 0 0 0 0	ng Pine Sinbound) Right 6 3 5 9 3 4	0 0 0 0 0	1 2 4 4 1 2	May R (Easth Thru 168 172 167 156 150 201 210	civer Rd cound) Right 0 0 0 0 2 1	0 0 0 0 0	0 1 2 0 1 0	May R (Westl Thru 83 124 140 140 130 137	iver Rd bound) Right	U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 259 307 316 295 349 368 303	1209 1245 1287 1328 1315
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15-Min Count Period Beginning At 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	Wh ((Left 0 0 3 1 1 2 3 3 2 4	ispering P Northbou Thru Rig 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	nd) ght 0 1 1 1 2 0 2 1 nd	U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Left 1 3 3 2 2 1 3 5	/hisperii (South Thru 0 0 0 0 0 0 0 0 0	ng Pine Sinbound) Right 6 3 5 9 3 4 5 1	U 0 0 0 0 0 0	1 2 4 4 1 2 4 2	May R (Easth Thru 168 172 167 150 201 210 181 Easth	civer Rd cound) Right 0 0 0 1 3 7 cound	0 0 0 0 0 0	0 1 2 0 1 0 0	May R (Westl Thru 83 124 140 130 137 139 101 Westl	iver Rd bound) Right 0 1 2 3 2 0 0 0 0	U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 259 307 327 316 295 349 368 303 To	1209 1245 1287 1328 1315
15-Min Count Period Beginning At 7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM Peak 15-Min Flowrates	Wh (Left 0 0 0 3 1 2 2 3 2 4 Left 8	ispering P Northbou Thru Rig 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	md) ght 0 1 1 1 2 0 2 1 md ght	U 0 0 0 0 0 0 0 0 0 0 U	Left 1 3 3 2 2 1 3 5 Left	/hisperii (South Thru 0 0 0 0 0 0 0 0 South Thru	ng Pine Sinbound) Right 6 3 5 9 3 4 5 1 bound Right 20	U 0 0 0 0 0 0 0 U	1 2 4 4 1 2 4 2 Left	May R (East): Thru 168 172 167 156 150 201 210 181 East): Thru	civer Rd cound) Right 0 0 0 2 1 3 7 cound Right 12	0 0 0 0 0 0	0 1 2 0 1 0 0 1 Left	May R (Westl Thru 83 124 140 130 137 139 101 Westl Thru 556	iver Rd bound) Right 0 1 2 3 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	U 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Total 259 307 327 316 295 349 368 303 To	1209 1245 1287 1328 1315 tal

Type of peak ho											Metr	od for	determ	ining pe	ak hour:			
LOCATION: \			ine St	May	River F	₹d											#: 1590	
CITY/STATE:	Blufft	on, SC													DATE	Tue,	Aug 23	2022
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4:00 PM	2	0	1	0	0	1	0	0	3	154	3	0	1	151	1	1	318	
4:15 PM 4:30 PM	0	0	0 1	0	3	1 0	1 4	0	3	152 131	0 3	0	1	164 172	0	0	325 316	
4:45 PM 5:00 PM	1	0	3 2	0	1	0	4 7	0	2	148 149	0	0	1	177 186	2	0	340 354	1299 1335
5:15 PM	0	0	0	0	0	0	7	0	3	141	0	0	0	182	5	0	338	1348
5:30 PM 5:45 PM	0	0 0	2 1	0 0	1 2	0 0	2 2	0	5 2	130 148	0 0	0 0	2 0	161 167	2 1	0 0	305 323	1337 1320
Peak 15-Min			bound				bound				oound				bound			
Flowrates	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	To	tal
All Vehicles Heavy Trucks	16 0	0	8 0	0	0 0	0 0	28 0	0	12 0	596 16	0 0	0	0	744 16	12 0	0	14 3	16 2
Buses Pedestrians Bicycles Scooters	0	0 0	0		0	0 0	0		0	0 0	0		0	0 0	0		0)
Comments:																		
				_					_					_				

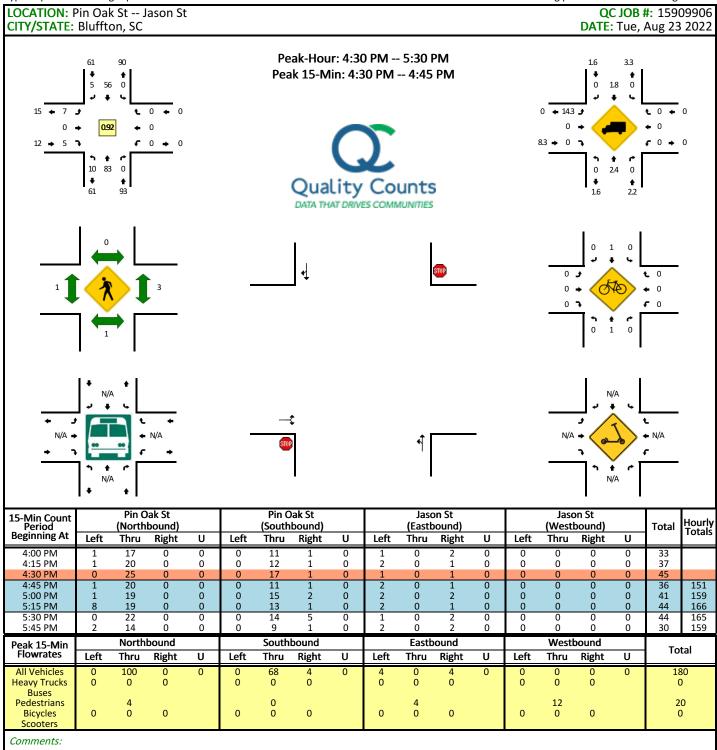




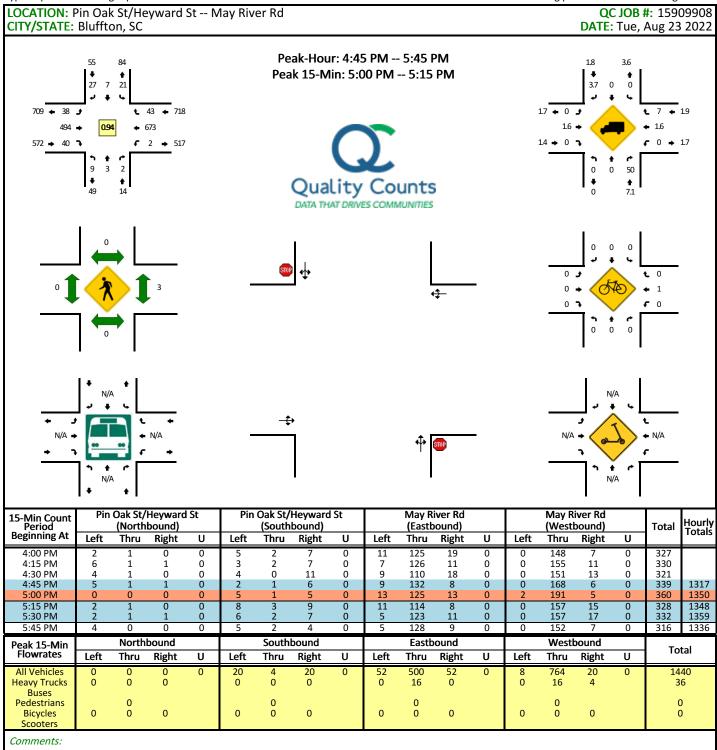


Report generated on 8/30/2022 8:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212



Type of peak no											wetr	100 TOF	aeterm	ining pe	ak nour:			
LOCATION: F	Pin Oal	k St/He	eyward	St N	1ay Riv	er Rd												09907
CITY/STATE:	Blufft	on, SC													DATE:	Tue,	Aug 23	3 2022
553 ← 31 622 722 ← 69	→ 0.9	1 + 5	335 ← 539 503 1 → 644			Pea	ak-Hou k 15-M	in: 8:3	Col	8:45 unts	AM			18 ← 3.2 19 19 → 1.4	+ 🚚		t 5.7 ← 18 f 0 →	
1		1	0		-	STOP					⇔	_		0 1 0	÷ 🍼		t 0	
+ 3 N/A → → 3	••	, <u>, , , , , , , , , , , , , , , , , , </u>	↓ N/A →		_	-\$,]			∳ [STOP	_		N/A		1	€ ← N/A	
15-Min Count	Pin		Heyward	St	Pin		Heyward	St			iver Rd				iver Rd			l la contra
15-Min Count Period Beginning At	1.4		bound)		1.4		bound)		1,4		oound)		1		bound)		Total	Hourly Totals
	Left	Thru	Right 0	0	Left	Thru	Right 5	0	Left	Thru 155	Right 14	0	Left 0	Thru 81	Right 4	0	200	_
7:00 AM 7:15 AM	1 5	1 1	0	0	4 1	1 2	5 10	0	2 4	163	14	0	0	106	2	0	268 308	
7:30 AM 7:45 AM	6 6	2 1	0	0	3 4	0 2	8 5	0	3 5	144 140	17 12	0	0	127 128	8 10	0	318 315	1209
8:00 AM	1	0	0	0	5	0	9	0	8	128	11	0	0	125	12	0	299	1240
8:15 AM	4	0	2	0	6	3	9	0	9	169	22	0	1	126	10	0	361	1293
8:30 AM 8:45 AM	<u>7</u> 3	2	2	0	4	2	9 10	0	9 6	185 162	24 9	0	0	124 94	6	0	367 300	1342 1327
Peak 15-Min			bound				bound				oound				bound			
Flowrates	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	То	tal
All Vehicles	28	8	4	0	8	4	36	0	36	740	96	0	0	496	12	0	14	68
Heavy Trucks	0	0	Ó		0	0	0		4	8	0		Ö	4	0			.6
Buses Pedestrians Bicycles Scooters	0	0 0	0		0	0 0	4		0	0 0	0		0	0 0	0			0 4



Type of peak ho											Meth	nod for	determ	ining pe	ak hour:			
LOCATION: S	Stock F	arm Ro	d May	/ River	· Rd												# : 1590	
CITY/STATE:	Blufft	on, SC													DATE:	Tue, <i>i</i>	Aug 23	2022
555 ← 0 723 733 <mark>→</mark> 10			0			Pea	Qua	in: 8:3	SO AM	8:45 unts	AM			18 4 0 19 19 4 0	+ 🚚		• 18 • 0 →	
0 1		1	0		-	\$TO					 	-		0 2 0	÷ 6		0 • 1 • 0	
→ 3 N/A → → 3		-	◆ N/A →		-	_2	,]			***	‱	_		N/A	N N N N N N N N N N N N N N N N N N N		⊾ ► N/A	
15-Min Count Period		Stock F	arm Rd bound)				arm Rd bound)				iver Rd oound)				iver Rd bound)		Total	Hourly Totals
Beginning At	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	10101	Totals
7:00 AM 7:15 AM 7:30 AM 7:45 AM 8:00 AM 8:15 AM 8:30 AM 8:45 AM	0 2 1 3 1 1 2	0 0 0 0 0 0	0 2 1 2 2 2 2 1	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	0 0 0 0 0 0	166 181 167 159 150 202 212	0 0 1 2 3 3 2	0 0 0 0 0 0	0 3 1 2 2 2 1 5	81 124 144 138 134 139 137	0 0 0 0 0 0	0 0 0 0 0 0	247 312 315 306 292 348 359 296	1180 1225 1261 1305 1295
Peak 15-Min		North	bound			South	bound			Eastb	ound			West	bound		Tar	tal
Flowrates	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	To	ldl
All Vehicles	8	0	4	0	0	0	0	0	0	848	8	0	20	548	0	0	14	
Heavy Trucks Buses Pedestrians Bicycles	0	0 0 0	0		0	0 0	0		0	12 0 0	0		0	4 0 0	0		1)
Scooters																		

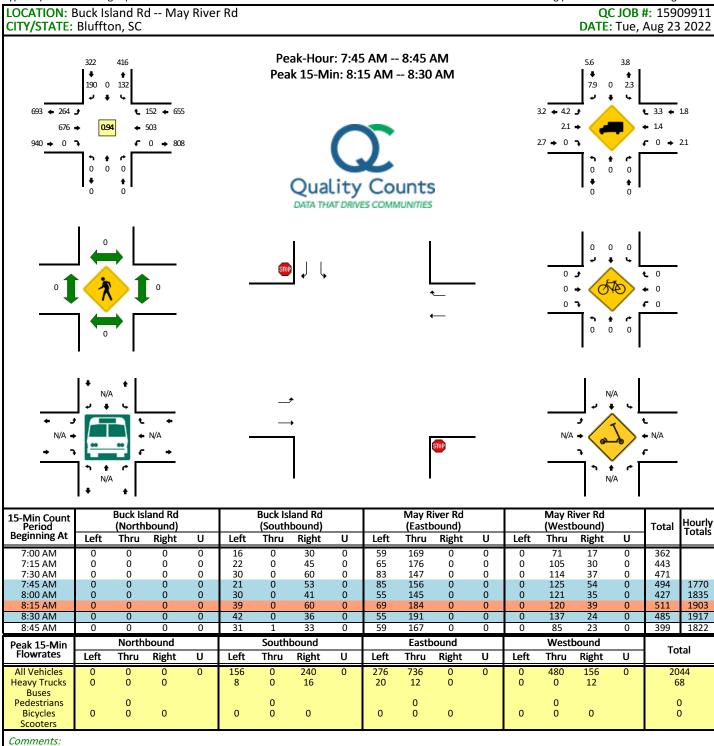
Report generated on 8/30/2022 8:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

LOCATION: S				section														Volume
LOCATION. S	Stock F	arm Ro	յ May	/ River	·Rd												#: 1590	
CITY/STATE:	Bluffto	າກ, SC													DATE:	Tue,	Aug 23	2022
717 ← 0 586 591 → 5	ր 	• • 7 • • 7	0			Pea	Qual	in: 5:0	DO PM	5:15 unts	PM			1.7 ← 0 2.9 → 0	٠ 👍		• 0 • : • 1.7 • 0 • :	
o 1	3	1	1		_	STOP	į				₹	-		0 0	÷ 4		• 0 • 0 • 0	
←	N/A		← N/A →		_	-	,]			**	STOP	_		N/A	N,		• N/A	
	+	+													ı	ı		
15-Min Count		Stock Fa					arm Rd				iver Rd				iver Rd		Tatal	Hourly
15-Min Count Period Beginning At		(North	bound)			(South	bound)	U	Left	(Eastb	ound)	U	Left	(West	bound)	U	Total	Hourly Totals
Period				U 0	Left 0			U	Left 0			U	Left 1			U	Total	Hourly Totals
Period Beginning At 4:00 PM 4:15 PM	Left 0	(Northl Thru 0 0	Right 3 3	0	Left 0 0	(South Thru 0 0	Right 0 0	0	0	(Eastb Thru 154 152	Right 1 0	0	1 2	Thru 159 168	Right 0 0	0	318 326	Hourly Totals
Period Beginning At 4:00 PM	Left 0	(Northl Thru	bound) Right	0	Left 0	(South Thru	Right	0	0	(Eastb	Right	0	1	(West Thru 159	Right 0	0	318	Hourly Totals
Period Beginning At 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM	Left 0 1 2 1 2	(North) Thru 0 0 0 0 0 0	Bound) Right 3 3 1 3 5	0 0 0 0	Left 0 0 0 0 0 0	(South Thru 0 0 0 0	Right 0 0 0 0 0 0	0 0 0 0	0 0 0 0	154 152 133 148 153	Right 1 0 1 2 2	0 0 0 0	1 2 5 1	159 168 168 180 195	Right 0 0 0 0 0 0	0 0 0 0	318 326 310 335 357	1289 1328
Period Beginning At 4:00 PM 4:15 PM 4:30 PM 4:45 PM	Left 0 1 2 1	(Northi	Bound) Right 3 3 1 3	0 0 0	Left 0 0 0 0	(South Thru 0 0 0 0	Right 0 0 0 0 0	0 0 0	0 0 0 0	154 152 133 148	Right 1 0 1 2	0 0 0	1 2 5 1	159 168 168 180	Right 0 0 0 0 0	0 0 0	318 326 310 335	1289
Period Beginning At 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM	Left 0 1 2 1 2 3	(North) Thru 0 0 0 0 0 0 0 0 0 0 0	Bound) Right 3 3 1 3 5 3 4 2	0 0 0 0 0	Left 0 0 0 0 0 0 0 0	(South Thru 0 0 0 0 0 0 0 0 0 0 0	Right O O O O O O O O O O O O O	0 0 0 0 0	0 0 0 0 0	154 152 133 148 153 138	Right 1 0 1 2 2 1	0 0 0 0 0	1 2 5 1 0	159 168 168 180 195 176	Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	318 326 310 335 357 322	1289 1328 1324
Period Beginning At 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM	Left 0 1 2 1 2 3 3 0	(Northle Thru	Right 3 3 1 3 5 3 4 2 bound	0 0 0 0 0	Left 0 0 0 0 0 0 0 0 0 0	(South Thru 0 0 0 0 0 0 0 South	Right O O O O O O O O O O O O O O O O O O	0 0 0 0 0	0 0 0 0 0	154 152 133 148 153 138 136 146 Eastb	Right 1 0 1 2 2 1 0 3 ound	0 0 0 0 0	1 2 5 1 0 1 3 2	Thru 159 168 168 180 195 176 162 164 Westl	Right O O O O O O O O O O O O O O O O O O	0 0 0 0 0	318 326 310 335 357 322 308 317	1289 1328 1324 1322 1304
Period Beginning At 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:30 PM 5:30 PM 5:45 PM Peak 15-Min Flowrates	Left 0 1 2 1 2 3 3 0	(Northle Thru O O O O O O O O O O O O Thru O O O O O O O O O O O O O O O O O O O	Bound) Right 3 3 1 3 5 3 4 2 bound Right	0 0 0 0 0 0	Left 0 0 0 0 0 0 0 0 0 Left	(South Thru	Right O O O O O O O O O O O O O O O O O O	0 0 0 0 0 0	0 0 0 0 0 0 0	Thru 154 152 133 148 153 138 136 146 Eastb	Right 1 0 1 2 2 1 0 3 cound	0 0 0 0 0 0	1 2 5 1 0 1 3 2	Thru 159 168 168 180 195 176 162 164 Westl	Right O O O O O O O O O O O O O O O O O O	0 0 0 0 0	318 326 310 335 357 322 308 317	1289 1328 1324 1322 1304
Period Beginning At 4:00 PM 4:15 PM 4:30 PM 4:45 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Peak 15-Min Flowrates All Vehicles	Left 0 1 2 1 2 3 3 0 Left	(North) Thru 0 0 0 0 0 0 0 0 North) Thru 0	8	0 0 0 0 0	Left 0 0 0 0 0 0 0 0 Left	(South Thru	Right O O O O O O O O O O O O O O O O O O	0 0 0 0 0	0 0 0 0 0 0 0 0	(Eastb Thru 154 152 133 148 153 138 136 146 Eastb Thru	Right 1 0 1 2 2 1 0 3 cound Right 8	0 0 0 0 0	1 2 5 1 0 1 3 2 Left	159 168 168 180 195 176 162 164 Westl Thru	bound) Right 0 0 0 0 0 0 0 0 0 0 0 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	318 326 310 335 357 322 308 317	1289 1328 1324 1322 1304 tal
Period Beginning At 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:30 PM 5:45 PM Peak 15-Min Flowrates All Vehicles Heavy Trucks Buses	Left 0 1 2 1 2 3 3 0	(Northle Thru O O O O O O O O O O O O Thru O O O O O O O O O O O O O O O O O O O	Bound) Right 3 3 1 3 5 3 4 2 bound Right	0 0 0 0 0 0	Left 0 0 0 0 0 0 0 0 0 Left	(South Thru	Right O O O O O O O O O O O O O O O O O O	0 0 0 0 0 0	0 0 0 0 0 0 0	Thru 154 152 133 148 153 138 136 146 Eastb	Right 1 0 1 2 2 1 0 3 cound	0 0 0 0 0 0	1 2 5 1 0 1 3 2	Thru 159 168 168 180 195 176 162 164 Westl	Right O O O O O O O O O O O O O O O O O O	0 0 0 0 0	318 326 310 335 357 322 308 317 Tot	1289 1328 1324 1322 1304 tal
Period Beginning At 4:00 PM 4:15 PM 4:30 PM 5:00 PM 5:15 PM 5:30 PM 5:45 PM Peak 15-Min Flowrates All Vehicles Heavy Trucks	Left 0 1 2 1 2 3 3 0 Left	(North) Thru 0 0 0 0 0 0 0 0 North) Thru 0	8	0 0 0 0 0 0	Left 0 0 0 0 0 0 0 0 Left	(South Thru	Right O O O O O O O O O O O O O O O O O O	0 0 0 0 0 0	0 0 0 0 0 0 0 0	(Eastb Thru 154 152 133 148 153 138 136 146 Eastb Thru	Right 1 0 1 2 2 1 0 3 cound Right 8	0 0 0 0 0 0	1 2 5 1 0 1 3 2 Left	159 168 168 180 195 176 162 164 Westl Thru	bound) Right 0 0 0 0 0 0 0 0 0 0 0 0 Right 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0	318 326 310 335 357 322 308 317	1289 1328 1324 1322 1304 tal

Report generated on 8/30/2022 8:44 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212



LOCATION: Buck Island Rd May River						Wetr	ioa tor	aeterm	ining pe	ak nour:			09912
CITY/STATE: Bluffton, SC	· · ·											Aug 23	
419 300 301 0 118 301 0 118 301 0 118 301 0 118 301 0 10 118 301 0 10 10 10 10 10 10 10 10 10 10 10 10	ļ			E PM	5:00 unts	PM			1 ← 4.3 1.5 2.23 → 0	+ 👍		43 + 12 r 0 +	
	_	◎ ↓ ↓	•		ļ	←	-		0 0 0	* 	(a)	€ 0 ← 0 F 0	
N/A N/A N/A		<i>→</i>				STOP .	-		N/A		1	Ł ► N/A	
15-Min Count Period (Northbound) Beginning At Left Thru Right U	(So	ck Island Rd outhbound) nru Right	U	Left		River Rd bound) Right	U	Left		liver Rd bound) Right	U	Total	Hourly Totals
4:00 PM 0 0 0 0 4:15 PM 0 0 0 0 4:30 PM 0 0 0 0 4:45 PM 0 0 0 0 5:00 PM 0 0 0 0 5:15 PM 0 0 0 0 5:30 PM 0 0 0 0 5:45 PM 0 0 0 0	46 (0 31 (0 24 (0 31 (0 33 (0 30 (0	0 70 0 67 0 76 0 71 0 69 0 61 0 100 0 74	0 0 0 0 0 0	52 46 47 53 56 56 42 48	137 147 120 147 122 142 122 109	0 0 0 0 0	0 0 0 0 0	0 0 0 0 0 0	140 141 146 152 147 158 145	18 30 22 27 23 22 21	0 0 0 0 0 0	460 477 442 474 448 472 460 429	1853 1841 1836 1854 1809
Peak 15-Min Northbound	So	outhbound			Eastk	oound			West	bound		То	•
Flowrates Left Thru Right U All Vehicles 0 0 0 0	Left Th	nru Right 284	0	Left 212	Thru 588	Right 0	0	Left 0	Thru 608	Right 108	0		96
Heavy Trucks 0 0 0 0 Buses		0 8	J	8	12	Ö	J	Ő	8	4	J		.0
Pedestrians 0 Bicycles 0 0 0 Scooters	0 0	0 0		0	0 0	0		0	0 0	0)
							_				_		

Report generated on 8/30/2022 8:45 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212



Appendix D – Traffic Volume Development Worksheets

INTERSECTION:

May River Road at Heyward Street/Pin Oak Street
August 23, 2022
0.91 AM FUTURE PEAK HOUR FACTOR:
0.94 PM FUTURE PEAK HOUR FACTOR COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: AM FUTURE PEAK HOUR FACTOR: 0.91 PM FUTURE PEAK HOUR FACTOR: 0.94

				AM	Peak	Hour											
AM 202	2 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	31	622	69	0	1	503	35	0	18	3	5	0	17	6	32
AM	Volume Balancing	0	0	7	1	0	0	5	0	0	0	0	0	0	0	0	0
AM 202	2 EXISTING TRAFFIC	0	31	629	70	0	1	508	35	0	18	3	5	0	17	6	32
7.111.202		Ů		020			<u> </u>			<u> </u>							
AM Hea	vy Vehicle Percentage	2%	3%	2%	2%	2%	2%	2%	6%	2%	2%	2%	2%	2%	2%	2%	3%
AM 202	5 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
An	nual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-	BUILD TRAFFIC GROWTH	0	1	19	2	0	0	15	1	0	1	0	0	0	1	0	1
AM 2025 NC	D-BUILD TRAFFIC (No AD)	0	32	648	72	0	1	523	36	0	19	3	5	0	18	6	33
Approved Development 1:	River Dog Brewery			9		1		14									
TOTAL AM APPR	OVED DEVELOPMENT TRAFFIC	0	0	9	0	0	0	14	0	0	0	0	0	0	0	0	0
AM 202	5 NO-BUILD TRAFFIC	0	32	657	72	0	1	537	36	0	19	3	5	0	18	6	33
	AFFIC DISTRUBUTION"						_				_				_		
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering					<u> </u>											
Distribution Net New	Exiting Enterina					-		41%	3%		2%						5%
Distribution	Exiting		5%	41%	2%			41%	3%		2%				3%		3%
	Y	l .															
	PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By Net New	0	3	20	1	0	0	26	2	0	1	0	0	0	1	0	3
AM TO	TAL PROJECT TRIPS	0	3	20	1	0	0	26	2	0	1	0	0	0	1	0	3
													-				
AM 2025	BUILD-OUT TRAFFIC	0	35	677	73	0	1	563	38	0	20	3	5	0	19	6	36

				<u>PM</u>	Peak	Hour											
PM 202	2 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted	Turning Movement Counts ¹	0	38	494	40	0	2	673	43	0	9	3	2	0	21	7	27
PM	Volume Balancing	0	0	26	0	0	0	18	5	0	0	0	0	0	0	0	6
PM 202	2 EXISTING TRAFFIC	0	38	520	40	0	2	691	48	0	9	3	2	0	21	7	33
PM Hea	avy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%	50%	2%	2%	2%	4%
PM 202	5 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Ar	nual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO	-BUILD TRAFFIC GROWTH	0	1	16	1	0	0	21	1	0	0	0	0	0	1	0	1
DM 0005 N	DIN DEPARTMENT AD					1	_				_						
PM 2025 NO	D-BUILD TRAFFIC (No AD)	0	39	536	41	0	2	712	49	0	9	3	2	0	22	7	34
Approved Development 1:	River Dog Brewery			36			1	61			1			1			
	OVED DEVELOPMENT TRAFFIC	0	0	36	0	0	0	61	0	0	0	0	0	0	0	0	0
-																	
PM 202	5 NO-BUILD TRAFFIC	0	39	572	41	0	2	773	49	0	9	3	2	0	22	7	34
"SITE TD	AFFIC DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering	T												1			
Distribution	Exiting																
Net New	Entering							41%	3%		2%						5%
Distribution	Exiting		5%	41%	2%										3%		
"РМ	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																
Project rrip	Net New	0	3	22	1	0	0	21	2	0	1	0	0	0	2	0	3
PM TO	TAL PROJECT TRIPS	0	3	22	1	0	0	21	2	0	1	0	0	0	2	0	3
PM 2024	BUILD-OUT TRAFFIC	0	42	594	42	0	2	794	51	0	10	3	2	0	24	7	37
F W 2023	DOILD-OUT TRAITIC	v	42	334	42	U		134	31	U	10	3	4		24	,	31

INTERSECTION:

May River Road at Stock Farm Road/Site Access #1
August 23, 2022
0.91 AM FUTURE PEAK HOUR FACTOR: 0
0.93 PM FUTURE PEAK HOUR FACTOR: 0 COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: AM FUTURE PEAK HOUR FACTOR: 0.91 PM FUTURE PEAK HOUR FACTOR: 0.93

				<u>AM</u>	Peak	Hour											
AM 20	022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjuste	ed Turning Movement Counts ¹	0	0	723	10	0	10	548	0	0	7	0	7	0	0	0	0
A	M Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 20	022 EXISTING TRAFFIC	0	0	723	10	0	10	548	0	0	7	0	7	0	0	0	0
AM He	eavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 20	25 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Д	Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO	O-BUILD TRAFFIC GROWTH	0	0	22	0	0	0	17	0	0	0	0	0	0	0	0	0
AM 2025 N	IO-BUILD TRAFFIC (No AD)	0	0	745	10	0	10	565	0	0	7	0	7	0	0	0	0
oproved Development 1	: River Dog Brewery			9				14						1			
TOTAL AM APP	ROVED DEVELOPMENT TRAFFIC	0	0	9	0	0	0	14	0	0	0	0	0	0	0	0	0
AM 20	25 NO-BUILD TRAFFIC	0	0	754	10	0	10	579	0	0	7	0	7	0	0	0	0
	25 NO-BUILD TRAFFIC RAFFIC DISTRUBUTION"	0	0	754	10	0	10	579	0	0	7	0	7	0	0	0	0
		0 EBU	0 EBL	754 EBT	10 EBR	0 WBU		579 WBT	0 WBR	0 NBU	7 NBL	0 NBT	7 NBR	0 SBU	0 SBL	0 SBT	0 SBR
"SITE TI LAND USE Pass-By	RAFFIC DISTRUBUTION" TYPE Entering		<u> </u>														
"SITE TI LAND USE Pass-By Distribution	RAFFIC DISTRUBUTION" TYPE Entering Exiting		EBL					WBT	WBR								
"SITE TI LAND USE Pass-By Distribution Net New	RAFFIC DISTRUBUTION" TYPE Entering Exiting Entering		<u> </u>	EBT											SBL		SBR
"SITE TI LAND USE Pass-By Distribution	RAFFIC DISTRUBUTION" TYPE Entering Exiting		EBL					WBT	WBR								
"SITE TI LAND USE Pass-By Distribution Net New Distribution	RAFFIC DISTRUBUTION" TYPE Entering Exiting Entering		EBL	EBT				WBT	WBR						SBL		SBR
"SITE TI LAND USE Pass-By Distribution Net New Distribution	RAFFIC DISTRUBUTION" TYPE Entering Exiting Entering Exting Exiting		EBL	EBT			WBL	WBT	WBR						SBL		SBR
"SITE TI LAND USE Pass-By Distribution Net New Distribution "AI	RAFFIC DISTRUBUTION" TYPE Entering Exiting Entering Exiting M PROJECT TRIPS" TYPE Pass - By	EBU	EBL 23%	EBT 15%	EBR	WBU	WBL	WBT	WBR 33%	NBU	NBL	NBT	NBR	SBU	SBL 33%	SBT	SBR 23%
"SITE TI LAND USE Pass-By Distribution Net New Distribution "AI LAND USE	RAFFIC DISTRUBUTION" TYPE Entering Exiting Entering Exiting M PROJECT TRIPS" TYPE Pass - By Net New	EBU	23% EBL	15% EBT	EBR	WBU	WBL	WBT	WBR 33%	NBU	NBL	NBT	NBR	SBU	SBL 33%	SBT SBT	SBR 23% SBR 12
"SITE TI LAND USE Pass-By Distribution Net New Distribution "AI LAND USE	RAFFIC DISTRUBUTION" TYPE Entering Exiting Entering Exiting M PROJECT TRIPS" TYPE Pass - By	EBU	23% EBL	EBT	EBR	WBU	WBL	WBT	WBR 33% WBR	NBU	NBL NBL	NBT	NBR NBR	SBU	33% SBL	SBT	SBR 23% SBR

1																
			PM	Peak	Hour											
PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹	0	0	586	5	0	8	711	0	0	6	0	12	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	0	0	586	5	0	8	725	0	0	6	0	12	0	0	0	0
THE EDEE EXISTING TRAFFIG	Ů		300				120		•	•						
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	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	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-BUILD TRAFFIC GROWTH	0	0	1.0%	0	0	0	22	0	0	0	0	0	0	0	0	0
TIMEDED NO BOLES TRAFFIC GROWTH	1 0	Ů	10		U	Ū			Ū	U	-		U			-
PM 2025 NO-BUILD TRAFFIC (No AD)	0	0	604	5	0	8	747	0	0	6	0	12	0	0	0	0
Approved Development 1: River Dog Brewery			36				61									
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	36	0	0	0	61	0	0	0	0	0	0	0	0	0
PM 2025 NO-BUILD TRAFFIC	0	0	640	5	0	8	808	0	0	6	0	12	0	0	0	0
"SITE TRAFFIC DISTRUBUTION" LAND USE TYPE							WBT						SBU	SBL		
	EBU	EBL	EBT	EBR	WBU	WBL		WBR 100%	NBU	NBL	NBT	NBR	280	SBL	SBT	SBR
Pass-By Entering Distribution Eviting							-100%	100%						40%		60%
Distribution Exiting		23%					15%							40%		60%
Distribution Exiting		23%	15%					33%						40%		60%
Distribution Exiting Net New Entering Distribution Exiting		23%	15%													
Distribution Exiting Net New Entering Distribution Exiting "PM PROJECT TRIPS"							15%	33%						33%		23%
Distribution Exiting Net New Entering Distribution Exiting "PM PROJECT TRIPS" LAND USE TYPE	EBU	23% EBL	15% EBT	EBR	WBU	WBL	15% WBT	33% WBR	NBU	NBL	NBT	NBR	SBU	33% SBL	SBT	23% SBR
Distribution Exiting Net New Entering Distribution Exiting "PM PROJECT TRIPS" LAND USE TYPE Project Trip Pass - By		EBL	ЕВТ				15% WBT	33% WBR 1						33% SBL		23% SBR 1
Distribution Exiting Net New Entering Distribution Exiting "PM PROJECT TRIPS" LAND USE TYPE Project Trip Pass - By Net New	0	EBL	EBT 8	0	0	0	15% WBT -1 8	33% WBR 1 17	0	0	0	0	0	33% SBL 0 18	0	23% SBR 1 13
Distribution Exiting Net New Entering Distribution Exiting "PM PROJECT TRIPS" LAND USE TYPE Project Trip Pass - By		EBL	ЕВТ				15% WBT	33% WBR 1						33% SBL		23% SBR 1

INTERSECTION:

May River Road at Whispering Pine Street/Ginkgo Lane
August 23, 2022
0.91 AM FUTURE PEAK HOUR FACTOR: 0.91
0.95 PM FUTURE PEAK HOUR FACTOR: 0.97 COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR:

				AM	Peak	Hour											
AM 202	2 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	11	717	6	0	1	546	5	0	8	0	5	0	8	0	21
AM	Volume Balancing	0	0	1	0	0	0	1	2	0	0	0	0	0	2	0	4
AM 202	2 EXISTING TRAFFIC	0	11	718	6	0	1	547	7	0	8	0	5	0	10	0	25
AM Hea	vy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 202	5 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
An	nual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-	BUILD TRAFFIC GROWTH	0	0	22	0	0	0	17	0	0	0	0	0	0	0	0	1
AM 2025 NO	-BUILD TRAFFIC (No AD)	0	11	740	6	0	1	564	7	0	8	0	5	0	10	0	26
Approved Development 1: I	River Dog Brewery			9			l	14		l				l			
	OVED DEVELOPMENT TRAFFIC	0	0	9	0	0	0	14	0	0	0	0	0	0	0	0	0
AM 202	5 NO-BUILD TRAFFIC	0	11	749	6	0	1	578	7	0	8	0	5	0	10	0	26
"SITE TRA	AFFIC 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		6%	40%				40%	3%						3%		6%
Distribution	Exiting					L	<u> </u>	40%	3%	<u> </u>				<u> </u>	<u> </u>		6%
"AM	PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
, ,	Net New	0	4	26	0	0	0	20	2	0	0	0	0	0	2	0	3
AM TO	FAL PROJECT TRIPS	0	4	26	0	0	0	20	2	0	0	0	0	0	2	0	3
111.000	BUILD-OUT TRAFFIC	0	15	775													

				PM	Peak	Hour											
PM 2022	EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted 1	Furning Movement Counts ¹	0	10	569	4	0	2	717	12	0	5	0	6	0	1	0	22
PM \	/olume Balancing	0	0	14	0	0	0	0	0	0	0	0	0	0	1	0	0
PM 2022	EXISTING TRAFFIC	0	10	583	4	0	2	717	12	0	5	0	6	0	2	0	22
PM Heav	y Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%
PM 2025	NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	l wвu	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Ann	ual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-E	BUILD TRAFFIC GROWTH	0	0	18	0	0	0	22	0	0	0	0	0	0	0	0	1
		_															
PM 2025 NO-	BUILD TRAFFIC (No AD)	0	10	601	4	0	2	739	12	0	5	0	6	0	2	0	23
Approved Development 1: R	iver Dog Brewery			36				61									
	VED DEVELOPMENT TRAFFIC	0	0	36	0	0	0	61	0	0	0	0	0	0	0	0	0
PM 2025	NO-BUILD TRAFFIC	0	10	637	4	0	2	800	12	0	5	0	6	0	2	0	23
"CITE TO A	FFIC DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering													1			
Distribution	Exiting																
Net New	Entering		6%	40%											3%		
Distribution	Exiting							40%	3%								6%
"PM F	PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	Pass - Bv																
Project Trip	F a S S - D y																
Project Trip	Net New	0	3	20	0	0	0	22	2	0	0	0	0	0	2	0	3
		0 0	3	20 20	0 0	0 0	0 0	22 22	2	0 0	0 0	0 0	0 0	0 0	2	0 0	3
PM TOT	Net New		_		_		_			_	_	_		_			

INTERSECTION:

Jason Street at Whispering Pine Street
August 23, 2022
0.80 AM FUTURE PEAK HOL
0.77 PM FUTURE PEAK HOL COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: AM FUTURE PEAK HOUR FACTOR: 0.80 PM FUTURE PEAK HOUR FACTOR: 0.77

				<u>AM</u>	Peak	Hour											
AM 2022	EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted	Turning Movement Counts ¹	0	5	10	5	0	8	5	0	0	4	9	5	0	0	22	1
AM	Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022	EXISTING TRAFFIC	0	5	10	5	0	8	5	0	0	4	9	5	0	0	22	1
AM Heav	yy Vehicle Percentage	2%	2%	2%	20%	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
Anr	nual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-	BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
AM 2025 NO	-BUILD TRAFFIC (No AD)	0	5	10	5	0	8	5	0	0	4	9	5	0	0	23	1
Approved Development 1: R	River Dog Brewery																
TOTAL AM APPRO	VED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025	NO-BUILD TRAFFIC	0	5	10	5	0	8	5	0	0	4	9	5	0	0	23	1
"SITE TRA	FFIC 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					ļ											
Net New Distribution	Entering Exiting	-				1	6%					3%	6%	-	-	3%	
Distribution	Eximig		l .			J.	0 /0				l .	3 /6		1	1		
	PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By Net New	0	0	0	0	0	3	0	0	0	0	2	4	0	0	2	0
AM TOT	AL PROJECT TRIPS	0	0	0	0	0	3	0	0	0	0	2	4	0	0	2	0
AWTOT	ALTROCEOT TRIE O			-	U			U .		U							U
AM 2025	BUILD-OUT TRAFFIC	0	5	10	5	0	11	5	0	0	4	11	9	0	0	25	1

			PM	Peak	Hour											
PM 2022 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹	0	0	5	3	0	6	8	1	0	7	20	5	0	1	15	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
<u> </u>		•			•	•			•	•			•			
PM 2022 EXISTING TRAFFIC	0	0	5	3	0	6	8	1	0	7	20	5	0	2	15	0
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	13%	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	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
PM 2025 NO-BUILD TRAFFIC (No AD)	0	0	5	3	0	6	8	1	0	7	21	5	0	2	15	0
Approved Development 1: River Dog Brewery	1															
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL THE ATTROVED DEVELOT MERT TRAITIO	U	U	- 0	- 0	U	U	- 0	- 0	U	U	- 0	- 0	U	U	0	
PM 2025 NO-BUILD TRAFFIC	0	0	5	3	0	6	8	1	0	7	21	5	0	2	15	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												6%			3%	
Distribution Exiting						6%					3%	078			3 /6	
"PM PROJECT TRIPS"																
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip Pass - By																
Net New	0	0	0	0	0	3	0	0	0	0	2	3	0	0	2	0
PM TOTAL PROJECT TRIPS	0	0	0	0	0	3	0	0	0	0	2	3	0	0	2	0
PM 2025 BUILD-OUT TRAFFIC	0	0	5	3	0	9	8	1	0	7	23	8	0	2	17	0

Jason Street at Pin Oak Street
August 23, 2022
0.78 AM FUTURE I
0.92 PM FUTURE I INTERSECTION: COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: AM FUTURE PEAK HOUR FACTOR: 0.78 PM FUTURE PEAK HOUR FACTOR: 0.92

AM Adjusted Tu AM Vo AM 2022 E AM Heavy	EXISTING TRAFFIC rning Movement Counts ¹ lume Balancing EXISTING TRAFFIC	0 0 0	11 0	EBT 0 0	EBR 4	WBU 0	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Vo AM 2022 E	lume Balancing	0	0		4	0											
AM 2022 E	EXISTING TRAFFIC			0		U	0	0	0	0	6	45	1	0	0	50	7
AM Heavy		0			0	0	0	0	0	0	0	18	-1	0	0	1	0
•	VI:15		11	0	4	0	0	0	0	0	6	63	0	0	0	51	7
AM 0005 N	Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	4%	2%
AW 2025 N	IO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
Annua	al Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-BL	JILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
AM 2025 NO-B	UILD TRAFFIC (No AD)	0	11	0	4	0	0	0	0	0	6	65	0	0	0	53	7
proved Development 1: Riv																	
TOTAL AM APPROV	ED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 N	IO-BUILD TRAFFIC	0	11	0	4	0	0	0	0	0	6	65	0	0	0	53	7
"SITE TRAF	FIC DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
Pass-By	Entering																
Distribution	Exiting																
Net New	Entering										3%					5%	
Distribution	Exiting				3%							5%		l .			
"AM PF	ROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBF
Project Trip	Pass - By																
· '	Net New	0	0	0	1	0	0	0	0	0	2	3	0	0	0	3	0
AM TOTA	L PROJECT TRIPS	0	0	0	1	0	0	0	0	0	2	3	0	0	0	3	0
AM 2025 D	UILD-OUT TRAFFIC	0	11	0	5	Ι ο	0	0	0	0	8	68	0	0	0	56	7

				PM	Peak	Hour											
PM 2022	2 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	7	0	5	0	0	0	0	0	10	83	0	0	0	56	5
PM	Volume Balancing	0	0	0	0	0	0	0	0	0	0	-4	0	0	0	0	0
PM 202	2 EXISTING TRAFFIC	0	7	0	5	0	0	0	0	0	10	79	0	0	0	56	5
•																	
PM Hea	vy Vehicle Percentage	2%	14%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2025	5 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Anı	nual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-	BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
PM 2025 NO	-BUILD TRAFFIC (No AD)	0	7	0	5	0	0	0	0	0	10	81	0	0	0	58	5
Approved Development 1: F	River Dog Brewery									1	1						
	OVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
BH 000	E NO DI III D TRAFFIO																
PM 2025	5 NO-BUILD TRAFFIC	0	7	0	5	0	0	0	0	0	10	81	0	0	0	58	5
"SITE TRA	AFFIC 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										3%					5%	
Distribution	Exiting				3%							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																
, ,	Net New FAL PROJECT TRIPS	0	0	0	2	0	0	0	0	0	2	3	0	0	0	3	0
PWIO	IAL PROJECT TRIPS	0	0	0	2	0	0	0	0	0	2	3	0	0	0	3	0
PM 2025	BUILD-OUT TRAFFIC	0	7	0	7	0	0	0	0	0	12	84	0	0	0	61	5

INTERSECTION:

May River Road at Site Access #2
August 23, 2022
0.90 AM FUTURE PEAL
0.90 PM FUTURE PEAL COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: AM FUTURE PEAK HOUR FACTOR: 0.90 PM FUTURE PEAK HOUR FACTOR: 0.90

				<u>AM</u>	Peak	Hour											
AM 20	22 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjuste	d Turning Movement Counts ¹	0	0	733	0	0	0	555	0	0	0	0	0	0	0	0	0
AN.	M Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 20	22 EXISTING TRAFFIC	0	0	733	0	0	0	555	0	0	0	0	0	0	0	0	0
AM He	eavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 20	25 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
A	nnual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO	D-BUILD TRAFFIC GROWTH	0	0	22	0	0	0	17	0	0	0	0	0	0	0	0	0
AM 2025 N	IO-BUILD TRAFFIC (No AD)	0	0	755	0	0	0	572	0	0	0	0	0	0	0	0	0
proved Development 1	: River Dog Brewery			9				14									
TOTAL AM APP	ROVED DEVELOPMENT TRAFFIC	0	0	9	0	0	0	14	0	0	0	0	0	0	0	0	0
- CONTEAUNATION			-	_	_	_				U	Ŭ		_	-			
	25 NO-BUILD TRAFFIC	0	0	764	0	0	0	586	0	0	0	0	0	0	0	0	0
AM 20			0		0	0							0	0			
AM 20	25 NO-BUILD TRAFFIC		0 EBL		0 EBR	0 WBU	0						0 NBR	0 SBU			0
AM 20 "SITE TI LAND USE Pass-By	25 NO-BUILD TRAFFIC RAFFIC DISTRUBUTION" TYPE Entering	0	<u> </u>	764			0	586	0	0	0	0			0	0	0
AM 20 "SITE TI LAND USE Pass-By Distribution	25 NO-BUILD TRAFFIC RAFFIC DISTRUBUTION" TYPE Entering Exiting	0	EBL	764 EBT			0	586	0 WBR	0	0	0			0	0	
AM 20 "SITE TI LAND USE Pass-By Distribution Net New	25 NO-BUILD TRAFFIC RAFFIC DISTRUBUTION" TYPE Entering Exiting Entering	0	<u> </u>	764			0	586 WBT	0	0	0	0			0 SBL	0	0 SBR
AM 20 "SITE TI LAND USE Pass-By Distribution	25 NO-BUILD TRAFFIC RAFFIC DISTRUBUTION" TYPE Entering Exiting	0	EBL	764 EBT			0	586	0 WBR	0	0	0			0	0	0 SBR
"SITE TI LAND USE Pass-By Distribution Net New Distribution	25 NO-BUILD TRAFFIC RAFFIC DISTRUBUTION" TYPE Entering Exiting Entering	0	EBL	764 EBT			0	586 WBT	0 WBR	0	0	0			0 SBL	0	0
"SITE TI LAND USE Pass-By Distribution Net New Distribution	25 NO-BUILD TRAFFIC RAFFIC DISTRUBUTION" TYPE Entering Exiting Entering Exiting Exiting	0	EBL	764 EBT			0 WBL	586 WBT	0 WBR	0	0	0			0 SBL	0	0 SBR
AM 20 "SITE TI LAND USE Pass-By Distribution Net New Distribution "AI LAND USE	25 NO-BUILD TRAFFIC RAFFIC DISTRUBUTION"	EBU	20% EBL	764 EBT 23%	EBR	WBU	0 WBL	586 WBT 23% WBT	0 WBR 15%	NBU	0 NBL	0 NBT	NBR NBR	SBU	0 SBL 15% SBL	SBT SBT	SBR
"SITE TI LAND USE Pass-By Distribution Net New Distribution "AI LAND USE Project Trip	25 NO-BUILD TRAFFIC RAFFIC DISTRUBUTION"	EBU EBU	20% EBL	764 EBT 23% EBT	EBR EBR	WBU	WBL	586 WBT 23% WBT	0 WBR 15% WBR	NBU	NBL NBL	NBT NBT	NBR NBR	SBU SBU	0 SBL 15% SBL 8	SBT SBT	0 SBR 20% SBR
"SITE TI LAND USE Pass-By Distribution Net New Distribution "AI LAND USE Project Trip	25 NO-BUILD TRAFFIC RAFFIC DISTRUBUTION"	EBU	20% EBL	764 EBT 23%	EBR	WBU	0 WBL	586 WBT 23% WBT	0 WBR 15%	NBU	0 NBL	0 NBT	NBR NBR	SBU	0 SBL 15% SBL	SBT SBT	0 SBF 20%

				PM	Peak	Hour											
PM 202	2 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	591	0	0	0	717	0	0	0	0	0	0	0	0	0
PM	Volume Balancing	0	0	0	0	0	0	14	0	0	0	0	0	0	0	0	0
PM 202	2 EXISTING TRAFFIC	0	l n	591	0	0	0	731	0	0	0	0	0	0	0	0	0
1 111 202	E EXISTING THAT ITS	,		001			·	701									
PM Hea	vy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2025	5 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
An	nual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-	BUILD TRAFFIC GROWTH	0	0	18	0	0	0	22	0	0	0	0	0	0	0	0	0
PM 2025 NO	-BUILD TRAFFIC (No AD)	0	0	609	0	0	0	753	0	0	0	0	0	0	0	0	0
	<u> </u>					•					•						
Approved Development 1: I				36				61									
TOTAL PM APPRO	OVED DEVELOPMENT TRAFFIC	0	0	36	0	0	0	61	0	0	0	0	0	0	0	0	0
PM 2025	NO-BUILD TRAFFIC	0	0	645	0	0	0	814	0	0	0	0	0	0	0	0	0
"SITE TR	AFFIC 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		20%	23%					15%								
Distribution	Exiting							23%							15%		20%
"PM	PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
, ,	Net New TAL PROJECT TRIPS	0	10	12	0	0	0	13	8	0	0	0	0	0	8	0	11
PM TO	IAL PROJECT TRIPS	0	10	12	0	0	0	13	8	0	0	0	0	0	8	0	11
PM 2025	BUILD-OUT TRAFFIC	0	10	657	0	0	0	827	8	0	0	0	0	0	8	0	11

Jason Street at Site Access #3
August 23, 2022
0.90
AM FUTURE F
0.90
PM FUTURE F 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

				<u>AM</u>	Peak	Hour											
AM 2022	EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted	Furning Movement Counts ¹	0	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0
AM \	/olume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022	EXISTING TRAFFIC	0	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0
AM Heav	y Vehicle Percentage	2%	2%	2%	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
	ual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-I	BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 NO-	BUILD TRAFFIC (No AD)	0	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0
Approved Development 1: R	tiver Dog Brewery																
TOTAL AM APPRO	VED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025	NO-BUILD TRAFFIC	0	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0
"SITE TRA	FFIC 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						3%						3%				
Distribution	Exiting										<u> </u>		3%		<u> </u>		
"AM I	PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0
AM TOT	AL PROJECT TRIPS	0	0	0	0	0	2	0	0	0	0	0	11	0	0	0	0
AM 2025	BUILD-OUT TRAFFIC	0	0	15	0	0	2	13	0	0	0	0	1	0	0	0	0

				PM	Peak	Hour											
PM 2022	2 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	12	0	0	0	15	0	0	0	0	0	0	0	0	0
PM	Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 202	2 EXISTING TRAFFIC	0	0	12	0	0	0	15	0	0	0	0	0	0	0	0	0
•																	
PM Hea	vy Vehicle Percentage	2%	2%	8%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2025	5 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Anı	nual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-	BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2025 NO	-BUILD TRAFFIC (No AD)	0	0	12	0	0	0	15	0	0	0	0	0	0	0	0	0
											1						
Approved Development 1: F	River Dog Brewery OVED DEVELOPMENT TRAFFIC																_
TOTAL PM APPRO	OVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2025	NO-BUILD TRAFFIC	0	0	12	0	0	0	15	0	0	0	0	0	0	0	0	0
"CITE TO	AFFIC 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						3%										
Distribution	Exiting												3%				
"РМ	PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
, ,	Net New	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0
PM TO	TAL PROJECT TRIPS	0	0	0	0	0	2	0	0	0	0	0	2	0	0	0	0
PM 2025	BUILD-OUT TRAFFIC	0	0	12	0	0	2	15	0	0	0	0	2	0	0	0	0

INTERSECTION:

Jason Street at Site Access #4
August 23, 2022
0.90 AM FUTURE F
0.90 PM FUTURE F COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: AM FUTURE PEAK HOUR FACTOR: 0.90 PM FUTURE PEAK HOUR FACTOR: 0.90

				AM	Peak	Hour											
AM 2022	EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted T	Furning Movement Counts ¹	0	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0
AM \	/olume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2022	EXISTING TRAFFIC	0	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0
AM Heav	y Vehicle Percentage	2%	2%	2%	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
Ann	ual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO-F	BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 NO-	BUILD TRAFFIC (No AD)	0	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0
Approved Development 1: R	iver Dog Brewery																
TOTAL AM APPRO	VED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025	NO-BUILD TRAFFIC	0	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0
"SITE TRA	FFIC 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					ļ											
Net New Distribution	Entering Exiting				3%	-					3%						
Distribution	Exiting					ı	l .				3%			l	l .		
"AM I	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			_	_		•	_	_	_		•	_	_		_	
AM TOT	Net New AL PROJECT TRIPS	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0
AWITOT	AL FROJECT TRIPS		U	U				<u> </u>	<u> </u>	U		U	U			U	
AM 2025	BUILD-OUT TRAFFIC	0	0	15	2	0	0	13	0	0	2	0	0	0	0	0	0

				PM	Peak	Hour											
			_				_				_				_		
PM 202	2 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	12	0	0	0	15	0	0	0	0	0	0	0	0	0
PM	Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 202	2 EXISTING TRAFFIC	0	0	12	0	0	0	15	0	0	0	0	0	0	0	0	0
														_			
PM Hea	vy Vehicle Percentage	2%	2%	8%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
DM 2020	5 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	l wвu	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	nual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	BUILD TRAFFIC GROWTH	1.0%	1.0%	0	0	1.0%	0	0	0	1.0%	1.0%	0	1.0%	1.0%	0	0	0
FINI 2023 NO-	BUILD TRAFFIC GROWTH	U	U	U	U	U	U	U	U	U	U	U	U	U	U	U	
PM 2025 NO	-BUILD TRAFFIC (No AD)	0	0	12	0	0	0	15	0	0	0	0	0	0	0	0	0
Approved Development 1: I																	
TOTAL PM APPRO	OVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 202	5 NO-BUILD TRAFFIC	0	0	12	0	0	0	15	0	0	0	0	0	0	0	0	0
	AFFIC DISTRUBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Pass-By	Entering																
Distribution Net New	Exiting Entering				3%												
Distribution	Exiting				376						3%						
Distribution	Extens	1				1				1	370						
"РМ	PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
	Net New	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
PM TO	TAL PROJECT TRIPS	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0
PM 2025	BUILD-OUT TRAFFIC	0	0	12	1	0	0	15	0	0	1	0	0	0	0	0	0
- 111 2020		·			•		·		·	,		·		·	,	•	

INTERSECTION:

Jason Street at Site Access #5
August 23, 2022
0.90 AM FUTURE F
0.90 PM FUTURE F COUNT DATE: AM PEAK HOUR FACTOR: PM PEAK HOUR FACTOR: AM FUTURE PEAK HOUR FACTOR: 0.90 PM FUTURE PEAK HOUR FACTOR: 0.90

				<u>AM</u>	Peak	Hour											
AM 202	2 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	15	0	0	0	13	0	0	0	0	0	0	0	0	0
AM	Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 202	2 EXISTING TRAFFIC	0	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0
	VI:1.5																
AM Hea	avy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
	5 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
	inual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2025 NO	-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2025 NO	D-BUILD TRAFFIC (No AD)	0	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0
Approved Development 1:	River Dog Brewery																
TOTAL AM APPR	OVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 202	5 NO-BUILD TRAFFIC	0	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0
"SITE TR	AFFIC 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			3%	3%			3%			3%						
DISTIDUTION	Exiting		<u> </u>				<u> </u>	3%		<u> </u>	3%			<u> </u>			
"AM	PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Pass - By																
1 1	Net New	0	0	2	2	0	0	2	0	0	1	0	0	0	0	0	0
AM TO	TAL PROJECT TRIPS	0	0	2	2	0	0	2	0	0	1	0	0	0	0	0	0
AM 2020	BUILD-OUT TRAFFIC	0	0	17	2	0	0	15	0	0	T 1	0	0	0	0	0	0
AWI 2023	BUILD-OUT TRAFFIC	U	U	17	2	U	U	15	U	U	1	U	U	U	U	U	U

			<u>PM</u>	Peak	<u>Hour</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	12	0	0	0	15	0	0	0	0	0	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2022 EXISTING TRAFFIC	0	0	12	0	0	0	15	0	0	0	0	0	0	0	0	0
PM Heavy Vehicle Percentage	2%	2%	8%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2025 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU		WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2025 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2025 NO-BUILD TRAFFIC (No AD)	0	0	12	0	0	0	15	0	0	0	0	0	0	0	0	0
Approved Development 1: River Dog Brewery																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2025 NO-BUILD TRAFFIC	0	0	12	0	0	0	15	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																
Distribution Exiting																
Net New Entering			3%	3%												
Distribution Exiting							3%			3%						
"PM PROJECT TRIPS"																
LAND USE TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip Pass - By																
Net New	0	0	1	2	0	0	1	0	0	2	0	0	0	0	0	0
PM TOTAL PROJECT TRIPS	0	0	1	2	0	0	1	0	0	2	0	0	0	0	0	0



Appendix E – Capacity Analysis Worksheets

2022 EXISTING CONDITIONS

HCM 6th TWSC 1: Heyward Street/Pin Oak Street & May River Road

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	31	629	70	1	508	35	18	3	5	17	6	32
Future Vol, veh/h	31	629	70	1	508	35	18	3	5	17	6	32
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	2	2	6	2	2	2	2	2	3
Mvmt Flow	34	691	77	1	558	38	20	3	5	19	7	35
Major/Minor N	Major1		ı	Major2			Minor1			Minor2		
Conflicting Flow All	596	0	0	768	0	0	1398	1396	730	1381	1415	577
Stage 1	-	-	-	-	-	-	798	798	-	579	579	-
Stage 2	_	_	_	_	_	-	600	598	_	802	836	_
Critical Hdwy	4.13	_	_	4.12	-	_	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	_	_		_	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	_	_	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	976	-	-	846	-	-	118	141	422	121	137	514
Stage 1	_	-	-	-	-	-	380	398	-	501	501	-
Stage 2	-	-	-	-	-	-	488	491	-	378	382	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	976	-	-	846	-	-	101	132	422	111	128	514
Mov Cap-2 Maneuver	-	-	-	-	-	-	101	132	-	111	128	-
Stage 1	-	-	-	-	-	-	356	373	-	470	500	-
Stage 2	-	-	-	-	-	-	448	490	-	347	358	-
<u> </u>												
Approach	EB			WB			NB			SB		
HCM Control Delay, s HCM LOS	0.4			0			43.3			28.9		
I IOIVI LUS							E			D		
Mineral and Maria Ad		UDL 4	ED!	CDT	EDD	\A/DI	MOT	MPP	ODL 4			
Minor Lane/Major Mvm	it l	VBLn1	EBL	EBT	EBR	WBL	WBT	WBR :				
Capacity (veh/h)		122	976	-	-	846	-	-	210			
HCM Lane V/C Ratio		0.234		-		0.001	-		0.288			
HCM Control Delay (s)		43.3	8.8	0	-	9.3	0	-	28.9			
HCM Lane LOS		E	A	Α	-	A	Α	-	D			
HCM 95th %tile Q(veh)		0.9	0.1	-	-	0	-	-	1.1			

Intersection							
Int Delay, s/veh	0.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	j
Lane Configurations	7		.,,,,,	4	ሻ	7	
Traffic Vol, veh/h	723	10	10	548	7	7	
	723	10	10	548	7	7	
Conflicting Peds, #/hr	0	0	0	0	0	0	
	Free	Free	Free	Free	Stop	Stop	
RT Channelized		None	-		-	None	
Storage Length	_	-	_	-	0	50	
Veh in Median Storage, #	# 0	_	_	0	0	-	
Grade, %	0	<u>-</u>	_	0	0	_	
Peak Hour Factor	91	91	91	91	91	91	
Heavy Vehicles, %	2	2	2	2	2	2	
Mymt Flow	795	11	11	602	8	8	
INIVIIIL FIOW	190	11	- 11	002	0	0	
Major/Minor Ma	ajor1	ľ	Major2	ľ	Minor1		
Conflicting Flow All	0	0	806	0	1425	801	
Stage 1	-	-	-	-	801	-	
Stage 2	-	-	-	-	624	-	
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	-	-	819	_	149	384	
Stage 1	_	_	-	_	442	-	
Stage 2	_	_	_	_	534	_	
Platoon blocked, %	_	_		_	001		
Mov Cap-1 Maneuver	_	_	819	_	146	384	
Mov Cap-1 Maneuver	_	_	-	<u>-</u>	146	-	
Stage 1	-	_	_	_	442	-	
Stage 2	-	-	_	_	523	_	
Stage 2	-		-		525	_	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.2		22.8		
HCM LOS					С		
Minor Lane/Major Mvmt	N	NBLn1 N	VIRI n2	EBT	EBR	WBL	
	- 1			EDI	EBK		
Capacity (veh/h)		146	384	_	_	819	
HCM Lane V/C Ratio		0.053	0.02	-		0.013	
HCM Control Delay (s) HCM Lane LOS		31	14.6	-	-	9.5	
HUMLane LOS		D	В	-	-	Α	
HCM 95th %tile Q(veh)		0.2	0.1	_	_	0	

HCM 6th TWSC 3: Ginkgo Lane/Whispering Pine Street & May River Road

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	11	718	6	1	547	7	8	0	5	10	0	25
Future Vol, veh/h	11	718	6	1	547	7	8	0	5	10	0	25
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	789	7	1	601	8	9	0	5	11	0	27
Major/Minor N	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	609	0	0	796	0	0	1438	1428	793	1426	1427	605
Stage 1	-	-	-	-	-	-	817	817	-	607	607	-
Stage 2	_	_	_	_	_	_	621	611	_	819	820	_
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	-
	2.218	_	_	2.218	_	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	970	-	-	826	-	-	111	135	389	113	135	498
Stage 1	_	-	-	-	-	-	370	390	-	483	486	-
Stage 2	-	-	-	-	-	-	475	484	-	369	389	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	970	-	-	826	-	-	103	132	389	109	132	498
Mov Cap-2 Maneuver	-	-	-	-	-	-	103	132	-	109	132	-
Stage 1	-	-	-	-	-	-	362	381	-	472	485	-
Stage 2	-	-	-	-	-	-	448	483	-	356	380	-
, and the second												
Approach	EB			WB			NB			SB		
	0.1			0			32.7			22.2		
HCM Control Delay, s HCM LOS	U. I			U			32.1 D			22.2 C		
I IOWI LOS							U			U		
NC 1 / // 1		UDL 4	ED!	EST		VA/D:	\A/DT	MES	ODL 4			
Minor Lane/Major Mvm	t ſ	VBLn1	EBL	EBT	EBR	WBL	WBT	WBR :				
Capacity (veh/h)		144	970	-	-	826	-	-	247			
HCM Lane V/C Ratio		0.099		-		0.001	-		0.156			
HCM Control Delay (s)		32.7	8.8	0	-	9.4	0	-	22.2			
HCM Lane LOS		D	A	Α	-	A	Α	-	C			
HCM 95th %tile Q(veh)		0.3	0	-	-	0	-	-	0.5			

Intersection												
Int Delay, s/veh	4.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol. veh/h	5	10	5	8	5	0	4	9	5	0	22	1
Future Vol, veh/h	5	10	5	8	5	0	4	9	5	0	22	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	- 11	-	None	-	-	None	-	-	None
Storage Length	_	_	-	-	-	-	_	_	-	-	-	-
Veh in Median Storage	e.# -	0	-	-	0	-	_	0	-	-	0	-
Grade, %	-	0	-	-	0	-	_	0	-	-	0	_
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	20	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	13	6	10	6	0	5	11	6	0	28	1
Major/Minor	Minor2			Minor1			Major1		ı	Major2		
Conflicting Flow All	56	56	29	62	53	14	29	0	0	17	0	0
Stage 1	29	29	-	24	24	- 14	-	-	-	- 17	-	-
Stage 2	27	27	_	38	29	_		_			_	_
Critical Hdwy	7.12	6.52	6.4	7.12	6.52	6.22	4.12	-	<u>-</u>	4.12	_	-
Critical Hdwy Stg 1	6.12	5.52	0.4	6.12	5.52	0.22	7.12	_	_	7.12	_	_
Critical Hdwy Stg 2	6.12	5.52	<u>-</u>	6.12	5.52	-		_	-	_	-	-
Follow-up Hdwy	3.518	4.018		3.518		3.318	2.218	_	_	2.218	_	_
Pot Cap-1 Maneuver	941	835	996	933	838	1066	1584	_	_	1600	-	-
Stage 1	988	871	990	994	875	1000	1504	-	-	1000	-	_
Stage 2	990	873	_	977	871	-	_	<u>-</u>	<u>-</u>	<u>-</u>	_	-
Platoon blocked, %	330	013		311	011				_		_	_
Mov Cap-1 Maneuver	933	832	996	914	835	1066	1584	<u>-</u>	<u>-</u>	1600	-	-
Mov Cap-1 Maneuver	933	832	990	914	835	1000	1504	_	-	1000	-	_
Stage 1	985	871	_	991	872	-		_	-	_	-	-
Stage 2	980	870		957	871	_			_	_		
Glaye 2	300	010	_	331	0/ 1	-	_	_	_	_	_	_
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.1			9.2			1.6			0		
HCM LOS	A			A			1.0					
	, \			, \								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1584	-	-	893	882	1600	-	-			
HCM Lane V/C Ratio		0.003	_	_	0.028		-	_	_			
HCM Control Delay (s)		7.3	0	_	9.1	9.2	0	-	_			
HCM Lane LOS		Α	A	_	A	Α	A	_	_			
HCM 95th %tile Q(veh))	0	-	_	0.1	0.1	0	_	_			
					J. 1	J. 1						

Intersection						
Int Delay, s/veh	1.3					
		EDD	NDI	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	, A			4	₽	_
Traffic Vol, veh/h	11	4	6	63	51	7
Future Vol, veh/h	11	4	6	63	51	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	14	5	8	81	65	9
Major/Mina-	Minaro		Maiari		Ania-O	
	Minor2		Major1		Major2	
Conflicting Flow All	167	70	74	0	-	0
Stage 1	70	-	-	-	-	-
Stage 2	97	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy		3.318	2.218	-	-	-
Pot Cap-1 Maneuver	823	993	1526	-	-	-
Stage 1	953	-	-	-	-	-
Stage 2	927	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	819	993	1526	-	-	-
Mov Cap-2 Maneuver	819	-	-	-	-	-
Stage 1	948	_	-	-	-	-
Stage 2	927	_	-	_	_	_
- 13-3 -						
					0.5	
Approach	EB		NB		SB	
HCM Control Delay, s	9.3		0.6		0	
HCM LOS	Α					
Minor Lane/Major Mvn	nt	NBL	NRT	EBLn1	SBT	SBR
	IL.	1526	-		001	אנטט
		1:0/0	-		-	-
Capacity (veh/h)				(1 (1,1,1,1)		_
Capacity (veh/h) HCM Lane V/C Ratio		0.005		0.022	-	
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)		0.005 7.4	0	9.3	-	-
Capacity (veh/h) HCM Lane V/C Ratio		0.005				

HCM 6th TWSC 1: Heyward Street/Pin Oak Street & May River Road

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	38	520	40	2	691	48	9	3	2	21	7	33
Future Vol, veh/h	38	520	40	2	691	48	9	3	2	21	7	33
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	7	2	2	50	2	2	4
Mvmt Flow	40	553	43	2	735	51	10	3	2	22	7	35
Major/Minor N	/lajor1		<u> </u>	Major2			Minor1			Minor2		
Conflicting Flow All	786	0	0	596	0	0	1441	1445	575	1422	1441	761
Stage 1	-	-	-	-	-	-	655	655	-	765	765	-
Stage 2	-	-	-	-	-	-	786	790	-	657	676	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.7	7.12	6.52	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
	2.218	-	-	2.218	-	-	3.518	4.018	3.75	3.518	4.018	3.336
Pot Cap-1 Maneuver	833	-	-	980	-	-	110	132	438	114	133	402
Stage 1	-	-	-	-	-	-	455	463	-	396	412	-
Stage 2	-	-	-	-	-	-	385	402	-	454	453	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	833	-	-	980	-	-	90	122	438	105	123	402
Mov Cap-2 Maneuver	-	-	-	-	-	-	90	122	-	105	123	-
Stage 1	-	-	-	-	-	-	422	430	-	367	410	-
Stage 2	-	-	-	-	-	-	344	400	-	416	420	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0			43.6			35.9		
HCM LOS							E			E		
Minor Lane/Major Mvm	t N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1			
Capacity (veh/h)		108	833	-	-	980	-		180			
HCM Lane V/C Ratio		0.138		_		0.002	_		0.361			
HCM Control Delay (s)		43.6	9.5	0	-	8.7	0	-	35.9			
HCM Lane LOS		E	A	A	_	A	A	_	E			
HCM 95th %tile Q(veh)		0.5	0.2	-	-	0	-	-	1.5			

Intersection							
Int Delay, s/veh	0.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	Į
Lane Configurations	ĵ.			4	ሻ	7	
Traffic Vol, veh/h	586	5	8	725	6	12	
Future Vol, veh/h	586	5	8	725	6	12	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Free	Free	Free	Free	Stop	Stop	
RT Channelized	-	None	-		_	None	
Storage Length	-	-	-	-	0	50	
Veh in Median Storage	e, # 0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	93	93	93	93	93	93	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	630	5	9	780	6	13	
			· ·		· ·		
							r
	Major1		Major2		Minor1		
Conflicting Flow All	0	0	635	0	1431	633	
Stage 1	-	-	-	-	633	-	
Stage 2	-	-	-	-	798	-	
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	-	-	948	-	148	480	
Stage 1	-	-	-	-	529	-	
Stage 2	-	-	-	-	443	-	
Platoon blocked, %	_	_		_			
Mov Cap-1 Maneuver	_	_	948	_	145	480	
Mov Cap-2 Maneuver	_	-	-	_	145	-	
Stage 1	_	_	_	-	529	_	
Stage 2	_	_	_	_	435	_	
Olago Z					700		
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.1		18.8		
HCM LOS					С		
Minor Lane/Major Mvm	nt I	NBLn11	VIRI n2	EBT	EBR	WBL	
	ıı l	145	480			948	
Capacity (veh/h) HCM Lane V/C Ratio		0.044		-	-	0.009	
		31	12.7	-	-	8.8	
HCM Control Delay (s) HCM Lane LOS		D	12.7 B	-			
HCM 95th %tile Q(veh)	\	0.1	0.1	-	-	A	
How som whe wiven)	U. I	0.1	-	-	0	

HCM 6th TWSC 3: Ginkgo Lane/Whispering Pine Street & May River Road

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	583	4	2	717	12	5	0	6	2	0	22
Future Vol, veh/h	10	583	4	2	717	12	5	0	6	2	0	22
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	5
Mvmt Flow	11	614	4	2	755	13	5	0	6	2	0	23
Major/Minor N	1ajor1		Major2			Minor1			Minor2			
Conflicting Flow All	768	0	0	618	0	0	1415	1410	616	1407	1406	762
Stage 1	-	-	-	-	-	-	638	638	-	766	766	-
Stage 2	-	-	-	-	-	-	777	772	-	641	640	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.25
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	3.345
Pot Cap-1 Maneuver	846	-	-	962	-	-	115	138	491	117	139	400
Stage 1	-	-	-	-	-	-	465	471	-	395	412	-
Stage 2	-	-	-	-	-	-	390	409	-	463	470	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	846	-	-	962	-	-	106	135	491	113	136	400
Mov Cap-2 Maneuver	-	-	-	-	-	-	106	135	-	113	136	-
Stage 1	-	-	-	-	-	-	456	462	-	387	410	-
Stage 2	-	-	-	-	-	-	366	407	-	448	461	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			25.8			16.8		
HCM LOS							D			С		
Minor Lane/Major Mvmt		NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		185	846	-	-	962	-	-	330			
HCM Lane V/C Ratio		0.063		-	_	0.002	-	-	0.077			
HCM Control Delay (s)		25.8	9.3	0	-	8.8	0	_	16.8			
HCM Lane LOS		D	A	A	_	A	A	-	С			
HCM 95th %tile Q(veh)		0.2	0	-	-	0	_	_	0.2			

Intersection												
Int Delay, s/veh	3.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		.,,,,,	4	,,,,,,	1102	4	. 15.1	-052	4	ODIN
Traffic Vol, veh/h	0	5	3	6	8	1	7	20	5	2	15	0
Future Vol, veh/h	0	5	3	6	8	1	7	20	5	2	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	13	2	2	2	2	2	2	2
Mvmt Flow	0	6	4	8	10	1	9	26	6	3	19	0
Major/Minor I	Minor2			Minor1			Major1		1	Major2		
Conflicting Flow All	78	75	19	77	72	29	19	0	0	32	0	0
Stage 1	25	25	-	47	47	-	-	-	-	-	-	-
Stage 2	53	50	-	30	25	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.63	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.117	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	911	815	1059	912	798	1046	1597	-	-	1580	-	-
Stage 1	993	874	-	967	834	-	-	-	-	-	-	-
Stage 2	960	853	-	987	853	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	896	808	1059	897	792	1046	1597	-	-	1580	-	-
Mov Cap-2 Maneuver	896	808	-	897	792	-	-	-	-	-	-	-
Stage 1	987	872	-	961	829	-	-	-	-	-	-	-
Stage 2	941	848	-	974	851	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.1			9.4			1.6			0.9		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1597	-	-		845	1580	-	-			
HCM Lane V/C Ratio		0.006	_			0.023		_	_			
HCM Control Delay (s)		7.3	0	_	9.1	9.4	7.3	0	_			
HCM Lane LOS		Α	A	_	A	A	A	A	_			
HCM 95th %tile Q(veh))	0	-	-	0	0.1	0	-	_			

Intersection						
Int Delay, s/veh	1.1					
			NE	NET	057	000
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	À			ન	f)	_
Traffic Vol, veh/h	7	5	10	79	56	5
Future Vol, veh/h	7	5	10	79	56	5
Conflicting Peds, #/hr	0	0	_ 0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	14	2	2	2	2	2
Mvmt Flow	8	5	11	86	61	5
Major/Minor	Minor2		Major1	N	/lajor2	
Conflicting Flow All	172	64	66	0	- najorz	0
Stage 1	64	-	-	-		-
Stage 2	108	_	_	_	_	_
Critical Hdwy	6.54	6.22	4.12	-		_
•	5.54	0.22	4.12	-	_	-
Critical Hdwy Stg 1	5.54	_	_	-		-
Critical Hdwy Stg 2		3.318	2 240	-		-
Follow-up Hdwy				-	-	-
Pot Cap-1 Maneuver	791	1000	1536	-	-	-
Stage 1	929	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %	705	4000	4500	-	-	-
Mov Cap-1 Maneuver	785	1000	1536	-	-	-
Mov Cap-2 Maneuver	785	-	-	-	-	-
Stage 1	922	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	9.2		0.8		0	
HCM LOS	Α.Δ		0.0		U	
TIOWI LOO						
Minor Lane/Major Mvm	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1536	-	862	-	-
HCM Lane V/C Ratio		0.007	-	0.015	-	-
HCM Control Delay (s))	7.4	0	9.2	-	-
HCM Lane LOS		Α	Α	Α	-	-
HCM 95th %tile Q(veh))	0	-	0	-	-

2025 NO BUILD CONDITIONS

HCM 6th TWSC 1: Heyward Street/Pin Oak Street & May River Road

Intersection												
Int Delay, s/veh	2.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	32	657	72	1	537	36	19	3	5	18	6	33
Future Vol, veh/h	32	657	72	1	537	36	19	3	5	18	6	33
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	2	2	6	2	2	2	2	2	3
Mvmt Flow	35	722	79	1	590	40	21	3	5	20	7	36
Major/Minor N	/lajor1		ľ	Major2			Minor1			Minor2		
Conflicting Flow All	630	0	0	801	0	0	1466	1464	762	1448	1483	610
Stage 1	-	-	-	-	-	-	832	832	-	612	612	-
Stage 2	-	-	-	-	-	-	634	632	-	836	871	-
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.227	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	947	-	-	822	-	-	106	128	405	109	125	493
Stage 1	-	-	-	-	-	-	363	384	-	480	484	-
Stage 2	-	-	-	-	-	-	467	474	-	362	368	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	947	-	-	822	-	-	89	119	405	100	116	493
Mov Cap-2 Maneuver	-	-	-	-	-	-	89	119	-	100	116	-
Stage 1	-	-	-	-	-	-	338	358	-	447	483	-
Stage 2	-	-	-	-	-	-	426	473	-	330	343	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			50.5			32.8		
HCM LOS							F			D		
Minor Lane/Major Mvm	t N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBI n1			
Capacity (veh/h)	<u> </u>	108	947	-	- LDIX	822	-		191			
HCM Lane V/C Ratio		0.275		_		0.001	_		0.328			
HCM Control Delay (s)		50.5	8.9	0	_	9.4	0	_	32.8			
HCM Lane LOS		50.5	Α	A	-	3. 4	A	_	D			
HCM 95th %tile Q(veh)		1	0.1	-	_	0	-	_	1.4			
		•	V .,									

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	LDIT	1122	4	ሻ	7
Traffic Vol, veh/h	754	10	10	579	7	7
Future Vol, veh/h	754	10	10	579	7	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None		None	-	None
Storage Length	_	-	_	-	0	50
Veh in Median Storage,		_	_	0	0	-
Grade, %	0	<u>-</u>	_	0	0	<u>-</u>
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mymt Flow	829	11	11	636	8	8
IVIVIIIL FIOW	029	- 11	- 11	030	O	O
Major/Minor N	/lajor1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	840	0	1493	835
Stage 1	-	-	-	-	835	-
Stage 2	-	-	-	-	658	-
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	-	-	795	_	136	368
Stage 1	_	_	-	_	426	-
Stage 2	_	_	_	_	515	_
Platoon blocked, %	_	_		_	010	
Mov Cap-1 Maneuver	_	_	795	_	133	368
Mov Cap-1 Maneuver	_	<u>-</u>	100	<u>-</u>	133	-
Stage 1			_	_	426	_
•	_	_	_	-	504	_
Stage 2	-		-	_	304	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.2		24.4	
HCM LOS					С	
Minor Long/Major Mund		VIDI 1 N	VIDI ~?	EDT	EDD	WDI
Minor Lane/Major Mvmt		VBLn11		EBT	EBR	WBL
Capacity (veh/h)		133	368	-	-	
HCM Lane V/C Ratio		0.058		-		0.014
HCM Control Delay (s)		33.7	15	-	-	9.6
HCM Lane LOS		D	С	-	-	Α
HCM 95th %tile Q(veh)		0.2	0.1	-	-	0

HCM 6th TWSC 3: Ginkgo Lane/Whispering Pine Street & May River Road

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	11	749	6	1	578	7	8	0	5	10	0	26
Future Vol, veh/h	11	749	6	1	578	7	8	0	5	10	0	26
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	823	7	1	635	8	9	0	5	11	0	29
Major/Minor I	Major1		ľ	Major2			Minor1		ı	Minor2		
Conflicting Flow All	643	0	0	830	0	0	1507	1496	827	1494	1495	639
Stage 1	-	-	-	-	-	-	851	851	-	641	641	-
Stage 2	-	-	-	-	-	-	656	645	-	853	854	-
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	942	-	-	802	-	-	99	123	371	101	123	476
Stage 1	-	-	-	-	-	-	355	376	-	463	469	-
Stage 2	-	-	-	-	-	-	454	467	-	354	375	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	942	-	-	802	-	-	91	120	371	98	120	476
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	120	-	98	120	-
Stage 1	-	-	-	-	-	-	346	367	-	452	468	-
Stage 2	-	-	-	-	-	-	426	466	-	340	366	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			36.6			23.9		
HCM LOS							E			С		
Minor Lane/Major Mvm	nt I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1			
Capacity (veh/h)		128	942		-	802	-	-	230			
HCM Lane V/C Ratio		0.112		_		0.001	_		0.172			
HCM Control Delay (s)		36.6	8.9	0		9.5	0	_				
HCM Lane LOS		30.0 E	Α	A	-	9.5 A	A	_	23.9 C			
HCM 95th %tile Q(veh)		0.4	0	-		0	-	_	0.6			
110 W OUT TOUIS Q(VEII)		0.7							0.0			

Intersection												
Int Delay, s/veh	4.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LDK	VVDL		WDR	NDL		NON	ODL	3B1 ♣	אפט
Traffic Vol, veh/h	5	10	5	8	4 5	0	4	4 >	5	0	23	1
Future Vol, veh/h	5	10	5	8	5	0	4	9	5	0	23	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	Olop -	Olop -	None	-	- Olop	None	-	-	None	-	-	None
Storage Length	_	_	TNOTIC	<u>-</u>	_	TNOTIC	<u>-</u>	_	INOITE	_	_	INOITE
Veh in Median Storage		0	_	_	0	_	_	0	_	_	0	_
Grade, %	-, 11 -	0	_	_	0	_	_	0	_	_	0	_
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	20	2	2	2	2	2	2	2	2	2
Mvmt Flow	6	13	6	10	6	0	5	11	6	0	29	1
												•
Major/Mina-	Minaro			Minant			Mais =1			Mais 2		
	Minor2			Minor1	-,		Major1			Major2		
Conflicting Flow All	57	57	30	63	54	14	30	0	0	17	0	0
Stage 1	30	30	-	24	24	-	-	-	-	-	-	-
Stage 2	27	27	- 0.4	39	30	-	4.40	-	-	4.40	-	-
Critical Hdwy	7.12	6.52	6.4	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52 5.52	-	6.12 6.12	5.52 5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	4.018	2 40	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Follow-up Hdwy	3.518		3.48 995	932		1066	1583	-	-	1600	-	-
Pot Cap-1 Maneuver	940 987	834 870		932	837 875	1000	1003	-	-	1000	-	-
Stage 1 Stage 2	987	870	-	994	870	-	<u>-</u>	-	-	-	-	-
Platoon blocked, %	990	0/3	-	910	0/0	-	-	-	-	_	_	-
Mov Cap-1 Maneuver	932	831	995	913	834	1066	1583	-	-	1600	-	-
Mov Cap-1 Maneuver	932	831	990	913	834	1000	1303	_	_	1000	_	_
Stage 1	984	870	<u>-</u>	991	872	_	_	_	-	-	-	-
Stage 2	980	870	_	956	870	_		_				
Olaye Z	500	370	_	550	57.0			_		_	-	
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.2			9.2			1.6			0		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1583	-	-		881	1600	-	-			
HCM Lane V/C Ratio		0.003	-	-	0.028		-	-	-			
HCM Control Delay (s)		7.3	0	-	9.2	9.2	0	-	-			
HCM Lane LOS		A	A	-	Α	Α	A	-	-			
HCM 95th %tile Q(veh))	0	-	-	0.1	0.1	0	-	-			
-, -,												

Intersection						
Int Delay, s/veh	1.2					
		EDD	NDI	NDT	CDT	CDD
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	4	^	€	\$	7
Traffic Vol, veh/h	11	4	6	65	53	7
Future Vol, veh/h	11	4	6	65	53	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-		-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	14	5	8	83	68	9
Major/Minor I	Minor2		Major1	N	//ajor2	
Conflicting Flow All	172	73	77	0		0
Stage 1	73	-	- ' -	-	_	-
Stage 2	99	_	_	_	_	_
Critical Hdwy	6.42	6.22	4.12	_	_	_
Critical Hdwy Stg 1	5.42	-	- 1.12	_	_	_
Critical Hdwy Stg 2	5.42	_	_	_	_	_
Follow-up Hdwy		3.318	2 218	_	_	_
Pot Cap-1 Maneuver	818	989	1522	_	_	_
Stage 1	950	-	1022	_	_	_
Stage 2	925	_	_	_	_	_
Platoon blocked, %	323			_	_	_
Mov Cap-1 Maneuver	813	989	1522			_
Mov Cap-2 Maneuver	813	303	IJZZ		_	
Stage 1	944	-	-	-	-	-
•	925	-	_	-	-	-
Stage 2	925	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	9.3		0.6		0	
HCM LOS	Α					
Minor Lane/Major Mus	nt	NDI	NDT	ERI n1	SBT	SBR
Minor Lane/Major Mvm	IL	NBL		EBLn1	ODI	אמט
Capacity (veh/h)		1522	-	•••	-	-
		0.005		0.023	-	-
HCM Control Doloy (a)						-
HCM Control Delay (s)		7.4	0	9.3	-	
		7.4 A 0	0 A	9.3 A 0.1	- -	-

HCM 6th TWSC 1: Heyward Street/Pin Oak Street & May River Road

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	39	572	41	2	773	49	9	3	2	22	7	34
Future Vol, veh/h	39	572	41	2	773	49	9	3	2	22	7	34
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	7	2	2	50	2	2	4
Mvmt Flow	41	609	44	2	822	52	10	3	2	23	7	36
Major/Minor N	//ajor1		<u> </u>	Major2			Minor1			Minor2		
Conflicting Flow All	874	0	0	653	0	0	1587	1591	631	1568	1587	848
Stage 1	-	-	-	-	-	-	713	713	-	852	852	-
Stage 2	-	-	-	-	-	-	874	878	-	716	735	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.7	7.12	6.52	6.24
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	3.75	3.518	4.018	3.336
Pot Cap-1 Maneuver	772	-	-	934	-	-	87	107	405	90	108	358
Stage 1	-	-	-	-	-	-	423	435	-	354	376	-
Stage 2	-	-	-	-	-	-	344	366	-	421	425	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	772	-	-	934	-	-	69	98	405	81	98	358
Mov Cap-2 Maneuver	-	-	-	-	-	-	69	98	-	81	98	-
Stage 1	-	-	-	-	-	-	387	398	-	324	374	-
Stage 2	-	-	-	-	-	-	302	365	-	381	389	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0			56.9			50.1		
HCM LOS							F			F		
Minor Lane/Major Mvm	t N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SBLn1			
Capacity (veh/h)		84	772	-	-	934	-	-				
HCM Lane V/C Ratio		0.177		_	-	0.002	-	_	0.465			
HCM Control Delay (s)		56.9	9.9	0	-	8.9	0	-	50.1			
HCM Lane LOS		F	Α	A	-	Α	A	-	F			
HCM 95th %tile Q(veh)		0.6	0.2	-	-	0	-	-	2.1			

Intersection							
Int Delay, s/veh	0.3						
Movement	EBT	EBR	WBL	WBT	NBL	NBR	Į
Lane Configurations	1>			4	ሻ	7	
	640	5	8	808	6	12	
	640	5	8	808	6	12	
Conflicting Peds, #/hr	0	0	0	0	0	0	
	Free	Free	Free	Free	Stop	Stop	
RT Channelized		None	_		-	None	
Storage Length	_	-	-	-	0	50	
Veh in Median Storage, #	# 0	-	_	0	0	-	
Grade, %	0	_	_	0	0	_	
Peak Hour Factor	93	93	93	93	93	93	
Heavy Vehicles, %	2	2	2	2	2	2	
Mvmt Flow	688	5	9	869	6	13	
minit ion	000			000			
	ajor1		Major2		Minor1		
Conflicting Flow All	0	0	693	0	1578	691	
Stage 1	-	-	-	-	691	-	
Stage 2	-	-	-	-	887	-	
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		
Pot Cap-1 Maneuver	-	-	902	-	120	445	
Stage 1	-	-	-	-	497	-	
Stage 2	-	-	-	-	402	-	
Platoon blocked, %	-	-		-			
Mov Cap-1 Maneuver	-	-	902	-	118	445	
Mov Cap-2 Maneuver	-	-	-	-	118	-	
Stage 1	-	-	-	-	497	-	
Stage 2	-	-	-	-	394	-	
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.1		21.3		
HCM LOS	U		0.1		21.3 C		
TICIVI LOS							
/		151 (1	UDL O	EDT		14/51	
Minor Lane/Major Mvmt	N	NBLn1 N		EBT	EBR	WBL	
Capacity (veh/h)		118	445	-	-	902	
HCM Lane V/C Ratio		0.055		-	-	0.01	
		272	122	_	_	9	
HCM Control Delay (s)		37.3	13.3	_			
HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)		37.3 E 0.2	13.3 B	-	-	A 0	

HCM 6th TWSC 3: Ginkgo Lane/Whispering Pine Street & May River Road

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	10	637	4	2	800	12	5	0	6	2	0	23
Future Vol, veh/h	10	637	4	2	800	12	5	0	6	2	0	23
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	5
Mvmt Flow	11	671	4	2	842	13	5	0	6	2	0	24
Major/Minor N	lajor1		ľ	Major2		ı	Minor1		ľ	Minor2		
Conflicting Flow All	855	0	0	675	0	0	1560	1554	673	1551	1550	849
Stage 1	-	_	_	_	-	-	695	695	_	853	853	-
Stage 2	-	-	-	-	-	-	865	859	-	698	697	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.345
Pot Cap-1 Maneuver	785	-	-	916	-	-	91	113	455	92	114	356
Stage 1	-	-	-	-	-	-	433	444	-	354	376	-
Stage 2	-	-	-	-	-	-	348	373	-	431	443	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	785	-	-	916	-	-	83	110	455	89	111	356
Mov Cap-2 Maneuver	-	-	-	-	-	-	83	110	-	89	111	-
Stage 1	-	-	-	-	-	-	423	434	-	346	374	-
Stage 2	-	-	-	-	-	-	323	372	-	416	433	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0			31			18.8		
HCM LOS	0.1			U			D			C		
TIOM EGO												
Minor Lane/Major Mvmt	+ N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	CDI n1			
	t r	150		LDI		916						
Capacity (veh/h) HCM Lane V/C Ratio			785 0.013	-	-		-	-	287 0.092			
				-		0.002	-					
HCM Control Delay (s) HCM Lane LOS		31 D	9.6	0	-	8.9	0 A	-	18.8 C			
HCM 95th %tile Q(veh)		0.2	A 0	A -	-	A 0	A -	-	0.3			
HOW FOUT MURE Q(VeH)		0.2	U	-	-	U	-	-	0.3			

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	0	5	3	6	8	1	7	21	5	2	15	0
Future Vol, veh/h	0	5	3	6	8	1	7	21	5	2	15	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	13	2	2	2	2	2	2	2
Mvmt Flow	0	6	4	8	10	1	9	27	6	3	19	0
Major/Minor	Minor2			Minor1			Major1		- 1	Major2		
Conflicting Flow All	79	76	19	78	73	30	19	0	0	33	0	0
Stage 1	25	25	-	48	48	-	-	-	-	-	-	-
Stage 2	54	51	_	30	25	_	_	_	_	_	_	_
Critical Hdwy	7.12	6.52	6.22	7.12	6.63	6.22	4.12	_	_	4.12	_	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.63	-	- 1	_	_	-	_	_
Critical Hdwy Stg 2	6.12	5.52	_	6.12	5.63	_	_	_	_	_	_	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.117	3.318	2.218	_	_	2.218	_	_
Pot Cap-1 Maneuver	910	814	1059	911	797	1044	1597	_	_	1579	_	-
Stage 1	993	874	-	965	834	-	-	_	_	-	_	_
Stage 2	958	852	_	987	853	_	-	_	_	_	_	_
Platoon blocked, %	300	302		301	300			_	_		_	_
Mov Cap-1 Maneuver	895	807	1059	896	791	1044	1597	-	-	1579	_	_
Mov Cap-2 Maneuver	895	807	-	896	791	-		_	_	-	_	_
Stage 1	987	872	_	959	829	_	-	_	_	_	_	_
Stage 2	939	847	_	974	851	_	_	_	_	_	_	_
Olago 2	000	0.17		0, 1	001							
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.1			9.4			1.5			0.9		
HCM LOS	A			A			1.0			3.0		
	, ,			, ,								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1597	-	-	886	844	1579	-				
HCM Lane V/C Ratio		0.006	_			0.023		_	_			
HCM Control Delay (s)		7.3	0	_	9.1	9.4	7.3	0	_			
HCM Lane LOS		Α.	A	_	A	A	Α	A	_			
HCM 95th %tile Q(veh))	0	-	_	0	0.1	0	-	_			
						0.1						

Intersection						
Int Delay, s/veh	1.1					
					05-	055
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	N.			4	1	
Traffic Vol, veh/h	7	5	10	81	58	5
Future Vol, veh/h	7	5	10	81	58	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	14	2	2	2	2	2
Mvmt Flow	8	5	11	88	63	5
Major/Minor	Minor2		Major1	ı	//ajor2	
Conflicting Flow All	176	66	68	0	-	0
Stage 1	66	-	-	-	-	-
Stage 2	110	-	- 4.40	-	-	-
Critical Hdwy	6.54	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-	-
Follow-up Hdwy		3.318		-	-	-
Pot Cap-1 Maneuver	787	998	1533	-	-	-
Stage 1	927	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	781	998	1533	-	-	-
Mov Cap-2 Maneuver	781	-	-	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	9.3		8.0		0	
HCM LOS	Α					
Minor Lane/Major Mvm	nt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)		1533	_		_	_
HCM Lane V/C Ratio		0.007	_	0.015	-	-
HCM Control Delay (s)		7.4	0	9.3	_	_
HCM Lane LOS		Α	A	Α	_	-
HCM 95th %tile Q(veh))	0	-	0	_	-

2025 BUILD CONDITIONS

HCM 6th TWSC 1: Heyward Street/Pin Oak Street & May River Road

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Traffic Vol, veh/h	35	677	73	1	563	38	20	3	5	19	6	36
Future Vol, veh/h	35	677	73	1	563	38	20	3	5	19	6	36
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	3	2	2	2	2	6	2	2	2	2	2	3
Mvmt Flow	38	744	80	1	619	42	22	3	5	21	7	40
Major/Minor N	Najor1			Major2		ı	Minor1			Minor2		
	661	^		824	0		1526	1523	784		1542	640
Conflicting Flow All		0	0			0	860			1506 642	642	
Stage 1	-	-	-	-	-	-		860	-			-
Stage 2	112	-	-	410	-	-	666	663	- / 22	864	900	- / 22
Critical Hdwy	4.13	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	2 240	-	-	6.12	5.52	2 210	6.12	5.52	-
I J	2.227	-	-	2.218	-	-	3.518		3.318	3.518	4.018	3.327
Pot Cap-1 Maneuver	923	-	-	806	-	-	96	118	393	99	115	474
Stage 1	-	-	-	-	-	-	351	373	-	463	469	-
Stage 2	-	-	-	-	-	-	449	459	-	349	357	-
Platoon blocked, %	000	-	-	001	-	-		4	655		421	,
Mov Cap-1 Maneuver	923	-	-	806	-	-	79	109	393	90	106	474
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	109	-	90	106	-
Stage 1	-	-	-	-	-	-	324	344	-	427	468	-
Stage 2	-	-	-	-	-	-	405	458	-	315	330	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.4			0			60.1			37.2		
HCM LOS	0.7						F			57.2 E		
TIOWI LOO							'					
Minor Lane/Major Mvm	t ľ	VBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1			
Capacity (veh/h)		95	923	-	-	806	-	-	177			
HCM Lane V/C Ratio		0.324	0.042	-	-	0.001	-	-	0.379			
HCM Control Delay (s)		60.1	9.1	0	-	9.5	0	-				
HCM Lane LOS		F	Α	Α	-	Α	Α	-	Е			
HCM 95th %tile Q(veh)		1.2	0.1	-	-	0	-	-	1.6			

HCM 6th TWSC 2: Stock Farm Road /Site Access #1 & May River Road

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			र्स	7		4	
Traffic Vol, veh/h	15	762	10	10	589	20	7	0	7	16	0	12
Future Vol, veh/h	15	762	10	10	589	20	7	0	7	16	0	12
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	-	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	837	11	11	647	22	8	0	8	18	0	13
Major/Minor N	1ajor1		ı	Major2		ľ	Minor1		ľ	Minor2		
Conflicting Flow All	669	0	0	848	0	0	1562	1566	843	1559	1560	658
Stage 1	-	-	-	-	-	-	875	875	-	680	680	-
Stage 2	-	-	-	-	-	-	687	691	-	879	880	-
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	921	-	-	790	-	-	91	111	364	91	112	464
Stage 1	-	-	-	-	-	-	344	367	-	441	451	-
Stage 2	-	-	-	-	-	-	437	446	-	342	365	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	921	-	-	790	-	-	85	105	364	85	106	464
Mov Cap-2 Maneuver	-	-	-	-	-	-	85	105	-	85	106	-
Stage 1	-	-	-	-	-	-	333	355	-	426	441	-
Stage 2	-	-	-	-	-	-	415	436	-	324	353	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.2			33.3			40.7		
HCM LOS	J			J			D			Ε		
Minor Lanc/Major Mund	, N	IDI 51	VIDI 52	EDI	EDT	EDD	WDI	WDT	WDD	CDI n1		
Minor Lane/Major Mvmt	. 1	NBLn11		EBL	EBT	EBR	WBL	WBT	WBR S			
Capacity (veh/h)		85	364	921	-	-	790	-	-			
HCM Cantral Dalam (2)				0.018	-		0.014	-		0.235		
HCM Long LOS		51.5	15.1	9	0	-	9.6	0	-			
HCM Lane LOS		F	C	Α	Α	-	A	Α	-	E		
HCM 95th %tile Q(veh)		0.3	0.1	0.1	-	-	0	-	-	0.9		

HCM 6th TWSC 3: Ginkgo Lane/Whispering Pine Street &

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LDK	WDL	WDI ♣	אטוי	NDL	ND1	NOK	JDL	<u>361</u>	אמכ
Traffic Vol, veh/h	15	775	6	1	598	9	8	0	5	12	0	29
Future Vol, veh/h	15	775	6	1	598	9	8	0	5	12	0	29
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	Jiop -	Jiop -	None
Storage Length	_	_	-	_	_	-	_	_	-	_	_	-
Veh in Median Storage	.# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0			0			0		-	0	
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	852	7	1	657	10	9	0	5	13	0	32
Major/Minor N	/lajor1		1	Major2		ľ	Minor1			Minor2		
Conflicting Flow All	667	0	0	859	0	0	1568	1557	856	1554	1555	662
Stage 1	-	-	-	-	-	-	888	888	-	664	664	-
Stage 2	_	-	_	_	_	-	680	669	-	890	891	_
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	-
	2.218	-	-	2.218	-	-	3.518		3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	923	-	-	782	-	-	90	113	357	92	113	462
Stage 1	-	-	-	-	-	-	338	362	-	450	458	-
Stage 2	-	-	-	-	-	-	441	456	-	337	361	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	923	-	-	782	-	-	82	109	357	88	109	462
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	109	-	88	109	-
Stage 1	-	-	-	-	-	-	327	350	-	435	457	-
Stage 2	-	-	-	-	-	-	410	455	-	321	349	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			40			27.3		
HCM LOS							E			D		
Minor Lane/Major Mvm	t I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBI n1			
Capacity (veh/h)		117	923	LDI	LDIX	782	-	VVDIX .	206			
HCM Lane V/C Ratio		0.122		-		0.001	-		0.219			
HCM Control Delay (s)		40	9	0	-	9.6	0	-	27.3			
HCM Lane LOS		40 E	A	A	-	7.0 A	A	-	27.3 D			
HCM 95th %tile Q(veh))	0.4	0.1	-	_	0	-	-	0.8			
113W 70W 70W Q(VCH)		J.⊣r	0.1			- 0			5.0			

Intersection												
Int Delay, s/veh	4.2											
		ГОТ	EDD	WDI	WDT	WDD	MDI	NDT	NDD	CDI	CDT	CDD
Movement	EBL	EBT_	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		11	4	^	4	4	0	0	4	1
Traffic Vol, veh/h	5	10	5	11	5	0	4	11	9	0	25	1
Future Vol, veh/h	5	10	5	11	5	0	4	11	9	0	25	1
Conflicting Peds, #/hr	O Ctop	O Cton	O Cton	0	O Cton	O Cton	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-		-	-	None
Storage Length	- 4	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, % Peak Hour Factor	80	80	80	80	080	80	80	0 80	80	80	80	80
			20					2			2	
Heavy Vehicles, % Mvmt Flow	2	13	6	2 14	2	0	2 5	14	2 11	2	31	2
IVIVIIIL FIOW	0	13	0	14	0	U	5	14	11	U	31	
Major/Minor	Minor2		ı	Minor1		1	Major1		1	Major2		
Conflicting Flow All	65	67	32	71	62	20	32	0	0	25	0	0
Stage 1	32	32	-	30	30	-	-	-	-	-	-	-
Stage 2	33	35	-	41	32	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.4	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.48	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	929	824	992	920	829	1058	1580	-	-	1589	-	-
Stage 1	984	868	-	987	870	-	-	-	-	-	-	-
Stage 2	983	866	-	974	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	922	822	992	902	827	1058	1580	-	-	1589	-	-
Mov Cap-2 Maneuver	922	822	-	902	827	-	-	-	-	-	-	-
Stage 1	981	868	-	984	867	-	-	-	-	-	-	-
Stage 2	973	863	-	954	868	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.2			9.2			1.2			0		
HCM LOS	Α.			Α.			1,4			- 0		
1.000	, \			,\								
Minor Long /Main 24		NDI	NDT	NDD	EDI411	VDI 4	CDI	CDT	CDD			
Minor Lane/Major Mvn	nt	NBL	NBT	MRK	EBLn1V		SBL	SBT	SBR			
Capacity (veh/h)		1580	-	-	884	877	1589	-	-			
HCM Lane V/C Ratio		0.003	-	-	0.028		-	-	-			
HCM Control Delay (s)		7.3	0	-	9.2	9.2	0	-	-			
HCM Lane LOS	,	A	Α	-	A	A	A	-	-			
HCM 95th %tile Q(veh	1)	0	-	-	0.1	0.1	0	-	-			

Intersection						
Int Delay, s/veh	1.4					
		EDD	NDI	NDT	CDT	CDD
Movement Long Configurations	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y	г	0	વ	}	7
Traffic Vol, veh/h	11	5	8	68	56	7
Future Vol, veh/h	11	5	8	68	56	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	4	4	2
Mvmt Flow	14	6	10	87	72	9
Major/Minor N	Minor2	1	Major1	N	/lajor2	
Conflicting Flow All	184	77	81	0	_	0
Stage 1	77	-	-	-	_	-
Stage 2	107	_	_	_	_	_
Critical Hdwy	6.42	6.22	4.12	_	_	_
Critical Hdwy Stg 1	5.42	-	- 1.12	_	_	_
Critical Hdwy Stg 2	5.42	_	_	_	_	_
Follow-up Hdwy	3.518		2.218	_	_	_
Pot Cap-1 Maneuver	805	984	1517	_	_	_
Stage 1	946	-	-	_	_	_
Stage 2	917	_	_	_	_	_
Platoon blocked, %	717			_	_	_
Mov Cap-1 Maneuver	799	984	1517			
Mov Cap-1 Maneuver	799	704	1317	_	_	
Stage 1	939	_	-			
	939		-	-	-	-
Stage 2	917	-	-	-	-	-
Approach	EB		NB		SB	
	EB 9.3		NB 0.8		SB 0	
HCM Control Delay, s	9.3					
HCM Control Delay, s HCM LOS	9.3 A	MDI	0.8	FDI :-1	0	CDD
HCM Control Delay, s HCM LOS Minor Lane/Major Mvm	9.3 A	NBL	0.8 NBT	EBLn1		SBR
HCM Control Delay, s HCM LOS Minor Lane/Major Mvm Capacity (veh/h)	9.3 A	1517	0.8 NBT	849	0	SBR -
HCM Control Delay, s HCM LOS Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio	9.3 A	1517 0.007	0.8 NBT	849 0.024	O SBT -	-
HCM Control Delay, s HCM LOS Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)	9.3 A	1517 0.007 7.4	0.8 NBT 0	849 0.024 9.3	0 SBT	- -
HCM Control Delay, s HCM LOS Minor Lane/Major Mvm Capacity (veh/h) HCM Lane V/C Ratio	9.3 A	1517 0.007	0.8 NBT	849 0.024	O SBT -	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	LDL	4	₩ <u>₩</u>	WUIN	₩.	JUIN
Traffic Vol, veh/h	13	779	598	10	T 8	10
Future Vol, veh/h	13	779	598	10	8	10
Conflicting Peds, #/hr	0	0	090	0	0	0
Sign Control		Free	Free			
RT Channelized	Free -	None		Free None	Stop -	Stop None
Storage Length	-	None -	-	None -	0	None -
Veh in Median Storage		0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	866	664	11	9	11
Major/Minor N	/lajor1	N	Major2	N	Minor2	
Conflicting Flow All	675	0	_	0	1564	670
Stage 1	-	-	_	-	670	-
Stage 2	_	_	_	_	894	_
Critical Hdwy	4.12	_	_	_	6.42	6.22
Critical Hdwy Stg 1	7.12	_	_	_	5.42	0.22
Critical Hdwy Stg 2	_		-	_	5.42	_
3 3	2.218	_			3.518	
Pot Cap-1 Maneuver	916	-	-		123	457
	910	-	-	-	509	437
Stage 1	-	-	-	-		-
Stage 2	-	-	-	-	399	-
Platoon blocked, %	047	-	-	-	110	457
Mov Cap-1 Maneuver	916	-	-	-	119	457
Mov Cap-2 Maneuver	-	-	-	-	119	-
Stage 1	-	-	-	-	494	-
Stage 2	-	-	-	-	399	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0		24.8	
HCM LOS	0.1		U			
HCIVI LU3					С	
Minor Lane/Major Mvm	t	EBL	EBT	WBT	WBR :	SBL _{n1}
Capacity (veh/h)		916			_	202
HCM Lane V/C Ratio		0.016	_	-	_	0.099
HCM Control Delay (s)		9	0	_	-	24.8
HCM Lane LOS		Á	A	-	-	С
HCM 95th %tile Q(veh)		0	-	-	-	0.3
,						

Intersection						
Int Delay, s/veh	0.8					
		EDD	WDL	WDT	NDI	NDD
	EBT_	EBR	WBL	WBT	NBL	NBR
Lane Configurations	}	^	2	€	¥	1
Traffic Vol, veh/h	15	0	2	13	0	1
Future Vol, veh/h	15	0	2	13	0	1
Conflicting Peds, #/hr	0	_ 0	0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	2	14	0	1
Major/Minor Ma	nior1	ı	Majora	N	Minor1	
	ajor1		Major2			17
Conflicting Flow All	0	0	17	0	35	17
Stage 1	-	-	-	-	17	-
Stage 2	-	-	-	-	18	-
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	-	-	1600	-	978	1062
Stage 1	-	-	-	-	1006	-
Stage 2	-	-	-	-	1005	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1600	-	977	1062
Mov Cap-2 Maneuver	_	_	-	_	977	-
Stage 1	_	_	_	_	1006	_
Stage 2		_	_	_	1004	_
Olugo 2					1001	
Approach	EB		WB		NB	
HCM Control Delay, s	0		1		8.4	
HCM LOS					Α	
Minor Lane/Major Mvmt	N	NBLn1	EBT	EBR	WBL	WBT
IVIII IVII I CILIC/IVICIUI IVIVIIII	- 1		LDI			
		1062	-		1600	-
Capacity (veh/h)						
Capacity (veh/h) HCM Lane V/C Ratio		0.001	-		0.001	-
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)		0.001 8.4	-	-	7.3	0
Capacity (veh/h) HCM Lane V/C Ratio		0.001	- - -			

Intersection						
Int Delay, s/veh	0.5					
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<u>₽</u>	LDK	WDL	WDI €	INDL	אטוו
Traffic Vol, veh/h	15	2	0	4	T	0
Future Vol, veh/h	15	2		13	2	0
-		0	0			
Conflicting Peds, #/hr	0		0	0	0	0
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	2	2	2
Mvmt Flow	17	2	0	14	2	0
Major/Minor Ma	ajor1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	19	0	32	18
Stage 1	-	U	- 17	-	18	-
Stage 2		-	_	_	14	-
	-	-	4.12		6.42	6.22
Critical Hdwy		-		-		
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	
Pot Cap-1 Maneuver	-	-	1597	-	982	1061
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	1009	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1597	-	982	1061
Mov Cap-2 Maneuver	-	-	-	-	982	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	1009	-
J						
			MD		ND	
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.7	
HCM LOS					Α	
Minor Lane/Major Mvmt	N	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		982			1597	_
HCM Lane V/C Ratio		0.002	_	_	-	_
HCM Control Delay (s)		8.7	_		0	
HCM Lane LOS		Α	_	-	A	-
HCM 95th %tile Q(veh)		0	-	-	0	-
IN AVE ZOUE COURT OF THE		U			U	_

Intersection						
Int Delay, s/veh	0.2					
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<u>₽</u>	LDK	WDL	wьі 4	NDL W	NDK
Traffic Vol, veh/h	17	2	0	4 15	T	0
Future Vol, veh/h	17	2	0	15	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
	ree	Free	Free	Free	Stop	
Sign Control F RT Channelized	-iee	None	riee -		Stop -	Stop None
	-	None -	-	None -	0	None -
Storage Length Veh in Median Storage, #		-	-	0	0	-
				0		
Grade, %	0	-	-		0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	2	0	17	1	0
Major/Minor Ma	jor1	N	Major2	1	Minor1	
Conflicting Flow All	0	0	21	0	37	20
Stage 1	_	-	-	-	20	-
Stage 2	-	-	_	-	17	-
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	_	_	1595		975	1058
Stage 1	_	_	- 1075	_	1003	-
Stage 2	_				1003	_
Platoon blocked, %	-	_			1000	
Mov Cap-1 Maneuver	-	-	1595	-	975	1058
Mov Cap-1 Maneuver		-	1373		975	1036
Stage 1	-	-	-	-	1003	
	-	-		-		-
Stage 2	-	-	-	-	1006	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.7	
HCM LOS					Α	
Minor Long/Maior Minor		JDI1	EDT	EDD	WDI	MPT
Minor Lane/Major Mvmt	ľ	VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		975	-		1595	-
HCM Lane V/C Ratio		0.001	-	-	-	-
HCM Control Delay (s)		8.7	-	-	0	-
					Λ.	
HCM Lane LOS HCM 95th %tile Q(veh)		A 0	-	-	A 0	-

HCM 6th TWSC

1: Heyward Street/Pin Oak Street & May River Road

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	EDL	4	EDK	WDL	WDI	WDK	INDL		NDK	SDL		SDK
Lane Configurations Traffic Vol, veh/h	42	594	42	2	794	51	10	♣	2	24	↔ 7	37
Future Vol, veh/h	42	594	42	2	794	51	10	3	2	24	7	37
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	- -	J10p	None	Jiop -	Jiop -	None
Storage Length	_	_	-	_	_	-	_	_	-	_	_	-
Veh in Median Storage	. # -	0	_	-	0	_	_	0	_	-	0	-
Grade, %	-	0	_	-	0	_	_	0		-	0	
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	7	2	2	50	2	2	4
Mvmt Flow	45	632	45	2	845	54	11	3	2	26	7	39
Major/Minor I	Major1		ı	Major2		1	Minor1			Minor2		
Conflicting Flow All	899	0	0	677	0	0	1644	1648	655	1623	1643	872
Stage 1	-	-	-	-	-	-	745	745	-	876	876	-
Stage 2	_	-	_	-	-	_	899	903	-	747	767	_
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.7	7.12	6.52	6.24
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	3.75	3.518	4.018	3.336
Pot Cap-1 Maneuver	756	-	-	915	-	-	80	99	391	82	100	347
Stage 1	-	-	-	-	-	-	406	421	-	344	367	-
Stage 2	-	-	-	-	-	-	334	356	-	405	411	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	756	-	-	915	-	-	61	89	391	73	90	347
Mov Cap-2 Maneuver	-	-	-	-	-	-	61	89	-	73	90	-
Stage 1	-	-	-	-	-	-	367	381	-	311	366	-
Stage 2	-	-	-	-	-	-	289	355	-	361	372	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.6			0			66.6			60.4		
HCM LOS							F			F		
Minor Lane/Major Mvm	nt ſ	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR:	SBLn1			
Capacity (veh/h)		74	756	-		915	-	-				
HCM Lane V/C Ratio		0.216	0.059	-	-	0.002	-	-	0.544			
HCM Control Delay (s)		66.6	10.1	0	-	8.9	0	-				
HCM Lane LOS		F	В	A	-	Α	A	-	F			
HCM 95th %tile Q(veh)	0.7	0.2	-	-	0	-	-	2.7			

HCM 6th TWSC 2: Stock Farm Road /Site Access #1 & May River Road

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		44			4			र्स	7		4	
Traffic Vol, veh/h	12	648	5	8	815	18	6	0	12	18	0	14
Future Vol, veh/h	12	648	5	8	815	18	6	0	12	18	0	14
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	-	-	-	-	-	-	-	-	50	-	-	-
Veh in Median Storage	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	697	5	9	876	19	6	0	13	19	0	15
Major/Minor N	/lajor1			Major2		1	Minor1		ľ	Minor2		
Conflicting Flow All	895	0	0	702	0	0	1637	1639	700	1636	1632	886
Stage 1	-	-	-	-	-	-	726	726	-	904	904	-
Stage 2	_	_	_	_	_	_	911	913	_	732	728	_
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	_
	2.218	_		2.218	_		3.518	4.018	3.318	3.518		3.318
Pot Cap-1 Maneuver	758	_	_	895	_	_	81	100	439	81	101	343
Stage 1	- ,00	_	_	- 373	_	_	416	430	07	331	356	- 5 15
Stage 2	_	_	_	_	_	_	328	352	-	413	429	-
Platoon blocked, %		_	_		_	_	020	002		713	(2)	
Mov Cap-1 Maneuver	758	_		895	_	_	75	95	439	76	96	343
Mov Cap-1 Maneuver	- 700		_	- 075	_	_	75	95	437	76	96	J7J -
Stage 1	_	_				_	404	418	_	322	349	
Stage 2	_	_	_	_	_	_	307	345	_	390	417	_
Stuge Z							307	J7J		370	717	
Approach	EB			WB			NB			SB		
	0.2			0.1			28.1			49.1		
HCM LOS	0.2			U. I						_		
HCM LOS							D			E		
Minor Long/Major Mario		MDI 51	MDI ~2	EDI	EDT	EDD	WDI	MDT	WDD	CDL -1		
Minor Lane/Major Mvm	l	NBLn1		EBL	EBT	EBR	WBL	WBT	WBR S			
Capacity (veh/h)		75	439	758	-	-	895	-	-			
HCM Lane V/C Ratio		0.086		0.017	-	-	0.01	-		0.299		
HCM Control Delay (s)		57.5	13.4	9.8	0	-	9.1	0	-			
HCM Lane LOS		F	В	Α	Α	-	Α	Α	-	E		
HCM 95th %tile Q(veh)		0.3	0.1	0.1	-	-	0	-	-	1.1		

HCM 6th TWSC

3: Ginkgo Lane/Whispering Pine Street & May River Road

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LDIX	VVDL	4	VVDIX	NDL	4	NOR	JDL	4	JUIN
Traffic Vol, veh/h	13	657	4	2	822	14	5	0	6	4	0	26
Future Vol, veh/h	13	657	4	2	822	14	5	0	6	4	0	26
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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	5
Mvmt Flow	14	692	4	2	865	15	5	0	6	4	0	27
Major/Minor N	Major1		1	Major2		1	Minor1			Minor2		
Conflicting Flow All	880	0	0	696	0	0	1612	1606	694	1602	1601	873
Stage 1	-	-	-	-	-	-	722	722	-	877	877	-
Stage 2	-	-	-	-	-	-	890	884	-	725	724	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
	2.218	-	-	2.218	-	-	3.518		3.318	3.518	4.018	3.345
Pot Cap-1 Maneuver	768	-	-	900	-	-	84	105	443	85	106	345
Stage 1	-	-	-	-	-	-	418	431	-	343	366	-
Stage 2	-	-	-	-	-	-	337	363	-	416	430	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	768	-	-	900	-	-	75	101	443	82	102	345
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	101	-	82	102	-
Stage 1	-	-	-	-	-	-	405	418	-	333	365	-
Stage 2	-	-	-	-	-	-	309	362	-	398	417	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0			33.7			22.1		
HCM LOS							D			С		
Minor Lane/Major Mvm	ıt l	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR S	SBLn1			
Capacity (veh/h)		137	768	-		900	_	-	242			
HCM Lane V/C Ratio		0.085		-	_	0.002	-	-	0.13			
HCM Control Delay (s)		33.7	9.8	0	-	9	0	-	22.1			
HCM Lane LOS		D	Α	A	-	A	A	-	С			
HCM 95th %tile Q(veh))	0.3	0.1	-	-	0	-	-	0.4			

HCM 6th TWSC 4: Whispering Pine Street & Jason Street

Intersection												
Int Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LDI	VVDL	4	WDIX	NDL	4	NDI	JDL	4	JUIN
Traffic Vol, veh/h	0	5	3	9	8	1	7	23	8	2	17	0
Future Vol, veh/h	0	5	3	9	8	1	7	23	8	2	17	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	Jiop	Jiop -	None	- -	- -	None	-	-	None	-	-	None
Storage Length	_	_	TVOTIC	_	_	None	_	_	-	_	_	TVOTIC
Veh in Median Storage	. # -	0	_	_	0	_	_	0	_	_	0	_
Grade, %	-	0	_	_	0	_	_	0	_	_	0	_
Peak Hour Factor	77	77	77	77	77	77	77	77	77	77	77	77
Heavy Vehicles, %	2	2	2	2	13	2	2	2	2	2	2	2
Mvmt Flow	0	6	4	12	10	1	9	30	10	3	22	0
WINDER TOWN	- 0	- 0		12	10	1		- 30	10			
Major/Miner	Minora			Minari			Major1			Majora		
	Minor2	07		Minor1	01		Major1	^		Major2		
Conflicting Flow All	87	86	22	86	81	35	22	0	0	40	0	0
Stage 1	28	28	-	53	53	-	-	-	-	-	-	-
Stage 2	59	58	- / 22	33	28	- / 22	410	-	-	4 4 0	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.63	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	2 210	6.12	5.63	2 240	2 240	-	-	2 240	-	-
Follow-up Hdwy	3.518	4.018		3.518		3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	899	804	1055	900	789	1038	1593	-	-	1570	-	-
Stage 1	989	872	-	960	830	-	-	-	-	-	-	-
Stage 2	953	847	-	983	850	-	-	-	-	-	-	-
Platoon blocked, %	004	700	1055	007	702	1020	1502	-	-	1570	-	-
Mov Cap-1 Maneuver	884	798	1055	886	783	1038	1593	-	-	1570	-	-
Mov Cap-2 Maneuver	884	798	-	886	783	-	-	-	-	-	-	-
Stage 1	983	870	-	954	825	-	-	-	-	-	-	-
Stage 2	934	842	-	970	848	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	9.1			9.4			1.3			0.8		
HCM LOS	Α			Α								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1593	-	-	878	844	1570		-			
HCM Lane V/C Ratio		0.006	-	-		0.028		_	-			
HCM Control Delay (s)		7.3	0	-	9.1	9.4	7.3	0	-			
HCM Lane LOS		Α	A	-	Α	Α	Α	A	-			
HCM 95th %tile Q(veh	1)	0	-	-	0	0.1	0	-	-			

Intersection						
Int Delay, s/veh	1.2					
Movement		EBR	NBL	NDT	SBT	SBR
	EBL	EDK	INDL	NBT		SDK
Lane Configurations	¥	7	10	ન	}	
Traffic Vol, veh/h	7	7	12	84	61	5
Future Vol, veh/h	7	7	12	84	61	5
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	92	92	92	92	92	92
Heavy Vehicles, %	14	2	2	2	2	2
Mvmt Flow	8	8	13	91	66	5
Major/Minor	Minor2		Major1	N	/lajor2	
						0
Conflicting Flow All	186	69	71	0	-	0
Stage 1	69	-	-	-	-	-
Stage 2	117	-	- 4.10	-	-	-
Critical Hdwy	6.54	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-	-
Follow-up Hdwy		3.318		-	-	-
Pot Cap-1 Maneuver	777	994	1529	-	-	-
Stage 1	924	-	-	-	-	-
Stage 2	879	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	770	994	1529	-	-	-
Mov Cap-2 Maneuver	770	-	-	-	-	-
Stage 1	916	_	-	-	-	-
Stage 2	879	_	_	_	_	_
	3. 7					
Approach	EB		NB		SB	
HCM Control Delay, s	9.2		0.9		0	
HCM LOS	Α					
Minor Lane/Major Mvn	nt	NBL	NRT	EBLn1	SBT	SBR
Capacity (veh/h)		1529	וטו	868	051	ODIN
		0.009	-	0.018	-	-
HCM Land V/C Datio					-	-
HCM Control Dolay (c)		7 /	()			
HCM Control Delay (s)		7.4	0	9.2	-	-
		7.4 A 0	0 A	9.2 A 0.1	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		सी	Þ		14	
Traffic Vol, veh/h	10	657	827	8	8	11
Future Vol, veh/h	10	657	827	8	8	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage	e,# -	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	730	919	9	9	12
WWW. Tiow		700	, , ,	,	•	
Major/Minor	Major1	N	Major2		Minor2	
Conflicting Flow All	928	0	-	0	1676	924
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	752	-
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	737	_	-	-	105	327
Stage 1	-	_	_	_	387	-
Stage 2	_	_	_	_	466	_
Platoon blocked, %		_	_	_	400	
Mov Cap-1 Maneuver	737		-		102	327
Mov Cap-1 Maneuver		-		-	102	321
	-	-	-			
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	466	-
Approach	EB		WB		SB	
HCM Control Delay, s	0.1		0		29.2	
HCM LOS					D	
Minor Lane/Major Mvn	nt	EBL	EBT	WBT	WBR :	
		707		_	-	170
Capacity (veh/h)		737	-			
Capacity (veh/h) HCM Lane V/C Ratio		0.015	-	-	-	0.124
Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s)	0.015 10	0	-	-	29.2
Capacity (veh/h) HCM Lane V/C Ratio		0.015				

HCM 6th TWSC 7: Site Access #3 & Jason Street

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	7>	LBR	1100	4	¥	TIDIN
Traffic Vol, veh/h	12	0	2	15	0	2
Future Vol, veh/h	12	0	2	15	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	310p	None
Storage Length	-	NONE -	_	NOTIC -	0	NONE -
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
		2	2			
Heavy Vehicles, %	13			2 17	2	2
Mvmt Flow	13	0	2	17	0	2
Major/Minor	Major1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	13	0	34	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	21	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1606	-	979	1067
Stage 1	-	-	-	-	1010	-
Stage 2	_	_	-	_	1002	_
Platoon blocked, %	_	_		_	.002	
Mov Cap-1 Maneuver	_	_	1606	_	978	1067
Mov Cap-2 Maneuver	_	_	-	_	978	-
Stage 1	_	_	_	-	1010	_
Stage 2	_	_	_	_	1001	_
Jiayt 2	_	_		-	1001	_
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		8.4	
HCM LOS					Α	
Minor Lane/Major Mvn	nt I	NBLn1	EBT	EBR	WBL	WBT
	it l	1067	LDI		1606	VVDI
Capacity (veh/h) HCM Lane V/C Ratio			-			-
		0.002	-		0.001 7.2	-
HCM Control Delay (s) HCM Lane LOS		8.4		-		0
HCM 95th %tile Q(veh	.)	A	-	-	A	Α
ncivi yatti %tile Q(ven	l)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ĵ»			ની	- W	
Traffic Vol, veh/h	12	1	0	15	1	0
Future Vol, veh/h	12	1	0	15	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	8	2	2	2	2	2
Mvmt Flow	13	1	0	17	1	0
WWW.CT IOW	10	•		• •	•	· ·
	lajor1		Major2		Minor1	
Conflicting Flow All	0	0	14	0	31	14
Stage 1	-	-	-	-	14	-
Stage 2	-	-	-	-	17	-
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	-	-	1604	-	983	1066
Stage 1	_	_	-	_	1009	-
Stage 2		_	-	-	1006	_
Platoon blocked, %	_	_		_	1000	
Mov Cap-1 Maneuver	_		1604	_	983	1066
Mov Cap-2 Maneuver	-	_	1004	_	983	1000
		-	-	-	1009	
Stage 1	-	-				-
Stage 2	-	-	-	-	1006	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.7	
HCM LOS	- 0				Α	
TOW LOO					, \	
Minor Lane/Major Mvmt	. N	VBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)		983	-	-	1604	-
HCM Lane V/C Ratio		0.001	-	-	-	-
HCM Control Delay (s)		8.7	-	-	0	-
HCM Lane LOS		Α	-	-	A	-
HCM 95th %tile Q(veh)		0	-	-	0	-
/ 54 / 54 5 (1011)					J	

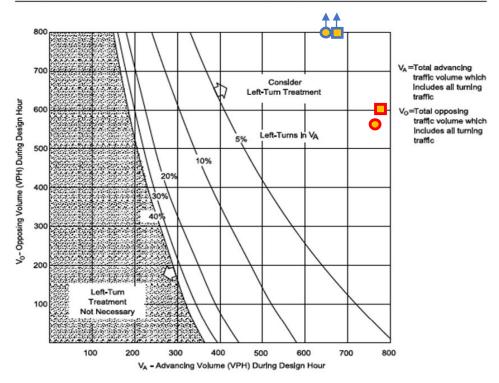
HCM 6th TWSC 9: Stite Access #5 & Jason Street

Intersection						
Int Delay, s/veh	0.5					
	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<u>₽</u>	LDI	WDL	<u>₩</u>	NDL W	אטוז
Traffic Vol, veh/h	13	2	0	16	T 2	0
Future Vol, veh/h	13	2	0	16	2	0
-	0	0	0	0	0	0
Conflicting Peds, #/hr Sign Control						
	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage,		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	8	2	2	2	2	2
Mvmt Flow	14	2	0	18	2	0
Major/Minor Ma	ajor1	N	Major2	N	Minor1	
Conflicting Flow All	0	0	16	0	33	15
Stage 1	_	_	_	_	15	_
Stage 2	-	-	-	-	18	-
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	_	_	1602	_	980	1065
Stage 1	_	_	-	_	1008	1005
Stage 2	_		_	_	1005	_
Platoon blocked, %	_				1003	
Mov Cap-1 Maneuver	_	-	1602	_	980	1065
Mov Cap-2 Maneuver		-		-	980	1005
Stage 1	-	-	-		1008	-
ů .		-		-		
Stage 2	-	-	-	-	1005	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		8.7	
HCM LOS					Α	
Minor Lane/Major Mvmt	ı	NBLn1	EBT	EBR	WBL	WBT
						VVDT
Capacity (veh/h) HCM Lane V/C Ratio		980	-	-	1602	-
		0.002	-	-	-	-
LICM Control Dolou (a)		8.7	-	-	0	-
HCM Lang LOS		٨			Λ	
HCM Control Delay (s) HCM Lane LOS HCM 95th %tile Q(veh)		A 0	-	-	A 0	-



Appendix F – Turn Lane Warrant Analyses





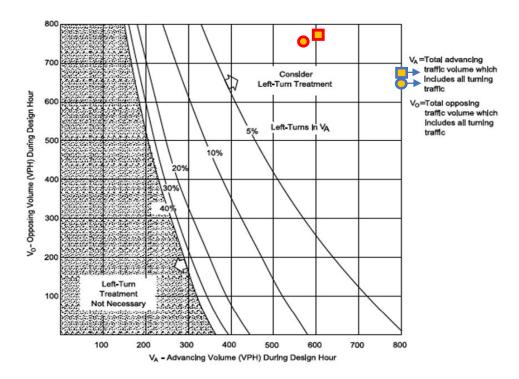
Instructions:

- The family of curves represents the percent of left turns in the advancing volume (V_A).
 The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
- Read V_A and V_O into the chart and locate the intersection of the two volumes.
- Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a leftturn lane is not warranted based on traffic volumes.

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph) Figure 9.5-G

	Eastbound Left	Va	Vo	LTs	LT %
0	2025 No-Build AM	761	574	32	4.2%
0	2025 No-Build PM	652	824	39	6.0%
	2025 Build AM	785	602	35	4.5%
	2025 Build PM	678	847	42	6.2%

March 2017 INTERSECTIONS 9.5-9

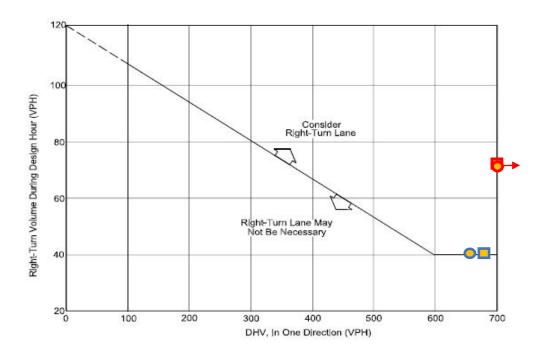


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- Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a leftturn lane is not warranted based on traffic volumes.

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph) Figure 9.5-G

	Westbound Left	Va	Vo	LTs	LT %
0	2025 No-Build AM	574	761	1	0.2%
	2025 No-Build PM	824	652	2	0.2%
	2025 Build AM	602	785	1	0.2%
	2025 Build PM	847	678	2	0.2%



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.

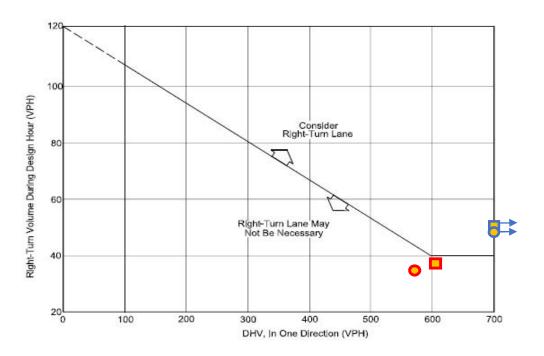
Solution: To read the vertical axis, use 100 - 20 = 80 vehicles per hour. The figure

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

Eastbound	Right	DHV	RTs
•	2025 No-Build AM	761	72
	2025 No-Build PM	652	41
	2025 Build AM	785	73
	2025 Build PM	678	42



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

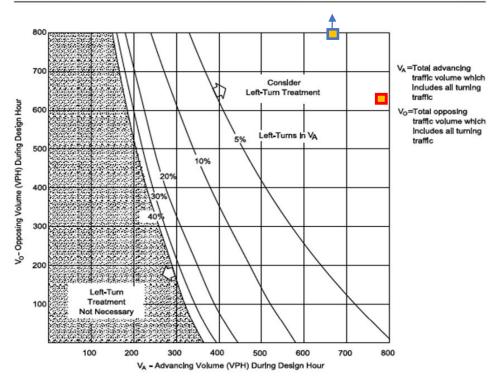
indicates that a right-turn lane is not necessary, unless other factors (e.g., high

crash rate) indicate a lane is needed.

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

Nestbound	Right	DHV	RTs
•	2025 No-Build AM	574	36
	2025 No-Build PM	824	49
	2025 Build AM	602	38
	2025 Build PM	847	51





Instructions:

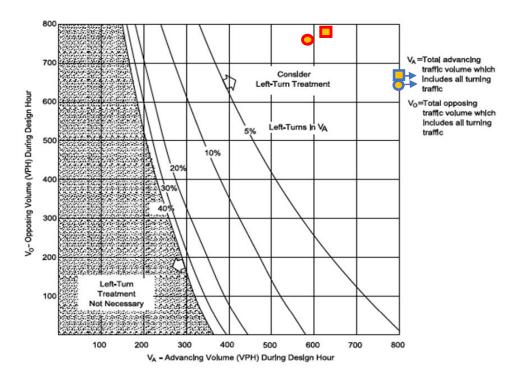
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 The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
- 2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
- Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a leftturn lane is not warranted based on traffic volumes.

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph) Figure 9.5-G

May River Road at Stock Farm Road/Site Access #1

Eastbound Left	Va	Vo	LTs	LT %
2025 Build AM	787	619	15	1.9%
2025 Build PM	665	841	12	1.8%





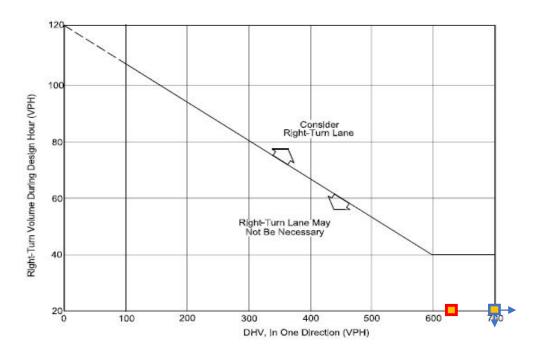
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- Read V_A and V_O into the chart and locate the intersection of the two volumes.
- Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a leftturn lane is not warranted based on traffic volumes.

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph) Figure 9.5-G

May River Road at Stock Farm Road/Site Access #1

	Westbound Left	Va	Vo	LTs	LT %
0	2025 No-Build AM	589	764	10	1.7%
0	2025 No-Build PM	816	645	8	1.0%
	2025 Build AM	619	787	10	1.6%
	2025 Build PM	841	665	8	1.0%



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

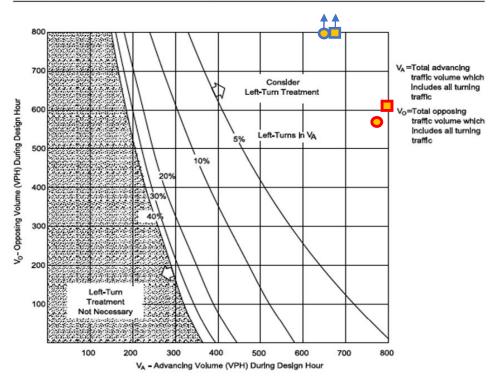
crash rate) indicate a lane is needed.

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

May River Road at Stock Farm Road/Site Access #1

Westbound	Right	DHV	RTs
	2025 Build AM	619	20
	2025 Build PM	841	18





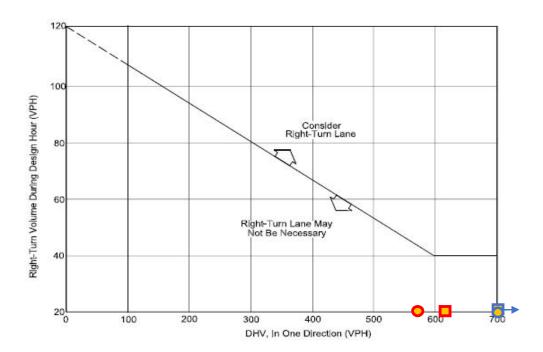
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- Read V_A and V_O into the chart and locate the intersection of the two volumes.
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VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph) Figure 9.5-G

May River Road at Whispering Pine Street/Ginkgo Lane

	Eastbound Left	Va	Vo	LTs	LT %
0	2025 No-Build AM	766	586	11	1.4%
0	2025 No-Build PM	647	814	10	1.5%
	2025 Build AM	796	608	15	1.9%
	2025 Build PM	674	838	13	1.9%



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

right runs – 100 vehicles per not

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

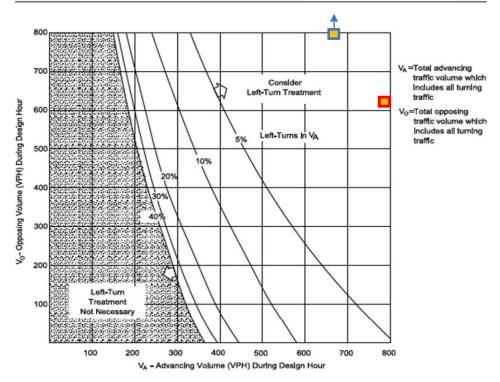
crash rate) indicate a lane is needed.

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

May River Road at Whispering Pine Street/Ginkgo Street

Westbound	Right	DHV	RTs
0	2025 No-Build AM	586	7
•	2025 No-Build PM	814	12
	2025 Build AM	608	9
	2025 Build PM	838	14





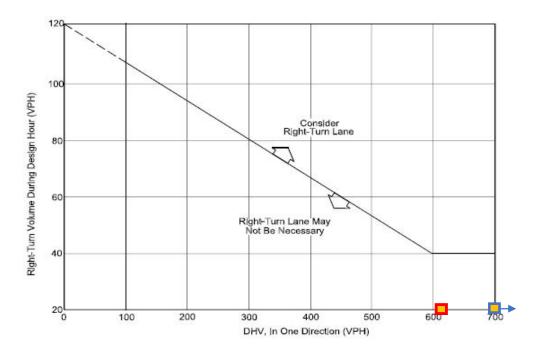
Instructions:

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VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph) Figure 9.5-G

May River Road at Site Access #2

Eastbound Left	Va	Vo	LTs	LT %
2025 Build AM	792	608	13	1.6%
2025 Build PM	667	835	10	1.5%



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 = 250 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

May River Road at Site Access #2

Westbound	Right	DHV	RTs
	2025 Build AM	608	10
	2025 Build PM	835	8