

Magnolia Square Mixed-Use Development

Traffic Impact Analysis

Bluffton, South Carolina

Prepared for

Thomas Construction

Prepared by

Kimley»Horn

April 2023

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April 28, 2023



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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.

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.

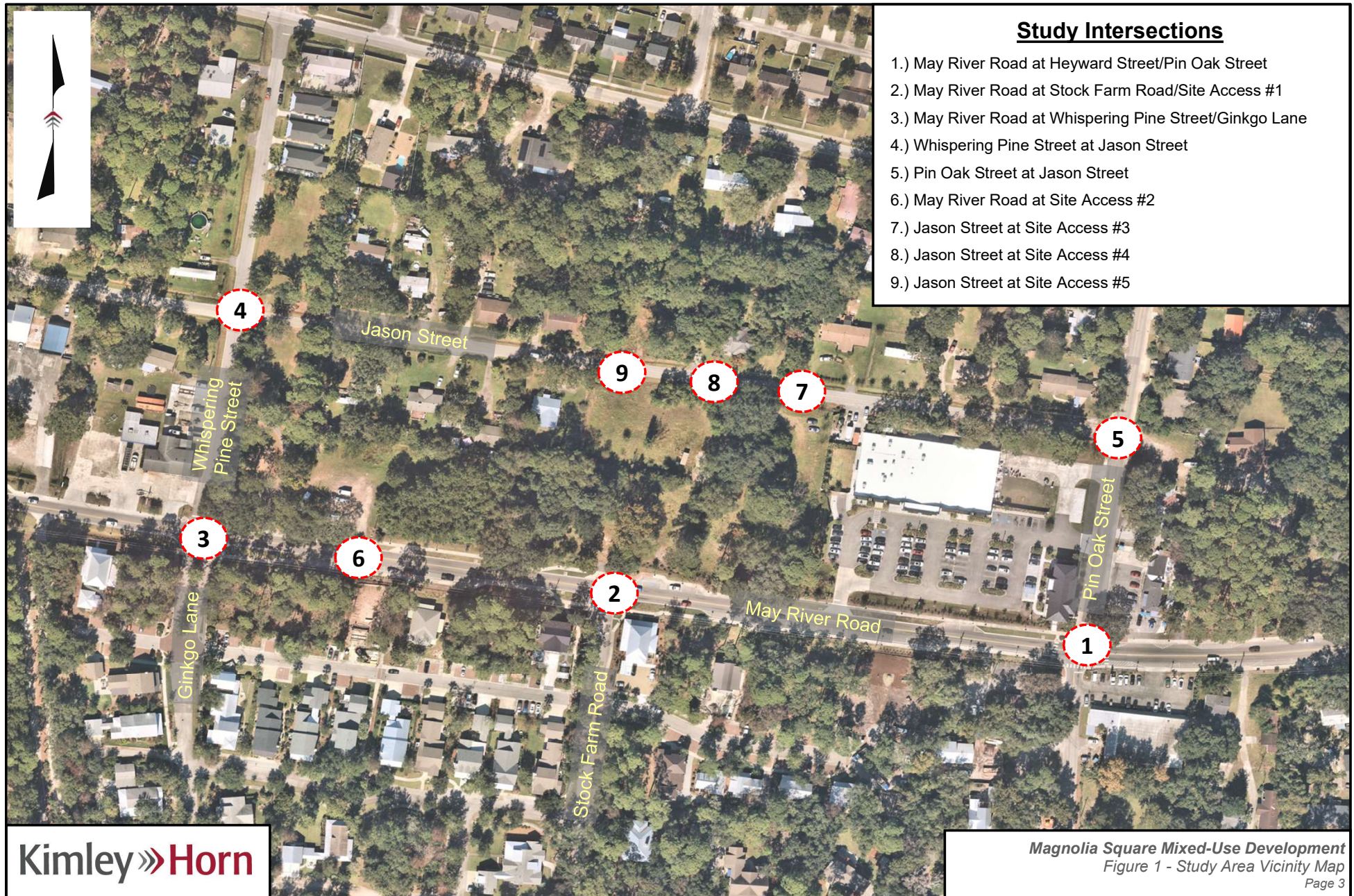
Heyward Street is a two-lane local roadway with a posted speed limit of 30 mph in the vicinity of the site. SCDOT does not provide ADT data for Heyward Street. Heyward Street is the southern leg of the of Pin Oak Street at May River intersection.

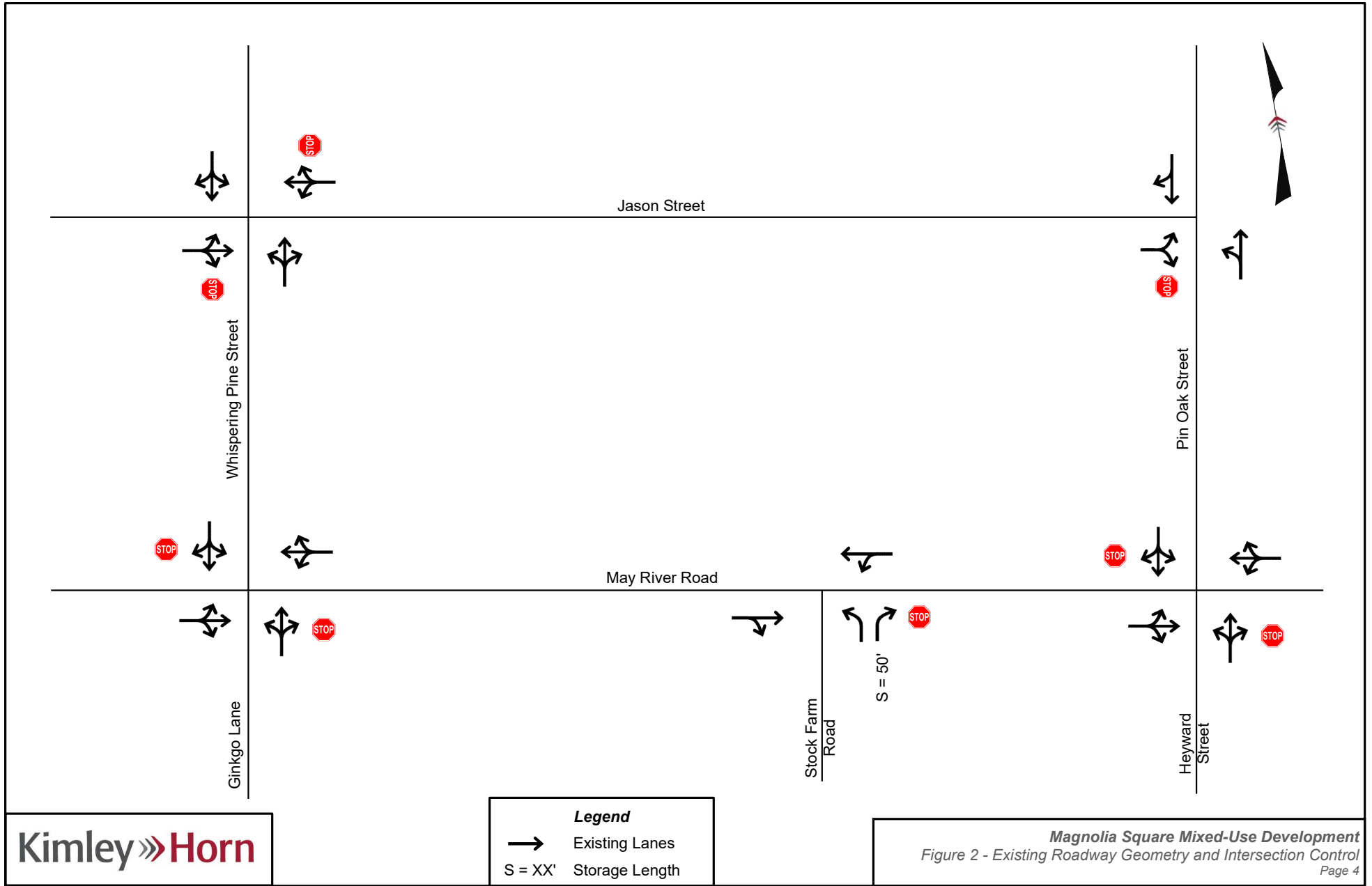
Whispering Pine Street is a two-lane roadway with a posted speed limit of 30mph in the vicinity of the site. SCDOT does provide ADT data for Whispering Pine Street.

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**.





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 | Intensity | Units | Daily | AM Peak Hour | | | PM Peak Hour | | |
|--|-----------|-------|-------|--------------|----|-----|--------------|-----|-----|
| | | | | Total | In | Out | Total | In | 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 |

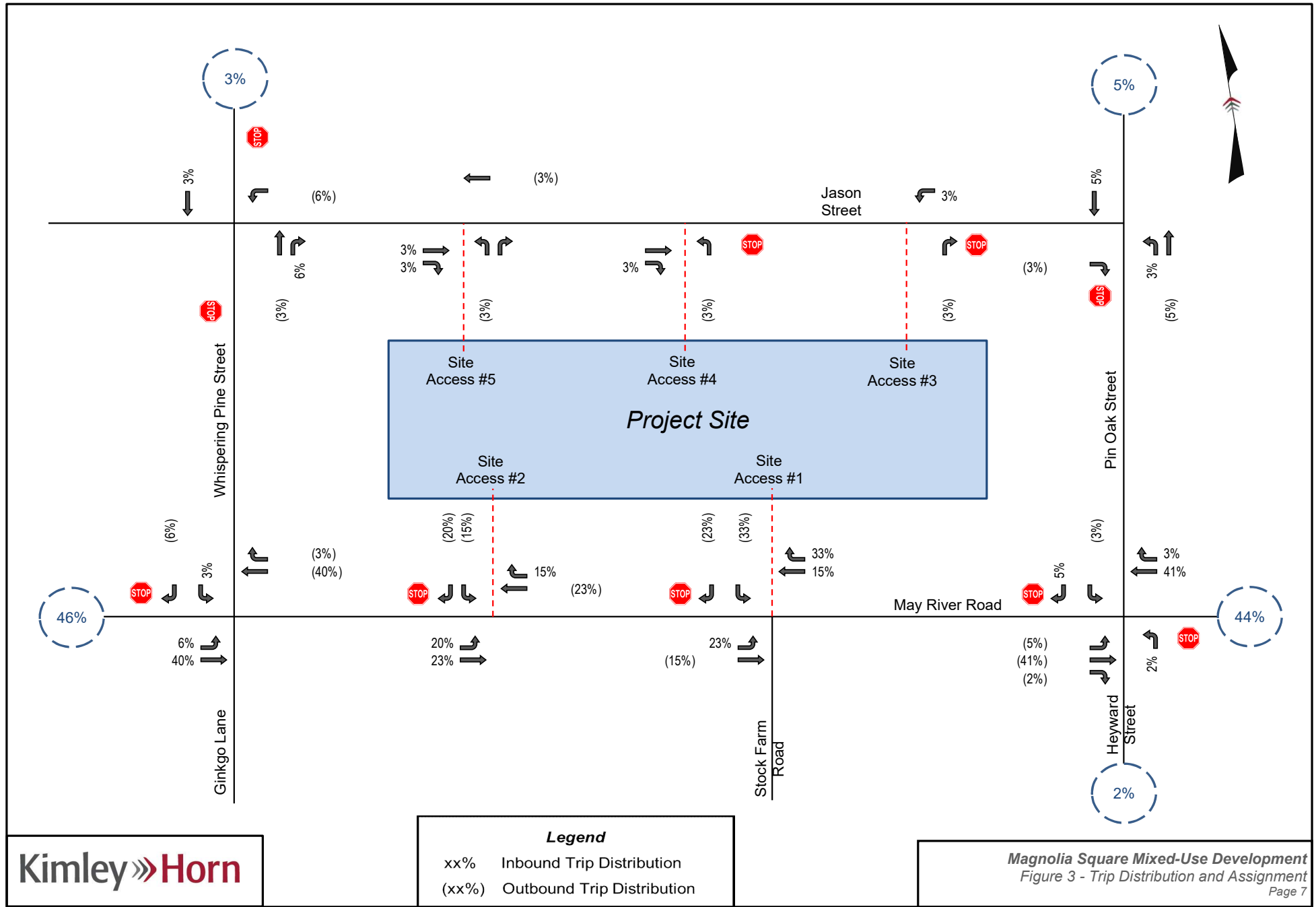
2.2 Trip Distribution & Assignment

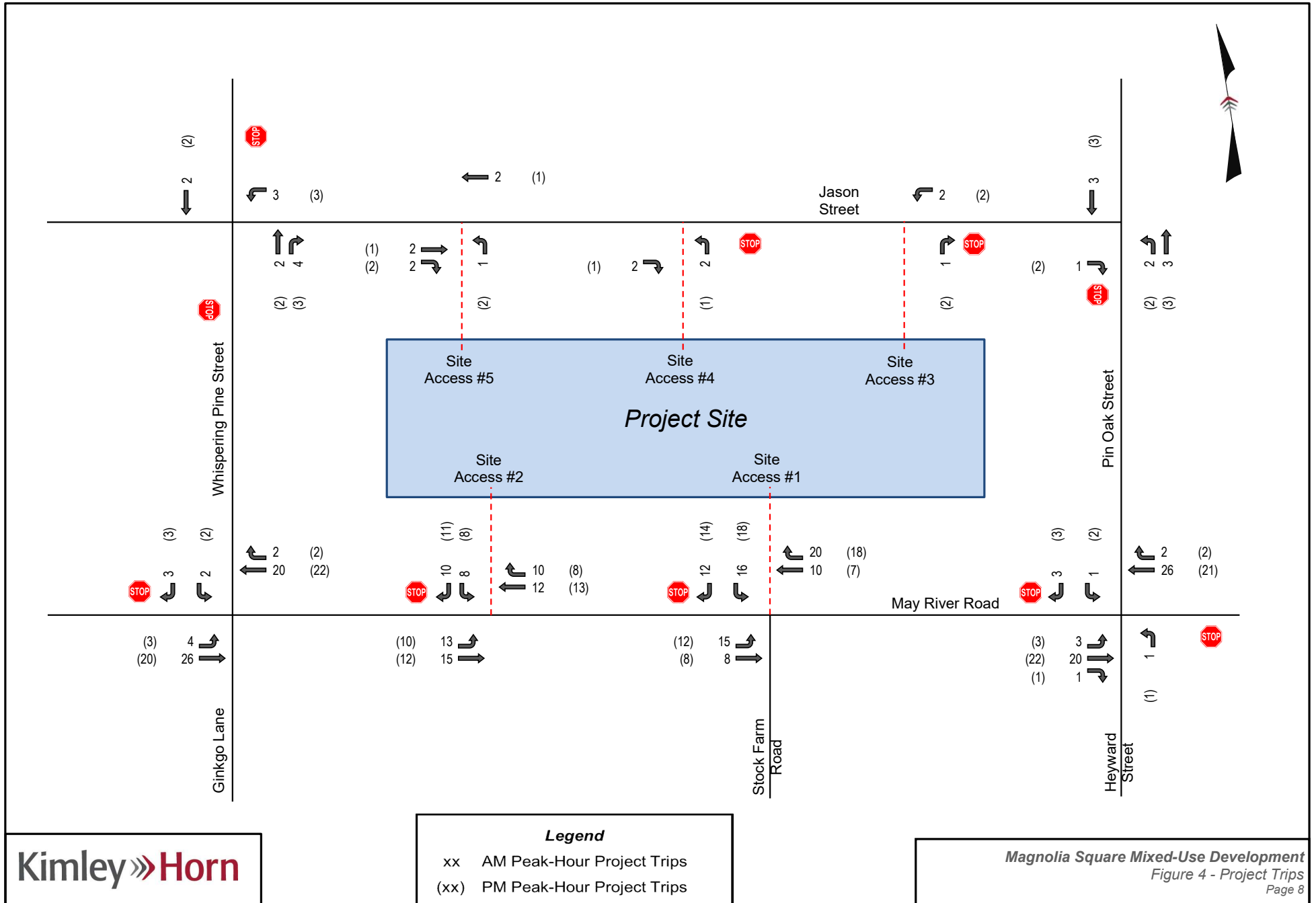
New external trips generated by the proposed development were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, and the proposed site layout. The trip distribution percentages used in this analysis are as follows.

- 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)

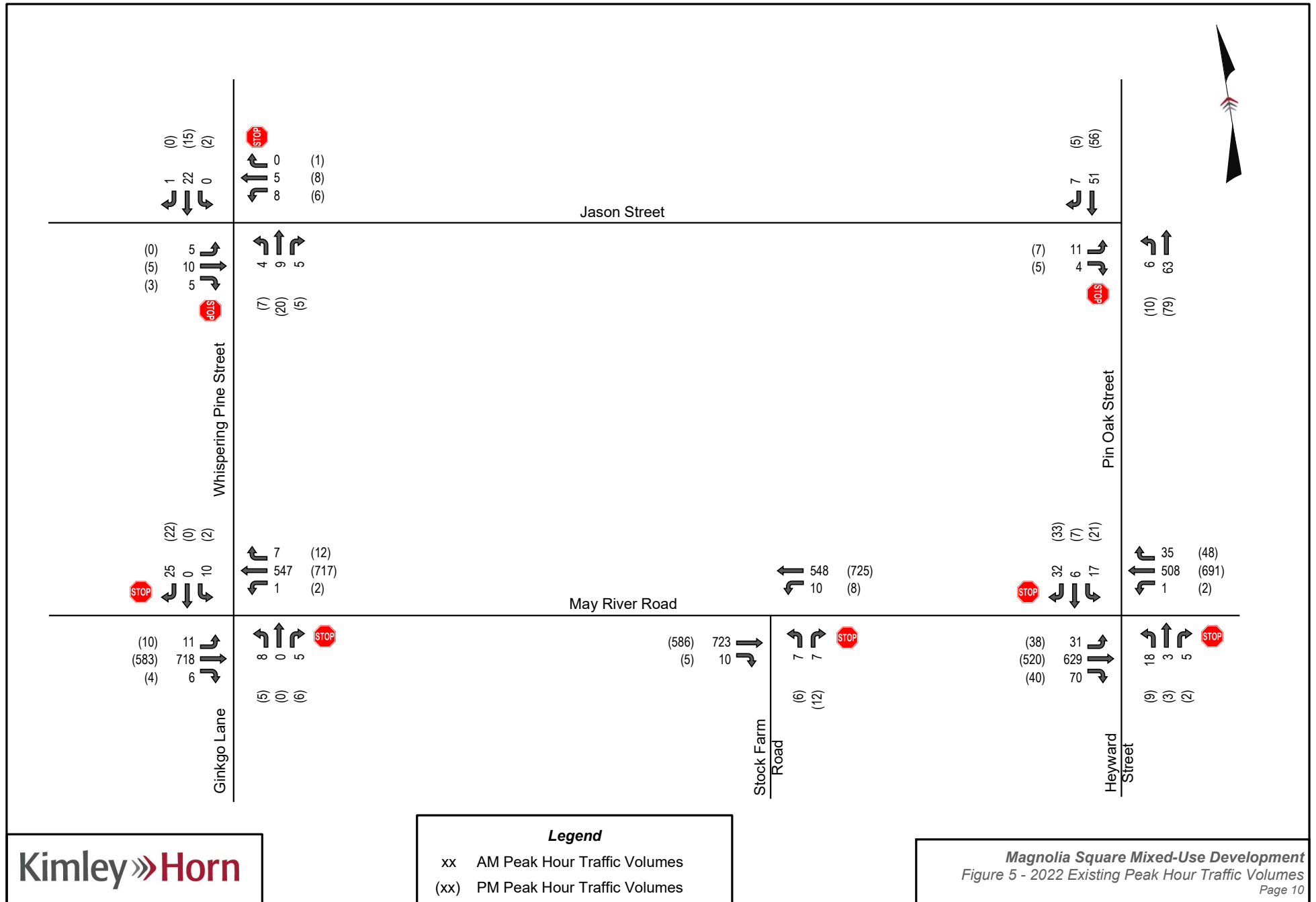
- Located along Jennifer Court approximately 0.4 miles west of the proposed Magnolia Square Mixed-Use Develop. Planned to consist of 20,000 square-feet of retail space and 32,000 square feet of restaurant.
- Traffic volumes to/from the approved development were assumed to utilize May River Road.

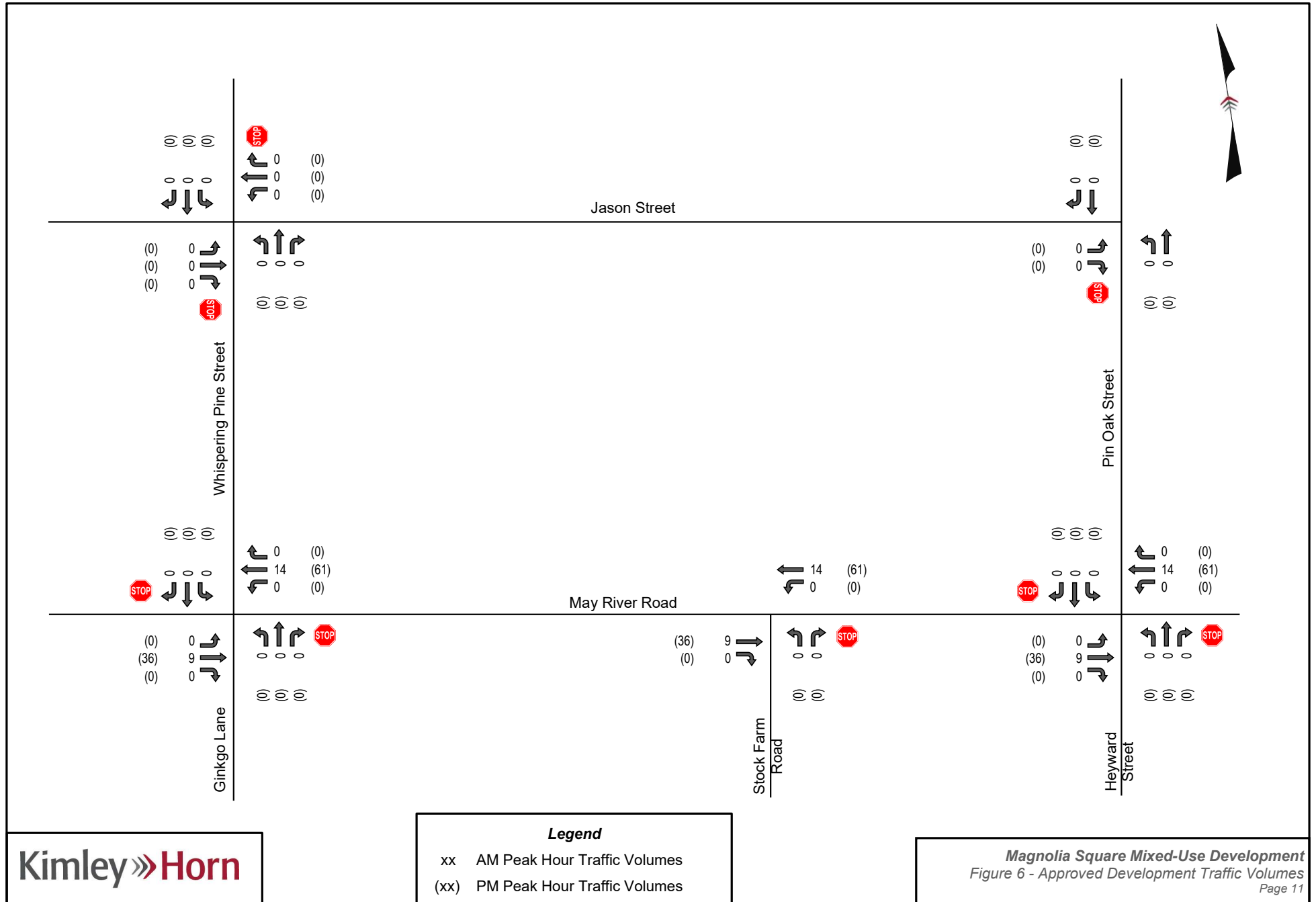
The 2025 No-Build AM and PM peak hour traffic volumes are shown in **Figure 6** (Approved Development Volumes) and **Figure 7** (Total Peak Hour Volumes).

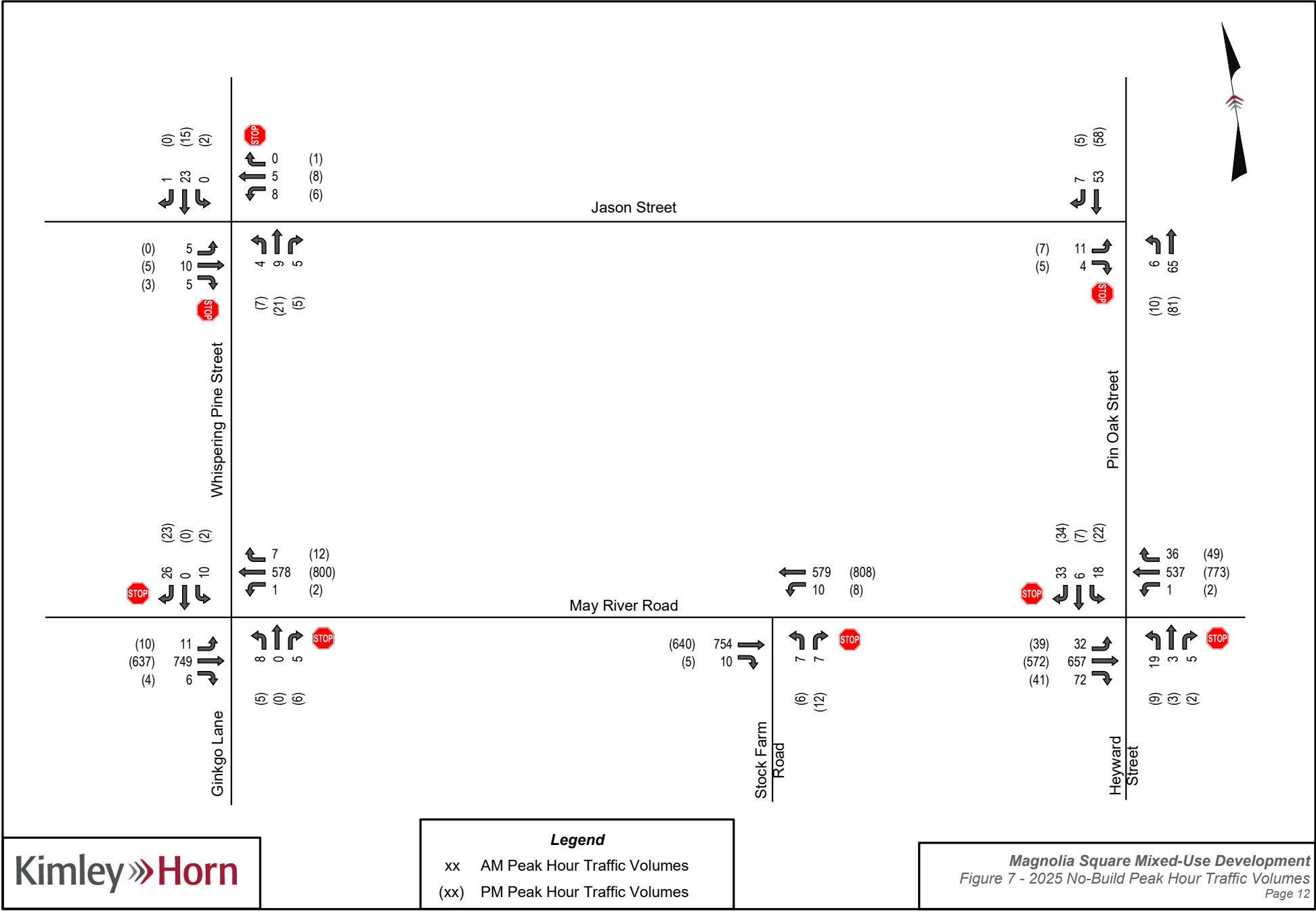
3.3 Future-Year Build Traffic Development

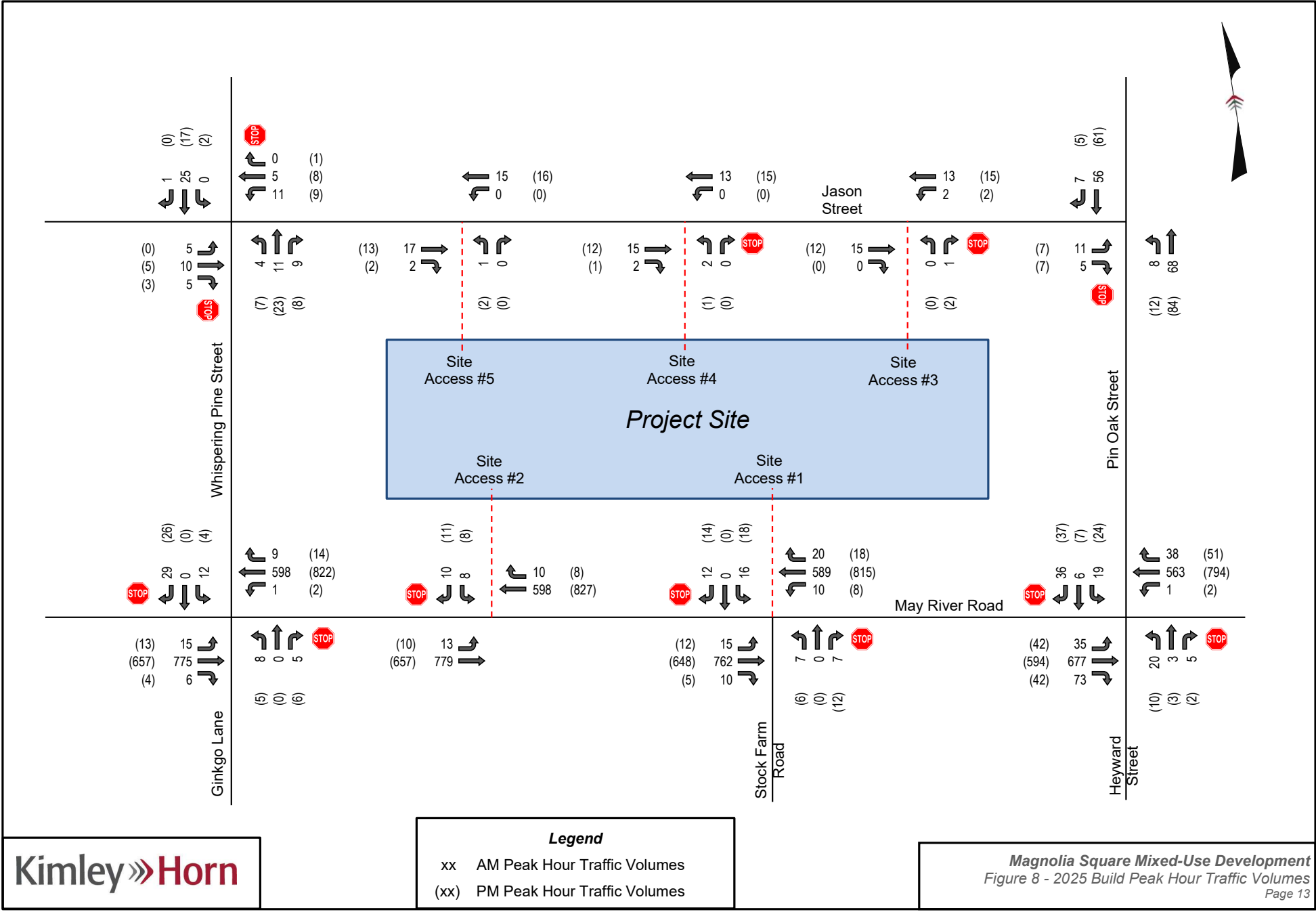
The Magnolia Square Mixed-Use Development project traffic volumes were added to the 2025 No-Build traffic volumes to develop 2025 Build traffic volumes. **Figure 8** illustrates the 2025 Build traffic volumes for the AM and PM peak hours.

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.

Table 2 – HCM Level of Service Criteria

| LOS | Control Delay per Vehicle (sec/veh) | |
|-----|-------------------------------------|----------------------------|
| | Signalized Intersections | Unsignalized Intersections |
| A | ≤ 10 | ≤ 10 |
| B | > 10 – 20 | > 10 – 15 |
| C | > 20 – 35 | > 15 – 25 |
| D | > 35 – 55 | > 25 – 35 |
| E | > 55 – 80 | > 35 – 50 |
| F | > 80 | > 50 |

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.

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 it 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 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 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.

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 | | | |
| 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.

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 | - | - | A (0.0) |
| NB | - | - | A (8.4) |
| PM Peak Hour | | | |
| WBL | - | - | A (7.2) |
| EB | - | - | 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.

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.

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.*

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:

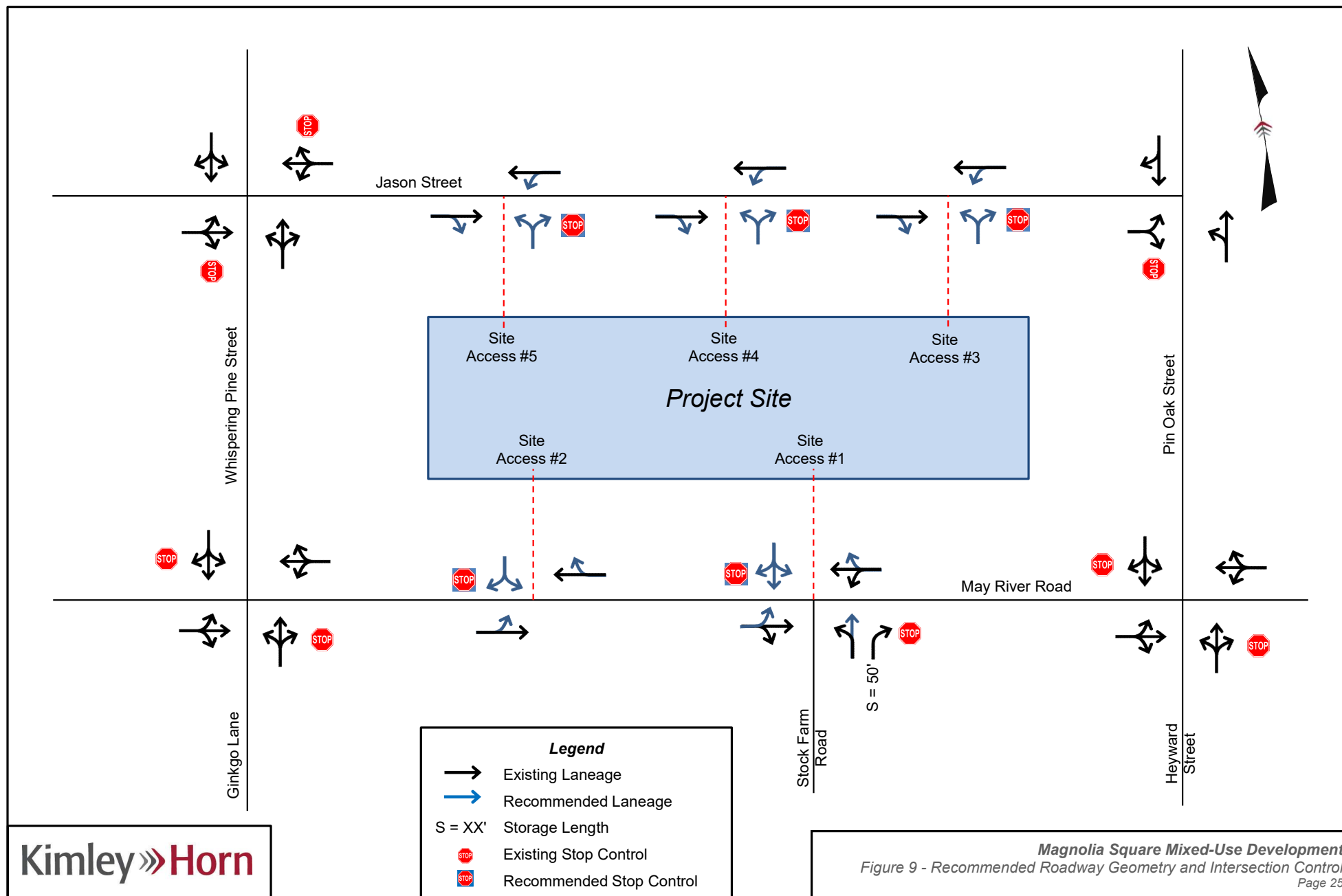
- May River Road at Stock Farm Road/Site Access #1 – Proposed unsignalized, full-movement.
- May River Road at Site Access #2 – Proposed unsignalized, full-movement.
- Jason Street at Site Access #3 – Proposed unsignalized, full-movement.
- Jason Street at Site Access #4 – Proposed unsignalized, full-movement.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



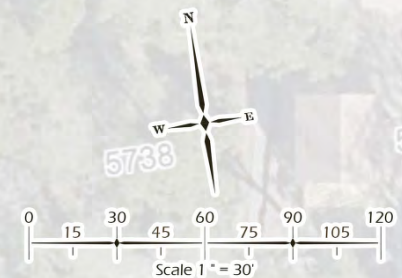
Appendix A – Conceptual Site Plan

| | |
|--------------|--------------|
| DATE: | APR 06, 2023 |
| PROJECT NO.: | 21-230-01 |
| DRAWN BY: | JM |
| CHECKED BY: | DK |

REVISIONS:

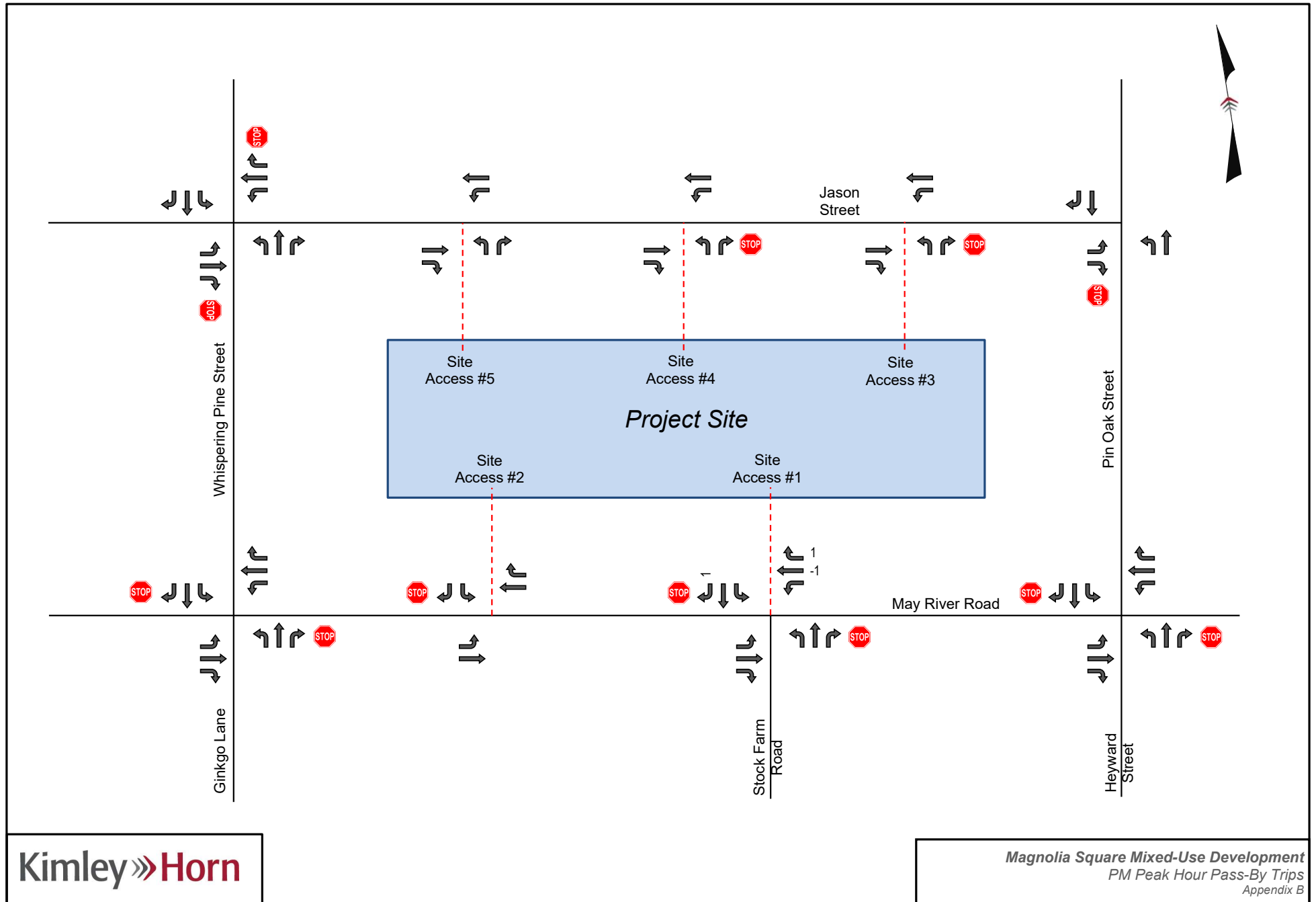
EXHIBIT

B



Appendix B – Trip Generation Data

| Magnolia Square Trip Generation | | | | | | | | | |
|--|-----------|-------|---------|--------------|--|-----|--------------|----|-----|
| Land Use | Intensity | Units | Daily | AM Peak Hour | | | PM Peak Hour | | |
| | | | | 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 |
| Total Net New External Trips | | | 728 | 114 | 64 | 50 | 107 | 52 | 55 |
| Note: Trip generation was calculated using the following data: | | | | | | | | | |
| <u>Daily Traffic Generation</u> | | | | | | | | | |
| Office Land Uses | | | | | | | | | |
| 712 - Small Office Building | | | ITE 712 | = | T = 14.39 (X); (50 % In; 50 % Out) | | | | |
| Retail Land Uses | | | | | | | | | |
| 822 - Strip Retail Plaza (<40k) | | | ITE 822 | = | T = 42.2 * (X) + (229.68); (50 % In; 50 % Out) | | | | |
| Restaurant Land Uses | | | | | | | | | |
| 932 - High-Turnover (Sit-Down) Restaurant | | | ITE 932 | = | T = 107.2 (X); (50 % In; 50 % Out) | | | | |
| 936 - Coffee/Donut Shop without Drive-Through Window | | | ITE 936 | = | 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) | | | | |
| <u>AM Peak-Hour Traffic Generation</u> | | | | | | | | | |
| Office Land Uses | | | | | | | | | |
| 712 - Small Office Building | | | ITE 712 | = | T = 1.67 (X); (82 % In; 18 % Out) | | | | |
| Retail Land Uses | | | | | | | | | |
| 822 - Strip Retail Plaza (<40k) | | | ITE 822 | = | LN (T) = 0.66 * LN (X) + (1.84); (60 % In; 40 % Out) | | | | |
| Restaurant Land Uses | | | | | | | | | |
| 932 - High-Turnover (Sit-Down) Restaurant | | | ITE 932 | = | 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) = 0.91 * LN (X) + (0.12); (26 % In; 74 % Out) | | | | |
| <u>PM Peak-Hour Traffic Generation</u> | | | | | | | | | |
| Office Land Uses | | | | | | | | | |
| 712 - Small Office Building | | | ITE 712 | = | T = 2.16 (X); (34 % In; 68 % Out) | | | | |
| Retail Land Uses | | | | | | | | | |
| 822 - Strip Retail Plaza (<40k) | | | ITE 822 | = | LN (T) = 0.71 * LN (X) + (2.72); (50 % In; 50 % Out) | | | | |
| Restaurant Land Uses | | | | | | | | | |
| 932 - High-Turnover (Sit-Down) Restaurant | | | ITE 932 | = | T = 9.05 (X); (61 % In; 39 % Out) | | | | |
| 936 - Coffee/Donut Shop without Drive-Through Window | | | ITE 936 | = | T = 32.29 (X); (50 % In; 50 % Out) | | | | |
| Residential Land Uses | | | | | | | | | |
| 210 - Single-Family Detached Housing | | | ITE 210 | = | LN (T) = 0.94 * 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 Estimates (Single-Use Site Estimate) | | | | | | |
|--|---|----------|-------|--------------------------------------|----------|---------|
| Land Use | Development Data (For Information Only) | | | Estimated Vehicle-Trips ³ | | |
| | ITE LUCs ¹ | 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 Trips | | | Exiting Trips | | |
| | 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) | | | | | |
| | 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) | | | | | |
| | 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 | 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.

| NCHRP 684 Internal Trip Capture Estimation Tool | | | | | |
|---|---------------------|----------------------|-------------|--|--|
| Project Name: | Magnolia Square | Organization: | Kimley-Horn | | |
| Project Location: | Blufon, SC | Performed By: | | | |
| Scenario Description: | | Date: | | | |
| 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 | Development Data (For Information Only) | | | Estimated Vehicle-Trips ³ | | |
| | ITE LUCs ¹ | Quantity | Units | Total | Entering | Exiting |
| Office | | | | 20 | 7 | 13 |
| Retail | | | | 74 | 37 | 37 |
| Restaurant | | | | 33 | 17 | 16 |
| Cinema/Entertainment | | | | 0 | 0 | 0 |
| Residential | | | | 8 | 5 | 3 |
| Hotel | | | | 0 | 0 | 0 |
| All Other Land Uses ² | | | | 0 | 0 | 0 |
| | | | | 135 | 66 | 69 |

| Table 2-P: Mode Split and Vehicle Occupancy Estimates | | | | | | |
|---|------------------------|-----------|-----------------|------------------------|-----------|-----------------|
| Land Use | Entering Trips | | | Exiting Trips | | |
| | 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) | | | | | |
| | 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) | | | | | |
| | 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: Computations 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: Internal Trip Capture Percentages 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.

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

| AM (persons) | | | |
|-----------------------|----|-----|---|
| | IN | OUT | |
| Office | | 3 | 2 |
| Retail | | 2 | 3 |
| Restaurant | | 4 | 3 |
| Cinema/ Entertainment | | 0 | 0 |
| Residential | | 0 | 1 |
| Hotel | | 0 | 0 |
| Other | | 0 | 0 |

| PM (persons) | | | |
|-----------------------|----|-----|----|
| | IN | OUT | |
| Office | | 2 | 2 |
| Retail | | 10 | 10 |
| Restaurant | | 6 | 9 |
| Cinema/ Entertainment | | 0 | 0 |
| Residential | | 4 | 1 |
| Hotel | | 0 | 0 |
| Other | | 0 | 0 |

| AM (vehicles) | | | |
|-----------------------|----|-----|---|
| | IN | OUT | |
| Office | | 3 | 2 |
| Retail | | 2 | 3 |
| Restaurant | | 4 | 3 |
| Cinema/ Entertainment | | 0 | 0 |
| Residential | | 0 | 1 |
| Hotel | | 0 | 0 |
| Other | | 0 | 0 |
| | | 9 | 9 |

| PM (vehicles) | | | |
|-----------------------|----|-----|----|
| | 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 |

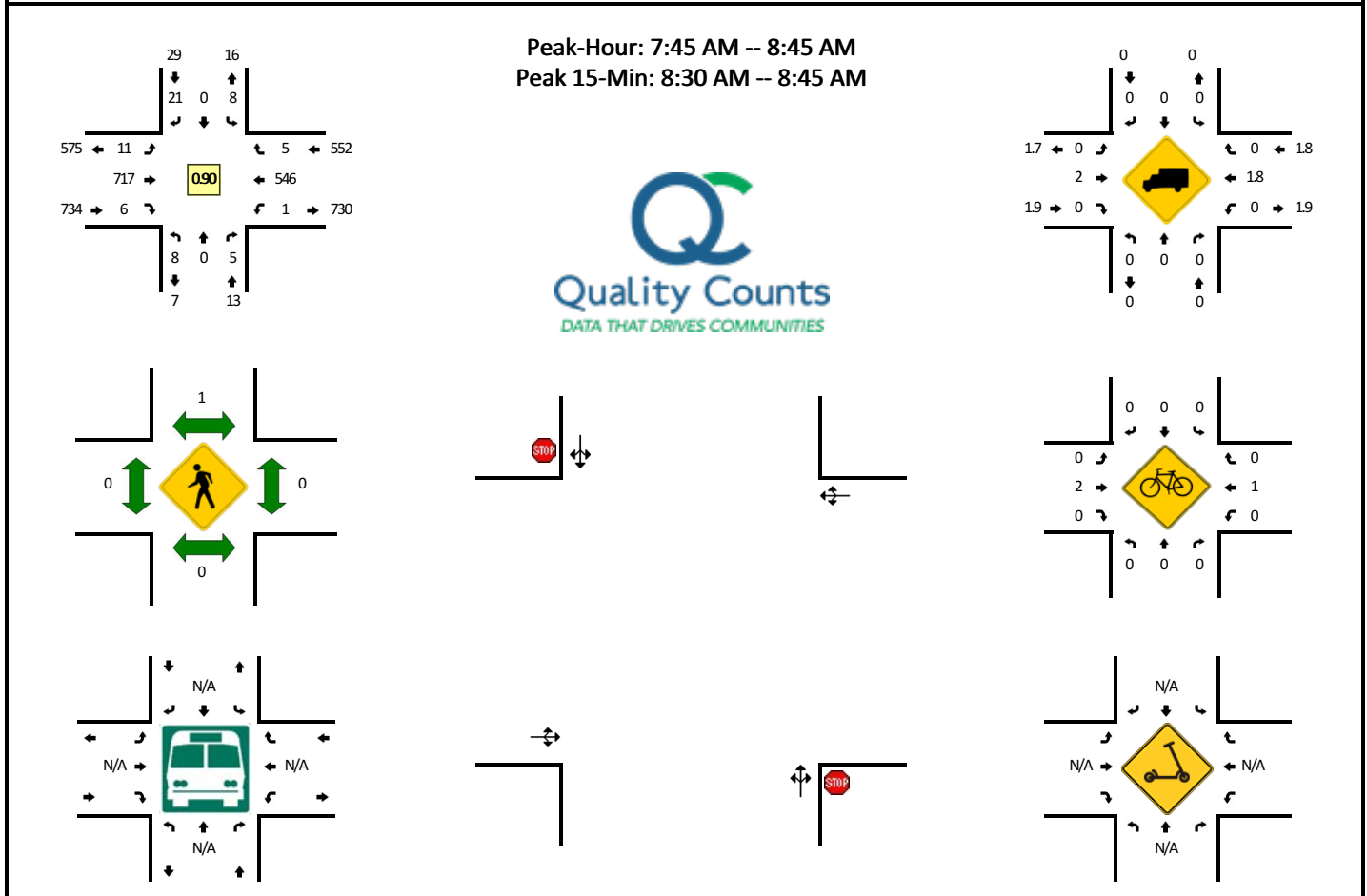
Appendix C – Turning Movement Counts

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Whispering Pine St -- May River Rd
CITY/STATE: Bluffton, SC

QC JOB #: 15909901
DATE: Tue, Aug 23 2022



| 15-Min Count Period Beginning At | Whispering Pine St (Northbound) | | | | Whispering Pine St (Southbound) | | | | May River Rd (Eastbound) | | | | May River Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------------|------|-------|---|---------------------------------|------|-------|---|--------------------------|------|-------|---|--------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 0 | 1 | 168 | 0 | 0 | 0 | 83 | 0 | 0 | 259 | |
| 7:15 AM | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 2 | 172 | 0 | 0 | 1 | 124 | 1 | 0 | 307 | |
| 7:30 AM | 3 | 0 | 1 | 0 | 3 | 0 | 5 | 0 | 4 | 167 | 0 | 0 | 2 | 140 | 2 | 0 | 327 | |
| 7:45 AM | 1 | 0 | 1 | 0 | 2 | 0 | 9 | 0 | 4 | 156 | 0 | 0 | 0 | 140 | 3 | 0 | 316 | 1209 |
| 8:00 AM | 2 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 1 | 150 | 2 | 0 | 1 | 130 | 2 | 0 | 295 | 1245 |
| 8:15 AM | 3 | 0 | 0 | 0 | 1 | 0 | 4 | 0 | 2 | 201 | 1 | 0 | 0 | 137 | 0 | 0 | 349 | 1287 |
| 8:30 AM | 2 | 0 | 2 | 0 | 3 | 0 | 5 | 0 | 4 | 210 | 3 | 0 | 0 | 139 | 0 | 0 | 368 | 1328 |
| 8:45 AM | 4 | 0 | 1 | 0 | 5 | 0 | 1 | 0 | 2 | 181 | 7 | 0 | 1 | 101 | 0 | 0 | 303 | 1315 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 8 | 0 | 8 | 0 | 12 | 0 | 20 | 0 | 16 | 840 | 12 | 0 | 0 | 556 | 0 | 0 | 1472 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 16 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | | |

Comments:

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

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

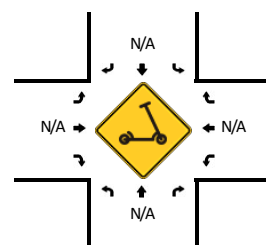
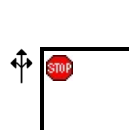
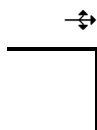
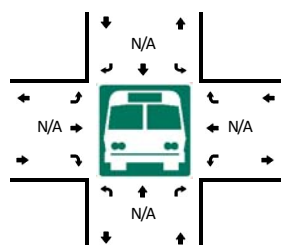
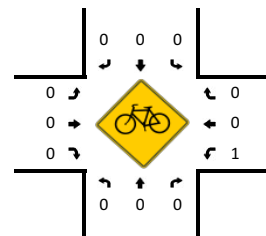
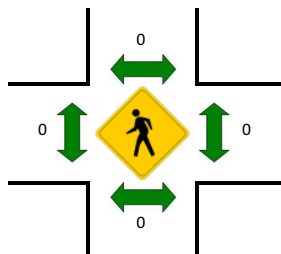
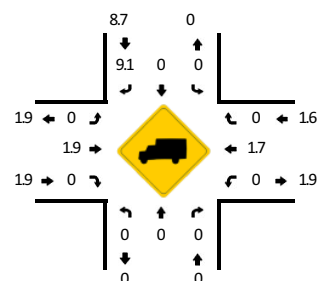
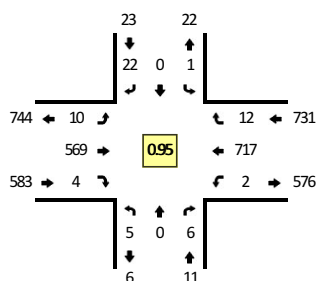
Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Whispering Pine St -- May River Rd
CITY/STATE: Bluffton, SC

QC JOB #: 15909902
DATE: Tue, Aug 23 2022

Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM



| 15-Min Count Period Beginning At | Whispering Pine St (Northbound) | | | | Whispering Pine St (Southbound) | | | | May River Rd (Eastbound) | | | | May River Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------------|------|-------|---|---------------------------------|------|-------|---|--------------------------|------|-------|---|--------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 3 | 154 | 3 | 0 | 1 | 151 | 1 | 1 | 318 | |
| 4:15 PM | 0 | 0 | 0 | 0 | 3 | 1 | 1 | 0 | 3 | 152 | 0 | 0 | 1 | 164 | 0 | 0 | 325 | |
| 4:30 PM | 0 | 0 | 1 | 0 | 0 | 0 | 4 | 0 | 2 | 131 | 3 | 0 | 1 | 172 | 2 | 0 | 316 | |
| 4:45 PM | 1 | 0 | 3 | 0 | 1 | 0 | 4 | 0 | 2 | 148 | 1 | 0 | 1 | 177 | 2 | 0 | 340 | 1299 |
| 5:00 PM | 4 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 3 | 149 | 0 | 0 | 0 | 186 | 3 | 0 | 354 | 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 | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 5 | 130 | 0 | 0 | 2 | 161 | 2 | 0 | 305 | 1337 |
| 5:45 PM | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 2 | 148 | 0 | 0 | 0 | 167 | 1 | 0 | 323 | 1320 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 16 | 0 | 8 | 0 | 0 | 0 | 28 | 0 | 12 | 596 | 0 | 0 | 0 | 744 | 12 | 0 | 1416 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 32 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | | |

Comments:

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

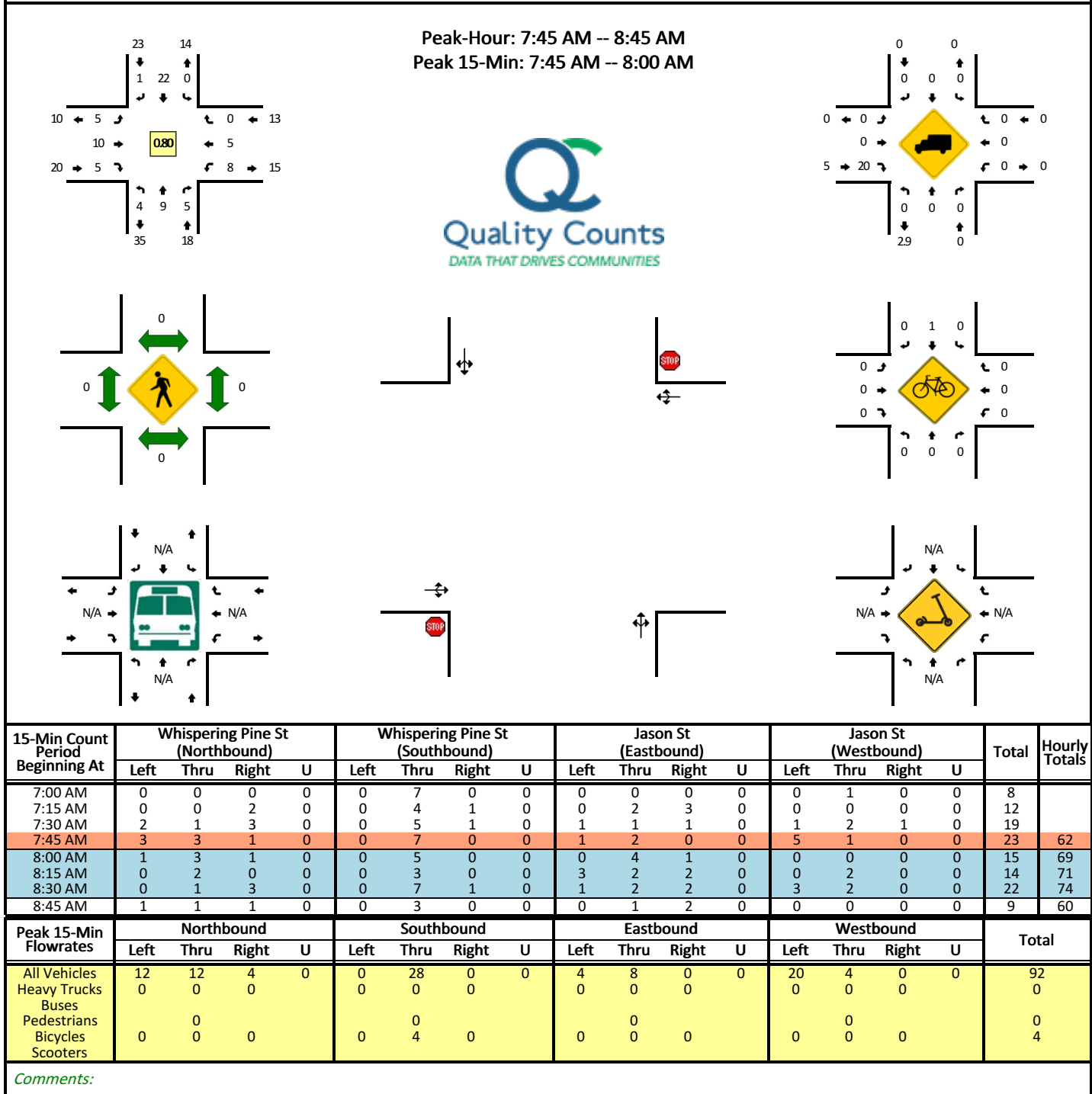
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Whispering Pine St -- Jason St
CITY/STATE: Bluffton, SC

QC JOB #: 15909903
DATE: Tue, Aug 23 2022



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

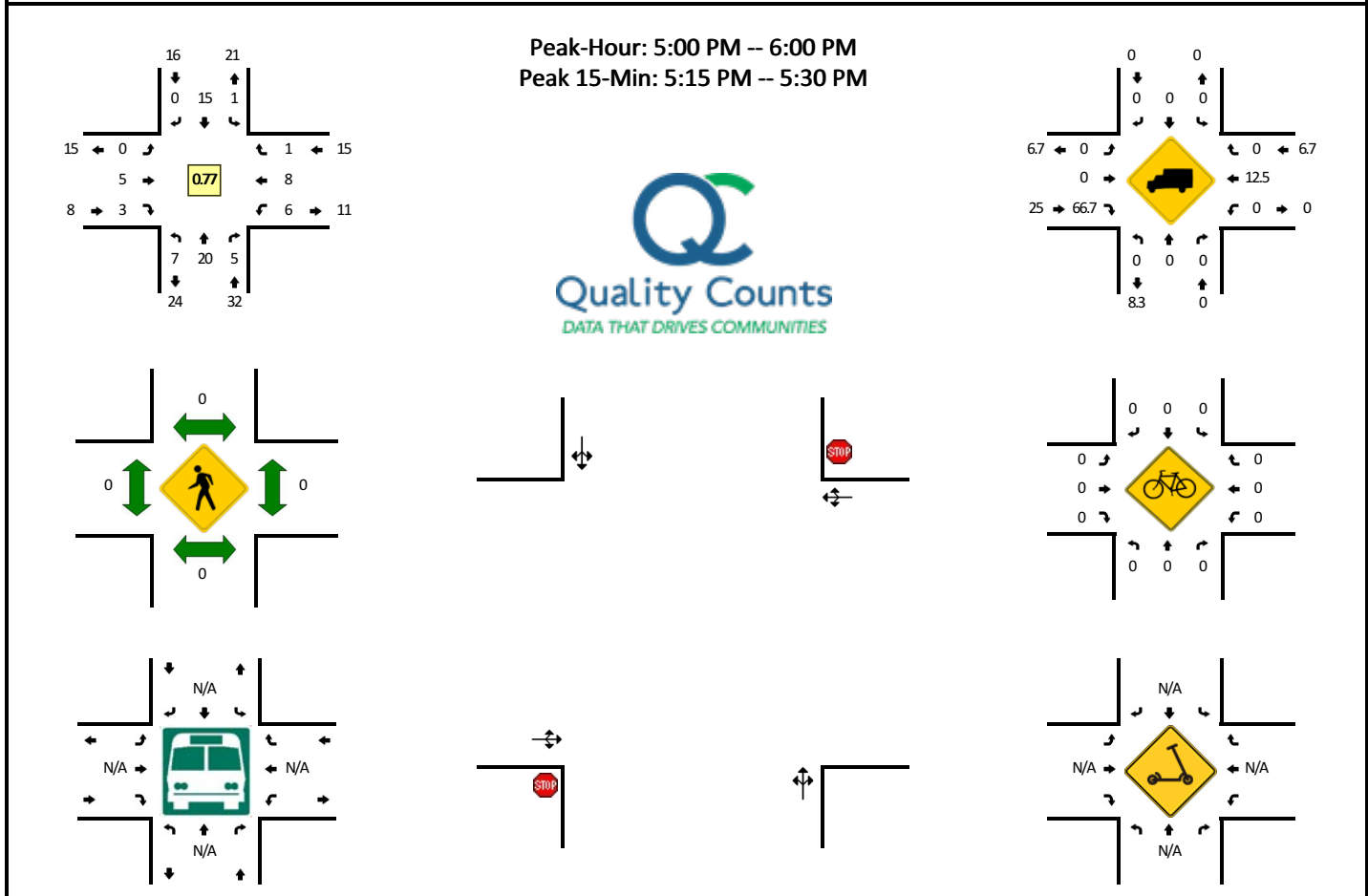
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Whispering Pine St -- Jason St
CITY/STATE: Bluffton, SC

QC JOB #: 15909904
DATE: Tue, Aug 23 2022



| 15-Min Count Period Beginning At | Whispering Pine St (Northbound) | | | | Whispering Pine St (Southbound) | | | | Jason St (Eastbound) | | | | Jason St (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|---------------------------------|------|-------|---|---------------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 4:00 PM | 1 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | |
| 4:15 PM | 0 | 4 | 1 | 0 | 0 | 3 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 13 | |
| 4:30 PM | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 15 | |
| 4:45 PM | 0 | 5 | 1 | 0 | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 13 | 53 |
| 5:00 PM | 2 | 5 | 2 | 0 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 3 | 1 | 0 | 0 | 18 | 59 |
| 5:15 PM | 2 | 6 | 1 | 0 | 0 | 5 | 0 | 0 | 0 | 2 | 1 | 0 | 2 | 4 | 0 | 0 | 23 | 69 |
| 5:30 PM | 1 | 6 | 2 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 16 | 70 |
| 5:45 PM | 2 | 3 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 14 | 71 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 8 | 24 | 4 | 0 | 0 | 20 | 0 | 0 | 0 | 8 | 4 | 0 | 8 | 16 | 0 | 0 | 92 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 4 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

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

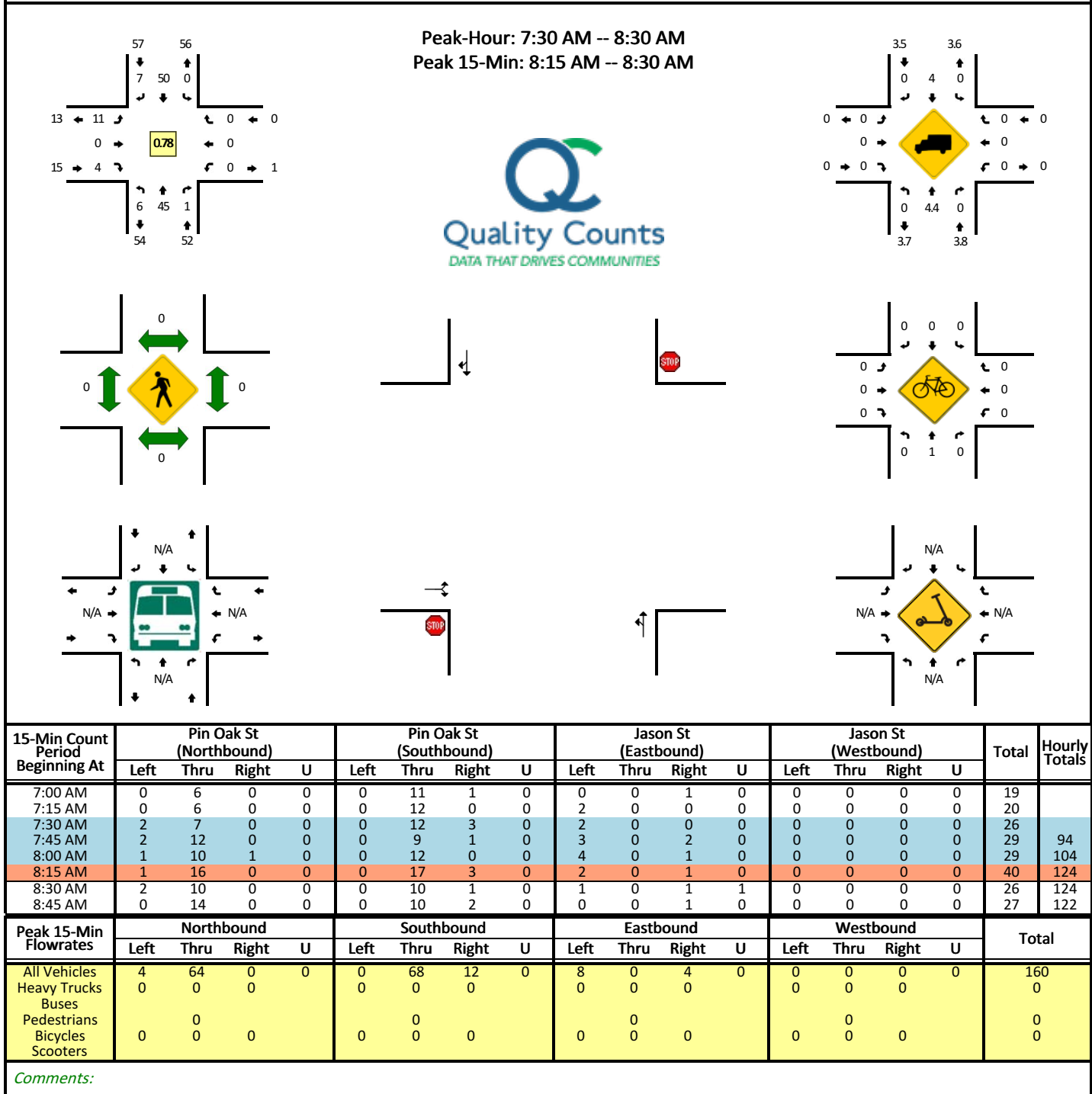
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Pin Oak St -- Jason St
CITY/STATE: Bluffton, SC

QC JOB #: 15909905
DATE: Tue, Aug 23 2022



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

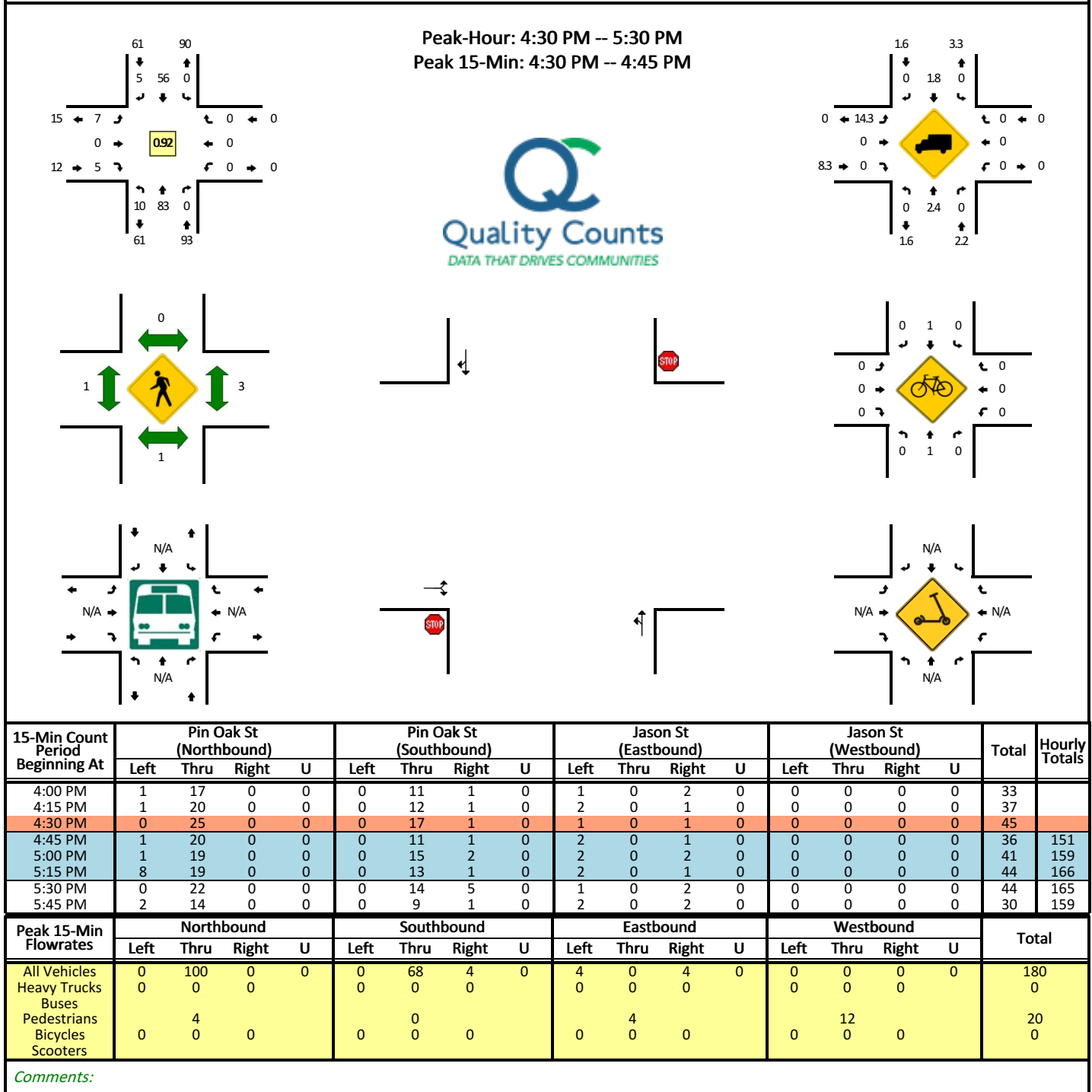
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Pin Oak St -- Jason St
CITY/STATE: Bluffton, SC

QC JOB #: 15909906
DATE: Tue, Aug 23 2022



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

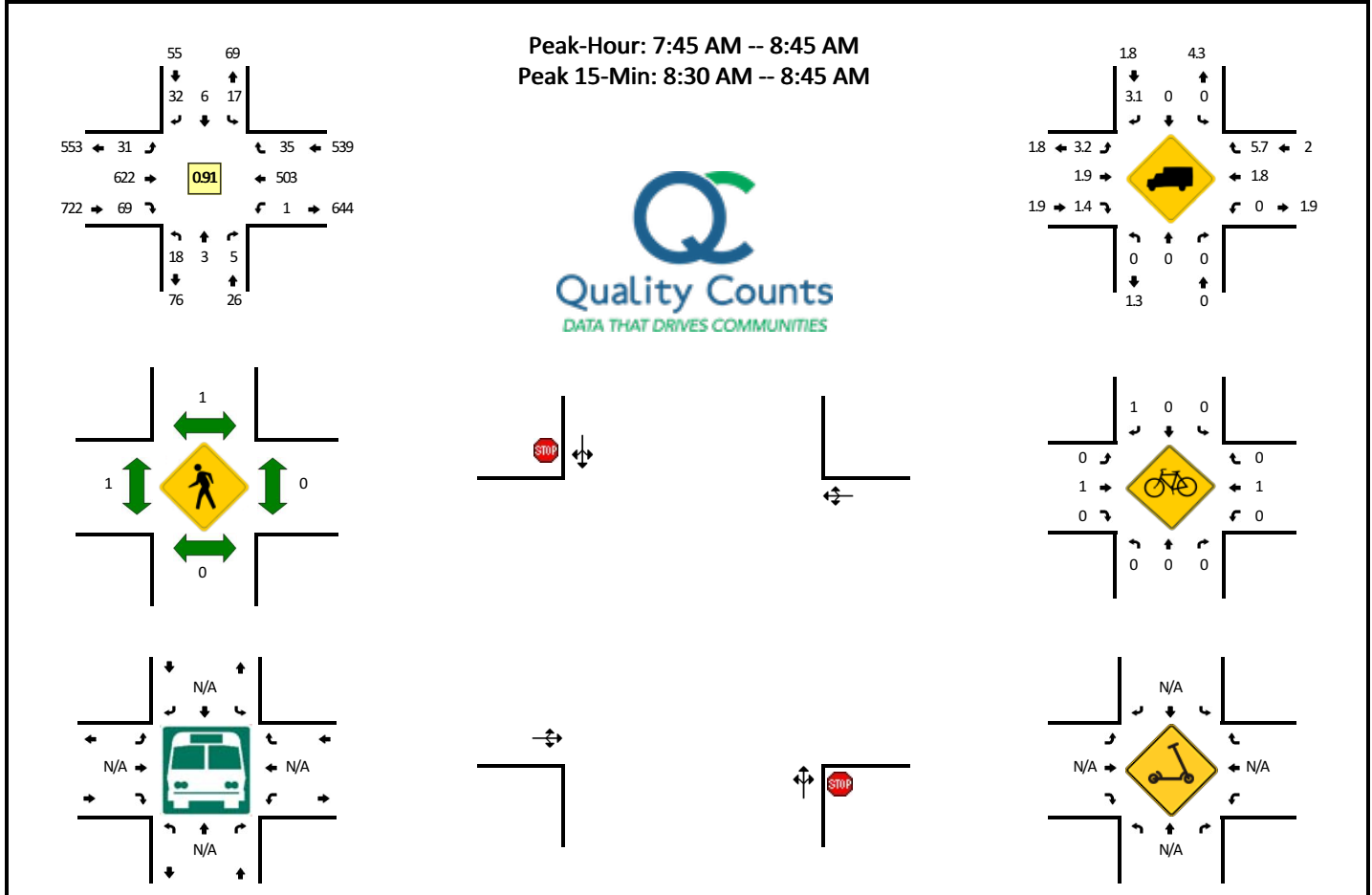
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Pin Oak St/Heyward St -- May River Rd
CITY/STATE: Bluffton, SC

QC JOB #: 15909907
DATE: Tue, Aug 23 2022



| 15-Min Count Period Beginning At | Pin Oak St/Heyward St (Northbound) | | | | Pin Oak St/Heyward St (Southbound) | | | | May River Rd (Eastbound) | | | | May River Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|------------------------------------|------|-------|---|------------------------------------|------|-------|---|--------------------------|------|-------|---|--------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 1 | 1 | 0 | 0 | 4 | 1 | 5 | 0 | 2 | 155 | 14 | 0 | 0 | 81 | 4 | 0 | 268 | |
| 7:15 AM | 5 | 1 | 0 | 0 | 1 | 2 | 10 | 0 | 4 | 163 | 14 | 0 | 0 | 106 | 2 | 0 | 308 | |
| 7:30 AM | 6 | 2 | 0 | 0 | 3 | 0 | 8 | 0 | 3 | 144 | 17 | 0 | 0 | 127 | 8 | 0 | 318 | |
| 7:45 AM | 6 | 1 | 2 | 0 | 4 | 2 | 5 | 0 | 5 | 140 | 12 | 0 | 0 | 128 | 10 | 0 | 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 | 7 | 2 | 1 | 0 | 2 | 1 | 9 | 0 | 9 | 185 | 24 | 0 | 0 | 124 | 3 | 0 | 367 | 1342 |
| 8:45 AM | 3 | 2 | 2 | 0 | 4 | 2 | 10 | 0 | 6 | 162 | 9 | 0 | 0 | 94 | 6 | 0 | 300 | 1327 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 28 | 8 | 4 | 0 | 8 | 4 | 36 | 0 | 36 | 740 | 96 | 0 | 0 | 496 | 12 | 0 | 1468 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 16 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 4 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 4 | |
| Scooters | | | | | | | | | | | | | | | | | | |

Comments:

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

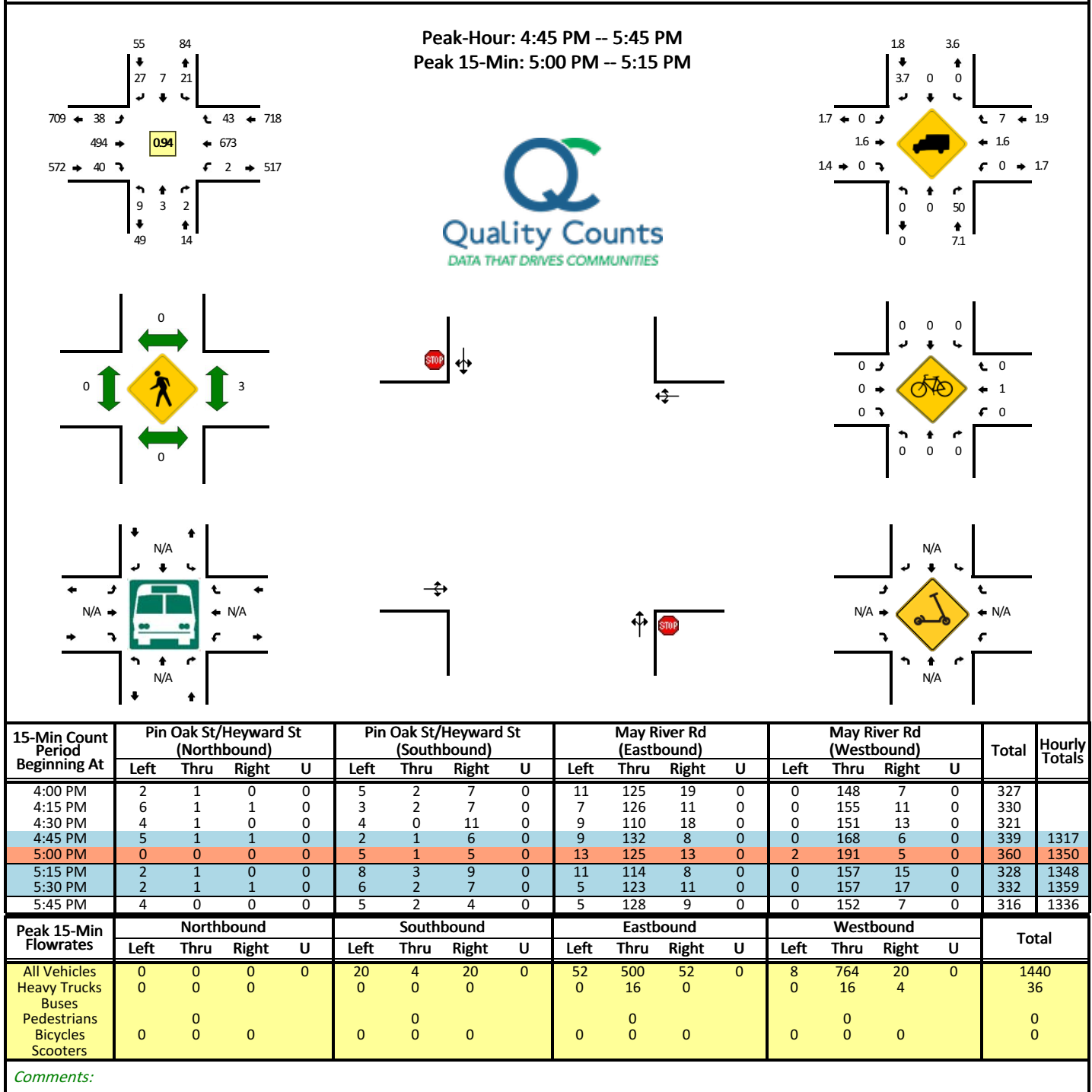
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Pin Oak St/Heyward St -- May River Rd
CITY/STATE: Bluffton, SC

QC JOB #: 15909908
DATE: Tue, Aug 23 2022



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

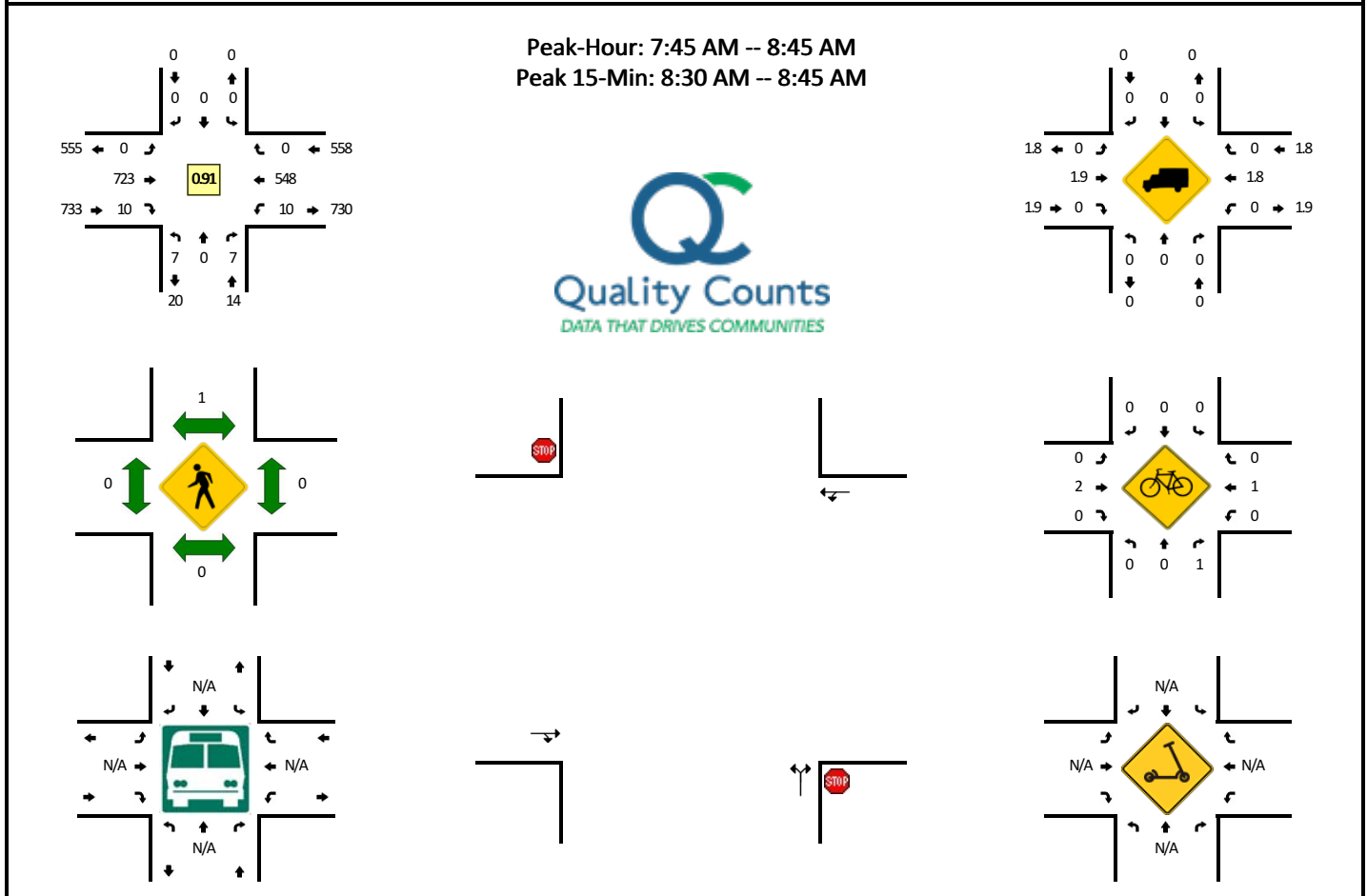
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Stock Farm Rd -- May River Rd
CITY/STATE: Bluffton, SC

QC JOB #: 15909909
DATE: Tue, Aug 23 2022



| 15-Min Count Period Beginning At | Stock Farm Rd (Northbound) | | | | Stock Farm Rd (Southbound) | | | | May River Rd (Eastbound) | | | | May River Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|--------------------------|------|-------|---|--------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 166 | 0 | 0 | 0 | 81 | 0 | 0 | 247 | |
| 7:15 AM | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 181 | 0 | 0 | 3 | 124 | 0 | 0 | 312 | |
| 7:30 AM | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 167 | 1 | 0 | 1 | 144 | 0 | 0 | 315 | |
| 7:45 AM | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 159 | 2 | 0 | 2 | 138 | 0 | 0 | 306 | 1180 |
| 8:00 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 3 | 0 | 2 | 134 | 0 | 0 | 292 | 1225 |
| 8:15 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 202 | 3 | 0 | 1 | 139 | 0 | 0 | 348 | 1261 |
| 8:30 AM | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 212 | 2 | 0 | 5 | 137 | 0 | 0 | 359 | 1305 |
| 8:45 AM | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 180 | 4 | 0 | 8 | 101 | 0 | 0 | 296 | 1295 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 8 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 848 | 8 | 0 | 20 | 548 | 0 | 0 | 1436 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 4 | 0 | 0 | 16 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scooters | | | | | | | | | | | | | | | | | | |

Comments:

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

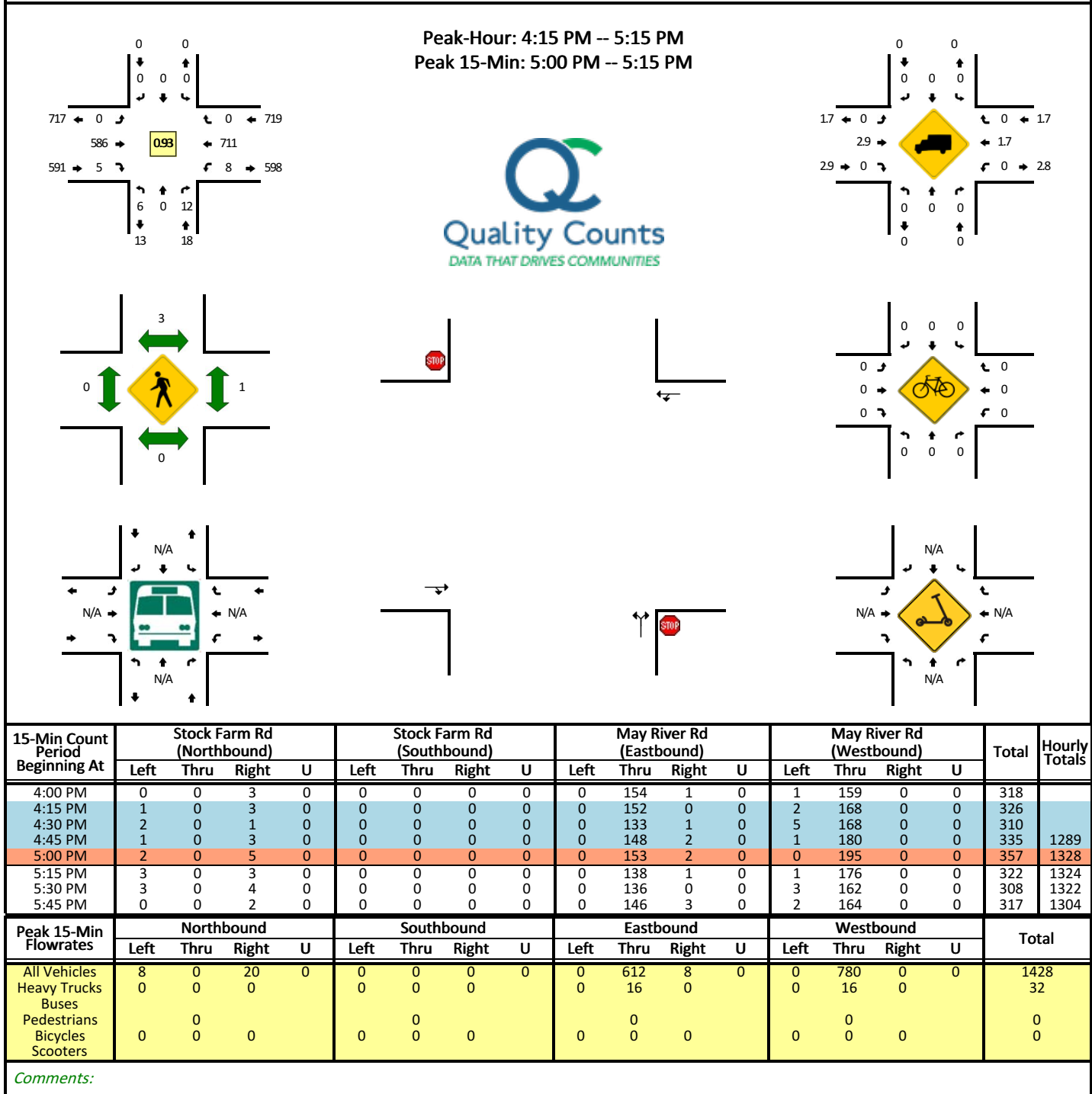
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Stock Farm Rd -- May River Rd
CITY/STATE: Bluffton, SC

QC JOB #: 15909910
DATE: Tue, Aug 23 2022



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

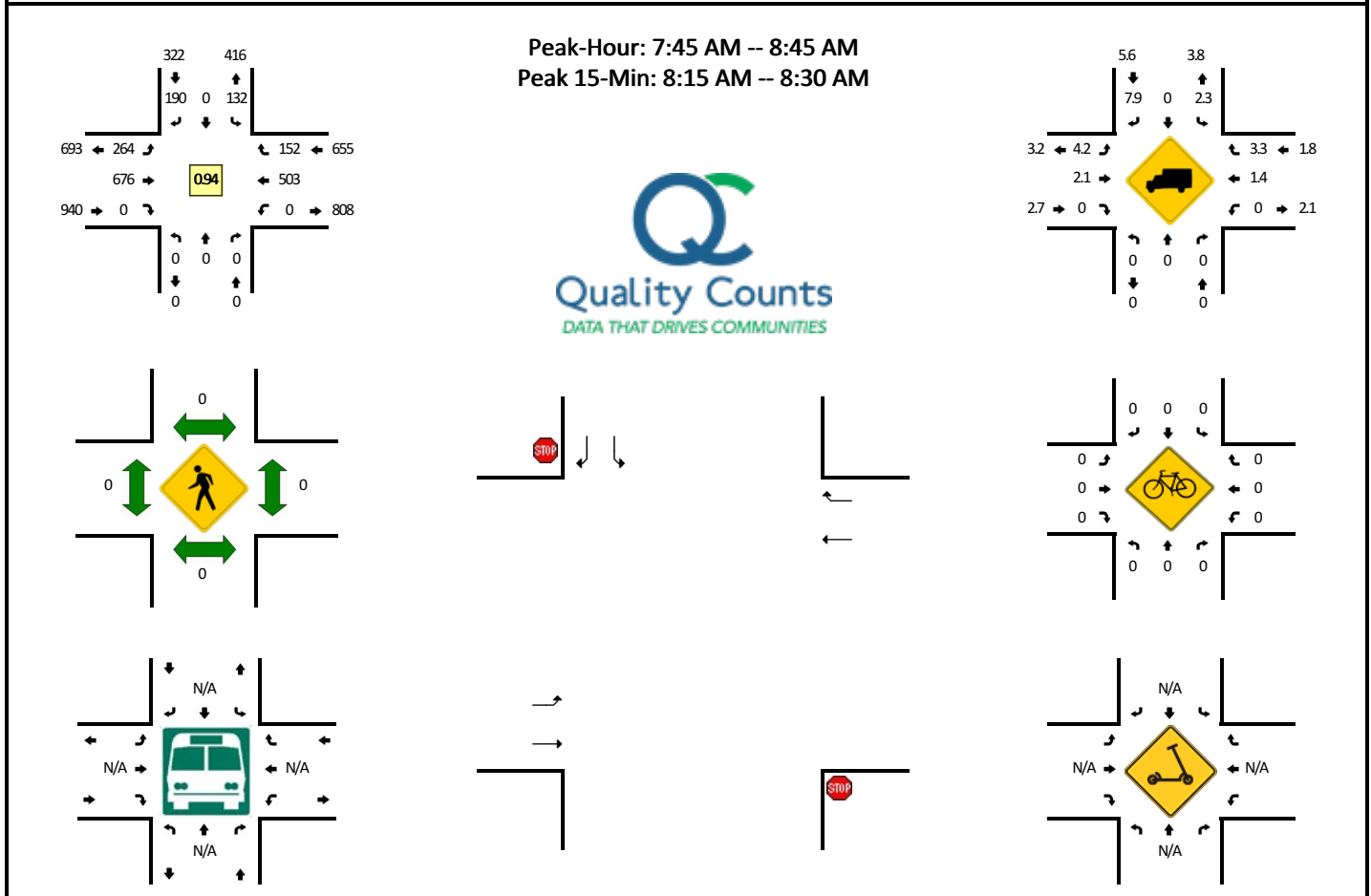
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Buck Island Rd -- May River Rd
CITY/STATE: Bluffton, SC

QC JOB #: 15909911
DATE: Tue, Aug 23 2022



| 15-Min Count Period Beginning At | Buck Island Rd (Northbound) | | | | Buck Island Rd (Southbound) | | | | May River Rd (Eastbound) | | | | May River Rd (Westbound) | | | | Total | Hourly Totals |
|----------------------------------|-----------------------------|------|-------|---|-----------------------------|------|-------|---|--------------------------|------|-------|---|--------------------------|------|-------|---|-------|---------------|
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 16 | 0 | 30 | 0 | 59 | 169 | 0 | 0 | 0 | 71 | 17 | 0 | 362 | |
| 7:15 AM | 0 | 0 | 0 | 0 | 22 | 0 | 45 | 0 | 65 | 176 | 0 | 0 | 0 | 105 | 30 | 0 | 443 | |
| 7:30 AM | 0 | 0 | 0 | 0 | 30 | 0 | 60 | 0 | 83 | 147 | 0 | 0 | 0 | 114 | 37 | 0 | 471 | |
| 7:45 AM | 0 | 0 | 0 | 0 | 21 | 0 | 53 | 0 | 85 | 156 | 0 | 0 | 0 | 125 | 54 | 0 | 494 | 1770 |
| 8:00 AM | 0 | 0 | 0 | 0 | 30 | 0 | 41 | 0 | 55 | 145 | 0 | 0 | 0 | 121 | 35 | 0 | 427 | 1835 |
| 8:15 AM | 0 | 0 | 0 | 0 | 39 | 0 | 60 | 0 | 69 | 184 | 0 | 0 | 0 | 120 | 39 | 0 | 511 | 1903 |
| 8:30 AM | 0 | 0 | 0 | 0 | 42 | 0 | 36 | 0 | 55 | 191 | 0 | 0 | 0 | 137 | 24 | 0 | 485 | 1917 |
| 8:45 AM | 0 | 0 | 0 | 0 | 31 | 1 | 33 | 0 | 59 | 167 | 0 | 0 | 0 | 85 | 23 | 0 | 399 | 1822 |
| Peak 15-Min Flowrates | Northbound | | | | Southbound | | | | Eastbound | | | | Westbound | | | | Total | |
| | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | Left | Thru | Right | U | | |
| All Vehicles | 0 | 0 | 0 | 0 | 156 | 0 | 240 | 0 | 276 | 736 | 0 | 0 | 0 | 480 | 156 | 0 | 2044 | |
| Heavy Trucks | 0 | 0 | 0 | 0 | 8 | 0 | 16 | 0 | 20 | 12 | 0 | 0 | 0 | 0 | 12 | 0 | 68 | |
| Buses | | | | | | | | | | | | | | | | | | |
| Pedestrians | | 0 | | | | 0 | | | | 0 | | | | 0 | | | 0 | |
| Bicycles | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | |
| Scoters | | | | | | | | | | | | | | | | | | |

Comments:

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

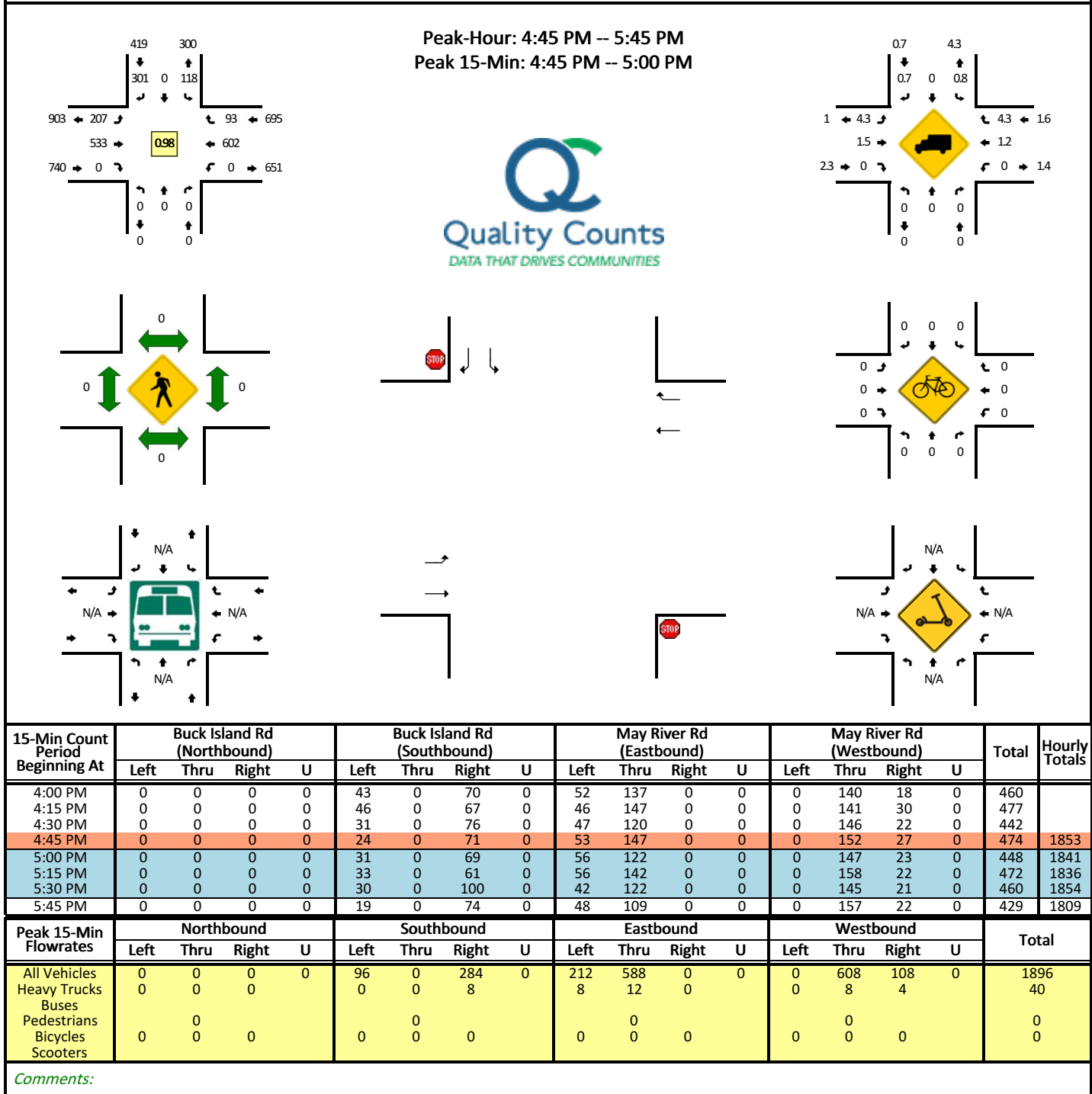
SOURCE: Quality Counts, LLC (<http://www.qualitycounts.net>) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: Buck Island Rd -- May River Rd
CITY/STATE: Bluffton, SC

QC JOB #: 15909912
DATE: Tue, Aug 23 2022



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 TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

| AM 2022 EXISTING TRAFFIC | | | | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
|--|--|-----------|--|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| AM Adjusted Turning Movement Counts ¹ | | | | | 0 | 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 2022 EXISTING TRAFFIC | | | | | 0 | 31 | 629 | 70 | 0 | 1 | 508 | 35 | 0 | 18 | 3 | 5 | 0 | 17 | 6 | 32 | |
| AM Heavy Vehicle Percentage | | | | | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 6% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 3% | |
| AM 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% | 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 NO-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 | | | | 14 | | | | | | | | | | |
| TOTAL AM APPROVED DEVELOPMENT TRAFFIC | | | | | 0 | 0 | 9 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM 2025 NO-BUILD TRAFFIC | | | | | 0 | 32 | 657 | 72 | 0 | 1 | 537 | 36 | 0 | 19 | 3 | 5 | 0 | 18 | 6 | 33 | |
| "SITE TRAFFIC DISTRUBUTION" | | | | | | | | | | | | | | | | | | | | | |
| LAND USE | | TYPE | | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
| Pass-By Distribution | | Entering | | | | | | | | | | | | | | | | | | | |
| | | Exiting | | | | | | | | | | | | | | | | | | | |
| Net New Distribution | | Entering | | | | | | | | | 41% | 3% | | 2% | | | | | | 5% | |
| | | Exiting | | | | 5% | 41% | 2% | | | | | | | | | | 3% | | | |
| "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 | 3 | 20 | 1 | 0 | 0 | 26 | 2 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 3 | |
| AM TOTAL 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 | |

PM Peak Hour

| PM 2022 EXISTING TRAFFIC | | | | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
|--|-----------|--|--|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| PM Adjusted Turning Movement Counts ¹ | | | | | 0 | 38 | 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 2022 EXISTING TRAFFIC | | | | | 0 | 38 | 520 | 40 | 0 | 2 | 691 | 48 | 0 | 9 | 3 | 2 | 0 | 21 | 7 | 33 | |
| PM Heavy Vehicle Percentage | | | | | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 7% | 2% | 2% | 2% | 50% | 2% | 2% | 2% | 4% | |
| 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% | 1.0% |
| PM 2025 NO-BUILD TRAFFIC GROWTH | | | | | 0 | 1 | 16 | 1 | 0 | 0 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | |
| PM 2025 NO-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 | | | | 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 | 39 | 572 | 41 | 0 | 2 | 773 | 49 | 0 | 9 | 3 | 2 | 0 | 22 | 7 | 34 | |
| "SITE TRAFFIC DISTRUBUTION" | | | | | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | | | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
| Pass-By Distribution | Entering | | | | | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | | | | | | | | | 41% | 3% | | 2% | | | | | | 5% | |
| | Exiting | | | | | 5% | 41% | 2% | | | | | | | | | | 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 | 3 | 22 | 1 | 0 | 0 | 21 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 | |
| PM TOTAL PROJECT TRIPS | | | | | 0 | 3 | 22 | 1 | 0 | 0 | 21 | 2 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 3 | |
| PM 2025 BUILD-OUT TRAFFIC | | | | | 0 | 42 | 594 | 42 | 0 | 2 | 794 | 51 | 0 | 10 | 3 | 2 | 0 | 24 | 7 | 37 | |

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

| AM 2022 EXISTING TRAFFIC | | | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
|--|-----------|--|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| AM Adjusted Turning Movement Counts ¹ | | | | 0 | 0 | 723 | 10 | 0 | 10 | 548 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | |
| AM Volume Balancing | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| AM 2022 EXISTING TRAFFIC | | | | 0 | 0 | 723 | 10 | 0 | 10 | 548 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | |
| AM Heavy Vehicle Percentage | | | | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | |
| AM 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% | 1.0% |
| AM 2025 NO-BUILD TRAFFIC GROWTH | | | | 0 | 0 | 22 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM 2025 NO-BUILD TRAFFIC (No AD) | | | | 0 | 0 | 745 | 10 | 0 | 10 | 565 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 |
| Approved Development 1: River Dog Brewery | | | | | | 9 | | | 14 | | | | | | | | | | | |
| TOTAL AM APPROVED DEVELOPMENT TRAFFIC | | | | 0 | 0 | 9 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM 2025 NO-BUILD TRAFFIC | | | | 0 | 0 | 754 | 10 | 0 | 10 | 579 | 0 | 0 | 7 | 0 | 7 | 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 Distribution | Entering | | | | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | | | 23% | | | | 15% | 33% | | | | | | | | | | |
| | Exiting | | | | | 15% | | | | | | | | | | | 33% | | 23% | |
| "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 | 15 | 8 | 0 | 0 | 0 | 10 | 20 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 12 | |
| AM TOTAL PROJECT TRIPS | | | | 0 | 15 | 8 | 0 | 0 | 0 | 10 | 20 | 0 | 0 | 0 | 0 | 0 | 16 | 0 | 12 | |
| AM 2025 BUILD-OUT TRAFFIC | | | | 0 | 15 | 762 | 10 | 0 | 10 | 589 | 20 | 0 | 7 | 0 | 7 | 0 | 16 | 0 | 12 | |

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 |
| 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 | 18 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 | | | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Pass-By Distribution | Entering | | | | | | | | | | -100% | 100% | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | | 40% | | 60% |
| Net New Distribution | Entering | | | | | | 23% | | | | 15% | 33% | | | | | | | | |
| | Exiting | | | | | | 15% | | | | | | | | | | | 33% | | 23% |
| "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 | | | | | | | | | | -1 | 1 | | | | | | 0 | | 1 |
| | Net New | | | | 0 | 12 | 8 | 0 | 0 | 0 | 8 | 17 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 13 |
| PM TOTAL PROJECT TRIPS | | | | | 0 | 12 | 8 | 0 | 0 | 0 | 7 | 18 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 14 |
| PM 2025 BUILD-OUT TRAFFIC | | | | | 0 | 12 | 648 | 5 | 0 | 8 | 815 | 18 | 0 | 6 | 0 | 12 | 0 | 18 | 0 | 14 |

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

| AM 2022 EXISTING TRAFFIC | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--|-----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| AM Adjusted Turning Movement Counts ¹ | | 0 | 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 2022 EXISTING TRAFFIC | | 0 | 11 | 718 | 6 | 0 | 1 | 547 | 7 | 0 | 8 | 0 | 5 | 0 | 10 | 0 | 25 |
| AM Heavy 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 |
| 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-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: River Dog Brewery | | | | 9 | | | | 14 | | | | | | | | | |
| TOTAL AM APPROVED DEVELOPMENT TRAFFIC | | 0 | 0 | 9 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM 2025 NO-BUILD TRAFFIC | | 0 | 11 | 749 | 6 | 0 | 1 | 578 | 7 | 0 | 8 | 0 | 5 | 0 | 10 | 0 | 26 |
| "SITE TRAFFIC DISTRUBUTION" | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Pass-By Distribution | Entering | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | 6% | 40% | | | | | | | | | | | 3% | | |
| | Exiting | | | | | | | 40% | 3% | | | | | | | | 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 TOTAL PROJECT TRIPS | | 0 | 4 | 26 | 0 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 |
| AM 2025 BUILD-OUT TRAFFIC | | 0 | 15 | 775 | 6 | 0 | 1 | 598 | 9 | 0 | 8 | 0 | 5 | 0 | 12 | 0 | 29 |

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 | 10 | 569 | 4 | 0 | 2 | 717 | 12 | 0 | 5 | 0 | 6 | 0 | 1 | 0 | 22 | |
| PM Volume 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 Heavy 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 | 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% | 1.0% |
| PM 2025 NO-BUILD TRAFFIC GROWTH | | | | | 0 | 0 | 18 | 0 | 0 | 0 | 22 | 0 | 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: 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 | 0 |
| PM 2025 NO-BUILD TRAFFIC | | | | | 0 | 10 | 637 | 4 | 0 | 2 | 800 | 12 | 0 | 5 | 0 | 6 | 0 | 2 | 0 | 23 | |
| "SITE TRAFFIC DISTRUBUTION" | | | | | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | | | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
| Pass-By Distribution | Entering | | | | | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | | | | 6% | 40% | | | | | | | | | | | 3% | | | |
| | Exiting | | | | | | | | | | 40% | 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 | 3 | 20 | 0 | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | |
| PM TOTAL PROJECT TRIPS | | | | | 0 | 3 | 20 | 0 | 0 | 0 | 22 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 3 | |
| PM 2025 BUILD-OUT TRAFFIC | | | | | 0 | 13 | 657 | 4 | 0 | 2 | 822 | 14 | 0 | 5 | 0 | 6 | 0 | 4 | 0 | 26 | |

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

| AM 2022 EXISTING TRAFFIC | | | | | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
|--|--|-----------|--|--|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| AM Adjusted Turning Movement Counts ¹ | | | | | | 0 | 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 Heavy 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 | |
| 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% | 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: River Dog Brewery | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL AM APPROVED DEVELOPMENT TRAFFIC | | | | | | 0 | 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 TRAFFIC DISTRUBUTION" | | | | | | | | | | | | | | | | | | | | | | |
| LAND USE | | TYPE | | | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
| Pass-By Distribution | | Entering | | | | | | | | | | | | | | | | | | | | |
| | | Exiting | | | | | | | | | | | | | | | | | | | | |
| Net New Distribution | | Entering | | | | | | | | | | | | | | | 6% | | | 3% | | |
| | | Exiting | | | | | | | | | 6% | | | | | 3% | | | | | | |
| "AM PROJECT TRIPS" | | | | | | | | | | | | | | | | | | | | | | |
| LAND USE | | TYPE | | | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | |
| Project Trip | | Pass - By | | | | | | | | | | | | | | | | | | | | |
| | | Net New | | | | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 2 | 0 | |
| AM TOTAL PROJECT TRIPS | | | | | | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 2 | 4 | 0 | 0 | 2 | 0 | |
| 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 | |
| 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% | 1.0% |
| PM 2025 NO-BUILD TRAFFIC GROWTH | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 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 | | | | | | | | | | | | | | | | | | | | | | |
| TOTAL PM APPROVED DEVELOPMENT TRAFFIC | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 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 Distribution | Entering | | | | | | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | | | | | | | | | | | 6% | | | 3% | | | | | | |
| | Exiting | | | | | | 6% | | | | | 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 | 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 | |

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

| AM 2022 EXISTING TRAFFIC | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--|-----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| AM Adjusted Turning Movement Counts ¹ | | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 45 | 1 | 0 | 0 | 50 | 7 |
| AM Volume Balancing | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | -1 | 0 | 0 | 1 | 0 |
| AM 2022 EXISTING TRAFFIC | | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 63 | 0 | 0 | 0 | 51 | 7 |
| AM Heavy Vehicle Percentage | | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 4% | 2% | 2% | 2% | 4% | 2% |
| AM 2025 NO-BUILD TRAFFIC | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Annual Growth Rate | | 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 | 2 | 0 | 0 | 0 | 2 | 0 |
| AM 2025 NO-BUILD TRAFFIC (No AD) | | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 65 | 0 | 0 | 0 | 53 | 7 |
| Approved Development 1: River Dog Brewery | | | | | | | | | | | | | | | | | |
| TOTAL AM APPROVED DEVELOPMENT TRAFFIC | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM 2025 NO-BUILD TRAFFIC | | 0 | 11 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 6 | 65 | 0 | 0 | 0 | 53 | 7 |
| "SITE TRAFFIC DISTRUBUTION" | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Pass-By Distribution | Entering | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | | | | | | | | | 3% | | | | | 5% | |
| | Exiting | | | | 3% | | | | | | | 5% | | | | | |
| "AM PROJECT TRIPS" | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Project Trip | Pass - By | | | | | | | | | | | | | | | | |
| | Net New | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 3 | 0 |
| AM TOTAL PROJECT TRIPS | | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 3 | 0 |
| AM 2025 BUILD-OUT TRAFFIC | | 0 | 11 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 8 | 68 | 0 | 0 | 0 | 56 | 7 |

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 | 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 2022 EXISTING TRAFFIC | | | | | 0 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 | 79 | 0 | 0 | 0 | 56 | 5 | |
| PM Heavy Vehicle Percentage | | | | | 2% | 14% | 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% | 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: River Dog Brewery | | | | | | | | | | | | | | | | | | | | | |
| TOTAL PM APPROVED DEVELOPMENT TRAFFIC | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM 2025 NO-BUILD TRAFFIC | | | | | 0 | 7 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 10 | 81 | 0 | 0 | 0 | 58 | 5 | |
| "SITE TRAFFIC DISTRUBUTION" | | | | | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | | | | |
| Pass-By Distribution | Entering | | | | | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | | | | | | | | | 3% | | | | | 5% | | | | | |
| | 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 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 3 | 0 | | | | |
| PM TOTAL PROJECT TRIPS | | | | | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 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 TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

| AM 2022 EXISTING TRAFFIC | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--|-----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| AM Adjusted Turning Movement Counts ¹ | | 0 | 0 | 733 | 0 | 0 | 0 | 555 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Volume Balancing | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM 2022 EXISTING TRAFFIC | | 0 | 0 | 733 | 0 | 0 | 0 | 555 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Heavy Vehicle Percentage | | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| AM 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% |
| AM 2025 NO-BUILD TRAFFIC GROWTH | | 0 | 0 | 22 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM 2025 NO-BUILD TRAFFIC (No AD) | | 0 | 0 | 755 | 0 | 0 | 0 | 572 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Approved Development 1: River Dog Brewery | | | | 9 | | | | 14 | | | | | | | | | |
| TOTAL AM APPROVED DEVELOPMENT TRAFFIC | | 0 | 0 | 9 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM 2025 NO-BUILD TRAFFIC | | 0 | 0 | 764 | 0 | 0 | 0 | 586 | 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 Distribution | Entering | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | 20% | 23% | | | | | 15% | | | | | | | | |
| | Exiting | | | | | | | 23% | | | | | | | 15% | | 20% |
| "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 | 13 | 15 | 0 | 0 | 0 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 |
| AM TOTAL PROJECT TRIPS | | 0 | 13 | 15 | 0 | 0 | 0 | 12 | 10 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 |
| AM 2025 BUILD-OUT TRAFFIC | | 0 | 13 | 779 | 0 | 0 | 0 | 598 | 10 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 10 |

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 | 591 | 0 | 0 | 0 | 717 | 0 | 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 | 0 |
| PM 2022 EXISTING TRAFFIC | | | | | 0 | 0 | 591 | 0 | 0 | 0 | 731 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PM Heavy Vehicle Percentage | | | | | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 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% | 1.0% |
| PM 2025 NO-BUILD TRAFFIC GROWTH | | | | | 0 | 0 | 18 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> | 0 | 0 | 0 | 0 | 0 | 0 |
| PM 2025 NO-BUILD TRAFFIC (No AD) | | | | | 0 | 0 | 609 | 0 | 0 | 0 | 753 | 0 | 0 | 0 | 0 <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> | 0 | 0 | 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 <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> | 0 | 0 | 0 | 0 | 0 | 0 |
| PM 2025 NO-BUILD TRAFFIC | | | | | 0 | 0 | 645 | 0 | 0 | 0 | 814 | 0 | 0 | 0 | 0 <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> <td>0</td> | 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 Distribution | Entering | | | | | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | 20% | 23% | | | | | 15% | | | | | | | | | | | | |
| | 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 | 0 | 10 | 12 | 0 | 0 | 0 | 13 | 8 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 11 | | | | |
| PM TOTAL 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 | | | | |

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jason Street at Site Access #3
COUNT DATE: August 23, 2022
AM PEAK HOUR FACTOR: 0.90 AM FUTURE PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.90 PM FUTURE PEAK HOUR FACTOR: 0.90

AM Peak Hour

| | | | | | | | | | | | | | | | | | | | | |
|--|-----------|-----|-----|-----|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| AM 2022 EXISTING TRAFFIC | | | | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| AM Adjusted Turning Movement Counts ¹ | | | | | 0 | 0 | 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 2022 EXISTING TRAFFIC | | | | | 0 | 0 | 15 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Heavy Vehicle Percentage | | | | | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| AM 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% |
| 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-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 APPROVED 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 TRAFFIC DISTRUBUTION" | | | | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | | | |
| Pass-By Distribution | Entering | | | | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | | | | | 3% | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | 3% | | | | | | | |
| "AM PROJECT TRIPS" | | | | | | | | | | | | | | | | | | | | |
| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR | | | |
| Project Trip | Pass - By | | | | | | | | | | | | | | | | | | | |
| | Net New | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | |
| AM TOTAL PROJECT TRIPS | | | | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 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 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 | 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 | 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 Distribution | Entering | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | | | | | 3% | | | | | | | | | | |
| | Exiting | | | | | | | | | | | 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 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| PM TOTAL 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 TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

| AM 2022 EXISTING TRAFFIC | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--|-----------|----------|----------|-----------|----------|----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| AM Adjusted Turning Movement Counts ¹ | | 0 | 0 | 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 2022 EXISTING TRAFFIC | | 0 | 0 | 15 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Heavy Vehicle Percentage | | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| AM 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% |
| 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-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 APPROVED 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 TRAFFIC DISTRIBUTION" | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Pass-By Distribution | Entering | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | | | 3% | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | 3% | | | | | | |
| "AM PROJECT TRIPS" | | 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 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM TOTAL PROJECT TRIPS | | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 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 | 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 | 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 DISTRIBUTION" | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Pass-By Distribution | Entering | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | | | 3% | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | 3% | | | | | | |
| "PM PROJECT TRIPS" | | 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 TOTAL 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 |

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

| AM 2022 EXISTING TRAFFIC | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--|-----------|----------|----------|-----------|----------|----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| AM Adjusted Turning Movement Counts ¹ | | 0 | 0 | 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 2022 EXISTING TRAFFIC | | 0 | 0 | 15 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM Heavy Vehicle Percentage | | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| AM 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% |
| 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-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 APPROVED 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 TRAFFIC DISTRIBUTION" | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Pass-By Distribution | Entering | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | | 3% | 3% | | | | | | | | | | | | |
| | Exiting | | | | | | | 3% | | | 3% | | | | | | |
| "AM PROJECT TRIPS" | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Project Trip | Pass - By | | | | | | | | | | | | | | | | |
| | Net New | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM TOTAL PROJECT TRIPS | | 0 | 0 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| AM 2025 BUILD-OUT TRAFFIC | | 0 | 0 | 17 | 2 | 0 | 0 | 15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |

PM Peak Hour





| PM 2022 EXISTING TRAFFIC | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|--|-----------|----------|----------|-----------|----------|----------|----------|-----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| PM Adjusted Turning Movement Counts ¹ | | 0 | 0 | 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 | 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 | 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 DISTRIBUTION" | | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
| Pass-By Distribution | Entering | | | | | | | | | | | | | | | | |
| | Exiting | | | | | | | | | | | | | | | | |
| Net New Distribution | Entering | | | 3% | 3% | | | | | | | | | | | | |
| | Exiting | | | | | | | 3% | | | 3% | | | | | | |
| "PM PROJECT TRIPS" | | 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 |
| PM 2025 BUILD-OUT TRAFFIC | | 0 | 0 | 13 | 2 | 0 | 0 | 16 | 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





Magnolia Square MUD
2022 Existing AM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|--------|---|------|--------|---|-------|--------|---|-------|
| Int Delay, s/veh | 2.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| 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 | Major1 | | | 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 | - |
| | | | | | | | | | | | | |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 0.4 | | | 0 | | | 43.3 | | | 28.9 | | |
| HCM LOS | | | | | | | E | | | D | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 122 | 976 | - | - | 846 | - | - | 210 | | | | |
| HCM Lane V/C Ratio | 0.234 | 0.035 | - | - | 0.001 | - | - | 0.288 | | | | |
| HCM Control Delay (s) | 43.3 | 8.8 | 0 | - | 9.3 | 0 | - | 28.9 | | | | |
| HCM Lane LOS | E | A | A | - | A | A | - | D | | | | |
| HCM 95th %tile Q(veh) | 0.9 | 0.1 | - | - | 0 | - | - | 1.1 | | | | |

HCM 6th TWSC





2: Stock Farm Road & May River Road

Magnolia Square MUD
2022 Existing AM Peak

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|---|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  |  |
| Traffic Vol, veh/h | 723 | 10 | 10 | 548 | 7 | 7 |
| Future Vol, veh/h | 723 | 10 | 10 | 548 | 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 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 795 | 11 | 11 | 602 | 8 | 8 |
| | | | | | | |
| Major/Minor | Major1 | Major2 | | 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, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 819 | - | 146 | 384 |
| Mov Cap-2 Maneuver | - | - | - | - | 146 | - |
| Stage 1 | - | - | - | - | 442 | - |
| Stage 2 | - | - | - | - | 523 | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | WB | | NB | | |
| HCM Control Delay, s | 0 | 0.2 | | 22.8 | | |
| HCM LOS | C | | | | | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
| Capacity (veh/h) | 146 | 384 | - | - | 819 | - |
| HCM Lane V/C Ratio | 0.053 | 0.02 | - | - | 0.013 | - |
| HCM Control Delay (s) | 31 | 14.6 | - | - | 9.5 | 0 |
| HCM Lane LOS | D | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - |





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

Magnolia Square MUD
2022 Existing AM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|--------|-------|---|--------|-------|---|--------|-------|---|-------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| 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 | 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 | - |
| Follow-up Hdwy | 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 | - |
| | | | | | | | | | | | | |
| Approach | EB | | WB | | | NB | | | SB | | | |
| HCM Control Delay, s | 0.1 | | 0 | | | 32.7 | | | 22.2 | | | |
| HCM LOS | | | | | | D | | | C | | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 144 | 970 | - | - | 826 | - | - | 247 | | | | |
| HCM Lane V/C Ratio | 0.099 | 0.012 | - | - | 0.001 | - | - | 0.156 | | | | |
| HCM Control Delay (s) | 32.7 | 8.8 | 0 | - | 9.4 | 0 | - | 22.2 | | | | |
| HCM Lane LOS | D | A | A | - | A | A | - | C | | | | |
| HCM 95th %tile Q(veh) | 0.3 | 0 | - | - | 0 | - | - | 0.5 | | | | |




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

Magnolia Square MUD
2022 Existing AM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|--------|------------|---|--------|-------|---|--------|-------|---|------|
| Int Delay, s/veh | 4.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| 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 | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 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 | | | Major2 | | | |
| Conflicting Flow All | 56 | 56 | 29 | 62 | 53 | 14 | 29 | 0 | 0 | 17 | 0 | 0 |
| Stage 1 | 29 | 29 | - | 24 | 24 | - | - | - | - | - | - | - |
| Stage 2 | 27 | 27 | - | 38 | 29 | - | - | - | - | - | - | - |
| 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 | 941 | 835 | 996 | 933 | 838 | 1066 | 1584 | - | - | 1600 | - | - |
| Stage 1 | 988 | 871 | - | 994 | 875 | - | - | - | - | - | - | - |
| Stage 2 | 990 | 873 | - | 977 | 871 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 933 | 832 | 996 | 914 | 835 | 1066 | 1584 | - | - | 1600 | - | - |
| Mov Cap-2 Maneuver | 933 | 832 | - | 914 | 835 | - | - | - | - | - | - | - |
| Stage 1 | 985 | 871 | - | 991 | 872 | - | - | - | - | - | - | - |
| Stage 2 | 980 | 870 | - | 957 | 871 | - | - | - | - | - | - | - |
| | | | | | | | | | | | | |
| Approach | EB | | WB | | | NB | | | SB | | | |
| HCM Control Delay, s | 9.1 | | 9.2 | | | 1.6 | | | 0 | | | |
| HCM LOS | A | | A | | | | | | | | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR | | | | | |
| Capacity (veh/h) | 1584 | - | - | 893 | 882 | 1600 | - | - | | | | |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.028 | 0.018 | - | - | - | | | | |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.1 | 9.2 | 0 | - | - | | | | |
| HCM Lane LOS | A | A | - | A | A | A | - | - | | | | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.1 | 0 | - | - | | | | |





HCM 6th TWSC
5: Pin Oak Street & Jason Street

Magnolia Square MUD
2022 Existing AM Peak

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|------|
| Int Delay, s/veh | 1.3 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  | | |  |  | |
| 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 | 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/Minor | 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 | 3.518 | 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 | - | - | - | - | - |
| Approach | EB | NB | | SB | | |
| HCM Control Delay, s | 9.3 | 0.6 | | 0 | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR | |
| Capacity (veh/h) | 1526 | - | 859 | - | - | |
| HCM Lane V/C Ratio | 0.005 | - | 0.022 | - | - | |
| HCM Control Delay (s) | 7.4 | 0 | 9.3 | - | - | |
| HCM Lane LOS | A | A | A | - | - | |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - | |





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

Magnolia Square MUD
2022 Existing PM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|--------|---|------|--------|---|------|--------|---|-------|
| Int Delay, s/veh | 2.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| 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 | Major1 | | | 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 | - |
| Follow-up Hdwy | 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 Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 108 | 833 | - | - | 980 | - | - | 180 | | | | |
| HCM Lane V/C Ratio | 0.138 | 0.049 | - | - | 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 | | | | |





HCM 6th TWSC
2: Stock Farm Road & May River Road

Magnolia Square MUD
2022 Existing PM Peak

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|---|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  |  |
| 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 | - | 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 | 630 | 5 | 9 | 780 | 6 | 13 |
| | | | | | | |
| Major/Minor | 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 | - |
| | | | | | | |
| Approach | EB | WB | | NB | | |
| HCM Control Delay, s | 0 | 0.1 | | 18.8 | | |
| HCM LOS | C | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
| Capacity (veh/h) | 145 | 480 | - | - | 948 | - |
| HCM Lane V/C Ratio | 0.044 | 0.027 | - | - | 0.009 | - |
| HCM Control Delay (s) | 31 | 12.7 | - | - | 8.8 | 0 |
| HCM Lane LOS | D | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | 0.1 | - | - | 0 | - |





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

Magnolia Square MUD
2022 Existing PM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|--------|---|------|--------|---|-------|--------|---|-------|
| Int Delay, s/veh | 0.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| 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 | Major1 | | | 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 | | | C | | |
| | | | | | | | | | | | | |
| 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 | 0.012 | - | - | 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 | - | C | | | | |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.2 | | | | |




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

Magnolia Square MUD
2022 Existing PM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|--------|------------|---|--------|-------|---|--------|-------|---|------|
| Int Delay, s/veh | 3.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| 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, # | - | 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 | Minor2 | | Minor1 | | | Major1 | | | 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 | A | | A | | | | | | | | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR | | | | | |
| Capacity (veh/h) | 1597 | - | - | 887 | 845 | 1580 | - | - | | | | |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.012 | 0.023 | 0.002 | - | - | | | | |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.1 | 9.4 | 7.3 | 0 | - | | | | |
| HCM Lane LOS | A | A | - | A | A | A | A | - | | | | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - | | | | |

HCM 6th TWSC
5: Pin Oak Street & Jason Street

Magnolia Square MUD
2022 Existing PM Peak

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|------|
| Int Delay, s/veh | 1.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  | | |  |  | |
| 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 | 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 | | Major2 | | |
| Conflicting Flow All | 172 | 64 | 66 | 0 | - | 0 |
| Stage 1 | 64 | - | - | - | - | - |
| Stage 2 | 108 | - | - | - | - | - |
| Critical Hdwy | 6.54 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.54 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.54 | - | - | - | - | - |
| Follow-up Hdwy | 3.626 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 791 | 1000 | 1536 | - | - | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 887 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| 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 | A | | | | | |
| Minor Lane/Major Mvmt | 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 | A | A | A | - | - | |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - | |

2025 NO BUILD CONDITIONS

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

Magnolia Square MUD
2025 No-Build AM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| 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 | Major1 | | | 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 Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 108 | 947 | - | - | 822 | - | - | 191 |
| HCM Lane V/C Ratio | 0.275 | 0.037 | - | - | 0.001 | - | - | 0.328 |
| HCM Control Delay (s) | 50.5 | 8.9 | 0 | - | 9.4 | 0 | - | 32.8 |
| HCM Lane LOS | F | A | A | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 1 | 0.1 | - | - | 0 | - | - | 1.4 |

HCM 6th TWSC





2: Stock Farm Road & May River Road

Magnolia Square MUD
2025 No-Build AM Peak

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|---|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  |  |
| 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 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 829 | 11 | 11 | 636 | 8 | 8 |
| | | | | | | |
| Major/Minor | Major1 | Major2 | | 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, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 795 | - | 133 | 368 |
| Mov Cap-2 Maneuver | - | - | - | - | 133 | - |
| Stage 1 | - | - | - | - | 426 | - |
| Stage 2 | - | - | - | - | 504 | - |
| | | | | | | |
| Approach | EB | WB | | NB | | |
| HCM Control Delay, s | 0 | 0.2 | | 24.4 | | |
| HCM LOS | C | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
| Capacity (veh/h) | 133 | 368 | - | - | 795 | - |
| HCM Lane V/C Ratio | 0.058 | 0.021 | - | - | 0.014 | - |
| HCM Control Delay (s) | 33.7 | 15 | - | - | 9.6 | 0 |
| HCM Lane LOS | D | C | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - |





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

Magnolia Square MUD
2025 No-Build AM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|--------|---|------|--------|---|-------|--------|---|-------|
| Int Delay, s/veh | 1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| 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 | Major1 | | | Major2 | | | Minor1 | | | 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 | | | C | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 128 | 942 | - | - | 802 | - | - | 230 | | | | |
| HCM Lane V/C Ratio | 0.112 | 0.013 | - | - | 0.001 | - | - | 0.172 | | | | |
| HCM Control Delay (s) | 36.6 | 8.9 | 0 | - | 9.5 | 0 | - | 23.9 | | | | |
| HCM Lane LOS | E | A | A | - | A | A | - | C | | | | |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.6 | | | | |




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

Magnolia Square MUD
2025 No-Build AM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|--------|-------------|---|--------|-------|---|--------|-------|---|------|
| Int Delay, s/veh | 4.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| Traffic Vol, veh/h | 5 | 10 | 5 | 8 | 5 | 0 | 4 | 9 | 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 | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 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 | 29 | 1 |
| | | | | | | | | | | | | |
| Major/Minor | 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 | - | 39 | 30 | - | - | - | - | - | - | - |
| 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 | 940 | 834 | 995 | 932 | 837 | 1066 | 1583 | - | - | 1600 | - | - |
| Stage 1 | 987 | 870 | - | 994 | 875 | - | - | - | - | - | - | - |
| Stage 2 | 990 | 873 | - | 976 | 870 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 932 | 831 | 995 | 913 | 834 | 1066 | 1583 | - | - | 1600 | - | - |
| Mov Cap-2 Maneuver | 932 | 831 | - | 913 | 834 | - | - | - | - | - | - | - |
| Stage 1 | 984 | 870 | - | 991 | 872 | - | - | - | - | - | - | - |
| Stage 2 | 980 | 870 | - | 956 | 870 | - | - | - | - | - | - | - |
| | | | | | | | | | | | | |
| Approach | EB | | WB | | | NB | | | SB | | | |
| HCM Control Delay, s | 9.2 | | 9.2 | | | 1.6 | | | 0 | | | |
| HCM LOS | A | | A | | | | | | | | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR | | | | | |
| Capacity (veh/h) | 1583 | - | - | 892 881 | 1600 | - | - | | | | | |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.028 0.018 | - | - | - | | | | | |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.2 9.2 | 0 | - | - | | | | | |
| HCM Lane LOS | A | A | - | A A | A | - | - | | | | | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 0.1 | 0 | - | - | | | | | |





HCM 6th TWSC
5: Pin Oak Street & Jason Street

Magnolia Square MUD
2025 No-Build AM Peak

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|------|
| Int Delay, s/veh | 1.2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  | | |  |  | |
| 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 | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | - | 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 | Minor2 | Major1 | | Major2 | | |
| 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 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 818 | 989 | 1522 | - | - | - |
| Stage 1 | 950 | - | - | - | - | - |
| Stage 2 | 925 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 813 | 989 | 1522 | - | - | - |
| Mov Cap-2 Maneuver | 813 | - | - | - | - | - |
| Stage 1 | 944 | - | - | - | - | - |
| Stage 2 | 925 | - | - | - | - | - |
| Approach | EB | NB | | SB | | |
| HCM Control Delay, s | 9.3 | 0.6 | | 0 | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR | |
| Capacity (veh/h) | 1522 | - | 854 | - | - | |
| HCM Lane V/C Ratio | 0.005 | - | 0.023 | - | - | |
| HCM Control Delay (s) | 7.4 | 0 | 9.3 | - | - | |
| HCM Lane LOS | A | A | A | - | - | |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - | |

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





Magnolia Square MUD
2025 No-Build PM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|--------|---|------|--------|---|------|--------|---|-------|
| Int Delay, s/veh | 2.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| 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 | Major1 | | | 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 Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 84 | 772 | - | - | 934 | - | - | 144 | | | | |
| HCM Lane V/C Ratio | 0.177 | 0.054 | - | - | 0.002 | - | - | 0.465 | | | | |
| HCM Control Delay (s) | 56.9 | 9.9 | 0 | - | 8.9 | 0 | - | 50.1 | | | | |
| HCM Lane LOS | F | A | A | - | A | A | - | F | | | | |
| HCM 95th %tile Q(veh) | 0.6 | 0.2 | - | - | 0 | - | - | 2.1 | | | | |

HCM 6th TWSC

2: Stock Farm Road & May River Road

Magnolia Square MUD
2025 No-Build PM Peak





| Intersection | | | | | | |
|--------------------------|---|-------|--------|---|---|---|
| Int Delay, s/veh | 0.3 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  |  |
| Traffic Vol, veh/h | 640 | 5 | 8 | 808 | 6 | 12 |
| Future Vol, veh/h | 640 | 5 | 8 | 808 | 6 | 12 |
| 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 | 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 |
| | | | | | | |
| Major/Minor | Major1 | | 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 | 3.318 |
| 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 | C | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
| Capacity (veh/h) | 118 | 445 | - | - | 902 | - |
| HCM Lane V/C Ratio | 0.055 | 0.029 | - | - | 0.01 | - |
| HCM Control Delay (s) | 37.3 | 13.3 | - | - | 9 | 0 |
| HCM Lane LOS | E | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - |

HCM 6th TWSC

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





Magnolia Square MUD

2025 No-Build PM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|--------|---|------|--------|---|-------|--------|---|-------|
| Int Delay, s/veh | 0.6 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| 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 | Major1 | | | Major2 | | | Minor1 | | | 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 | - |
| Follow-up Hdwy | 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 | | | | | | | D | | | C | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 150 | 785 | - | - | 916 | - | - | 287 | | | | |
| HCM Lane V/C Ratio | 0.077 | 0.013 | - | - | 0.002 | - | - | 0.092 | | | | |
| HCM Control Delay (s) | 31 | 9.6 | 0 | - | 8.9 | 0 | - | 18.8 | | | | |
| HCM Lane LOS | D | A | A | - | A | A | - | C | | | | |
| HCM 95th %tile Q(veh) | 0.2 | 0 | - | - | 0 | - | - | 0.3 | | | | |




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

Magnolia Square MUD
2025 No-Build PM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|--------|------------|---|--------|-------|---|--------|-------|---|------|
| Int Delay, s/veh | 3.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| 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, # | - | 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 | | | 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 | - | - | - | - | - | - | - |
| 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, % | | | | | | | | - | - | | - | - |
| 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 | - | - | - | - | - | - | - |
| | | | | | | | | | | | | |
| Approach | EB | | WB | | | NB | | | SB | | | |
| HCM Control Delay, s | 9.1 | | 9.4 | | | 1.5 | | | 0.9 | | | |
| HCM LOS | A | | A | | | | | | | | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1WBLn1 | SBL | SBT | SBR | | | | | |
| Capacity (veh/h) | 1597 | - | - | 886 | 844 | 1579 | - | - | | | | |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.012 | 0.023 | 0.002 | - | - | | | | |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.1 | 9.4 | 7.3 | 0 | - | | | | |
| HCM Lane LOS | A | A | - | A | A | A | A | - | | | | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - | | | | |

HCM 6th TWSC
5: Pin Oak Street & Jason Street





Magnolia Square MUD
2025 No-Build PM Peak

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|------|
| Int Delay, s/veh | 1.1 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  | | |  |  | |
| 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 | 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 | | Major2 | | |
| Conflicting Flow All | 176 | 66 | 68 | 0 | - | 0 |
| Stage 1 | 66 | - | - | - | - | - |
| Stage 2 | 110 | - | - | - | - | - |
| Critical Hdwy | 6.54 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.54 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.54 | - | - | - | - | - |
| Follow-up Hdwy | 3.626 | 3.318 | 2.218 | - | - | - |
| 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 | 0.8 | | 0 | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR | |
| Capacity (veh/h) | 1533 | - | 859 | - | - | |
| HCM Lane V/C Ratio | 0.007 | - | 0.015 | - | - | |
| HCM Control Delay (s) | 7.4 | 0 | 9.3 | - | - | |
| HCM Lane LOS | A | A | A | - | - | |
| HCM 95th %tile Q(veh) | 0 | - | 0 | - | - | |

2025 BUILD CONDITIONS

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

Magnolia Square MUD
2025 Build AM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|---|------|--------|---|------|--------|---|-------|--------|---|-------|
| Int Delay, s/veh | 2.9 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | |  | | |  | | |  | | |  | |
| 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 | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
| Conflicting Flow All | 661 | 0 | 0 | 824 | 0 | 0 | 1526 | 1523 | 784 | 1506 | 1542 | 640 |
| Stage 1 | - | - | - | - | - | - | 860 | 860 | - | 642 | 642 | - |
| Stage 2 | - | - | - | - | - | - | 666 | 663 | - | 864 | 900 | - |
| 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 | 923 | - | - | 806 | - | - | 96 | 118 | 393 | 99 | 115 | 474 |
| Stage 1 | - | - | - | - | - | - | 351 | 373 | - | 463 | 469 | - |
| Stage 2 | - | - | - | - | - | - | 449 | 459 | - | 349 | 357 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| 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 | | | | | | | F | | | E | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | 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 | - | 37.2 | | | | |
| HCM Lane LOS | F | A | A | - | A | A | - | E | | | | |
| 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

Magnolia Square MUD
2025 Build AM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.3 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | ↕ | | ↕ | |
| Traffic Vol, veh/h | 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 | Major1 | | | Major2 | | | Minor1 | | | 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 | | | | | | | D | | | E | | |

| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 85 | 364 | 921 | - | - | 790 | - | - | 131 |
| HCM Lane V/C Ratio | 0.09 | 0.021 | 0.018 | - | - | 0.014 | - | - | 0.235 |
| HCM Control Delay (s) | 51.5 | 15.1 | 9 | 0 | - | 9.6 | 0 | - | 40.7 |
| HCM Lane LOS | F | C | A | A | - | A | A | - | E |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | 0.1 | - | - | 0 | - | - | 0.9 |

HCM 6th TWSC

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

Magnolia Square MUD

2025 Build AM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| 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 | - | - | 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 | Major1 | | | Major2 | | | 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 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 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 Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 117 | 923 | - | - | 782 | - | - | 206 | | | | |
| HCM Lane V/C Ratio | 0.122 | 0.018 | - | - | 0.001 | - | - | 0.219 | | | | |
| HCM Control Delay (s) | 40 | 9 | 0 | - | 9.6 | 0 | - | 27.3 | | | | |
| HCM Lane LOS | E | A | A | - | A | A | - | D | | | | |
| HCM 95th %tile Q(veh) | 0.4 | 0.1 | - | - | 0 | - | - | 0.8 | | | | |

HCM 6th TWSC




4: Whispering Pine Street & Jason Street

Magnolia Square MUD
2025 Build AM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|-------|--------|-------|--------|-------|--------|------|------|-------|------|------|
| Int Delay, s/veh | 4.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| 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 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 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 | 14 | 6 | 0 | 5 | 14 | 11 | 0 | 31 | 1 |
| | | | | | | | | | | | | |
| Major/Minor | Minor2 | | Minor1 | | Major1 | | 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 | A | | A | | | | | | | | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR | | | | |
| Capacity (veh/h) | 1580 | - | - | 884 | 877 | 1589 | - | - | | | | |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.028 | 0.023 | - | - | - | | | | |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.2 | 9.2 | 0 | - | - | | | | |
| HCM Lane LOS | A | A | - | A | A | A | - | - | | | | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.1 | 0 | - | - | | | | |




HCM 6th TWSC
5: Pin Oak Street & Jason Street

Magnolia Square MUD
2025 Build AM Peak

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  | | |  |  | |
| 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 | 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 | Minor2 | Major1 | | Major2 | | |
| 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 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | 2.218 | - | - | - |
| Pot Cap-1 Maneuver | 805 | 984 | 1517 | - | - | - |
| Stage 1 | 946 | - | - | - | - | - |
| Stage 2 | 917 | - | - | - | - | - |
| Platoon blocked, % | | | | - | - | - |
| Mov Cap-1 Maneuver | 799 | 984 | 1517 | - | - | - |
| Mov Cap-2 Maneuver | 799 | - | - | - | - | - |
| Stage 1 | 939 | - | - | - | - | - |
| Stage 2 | 917 | - | - | - | - | - |
| Approach | EB | NB | | SB | | |
| HCM Control Delay, s | 9.3 | 0.8 | | 0 | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR | |
| Capacity (veh/h) | 1517 | - | 849 | - | - | |
| HCM Lane V/C Ratio | 0.007 | - | 0.024 | - | - | |
| HCM Control Delay (s) | 7.4 | 0 | 9.3 | - | - | |
| HCM Lane LOS | A | A | A | - | - | |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - | |

HCM 6th TWSC 6: May River Road & Site Access #2

Magnolia Square MUD
2025 Build AM Peak

| Intersection | | | | | | |
|--------------------------|--------|---|---|--------|---|-------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | |  |  | |  | |
| Traffic Vol, veh/h | 13 | 779 | 598 | 10 | 8 | 10 |
| Future Vol, veh/h | 13 | 779 | 598 | 10 | 8 | 10 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 866 | 664 | 11 | 9 | 11 |
| Major/Minor | Major1 | Major2 | | 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 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 916 | - | - | - | 123 | 457 |
| Stage 1 | - | - | - | - | 509 | - |
| Stage 2 | - | - | - | - | 399 | - |
| Platoon blocked, % | | - | - | - | | |
| 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 | | | | C | | |
| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 | |
| 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 | A | A | - | - | C | |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.3 | |




HCM 6th TWSC

7: Site Access #3 & Jason Street

Magnolia Square MUD
2025 Build AM Peak

Intersection

Int Delay, s/veh 0.8

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|---|------|------|---|---|------|
| Lane Configurations |  | | |  |  | |
| 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 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 0 | 2 | 14 | 0 | 1 |




| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 17 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.218 |
| Pot Cap-1 Maneuver | - | - | 1600 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1600 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |

| Approach | EB | WB | NB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0 | 1 | 8.4 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h) | 1062 | - | - | 1600 | - |
| HCM Lane V/C Ratio | 0.001 | - | - | 0.001 | - |
| HCM Control Delay (s) | 8.4 | - | - | 7.3 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |




HCM 6th TWSC
8: Site Access #4 & Jason Street

Magnolia Square MUD
2025 Build AM Peak

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|-------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 15 | 2 | 0 | 13 | 2 | 0 |
| Future Vol, veh/h | 15 | 2 | 0 | 13 | 2 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 17 | 2 | 0 | 14 | 2 | 0 |
| | | | | | | |
| Major/Minor | Major1 | Major2 | | Minor1 | | |
| Conflicting Flow All | 0 | 0 | 19 | 0 | 32 | 18 |
| Stage 1 | - | - | - | - | 18 | - |
| Stage 2 | - | - | - | - | 14 | - |
| 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 | - | - | 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 | - |
| | | | | | | |
| Approach | EB | WB | | NB | | |
| HCM Control Delay, s | 0 | 0 | | 8.7 | | |
| HCM LOS | A | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | 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 | A | - | - | A | - | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | |

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

Magnolia Square MUD
2025 Build AM Peak

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|-------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 17 | 2 | 0 | 15 | 1 | 0 |
| Future Vol, veh/h | 17 | 2 | 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, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 19 | 2 | 0 | 17 | 1 | 0 |
| | | | | | | |
| Major/Minor | Major1 | Major2 | | 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 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1595 | - | 975 | 1058 |
| Stage 1 | - | - | - | - | 1003 | - |
| Stage 2 | - | - | - | - | 1006 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1595 | - | 975 | 1058 |
| Mov Cap-2 Maneuver | - | - | - | - | 975 | - |
| Stage 1 | - | - | - | - | 1003 | - |
| Stage 2 | - | - | - | - | 1006 | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | WB | | NB | | |
| HCM Control Delay, s | 0 | 0 | | 8.7 | | |
| HCM LOS | A | | | | | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 975 | - | - | 1595 | - | |
| HCM Lane V/C Ratio | 0.001 | - | - | - | - | |
| HCM Control Delay (s) | 8.7 | - | - | 0 | - | |
| HCM Lane LOS | A | - | - | A | - | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | |

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

Magnolia Square MUD
2025 Build PM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 3.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 42 | 594 | 42 | 2 | 794 | 51 | 10 | 3 | 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 | - | - | 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 | 45 | 632 | 45 | 2 | 845 | 54 | 11 | 3 | 2 | 26 | 7 | 39 |

| Major/Minor | Major1 | | | Major2 | | | 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 Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h) | 74 | 756 | - | - | 915 | - | - | 133 |
| 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 | - | 60.4 |
| HCM Lane LOS | F | B | A | - | A | 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

Magnolia Square MUD
2025 Build PM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|-------|-------|--------|------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh | 1.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | ↕ | | ↕ | |
| 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 | Major1 | | | Major2 | | | Minor1 | | | 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 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 758 | - | - | 895 | - | - | 81 | 100 | 439 | 81 | 101 | 343 |
| Stage 1 | - | - | - | - | - | - | 416 | 430 | - | 331 | 356 | - |
| Stage 2 | - | - | - | - | - | - | 328 | 352 | - | 413 | 429 | - |
| Platoon blocked, % | - | - | - | - | - | - | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | 758 | - | - | 895 | - | - | 75 | 95 | 439 | 76 | 96 | 343 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 75 | 95 | - | 76 | 96 | - |
| Stage 1 | - | - | - | - | - | - | 404 | 418 | - | 322 | 349 | - |
| Stage 2 | - | - | - | - | - | - | 307 | 345 | - | 390 | 417 | - |
| Approach | EB | | | WB | | | NB | | | SB | | |
| HCM Control Delay, s | 0.2 | | | 0.1 | | | 28.1 | | | 49.1 | | |
| HCM LOS | | | | | | | D | | | E | | |
| Minor Lane/Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | |
| Capacity (veh/h) | 75 | 439 | 758 | - | - | 895 | - | - | 115 | | | |
| HCM Lane V/C Ratio | 0.086 | 0.029 | 0.017 | - | - | 0.01 | - | - | 0.299 | | | |
| HCM Control Delay (s) | 57.5 | 13.4 | 9.8 | 0 | - | 9.1 | 0 | - | 49.1 | | | |
| HCM Lane LOS | F | B | A | A | - | A | A | - | E | | | |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | 0.1 | - | - | 0 | - | - | 1.1 | | | |

HCM 6th TWSC

Magnolia Square MUD

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

2025 Build PM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|-------|------|--------|-------|------|--------|-------|-------|--------|-------|-------|
| Int Delay, s/veh | 0.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| 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, # | - | 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 | Major1 | | | Major2 | | | 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 | - |
| Follow-up Hdwy | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 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 | | | C | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 | | | | |
| Capacity (veh/h) | 137 | 768 | - | - | 900 | - | - | 242 | | | | |
| HCM Lane V/C Ratio | 0.085 | 0.018 | - | - | 0.002 | - | - | 0.13 | | | | |
| HCM Control Delay (s) | 33.7 | 9.8 | 0 | - | 9 | 0 | - | 22.1 | | | | |
| HCM Lane LOS | D | A | A | - | A | A | - | C | | | | |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | - | - | 0 | - | - | 0.4 | | | | |

HCM 6th TWSC




4: Whispering Pine Street & Jason Street

Magnolia Square MUD
2025 Build PM Peak

| Intersection | | | | | | | | | | | | |
|--------------------------|--------|-------|--------|-------|-------|--------|-------|------|--------|-------|------|------|
| Int Delay, s/veh | 3.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| 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 | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| 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 |
| | | | | | | | | | | | | |
| Major/Minor | Minor2 | | Minor1 | | | 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 | - | 33 | 28 | - | - | - | - | - | - | - |
| 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 | 899 | 804 | 1055 | 900 | 789 | 1038 | 1593 | - | - | 1570 | - | - |
| Stage 1 | 989 | 872 | - | 960 | 830 | - | - | - | - | - | - | - |
| Stage 2 | 953 | 847 | - | 983 | 850 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| 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 | A | | A | | | | | | | | | |
| | | | | | | | | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR | | | | |
| Capacity (veh/h) | 1593 | - | - | 878 | 844 | 1570 | - | - | | | | |
| HCM Lane V/C Ratio | 0.006 | - | - | 0.012 | 0.028 | 0.002 | - | - | | | | |
| HCM Control Delay (s) | 7.3 | 0 | - | 9.1 | 9.4 | 7.3 | 0 | - | | | | |
| HCM Lane LOS | A | A | - | A | A | A | A | - | | | | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - | | | | |




HCM 6th TWSC
5: Pin Oak Street & Jason Street

Magnolia Square MUD
2025 Build PM Peak

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|------|
| Int Delay, s/veh | 1.2 | | | | | |
| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
| Lane Configurations |  | | |  |  | |
| 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, # | 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 | | Major2 | | |
| Conflicting Flow All | 186 | 69 | 71 | 0 | - | 0 |
| Stage 1 | 69 | - | - | - | - | - |
| Stage 2 | 117 | - | - | - | - | - |
| Critical Hdwy | 6.54 | 6.22 | 4.12 | - | - | - |
| Critical Hdwy Stg 1 | 5.54 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.54 | - | - | - | - | - |
| Follow-up Hdwy | 3.626 | 3.318 | 2.218 | - | - | - |
| 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 | - | - | - | - | - |
| Approach | EB | NB | | SB | | |
| HCM Control Delay, s | 9.2 | 0.9 | | 0 | | |
| HCM LOS | A | | | | | |
| Minor Lane/Major Mvmt | NBL | NBT | EBLn1 | SBT | SBR | |
| Capacity (veh/h) | 1529 | - | 868 | - | - | |
| HCM Lane V/C Ratio | 0.009 | - | 0.018 | - | - | |
| HCM Control Delay (s) | 7.4 | 0 | 9.2 | - | - | |
| HCM Lane LOS | A | A | A | - | - | |
| HCM 95th %tile Q(veh) | 0 | - | 0.1 | - | - | |




HCM 6th TWSC
6: May River Road & Site Access #2

Magnolia Square MUD
2025 Build PM Peak

| Intersection | | | | | | |
|--------------------------|--------|---|---|--------|---|-------|
| Int Delay, s/veh | 0.4 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | |  |  | |  | |
| 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, # | - | 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 |
| Major/Minor | Major1 | 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, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 737 | - | - | - | 102 | 327 |
| Mov Cap-2 Maneuver | - | - | - | - | 102 | - |
| 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 Mvmt | EBL | EBT | WBT | WBR | SBLn1 | |
| Capacity (veh/h) | 737 | - | - | - | 170 | |
| HCM Lane V/C Ratio | 0.015 | - | - | - | 0.124 | |
| HCM Control Delay (s) | 10 | 0 | - | - | 29.2 | |
| HCM Lane LOS | A | A | - | - | D | |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.4 | |

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

Magnolia Square MUD
2025 Build PM Peak

| Intersection | | | | | | |
|--------------------------|---|--------|-------|---|---|-------|
| Int Delay, s/veh | 1 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  | |
| 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 | - | 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 | 0 | 2 | 17 | 0 | 2 |
| | | | | | | |
| Major/Minor | Major1 | Major2 | | 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, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1606 | - | 978 | 1067 |
| Mov Cap-2 Maneuver | - | - | - | - | 978 | - |
| Stage 1 | - | - | - | - | 1010 | - |
| Stage 2 | - | - | - | - | 1001 | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | WB | | NB | | |
| HCM Control Delay, s | 0 | 0.9 | | 8.4 | | |
| HCM LOS | A | | | | | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 1067 | - | - | 1606 | - | |
| HCM Lane V/C Ratio | 0.002 | - | - | 0.001 | - | |
| HCM Control Delay (s) | 8.4 | - | - | 7.2 | 0 | |
| HCM Lane LOS | A | - | - | A | A | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | |




HCM 6th TWSC

8: Site Access #4 & Jason Street

Magnolia Square MUD
2025 Build PM Peak

Intersection

Int Delay, s/veh 0.3

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|--------------------------|---|------|------|---|---|------|
| Lane Configurations |  | | |  |  | |
| 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 |

| Major/Minor | Major1 | Major2 | Minor1 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 14 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Critical Hdwy | - | - | 4.12 |
| Critical Hdwy Stg 1 | - | - | - |
| Critical Hdwy Stg 2 | - | - | - |
| Follow-up Hdwy | - | - | 2.218 |
| Pot Cap-1 Maneuver | - | - | 1604 |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1604 |
| Mov Cap-2 Maneuver | - | - | - |
| Stage 1 | - | - | - |
| Stage 2 | - | - | - |




| Approach | EB | WB | NB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 0 | 0 | 8.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | 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 | A | - | - | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - |

HCM 6th TWSC

9: Stite Access #5 & Jason Street

Magnolia Square MUD
2025 Build PM Peak

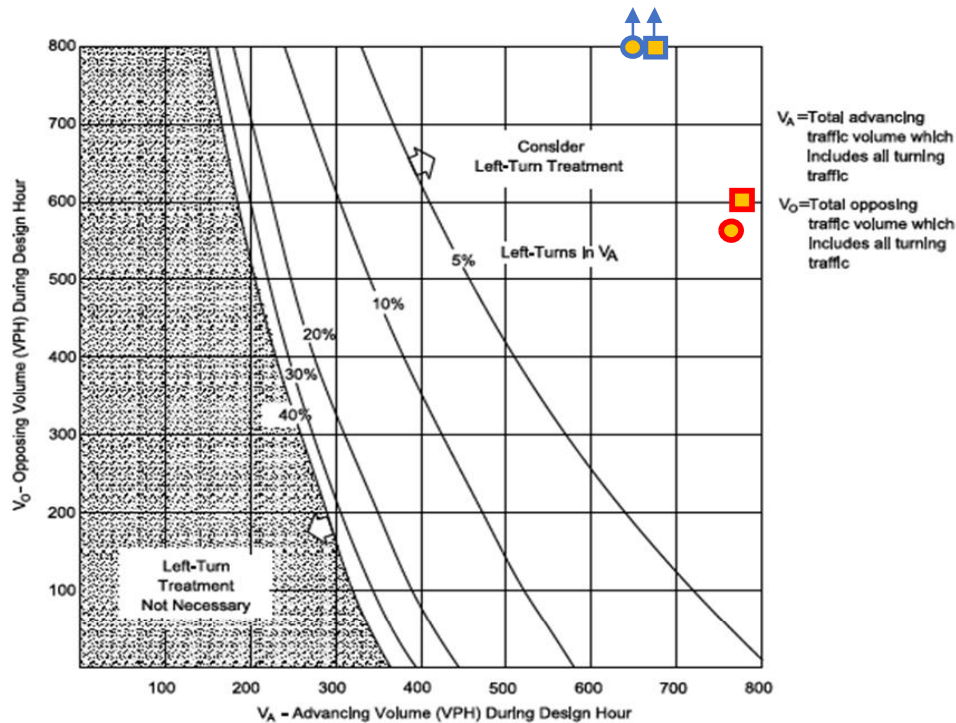
| Intersection | | | | | | |
|--------------------------|---|------|--------|---|---|-------|
| Int Delay, s/veh | 0.5 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations |  | | |  |  | |
| Traffic Vol, veh/h | 13 | 2 | 0 | 16 | 2 | 0 |
| Future Vol, veh/h | 13 | 2 | 0 | 16 | 2 | 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 | 14 | 2 | 0 | 18 | 2 | 0 |
| | | | | | | |
| Major/Minor | Major1 | | Major2 | | 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 | - |
| Stage 2 | - | - | - | - | 1005 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1602 | - | 980 | 1065 |
| Mov Cap-2 Maneuver | - | - | - | - | 980 | - |
| Stage 1 | - | - | - | - | 1008 | - |
| Stage 2 | - | - | - | - | 1005 | - |
| | | | | | | |
| | | | | | | |
| Approach | EB | | WB | | NB | |
| HCM Control Delay, s | 0 | | 0 | | 8.7 | |
| HCM LOS | | | | | A | |
| | | | | | | |
| | | | | | | |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 980 | - | - | 1602 | - | |
| HCM Lane V/C Ratio | 0.002 | - | - | - | - | |
| HCM Control Delay (s) | 8.7 | - | - | 0 | - | |
| HCM Lane LOS | A | - | - | A | - | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | |

Appendix F – Turn Lane Warrant Analyses

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INTERSECTIONS

9.5-9



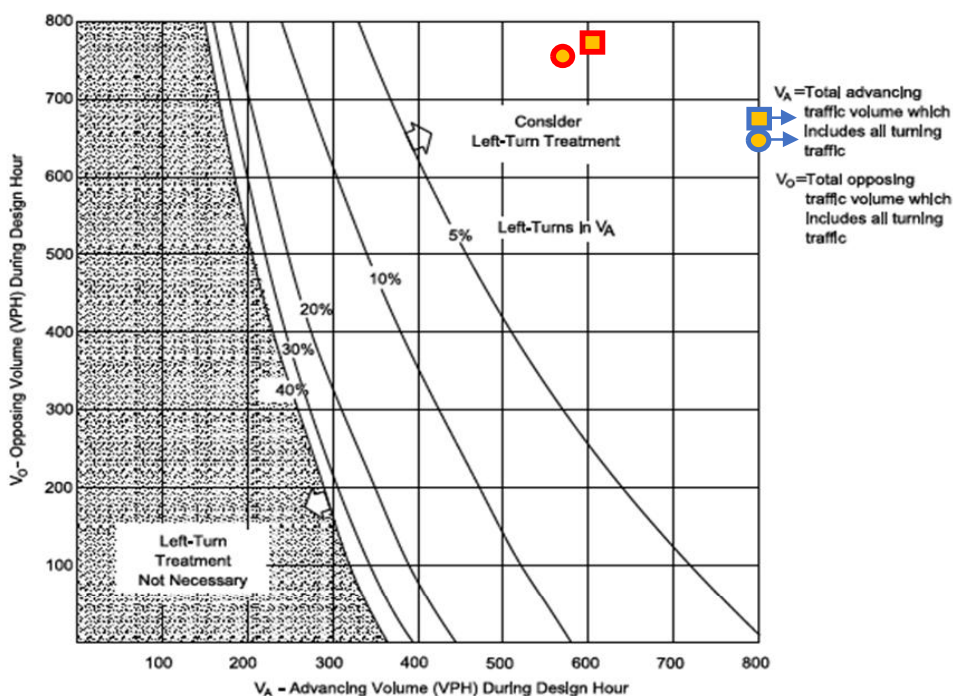
Instructions:

1. 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.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. 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 left-turn 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 Heyward Street/Pin Oak Street

| | Eastbound Left | V_A | V_O | LTs | LT % |
|---|------------------|-------|-------|-----|------|
| ● | 2025 No-Build AM | 761 | 574 | 32 | 4.2% |
| ● | 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% |



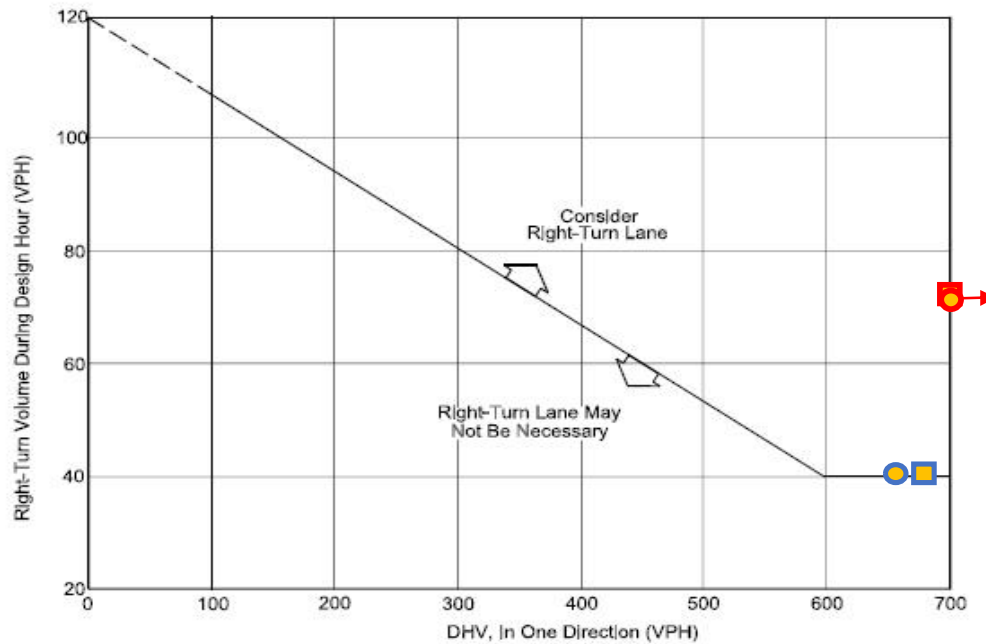
Instructions:

1. 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.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. 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 left-turn 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 Heyward Street/Pin Oak Street

| | Westbound Left | V_A | V_O | LTs | LT % |
|---|------------------|-------|-------|-----|------|
| ● | 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 |

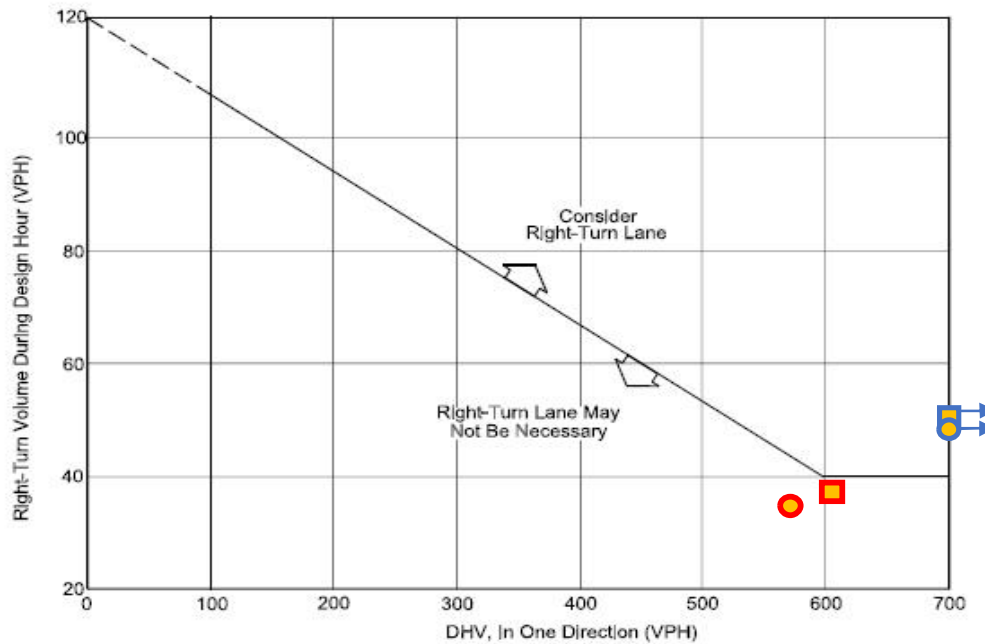
Problem: Determine if a right-turn lane is necessary.

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

May River Road at Heyward Street/Pin Oak Street

| 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

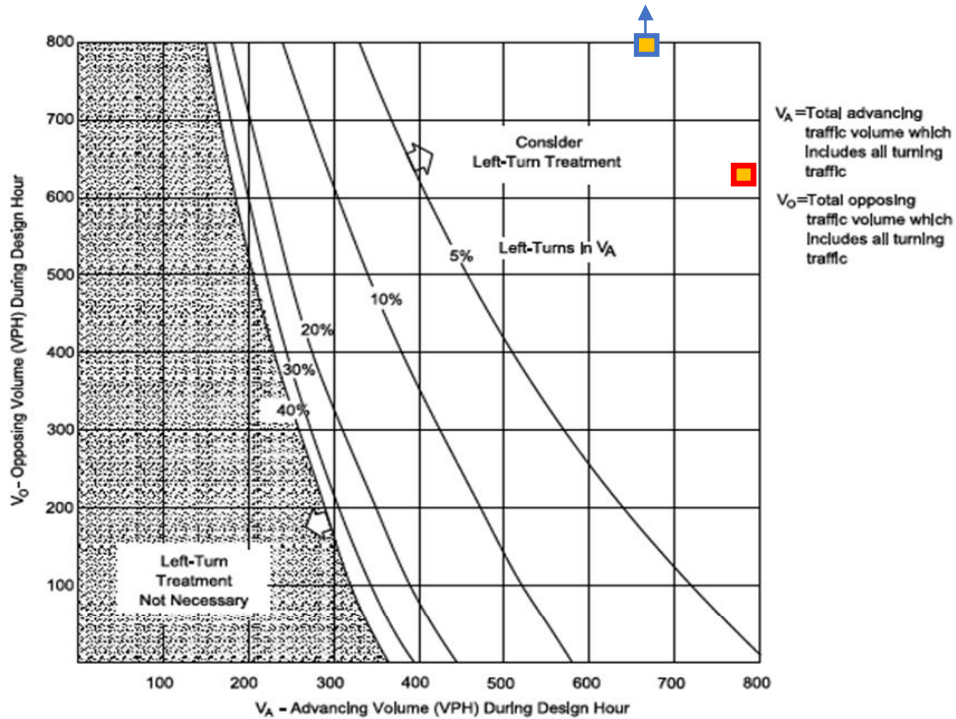
May River Road at Heyward Street/Pin Oak Street

| Westbound | 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 |

March 2017

INTERSECTIONS

9.5-9

**Instructions:**

1. 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.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. 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 left-turn 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

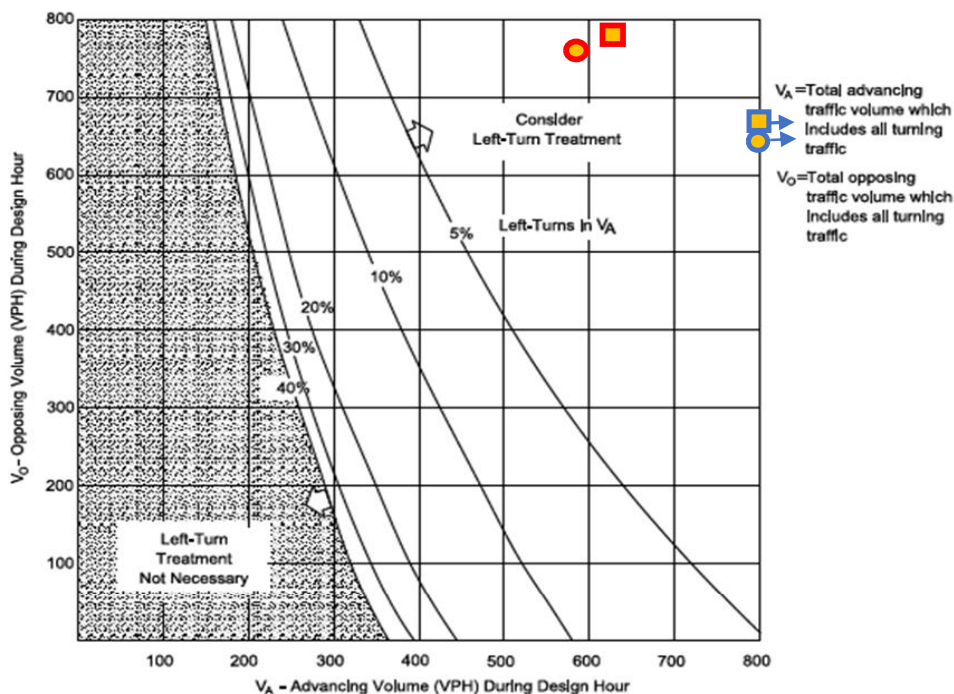
May River Road at Stock Farm Road/Site Access #1

| | Eastbound Left | V_A | V_O | LTs | LT % |
|-------------------------------------|----------------|-------|-------|-----|------|
| ■ | 2025 Build AM | 787 | 619 | 15 | 1.9% |
| ■ | 2025 Build PM | 665 | 841 | 12 | 1.8% |

March 2017

INTERSECTIONS

9.5-9

**Instructions:**

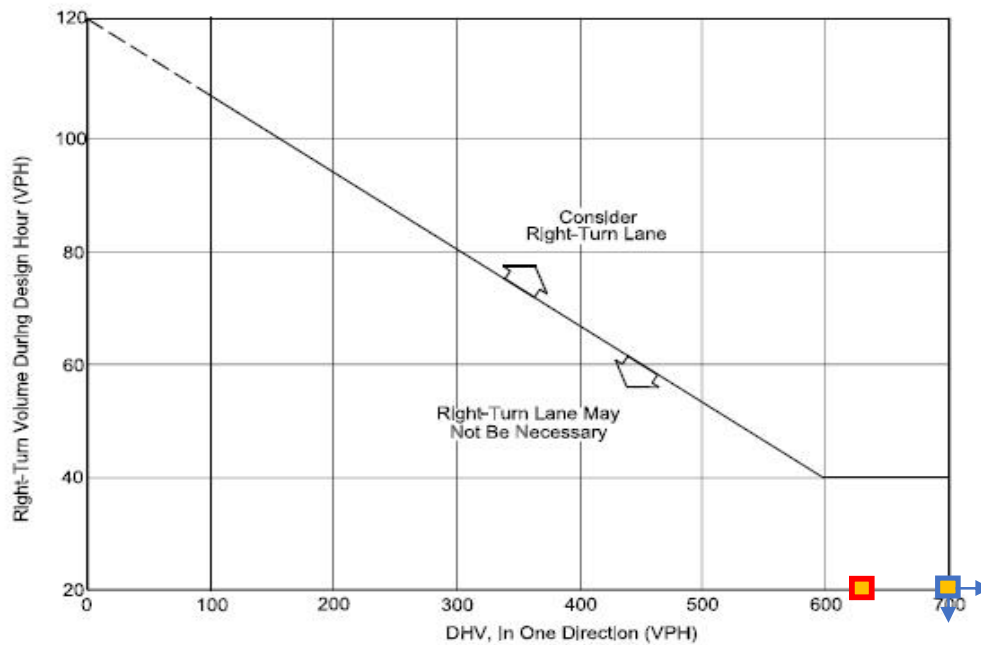
1. The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. 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 left-turn 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 | V_A | V_O | LTs | LT % |
|---|------------------|-------|-------|-----|------|
| ● | 2025 No-Build AM | 589 | 764 | 10 | 1.7% |
| ● | 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

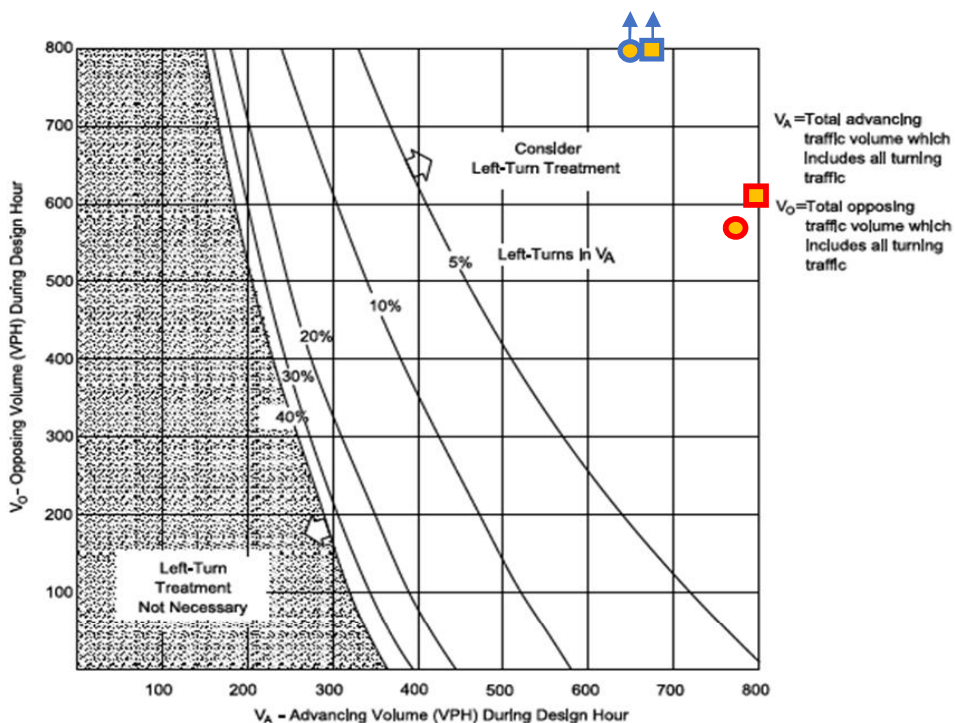
May River Road at Stock Farm Road/Site Access #1

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

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INTERSECTIONS

9.5-9

*Instructions:*

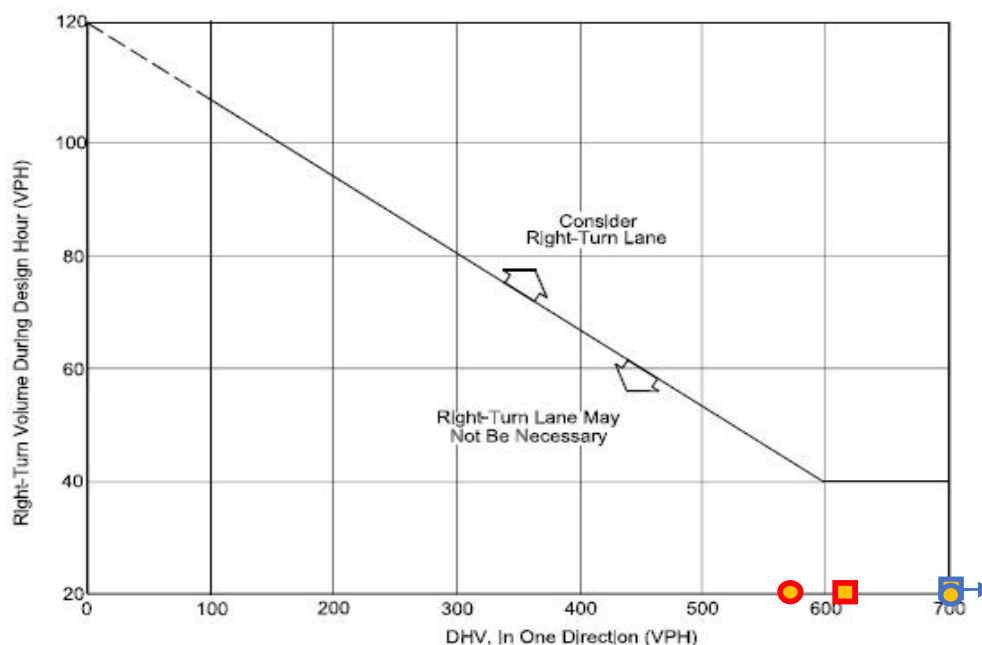
1. The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. 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 left-turn 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 Whispering Pine Street/Ginkgo Lane

| | Eastbound Left | V_A | V_O | LTs | LT % |
|---|------------------|-------|-------|-----|------|
| ● | 2025 No-Build AM | 766 | 586 | 11 | 1.4% |
| ● | 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 |

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

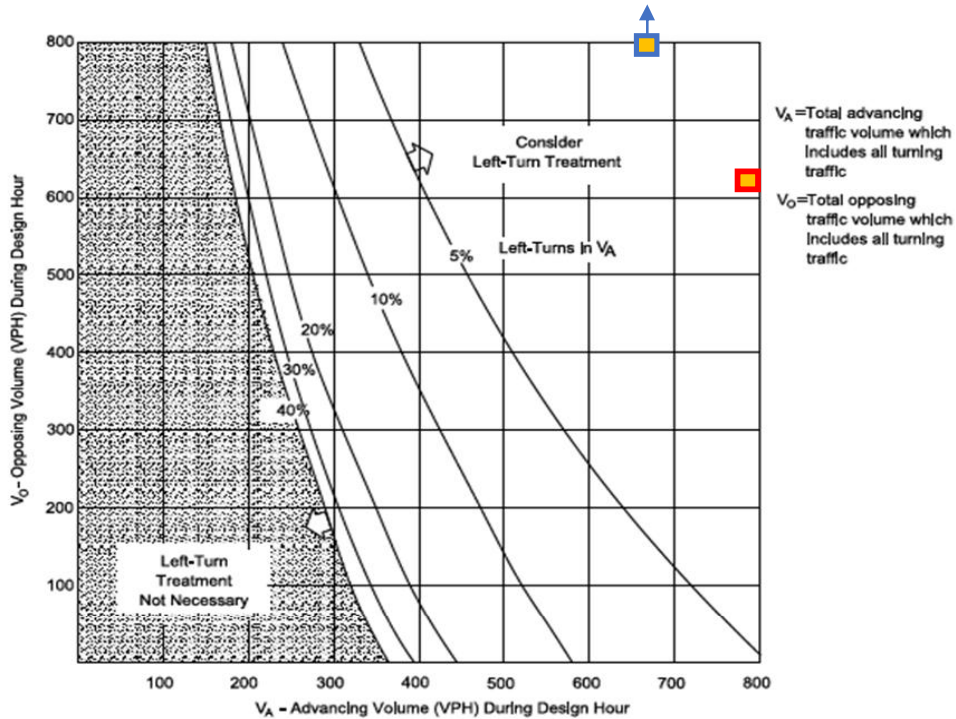
May River Road at Whispering Pine Street/Ginkgo Street

| Westbound | Right | DHV | RTs |
|-----------|------------------|-----|-----|
| ● | 2025 No-Build AM | 586 | 7 |
| ● | 2025 No-Build PM | 814 | 12 |
| ■ | 2025 Build AM | 608 | 9 |
| ■ | 2025 Build PM | 838 | 14 |

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INTERSECTIONS

9.5-9

**Instructions:**

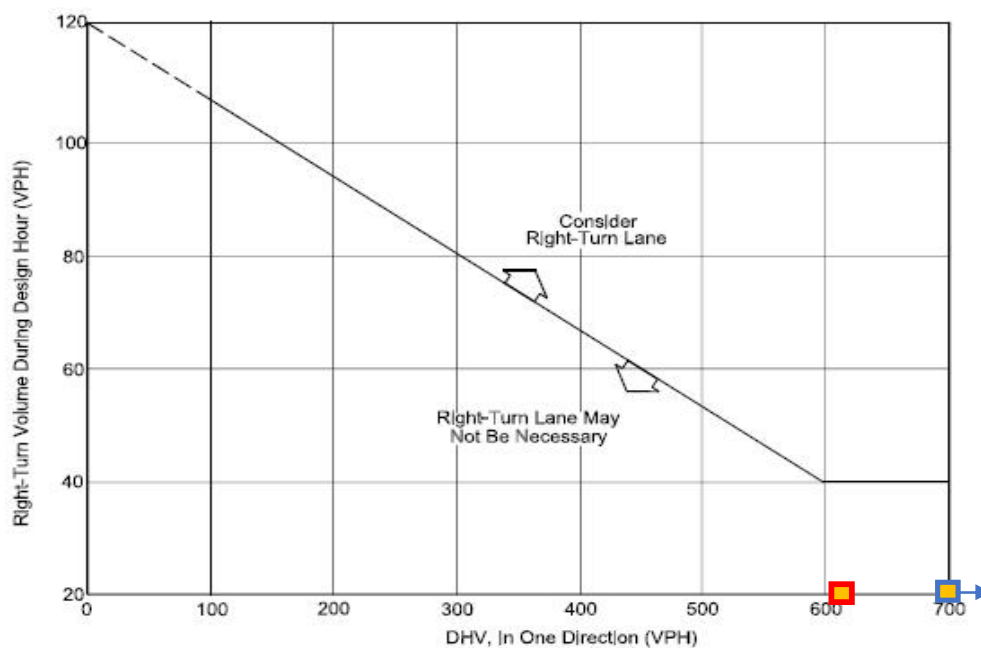
1. The family of curves represents the percent of left turns in the advancing volume (V_A). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.
2. Read V_A and V_O into the chart and locate the intersection of the two volumes.
3. 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 left-turn 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 Site Access #2

| | Eastbound Left | V_A | V_O | 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 = 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 Site Access #2

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