

Jennifer Court Commercial

Traffic Impact Analysis

Bluffton, South Carolina

Prepared for

Gallagher

Prepared by

Kimley»Horn

September 2026

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1 Executive Summary

The proposed Jennifer Court Commercial development is located on the northeast quadrant of the Buck Island Road at Jennifer Court/Little Aaron Road intersection in Bluffton, South Carolina. This development is planned to consist of the following land uses:

Building 1:

- 5,800 square feet of restaurant space on the 1st floor.
- 3,650 square feet of retail space on the 1st floor.
- 3,650 square feet of office space on the 1st floor.
- 6,550 square feet of retail space on the 2nd floor.
- 6,550 square feet of office space on the 2nd floor.

Building 2:

- 3,000 square feet of retail space on the 1st floor.
- 3,000 square feet of office space on the 1st floor.
- 3,000 square feet of retail space on the 2nd floor.
- 3,000 square feet of office space on the 2nd floor.

Building 3:

- 7,500 square feet of restaurant space on the 1st floor.
- 3,000 square feet of office space on the 2nd floor.

It is assumed that the project will access the roadway network via the following three unsignalized, full-movement accesses:

- Project Driveway A – located approximately 130' east of Buck Island Road along Jennifer Court. This access is proposed to align with the Parker's Gas Station Access Point.
- Project Driveway B – located approximately 360' east of Buck Island Road along Jennifer Court.
- Project Driveway C – located approximately 300' north of May River Road along Jennifer Court.

It is assumed that the development will be built and occupied in three phases corresponding with each building number, with Phase 1 completed in 2028, Phase 2 in 2030, and Phase 3 in 2032. This study summarizes the results of the traffic analyses at the following study intersections:

- 1) Buck Island Road at Simmonsville Road
- 2) Buck Island Road at Jennifer Court/Little Aaron Road
- 3) Jennifer Court at Project Driveway A/Parker's Driveway 1
- 4) May River Road at Buck Island Road
- 5) May River Road at Jennifer Court
- 6) Jennifer Court at Parker's Driveway 2
- 7) Jennifer Court at Project Driveway B/Project Driveway C

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

Jennifer Court at Project Driveway A/Parker's Driveway 1

- Construct the site access with one ingress lane and one egress lane.

May River Road at Buck Island Road

- Modify the southbound signal heads to provide a right-turn overlap phase for the southbound right-turn movement.
- Replace the existing 3-section signal head currently controlling the southbound right-turn movement with a 5-section signal head to facilitate the right-turn overlap signal phase.

Jennifer Court at Project Driveway B/Project Driveway C

- Construct the project driveways with one ingress lane and one egress lane.

1 Introduction

The proposed Jennifer Court Commercial development is located on the northeast quadrant of the Buck Island Road at Jennifer Court/Little Aaron Road intersection in Bluffton, South Carolina. This development is planned to consist of the following land uses:

Building 1:

- 5,800 square feet of restaurant space on the 1st floor.
- 3,650 square feet of retail space on the 1st floor.
- 3,650 square feet of office space on the 1st floor.
- 6,550 square feet of retail space on the 2nd floor.
- 6,550 square feet of office space on the 2nd floor.

Building 2:

- 3,000 square feet of retail space on the 1st floor.
- 3,000 square feet of office space on the 1st floor.
- 3,000 square feet of retail space on the 2nd floor.
- 3,000 square feet of office space on the 2nd floor.

Building 3:

- 7,500 square feet of restaurant space on the 1st floor.
- 3,000 square feet of office space on the 2nd floor.

The location of the proposed development and site plan are illustrated in **Figure 1** and **Figure 2**, respectively. A conceptual site plan is attached in **Appendix A**.

It is assumed that the development will be built and occupied in three phases corresponding with each building number, with Phase 1 completed in 2028, Phase 2 in 2030, and Phase 3 in 2032. This study summarizes the results of the traffic analyses in the following conditions:

- 2026 Existing Conditions
- 2028 No-Build Conditions
- 2028 Build Conditions
- 2030 No-Build Conditions
- 2030 Build Conditions
- 2032 No-Build Conditions
- 2032 Build Conditions

1.1 Existing Conditions

May River Road is a two-lane, urban minor arterial with a posted speed limit of 30 miles per hour (mph) east of Buck Island Road and 45 mph west of Buck Island Road. Based upon SCDOT data, 15,900 vehicles per day traveled along May River Road in 2025 at count station 07-0157. Count station 07-0157 is good from Buck Island Road to Boundary Street.

Buck Island Road is a two-lane, urban major collector with a posted speed limit of 40 mph in the study area. Based upon SCDOT data, 8,500 vehicles per day traveled along Buck Island Road in 2025 at count station 07-0334. Count station 07-0334 is good from May River Road to Simmonsville Road.

Simmonsville Road is a two-lane, urban major collector with a posted speed limit of 40 mph in the study area. Based upon SCDOT data, 12,200 vehicles per day traveled along Simmonsville Road in 2025 at count station 07-0337. Count Station 07-0337 is good from Buck Island Road to Fording Island Road.

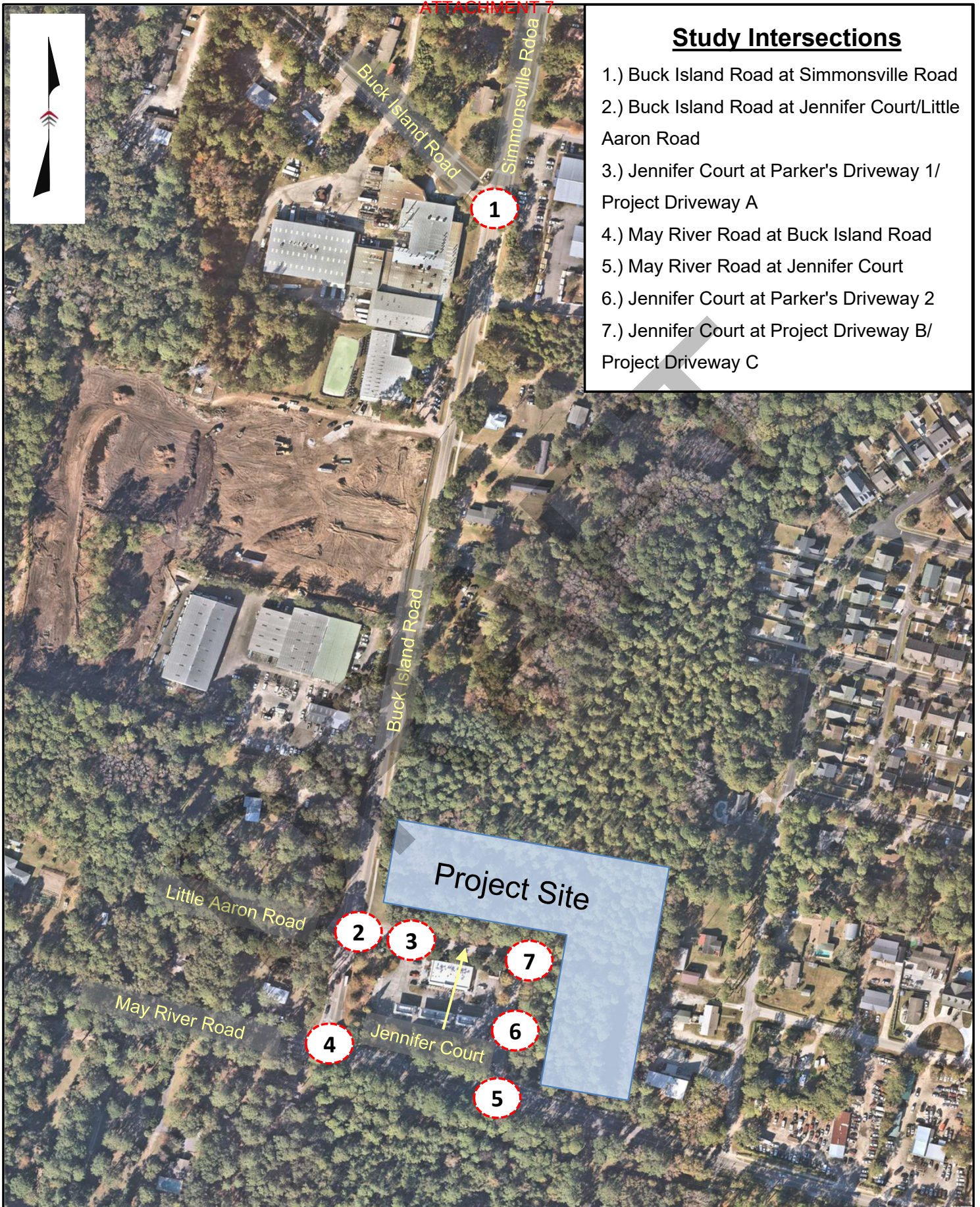
Jennifer Court and Little Aaron Road are local roads. SCDOT count station data is not available along Jennifer Court and Little Aaron Road.

Jennifer Court currently provides access to the Parker's gas station and is frequently used as a cut through to bypass the signal at May River Road at Buck Island Road.

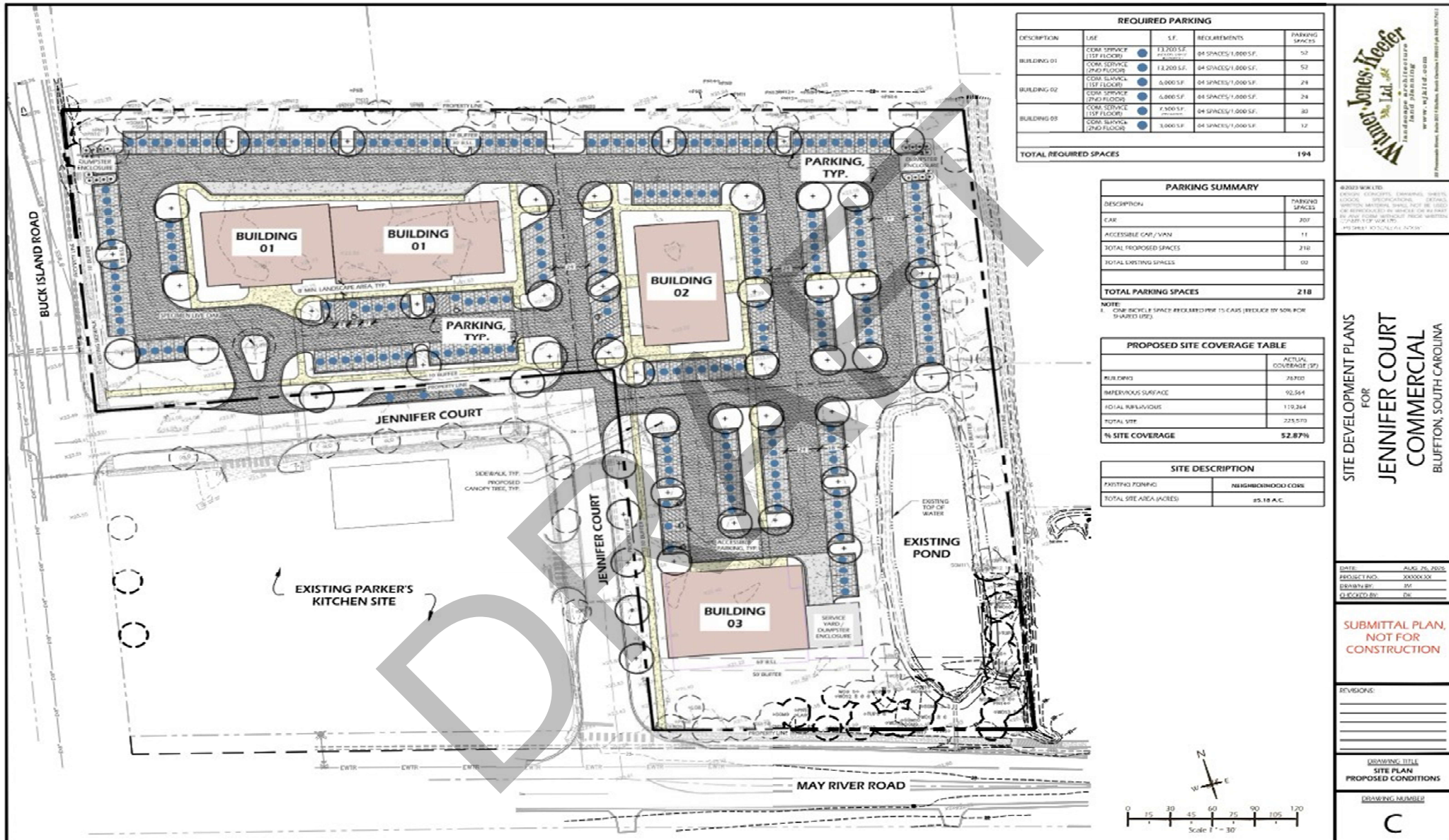
The existing geometry and traffic control for the study area intersections are illustrated in **Figure 3**.

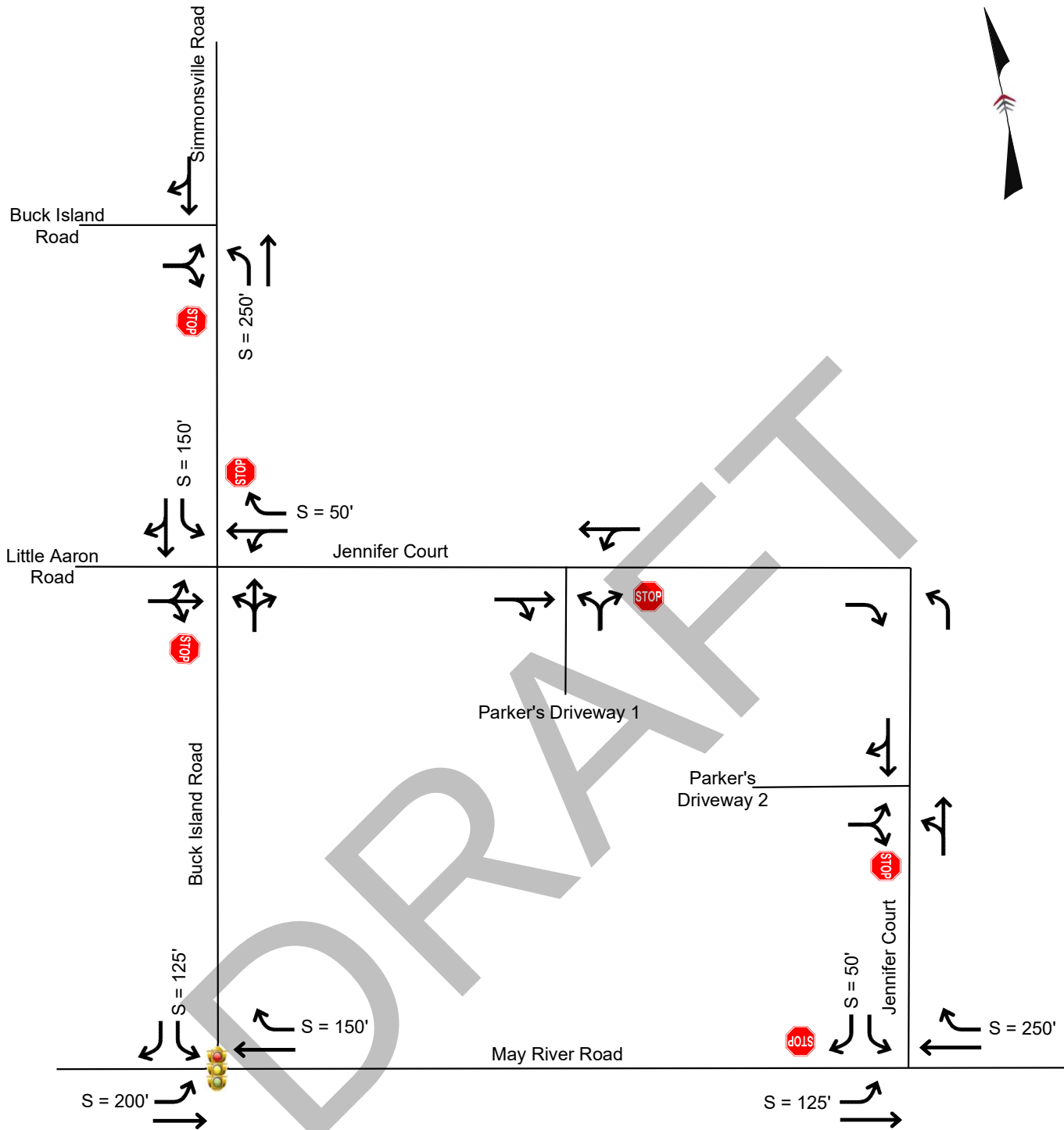
Study Intersections

- 1.) Buck Island Road at Simmonsville Road
- 2.) Buck Island Road at Jennifer Court/Little Aaron Road
- 3.) Jennifer Court at Parker's Driveway 1/ Project Driveway A
- 4.) May River Road at Buck Island Road
- 5.) May River Road at Jennifer Court
- 6.) Jennifer Court at Parker's Driveway 2
- 7.) Jennifer Court at Project Driveway B/ Project Driveway C



ATTACHMENT 7





Legend

- Existing Laneage
- $S = XX'$ Storage Length
- Existing Signal
- Existing Stop Control

2 Project Traffic

2.1 Trip Generation

The trip generation rates and equations published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th 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):

Phase 1:

- LUC 930 – Fast Casual Restaurant – 5,800 SF
- LUC 710 – General Office Building – 10,200 SF
- LUC 822 – Strip Retail Plaza (<40k) – 10,200 SF

Phase 2:

- LUC 930 – Fast Casual Restaurant – 5,800 SF
- LUC 710 – General Office Building – 16,200 SF
- LUC 822 – Strip Retail Plaza (<40k) – 16,200 SF

Phase 3:

- LUC 930 – Fast Casual Restaurant – 13,300 SF
- LUC 710 – General Office Building – 19,200 SF
- LUC 822 – Strip Retail Plaza (<40k) – 16,200 SF

Since the development includes office, retail, and restaurant land uses, internal capture reductions were calculated. Internal capture trip reductions were estimated based on the methodologies in the *ITE Trip Generation Handbook, 3rd Edition*. Internal capture reductions were limited to 20 percent of the baseline trips in each phase.

As shown in **Table 1**, the development is anticipated to generate 68 (49 In/19 Out) AM peak hour trips and 162 (70 In/92 Out) PM peak hour net new external trips in Phase 1, generate 97 (67 In/30 Out) AM peak hour trips and 190 (82 In/108 Out) PM peak hour net new external trips in Phase 2, and generate 100 (71 In/29 Out) AM peak hour trips and 278 (128 In/150 Out) PM peak hour net new external trips in Phase 3. The estimated trip generation is summarized in **Table 1**. Trip generation calculations can be found in **Appendix B**.

Table 1 - Trip Generation Summary

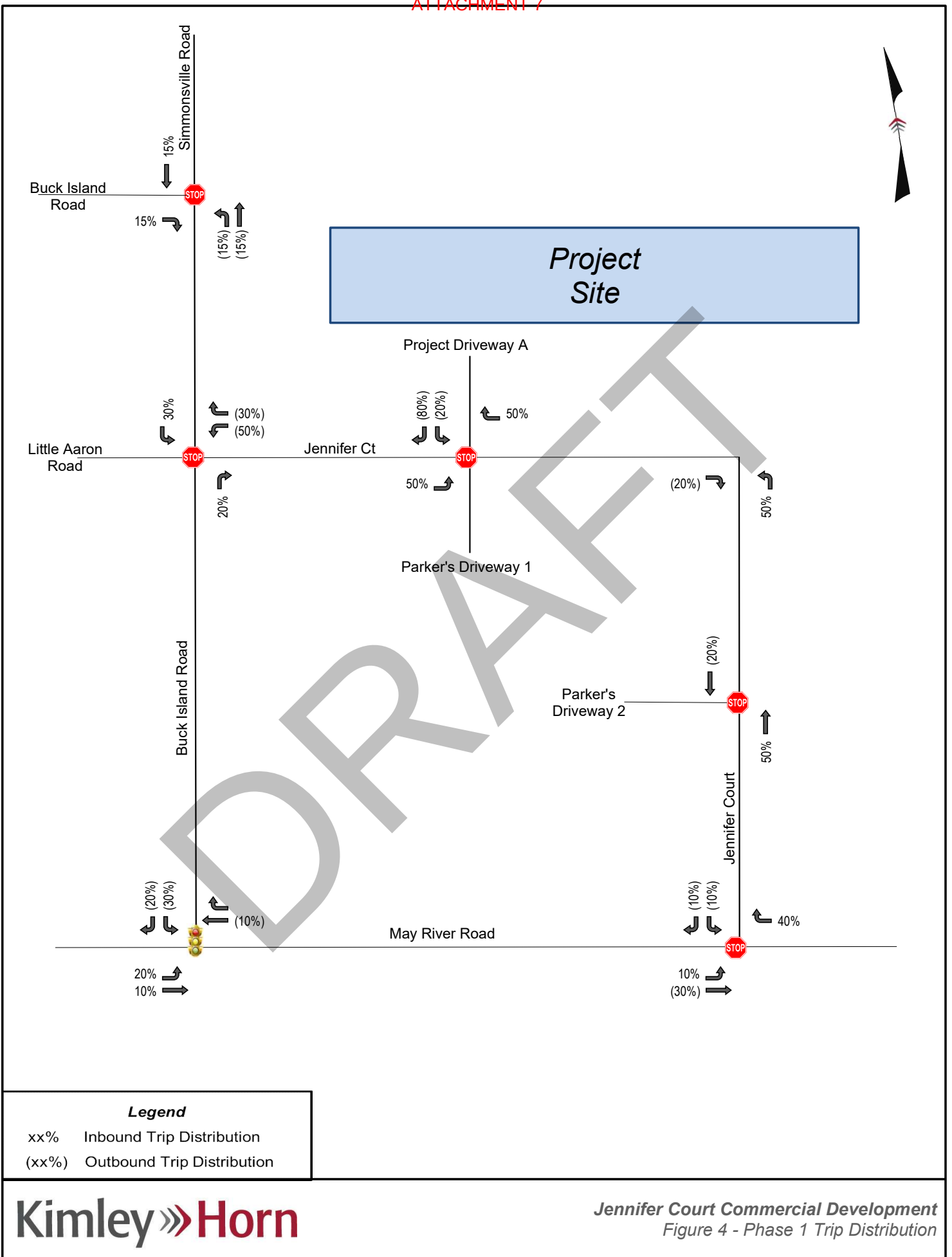
	Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
Phase 1	930 – Fast Casual Restaurant	5.8	KSF	1,310	9	6	3	83	44	39
	710 – General Office Building	10.2	KSF	271	31	27	4	41	34	7
	822 – Strip Retail Plaza (<40k)	10.2	LKSF	660	40	22	18	77	39	38
	Subtotal			2,241	80	55	25	201	90	111
	Internal Capture			-447	-12			-39		
	New External Vehicular Trips			1,794	68	49	19	162	70	92
Phase 2	930 – Fast Casual Restaurant	5.8	KSF	1,310	9	6	3	83	44	39
	710 – General Office Building	16.2	KSF	308	38	33	5	47	8	39
	822 – Strip Retail Plaza	16.2	LKSF	913	64	35	29	106	53	53
	Subtotal			2,531	111	74	37	236	105	131
	Internal Capture			-507	-14			-46		
	New External Vehicular Trips			2,024	97	67	30	190	82	108
Phase 3	930 – Fast Casual Restaurant	13.3	KSF	3,004	19	12	7	191	101	90
	710 – General Office Building	19.2	KSF	327	41	36	5	50	8	42
	822 – Strip Retail Plaza (<40k)	16.2	LKSF	913	64	35	29	106	53	53
	Subtotal			4,244	124	83	41	347	162	185
	Internal Capture			-776	-24			-69		
	New External Vehicular Trips			3,468	100	71	29	278	128	150

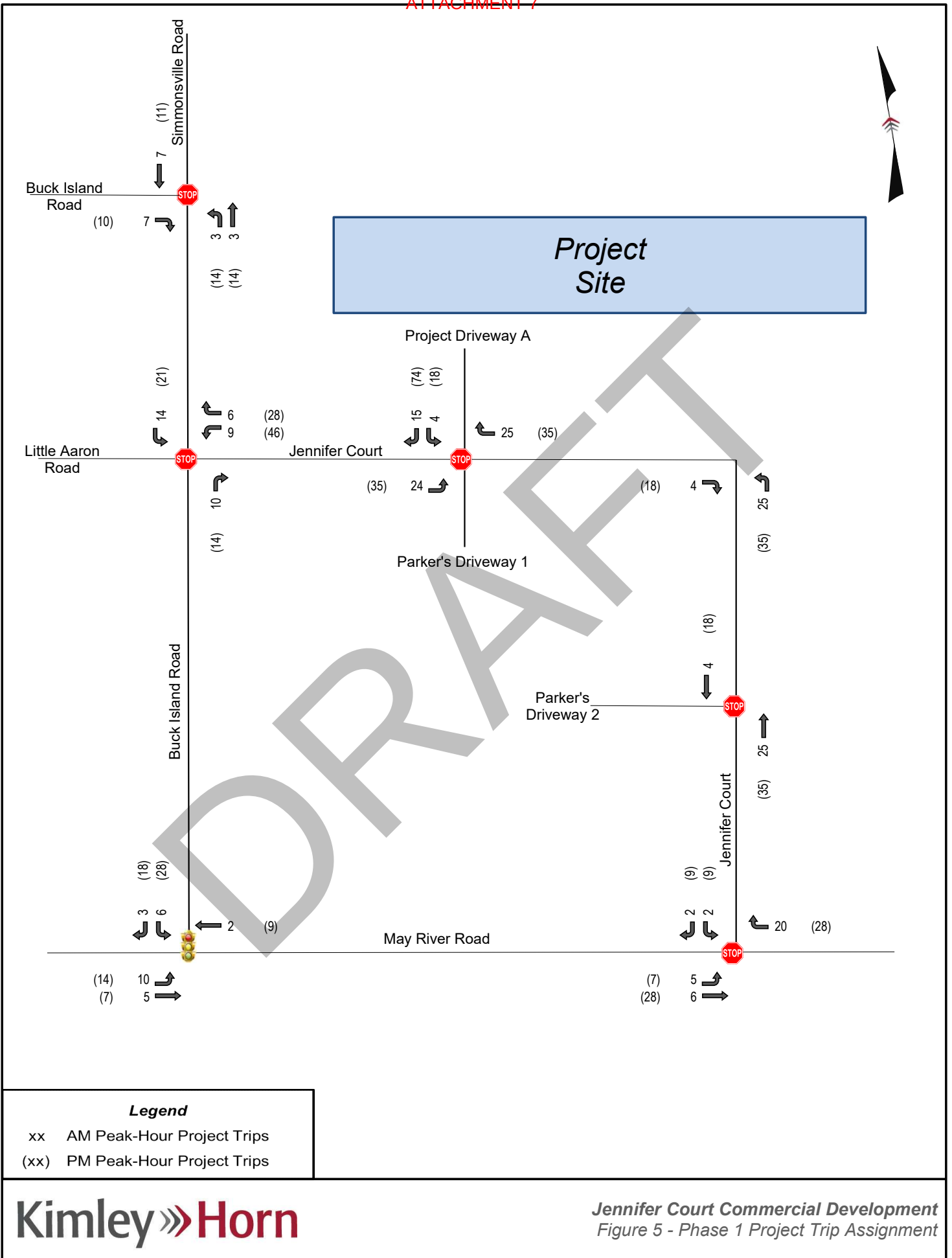
2.2 Trip Distribution & Assignment

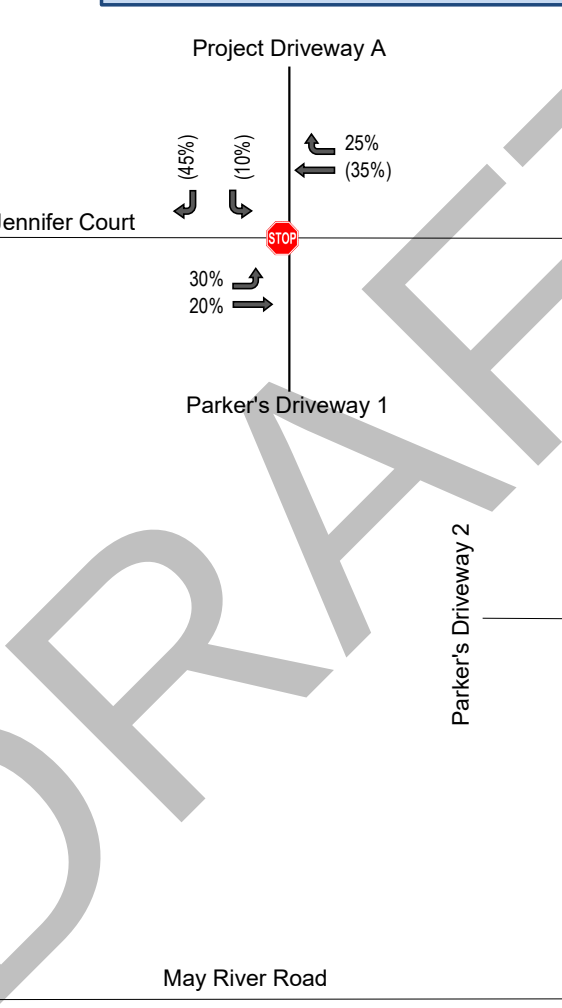
New external trips generated by the proposed development were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, proximity to similar land uses, and the proposed site layout. The trip distribution percentages used in this analysis are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

- 15% to/from the north via Simmonsville Road
- 15% to/from the north via Buck Island Road
- 40% to/from the east via May River Road
- 30% to/from the west via May River Road

The project trip distribution and assignment are illustrated in **Figure 4** and **Figure 5**, respectively, for Phase 1. The project trip distribution and assignment are illustrated in **Figure 6** and **Figure 7**, respectively, for Phase 2. The project trip distribution and assignment are illustrated in **Figure 8** and **Figure 9**, respectively, for Phase 3.

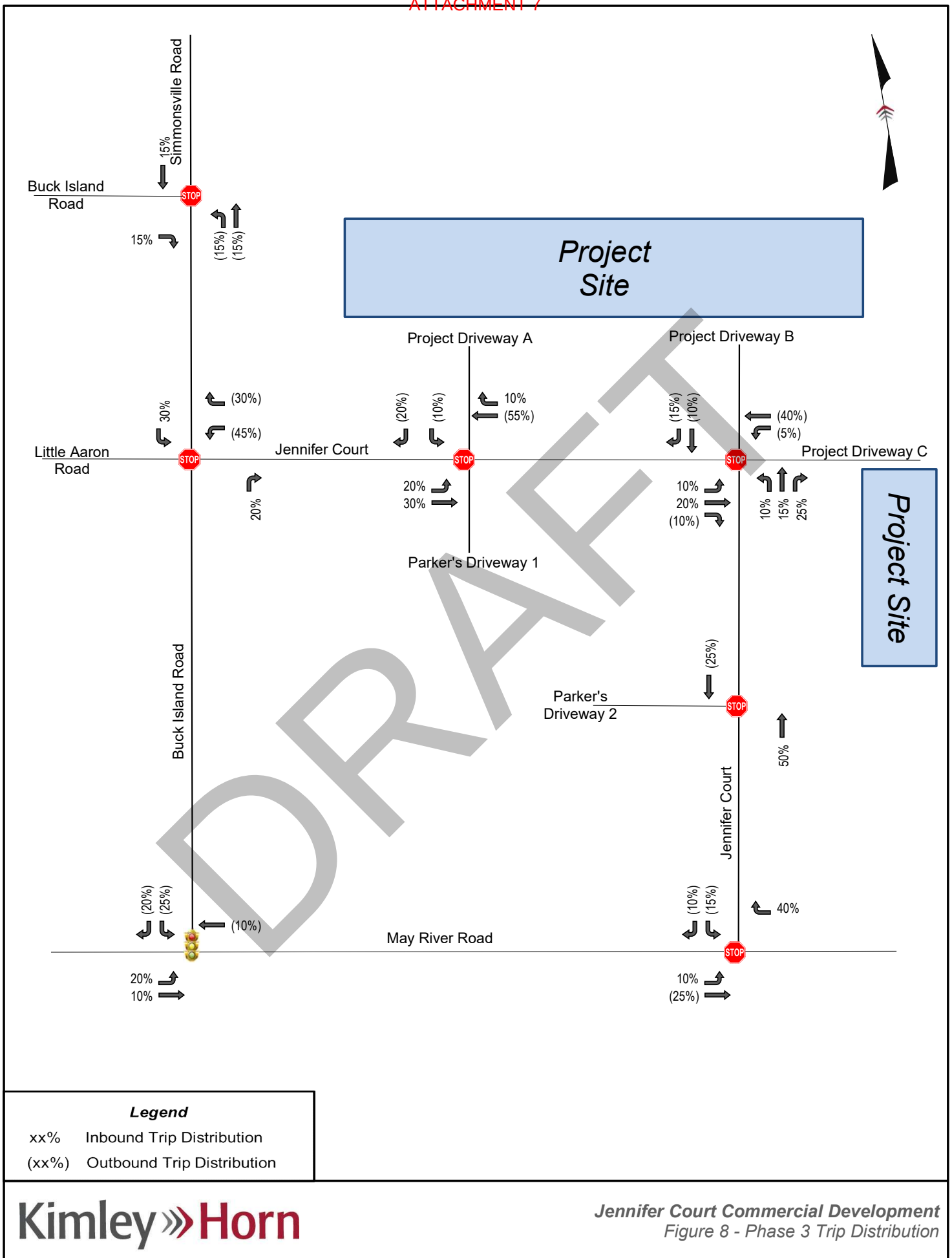


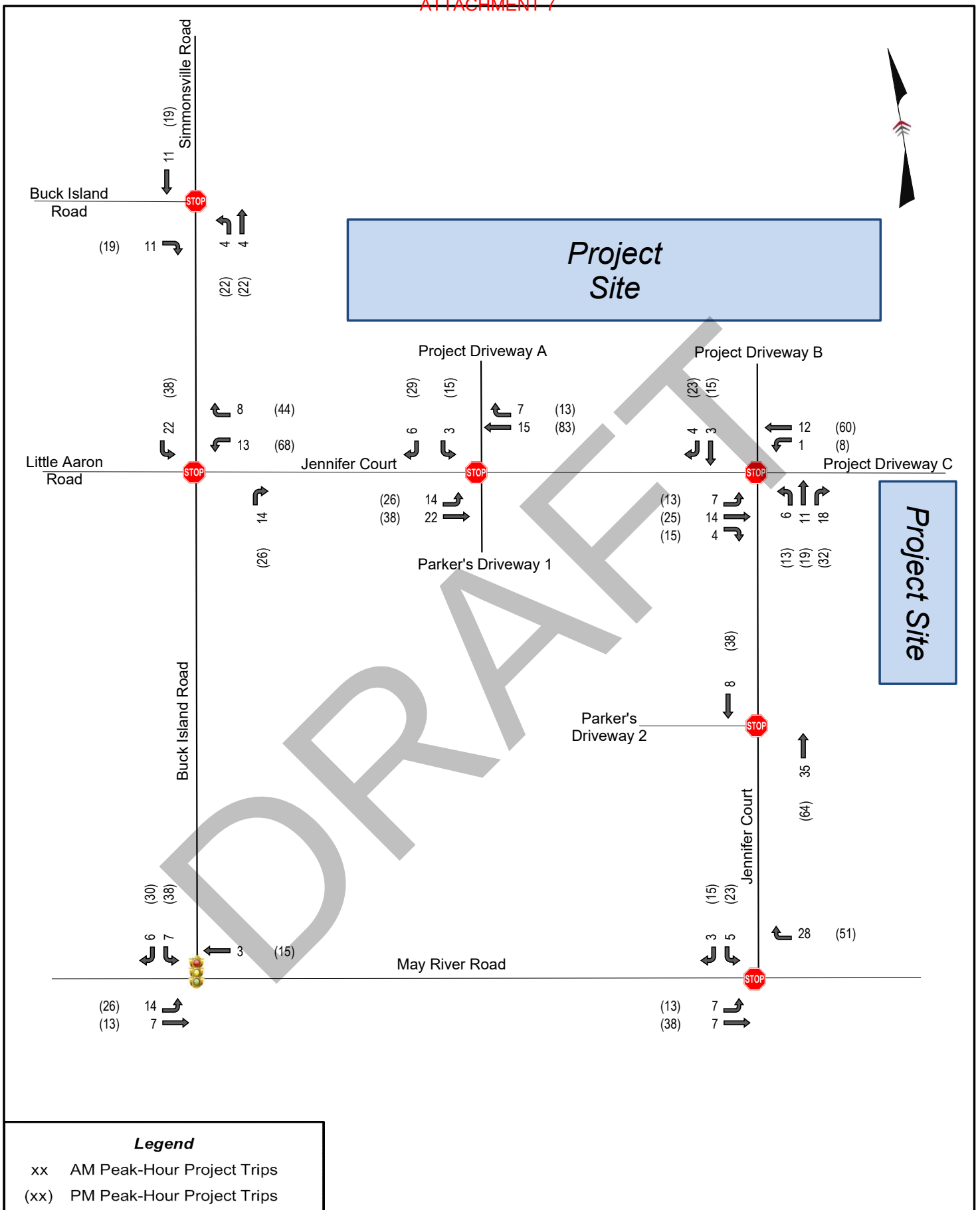




Project Site

xx AM Peak-Hour Project Trips
(xx) PM Peak-Hour Project Trips





3 Existing and Future Traffic Volume Development

The 2026 Existing traffic volumes were utilized in the analysis, and future-year traffic volumes were developed for projected 2028, 2030, and 2032 traffic conditions. The future-year volumes consisted of the existing traffic volumes adjusted by an annual growth rate and the projected traffic volumes of the proposed development. Worksheets documenting the traffic volume development are provided in **Appendix C**.

3.1 2026 Existing Traffic

Peak-hour intersection turning movement counts were conducted in the AM peak period (7:00 AM to 9:00 AM) and PM peak period (4:00 PM to 6:00 PM) on Wednesday, September 2, 2026, at the following intersections:

- 1) May River Road at Buck Island Road
- 2) May River Road at Jennifer Court
- 3) Buck Island Road at Simmonsville Road
- 4) Buck Island Road at Jennifer Court/Little Aaron Road
- 5) Jennifer Court at Parker's Driveway 1
- 6) Jennifer Court at Parker's Driveway 2

Figure 10 illustrates the 2026 Existing peak-hour traffic volumes for the AM and PM peak hours. The raw turning movement count data is included in **Appendix D**.

3.2 Future-Year No-Build Traffic Development

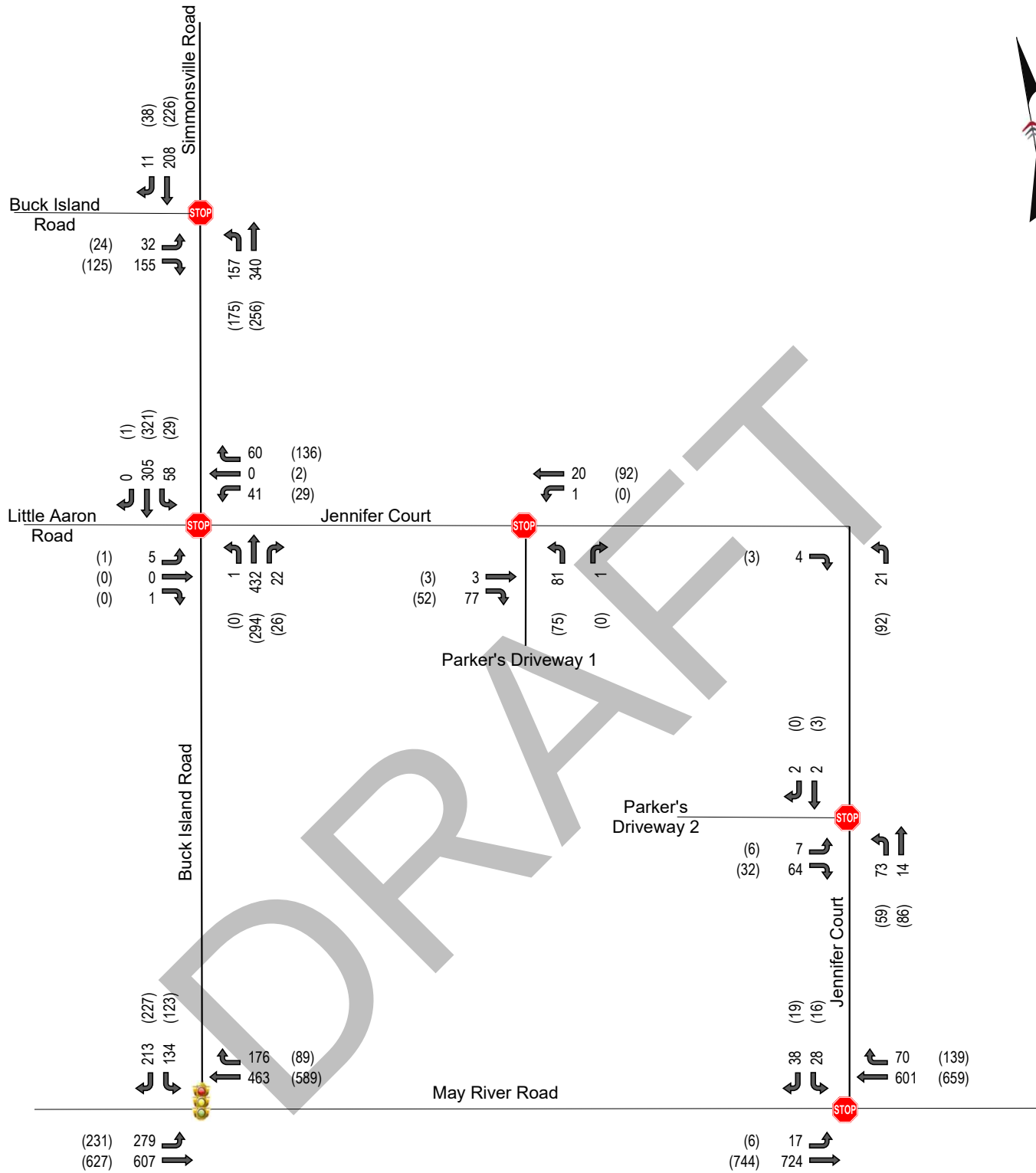
It was assumed that the development will be built and operational in three phases, with Phase 1 completed in 2028, Phase 2 in 2030, and Phase 3 in 2032. The future-year traffic volumes consist of the 2026 existing traffic volumes adjusted by a growth rate for the No-Build scenario.

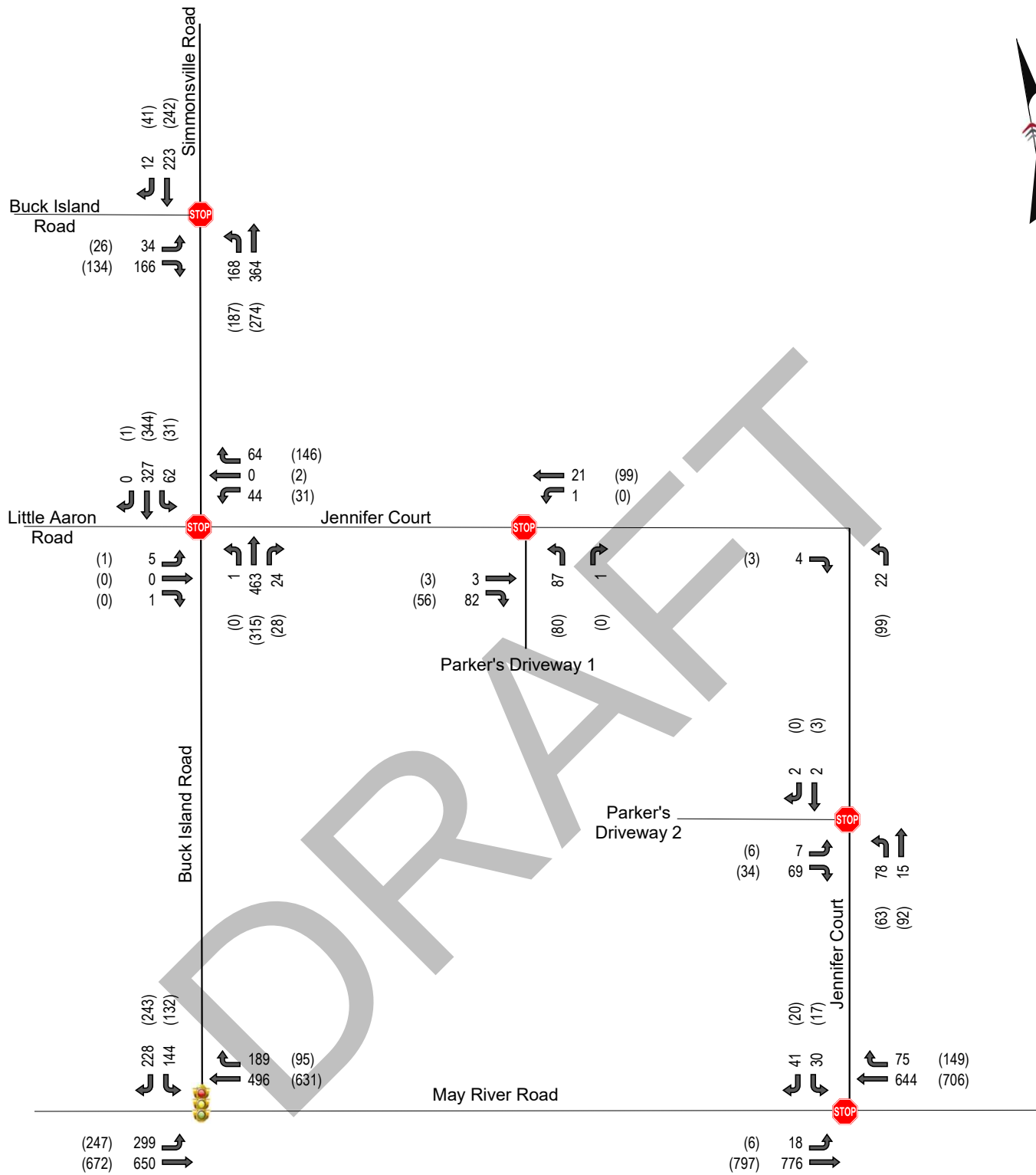
To determine the historical growth rate in the area, traffic count data was obtained from SCDOT for the nearby count stations along May River Road, Buck Island Road, and Simmonsville Road. Since 2020, these roadways have experienced an annual growth rate of approximately 3.5%, which was used to develop the No-Build traffic volumes for the 2028 Phase 1, 2030 Phase 2, and 2032 Phase 3 No-Build conditions. Historic growth rate data is included in **Appendix E**. No approved, committed developments were identified within the study area.

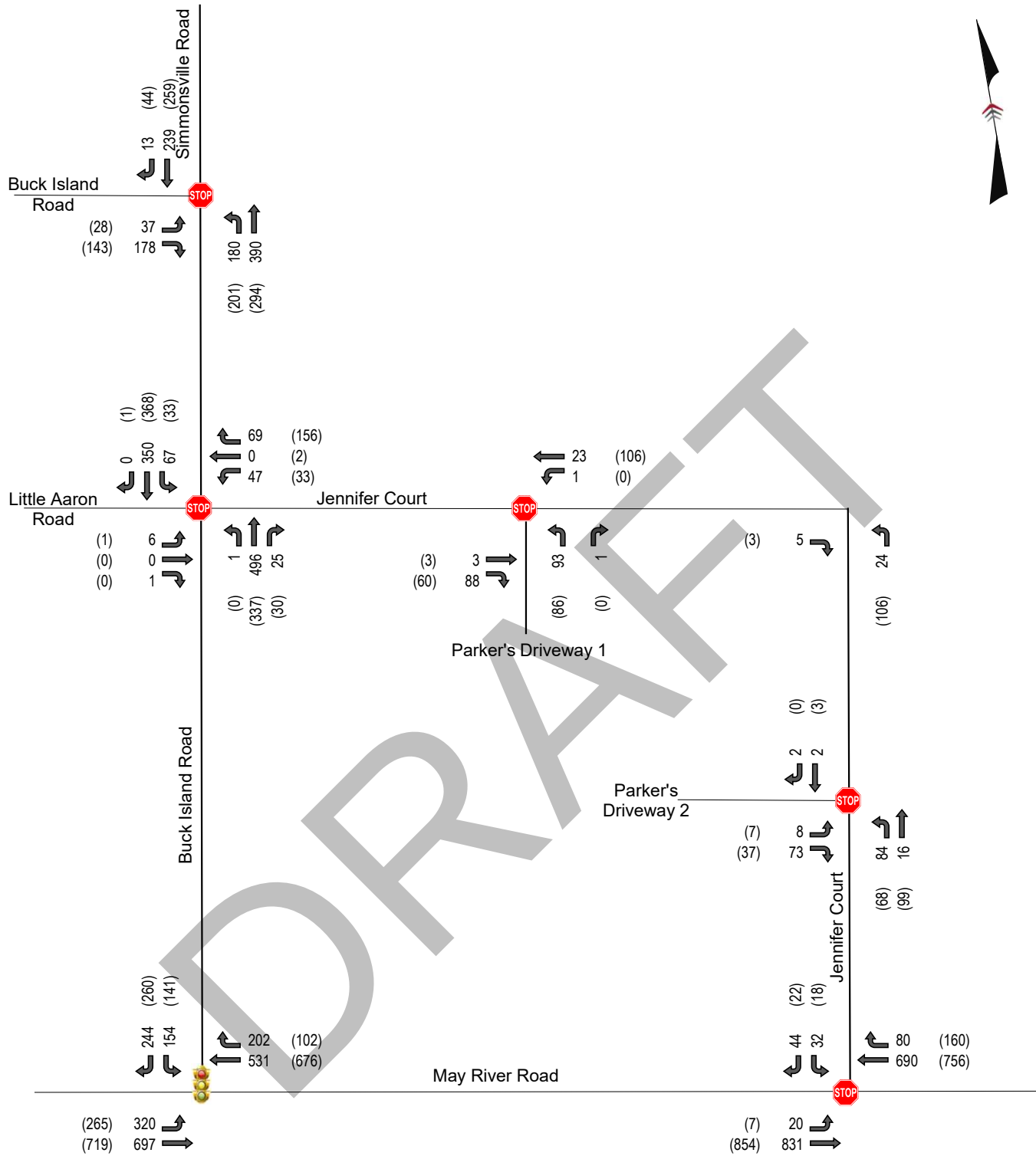
Figures 11-13 illustrate the No-Build traffic volumes for the AM and PM peak hours under 2028, 2030, and 2032 conditions, respectively.

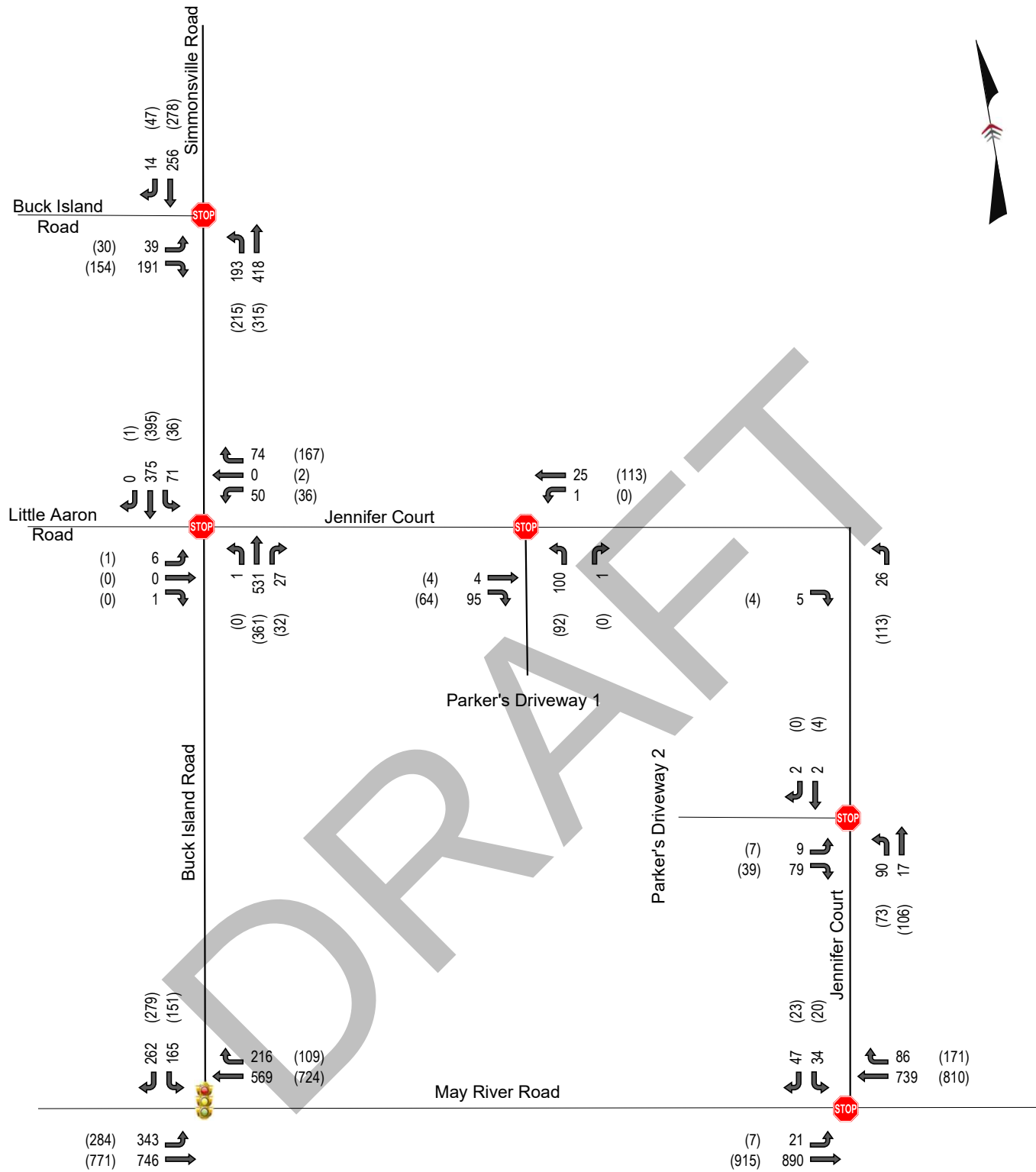
3.3 Future-Year Build Traffic Development

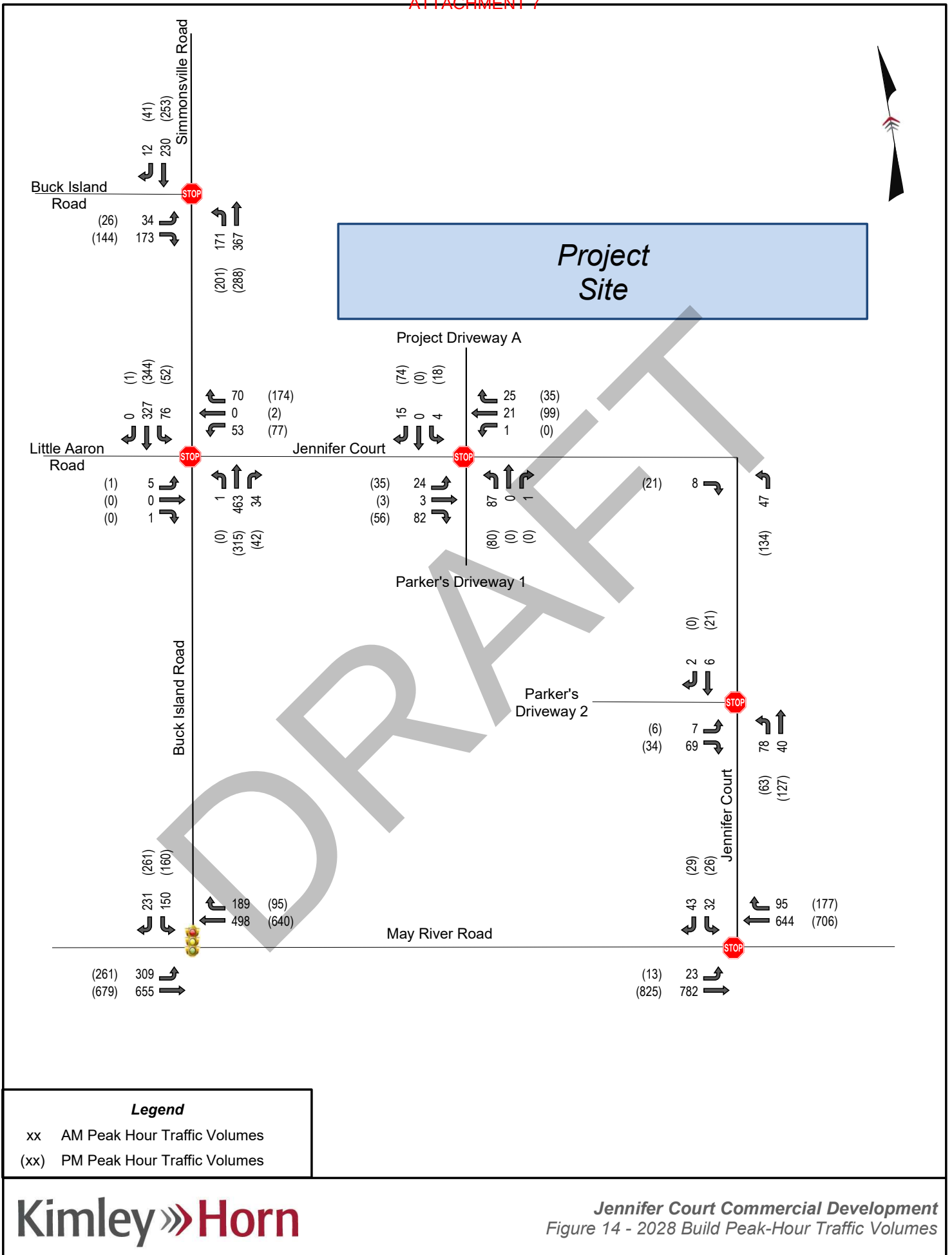
The Jennifer Court Commercial project traffic volumes were added to the No-Build traffic volumes to develop Build traffic volumes. **Figures 14-16** illustrate the Build traffic volumes for the AM and PM peak hours, under 2028, 2030, and 2032 conditions, respectively.

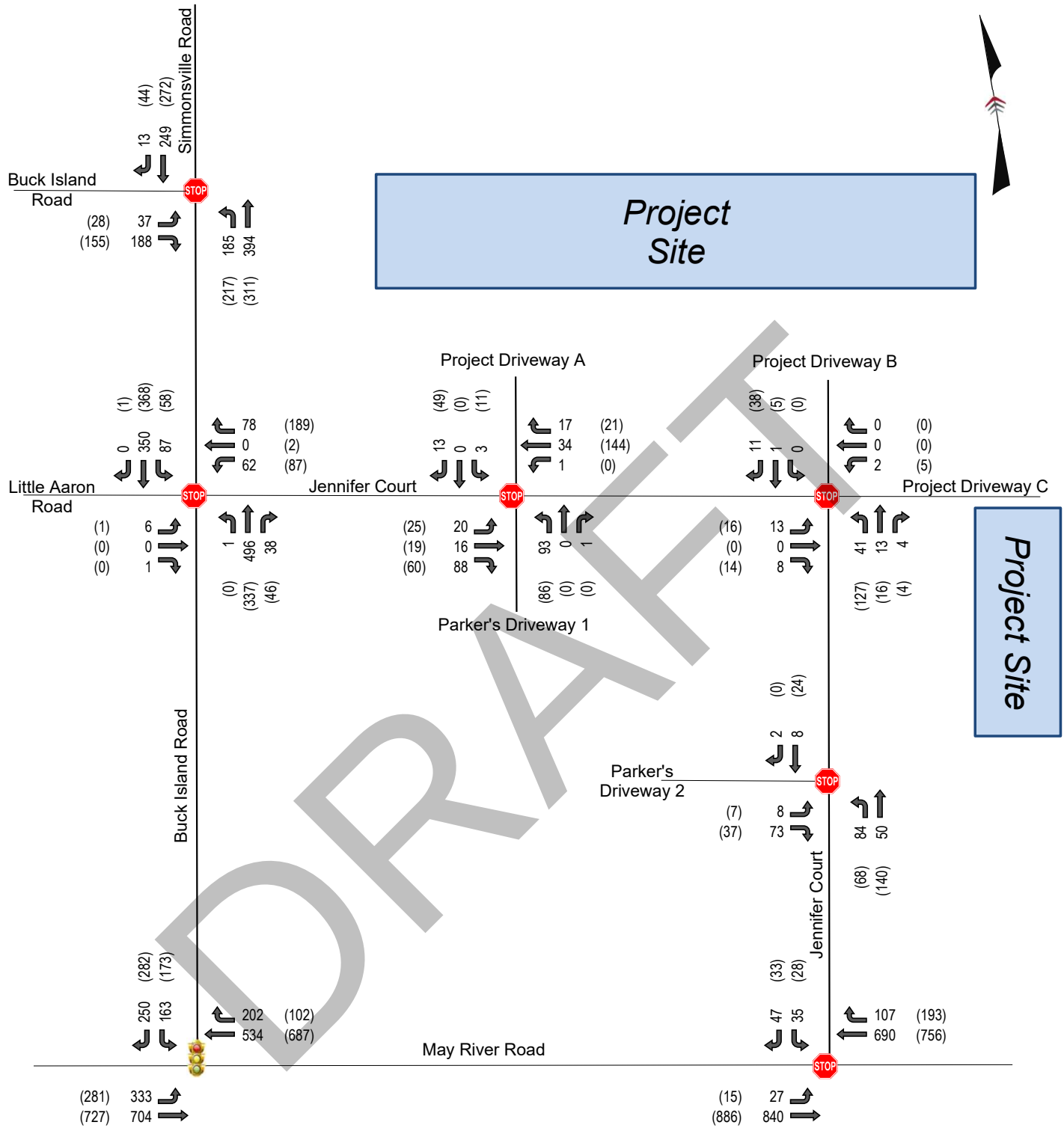


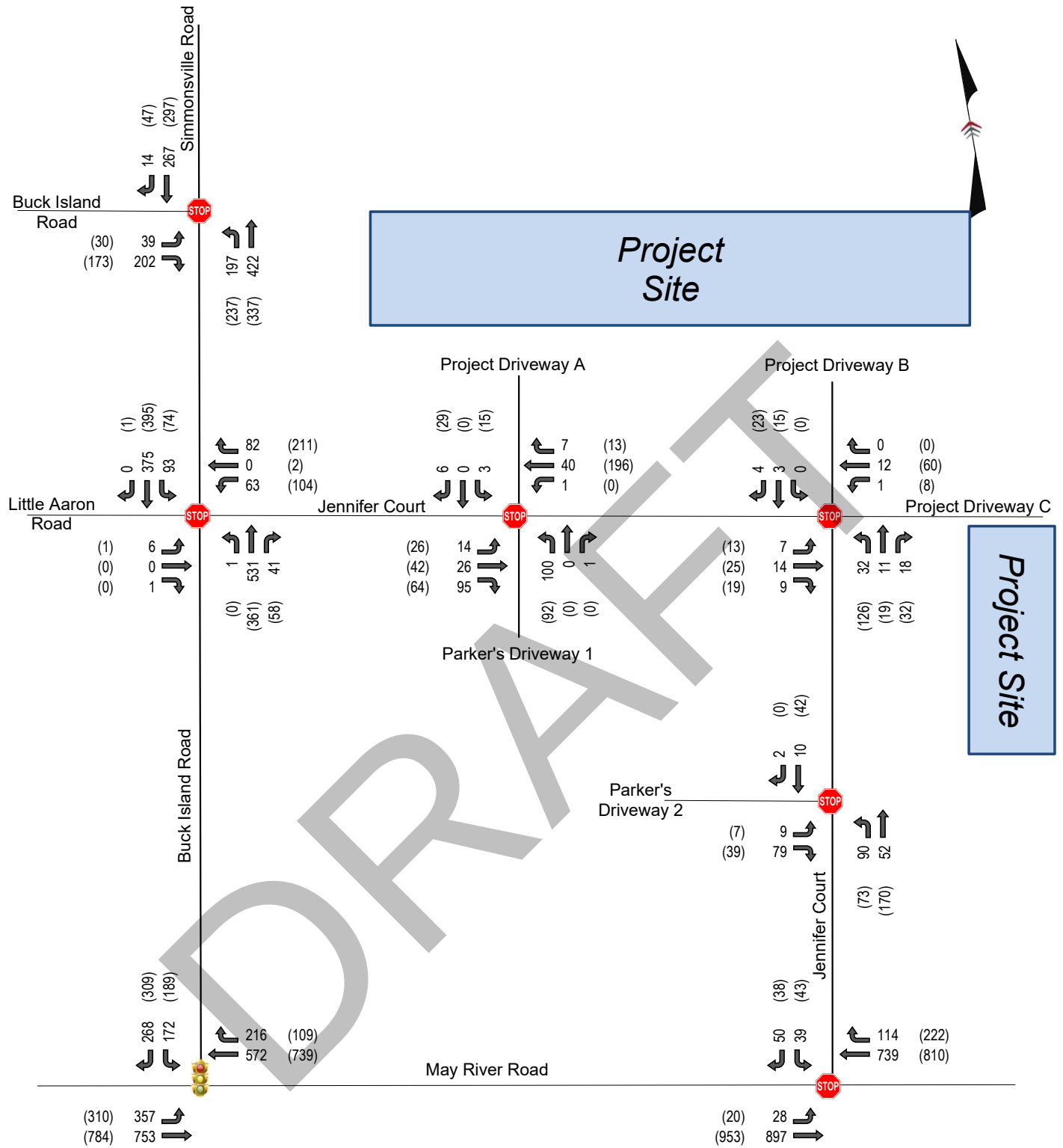












4 Capacity Analysis

Capacity/Level-of-Service (LOS) analyses were conducted using the *Highway Capacity Manual (HCM)*, 7th Edition methodologies of the *Synchro*, Version 12, traffic analysis software. Capacity analyses were conducted for the AM and PM peak hours of the 2026 Existing conditions, future 2028, future 2030, and future 2032 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 scenarios, and future scenarios used a peak-hour factor (PHF) with a minimum of 0.90 and a maximum of 0.95. 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 operating 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. It is assumed that one vehicle equates to approximately 25 feet of queuing.

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

4.1 Buck Island Road at Simmonsville Road

The capacity analysis results for Buck Island Road at Simmonsville Road intersection are summarized in **Table 3**.

Table 3 – Buck Island Road at Simmonsville Road Capacity Analysis Results

Jennifer Court - LOS (Delay)							
Condition	Measure	Buck Island Rd		Buck Island Rd		Simmonsville Rd	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
2026 Existing	Approach LOS (Delay)	B (14.7)		A (8.2)*		A (0.0)	
	Synchro 95th Q	40'		13'	0'	0'	
2028 Phase 1 No-Build	Approach LOS (Delay)	C (16.0)		A (8.2)*		A (0.0)	
	Synchro 95th Q	50'		13'	0'	0'	
2028 Phase 1 Build	Approach LOS (Delay)	C (16.4)		A (8.3)*		A (0.0)	
	Synchro 95th Q	53'		13'	0'	0'	
2030 Phase 2 No-Build	Approach LOS (Delay)	C (18.1)		A (8.3)*		A (0.0)	
	Synchro 95th Q	63'		15'	0'	0'	
2030 Phase 2 Build	Approach LOS (Delay)	C (18.9)		A (8.4)*		A (0.0)	
	Synchro 95th Q	68'		15'	0'	0'	
2032 Phase 3 No-Build	Approach LOS (Delay)	C (20.9)		A (8.5)*		A (0.0)	
	Synchro 95th Q	78'		15'	0'	0'	
2032 Phase 3 Build	Approach LOS (Delay)	C (22.1)		A (8.5)*		A (0.0)	
	Synchro 95th Q	88'		9'	0'	0'	
PM Peak Hour							
2026 Existing	Approach LOS (Delay)	B (13.1)		A (8.3)*		A (0.0)	
	Synchro 95th Q	25'		13'	0'	0'	
2028 Phase 1 No-Build	Approach LOS (Delay)	B (14.1)		A (8.4)*		A (0.0)	
	Synchro 95th Q	33'		15'	0'	0'	
2028 Phase 1 Build	Approach LOS (Delay)	B (14.8)		A (8.5)*		A (0.0)	
	Synchro 95th Q	35'		15'	0'	0'	
2030 Phase 2 No-Build	Approach LOS (Delay)	C (15.3)		A (8.5)*		A (0.0)	
	Synchro 95th Q	38'		15'	0'	0'	
2030 Phase 2 Build	Approach LOS (Delay)	C (16.3)		A (8.6)*		A (0.0)	
	Synchro 95th Q	43'		18'	0'	0'	
2032 Phase 3 No-Build	Approach LOS (Delay)	C (16.9)		A (8.6)*		A (0.0)	
	Synchro 95th Q	45'		18'	0'	0'	
2032 Phase 3 Build	Approach LOS (Delay)	C (18.8)		A (8.8)*		A (0.0)	
	Synchro 95th Q	58'		20'	0'	0'	
Existing Storage				250'			

*Left-turn delay reported for major-street free-flowing approach.

The unsignalized intersection of Buck Island Road at Simmonsville Road currently operates with short delays. The stop-controlled eastbound approach and northbound left-turn movement are anticipated to operate with short delays during the analyzed conditions, therefore, no improvements are recommended.

4.2 Buck Island Road at Jennifer Court/Little Aaron Road

The capacity analysis results for the Buck Island Road at Jennifer Court/Little Aaron Road intersection are summarized in **Table 4**.

Table 4 – Buck Island Road at Jennifer Court/Little Aaron Road Capacity Analysis Results

Jennifer Court - LOS (Delay)													
Condition	Measure	Little Aaron Rd			Jennifer Ct			Buck Island Rd			Buck Island Rd		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
2026 Existing	Approach LOS (Delay)	C (19.9)			C (16.5)			A (7.9)*			A (8.5)*		
	Synchro 95th Q	3'			15'			0'			5'		
2028 Phase 1 No-Build	Approach LOS (Delay)	C (21.8)			C (17.9)			A (8.0)*			A (8.6)*		
	Synchro 95th Q	3'			20'			0'			5'		
2028 Phase 1 Build	Approach LOS (Delay)	C (23.1)			C (19.9)			A (8.0)*			A (8.7)*		
	Synchro 95th Q	3'			28'			0'			5'		
2030 Phase 2 No-Build	Approach LOS (Delay)	C (24.7)			C (19.8)			A (8.0)*			A (8.8)*		
	Synchro 95th Q	3'			25'			0'			5'		
2030 Phase 2 Build	Approach LOS (Delay)	D (27.1)			C (24.0)			A (8.0)*			A (8.9)*		
	Synchro 95th Q	3'			40'			0'			8'		
2032 Phase 3 No-Build	Approach LOS (Delay)	D (27.7)			C (22.3)			A (8.1)*			A (8.9)*		
	Synchro 95th Q	3'			33'			0'			5'		
2032 Phase 3 Build	Approach LOS (Delay)	D (30.7)			D (27.7)			A (8.1)*			A (9.1)		
	Synchro 95th Q	5'			50'			0'			8'		
PM Peak Hour													
2026 Existing	Approach LOS (Delay)	C (19.3)			B (12.6)			A (0.0)*			A (8.1)*		
	Synchro 95th Q	0'			10'			0'			3'		
2028 Phase 1 No-Build	Approach LOS (Delay)	C (21.0)			B (13.2)			A (0.0)*			A (8.2)*		
	Synchro 95th Q	0'			10'			0'			3'		
2028 Phase 1 Build	Approach LOS (Delay)	C (23.8)			C (16.5)			A (0.0)*			A (8.3)*		
	Synchro 95th Q	0'			35'			0'			5'		
2030 Phase 2 No-Build	Approach LOS (Delay)	C (23.1)			B (13.9)			A (0.0)*			A (8.2)*		
	Synchro 95th Q	0'			13'			0'			3'		
2030 Phase 2 Build	Approach LOS (Delay)	D (27.0)			C (18.7)			A (0.0)*			A (8.4)*		
	Synchro 95th Q	0'			48'			0'			5'		
2032 Phase 3 No-Build	Approach LOS (Delay)	D (25.9)			B (14.8)			A (0.0)*			A (8.3)*		
	Synchro 95th Q	0'			15'			0'			3'		
2032 Phase 3 Build	Approach LOS (Delay)	D (33.1)			C (24.9)			A (0.0)*			A (8.5)*		
	Synchro 95th Q	0'			83'			0'			5'		
Existing Storage							50'				150'		

*Left-turn delay reported for major-street free-flowing approach.

The unsignalized intersection of Buck Island Road at Jennifer Court/Little Aaron Road currently operates with short delays. The stop-controlled eastbound approach is anticipated to operate with moderate delays under 2030 Phase 2 Build, 2032 Phase 3 No-Build, and 2032 Phase 3 Build conditions during both the AM and PM peak hours.

The stop-controlled westbound approach is anticipated to operate with moderate delays under 2032 Phase 3 Build conditions during the AM peak hour. Unsignalized intersections may typically operate with moderate or long delays during the peak hours of travel. 95th percentile queues on the westbound approach are anticipated to involve up to 2 or 4 vehicles during the AM and PM peak hours. Therefore, no improvements are recommended at this intersection.

4.3 Jennifer Court at Project Driveway A/Parker's Driveway 1

The capacity analysis results for the Jennifer Court at Project Driveway A/Parker's Driveway 1 intersection are summarized in **Table 5**.

Table 5 – Jennifer Court at Project Driveway A/Parker's Driveway 1 Capacity Analysis Results

Jennifer Court - LOS (Delay)													
Condition	Measure	Jennifer Ct			Jennifer Ct			Parker's Driveway 1			Project Driveway A		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
2026 Existing	Approach LOS (Delay)	A (0.0)			A (7.4)*			A (9.3)			-		
	Synchro 95th Q	-	0'		0'		-	8'		8'	-		-
2028 Phase 1 No-Build	Approach LOS (Delay)	A (0.0)			A (7.4)*			A (9.3)					
	Synchro 95th Q	-	0'		0'		-	10'		10'	-		-
2028 Phase 1 Build	Approach LOS (Delay)	A (7.4)*			A (7.4)*			B (10.0)			A (8.7)		
	Synchro 95th Q	3'			0'			10'			3'		
2030 Phase 2 No-Build	Approach LOS (Delay)	A (0.0)			A (7.4)*			A (9.4)			-		
	Synchro 95th Q	-	0'		0'		-	10'		10'	-		-
2030 Phase 2 Build	Approach LOS (Delay)	A (7.4)*			A (7.4)*			B (10.2)			A (8.7)		
	Synchro 95th Q	0'			0'			13'			3'		
2032 Phase 3 No-Build	Approach LOS (Delay)	A (0.0)			A (7.4)*			A (9.5)			-		
	Synchro 95th Q	-	0'		0'		-	10'		10'	-		-
2032 Phase 3 Build	Approach LOS (Delay)	A (7.3)*			A (7.5)*			B (10.3)			A (8.8)		
	Synchro 95th Q	0'			0'			13'			0'		
PM Peak Hour													
2026 Existing	Approach LOS (Delay)	A (0.0)			A (0.0)*			A (9.7)			-		
	Synchro 95th Q	-	0'		0'		-	8'	-	8'	-		-
2028 Phase 1 No-Build	Approach LOS (Delay)	A (0.0)			A (0.0)*			A (9.7)			-		
	Synchro 95th Q	-	0'		0'		-	8'	-	8'	-		-
2028 Phase 1 Build	Approach LOS (Delay)	A (7.6)*			A (0.0)*			B (11.4)			A (9.7)		
	Synchro 95th Q	3'			0'			13'			10'		
2030 Phase 2 No-Build	Approach LOS (Delay)	A (0.0)			A (0.0)*			A (9.9)			-		
	Synchro 95th Q	-	0'		0'		-	10'	-	10'	-		-
2030 Phase 2 Build	Approach LOS (Delay)	A (7.6)*			A (0.0)*			B (11.8)			A (9.7)		
	Synchro 95th Q	3'			0'			13'			8'		
2032 Phase 3 No-Build	Approach LOS (Delay)	A (0.0)			A (0.0)*			A (10.0)			-		
	Synchro 95th Q	-	0'		0'		-	10'	-	10'	-		-
2032 Phase 3 Build	Approach LOS (Delay)	A (7.8)*			A (0.0)*			B (12.9)			B (10.3)		
	Synchro 95th Q	3'			0'			18'			5'		
Existing Storage													

*Left-turn delay reported for major-street free-flowing approach.

The unsignalized intersection of Jennifer Court at Project Driveway A/Parker's Driveway 1 currently operates with short delays and is anticipated to continue to operate with short delays under future conditions; therefore, no improvements are recommended. This project driveway is recommended to be constructed with one ingress lane and one egress lane. This driveway should align with Parker's Driveway 1.

4.4 May River Road at Buck Island Road

The capacity analysis results for the May River Road at Buck Island Road signalized intersection are summarized in **Table 6**.

Table 6 – May River Road at Buck Island Road Capacity Analysis Results

Jennifer Court - LOS (Delay)								
Condition	Measure	May River Rd		May River Rd		Buck Island Rd		Intersection
		EBL	EBT	WBT	WBR	SBL	SBR	
AM Peak Hour								
2026 Existing	Approach LOS (Delay)	A (7.1)		B (12.2)		C (33.7)		B (13.8)
	Synchro 95th Q	79'	197'	238'	30'	114'	56'	
2028 Phase 1 No-Build	Approach LOS (Delay)	A (8.9)		B (14.0)		D (35.8)		B (15.6)
	Synchro 95th Q	93'	245'	283'	33'	125'	59'	
2028 Phase 1 Build	Approach LOS (Delay)	A (9.2)		B (14.3)		D (36.2)		B (16.0)
	Synchro 95th Q	99'	253'	288'	33'	130'	59'	
2030 Phase 2 No-Build	Approach LOS (Delay)	B (10.8)		B (15.6)		D (37.7)		B (17.4)
	Synchro 95th Q	103'	284'	315'	34'	133'	61'	
2030 Phase 2 Build	Approach LOS (Delay)	B (11.6)		B (16.2)		D (38.5)		B (18.2)
	Synchro 95th Q	#122'	297'	322'	35'	140'	61'	
2032 Phase 3 No-Build	Approach LOS (Delay)	B (13.9)		B (17.7)		D (40.1)		C (20.1)
	Synchro 95th Q	#152'	331'	355'	41'	141'	62'	
2032 Phase 3 Build	Approach LOS (Delay)	B (15.5)		B (18.1)		D (40.6)		C (21.1)
	Synchro 95th Q	#186'	354'	369'	42'	146'	62'	
2032 Phase 3 Build Improvements	Approach LOS (Delay)	B (13.4)		B (16.7)		C (26.4)		B (17.0)
	Synchro 95th Q	#178'	343'	361'	41'	146'	79'	
PM Peak Hour								
2026 Existing	Approach LOS (Delay)	A (8.3)		B (15.6)		D (35.2)		B (15.9)
	Synchro 95th Q	65'	215'	346'	25'	110'	59'	
2028 Phase 1 No-Build	Approach LOS (Delay)	A (9.6)		B (17.4)		D (36.5)		B (17.4)
	Synchro 95th Q	72'	247'	389'	28'	116'	60'	
2028 Phase 1 Build	Approach LOS (Delay)	B (10.8)		B (18.5)		D (37.8)		B (18.9)
	Synchro 95th Q	99'	277'	421'	30'	137'	61'	
2030 Phase 2 No-Build	Approach LOS (Delay)	B (11.8)		B (19.7)		D (38.0)		B (19.5)
	Synchro 95th Q	#133'	286'	443'	31'	123'	62'	
2030 Phase 2 Build	Approach LOS (Delay)	B (14.0)		C (21.8)		D (40.1)		C (22.0)
	Synchro 95th Q	#195'	333'	#539'	34'	146'	62'	
2032 Phase 3 No-Build	Approach LOS (Delay)	B (15.8)		C (23.6)		D (40.3)		C (23.2)
	Synchro 95th Q	#209'	336'	#560'	35'	130'	63'	
2032 Phase 3 Build	Approach LOS (Delay)	C (23.3)		C (29.4)		D (44.7)		C (29.8)
	Synchro 95th Q	#284'	382'	#607'	37'	159'	66'	
2032 Phase 3 Build Improvements	Approach LOS (Delay)	B (12.9)		B (17.6)		D (37.7)		B (19.6)
	Synchro 95th Q	#132'	287'	471'	28'	#194'	139'	
Existing Storage		200'			150'	125'		

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

The signalized intersection of May River Road at Buck Island Road currently operates at LOS B during the AM and PM peak hours. The intersection is anticipated to continue operating at LOS C or better during the AM and PM peak hours under future conditions.

Queuing on the westbound approach is expected to exceed 24 vehicles under 2032 Build Phase 3 conditions during the PM peak hour. To mitigate the potential queuing, a permitted-overlap phase is recommended for the southbound right-turn movement along with optimized signal timing parameters. With these improvements in place, the westbound queue is expected to improve relative to 2032 Phase 3 No-Build conditions during the PM peak hour and remain approximately the same during the AM peak hour. The 3-section signal head currently serving the southbound right-turn will need to be replaced with a 5-section signal head to allow for the overlap movement.

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4.5 May River Road at Jennifer Court

The capacity analysis results for the May River Road at Jennifer Court intersection are summarized in **Table 7**.

Table 7 – May River Road at Jennifer Court Capacity Analysis Results

Jennifer Court - LOS (Delay)							
Condition	Measure	May River Rd		May River Rd		Jennifer Ct	
		EBL	EBT	WBT	WBR	SBL	SBR
AM Peak Hour							
2026 Existing	Approach LOS (Delay)	A (9.0)*		A (0.0)		C (21.7)	
	Synchro 95th Q	3'	0'	0'	0'	18'	8'
2028 Phase 1 No-Build	Approach LOS (Delay)	A (9.3)*		A (0.0)		D (26.2)	
	Synchro 95th Q	3'	0'	0'	0'	23'	8'
2028 Phase 1 Build	Approach LOS (Delay)	A (9.4)*		A (0.0)		D (27.4)	
	Synchro 95th Q	3'	0'	0'	0'	25'	8'
2030 Phase 2 No-Build	Approach LOS (Delay)	A (9.5)*		A (0.0)		D (31.0)	
	Synchro 95th Q	3'	0'	0'	0'	30'	10'
2030 Phase 2 Build	Approach LOS (Delay)	A (9.7)*		A (0.0)		D (33.6)	
	Synchro 95th Q	3'	0'	0'	0'	35'	10'
2032 Phase 3 No-Build	Approach LOS (Delay)	A (9.8)*		A (0.0)		E (37.9)	
	Synchro 95th Q	3'	0'	0'	0'	40'	10'
2032 Phase 3 Build	Approach LOS (Delay)	A (10.0)*		A (0.0)		E (43.6)	
	Synchro 95th Q	3'	0'	0'	0'	50'	13'
PM Peak Hour							
2026 Existing	Approach LOS (Delay)	A (9.7)*		A (0.0)		C (24.9)	
	Synchro 95th Q	0'	0'	0'	0'	13'	5'
2028 Phase 1 No-Build	Approach LOS (Delay)	A (9.9)*		A (0.0)		D (28.6)	
	Synchro 95th Q	0'	0'	0'	0'	15'	5'
2028 Phase 1 Build	Approach LOS (Delay)	B (10.1)*		A (0.0)		D (33.5)	
	Synchro 95th Q	3'	0'	0'	0'	28'	8'
2030 Phase 2 No-Build	Approach LOS (Delay)	B (10.2)*		A (0.0)		D (33.2)	
	Synchro 95th Q	0'	0'	0'	0'	20'	5'
2030 Phase 2 Build	Approach LOS (Delay)	B (10.5)*		A (0.0)		E (41.1)	
	Synchro 95th Q	3'	0'	0'	0'	35'	8'
2032 Phase 3 No-Build	Approach LOS (Delay)	B (10.6)*		A (0.0)		E (41.4)	
	Synchro 95th Q	0'	0'	0'	0'	25'	5'
2032 Phase 3 Build	Approach LOS (Delay)	B (11.0)*		A (0.0)		F (80.22)	
	Synchro 95th Q	3'	0'	0'	0'	78'	10'
Existing Storage		125'			250'		50'

*Left-turn delay reported for major-street free-flowing approach

The unsignalized intersection of May River Road at Jennifer Court currently operates with short delays during the AM and PM peak hours. The stop-controlled southbound approach is anticipated to operate with moderate and long delays under future conditions. Moderate and long delays are typical for stop-controlled minor street approaches during peak hour conditions. An eastbound left-turn lane, westbound right-turn lane, and separate southbound left and right-turn lanes at the intersection currently exist, and queuing on the southbound approach is anticipated to include up to 2 or 3 vehicles during the AM and PM peak hours. Therefore, no improvements are recommended at this intersection.

4.6 Jennifer Court at Parker's Driveway 2

The capacity analysis results for the Jennifer Court at Parker's Driveway 2 intersection are summarized in **Table 8**.

Table 8 – Jennifer Court at Parker's Driveway 2 Capacity Analysis Results

Jennifer Court - LOS (Delay)							
Condition	Measure	Parker's Driveway 2		Jennifer Ct		Jennifer Ct	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
2026 Existing	Approach LOS (Delay)	A (8.7)		A (7.3)*		A (0.0)	
	Synchro 95th Q	5'		3'		0'	
2028 Phase 1 No-Build	Approach LOS (Delay)	A (8.8)		A (7.4)*		A (0.0)	
	Synchro 95th Q	5'		5'		0'	
2028 Phase 1 Build	Approach LOS (Delay)	A (8.8)		A (7.4)*		A (0.0)	
	Synchro 95th Q	8'		5'		0'	
2030 Phase 2 No-Build	Approach LOS (Delay)	A (8.8)		A (7.4)*		A (0.0)	
	Synchro 95th Q	8'		5'		0'	
2030 Phase 2 Build	Approach LOS (Delay)	A (8.9)		A (7.4)*		A (0.0)	
	Synchro 95th Q	8'		5'		0'	
2032 Phase 3 No-Build	Approach LOS (Delay)	A (8.9)		A (7.4)*		A (0.0)	
	Synchro 95th Q	8'		5'		0'	
2032 Phase 3 Build	Approach LOS (Delay)	A (8.93)		A (7.4)*		A (0.0)	
	Synchro 95th Q	8'		5'		0'	
PM Peak Hour							
2026 Existing	Approach LOS (Delay)	A (8.8)		A (7.3)*		A (0.0)	
	Synchro 95th Q	3'		3'		0'	
2028 Phase 1 No-Build	Approach LOS (Delay)	A (8.8)		A (7.3)*		A (0.0)	
	Synchro 95th Q	3'		3'		0'	
2028 Phase 1 Build	Approach LOS (Delay)	A (8.9)		A (7.4)*		A (0.0)	
	Synchro 95th Q	3'		3'		0'	
2030 Phase 2 No-Build	Approach LOS (Delay)	A (8.8)		A (7.3)*		A (0.0)	
	Synchro 95th Q	5'		3'		0'	
2030 Phase 2 Build	Approach LOS (Delay)	A (9.0)		A (7.4)*		A (0.0)	
	Synchro 95th Q	5'		3'		0'	
2032 Phase 3 No-Build	Approach LOS (Delay)	A (8.9)		A (7.3)*		A (0.0)	
	Synchro 95th Q	5'		5'		0'	
2032 Phase 3 Build	Approach LOS (Delay)	A (9.2)		A (7.4)*		A (0.0)	
	Synchro 95th Q	5'		5'		0'	
Existing Storage							

*Left-turn delay reported for major-street free-flowing approach

The unsignalized intersection of Jennifer Court at Parker's Driveway 2 currently operates with short delays. The stop-controlled eastbound approach and northbound left-turn movement are anticipated to operate with short delays during the analyzed conditions; therefore, no improvements are recommended.

4.7 Jennifer Court at Project Driveway B/Project Driveway C

The capacity analysis results for the Jennifer Court at Project Driveway B/Project Driveway C intersection are summarized in **Table 9**.

Table 9 – Jennifer Court at Project Driveway B/Project Driveway C Capacity Analysis Results

Jennifer Court - LOS (Delay)													
Condition	Measure	Jennifer Ct			Project Driveway C			Jennifer Ct			Project Driveway B		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
2030 Phase 2 Build	Approach LOS (Delay)	A (9.0)			A (9.3)			A (7.3)*			A(0)*		
	Synchro 95th Q	3'			0'			3'			0'		
2032 Phase 3 Build	Approach LOS (Delay)	A (9.32)			A (9.7)			A (7.3)*			A(0)*		
	Synchro 95th Q	3'			3'			3'			0'		
PM Peak Hour													
2030 Phase 2 Build	Approach LOS (Delay)	B (10.1)			B (11.1)			A (7.5)*			A(0)*		
	Synchro 95th Q	3'			0'			8'			0'		
2032 Phase 3 Build	Approach LOS (Delay)	B (11.4)			B (12.9)			A (7.5)*			A(0)*		
	Synchro 95th Q	8'			13'			8'			0'		
Existing Storage													

*Left-turn delay reported for major-street free-flowing approach

The stop-controlled eastbound and westbound approaches as well as the major-street left-turn movements are anticipated to operate with short delays under the analyzed conditions. Both project driveways are recommended to be constructed with one ingress lane and one egress lane.

5 SCDOT Turn Lane Warrants

Turn lane improvements for the unsignalized intersections were assessed based on guidelines in the SCDOT *Roadway Design Manual*. The results of the warrants for left- and right-turn lanes are summarized by intersection below and included in **Appendix G**.

Buck Island Road at Jennifer Court/Little Aaron Road

- Northbound right-turn treatment is not warranted

Jennifer Court at Project Driveway A/Parker's Driveway 1

- Eastbound left-turn treatment is not warranted
- Westbound right-turn treatment is not warranted

Jennifer Court at Project Driveway B/Project Driveway C

- Northbound left-turn treatment is not warranted
- Northbound right-turn treatment is not warranted

6 Conclusion

The proposed Jennifer Court Commercial development is located on the northeast quadrant of the Buck Island Road at Jennifer Court/Little Aaron Road intersection in Bluffton, South Carolina. This development is planned to consist of the following land uses:

Building 1:

- 5,800 square feet of restaurant space on the 1st floor.
- 3,650 square feet of retail space on the 1st floor.
- 3,650 square feet of office space on the 1st floor.
- 6,550 square feet of retail space on the 2nd floor.
- 6,550 square feet of office space on the 2nd floor.

Building 2:

- 3,000 square feet of retail space on the 1st floor.
- 3,000 square feet of office space on the 1st floor.
- 3,000 square feet of retail space on the 2nd floor.
- 3,000 square feet of office space on the 2nd floor.

Building 3:

- 7,500 square feet of restaurant space on the 1st floor.
- 3,000 square feet of office space on the 2nd floor.

It is assumed that the project will access the roadway network via the following three unsignalized, full-movement accesses:

- Project Driveway A – located approximately 130' east of Buck Island Road along Jennifer Court. This access is proposed to align with the Parker's Gas Station Access Point.
- Project Driveway B – located approximately 360' east of Buck Island Road along Jennifer Court.
- Project Driveway C – located approximately 300' north of May River Road along Jennifer Court.

It is assumed that the development will be built and occupied in three phases corresponding with each building number, with Phase 1 completed in 2028, Phase 2 in 2030, and Phase 3 in 2032. This study summarizes the results of the traffic analyses at the following study intersections:

- 1) Buck Island Road at Simmonsville Road
- 2) Buck Island Road at Jennifer Court/Little Aaron Road
- 3) Jennifer Court at Project Driveway A/Parker's Driveway 1
- 4) May River Road at Buck Island Road
- 5) May River Road at Jennifer Court
- 6) Jennifer Court at Parker's Driveway 2
- 7) Jennifer Court at Project Driveway B/Project Driveway C

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

Jennifer Court at Project Driveway A/Parker's Driveway 1

- Construct the site access with one ingress lane and one egress lane.

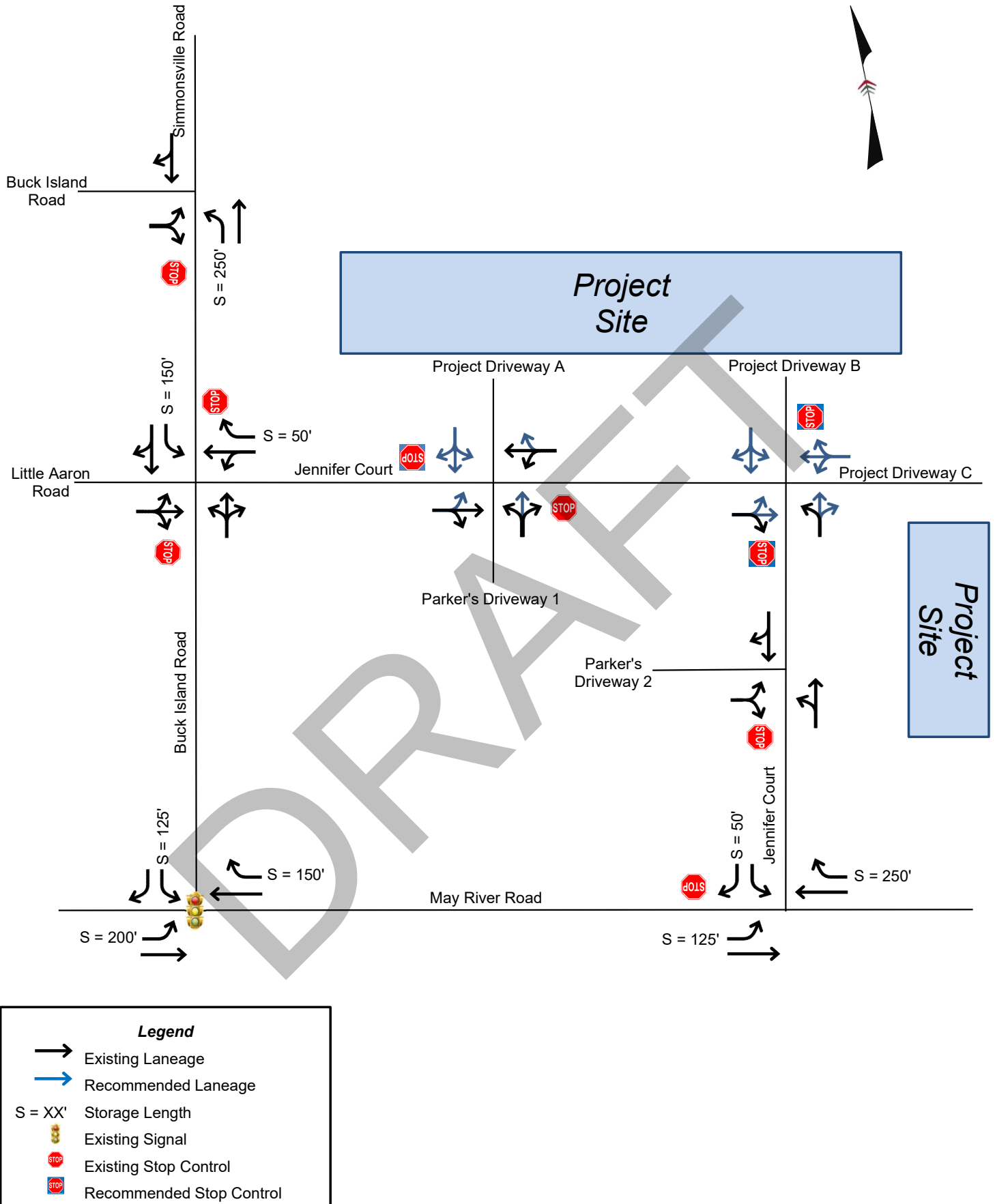
May River Road at Buck Island Road

- Modify the southbound signal heads to provide a right-turn overlap phase for the southbound right-turn movement.
- Replace the existing 3-section signal head currently controlling the southbound right-turn movement with a 5-section signal head to facilitate the right-turn overlap signal phase.

Jennifer Court at Project Driveway B/Project Driveway C

- Construct the project driveways with one ingress lane and one egress lane.

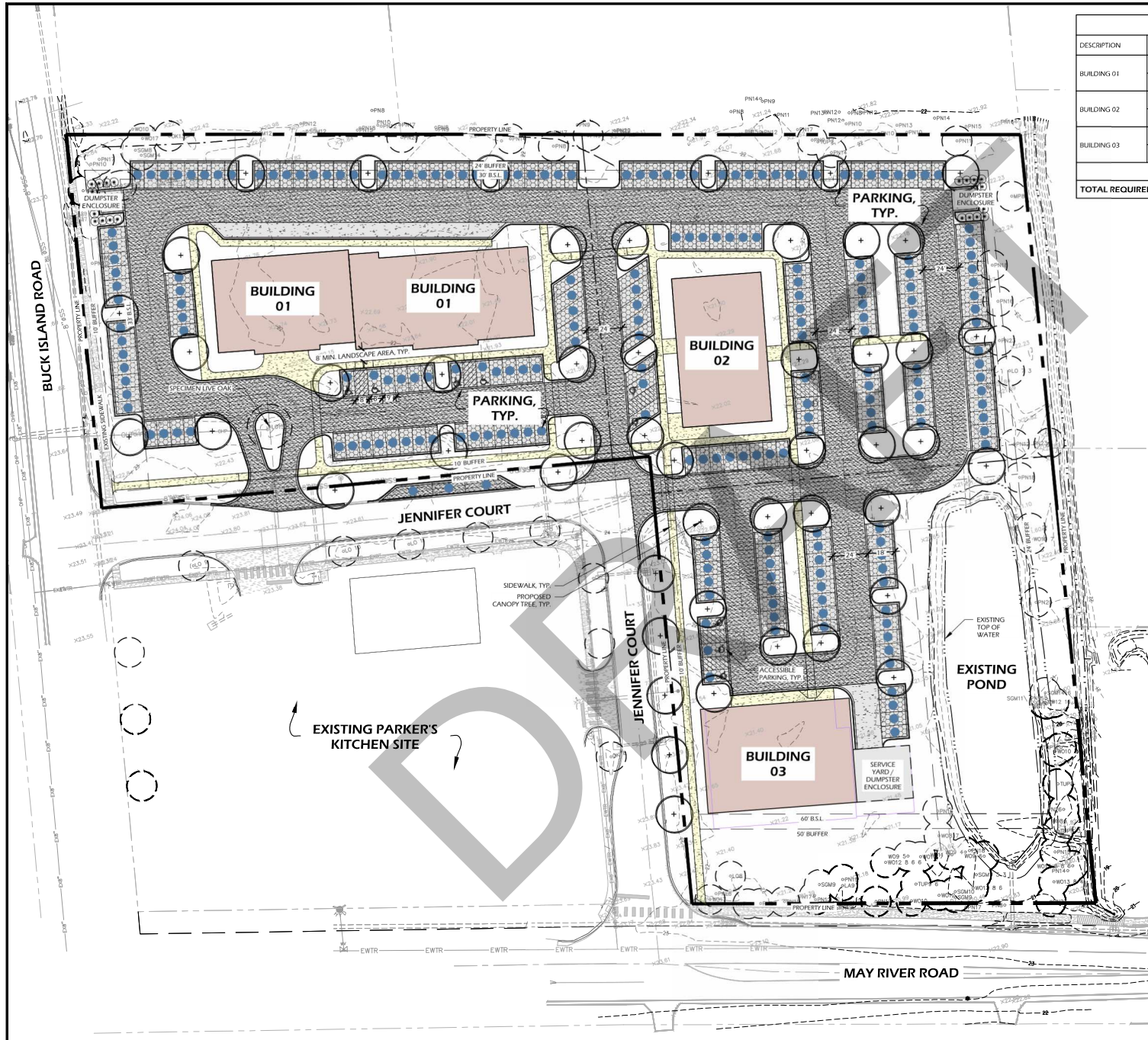
The recommended future geometry and traffic control is illustrated in **Figure 17**.



Appendix A – Site Plan

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ATTACHMENT 7



REQUIRED PARKING				
DESCRIPTION	USE	S.F.	REQUIREMENTS	PARKING SPACES
BUILDING 01	COM. SERVICE (1ST FLOOR)	13,200 S.F.	04 SPACES/1,000 S.F.	52
	COM. SERVICE (2ND FLOOR)	13,200 S.F.	04 SPACES/1,000 S.F.	52
BUILDING 02	COM. SERVICE (1ST FLOOR)	6,000 S.F.	04 SPACES/1,000 S.F.	24
	COM. SERVICE (2ND FLOOR)	6,000 S.F.	04 SPACES/1,000 S.F.	24
BUILDING 03	COM. SERVICE (1ST FLOOR)	7,500 S.F.	04 SPACES/1,000 S.F.	30
	COM. SERVICE (2ND FLOOR)	3,000 S.F.	04 SPACES/1,000 S.F.	12
TOTAL REQUIRED SPACES				194

PARKING SUMMARY	
DESCRIPTION	PARKING SPACES
CAR	207
ACCESSIBLE CAR / VAN	11
TOTAL PROPOSED SPACES	218
TOTAL EXISTING SPACES	00
TOTAL PARKING SPACES	218

NOTE:
1. ONE BICYCLE SPACE REQUIRED PER 15 CARS (REDUCE BY 50% FOR SHARED USE).

PROPOSED SITE COVERAGE TABLE	
	ACTUAL COVERAGE (SF)
BUILDING	26,700
IMPERVIOUS SURFACE	92,564
TOTAL IMPERVIOUS	119,264
TOTAL SITE	225,570
% SITE COVERAGE	52.87%

SITE DESCRIPTION	
EXISTING ZONING	NEIGHBORHOOD CORE
TOTAL SITE AREA (ACRES)	±5.18 A.C.

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THIS SHEET IS SCALE: AS SHOWN

SITE DEVELOPMENT PLANS
FOR
**JENNIFER COURT
COMMERCIAL**
BLUFFTON, SOUTH CAROLINA

DATE: AUG. 26, 2026
PROJECT NO.: XXXXXXJX
DRAWN BY: JM
CHECKED BY: DK

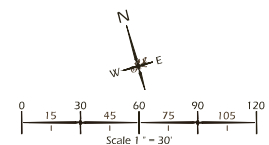
**SUBMITTAL PLAN,
NOT FOR
CONSTRUCTION**

REVISIONS:

DRAWING TITLE
**SITE PLAN
PROPOSED CONDITIONS**

DRAWING NUMBER

C



Appendix B – Trip Generation Calculations

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ATTACHMENT 7

Scenario 1 Daily Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		INTERNAL CAPTURE		NEW EXTERNAL VEHICLE TRIPS				
Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1 (930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	5.8	KSF	$T = 225.89(X)$	50%	50%	655	655	1,310	18.3%	13.8%	181	569	560	1,129
2 (710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	10.2	KSF	$T = 6.18(X) + 207.96$	50%	50%	136	135	271	48.3%	36.5%	99	95	77	172
3 (822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	10.2	LKSF	$T = 42.20(X) + 229.68$	50%	50%	330	330	660	33.5%	25.3%	167	233	260	493
Total:												1,121	1,120	2,241	26.4%	19.9%	447	897	897	1,794

Scenario 2 Daily Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1 (930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	5.8	KSF	$T = 225.89(X)$	50%	50%	655	655	1,310	24.0%	16.1%	211	556	543	1,099
2 (710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	10.2	KSF	$T = 6.18(X) + 207.96$	50%	50%	154	154	308	48.7%	32.5%	100	113	95	208
3 (822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	10.2	LKSF	$T = 42.20(X) + 229.68$	50%	50%	457	456	913	32.1%	21.5%	196	343	374	717
Total:										1,266	1,265	2,531	29.9%	20.0%	507	1,012	1,012	2,024		

Scenario 3 Daily Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS											DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		INTERNAL CAPTURE		NEW EXTERNAL VEHICLE TRIPS			
Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1 (930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	13.3	KSF	$T = 225.89(X)$	50%	50%	1,502	1,502	3,004	10.7%	10.7%	320	1,351	1,333	2,684
2 (710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	19.2	KSF	$T = 6.18(X) + 207.96$	50%	50%	164	163	327	48.6%	48.6%	159	99	69	168
3 (822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	16.2	LKSF	$T = 42.20(X) + 229.68$	50%	50%	457	456	913	32.5%	32.5%	297	285	331	616
Total:												2,123	2,121	4,244	16.3%	16.3%	776	1,735	1,733	3,468

Scenario 1 AM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1 (930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	5.8	KSF	$T = 1.40(X) + 0.40$	64%	36%	6	3	9	44.4%	44.4%	4	3	2	5
2 (710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	10.2	KSF	$T = 1.12(X) + 19.95$	88%	12%	27	4	31	12.9%	12.9%	4	25	2	27
3 (822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	10.2	LKSF	$T = 3.93(X)$	55%	45%	22	18	40	10.0%	10.0%	4	21	15	36
Total:												55	25	80	15.0%	15.0%	12	49	19	68

Scenario 2 AM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS											DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total	
1 (930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	5.8	KSF	$T = 1.40(X) + 0.40$	64%	36%	6	3	9	55.6%	55.6%	5	2	2	4	
2 (710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	19.2	KSF	$T = 1.12(X) + 19.95$	88%	12%	33	5	38	10.5%	10.5%	4	31	3	34	
3 (822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	16.2	LKSF	$T = 3.93(X)$	55%	45%	35	29	64	7.8%	7.8%	5	34	25	59	
Total:												74	37	111	12.6%	12.6%	14	67	30	97	

Scenario 3 AM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS		INTERNAL CAPTURE		NEW EXTERNAL VEHICLE TRIPS				
Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1 (930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	13.3	KSF	$T = 1.40(X) + 0.40$	64%	36%	12	7	19	52.6%	52.6%	10	5	4	9
2 (710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	19.2	KSF	$T = 1.12(X) + 19.95$	88%	12%	36	5	41	17.1%	17.1%	7	33	1	34
3 (822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	16.2	LKSF	$T = 3.93(X)$	55%	45%	35	29	64	10.9%	10.9%	7	33	24	57
Total:												83	41	124	19.4%	19.4%	24	71	29	100

Scenario 1 PM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1 (930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	5.8	KSF	$T = 14.35(X)$	53%	47%	44	39	83	34.0%	34.0%	17	37	29	66
2 (710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	10.2	KSF	$T = 0.99(X) + 31.14$	16%	84%	7	34	41	14.6%	7.3%	3	6	32	38
3 (822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	16.2	LKSF	$Ln(T) = 0.68 Ln(X) + 2.77$	50%	50%	39	38	77	40.3%	24.7%	19	27	31	58
Total:												90	111	201	32.8%	19.4%	39	70	92	162

Scenario 2 PM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS		
Land Use + Code	Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total
1 (930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	5.8	KSF	$T = 14.35(X)$	53%	47%	44	39	83	37.3%	24.1%	20	35	28	63
2 (710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	10.2	KSF	$T = 0.99(X) + 31.14$	16%	84%	8	39	47	14.9%	8.5%	4	7	36	43
3 (822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	16.2	LKSF	$Ln(T) = 0.68 Ln(X) + 2.77$	50%	50%	53	53	106	32.1%	20.8%	22	40	44	84
Total:												105	131	236	30.5%	19.5%	46	82	108	190

Scenario 3 PM Peak Hour Trip Generation Calculations

TRIP GENERATION CHARACTERISTICS										DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			INTERNAL CAPTURE			NEW EXTERNAL VEHICLE TRIPS					
Land Use + Code		Land Use	Subcategory	Land Use Type	Source	ITE Edition	ITE LUC	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	IC Rate	IC Rate	IC Trips	Net New In	Out	Total		
1	(930) Fast Casual Restaurant	Fast Casual Restaurant	All Sites	Restaurant	ITE 12th Ed	12	930	13.3	KSF	$T = 14.35(X)$	53%	47%	101	90	191	24.1%	16.8%	31	90	70	160		
2	(710) General Office Building	General Office Building	All Sites	Office	ITE 12th Ed	12	710	19.2	KSF	$T = 0.99(X) + 31.14$	16%	84%	8	42	50	16.0%	12.0%	6	6	36	46		
3	(822) Strip Retail Plaza (<40k)	Strip Retail Plaza (<40k)	All Sites	Retail	ITE 12th Ed	12	822	16.2	LKSF	$Ln(T) = 0.68 Ln(X) + 2.77$	50%	50%	53	53	106	44.3%	30.2%	32	32	42	74		
Total:												162	185	347	29.4%	19.9%	69	128	150	278			

Appendix C – Traffic Volume Development Worksheets

DRAFT

Phase 1

DRAFT

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Buck Island Rd at Simmonsville Rd
COUNT DATE:
AM PEAK HOUR FACTOR: 0.90 AM FUTURE PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.96 PM FUTURE PEAK HOUR FACTOR: 0.95

AM Peak Hour

AM 2026 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	32	0	155	0	0	0	0	0	157	340	0	0	0	208	11
AM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC		0	32	0	155	0	0	0	0	0	157	340	0	0	0	208	11
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	3%	9%
AM 2028 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2028 NO-BUILD TRAFFIC GROWTH		0	2	0	11	0	0	0	0	0	11	24	0	0	0	15	1
AM 2028 NO-BUILD TRAFFIC		0	34	0	166	0	0	0	0	0	168	364	0	0	0	223	12
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering				15%											15%	
	Exiting										15%	15%					
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	7	0	0	0	0	0	3	3	0	0	0	7	0
AM TOTAL PROJECT TRIPS		0	0	0	7	0	0	0	0	0	3	3	0	0	0	7	0
AM 2028 BUILD-OUT TRAFFIC		0	34	0	173	0	0	0	0	0	171	367	0	0	0	230	12

PM Peak Hour

PM 2026 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	24	0	125	0	0	0	0	0	166	255	0	0	0	226	38	
PM Volume Balancing	0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	
PM 2026 EXISTING TRAFFIC	0	24	0	125	0	0	0	0	0	175	256	0	0	0	226	38	
PM Heavy Vehicle Percentage	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	
PM 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	
PM 2028 NO-BUILD TRAFFIC GROWTH	0	2	0	9	0	0	0	0	0	12	18	0	0	0	16	3	
PM 2028 NO-BUILD TRAFFIC	0	26	0	134	0	0	0	0	0	187	274	0	0	0	242	41	
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering				15%											15%	
	Exiting										15%	15%					
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	10	0	0	0	0	0	14	14	0	0	0	11	0
PM TOTAL PROJECT TRIPS		0	0	0	10	0	0	0	0	0	14	14	0	0	0	11	0
PM 2028 BUILD-OUT TRAFFIC		0	26	0	144	0	0	0	0	0	201	288	0	0	0	253	41

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Buck Island Rd at Jennifer Court
COUNT DATE:
AM PEAK HOUR FACTOR: 0.95 AM FUTURE PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.91 PM FUTURE PEAK HOUR FACTOR: 0.91

AM Peak Hour

AM 2026 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	0	1	0	40	0	60	0	1	427	22	0	53	277	0
AM Volume Balancing		0	0	0	0	0	1	0	0	0	0	5	0	0	5	28	0
AM 2026 EXISTING TRAFFIC		0	5	0	1	0	41	0	60	0	1	432	22	0	58	305	0
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
AM 2028 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2028 NO-BUILD TRAFFIC GROWTH		0	0	0	0	0	3	0	4	0	0	31	2	0	4	22	0
AM 2028 NO-BUILD TRAFFIC		0	5	0	1	0	44	0	64	0	1	463	24	0	62	327	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												20%		30%		
	Exiting						50%		30%								
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	9	0	6	0	0	0	10	0	14	0	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	9	0	6	0	0	0	10	0	14	0	0
AM 2028 BUILD-OUT TRAFFIC		0	5	0	1	0	53	0	70	0	1	463	34	0	76	327	0

PM Peak Hour

PM 2026 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	1	0	0	0	29	2	117	0	0	291	26	0	29	316	1	
PM Volume Balancing					0	0	0	0	0	0	0	19	0	0	3	0	0	0	5	0	
PM 2026 EXISTING TRAFFIC					0	1	0	0	0	29	2	136	0	0	294	26	0	29	321	1	
PM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	3%	2%	2%	
PM 2028 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2028 NO-BUILD TRAFFIC GROWTH					0	0	0	0	0	2	0	10	0	0	21	2	0	2	23	0	
PM 2028 NO-BUILD TRAFFIC					0	1	0	0	0	31	2	146	0	0	315	28	0	31	344	1	
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution		Entering													20%		30%				
		Exiting							50%		30%										
"PM PROJECT TRIPS"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Project Trip		Net New		0	0	0	0	0	46	0	28	0	0	0	14	0	21	0	0		
PM TOTAL PROJECT TRIPS				0	0	0	0	0	46	0	28	0	0	0	14	0	21	0	0		
PM 2028 BUILD-OUT TRAFFIC				0	1	0	0	0	77	2	174	0	0	315	42	0	52	344	1		

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Court at Project Driveway A/Parkers Driveway #1
COUNT DATE:
AM PEAK HOUR FACTOR: 0.88 AM FUTURE PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.86 PM FUTURE PEAK HOUR FACTOR: 0.90

AM Peak Hour

AM 2026 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	3	77	0	1	19	0	0	81	0	1	0	0	0	0
AM Volume Balancing		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC		0	0	3	77	0	1	20	0	0	81	0	1	0	0	0	0
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	100%	2%	2%	2%	2%
AM 2028 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2028 NO-BUILD TRAFFIC GROWTH		0	0	0	5	0	0	1	0	0	6	0	0	0	0	0	0
AM 2028 NO-BUILD TRAFFIC		0	0	3	82	0	1	21	0	0	87	0	1	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		50%						50%								
	Exiting														20%		80%
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	24	0	0	0	0	0	25	0	0	0	0	0	4	0	15
AM TOTAL PROJECT TRIPS		0	24	0	0	0	0	0	25	0	0	0	0	0	4	0	15
AM 2028 BUILD-OUT TRAFFIC		0	24	3	82	0	1	21	25	0	87	0	1	0	4	0	15

PM Peak Hour

PM 2026 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	3	49	0	0	92	0	0	75	0	0	0	0	0	0	0
PM Volume Balancing				0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC				0	0	3	52	0	0	92	0	0	75	0	0	0	0	0	0	0
PM Heavy Vehicle Percentage				2%	2%	33%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2028 NO-BUILD TRAFFIC				EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate				3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2028 NO-BUILD TRAFFIC GROWTH				0	0	0	4	0	0	7	0	0	5	0	0	0	0	0	0	0
PM 2028 NO-BUILD TRAFFIC				0	0	3	56	0	0	99	0	0	80	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																				
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Net New Distribution		Entering			50%					50%										
		Exiting															20%		80%	
"PM PROJECT TRIPS"																				
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Project Trip		Net New		0	35	0	0	0	0	0	35	0	0	0	0	0	18	0	74	
PM TOTAL PROJECT TRIPS				0	35	0	0	0	0	0	35	0	0	0	0	0	18	0	74	
PM 2028 BUILD-OUT TRAFFIC				0	35	3	56	0	0	99	35	0	80	0	0	0	0	18	0	74

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: May River Rd at Buck Island Rd
COUNT DATE:
AM PEAK HOUR FACTOR: 0.99 AM FUTURE PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95 PM FUTURE PEAK HOUR FACTOR: 0.95

AM Peak Hour

AM 2026 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	266	604	0	0	0	463	167	0	0	0	0	0	134	0	212
AM Volume Balancing	0	13	3	0	0	0	0	9	0	0	0	0	0	0	0	1
AM 2026 EXISTING TRAFFIC	0	279	607	0	0	0	463	176	0	0	0	0	0	134	0	213
AM Heavy Vehicle Percentage	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%
AM 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	20	43	0	0	0	33	13	0	0	0	0	0	10	0	15
AM 2028 NO-BUILD TRAFFIC	0	299	650	0	0	0	496	189	0	0	0	0	0	144	0	228
"SITE TRAFFIC DISTRIBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBR
Net New Distribution	Entering		20%	10%											30%	20%
	Exiting						10%									
"AM PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBR
Project Trip	Net New	0	10	5	0	0	0	2	0	0	0	0	0	0	6	3
AM TOTAL PROJECT TRIPS		0	10	5	0	0	0	2	0	0	0	0	0	0	6	3
AM 2028 BUILD-OUT TRAFFIC		0	309	655	0	0	0	498	189	0	0	0	0	0	150	231

PM Peak Hour

PM 2026 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	230	622	0	0	0	589	89	0	0	0	0	0	123	0	223
PM Volume Balancing	0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	4
PM 2026 EXISTING TRAFFIC	0	231	627	0	0	0	589	89	0	0	0	0	0	123	0	227
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	16	45	0	0	0	42	6	0	0	0	0	0	9	0	16
PM 2028 NO-BUILD TRAFFIC	0	247	672	0	0	0	631	95	0	0	0	0	0	132	0	243
"SITE TRAFFIC DISTRIBUTION"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBR
Net New Distribution	Entering		20%	10%											30%	20%
	Exiting						10%									
"PM PROJECT TRIPS"																
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBR
Project Trip	Net New	0	14	7	0	0	0	9	0	0	0	0	0	0	28	18
PM TOTAL PROJECT TRIPS		0	14	7	0	0	0	9	0	0	0	0	0	0	28	18
PM 2028 BUILD-OUT TRAFFIC		0	261	679	0	0	0	640	95	0	0	0	0	0	160	261

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION:		May River Rd at Jennifer Ct	
COUNT DATE:			
AM PEAK HOUR FACTOR:	0.98	AM FUTURE PEAK HOUR FACTOR:	0.95
PM PEAK HOUR FACTOR:	0.92	PM FUTURE PEAK HOUR FACTOR:	0.92

AM Peak Hour

AM 2026 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹		0	17	724	0	0	0	582	69	0	0	0	0	0	28	0	38
AM Volume Balancing		0	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC		0	17	724	0	0	0	601	70	0	0	0	0	0	28	0	38
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	5%
AM 2028 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2028 NO-BUILD TRAFFIC GROWTH		0	1	52	0	0	0	43	5	0	0	0	0	0	2	0	3
AM 2028 NO-BUILD TRAFFIC		0	18	776	0	0	0	644	75	0	0	0	0	0	30	0	41
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		10%						40%								
	Exiting			30%											10%		10%
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	5	6	0	0	0	0	20	0	0	0	0	0	2	0	2
AM TOTAL PROJECT TRIPS		0	5	6	0	0	0	0	20	0	0	0	0	0	2	0	2
AM 2028 BUILD-OUT TRAFFIC		0	23	782	0	0	0	644	95	0	0	0	0	0	32	0	43

PM Peak Hour

PM 2026 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	6	744	0	0	0	653	138	0	0	0	0	0	16	0	19	
PM Volume Balancing					0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	
PM 2026 EXISTING TRAFFIC					0	6	744	0	0	0	659	139	0	0	0	0	0	16	0	19	
PM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	
PM 2028 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2028 NO-BUILD TRAFFIC GROWTH					0	0	53	0	0	0	47	10	0	0	0	0	0	1	0	1	
PM 2028 NO-BUILD TRAFFIC					0	6	797	0	0	0	706	149	0	0	0	0	0	17	0	20	
"SITE TRAFFIC DISTRUBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution		Entering			10%					40%											
		Exiting			30%													10%		10%	
"PM PROJECT TRIPS"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Project Trip		Net New		0	7	28	0	0	0	0	28	0	0	0	0	0	9	0	9		
PM TOTAL PROJECT TRIPS				0	7	28	0	0	0	0	28	0	0	0	0	0	9	0	9		
PM 2028 BUILD-OUT TRAFFIC				0	13	825	0	0	0	706	177	0	0	0	0	0	26	0	29		

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Ct at Parkers Driveway #2
COUNT DATE:
AM PEAK HOUR FACTOR: 0.96 AM FUTURE PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.83 PM FUTURE PEAK HOUR FACTOR: 0.90

AM Peak Hour

AM 2026 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	7	0	64	0	0	0	0	0	73	14	0	0	0	2	1
AM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
AM 2026 EXISTING TRAFFIC		0	7	0	64	0	0	0	0	0	73	14	0	0	0	2	2
AM Heavy Vehicle Percentage		2%	2%	2%	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
AM 2028 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2028 NO-BUILD TRAFFIC GROWTH		0	0	0	5	0	0	0	0	0	5	1	0	0	0	0	0
AM 2028 NO-BUILD TRAFFIC		0	7	0	69	0	0	0	0	0	78	15	0	0	0	2	2
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										50%						
	Exiting															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	Net New	0	0	0	0	0	0	0	0	0	0	25	0	0	0	4	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	0	0	0	25	0	0	0	4	0
AM 2028 BUILD-OUT TRAFFIC		0	7	0	69	0	0	0	0	0	78	40	0	0	0	6	2

PM Peak Hour

PM 2026 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	6	0	32	0	0	0	0	0	59	86	0	0	0	3	0
PM Volume Balancing				0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC				0	6	0	32	0	0	0	0	0	59	86	0	0	0	3	0
PM Heavy Vehicle Percentage				2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	33%	2%
PM 2028 NO-BUILD TRAFFIC				EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate				3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2028 NO-BUILD TRAFFIC GROWTH				0	0	0	2	0	0	0	0	0	4	6	0	0	0	0	0
PM 2028 NO-BUILD TRAFFIC				0	6	0	34	0	0	0	0	0	63	92	0	0	0	3	0
"SITE TRAFFIC DISTRIBUTION"																			
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution		Entering											50%				20%		
		Exiting																	
"PM PROJECT TRIPS"																			
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip		Net New		0	0	0	0	0	0	0	0	0	0	35	0	0	0	18	0
PM TOTAL PROJECT TRIPS				0	0	0	0	0	0	0	0	0	0	35	0	0	0	18	0
PM 2028 BUILD-OUT TRAFFIC				0	6	0	34	0	0	0	0	0	63	127	0	0	0	21	0

Phase 2

DRAFT

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Buck Island Rd at Simmonsville Rd
COUNT DATE:
AM PEAK HOUR FACTOR: 0.90 AM FUTURE PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.96 PM FUTURE PEAK HOUR FACTOR: 0.95

AM Peak Hour

AM 2026 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	32	0	155	0	0	0	0	0	157	340	0	0	0	208	11
AM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC		0	32	0	155	0	0	0	0	0	157	340	0	0	0	208	11
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	3%	9%
AM 2030 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH		0	5	0	23	0	0	0	0	0	23	50	0	0	0	31	2
AM 2030 NO-BUILD TRAFFIC		0	37	0	178	0	0	0	0	0	180	390	0	0	0	239	13
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering				15%											15%	
	Exiting										15%	15%					
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	10	0	0	0	0	0	5	4	0	0	0	10	0
AM TOTAL PROJECT TRIPS		0	0	0	10	0	0	0	0	0	5	4	0	0	0	10	0
AM 2030 BUILD-OUT TRAFFIC		0	37	0	188	0	0	0	0	0	185	394	0	0	0	249	13

PM Peak Hour

PM 2026 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	24	0	125	0	0	0	0	0	166	255	0	0	0	226	38
PM Volume Balancing					0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0
PM 2026 EXISTING TRAFFIC					0	24	0	125	0	0	0	0	0	175	256	0	0	0	226	38
PM Heavy Vehicle Percentage					2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%
PM 2030 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate					3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2030 NO-BUILD TRAFFIC GROWTH					0	4	0	18	0	0	0	0	0	26	38	0	0	0	33	6
PM 2030 NO-BUILD TRAFFIC					0	28	0	143	0	0	0	0	0	201	294	0	0	0	259	44
"SITE TRAFFIC DISTRIBUTION"																				
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Net New Distribution		Entering				15%											15%			
		Exiting										15%	15%							
"PM PROJECT TRIPS"																				
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Project Trip		Net New		0	0	0	12	0	0	0	0	0	16	17	0	0	0	13	0	
PM TOTAL PROJECT TRIPS				0	0	0	12	0	0	0	0	0	16	17	0	0	0	13	0	
PM 2030 BUILD-OUT TRAFFIC				0	28	0	155	0	0	0	0	0	217	311	0	0	0	272	44	

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Buck Island Rd at Jennifer Court
COUNT DATE:
AM PEAK HOUR FACTOR: 0.95 AM FUTURE PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.91 PM FUTURE PEAK HOUR FACTOR: 0.91

AM Peak Hour

AM 2026 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	0	1	0	40	0	60	0	1	427	22	0	53	277	0
AM Volume Balancing		0	0	0	0	0	1	0	0	0	0	5	0	0	5	28	0
AM 2026 EXISTING TRAFFIC		0	5	0	1	0	41	0	60	0	1	432	22	0	58	305	0
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
AM 2030 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH		0	1	0	0	0	6	0	9	0	0	64	3	0	9	45	0
AM 2030 NO-BUILD TRAFFIC		0	6	0	1	0	47	0	69	0	1	496	25	0	67	350	0
"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Net New Distribution	Entering												20%		30%		
	Exiting						50%		30%								
"AM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Project Trip	Net New	0	0	0	0	0	15	0	9	0	0	0	13	0	20	0	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	15	0	9	0	0	0	13	0	20	0	0
AM 2030 BUILD-OUT TRAFFIC		0	6	0	1	0	62	0	78	0	1	496	38	0	87	350	0

PM Peak Hour

PM 2026 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	1	0	0	0	29	2	117	0	0	291	26	0	29	316	1	
PM Volume Balancing					0	0	0	0	0	0	0	19	0	0	3	0	0	0	5	0	
PM 2026 EXISTING TRAFFIC					0	1	0	0	0	29	2	136	0	0	294	26	0	29	321	1	
PM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	3%	2%	2%	
PM 2030 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2030 NO-BUILD TRAFFIC GROWTH					0	0	0	0	0	4	0	20	0	0	43	4	0	4	47	0	
PM 2030 NO-BUILD TRAFFIC					0	1	0	0	0	33	2	156	0	0	337	30	0	33	368	1	
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution		Entering													20%		30%				
		Exiting							50%		30%										
"PM PROJECT TRIPS"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Project Trip		Net New		0	0	0	0	0	54	0	33	0	0	0	16	0	25	0	0		
PM TOTAL PROJECT TRIPS				0	0	0	0	0	54	0	33	0	0	0	16	0	25	0	0		
PM 2030 BUILD-OUT TRAFFIC				0	1	0	0	0	87	2	189	0	0	337	46	0	58	368	1		

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Court at Project Driveway A/Parkers Driveway #1
COUNT DATE:
AM PEAK HOUR FACTOR: 0.88 AM FUTURE PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.86 PM FUTURE PEAK HOUR FACTOR: 0.90

AM Peak Hour

AM 2026 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	3	77	0	1	19	0	0	81	0	1	0	0	0	0
AM Volume Balancing		0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC		0	0	3	77	0	1	20	0	0	81	0	1	0	0	0	0
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	100%	2%	2%	2%	2%
AM 2030 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH		0	0	0	11	0	0	3	0	0	12	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC		0	0	3	88	0	1	23	0	0	93	0	1	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Net New Distribution	Entering		30%	20%				25%									
	Exiting						35%							10%		45%	
"AM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Project Trip	Net New	0	20	13	0	0	0	11	17	0	0	0	0	0	3	0	13
AM TOTAL PROJECT TRIPS		0	20	13	0	0	0	11	17	0	0	0	0	0	3	0	13
AM 2030 BUILD-OUT TRAFFIC		0	20	16	88	0	1	34	17	0	93	0	1	0	3	0	13

PM Peak Hour

PM 2026 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	3	49	0	0	92	0	0	75	0	0	0	0	0	0	0
PM Volume Balancing					0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC					0	0	3	52	0	0	92	0	0	75	0	0	0	0	0	0	0
PM Heavy Vehicle Percentage					2%	2%	33%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2030 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2030 NO-BUILD TRAFFIC GROWTH					0	0	0	8	0	0	14	0	0	11	0	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC					0	0	3	60	0	0	106	0	0	86	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution		Entering			30%	20%				25%											
		Exiting							35%								10%		45%		
"PM PROJECT TRIPS"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Project Trip		Net New		0	25	16	0	0	0	38	21	0	0	0	0	0	11	0	49		
PM TOTAL PROJECT TRIPS				0	25	16	0	0	0	38	21	0	0	0	0	0	11	0	49		
PM 2030 BUILD-OUT TRAFFIC				0	25	19	60	0	0	144	21	0	86	0	0	0	11	0	49		

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: May River Rd at Buck Island Rd
COUNT DATE:
AM PEAK HOUR FACTOR: 0.99 AM FUTURE PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95 PM FUTURE PEAK HOUR FACTOR: 0.95

AM Peak Hour

AM 2026 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	266	604	0	0	0	463	167	0	0	0	0	0	134	0	212
AM Volume Balancing		0	13	3	0	0	0	0	9	0	0	0	0	0	0	0	1
AM 2026 EXISTING TRAFFIC		0	279	607	0	0	0	463	176	0	0	0	0	0	134	0	213
AM Heavy Vehicle Percentage		2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%
AM 2030 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH		0	41	90	0	0	0	68	26	0	0	0	0	0	20	0	31
AM 2030 NO-BUILD TRAFFIC		0	320	697	0	0	0	531	202	0	0	0	0	0	154	0	244
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		20%	10%													
	Exiting							10%							30%		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	Net New	0	13	7	0	0	0	3	0	0	0	0	0	0	9	0	6
AM TOTAL PROJECT TRIPS		0	13	7	0	0	0	3	0	0	0	0	0	0	9	0	6
AM 2030 BUILD-OUT TRAFFIC		0	333	704	0	0	0	534	202	0	0	0	0	0	163	0	250

PM Peak Hour

PM 2026 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	230	622	0	0	0	589	89	0	0	0	0	0	0	123	0	223
PM Volume Balancing				0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	0	4
PM 2026 EXISTING TRAFFIC				0	231	627	0	0	0	589	89	0	0	0	0	0	0	123	0	227
PM Heavy Vehicle Percentage				2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2030 NO-BUILD TRAFFIC				EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate				3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2030 NO-BUILD TRAFFIC GROWTH				0	34	92	0	0	0	87	13	0	0	0	0	0	0	18	0	33
PM 2030 NO-BUILD TRAFFIC				0	265	719	0	0	0	676	102	0	0	0	0	0	0	141	0	260
"SITE TRAFFIC DISTRIBUTION"																				
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Net New Distribution		Entering			20%	10%														
		Exiting							10%								30%		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		Net New		0	16	8	0	0	0	11	0	0	0	0	0	0	32	0	22	
PM TOTAL PROJECT TRIPS				0	16	8	0	0	0	11	0	0	0	0	0	0	0	32	0	22
PM 2030 BUILD-OUT TRAFFIC				0	281	727	0	0	0	687	102	0	0	0	0	0	0	173	0	282

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: May River Rd at Jennifer Ct
COUNT DATE:
AM PEAK HOUR FACTOR: 0.98 AM FUTURE PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.92 PM FUTURE PEAK HOUR FACTOR: 0.92

AM Peak Hour

AM 2026 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹		0	17	724	0	0	0	582	69	0	0	0	0	0	28	0	38
AM Volume Balancing		0	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC		0	17	724	0	0	0	601	70	0	0	0	0	0	28	0	38
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	5%
AM 2030 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH		0	3	107	0	0	0	89	10	0	0	0	0	0	4	0	6
AM 2030 NO-BUILD TRAFFIC		0	20	831	0	0	0	690	80	0	0	0	0	0	32	0	44
"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
	Net New		10%						40%								
Distribution	Exiting		30%												10%		10%
"AM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Project Trip	Net New	0	7	9	0	0	0	0	27	0	0	0	0	0	3	0	3
AM TOTAL PROJECT TRIPS		0	7	9	0	0	0	0	27	0	0	0	0	0	3	0	3
AM 2030 BUILD-OUT TRAFFIC		0	27	840	0	0	0	690	107	0	0	0	0	0	35	0	47

PM Peak Hour

PM 2026 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	6	744	0	0	0	653	138	0	0	0	0	0	16	0	19	
PM Volume Balancing	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	
PM 2026 EXISTING TRAFFIC	0	6	744	0	0	0	659	139	0	0	0	0	0	16	0	19	
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	
PM 2030 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	
PM 2030 NO-BUILD TRAFFIC GROWTH	0	1	110	0	0	0	97	21	0	0	0	0	0	2	0	3	
PM 2030 NO-BUILD TRAFFIC	0	7	854	0	0	0	756	160	0	0	0	0	0	18	0	22	
"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Net New	Entering		10%					40%									
Distribution	Exiting			30%										10%		10%	
"PM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Project Trip	Net New	0	8	32	0	0	0	0	33	0	0	0	0	0	10	0	11
PM TOTAL PROJECT TRIPS		0	8	32	0	0	0	0	33	0	0	0	0	0	10	0	11
PM 2030 BUILD-OUT TRAFFIC		0	15	886	0	0	0	756	193	0	0	0	0	0	28	0	33

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Ct at Parkers Driveway #2
COUNT DATE:
AM PEAK HOUR FACTOR: 0.96 AM FUTURE PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.83 PM FUTURE PEAK HOUR FACTOR: 0.90

AM Peak Hour

AM 2026 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	7	0	64	0	0	0	0	0	73	14	0	0	0	2	1
AM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
AM 2026 EXISTING TRAFFIC		0	7	0	64	0	0	0	0	0	73	14	0	0	0	2	2
AM Heavy Vehicle Percentage		2%	2%	2%	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
AM 2030 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH		0	1	0	9	0	0	0	0	0	11	2	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC		0	8	0	73	0	0	0	0	0	84	16	0	0	0	2	2
"SITE TRAFFIC DISTRIBUTION"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Net New	Entering											50%					
Distribution	Exiting														20%		
"AM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Project Trip	Net New	0	0	0	0	0	0	0	0	0	0	34	0	0	0	6	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	0	0	0	34	0	0	0	6	0
AM 2030 BUILD-OUT TRAFFIC		0	8	0	73	0	0	0	0	0	84	50	0	0	0	8	2

PM Peak Hour

PM 2026 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	6	0	32	0	0	0	0	0	59	86	0	0	0	3	0	
PM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 2026 EXISTING TRAFFIC					0	6	0	32	0	0	0	0	0	59	86	0	0	0	3	0	
PM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	33%	2%	
PM 2030 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2030 NO-BUILD TRAFFIC GROWTH					0	1	0	5	0	0	0	0	0	9	13	0	0	0	0	0	
PM 2030 NO-BUILD TRAFFIC					0	7	0	37	0	0	0	0	0	68	99	0	0	0	3	0	
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution		Entering											50%								
		Exiting															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		Net New		0	0	0	0	0	0	0	0	0	0	41	0	0	0	21	0		
PM TOTAL PROJECT TRIPS				0	0	0	0	0	0	0	0	0	0	41	0	0	0	21	0		
PM 2030 BUILD-OUT TRAFFIC				0	7	0	37	0	0	0	0	0	68	140	0	0	0	24	0		

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Ct at Project Driveway B/Project Driveway C
COUNT DATE:
AM PEAK HOUR FACTOR: 0.95 AM FUTURE PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95 PM FUTURE PEAK HOUR FACTOR: 0.95

AM Peak Hour

AM 2026 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹		0	0	0	4	0	0	0	0	0	20	0	0	0	0	0	0
AM Volume Balancing		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC		0	0	0	4	0	0	0	0	0	21	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 2030 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2030 NO-BUILD TRAFFIC GROWTH		0	0	0	1	0	0	0	0	0	3	0	0	0	0	0	0
AM 2030 NO-BUILD TRAFFIC		0	0	0	5	0	0	0	0	0	24	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
LAND USE	TYPE																
Net New Distribution	Entering		20%								25%	20%	5%				
	Exiting			10%			5%								5%	35%	
"AM PROJECT TRIPS"		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
LAND USE	TYPE																
Project Trip	Net New	0	13	0	3	0	2	0	0	0	17	13	4	0	0	1	11
AM TOTAL PROJECT TRIPS		0	13	0	3	0	2	0	0	0	17	13	4	0	0	1	11
AM 2030 BUILD-OUT TRAFFIC		0	13	0	8	0	2	0	0	0	41	13	4	0	0	1	11

PM Peak Hour

PM 2026 EXISTING TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Adjusted Turning Movement Counts ¹					0	0	0	3	0	0	0	0	0	92	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	0
PM 2026 EXISTING TRAFFIC					0	0	0	3	0	0	0	0	0	92	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 2030 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2030 NO-BUILD TRAFFIC GROWTH					0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	0	0
PM 2030 NO-BUILD TRAFFIC					0	0	0	3	0	0	0	0	0	106	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution		Entering			20%								25%	20%	5%						
		Exiting			10%					5%							5%	35%			
"PM PROJECT TRIPS"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Project Trip		Net New		0	16	0	11	0	5	0	0	0	21	16	4	0	0	5	38		
PM TOTAL PROJECT TRIPS				0	16	0	11	0	5	0	0	0	21	16	4	0	0	5	38		
PM 2030 BUILD-OUT TRAFFIC				0	16	0	14	0	5	0	0	0	127	16	4	0	0	5	38		

Phase 3

DRAFT

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Buck Island Rd at Simmonsville Rd
COUNT DATE:
AM PEAK HOUR FACTOR: 0.90 AM FUTURE PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.96 PM FUTURE PEAK HOUR FACTOR: 0.95

AM Peak Hour

AM 2026 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	32	0	155	0	0	0	0	0	157	340	0	0	0	208	11
AM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC		0	32	0	155	0	0	0	0	0	157	340	0	0	0	208	11
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	3%	9%
AM 2032 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH		0	7	0	36	0	0	0	0	0	36	78	0	0	0	48	3
AM 2032 NO-BUILD TRAFFIC		0	39	0	191	0	0	0	0	0	193	418	0	0	0	256	14
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering				15%											15%	
	Exiting										15%	15%					
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	11	0	0	0	0	0	4	4	0	0	0	11	0
AM TOTAL PROJECT TRIPS		0	0	0	11	0	0	0	0	0	4	4	0	0	0	11	0
AM 2032 BUILD-OUT TRAFFIC		0	39	0	202	0	0	0	0	0	197	422	0	0	0	267	14

PM Peak Hour

PM 2026 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	24	0	125	0	0	0	0	0	166	255	0	0	0	226	38	
PM Volume Balancing					0	0	0	0	0	0	0	0	0	9	1	0	0	0	0	0	
PM 2026 EXISTING TRAFFIC					0	24	0	125	0	0	0	0	0	175	256	0	0	0	226	38	
PM Heavy Vehicle Percentage					2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	
PM 2032 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH					0	6	0	29	0	0	0	0	0	40	59	0	0	0	52	9	
PM 2032 NO-BUILD TRAFFIC					0	30	0	154	0	0	0	0	0	215	315	0	0	0	278	47	
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution		Entering				15%											15%				
		Exiting											15%	15%							
"PM PROJECT TRIPS"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Project Trip		Net New		0	0	0	19	0	0	0	0	0	22	22	0	0	0	19	0		
PM TOTAL PROJECT TRIPS				0	0	0	19	0	0	0	0	0	22	22	0	0	0	19	0		
PM 2032 BUILD-OUT TRAFFIC				0	30	0	173	0	0	0	0	0	237	337	0	0	0	297	47		

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Buck Island Rd at Jennifer Court
COUNT DATE:
AM PEAK HOUR FACTOR: 0.95 AM FUTURE PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.91 PM FUTURE PEAK HOUR FACTOR: 0.91

AM Peak Hour

AM 2026 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	0	1	0	40	0	60	0	1	427	22	0	53	277	0
AM Volume Balancing		0	0	0	0	0	1	0	0	0	0	5	0	0	5	28	0
AM 2026 EXISTING TRAFFIC		0	5	0	1	0	41	0	60	0	1	432	22	0	58	305	0
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
AM 2032 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH		0	1	0	0	0	9	0	14	0	0	99	5	0	13	70	0
AM 2032 NO-BUILD TRAFFIC		0	6	0	1	0	50	0	74	0	1	531	27	0	71	375	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering												20%		30%		
	Exiting						45%		30%								
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	13	0	8	0	0	0	14	0	22	0	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	13	0	8	0	0	0	14	0	22	0	0
AM 2032 BUILD-OUT TRAFFIC		0	6	0	1	0	63	0	82	0	1	531	41	0	93	375	0

PM Peak Hour

PM 2026 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	1	0	0	0	29	2	117	0	0	291	26	0	29	316	1	
PM Volume Balancing					0	0	0	0	0	0	0	19	0	0	3	0	0	0	5	0	
PM 2026 EXISTING TRAFFIC					0	1	0	0	0	29	2	136	0	0	294	26	0	29	321	1	
PM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	3%	2%	2%	
PM 2032 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH					0	0	0	0	0	7	0	31	0	0	67	6	0	7	74	0	
PM 2032 NO-BUILD TRAFFIC					0	1	0	0	0	36	2	167	0	0	361	32	0	36	395	1	
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution		Entering													20%		30%				
		Exiting							45%		30%										
"PM PROJECT TRIPS"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Project Trip		Net New		0	0	0	0	0	68	0	44	0	0	0	26	0	38	0	0		
PM TOTAL PROJECT TRIPS				0	0	0	0	0	68	0	44	0	0	0	26	0	38	0	0		
PM 2032 BUILD-OUT TRAFFIC				0	1	0	0	0	104	2	211	0	0	361	58	0	74	395	1		

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Court at Project Driveway A/Parkers Driveway #1
COUNT DATE:
AM PEAK HOUR FACTOR: 0.88 AM FUTURE PEAK HOUR FACTOR: 0.90
PM PEAK HOUR FACTOR: 0.86 PM FUTURE PEAK HOUR FACTOR: 0.90

AM Peak Hour

AM 2026 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	3	77	0	1	19	0	0	81	0	1	0	0	0	0
AM Volume Balancing				0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC				0	0	3	77	0	1	20	0	0	81	0	1	0	0	0	0
AM Heavy Vehicle Percentage				2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	100%	2%	2%	2%	2%
AM 2032 NO-BUILD TRAFFIC				EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate				3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH				0	0	1	18	0	0	5	0	0	19	0	0	0	0	0	0
AM 2032 NO-BUILD TRAFFIC				0	0	4	95	0	1	25	0	0	100	0	1	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																			
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution	Entering		20%	30%					10%										
	Exiting							55%							10%		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	Net New	0	14	22	0	0	0	15	7	0	0	0	0	0	3	0	6		
AM TOTAL PROJECT TRIPS		0	14	22	0	0	0	15	7	0	0	0	0	0	3	0	6		
AM 2032 BUILD-OUT TRAFFIC		0	14	26	95	0	1	40	7	0	100	0	1	0	3	0	6		

PM Peak Hour

PM 2026 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	3	49	0	0	92	0	0	75	0	0	0	0	0	0	0
PM Volume Balancing					0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC					0	0	3	52	0	0	92	0	0	75	0	0	0	0	0	0	0
PM Heavy Vehicle Percentage					2%	2%	33%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2032 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH					0	0	1	12	0	0	21	0	0	17	0	0	0	0	0	0	0
PM 2032 NO-BUILD TRAFFIC					0	0	4	64	0	0	113	0	0	92	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution		Entering		20%	30%					10%											
		Exiting							55%								10%		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			Net New	0	26	38	0	0	0	83	13	0	0	0	0	0	15	0	29		
PM TOTAL PROJECT TRIPS				0	26	38	0	0	0	83	13	0	0	0	0	0	15	0	29		
PM 2032 BUILD-OUT TRAFFIC				0	26	42	64	0	0	196	13	0	92	0	0	0	15	0	29		

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: May River Rd at Buck Island Rd
COUNT DATE:
AM PEAK HOUR FACTOR: 0.99 AM FUTURE PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95 PM FUTURE PEAK HOUR FACTOR: 0.95

AM Peak Hour

AM 2026 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	266	604	0	0	0	463	167	0	0	0	0	0	134	0	212
AM Volume Balancing		0	13	3	0	0	0	0	9	0	0	0	0	0	0	0	1
AM 2026 EXISTING TRAFFIC		0	279	607	0	0	0	463	176	0	0	0	0	0	134	0	213
AM Heavy Vehicle Percentage		2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%
AM 2032 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH		0	64	139	0	0	0	106	40	0	0	0	0	0	31	0	49
AM 2032 NO-BUILD TRAFFIC		0	343	746	0	0	0	569	216	0	0	0	0	0	165	0	262
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		20%	10%													
	Exiting							10%							25%		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	Net New	0	14	7	0	0	0	3	0	0	0	0	0	0	7	0	6
AM TOTAL PROJECT TRIPS		0	14	7	0	0	0	3	0	0	0	0	0	0	7	0	6
AM 2032 BUILD-OUT TRAFFIC		0	357	753	0	0	0	572	216	0	0	0	0	0	172	0	268

PM Peak Hour

PM 2026 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	230	622	0	0	0	589	89	0	0	0	0	0	123	0	223	
PM Volume Balancing					0	1	5	0	0	0	0	0	0	0	0	0	0	0	0	4	
PM 2026 EXISTING TRAFFIC					0	231	627	0	0	0	589	89	0	0	0	0	0	123	0	227	
PM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	
PM 2032 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH					0	53	144	0	0	0	135	20	0	0	0	0	0	28	0	52	
PM 2032 NO-BUILD TRAFFIC					0	284	771	0	0	0	724	109	0	0	0	0	0	151	0	279	
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution		Entering			20%	10%															
		Exiting							10%								25%		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		Net New		0	26	13	0	0	0	15	0	0	0	0	0	0	38	0	30		
PM TOTAL PROJECT TRIPS				0	26	13	0	0	0	15	0	0	0	0	0	0	38	0	30		
PM 2032 BUILD-OUT TRAFFIC				0	310	784	0	0	0	739	109	0	0	0	0	0	189	0	309		

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION:		May River Rd at Jennifer Ct	
COUNT DATE:			
AM PEAK HOUR FACTOR:	0.98	AM FUTURE PEAK HOUR FACTOR:	0.95
PM PEAK HOUR FACTOR:	0.92	PM FUTURE PEAK HOUR FACTOR:	0.92

AM Peak Hour

AM 2026 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹		0	17	724	0	0	0	582	69	0	0	0	0	0	28	0	38
AM Volume Balancing		0	0	0	0	0	0	19	1	0	0	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC		0	17	724	0	0	0	601	70	0	0	0	0	0	28	0	38
AM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	5%
AM 2032 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH		0	4	166	0	0	0	138	16	0	0	0	0	0	6	0	9
AM 2032 NO-BUILD TRAFFIC		0	21	890	0	0	0	739	86	0	0	0	0	0	34	0	47
"SITE TRAFFIC DISTRUBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		10%					40%									
	Exiting		25%												15%		10%
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	7	7	0	0	0	0	28	0	0	0	0	0	5	0	3
AM TOTAL PROJECT TRIPS		0	7	7	0	0	0	0	28	0	0	0	0	0	5	0	3
AM 2032 BUILD-OUT TRAFFIC		0	28	897	0	0	0	739	114	0	0	0	0	0	39	0	50

PM Peak Hour

PM 2026 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	6	744	0	0	0	653	138	0	0	0	0	0	16	0	19
PM Volume Balancing		0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0
PM 2026 EXISTING TRAFFIC		0	6	744	0	0	0	659	139	0	0	0	0	0	16	0	19
PM Heavy Vehicle Percentage		2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%
PM 2032 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH		0	1	171	0	0	0	151	32	0	0	0	0	0	4	0	4
PM 2032 NO-BUILD TRAFFIC		0	7	915	0	0	0	810	171	0	0	0	0	0	20	0	23
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		10%					40%									
	Exiting			25%											15%		10%
"PM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	13	38	0	0	0	0	51	0	0	0	0	0	23	0	15
PM TOTAL PROJECT TRIPS		0	13	38	0	0	0	0	51	0	0	0	0	0	23	0	15
PM 2032 BUILD-OUT TRAFFIC		0	20	953	0	0	0	810	222	0	0	0	0	0	43	0	38

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Ct at Parkers Driveway #2
COUNT DATE:
AM PEAK HOUR FACTOR: 0.96 AM FUTURE PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.83 PM FUTURE PEAK HOUR FACTOR: 0.90

AM Peak Hour

AM 2026 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	7	0	64	0	0	0	0	0	73	14	0	0	0	2	1
AM Volume Balancing		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
AM 2026 EXISTING TRAFFIC		0	7	0	64	0	0	0	0	0	73	14	0	0	0	2	2
AM Heavy Vehicle Percentage		2%	2%	2%	3%	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
AM 2032 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH		0	2	0	15	0	0	0	0	0	17	3	0	0	0	0	0
AM 2032 NO-BUILD TRAFFIC		0	9	0	79	0	0	0	0	0	90	17	0	0	0	2	2
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										50%						
	Exiting															25%	
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	0	0	0	0	0	35	0	0	0	8	0
AM TOTAL PROJECT TRIPS		0	0	0	0	0	0	0	0	0	0	35	0	0	0	8	0
AM 2032 BUILD-OUT TRAFFIC		0	9	0	79	0	0	0	0	0	90	52	0	0	0	10	2

PM Peak Hour

PM 2026 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	6	0	32	0	0	0	0	0	59	86	0	0	0	3	0	
PM Volume Balancing					0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PM 2026 EXISTING TRAFFIC					0	6	0	32	0	0	0	0	0	59	86	0	0	0	3	0	
PM Heavy Vehicle Percentage					2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	33%	2%	
PM 2032 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH					0	1	0	7	0	0	0	0	0	14	20	0	0	0	1	0	
PM 2032 NO-BUILD TRAFFIC					0	7	0	39	0	0	0	0	0	73	106	0	0	0	4	0	
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution		Entering											50%				25%				
		Exiting																			
"PM PROJECT TRIPS"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Project Trip		Net New		0	0	0	0	0	0	0	0	0	0	64	0	0	0	38	0		
PM TOTAL PROJECT TRIPS				0	0	0	0	0	0	0	0	0	0	64	0	0	0	38	0		
PM 2032 BUILD-OUT TRAFFIC				0	7	0	39	0	0	0	0	0	73	170	0	0	0	42	0		

ATTACHMENT 7

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennifer Ct at Project Driveway B/Project Driveway C
COUNT DATE:
AM PEAK HOUR FACTOR: 0.95 AM FUTURE PEAK HOUR FACTOR: 0.95
PM PEAK HOUR FACTOR: 0.95 PM FUTURE PEAK HOUR FACTOR: 0.95

AM Peak Hour

AM 2026 EXISTING TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹		0	0	0	4	0	0	0	0	0	20	0	0	0	0	0	0
AM Volume Balancing		0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
AM 2026 EXISTING TRAFFIC		0	0	0	4	0	0	0	0	0	21	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 2032 NO-BUILD TRAFFIC		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate		3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
AM 2032 NO-BUILD TRAFFIC GROWTH		0	0	0	1	0	0	0	0	0	5	0	0	0	0	0	0
AM 2032 NO-BUILD TRAFFIC		0	0	0	5	0	0	0	0	0	26	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		10%	20%							10%	15%	25%				
	Exiting				10%		5%	40%								10%	15%
"AM PROJECT TRIPS"																	
LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	7	14	4	0	1	12	0	0	6	11	18	0	0	3	4
AM TOTAL PROJECT TRIPS		0	7	14	4	0	1	12	0	0	6	11	18	0	0	3	4
AM 2032 BUILD-OUT TRAFFIC		0	7	14	9	0	1	12	0	0	32	11	18	0	0	3	4

PM Peak Hour

PM 2026 EXISTING TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
PM Adjusted Turning Movement Counts ¹					0	0	0	3	0	0	0	0	0	92	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	0
PM 2026 EXISTING TRAFFIC					0	0	0	3	0	0	0	0	0	92	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 2032 NO-BUILD TRAFFIC					EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR	
Annual Growth Rate					3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
PM 2032 NO-BUILD TRAFFIC GROWTH					0	0	0	1	0	0	0	0	0	21	0	0	0	0	0	0	0
PM 2032 NO-BUILD TRAFFIC					0	0	0	4	0	0	0	0	0	113	0	0	0	0	0	0	0
"SITE TRAFFIC DISTRIBUTION"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Net New Distribution	Entering			10%	20%								10%	15%	25%						
	Exiting					10%			5%	40%								10%	15%		
"PM PROJECT TRIPS"																					
LAND USE		TYPE		EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR		
Project Trip		Net New		0	13	25	15	0	8	60	0	0	13	19	32	0	0	15	23		
PM TOTAL PROJECT TRIPS				0	13	25	15	0	8	60	0	0	13	19	32	0	0	15	23		
PM 2032 BUILD-OUT TRAFFIC				0	13	25	19	0	8	60	0	0	126	19	32	0	0	15	23		

Appendix D – Raw Turning Movement Counts

DRAFT



ALL TRAFFIC DATA SERVICES

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ATTACHMENT 7

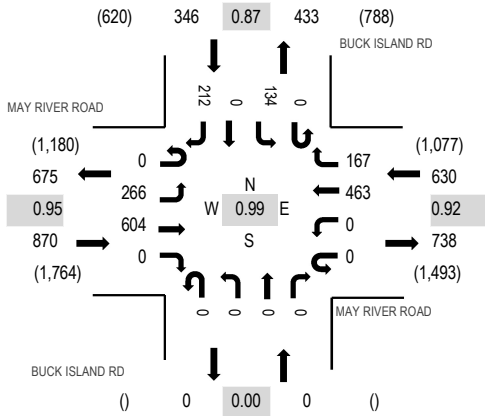
Location: 1 BUCK ISLAND RD & MAY RIVER ROAD AM

Date: Wednesday, August 26, 2026

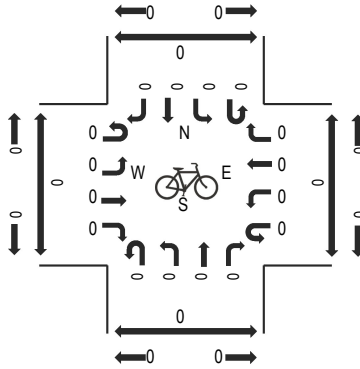
Peak Hour: 07:30 AM - 08:30 AM

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

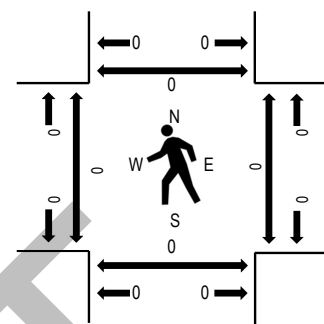
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAY RIVER ROAD Eastbound				MAY RIVER ROAD Westbound				BUCK ISLAND RD Northbound				BUCK ISLAND RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	53	170	0	0	0	79	17	0	0	0	0	0	23	0	42	384	1,726	0	0	0	1
7:15 AM	0	68	152	0	0	0	100	30	0	0	0	0	0	22	0	50	422	1,808	0	0	0	0
7:30 AM	0	60	143	0	0	0	123	49	0	0	0	0	0	38	0	53	466	1,846	0	0	0	0
7:45 AM	0	73	144	0	0	0	111	48	0	0	0	0	0	33	0	45	454	1,798	0	0	0	0
8:00 AM	0	84	151	0	0	0	115	39	0	0	0	0	0	29	0	48	466	1,735	0	0	0	0
8:15 AM	0	49	166	0	0	0	114	31	0	0	0	0	0	34	0	66	460		0	0	0	0
8:30 AM	0	69	146	0	0	0	80	39	0	0	0	0	0	36	0	48	418		0	0	2	0
8:45 AM	0	56	180	0	0	0	79	23	0	0	0	0	0	26	0	27	391		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Lights	0	259	592	0	0	0	453	164	0	0	0	0	0	132	0	204	1,804
Mediums	0	6	11	0	0	0	10	3	0	0	0	0	0	2	0	7	39
Total	0	266	604	0	0	0	463	167	0	0	0	0	0	134	0	212	1,846

Heavy Vehicle Percentage and Peak Hour Factor

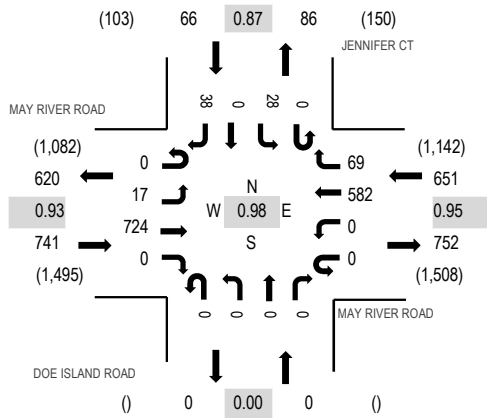
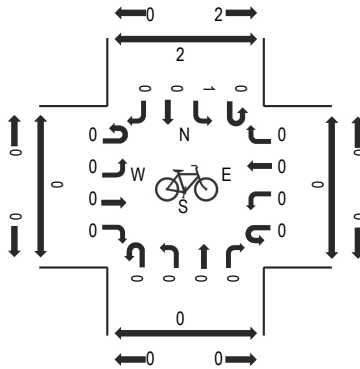
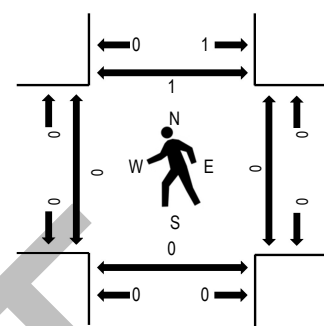
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	2.2%				2.1%				0.0%				2.9%				2.3%
Heavy Vehicle %	0.0%	2.6%	2.0%	0.0%	0.0%	0.0%	2.2%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	0.0%	3.8%	2.3%
Peak Hour Factor	0.95				0.92				0.00				0.87				0.99
Peak Hour Factor	0.00	0.85	0.89	0.00	0.00	0.00	0.94	0.85	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.80	0.99



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ATTACHMENT 7**Location:** 2 DOE ISLAND ROAD & MAY RIVER ROAD AM**Date:** Wednesday, August 26, 2026**Peak Hour:** 07:30 AM - 08:30 AM**Peak 15-Minutes:** 08:15 AM - 08:30 AM**Peak Hour - Motorized Vehicles****Peak Hour - Bicycles****Peak Hour - Pedestrians**

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAY RIVER ROAD Eastbound				MAY RIVER ROAD Westbound				DOE ISLAND ROAD Northbound				JENNIFER CT Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	190	0	0	0	92	8	0	0	0	0	0	5	0	3	300	1,367	0	0	0	1
7:15 AM	0	4	170	0	0	0	136	14	0	0	0	0	0	2	0	6	332	1,417	0	0	0	0
7:30 AM	0	2	179	0	0	0	150	18	0	0	0	0	0	8	0	11	368	1,458	0	0	0	0
7:45 AM	0	3	177	0	0	0	151	21	0	0	0	0	0	6	0	9	367	1,408	0	0	0	0
8:00 AM	0	6	169	0	0	0	144	14	0	0	0	0	0	7	0	10	350	1,373	0	0	0	0
8:15 AM	0	6	199	0	0	0	137	16	0	0	0	0	0	7	0	8	373		0	0	0	1
8:30 AM	0	3	179	0	0	0	111	15	0	0	0	0	0	2	0	8	318		0	0	0	0
8:45 AM	0	5	201	0	0	0	102	13	0	0	0	0	0	7	0	4	332		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	17	710	0	0	0	571	67	0	0	0	0	0	28	0	36	1,429
Mediums	0	0	13	0	0	0	11	2	0	0	0	0	0	0	0	2	28
Total	0	17	724	0	0	0	582	69	0	0	0	0	0	28	0	38	1,458

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.9%				2.0%				0.0%				3.0%			2.0%
Heavy Vehicle %	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	1.9%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	2.0%
Peak Hour Factor		0.93				0.95				0.00				0.87			0.98
Peak Hour Factor	0.00	0.83	0.93	0.00	0.00	0.00	0.96	0.82	0.00	0.00	0.00	0.00	0.00	0.88	0.00	0.86	0.98



ALL TRAFFIC DATA SERVICES

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ATTACHMENT 7

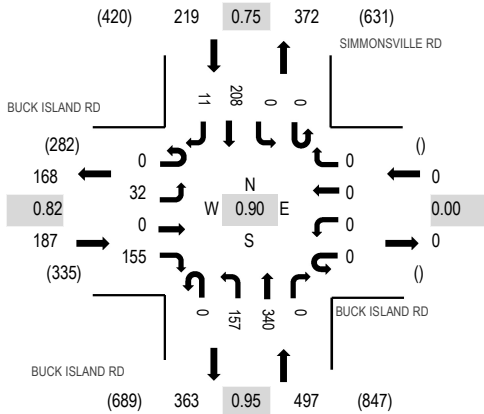
Location: 3 BUCK ISLAND RD & BUCK ISLAND RD AM

Date: Wednesday, August 26, 2026

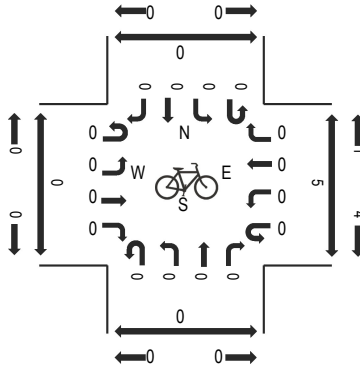
Peak Hour: 07:15 AM - 08:15 AM

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

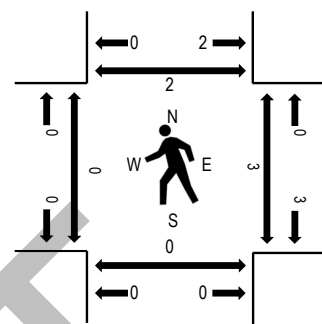
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BUCK ISLAND RD Eastbound				BUCK ISLAND RD Westbound				BUCK ISLAND RD Northbound				SIMMONSVILLE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	7	0	42	0	0	0	0	0	23	48	0	0	0	35	0	155	827	0	1	0	0
7:15 AM	0	11	0	36	0	0	0	0	0	37	70	0	0	0	50	2	206	903	0	1	0	1
7:30 AM	0	7	0	52	0	0	0	0	0	38	93	0	0	0	60	2	252	893	0	0	0	0
7:45 AM	0	6	0	32	0	0	0	0	0	40	90	0	0	0	42	4	214	856	0	1	0	0
8:00 AM	0	8	0	35	0	0	0	0	0	42	87	0	0	0	56	3	231	775	0	1	0	1
8:15 AM	0	6	0	28	0	0	0	0	0	30	48	0	0	0	81	3	196		0	1	0	0
8:30 AM	0	3	0	38	0	0	0	0	0	38	82	0	0	0	52	2	215		0	0	0	0
8:45 AM	0	1	0	23	0	0	0	0	0	17	64	0	0	0	27	1	133		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	32	0	152	0	0	0	0	0	153	333	0	0	0	201	10	881
Mediums	0	0	0	3	0	0	0	0	0	4	6	0	0	0	5	1	19
Total	0	32	0	155	0	0	0	0	0	157	340	0	0	0	208	11	903

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.6%				0.0%				2.2%				3.7%			2.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	2.1%	0.0%	0.0%	0.0%	3.4%	9.1%	2.4%
Peak Hour Factor		0.82				0.00				0.95				0.75			0.90
Peak Hour Factor	0.00	0.73	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.93	0.91	0.00	0.00	0.00	0.74	0.75	0.90



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ATTACHMENT 7

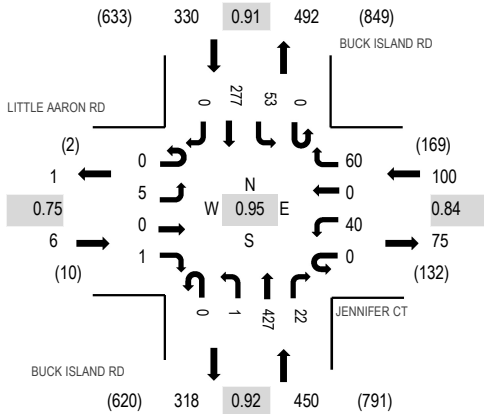
Location: 4 BUCK ISLAND RD & JENNIFER CT AM

Date: Wednesday, August 26, 2026

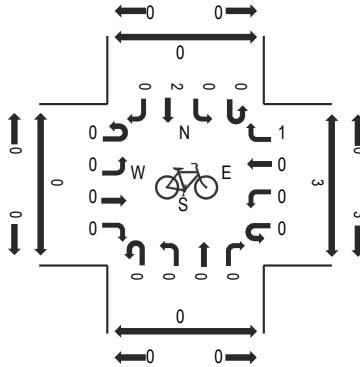
Peak Hour: 07:15 AM - 08:15 AM

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

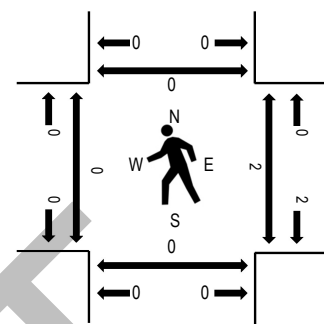
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LITTLE AARON RD Eastbound				JENNIFER CT Westbound				BUCK ISLAND RD Northbound				BUCK ISLAND RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	2	0	7	0	9	0	0	65	6	0	12	56	0	158	830	0	1	0	0
7:15 AM	0	2	0	1	0	10	0	18	0	1	89	8	0	17	63	0	209	886	0	1	0	0
7:30 AM	0	1	0	0	0	11	0	19	0	0	104	5	0	14	79	0	233	875	0	0	0	0
7:45 AM	0	2	0	0	0	12	0	15	0	0	117	5	0	13	66	0	230	861	0	0	0	0
8:00 AM	0	0	0	0	0	7	0	8	0	0	117	4	0	9	69	0	214	773	0	1	0	0
8:15 AM	0	0	0	0	0	11	0	11	0	0	72	9	0	5	89	1	198		0	1	0	0
8:30 AM	0	0	0	0	0	6	0	12	0	0	106	4	0	10	81	0	219		0	0	0	0
8:45 AM	0	0	0	1	0	5	0	8	0	0	73	6	0	5	44	0	142		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3	0	4
Lights	0	5	0	1	0	39	0	60	0	1	418	22	0	52	268	0	866
Mediums	0	0	0	0	0	1	0	0	0	0	8	0	0	1	6	0	16
Total	0	5	0	1	0	40	0	60	0	1	427	22	0	53	277	0	886

Heavy Vehicle Percentage and Peak Hour Factor

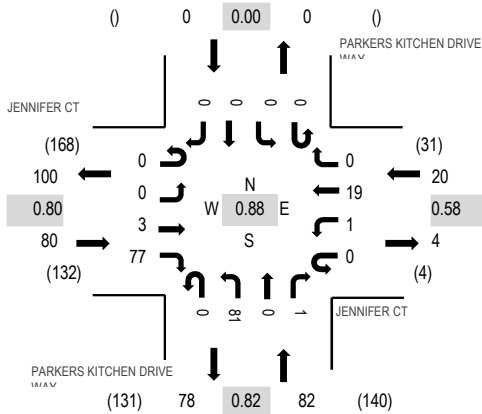
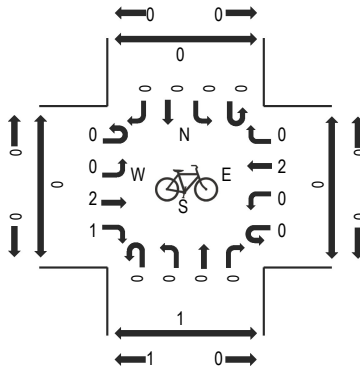
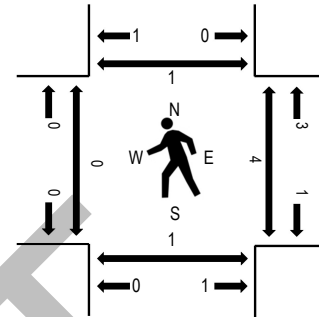
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	1.9%	3.2%	0.0%	2.3%
Peak Hour Factor	0.75				0.84				0.92				0.91				0.95
Peak Hour Factor	0.00	0.75	0.00	0.38	0.00	0.85	0.00	0.80	0.00	0.25	0.91	0.75	0.00	0.82	0.86	0.25	0.95



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ATTACHMENT 7**Location:** 5 PARKERS KITCHEN DRIVEWAY & JENNIFER CT AM**Date:** Wednesday, August 26, 2026**Peak Hour:** 07:00 AM - 08:00 AM**Peak 15-Minutes:** 07:15 AM - 07:30 AM**Peak Hour - Motorized Vehicles****Peak Hour - Bicycles****Peak Hour - Pedestrians**

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JENNIFER CT Eastbound				JENNIFER CT Westbound				PARKERS KITCHEN DRIVEWAY Northbound				PARKERS KITCHEN DRIVEWAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	17	0	0	1	0	0	17	0	0	0	0	0	0	35	182	0	1	1	1
7:15 AM	0	0	0	25	0	0	5	0	0	21	0	1	0	0	0	0	52	178	0	2	0	0
7:30 AM	0	0	1	19	0	0	5	0	0	25	0	0	0	0	0	0	50	161	0	1	0	0
7:45 AM	0	0	2	16	0	1	8	0	0	18	0	0	0	0	0	0	45	144	0	0	0	0
8:00 AM	0	0	0	13	0	1	1	0	0	16	0	0	0	0	0	0	31	121	0	0	0	0
8:15 AM	0	0	0	14	0	0	5	0	0	16	0	0	0	0	0	0	35		0	0	1	0
8:30 AM	0	0	0	14	0	0	3	0	0	16	0	0	0	0	0	0	33		0	0	0	0
8:45 AM	0	0	0	11	0	0	1	0	0	10	0	0	0	0	0	0	22		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	3	77	0	1	19	0	0	79	0	0	0	0	0	0	179
Mediums	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	0	3
Total	0	0	3	77	0	1	19	0	0	81	0	1	0	0	0	0	182

Heavy Vehicle Percentage and Peak Hour Factor

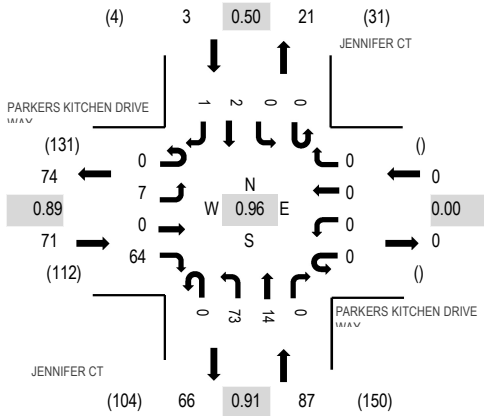
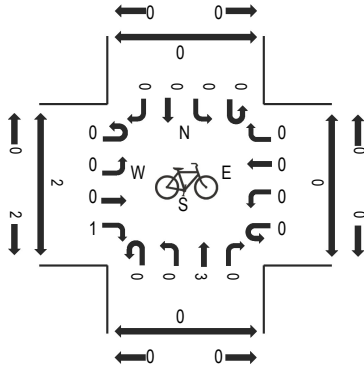
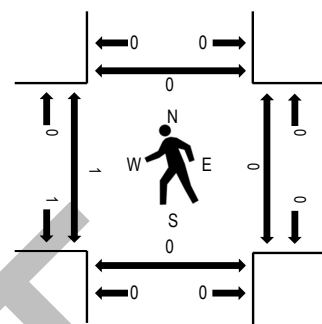
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				3.7%				0.0%				1.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	1.6%
Peak Hour Factor	0.80				0.58				0.82				0.00				0.88
Peak Hour Factor	0.00	0.00	0.38	0.77	0.00	0.50	0.59	0.00	0.00	0.81	0.00	0.25	0.00	0.00	0.00	0.00	0.88



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ATTACHMENT 7**Location:** 6 JENNIFER CT & PARKERS KITCHEN DRIVEWAY AM**Date:** Wednesday, August 26, 2026**Peak Hour:** 07:30 AM - 08:30 AM**Peak 15-Minutes:** 07:30 AM - 07:45 AM**Peak Hour - Motorized Vehicles****Peak Hour - Bicycles****Peak Hour - Pedestrians**

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARKERS KITCHEN DRIVEWAY Eastbound				PARKERS KITCHEN DRIVEWAY Westbound				JENNIFER CT Northbound				JENNIFER CT Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	0	8	0	0	0	0	0	9	1	0	0	0	0	0	19	130	0	0	0	0
7:15 AM	0	2	0	7	0	0	0	0	0	15	2	0	0	0	1	0	27	148	0	0	0	0
7:30 AM	0	2	0	18	0	0	0	0	0	18	3	0	0	0	1	0	42	161	0	0	0	0
7:45 AM	0	1	0	15	0	0	0	0	0	16	8	0	0	0	1	1	42	146	0	0	0	0
8:00 AM	0	1	0	16	0	0	0	0	0	19	1	0	0	0	0	0	37	136	0	0	0	0
8:15 AM	0	3	0	15	0	0	0	0	0	20	2	0	0	0	0	0	40		1	0	0	0
8:30 AM	0	0	0	10	0	0	0	0	0	14	3	0	0	0	0	0	27		0	0	0	0
8:45 AM	0	1	0	12	0	0	0	0	0	19	0	0	0	0	0	0	32		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	7	0	62	0	0	0	0	0	71	14	0	0	0	2	1	157
Mediums	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0	4
Total	0	7	0	64	0	0	0	0	0	73	14	0	0	0	2	1	161

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	2.8%				0.0%				2.3%				0.0%				2.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%
Peak Hour Factor	0.89				0.00				0.91				0.50				0.96
Peak Hour Factor	0.00	0.58	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.91	0.44	0.00	0.00	0.00	0.75	0.25	0.96



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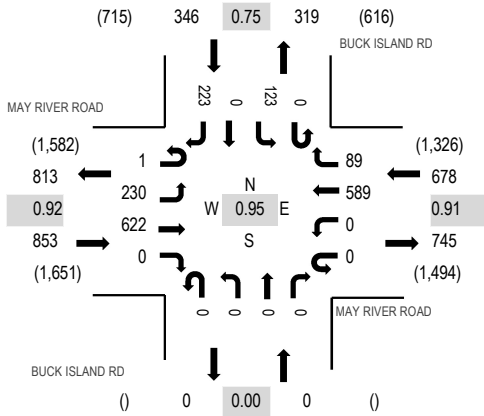
Location: 1 BUCK ISLAND RD & MAY RIVER ROAD PM

Date: Wednesday, August 26, 2026

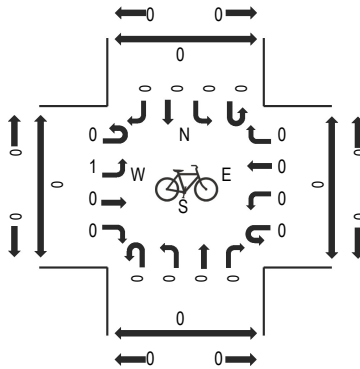
Peak Hour: 04:45 PM - 05:45 PM

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

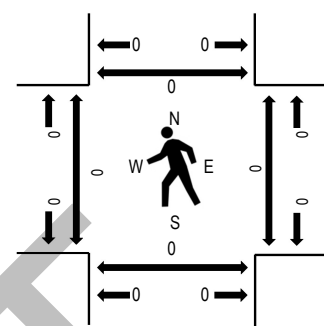
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAY RIVER ROAD Eastbound				MAY RIVER ROAD Westbound				BUCK ISLAND RD Northbound				BUCK ISLAND RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	49	164	0	0	0	145	22	0	0	0	0	0	47	0	72	499	1,837	0	0	0	0
4:15 PM	0	65	157	0	0	0	135	36	0	0	0	0	0	41	0	43	477	1,834	0	0	0	0
4:30 PM	0	40	134	0	0	0	123	19	0	0	0	0	0	25	0	51	392	1,830	0	0	0	0
4:45 PM	0	67	151	0	0	0	136	35	0	0	0	0	0	28	0	52	469	1,877	0	0	0	0
5:00 PM	1	60	171	0	0	0	168	19	0	0	0	0	0	29	0	48	496	1,855	0	0	0	0
5:15 PM	0	49	165	0	0	0	149	18	0	0	0	0	0	27	0	65	473		0	0	0	0
5:30 PM	0	54	135	0	0	0	136	17	0	0	0	0	0	39	0	58	439		0	0	0	0
5:45 PM	0	44	145	0	0	0	146	22	0	0	0	0	0	36	0	54	447		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3
Lights	1	226	619	0	0	0	584	86	0	0	0	0	0	122	0	220	1,858
Mediums	0	2	3	0	0	0	5	3	0	0	0	0	0	1	0	2	16
Total	1	230	622	0	0	0	589	89	0	0	0	0	0	123	0	223	1,877

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.8%				1.2%				0.0%				1.2%			1.0%
Heavy Vehicle %	0.0%	1.7%	0.5%	0.0%	0.0%	0.0%	0.8%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	0.0%	1.3%	1.0%
Peak Hour Factor		0.92				0.91				0.00				0.75			0.95
Peak Hour Factor	0.25	0.87	0.91	0.00	0.00	0.00	0.89	0.78	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.87	0.95



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ATTACHMENT 7

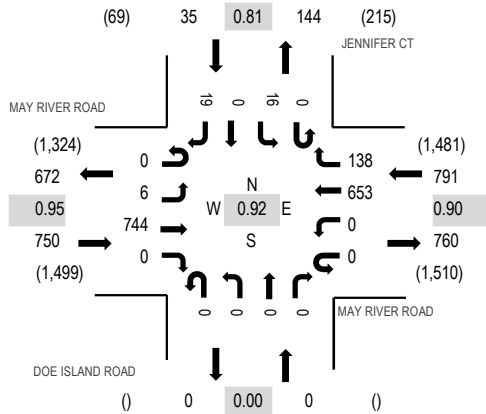
Location: 2 DOE ISLAND ROAD & MAY RIVER ROAD PM

Date: Wednesday, August 26, 2026

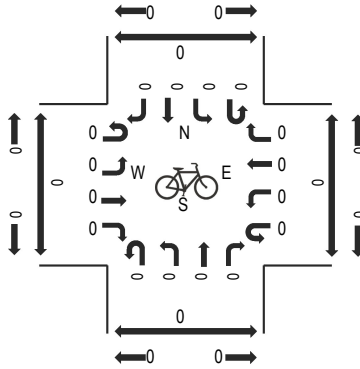
Peak Hour: 05:00 PM - 06:00 PM

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

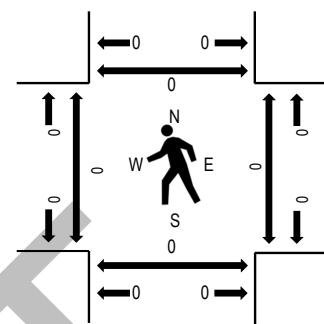
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MAY RIVER ROAD Eastbound				MAY RIVER ROAD Westbound				DOE ISLAND ROAD Northbound				JENNIFER CT Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	205	0	0	0	155	13	0	0	0	0	0	1	0	7	386	1,473	0	0	0	0
4:15 PM	0	3	196	0	0	0	173	15	0	0	0	0	0	6	0	4	397	1,517	0	0	0	0
4:30 PM	0	1	159	0	0	0	141	14	0	0	0	0	0	2	0	5	322	1,511	0	0	0	0
4:45 PM	0	1	179	0	0	0	160	19	0	0	0	0	0	2	0	7	368	1,570	0	0	0	0
5:00 PM	0	3	195	0	0	0	187	33	0	0	0	0	0	6	0	6	430	1,576	0	0	0	0
5:15 PM	0	1	195	0	0	0	157	27	0	0	0	0	0	6	0	5	391		0	0	0	0
5:30 PM	0	1	171	0	0	0	155	47	0	0	0	0	0	2	0	5	381		0	0	0	0
5:45 PM	0	1	183	0	0	0	154	31	0	0	0	0	0	2	0	3	374		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	6	739	0	0	0	647	137	0	0	0	0	0	16	0	18	1,563
Mediums	0	0	5	0	0	0	6	1	0	0	0	0	0	0	0	1	13
Total	0	6	744	0	0	0	653	138	0	0	0	0	0	16	0	19	1,576

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.7%				0.9%				0.0%				2.9%				0.8%
Heavy Vehicle %	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.3%	0.8%
Peak Hour Factor	0.95				0.90				0.00				0.81				0.92
Peak Hour Factor	0.00	0.50	0.95	0.00	0.00	0.00	0.88	0.73	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.82	0.92



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ATTACHMENT 7

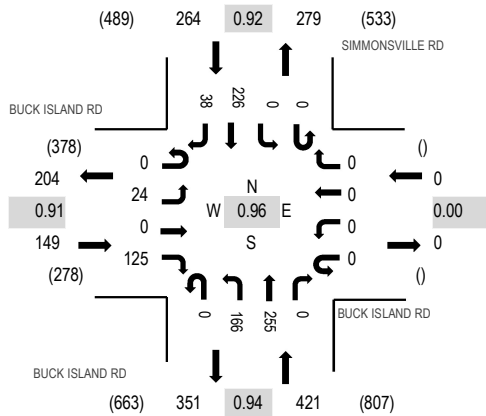
Location: 3 BUCK ISLAND RD & BUCK ISLAND RD PM

Date: Wednesday, August 26, 2026

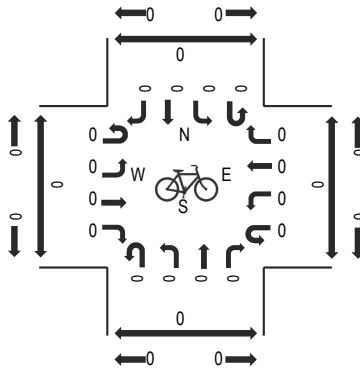
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

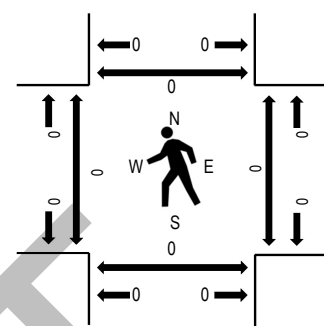
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BUCK ISLAND RD Eastbound				BUCK ISLAND RD Westbound				BUCK ISLAND RD Northbound				SIMMONSVILLE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	5	0	36	0	0	0	0	0	35	45	0	0	0	67	4	192	740	0	1	0	1
4:15 PM	0	3	0	23	0	0	0	0	0	38	68	0	0	0	46	5	183	764	0	0	0	0
4:30 PM	0	3	0	25	0	0	0	0	0	32	60	0	0	0	41	9	170	783	0	0	0	0
4:45 PM	0	5	0	29	0	0	0	0	0	43	65	0	0	0	45	8	195	830	0	1	0	0
5:00 PM	0	10	0	30	0	0	0	0	0	51	65	0	0	0	51	9	216	834	0	0	0	0
5:15 PM	0	5	0	24	0	0	0	0	0	37	64	0	0	0	66	6	202		0	0	0	0
5:30 PM	0	5	0	34	0	0	0	0	0	46	63	0	0	0	59	10	217		0	0	0	0
5:45 PM	0	4	0	37	0	0	0	0	0	32	63	0	0	0	50	13	199		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	4
Lights	0	23	0	124	0	0	0	0	0	165	252	0	0	0	221	37	822
Mediums	0	1	0	1	0	0	0	0	0	1	1	0	0	0	3	1	8
Total	0	24	0	125	0	0	0	0	0	166	255	0	0	0	226	38	834

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	1.3%				0.0%				1.0%				2.3%				1.4%
Heavy Vehicle %	0.0%	4.2%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	1.2%	0.0%	0.0%	0.0%	2.2%	2.6%	1.4%
Peak Hour Factor	0.91				0.00				0.94				0.92				0.96
Peak Hour Factor	0.00	0.63	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.87	0.95	0.00	0.00	0.00	0.86	0.73	0.96



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ATTACHMENT 7

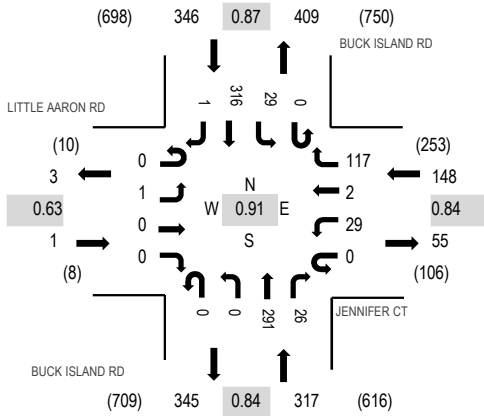
Location: 4 BUCK ISLAND RD & JENNIFER CT PM

Date: Wednesday, August 26, 2026

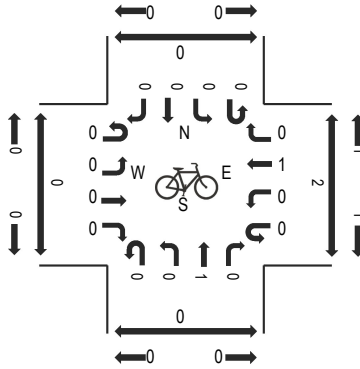
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

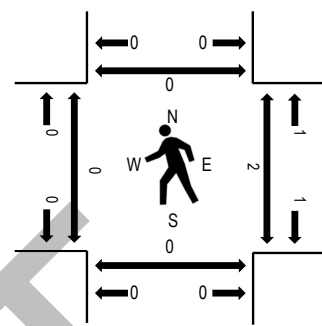
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	LITTLE AARON RD Eastbound				JENNIFER CT Westbound				BUCK ISLAND RD Northbound				BUCK ISLAND RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	0	0	0	10	0	9	0	0	66	4	0	9	104	1	204	766	0	0	0	0
4:15 PM	0	1	1	0	0	13	0	14	0	0	92	10	0	5	70	1	207	764	0	0	2	0
4:30 PM	0	2	0	0	0	7	1	14	0	0	54	5	0	6	70	0	159	748	0	0	0	0
4:45 PM	0	0	0	0	0	7	0	11	0	0	92	10	0	4	72	0	196	812	0	2	0	0
5:00 PM	0	1	0	0	0	12	0	33	0	0	71	7	0	12	65	1	202	809	0	0	0	0
5:15 PM	0	0	0	0	0	8	1	26	0	0	62	4	0	5	85	0	191		0	0	0	0
5:30 PM	0	0	0	0	0	2	1	47	0	0	66	5	0	8	94	0	223		0	0	0	0
5:45 PM	0	1	1	0	0	11	2	24	0	2	63	3	0	7	79	0	193		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	3
Lights	0	1	0	0	0	29	2	117	0	0	285	25	0	28	312	1	800
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	1	3	0	9
Total	0	1	0	0	0	29	2	117	0	0	291	26	0	29	316	1	812

Heavy Vehicle Percentage and Peak Hour Factor

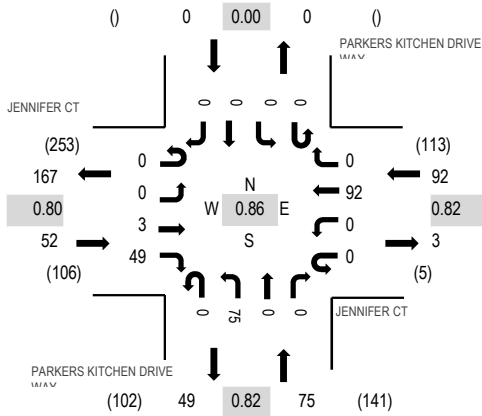
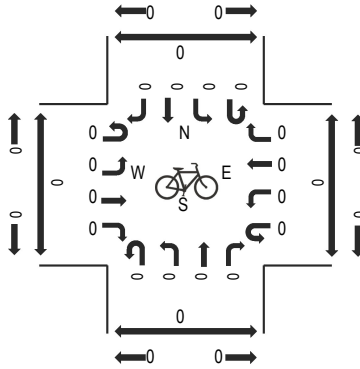
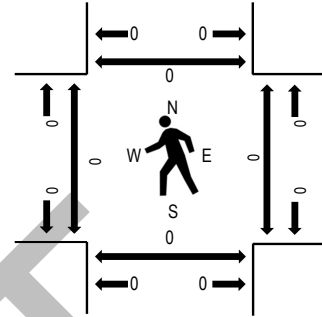
	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				2.2%				1.4%				1.5%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	3.8%	0.0%	3.4%	1.3%	0.0%	1.5%
Peak Hour Factor	0.63				0.84				0.84				0.87				0.91
Peak Hour Factor	0.00	0.50	0.25	0.00	0.00	0.75	0.50	0.69	0.00	0.25	0.84	0.80	0.00	0.67	0.86	0.50	0.91



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ATTACHMENT 7**Location:** 5 PARKERS KITCHEN DRIVEWAY & JENNIFER CT PM**Date:** Wednesday, August 26, 2026**Peak Hour:** 05:00 PM - 06:00 PM**Peak 15-Minutes:** 05:00 PM - 05:15 PM**Peak Hour - Motorized Vehicles****Peak Hour - Bicycles****Peak Hour - Pedestrians**

Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	JENNIFER CT Eastbound				JENNIFER CT Westbound				PARKERS KITCHEN DRIVEWAY Northbound				PARKERS KITCHEN DRIVEWAY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	0	0	12	0	0	6	0	0	15	0	0	0	0	0	0	33	141	0	1	0	1
4:15 PM	0	0	0	16	0	0	3	0	0	24	0	1	0	0	0	0	44	172	0	0	1	0
4:30 PM	0	0	0	10	0	0	7	0	0	13	0	0	0	0	0	0	30	176	0	0	0	0
4:45 PM	0	0	1	15	0	0	5	0	0	13	0	0	0	0	0	0	34	206	2	0	0	0
5:00 PM	0	0	2	17	0	0	22	0	0	23	0	0	0	0	0	0	64	219	0	0	0	0
5:15 PM	0	0	0	9	0	0	23	0	0	16	0	0	0	0	0	0	48		0	0	0	0
5:30 PM	0	0	0	13	0	0	28	0	0	19	0	0	0	0	0	0	60		0	0	0	0
5:45 PM	0	0	1	10	0	0	19	0	0	17	0	0	0	0	0	0	47		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	0	2	48	0	0	91	0	0	75	0	0	0	0	0	0	216
Mediums	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Total	0	0	3	49	0	0	92	0	0	75	0	0	0	0	0	0	219

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		3.8%				1.1%				0.0%				0.0%			1.4%
Heavy Vehicle %	0.0%	0.0%	33.3%	2.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%
Peak Hour Factor		0.80				0.82				0.82				0.00			0.86
Peak Hour Factor	0.00	0.00	0.38	0.85	0.00	0.00	0.82	0.00	0.00	0.82	0.00	0.25	0.00	0.00	0.00	0.00	0.86



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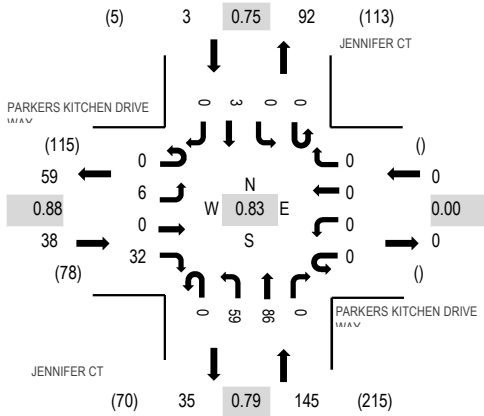
Location: 6 JENNIFER CT & PARKERS KITCHEN DRIVEWAY PM

Date: Wednesday, August 26, 2026

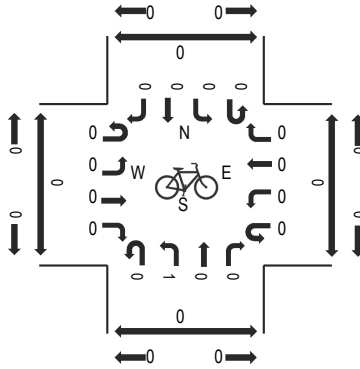
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

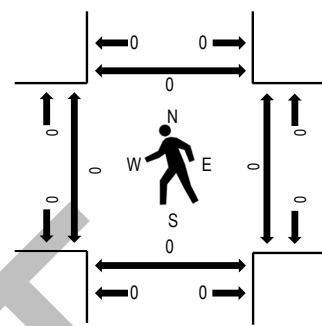
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PARKERS KITCHEN DRIVEWAY Eastbound				PARKERS KITCHEN DRIVEWAY Westbound				JENNIFER CT Northbound				JENNIFER CT Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	0	8	0	0	0	0	0	15	3	0	0	0	0	0	29	112	0	0	0	0
4:15 PM	0	2	0	9	0	0	0	0	0	17	1	0	0	0	1	0	30	131	0	0	0	0
4:30 PM	0	1	0	7	0	0	0	0	0	9	6	0	0	0	0	0	23	142	0	0	0	0
4:45 PM	0	1	0	9	0	0	0	0	0	15	4	0	0	0	1	0	30	175	0	0	0	0
5:00 PM	0	1	0	10	0	0	0	0	0	15	21	0	0	0	1	0	48	186	0	0	0	0
5:15 PM	0	1	0	11	0	0	0	0	0	9	20	0	0	0	0	0	41		0	0	0	0
5:30 PM	0	3	0	6	0	0	0	0	0	19	27	0	0	0	1	0	56		0	0	0	0
5:45 PM	0	1	0	5	0	0	0	0	0	16	18	0	0	0	1	0	41		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	6	0	32	0	0	0	0	0	59	85	0	0	0	2	0	184
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
Total	0	6	0	32	0	0	0	0	0	59	86	0	0	0	3	0	186

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %	0.0%				0.0%				0.7%				33.3%				1.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	33.3%	0.0%	1.1%
Peak Hour Factor	0.88				0.00				0.79				0.75				0.83
Peak Hour Factor	0.00	0.58	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.78	0.80	0.00	0.00	0.00	0.75	0.00	0.83

Appendix E – Historic Growth Rate Data

DRAFT

ATTACHMENT 7

SUMMARY STATISTICS BY ROADWAY/FUNCTIONAL CLASS			
Roadway Name	Functional Class	6-Year Growth (%)	11-Year Growth (%)
07-0334	S-29	3.4%	1.7%
07-0157	SC46	4.0%	6.5%
07-0337	S-474	2.1%	0.7%
Overall Weighted Average		3.3%	3.5%

Appendix F – Capacity Analysis Worksheets

DRAFT

2026 Existing

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HCM 7th TWSC
1: Buck Island Rd & Simmonsville Rd

Jennifer Court TIA
2026 Existing AM Peak Hour

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	155	157	340	208	11
Future Vol, veh/h	32	155	157	340	208	11
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	9
Mvmt Flow	36	172	174	378	231	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	964	237	243	0	-	0
Stage 1	237	-	-	-	-	-
Stage 2	727	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	283	802	1317	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	246	802	1317	-	-	-
Mov Cap-2 Maneuver	246	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	14.68	2.57		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1317	-	578	-	-	
HCM Lane V/C Ratio	0.132	-	0.36	-	-	
HCM Ctrl Dly (s/v)	8.2	-	14.7	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.5	-	1.6	-	-	

HCM 7th TWSC

2: Buck Island Rd & Little Aaron Rd/Jennifer Ct

Jennifer Court TIA

2026 Existing AM Peak Hour

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	5	0	1	41	0	60	1	432	22	58	305	0
Future Vol, veh/h	5	0	1	41	0	60	1	432	22	58	305	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	-	-	-	-	-	50	-	-	-	150	-	-
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	3	2	2	2	2	2	2	3	2
Mvmt Flow	5	0	1	43	0	63	1	455	23	61	321	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	900	923	321	912	912	466	321	0	0	478	0	0
Stage 1	443	443	-	468	468	-	-	-	-	-	-	-
Stage 2	457	480	-	443	443	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	259	270	720	254	274	596	1239	-	-	1084	-	-
Stage 1	594	576	-	573	561	-	-	-	-	-	-	-
Stage 2	584	554	-	592	576	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	219	254	720	239	258	596	1239	-	-	1084	-	-
Mov Cap-2 Maneuver	219	254	-	239	258	-	-	-	-	-	-	-
Stage 1	560	543	-	573	560	-	-	-	-	-	-	-
Stage 2	521	554	-	558	543	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	19.94		16.47		0.02		1.36					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	4	-	-	247	239	596	1084	-	-			
HCM Lane V/C Ratio	0.001	-	-	0.026	0.181	0.106	0.056	-	-			
HCM Ctrl Dly (s/v)	7.9	0	-	19.9	23.4	11.8	8.5	-	-			
HCM Lane LOS	A	A	-	C	C	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	0.6	0.4	0.2	-	-			

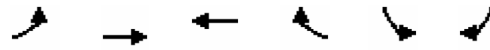
HCM 7th TWSC
3: Parker's Driveway 1 & Jennifer Ct

Jennifer Court TIA
2026 Existing AM Peak Hour

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	3	77	1	20	81	1
Future Vol, veh/h	3	77	1	20	81	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	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	100
Mvmt Flow	3	88	1	23	92	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	91	0	72	47
Stage 1	-	-	-	-	47	-
Stage 2	-	-	-	-	25	-
Critical Hdwy	-	-	4.12	-	6.42	7.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	4.2
Pot Cap-1 Maneuver	-	-	1504	-	932	802
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	998	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1504	-	931	802
Mov Cap-2 Maneuver	-	-	-	-	931	-
Stage 1	-	-	-	-	975	-
Stage 2	-	-	-	-	997	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.35		9.31	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	929	-	-	86	-	
HCM Lane V/C Ratio	0.1	-	-	0.001	-	
HCM Ctrl Dly (s/v)	9.3	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Queues
4: May River Rd & Buck Island Rd

Jennifer Court TIA
2026 Existing AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	282	613	468	178	135	215
v/c Ratio	0.47	0.46	0.48	0.19	0.50	0.51
Control Delay (s/veh)	6.7	6.3	14.2	2.5	36.5	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	6.7	6.3	14.2	2.5	36.5	9.2
Queue Length 50th (ft)	37	99	134	0	61	0
Queue Length 95th (ft)	79	197	238	30	114	56
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	608	1346	978	916	465	566
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.46	0.48	0.19	0.29	0.38
Intersection Summary						

HCM 7th Signalized Intersection Summary

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2026 Existing AM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	279	607	463	176	134	213
Future Volume (veh/h)	279	607	463	176	134	213
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	282	613	468	178	135	215
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	551	1302	985	835	307	269
Arrive On Green	0.10	0.70	0.53	0.53	0.17	0.17
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	282	613	468	178	135	215
Grp Sat Flow(s), veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	5.2	11.2	12.0	4.5	5.2	10.1
Cycle Q Clear(g_c), s	5.2	11.2	12.0	4.5	5.2	10.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	551	1302	985	835	307	269
V/C Ratio(X)	0.51	0.47	0.48	0.21	0.44	0.80
Avail Cap(c_a), veh/h	600	1302	985	835	469	411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	7.9	5.2	11.3	9.6	28.2	30.2
Incr Delay (d2), s/veh	0.5	1.2	1.6	0.6	1.0	6.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.6	4.5	1.4	2.1	8.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	8.5	6.4	13.0	10.2	29.2	36.5
LnGrp LOS	A	A	B	B	C	D
Approach Vol, veh/h		895	646		350	
Approach Delay, s/veh		7.1	12.2		33.7	
Approach LOS		A	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.9		18.1	12.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		13.2		12.1	7.2	14.0
Green Ext Time (p_c), s		10.6		0.7	0.2	5.0
Intersection Summary						
HCM 7th Control Delay, s/veh			13.8			
HCM 7th LOS			B			

HCM 7th TWSC
5: May River Rd/May Rive Rd & Jennifer Ct

Jennifer Court TIA
2026 Existing AM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	724	601	70	28	38
Future Vol, veh/h	17	724	601	70	28	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	17	739	613	71	29	39
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	685	0	-	0	1387	613
Stage 1	-	-	-	-	613	-
Stage 2	-	-	-	-	773	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	909	-	-	-	158	487
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	909	-	-	-	155	487
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	530	-
Stage 2	-	-	-	-	455	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.21	0		21.71		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	909	-	-	-	155	487
HCM Lane V/C Ratio	0.019	-	-	-	0.185	0.08
HCM Ctrl Dly (s/v)	9	-	-	-	33.5	13
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7	0.3

HCM 7th TWSC
6: Jennifer Ct & Parker's Driveway 2

Jennifer Court TIA
2026 Existing AM Peak Hour

Intersection						
Int Delay, s/veh	7.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	64	73	14	2	2
Future Vol, veh/h	7	64	73	14	2	2
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	96	96	96	96	96	96
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	7	67	76	15	2	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	170	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	167	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	820	1078	1611	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	781	1078	1611	-	-	-
Mov Cap-2 Maneuver	781	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	863	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.73	6.16		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1510	-	1039	-	-	
HCM Lane V/C Ratio	0.047	-	0.071	-	-	
HCM Ctrl Dly (s/v)	7.3	0	8.7	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

HCM 7th TWSC
1: Buck Island Rd & Simmonsville Rd

Jennifer Court TIA
2026 Existing PM Peak Hour

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	125	175	256	226	38
Future Vol, veh/h	24	125	175	256	226	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	4	2	2	2	2	3
Mvmt Flow	25	130	182	267	235	40
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	886	255	275	0	-	0
Stage 1	255	-	-	-	-	-
Stage 2	631	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	312	783	1288	-	-	-
Stage 1	783	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	268	783	1288	-	-	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	13.11	3.35		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1288	-	598	-	-	
HCM Lane V/C Ratio	0.142	-	0.259	-	-	
HCM Ctrl Dly (s/v)	8.3	-	13.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.5	-	1	-	-	

HCM 7th TWSC

2: Buck Island Rd & Little Aaron Rd/Jennifer Ct

Jennifer Court TIA

2026 Existing PM Peak Hour

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	1	0	0	29	2	136	0	294	26	29	321	1
Future Vol, veh/h	1	0	0	29	2	136	0	294	26	29	321	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	-	-	-	-	-	50	-	-	-	150	-	-
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	4	3	2	2
Mvmt Flow	1	0	0	32	2	149	0	323	29	32	353	1
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	741	769	353	754	755	337	354	0	0	352	0	0
Stage 1	417	417	-	337	337	-	-	-	-	-	-	-
Stage 2	324	352	-	416	418	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	332	332	690	326	338	705	1205	-	-	1202	-	-
Stage 1	613	591	-	677	641	-	-	-	-	-	-	-
Stage 2	688	632	-	614	591	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	253	323	690	317	329	705	1205	-	-	1202	-	-
Mov Cap-2 Maneuver	253	323	-	317	329	-	-	-	-	-	-	-
Stage 1	597	576	-	677	641	-	-	-	-	-	-	-
Stage 2	540	632	-	597	575	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	19.29			12.63			0			0.67		
HCM LOS	C			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	1205	-	-	253	318	705	1202	-	-			
HCM Lane V/C Ratio	-	-	-	0.004	0.107	0.212	0.027	-	-			
HCM Ctrl Dly (s/v)	0	-	-	19.3	17.7	11.5	8.1	-	-			
HCM Lane LOS	A	-	-	C	C	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.8	0.1	-	-			

HCM 7th TWSC
3: Parker's Driveway 1 & Jennifer Ct

Jennifer Court TIA
2026 Existing PM Peak Hour

Intersection

Int Delay, s/veh 3.3

Movement EBT EBR WBL WBT NBL NBR

Lane Configurations      

Traffic Vol, veh/h 3 52 0 92 75 0

Future Vol, veh/h 3 52 0 92 75 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 86 86 86 86 86 86

Heavy Vehicles, % 33 2 2 2 2 2

Mvmt Flow 3 60 0 107 87 0

Major/Minor Major1 Major2 Minor1

Conflicting Flow All 0 0 64 0 141 34

Stage 1 - - - - 34 -

Stage 2 - - - - 107 -

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 - - 1538 - 852 1040

Stage 1 - - - - 989 -

Stage 2 - - - - 917 -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver - - 1538 - 852 1040

Mov Cap-2 Maneuver - - - - 852 -

Stage 1 - - - - 989 -

Stage 2 - - - - 917 -

Approach EB WB NB

HCM Ctrl Dly, s/v 0 0 9.71

HCM LOS A

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT

Capacity (veh/h) 852 - - 1538 -

HCM Lane V/C Ratio 0.102 - - - -

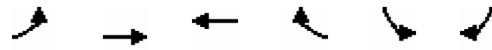
HCM Ctrl Dly (s/v) 9.7 - - 0 -

HCM Lane LOS A - - A -

HCM 95th %tile Q(veh) 0.3 - - 0 -

Queues

4: May River Rd & Buck Island Rd

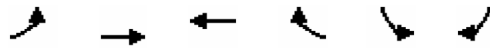
Jennifer Court TIA
2026 Existing PM Peak Hour

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	243	660	620	94	129	239
v/c Ratio	0.50	0.49	0.63	0.11	0.49	0.54
Control Delay (s/veh)	7.5	6.6	16.9	3.5	36.1	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	7.5	6.6	16.9	3.5	36.1	9.3
Queue Length 50th (ft)	30	109	198	2	58	0
Queue Length 95th (ft)	65	215	346	25	110	59
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	502	1354	985	869	468	594
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.48	0.49	0.63	0.11	0.28	0.40
Intersection Summary						

HCM 7th Signalized Intersection Summary

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2026 Existing PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	231	627	589	89	123	227
Future Volume (veh/h)	231	627	589	89	123	227
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	243	660	620	94	129	239
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	469	1284	971	817	328	291
Arrive On Green	0.10	0.69	0.52	0.52	0.18	0.18
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	243	660	620	94	129	239
Grp Sat Flow(s), veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	4.5	13.2	18.4	2.4	4.9	11.2
Cycle Q Clear(g_c), s	4.5	13.2	18.4	2.4	4.9	11.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	469	1284	971	817	328	291
V/C Ratio(X)	0.52	0.51	0.64	0.12	0.39	0.82
Avail Cap(c_a), veh/h	518	1284	971	817	463	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	5.9	13.3	9.5	27.7	30.2
Incr Delay (d2), s/veh	0.7	1.5	3.2	0.3	0.8	8.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	4.4	7.1	0.7	2.0	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	10.8	7.3	16.5	9.7	28.4	38.9
LnGrp LOS	B	A	B	A	C	D
Approach Vol, veh/h		903	714		368	
Approach Delay, s/veh		8.3	15.6		35.2	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.9		19.2	12.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		15.2		13.2	6.5	20.4
Green Ext Time (p_c), s		11.0		0.7	0.2	7.3
Intersection Summary						
HCM 7th Control Delay, s/veh			15.9			
HCM 7th LOS			B			

HCM 7th TWSC
5: May River Rd/May Rive Rd & Jennifer Ct

Jennifer Court TIA
2026 Existing PM Peak Hour

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	744	659	139	16	19
Future Vol, veh/h	6	744	659	139	16	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	7	809	716	151	17	21
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	867	0	-	0	1538	716
Stage 1	-	-	-	-	716	-
Stage 2	-	-	-	-	822	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	776	-	-	-	127	425
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	432	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	776	-	-	-	126	425
Mov Cap-2 Maneuver	-	-	-	-	126	-
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	432	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.08	0		24.92		
HCM LOS	C					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	776	-	-	-	126	425
HCM Lane V/C Ratio	0.008	-	-	-	0.138	0.049
HCM Ctrl Dly (s/v)	9.7	-	-	-	38	13.9
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0.2

HCM 7th TWSC
6: Jennifer Ct & Parker's Driveway 2

Jennifer Court TIA
2026 Existing PM Peak Hour

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	6	32	59	86	3	0
Future Vol, veh/h	6	32	59	86	3	0
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	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	7	39	71	104	4	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	249	4	4	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	246	-	-	-	-	-
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	739	1080	1618	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	705	1080	1618	-	-	-
Mov Cap-2 Maneuver	705	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.79	2.98		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	732	-	996	-	-	
HCM Lane V/C Ratio	0.044	-	0.046	-	-	
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

2028 No-Build

DRAFT

HCM 7th TWSC

Jennifer Court TIA

1: Buck Island Rd & Simmonsville Rd

2028 Phase 1 No Build AM Peak Hour

Intersection

Int Delay, s/veh 4.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations	Y		Y	↑	↑	
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Traffic Vol, veh/h	34	166	168	364	223	12
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Future Vol, veh/h	34	166	168	364	223	12
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	250	-	-	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	90	90	90	90	90	90
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Heavy Vehicles, %	2	2	3	2	3	9
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Mvmt Flow	38	184	187	404	248	13
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	1032	254	261	0	-	0
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Stage 1	254	-	-	-	-	-
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Stage 2	778	-	-	-	-	-
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Critical Hdwy	6.42	6.22	4.13	-	-	-
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Critical Hdwy Stg 1	5.42	-	-	-	-	-
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Critical Hdwy Stg 2	5.42	-	-	-	-	-
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Follow-up Hdwy	3.518	3.318	2.227	-	-	-
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Pot Cap-1 Maneuver	258	784	1297	-	-	-
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Stage 1	788	-	-	-	-	-
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Stage 2	453	-	-	-	-	-
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Platoon blocked, %				-	-	-
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Mov Cap-1 Maneuver	221	784	1297	-	-	-
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Mov Cap-2 Maneuver	221	-	-	-	-	-
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Stage 1	675	-	-	-	-	-
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Stage 2	453	-	-	-	-	-
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Approach	EB	NB	SB
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HCM Ctrl Dly, s/v	16.01	2.6	0
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HCM LOS	C		
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Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
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Capacity (veh/h)	1297	-	547	-
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HCM Lane V/C Ratio	0.144	-	0.406	-
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HCM Ctrl Dly (s/v)	8.2	-	16	-
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HCM Lane LOS	A	-	C	-
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HCM 95th %tile Q(veh)	0.5	-	2	-
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HCM 7th TWSC

Jennifer Court TIA

2: Buck Island Rd & Little Aaron Rd/Jennifer Ct

2028 Phase 1 No Build AM Peak Hour

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	5	0	1	44	0	64	1	463	24	62	327	0
Future Vol, veh/h	5	0	1	44	0	64	1	463	24	62	327	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	-	-	-	-	-	50	-	-	-	150	-	-
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	3	2	2	2	2	2	2	3	2
Mvmt Flow	5	0	1	46	0	67	1	487	25	65	344	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	964	989	344	977	977	500	344	0	0	513	0	0
Stage 1	475	475	-	502	502	-	-	-	-	-	-	-
Stage 2	489	515	-	475	475	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	235	247	699	229	251	571	1215	-	-	1053	-	-
Stage 1	571	557	-	550	542	-	-	-	-	-	-	-
Stage 2	560	535	-	569	557	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	194	231	699	214	235	571	1215	-	-	1053	-	-
Mov Cap-2 Maneuver	194	231	-	214	235	-	-	-	-	-	-	-
Stage 1	535	523	-	549	541	-	-	-	-	-	-	-
Stage 2	494	534	-	533	523	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	21.81		17.94		0.02		1.38					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	4	-	-	220 214 571	1053	-	-					
HCM Lane V/C Ratio	0.001	-	-	0.029 0.216 0.118	0.062	-	-					
HCM Ctrl Dly (s/v)	8	0	-	21.8 26.4 12.1	8.6	-	-					
HCM Lane LOS	A	A	-	C D B	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0.1 0.8 0.4	0.2	-	-					

HCM 7th TWSC
3: Parker's Driveway 1 & Jennifer Ct

Jennifer Court TIA
2028 Phase 1 No Build AM Peak Hour

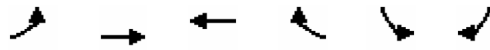
Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1			1	2	
Traffic Vol, veh/h	3	82	1	21	87	1
Future Vol, veh/h	3	82	1	21	87	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	100
Mvmt Flow	3	91	1	23	97	1
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	94	0	74	49
Stage 1	-	-	-	-	49	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	-	-	4.12	-	6.42	7.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	4.2
Pot Cap-1 Maneuver	-	-	1500	-	929	800
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1500	-	928	800
Mov Cap-2 Maneuver	-	-	-	-	928	-
Stage 1	-	-	-	-	974	-
Stage 2	-	-	-	-	996	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.34		9.34	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	927	-	-	82	-	
HCM Lane V/C Ratio	0.106	-	-	0.001	-	
HCM Ctrl Dly (s/v)	9.3	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Queues

Jennifer Court TIA

4: May River Rd & Buck Island Rd

2028 Phase 1 No Build AM Peak Hour

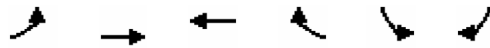


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	315	684	522	199	152	240
v/c Ratio	0.57	0.52	0.54	0.22	0.54	0.53
Control Delay (s/veh)	8.7	7.3	15.7	2.5	37.2	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	8.7	7.3	15.7	2.5	37.2	8.9
Queue Length 50th (ft)	44	123	159	0	69	0
Queue Length 95th (ft)	93	245	283	33	125	59
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	557	1332	969	919	460	581
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.57	0.51	0.54	0.22	0.33	0.41
Intersection Summary						

HCM 7th Signalized Intersection Summary

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2028 Phase 1 No Build AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	299	650	496	189	144	228
Future Volume (veh/h)	299	650	496	189	144	228
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	315	684	522	199	152	240
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	505	1281	961	814	333	291
Arrive On Green	0.11	0.68	0.51	0.51	0.19	0.19
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	315	684	522	199	152	240
Grp Sat Flow(s), veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	6.3	14.2	14.7	5.4	5.9	11.5
Cycle Q Clear(g_c), s	6.3	14.2	14.7	5.4	5.9	11.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	505	1281	961	814	333	291
V/C Ratio(X)	0.62	0.53	0.54	0.24	0.46	0.82
Avail Cap(c_a), veh/h	542	1281	961	814	457	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.7	6.1	12.8	10.5	28.2	30.4
Incr Delay (d2), s/veh	1.7	1.6	2.2	0.7	1.0	9.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.8	5.6	1.7	2.5	10.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	11.4	7.7	15.0	11.2	29.1	40.0
LnGrp LOS	B	A	B	B	C	D
Approach Vol, veh/h		999	721		392	
Approach Delay, s/veh		8.9	14.0		35.8	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.3		19.5	13.3	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		16.2		13.5	8.3	16.7
Green Ext Time (p_c), s		11.2		0.7	0.2	5.6
Intersection Summary						
HCM 7th Control Delay, s/veh			15.6			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	18	776	644	75	30	41
Future Vol, veh/h	18	776	644	75	30	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	19	817	678	79	32	43
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	757	0	-	0	1533	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	855	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	854	-	-	-	128	447
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	417	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	854	-	-	-	125	447
Mov Cap-2 Maneuver	-	-	-	-	125	-
Stage 1	-	-	-	-	493	-
Stage 2	-	-	-	-	417	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.21	0		26.23		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	854	-	-	-	125	447
HCM Lane V/C Ratio	0.022	-	-	-	0.252	0.097
HCM Ctrl Dly (s/v)	9.3	-	-	-	43.1	13.9
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9	0.3

HCM 7th TWSC
6: Jennifer Ct & Parker's Driveway 2

Jennifer Court TIA
2028 Phase 1 No Build AM Peak Hour

Intersection						
Int Delay, s/veh	7.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	69	78	15	2	2
Future Vol, veh/h	7	69	78	15	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	7	73	82	16	2	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	183	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	180	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	806	1078	1611	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	765	1078	1611	-	-	-
Mov Cap-2 Maneuver	765	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.76	6.17		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1510	-	1039	-	-	
HCM Lane V/C Ratio	0.051	-	0.077	-	-	
HCM Ctrl Dly (s/v)	7.4	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-	

HCM 7th TWSC

Jennifer Court TIA

1: Buck Island Rd & Simmonsville Rd

2028 Phase 1 No Build PM Peak Hour

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations	↔		↔	↑	↑	
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Traffic Vol, veh/h	26	134	187	274	242	41
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Future Vol, veh/h	26	134	187	274	242	41
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	250	-	-	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	95	95	95	95	95	95
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Heavy Vehicles, %	4	2	2	2	2	3
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Mvmt Flow	27	141	197	288	255	43
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	958	276	298	0	-	0
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Stage 1	276	-	-	-	-	-
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Stage 2	682	-	-	-	-	-
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Critical Hdwy	6.44	6.22	4.12	-	-	-
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Critical Hdwy Stg 1	5.44	-	-	-	-	-
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Critical Hdwy Stg 2	5.44	-	-	-	-	-
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Follow-up Hdwy	3.536	3.318	2.218	-	-	-
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Pot Cap-1 Maneuver	283	762	1263	-	-	-
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Stage 1	766	-	-	-	-	-
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Stage 2	498	-	-	-	-	-
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Platoon blocked, %				-	-	-
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Mov Cap-1 Maneuver	239	762	1263	-	-	-
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Mov Cap-2 Maneuver	239	-	-	-	-	-
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Stage 1	646	-	-	-	-	-
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Stage 2	498	-	-	-	-	-
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Approach	EB	NB	SB
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HCM Ctrl Dly, s/v	14.12	3.4	0
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HCM LOS	B		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1263	-	562	-	-
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HCM Lane V/C Ratio	0.156	-	0.3	-	-
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HCM Ctrl Dly (s/v)	8.4	-	14.1	-	-
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HCM Lane LOS	A	-	B	-	-
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HCM 95th %tile Q(veh)	0.6	-	1.3	-	-
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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	1	0	0	31	2	146	0	315	28	31	344	1
Future Vol, veh/h	1	0	0	31	2	146	0	315	28	31	344	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	-	-	-	-	-	50	-	-	-	150	-	-
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	4	3	2	2
Mvmt Flow	1	0	0	34	2	160	0	346	31	34	378	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	794	824	379	808	809	362	379	0	0	377	0	0
Stage 1	447	447	-	362	362	-	-	-	-	-	-	-
Stage 2	347	377	-	446	447	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	306	308	668	300	314	683	1179	-	-	1176	-	-
Stage 1	591	574	-	657	625	-	-	-	-	-	-	-
Stage 2	669	616	-	591	573	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	226	299	668	291	305	683	1179	-	-	1176	-	-
Mov Cap-2 Maneuver	226	299	-	291	305	-	-	-	-	-	-	-
Stage 1	574	557	-	657	625	-	-	-	-	-	-	-
Stage 2	510	616	-	574	557	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	21.03		13.21		0		0.67					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1179	-	-	226 292 683	1176	-	-					
HCM Lane V/C Ratio	-	-	-	0.005 0.124 0.235	0.029	-	-					
HCM Ctrl Dly (s/v)	0	-	-	21 19.1 11.9	8.2	-	-					
HCM Lane LOS	A	-	-	C C B	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0 0.4 0.9	0.1	-	-					

HCM 7th TWSC
3: Parker's Driveway 1 & Jennifer Ct

Jennifer Court TIA
2028 Phase 1 No Build PM Peak Hour

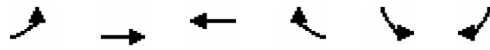
Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↑
Traffic Vol, veh/h	3	56	0	99	80	0
Future Vol, veh/h	3	56	0	99	80	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	33	2	2	2	2	2
Mvmt Flow	3	62	0	110	89	0
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	66	0	144	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	110	-
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	-	-	1536	-	848	1039
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	915	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1536	-	848	1039
Mov Cap-2 Maneuver	-	-	-	-	848	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	915	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		9.74	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	848	-	-	1536	-	
HCM Lane V/C Ratio	0.105	-	-	-	-	
HCM Ctrl Dly (s/v)	9.7	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

Queues

Jennifer Court TIA

4: May River Rd & Buck Island Rd

2028 Phase 1 No Build PM Peak Hour

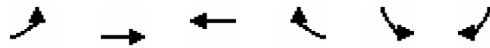


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	260	707	664	100	139	256
v/c Ratio	0.57	0.53	0.68	0.12	0.51	0.56
Control Delay (s/veh)	9.3	7.2	18.6	3.9	36.7	9.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.3	7.2	18.6	3.9	36.7	9.2
Queue Length 50th (ft)	34	125	222	4	63	0
Queue Length 95th (ft)	72	247	389	28	116	60
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	463	1344	977	862	464	604
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.56	0.53	0.68	0.12	0.30	0.42
Intersection Summary						

HCM 7th Signalized Intersection Summary

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2028 Phase 1 No Build PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	←	→	←	→	←	→
Traffic Volume (veh/h)	247	672	631	95	132	243
Future Volume (veh/h)	247	672	631	95	132	243
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	260	707	664	100	139	256
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	432	1268	959	807	345	307
Arrive On Green	0.10	0.68	0.51	0.51	0.19	0.19
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	260	707	664	100	139	256
Grp Sat Flow(s), veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	5.0	15.3	20.9	2.6	5.3	12.1
Cycle Q Clear(g_c), s	5.0	15.3	20.9	2.6	5.3	12.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	432	1268	959	807	345	307
V/C Ratio(X)	0.60	0.56	0.69	0.12	0.40	0.83
Avail Cap(c_a), veh/h	480	1268	959	807	457	407
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.9	6.5	14.3	9.9	27.5	30.2
Incr Delay (d2), s/veh	1.4	1.8	4.1	0.3	0.8	10.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	5.3	8.3	0.8	2.2	10.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	13.3	8.3	18.4	10.2	28.3	41.0
LnGrp LOS	B	A	B	B	C	D
Approach Vol, veh/h		967	764		395	
Approach Delay, s/veh		9.6	17.4		36.5	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.9		20.1	12.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		17.3		14.1	7.0	22.9
Green Ext Time (p_c), s		11.3		0.7	0.2	7.2
Intersection Summary						
HCM 7th Control Delay, s/veh			17.4			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	797	706	149	17	20
Future Vol, veh/h	6	797	706	149	17	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	7	866	767	162	18	22
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	929	0	-	0	1647	767
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	879	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	736	-	-	-	109	397
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	406	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	736	-	-	-	108	397
Mov Cap-2 Maneuver	-	-	-	-	108	-
Stage 1	-	-	-	-	454	-
Stage 2	-	-	-	-	406	-
Approach	EB		WB		SB	
HCM Ctrl Dly, s/v	0.07		0		28.56	
HCM LOS					D	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	736	-	-	-	108	397
HCM Lane V/C Ratio	0.009	-	-	-	0.171	0.055
HCM Ctrl Dly (s/v)	9.9	-	-	-	45	14.6
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0	-	-	-	0.6	0.2

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	34	63	92	3	0
Future Vol, veh/h	6	34	63	92	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	7	38	70	102	3	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	246	3	3	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	242	-	-	-	-	-
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	743	1080	1619	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	709	1080	1619	-	-	-
Mov Cap-2 Maneuver	709	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.76	2.98		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	732	-	1002	-	-	
HCM Lane V/C Ratio	0.043	-	0.044	-	-	
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

2028 Build

DRAFT

HCM 7th TWSC
1: Buck Island Rd & Simmonsville Rd

Jennifer Court TIA
2028 Phase 1 Build AM Peak Hour

Intersection

Int Delay, s/veh 4.9

Movement EBL EBR NBL NBT SBT SBR

Lane Configurations 

Traffic Vol, veh/h 34 173 171 367 230 12

Future Vol, veh/h 34 173 171 367 230 12

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 - 250 - - -

Veh in Median Storage, # 0 - - 0 0 -

Grade, % 0 - - 0 0 -

Peak Hour Factor 90 90 90 90 90 90

Heavy Vehicles, % 2 2 3 2 3 9

Mvmt Flow 38 192 190 408 256 13

Major/Minor Minor2 Major1 Major2

Conflicting Flow All 1050 262 269 0 - 0

Stage 1 262 - - - - -

Stage 2 788 - - - - -

Critical Hdwy 6.42 6.22 4.13 - - -

Critical Hdwy Stg 1 5.42 - - - - -

Critical Hdwy Stg 2 5.42 - - - - -

Follow-up Hdwy 3.518 3.318 2.227 - - -

Pot Cap-1 Maneuver 252 776 1289 - - -

Stage 1 782 - - - - -

Stage 2 448 - - - - -

Platoon blocked, % - - - - -

Mov Cap-1 Maneuver 215 776 1289 - - -

Mov Cap-2 Maneuver 215 - - - - -

Stage 1 666 - - - - -

Stage 2 448 - - - - -

Approach EB NB SB

HCM Ctrl Dly, s/v 16.42 2.63 0

HCM LOS C

Minor Lane/Major Mvmt NBL NBT EBLn1 SBT SBR

Capacity (veh/h) 1289 - 543 - -

HCM Lane V/C Ratio 0.147 - 0.424 - -

HCM Ctrl Dly (s/v) 8.3 - 16.4 - -

HCM Lane LOS A - C - -

HCM 95th %tile Q(veh) 0.5 - 2.1 - -

HCM 7th TWSC

Jennifer Court TIA

2: Buck Island Rd & Little Aaron Rd/Jennifer Ct

2028 Phase 1 Build AM Peak Hour

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	5	0	1	53	0	70	1	463	34	76	327	0
Future Vol, veh/h	5	0	1	53	0	70	1	463	34	76	327	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	-	-	-	-	-	50	-	-	-	150	-	-
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	3	2	2	2	2	2	2	3	2
Mvmt Flow	5	0	1	56	0	74	1	487	36	80	344	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	994	1029	344	1012	1012	505	344	0	0	523	0	0
Stage 1	504	504	-	507	507	-	-	-	-	-	-	-
Stage 2	489	525	-	504	504	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	224	234	699	217	239	567	1215	-	-	1043	-	-
Stage 1	550	541	-	546	539	-	-	-	-	-	-	-
Stage 2	560	529	-	548	541	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	180	215	699	200	221	567	1215	-	-	1043	-	-
Mov Cap-2 Maneuver	180	215	-	200	221	-	-	-	-	-	-	-
Stage 1	508	499	-	545	538	-	-	-	-	-	-	-
Stage 2	487	529	-	505	499	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	23.1		19.86		0.02		1.65					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	4	-	-	205	200	567	1043	-	-			
HCM Lane V/C Ratio	0.001	-	-	0.031	0.279	0.13	0.077	-	-			
HCM Ctrl Dly (s/v)	8	0	-	23.1	29.9	12.3	8.7	-	-			
HCM Lane LOS	A	A	-	C	D	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	0.4	0.2	-	-			

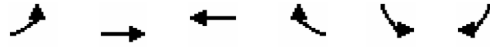
Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	3	82	1	21	25	87	0	1	4	0	15
Future Vol, veh/h	24	3	82	1	21	25	87	0	1	4	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	100	2	2	2
Mvmt Flow	27	3	91	1	23	28	97	0	1	4	0	17
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	51	0	0	94	0	0	128	156	49	96	187	37
Stage 1	-	-	-	-	-	-	102	102	-	39	39	-
Stage 2	-	-	-	-	-	-	26	53	-	57	148	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	7.2	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	4.2	3.518	4.018	3.318
Pot Cap-1 Maneuver	1555	-	-	1500	-	-	845	736	800	887	707	1035
Stage 1	-	-	-	-	-	-	904	811	-	976	862	-
Stage 2	-	-	-	-	-	-	992	850	-	955	775	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1555	-	-	1500	-	-	816	722	800	868	694	1035
Mov Cap-2 Maneuver	-	-	-	-	-	-	816	722	-	868	694	-
Stage 1	-	-	-	-	-	-	887	796	-	975	861	-
Stage 2	-	-	-	-	-	-	975	850	-	937	761	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.62			0.16			10.01			8.7		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	816	332	-	-	35	-	-	995				
HCM Lane V/C Ratio	0.12	0.017	-	-	0.001	-	-	0.021				
HCM Ctrl Dly (s/v)	10	7.4	0	-	7.4	0	-	8.7				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.1				

Queues

4: May River Rd & Buck Island Rd

Jennifer Court TIA

2028 Phase 1 Build AM Peak Hour

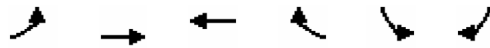


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	325	689	524	199	158	243
v/c Ratio	0.59	0.52	0.54	0.22	0.55	0.53
Control Delay (s/veh)	9.3	7.5	15.9	2.5	37.4	8.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	9.3	7.5	15.9	2.5	37.4	8.8
Queue Length 50th (ft)	47	127	162	0	72	0
Queue Length 95th (ft)	99	253	288	33	130	59
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	552	1327	965	916	458	582
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.52	0.54	0.22	0.34	0.42
Intersection Summary						

HCM 7th Signalized Intersection Summary

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2028 Phase 1 Build AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	←	→	←	→	←	→
Traffic Volume (veh/h)	309	655	498	189	150	231
Future Volume (veh/h)	309	655	498	189	150	231
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	325	689	524	199	158	243
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	505	1279	954	809	336	294
Arrive On Green	0.11	0.68	0.51	0.51	0.19	0.19
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	325	689	524	199	158	243
Grp Sat Flow(s), veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	6.6	14.4	14.9	5.5	6.2	11.7
Cycle Q Clear(g_c), s	6.6	14.4	14.9	5.5	6.2	11.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	505	1279	954	809	336	294
V/C Ratio(X)	0.64	0.54	0.55	0.25	0.47	0.83
Avail Cap(c_a), veh/h	536	1279	954	809	454	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.0	6.2	13.1	10.7	28.3	30.6
Incr Delay (d2), s/veh	2.2	1.6	2.3	0.7	1.0	10.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.9	5.8	1.8	2.6	10.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	12.1	7.8	15.3	11.5	29.4	40.6
LnGrp LOS	B	A	B	B	C	D
Approach Vol, veh/h		1014	723		401	
Approach Delay, s/veh		9.2	14.3		36.2	
Approach LOS		A	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.6		19.8	13.6	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		16.4		13.7	8.6	16.9
Green Ext Time (p_c), s		11.2		0.7	0.1	5.6
Intersection Summary						
HCM 7th Control Delay, s/veh			16.0			
HCM 7th LOS			B			

HCM 7th TWSC

Jennifer Court TIA

5: May River Rd/May Rive Rd & Jennifer Ct

2028 Phase 1 Build AM Peak Hour

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱	↰	↱	↰	↱
Traffic Vol, veh/h	23	782	644	95	32	43
Future Vol, veh/h	23	782	644	95	32	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	24	823	678	100	34	45
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	778	0	-	0	1549	678
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	872	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	839	-	-	-	125	447
Stage 1	-	-	-	-	504	-
Stage 2	-	-	-	-	409	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	839	-	-	-	122	447
Mov Cap-2 Maneuver	-	-	-	-	122	-
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	409	-
Approach	EB		WB		SB	
HCM Ctrl Dly, s/v	0.27		0		27.43	
HCM LOS					D	
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	839	-	-	-	122	447
HCM Lane V/C Ratio	0.029	-	-	-	0.277	0.101
HCM Ctrl Dly (s/v)	9.4	-	-	-	45.5	14
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1	0.3

HCM 7th TWSC
6: Jennifer Ct & Parker's Driveway 2

Jennifer Court TIA
2028 Phase 1 Build AM Peak Hour

Intersection						
Int Delay, s/veh	6.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	69	78	40	6	2
Future Vol, veh/h	7	69	78	40	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	7	73	82	42	6	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	214	7	8	0	-	0
Stage 1	7	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	775	1072	1605	-	-	-
Stage 1	1016	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	734	1072	1605	-	-	-
Mov Cap-2 Maneuver	734	-	-	-	-	-
Stage 1	962	-	-	-	-	-
Stage 2	828	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.8	4.87		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1190	-	1028	-	-	
HCM Lane V/C Ratio	0.051	-	0.078	-	-	
HCM Ctrl Dly (s/v)	7.4	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-	

HCM 7th TWSC
1: Buck Island Rd & Simmonsville Rd

Jennifer Court TIA
2028 Phase 1 Build PM Peak Hour

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	144	201	288	253	41
Future Vol, veh/h	26	144	201	288	253	41
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	2	2	2	2	3
Mvmt Flow	27	152	212	303	266	43
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1014	288	309	0	-	0
Stage 1	288	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	262	751	1251	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	218	751	1251	-	-	-
Mov Cap-2 Maneuver	218	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	475	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	14.76	3.48		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1251	-	546	-	-	
HCM Lane V/C Ratio	0.169	-	0.327	-	-	
HCM Ctrl Dly (s/v)	8.5	-	14.8	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.6	-	1.4	-	-	

HCM 7th TWSC

Jennifer Court TIA

2: Buck Island Rd & Little Aaron Rd/Jennifer Ct

2028 Phase 1 Build PM Peak Hour

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	1	0	0	77	2	174	0	315	42	52	344	1
Future Vol, veh/h	1	0	0	77	2	174	0	315	42	52	344	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	-	-	-	-	-	50	-	-	-	150	-	-
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	4	3	2	2
Mvmt Flow	1	0	0	85	2	191	0	346	46	57	378	1
Major/Minor	Minor2		Minor1		Major1				Major2			
Conflicting Flow All	840	885	379	862	863	369	379	0	0	392	0	0
Stage 1	493	493	-	369	369	-	-	-	-	-	-	-
Stage 2	347	392	-	492	493	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	285	284	668	275	293	676	1179	-	-	1161	-	-
Stage 1	558	547	-	651	621	-	-	-	-	-	-	-
Stage 2	669	606	-	558	547	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	193	270	668	262	278	676	1179	-	-	1161	-	-
Mov Cap-2 Maneuver	193	270	-	262	278	-	-	-	-	-	-	-
Stage 1	530	520	-	651	621	-	-	-	-	-	-	-
Stage 2	478	606	-	531	520	-	-	-	-	-	-	-
Approach	EB		WB		NB				SB			
HCM Ctrl Dly, s/v	23.78		16.45		0				1.08			
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1179	-	-	193	262	676	1161	-	-			
HCM Lane V/C Ratio	-	-	-	0.006	0.331	0.283	0.049	-	-			
HCM Ctrl Dly (s/v)	0	-	-	23.8	25.4	12.4	8.3	-	-			
HCM Lane LOS	A	-	-	C	D	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	1.4	1.2	0.2	-	-			

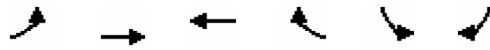
Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	35	3	56	0	99	35	80	0	0	18	0	74
Future Vol, veh/h	35	3	56	0	99	35	80	0	0	18	0	74
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign 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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	33	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	39	3	62	0	110	39	89	0	0	20	0	82
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	66	0	0	222	261	34	211	273	129
Stage 1	-	-	-	-	-	-	112	112	-	129	129	-
Stage 2	-	-	-	-	-	-	110	149	-	81	143	-
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	1433	-	-	1536	-	-	734	644	1039	747	634	920
Stage 1	-	-	-	-	-	-	893	803	-	874	789	-
Stage 2	-	-	-	-	-	-	895	774	-	927	778	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1433	-	-	1536	-	-	649	625	1039	725	616	920
Mov Cap-2 Maneuver	-	-	-	-	-	-	649	625	-	725	616	-
Stage 1	-	-	-	-	-	-	867	780	-	874	789	-
Stage 2	-	-	-	-	-	-	815	774	-	901	756	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	2.82			0			11.42			9.66		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	649	563	-	-	1536	-	-	874				
HCM Lane V/C Ratio	0.137	0.027	-	-	-	-	-	0.117				
HCM Ctrl Dly (s/v)	11.4	7.6	0	-	0	-	-	9.7				
HCM Lane LOS	B	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.4				

Queues

4: May River Rd & Buck Island Rd

Jennifer Court TIA

2028 Phase 1 Build PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	275	715	674	100	168	275
v/c Ratio	0.63	0.54	0.70	0.12	0.57	0.56
Control Delay (s/veh)	12.6	8.0	20.1	4.2	37.7	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	12.6	8.0	20.1	4.2	37.7	8.6
Queue Length 50th (ft)	39	139	238	4	77	0
Queue Length 95th (ft)	99	277	421	30	137	61
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	441	1322	961	849	456	612
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.54	0.70	0.12	0.37	0.45
Intersection Summary						

HCM 7th Signalized Intersection Summary

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2028 Phase 1 Build PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	261	679	640	95	160	261
Future Volume (veh/h)	261	679	640	95	160	261
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	275	715	674	100	168	275
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	415	1251	946	796	365	324
Arrive On Green	0.10	0.67	0.51	0.51	0.20	0.20
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	275	715	674	100	168	275
Grp Sat Flow(s), veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	5.6	16.2	22.0	2.7	6.5	13.2
Cycle Q Clear(g_c), s	5.6	16.2	22.0	2.7	6.5	13.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	415	1251	946	796	365	324
V/C Ratio(X)	0.66	0.57	0.71	0.13	0.46	0.85
Avail Cap(c_a), veh/h	462	1251	946	796	451	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.0	7.0	15.1	10.3	27.6	30.3
Incr Delay (d2), s/veh	2.7	1.9	4.5	0.3	0.9	13.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	5.7	8.9	0.8	2.7	12.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.7	8.9	19.6	10.6	28.5	43.4
LnGrp LOS	B	A	B	B	C	D
Approach Vol, veh/h		990	774		443	
Approach Delay, s/veh		10.8	18.5		37.8	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.9		21.2	12.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		18.2		15.2	7.6	24.0
Green Ext Time (p_c), s		11.1		0.7	0.2	7.0
Intersection Summary						
HCM 7th Control Delay, s/veh			18.9			
HCM 7th LOS			B			

HCM 7th TWSC

Jennifer Court TIA

5: May River Rd/May Rive Rd & Jennifer Ct

2028 Phase 1 Build PM Peak Hour

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	825	706	177	26	29
Future Vol, veh/h	13	825	706	177	26	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	14	897	767	192	28	32
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	960	0	-	0	1692	767
Stage 1	-	-	-	-	767	-
Stage 2	-	-	-	-	925	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	717	-	-	-	102	397
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	386	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	717	-	-	-	100	397
Mov Cap-2 Maneuver	-	-	-	-	100	-
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	386	-
Approach	EB	WB	SB			
HCM Ctrl Dly, s/v	0.16	0	33.54			
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	717	-	-	-	100	397
HCM Lane V/C Ratio	0.02	-	-	-	0.282	0.079
HCM Ctrl Dly (s/v)	10.1	-	-	-	54.4	14.8
HCM Lane LOS	B	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1	0.3

HCM 7th TWSC
6: Jennifer Ct & Parker's Driveway 2

Jennifer Court TIA
2028 Phase 1 Build PM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	34	63	127	21	0
Future Vol, veh/h	6	34	63	127	21	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	7	38	70	141	23	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	304	23	23	0	-	0
Stage 1	23	-	-	-	-	-
Stage 2	281	-	-	-	-	-
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	687	1053	1592	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	655	1053	1592	-	-	-
Mov Cap-2 Maneuver	655	-	-	-	-	-
Stage 1	952	-	-	-	-	-
Stage 2	766	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.91	2.44		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	597	-	965	-	-	
HCM Lane V/C Ratio	0.044	-	0.046	-	-	
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-	

2030 No-Build

DRAFT

HCM 7th TWSC

Jennifer Court TIA

1: Buck Island Rd & Simmonsville Rd

2030 Phase 2 No Build AM Peak Hour

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	178	180	390	239	13
Future Vol, veh/h	37	178	180	390	239	13
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	9
Mvmt Flow	41	198	200	433	266	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1106	273	280	0	-	0
Stage 1	273	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	233	766	1277	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	196	766	1277	-	-	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Approach	EB		NB		SB	
HCM Ctrl Dly, s/v	18.08		2.63		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1277	-	511	-	-	
HCM Lane V/C Ratio	0.157	-	0.468	-	-	
HCM Ctrl Dly (s/v)	8.3	-	18.1	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.6	-	2.5	-	-	

HCM 7th TWSC

Jennifer Court TIA

2: Buck Island Rd & Little Aaron Rd/Jennifer Ct

2030 Phase 2 No Build AM Peak Hour

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	6	0	1	47	0	69	1	496	25	67	350	0
Future Vol, veh/h	6	0	1	47	0	69	1	496	25	67	350	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	-	-	-	-	-	50	-	-	-	150	-	-
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	3	2	2	2	2	2	2	3	2
Mvmt Flow	6	0	1	49	0	73	1	522	26	71	368	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1034	1060	368	1047	1047	535	368	0	0	548	0	0
Stage 1	509	509	-	537	537	-	-	-	-	-	-	-
Stage 2	524	551	-	509	509	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	210	224	677	205	228	545	1190	-	-	1021	-	-
Stage 1	546	538	-	526	523	-	-	-	-	-	-	-
Stage 2	536	516	-	545	538	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	170	208	677	191	212	545	1190	-	-	1021	-	-
Mov Cap-2 Maneuver	170	208	-	191	212	-	-	-	-	-	-	-
Stage 1	509	501	-	525	522	-	-	-	-	-	-	-
Stage 2	464	515	-	506	501	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	24.72		19.82		0.02		1.41					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	3	-	-	190	191	545	1021	-	-			
HCM Lane V/C Ratio	0.001	-	-	0.039	0.26	0.133	0.069	-	-			
HCM Ctrl Dly (s/v)	8	0	-	24.7	30.4	12.6	8.8	-	-			
HCM Lane LOS	A	A	-	C	D	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	1	0.5	0.2	-	-			

HCM 7th TWSC

3: Parker's Driveway 1 & Jennifer Ct

Jennifer Court TIA

2030 Phase 2 No Build AM Peak Hour

Intersection

Int Delay, s/veh 4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
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Lane Configurations	↑			↑	↑	
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Traffic Vol, veh/h	3	88	1	23	93	1
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Future Vol, veh/h	3	88	1	23	93	1
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Free	Free	Free	Free	Stop	Stop
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RT Channelized	-	None	-	None	-	None
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Storage Length	-	-	-	-	0	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	90	90	90	90	90	90
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Heavy Vehicles, %	2	2	2	2	2	100
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Mvmt Flow	3	98	1	26	103	1
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Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	101
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Stage 1	-	-	-
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Stage 2	-	-	-
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Critical Hdwy	-	-	4.12
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Critical Hdwy Stg 1	-	-	-
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Critical Hdwy Stg 2	-	-	-
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Follow-up Hdwy	-	-	2.218
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Pot Cap-1 Maneuver	-	-	1491
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Stage 1	-	-	-
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Stage 2	-	-	-
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Platoon blocked, %	-	-	-
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Mov Cap-1 Maneuver	-	-	1491
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Mov Cap-2 Maneuver	-	-	-
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Stage 1	-	-	-
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Stage 2	-	-	-
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Approach	EB	WB	NB
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HCM Ctrl Dly, s/v	0	0.31	9.41
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HCM LOS			A
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Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
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Capacity (veh/h)	920	-	-	75	-
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HCM Lane V/C Ratio	0.114	-	-	0.001	-
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HCM Ctrl Dly (s/v)	9.4	-	-	7.4	0
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HCM Lane LOS	A	-	-	A	A
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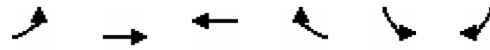
HCM 95th %tile Q(veh)	0.4	-	-	0	-
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Queues

Jennifer Court TIA

4: May River Rd & Buck Island Rd

2030 Phase 2 No Build AM Peak Hour

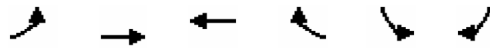


Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	337	734	559	213	162	257
v/c Ratio	0.65	0.56	0.58	0.23	0.56	0.55
Control Delay (s/veh)	11.0	8.0	16.8	2.5	37.7	8.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	11.0	8.0	16.8	2.5	37.7	8.9
Queue Length 50th (ft)	49	142	178	0	74	0
Queue Length 95th (ft)	103	284	315	34	133	61
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	523	1322	961	919	456	591
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.64	0.56	0.58	0.23	0.36	0.43
Intersection Summary						

HCM 7th Signalized Intersection Summary

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2030 Phase 2 No Build AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	320	697	531	202	154	244
Future Volume (veh/h)	320	697	531	202	154	244
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	337	734	559	213	162	257
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	480	1269	939	795	349	306
Arrive On Green	0.11	0.68	0.50	0.50	0.20	0.20
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	337	734	559	213	162	257
Grp Sat Flow(s), veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	7.1	16.6	16.9	6.2	6.4	12.6
Cycle Q Clear(g_c), s	7.1	16.6	16.9	6.2	6.4	12.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	480	1269	939	795	349	306
V/C Ratio(X)	0.70	0.58	0.60	0.27	0.46	0.84
Avail Cap(c_a), veh/h	500	1269	939	795	447	391
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.4	6.8	14.1	11.4	28.3	30.8
Incr Delay (d2), s/veh	3.9	1.9	2.8	0.8	1.0	12.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	5.8	6.7	2.0	2.7	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	15.3	8.7	16.9	12.3	29.3	43.0
LnGrp LOS	B	A	B	B	C	D
Approach Vol, veh/h		1071	772		419	
Approach Delay, s/veh		10.8	15.6		37.7	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.1		20.6	14.1	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		18.6		14.6	9.1	18.9
Green Ext Time (p_c), s		11.3		0.7	0.1	5.8
Intersection Summary						
HCM 7th Control Delay, s/veh			17.4			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	831	690	80	32	44
Future Vol, veh/h	20	831	690	80	32	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	21	875	726	84	34	46
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	811	0	-	0	1643	726
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	917	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	815	-	-	-	110	419
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	390	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	815	-	-	-	107	419
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	390	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.22	0		30.99		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	815	-	-	-	107	419
HCM Lane V/C Ratio	0.026	-	-	-	0.315	0.11
HCM Ctrl Dly (s/v)	9.5	-	-	-	53.5	14.6
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.2	0.4

HCM 7th TWSC
6: Jennifer Ct & Parker's Driveway 2

Jennifer Court TIA
2030 Phase 2 No Build AM Peak Hour

Intersection						
Int Delay, s/veh	7.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	73	84	16	2	2
Future Vol, veh/h	8	73	84	16	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	8	77	88	17	2	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	197	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	194	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	792	1078	1611	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	748	1078	1611	-	-	-
Mov Cap-2 Maneuver	748	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	839	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.8	6.19		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1512	-	1033	-	-	
HCM Lane V/C Ratio	0.055	-	0.083	-	-	
HCM Ctrl Dly (s/v)	7.4	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-	

HCM 7th TWSC

Jennifer Court TIA

1: Buck Island Rd & Simmonsville Rd

2030 Phase 2 No Build PM Peak Hour

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	143	201	294	259	44
Future Vol, veh/h	28	143	201	294	259	44
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	2	2	2	2	3
Mvmt Flow	29	151	212	309	273	46
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1028	296	319	0	-	0
Stage 1	296	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	257	744	1241	-	-	-
Stage 1	750	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	213	744	1241	-	-	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Approach	EB		NB		SB	
HCM Ctrl Dly, s/v	15.3		3.45		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1241	-	528	-	-	
HCM Lane V/C Ratio	0.17	-	0.341	-	-	
HCM Ctrl Dly (s/v)	8.5	-	15.3	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.6	-	1.5	-	-	

HCM 7th TWSC

Jennifer Court TIA

2: Buck Island Rd & Little Aaron Rd/Jennifer Ct

2030 Phase 2 No Build PM Peak Hour

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	1	0	0	33	2	156	0	337	30	33	368	1
Future Vol, veh/h	1	0	0	33	2	156	0	337	30	33	368	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	-	-	-	-	-	50	-	-	-	150	-	-
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	4	3	2	2
Mvmt Flow	1	0	0	36	2	171	0	370	33	36	404	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	849	881	405	864	865	387	405	0	0	403	0	0
Stage 1	477	477	-	387	387	-	-	-	-	-	-	-
Stage 2	371	403	-	477	478	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	281	286	646	275	292	661	1153	-	-	1150	-	-
Stage 1	569	556	-	637	610	-	-	-	-	-	-	-
Stage 2	649	600	-	569	555	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	200	277	646	266	282	661	1153	-	-	1150	-	-
Mov Cap-2 Maneuver	200	277	-	266	282	-	-	-	-	-	-	-
Stage 1	551	538	-	637	610	-	-	-	-	-	-	-
Stage 2	479	600	-	551	538	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	23.1		13.88		0		0.68					
HCM LOS	C		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1153	-	-	200	267	661	1150	-	-	-	-	-
HCM Lane V/C Ratio	-	-	-	0.005	0.144	0.259	0.032	-	-	-	-	-
HCM Ctrl Dly (s/v)	0	-	-	23.1	20.8	12.3	8.2	-	-	-	-	-
HCM Lane LOS	A	-	-	C	C	B	A	-	-	-	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.5	1	0.1	-	-	-	-	-

HCM 7th TWSC

3: Parker's Driveway 1 & Jennifer Ct

Jennifer Court TIA

2030 Phase 2 No Build PM Peak Hour

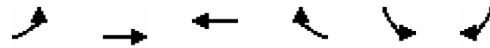
Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	3	60	0	106	86	0
Future Vol, veh/h	3	60	0	106	86	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	33	2	2	2	2	2
Mvmt Flow	3	67	0	118	96	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	70	0	154	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	118	-
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	-	-	1531	-	837	1036
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	907	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1531	-	837	1036
Mov Cap-2 Maneuver	-	-	-	-	837	-
Stage 1	-	-	-	-	986	-
Stage 2	-	-	-	-	907	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		9.85	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	837	-	-	1531	-	
HCM Lane V/C Ratio	0.114	-	-	-	-	
HCM Ctrl Dly (s/v)	9.9	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Queues

Jennifer Court TIA

4: May River Rd & Buck Island Rd

2030 Phase 2 No Build PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	279	757	712	107	148	274
v/c Ratio	0.67	0.57	0.73	0.13	0.53	0.57
Control Delay (s/veh)	15.1	8.0	20.9	4.2	37.1	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	15.1	8.0	20.9	4.2	37.1	9.1
Queue Length 50th (ft)	37	143	252	5	67	0
Queue Length 95th (ft)	#133	286	443	31	123	62
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	422	1332	969	855	460	614
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.57	0.73	0.13	0.32	0.45

Intersection Summary

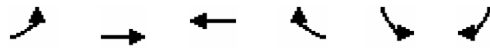
95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2030 Phase 2 No Build PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	265	719	676	102	141	260
Future Volume (veh/h)	265	719	676	102	141	260
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	279	757	712	107	148	274
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	393	1252	947	796	363	323
Arrive On Green	0.10	0.67	0.51	0.51	0.20	0.20
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	279	757	712	107	148	274
Grp Sat Flow(s), veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	5.7	17.7	24.0	2.8	5.7	13.1
Cycle Q Clear(g_c), s	5.7	17.7	24.0	2.8	5.7	13.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	393	1252	947	796	363	323
V/C Ratio(X)	0.71	0.60	0.75	0.13	0.41	0.85
Avail Cap(c_a), veh/h	441	1252	947	796	451	401
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	7.2	15.5	10.3	27.3	30.3
Incr Delay (d2), s/veh	4.2	2.2	5.5	0.4	0.7	13.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	6.3	9.8	0.9	2.4	12.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	18.4	9.4	21.0	10.7	28.0	43.4
LnGrp LOS	B	A	C	B	C	D
Approach Vol, veh/h		1036	819		422	
Approach Delay, s/veh		11.8	19.7		38.0	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		57.9		21.1	12.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+l1), s		19.7		15.1	7.7	26.0
Green Ext Time (p_c), s		11.1		0.7	0.2	6.7
Intersection Summary						
HCM 7th Control Delay, s/veh			19.5			
HCM 7th LOS			B			

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	854	756	160	18	22
Future Vol, veh/h	7	854	756	160	18	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	8	928	822	174	20	24
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	996	0	-	0	1765	822
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	943	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	695	-	-	-	92	370
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	378	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	695	-	-	-	91	370
Mov Cap-2 Maneuver	-	-	-	-	91	-
Stage 1	-	-	-	-	427	-
Stage 2	-	-	-	-	378	-
Approach	EB	WB	SB			
HCM Ctrl Dly, s/v	0.08	0	33.2			
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	695	-	-	-	91	370
HCM Lane V/C Ratio	0.011	-	-	-	0.214	0.065
HCM Ctrl Dly (s/v)	10.2	-	-	-	54.9	15.4
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	-	0.8	0.2

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	37	68	99	3	0
Future Vol, veh/h	7	37	68	99	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	8	41	76	110	3	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	264	3	3	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	261	-	-	-	-	-
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	725	1080	1619	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	689	1080	1619	-	-	-
Mov Cap-2 Maneuver	689	-	-	-	-	-
Stage 1	969	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.82	2.99		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	733	-	991	-	-	
HCM Lane V/C Ratio	0.047	-	0.049	-	-	
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

2030 Build

DRAFT

HCM 7th TWSC
1: Buck Island Rd & Simmonsville Rd

Jennifer Court TIA
2030 Phase 2 Build AM Peak Hour

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	188	185	394	249	13
Future Vol, veh/h	37	188	185	394	249	13
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	9
Mvmt Flow	41	209	206	438	277	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1133	284	291	0	-	0
Stage 1	284	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	224	755	1265	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	188	755	1265	-	-	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Approach	EB		NB		SB	
HCM Ctrl Dly, s/v	18.93		2.68		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1265	-	505	-	-	
HCM Lane V/C Ratio	0.163	-	0.495	-	-	
HCM Ctrl Dly (s/v)	8.4	-	18.9	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.6	-	2.7	-	-	

HCM 7th TWSC

Jennifer Court TIA

2: Buck Island Rd & Little Aaron Rd/Jennifer Ct

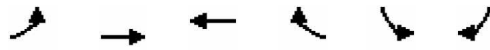
2030 Phase 2 Build AM Peak Hour

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	6	0	1	62	0	78	1	496	38	87	350	0
Future Vol, veh/h	6	0	1	62	0	78	1	496	38	87	350	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	-	-	-	-	-	50	-	-	-	150	-	-
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	3	2	2	2	2	2	2	3	2
Mvmt Flow	6	0	1	65	0	82	1	522	40	92	368	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1076	1116	368	1096	1096	542	368	0	0	562	0	0
Stage 1	552	552	-	544	544	-	-	-	-	-	-	-
Stage 2	524	564	-	552	552	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	197	208	677	190	213	540	1190	-	-	1009	-	-
Stage 1	518	515	-	521	519	-	-	-	-	-	-	-
Stage 2	536	508	-	517	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	152	189	677	172	194	540	1190	-	-	1009	-	-
Mov Cap-2 Maneuver	152	189	-	172	194	-	-	-	-	-	-	-
Stage 1	471	468	-	521	518	-	-	-	-	-	-	-
Stage 2	454	508	-	469	468	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	27.05		24.03		0.02		1.78					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR			
Capacity (veh/h)	3	-	-	171	172	540	1009	-	-			
HCM Lane V/C Ratio	0.001	-	-	0.043	0.379	0.152	0.091	-	-			
HCM Ctrl Dly (s/v)	8	0	-	27.1	38.1	12.9	8.9	-	-			
HCM Lane LOS	A	A	-	D	E	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	1.6	0.5	0.3	-	-			

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	20	16	88	1	34	17	93	0	1	3	0	13
Future Vol, veh/h	20	16	88	1	34	17	93	0	1	3	0	13
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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	100	2	2	2
Mvmt Flow	22	18	98	1	38	19	103	0	1	3	0	14
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	57	0	0	116	0	0	151	170	67	112	209	47
Stage 1	-	-	-	-	-	-	111	111	-	49	49	-
Stage 2	-	-	-	-	-	-	40	59	-	62	160	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	7.2	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	4.2	3.518	4.018	3.318
Pot Cap-1 Maneuver	1548	-	-	1473	-	-	816	723	780	866	688	1022
Stage 1	-	-	-	-	-	-	894	803	-	964	854	-
Stage 2	-	-	-	-	-	-	975	846	-	949	766	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1548	-	-	1473	-	-	792	711	780	851	676	1022
Mov Cap-2 Maneuver	-	-	-	-	-	-	792	711	-	851	676	-
Stage 1	-	-	-	-	-	-	880	791	-	963	853	-
Stage 2	-	-	-	-	-	-	960	845	-	933	754	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.19			0.14			10.24			8.72		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	792	248	-	-	32	-	-	985				
HCM Lane V/C Ratio	0.132	0.014	-	-	0.001	-	-	0.018				
HCM Ctrl Dly (s/v)	10.2	7.4	0	-	7.4	0	-	8.7				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0.1				

Queues

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2030 Phase 2 Build AM Peak Hour

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	351	741	562	213	172	263
v/c Ratio	0.68	0.56	0.59	0.23	0.58	0.55
Control Delay (s/veh)	13.0	8.4	17.2	2.6	38.1	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	13.0	8.4	17.2	2.6	38.1	8.7
Queue Length 50th (ft)	53	148	182	0	79	0
Queue Length 95th (ft)	#122	297	322	35	140	61
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	515	1312	954	914	453	593
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.56	0.59	0.23	0.38	0.44

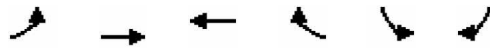
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2030 Phase 2 Build AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	333	704	534	202	163	250
Future Volume (veh/h)	333	704	534	202	163	250
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	351	741	562	213	172	263
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	479	1265	929	787	355	311
Arrive On Green	0.12	0.68	0.50	0.50	0.20	0.20
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	351	741	562	213	172	263
Grp Sat Flow(s), veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	7.6	17.1	17.4	6.3	6.9	13.1
Cycle Q Clear(g_c), s	7.6	17.1	17.4	6.3	6.9	13.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	479	1265	929	787	355	311
V/C Ratio(X)	0.73	0.59	0.61	0.27	0.48	0.85
Avail Cap(c_a), veh/h	490	1265	929	787	442	387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	7.0	14.6	11.8	28.6	31.1
Incr Delay (d2), s/veh	5.2	2.0	2.9	0.8	1.0	13.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	6.1	6.9	2.1	2.9	11.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.1	9.0	17.5	12.6	29.6	44.3
LnGrp LOS	B	A	B	B	C	D
Approach Vol, veh/h		1092	775		435	
Approach Delay, s/veh		11.6	16.2		38.5	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.5		21.1	14.5	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+l1), s		19.1		15.1	9.6	19.4
Green Ext Time (p_c), s		11.2		0.7	0.1	5.8
Intersection Summary						
HCM 7th Control Delay, s/veh			18.2			
HCM 7th LOS			B			

HCM 7th TWSC

Jennifer Court TIA

5: May River Rd/May Rive Rd & Jennifer Ct

2030 Phase 2 Build AM Peak Hour

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	840	690	107	35	47
Future Vol, veh/h	27	840	690	107	35	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	28	884	726	113	37	49
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	839	0	-	0	1667	726
Stage 1	-	-	-	-	726	-
Stage 2	-	-	-	-	941	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	796	-	-	-	106	419
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	379	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	796	-	-	-	102	419
Mov Cap-2 Maneuver	-	-	-	-	102	-
Stage 1	-	-	-	-	462	-
Stage 2	-	-	-	-	379	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.3	0		33.56		
HCM LOS	D					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	796	-	-	-	102	419
HCM Lane V/C Ratio	0.036	-	-	-	0.36	0.118
HCM Ctrl Dly (s/v)	9.7	-	-	-	58.8	14.7
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4	0.4

HCM 7th TWSC
6: Jennifer Ct & Parker's Driveway 2

Jennifer Court TIA
2030 Phase 2 Build AM Peak Hour

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			TT	TT	
Traffic Vol, veh/h	8	73	84	50	8	2
Future Vol, veh/h	8	73	84	50	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	8	77	88	53	8	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	239	9	11	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	229	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	749	1069	1602	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	707	1069	1602	-	-	-
Mov Cap-2 Maneuver	707	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.86	4.62		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1128	-	1018	-	-	
HCM Lane V/C Ratio	0.055	-	0.084	-	-	
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-	

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	8	2	0	0	41	13	4	0	1	11
Future Vol, veh/h	13	0	8	2	0	0	41	13	4	0	1	11
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	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	2
Mvmt Flow	14	0	8	2	0	0	43	14	4	0	1	12
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	107	111	7	103	115	16	13	0	0	18	0	0
Stage 1	7	7	-	102	102	-	-	-	-	-	-	-
Stage 2	100	104	-	1	13	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	872	779	1076	877	775	1063	1606	-	-	1599	-	-
Stage 1	1015	890	-	904	811	-	-	-	-	-	-	-
Stage 2	906	809	-	1022	885	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	849	758	1076	847	754	1063	1606	-	-	1599	-	-
Mov Cap-2 Maneuver	849	758	-	847	754	-	-	-	-	-	-	-
Stage 1	1015	890	-	879	789	-	-	-	-	-	-	-
Stage 2	882	787	-	1014	885	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9		9.26		5.16		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1215	-	-	923	847	1599	-	-				
HCM Lane V/C Ratio	0.027	-	-	0.024	0.002	-	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9	9.3	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0	0	-	-				

HCM 7th TWSC
1: Buck Island Rd & Simmonsville Rd

Jennifer Court TIA
2030 Phase 2 Build PM Peak Hour

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	155	217	311	272	44
Future Vol, veh/h	28	155	217	311	272	44
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	2	2	2	2	3
Mvmt Flow	29	163	228	327	286	46
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1094	309	333	0	-	0
Stage 1	309	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	235	731	1227	-	-	-
Stage 1	740	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	191	731	1227	-	-	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	16.27	3.54		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1227	-	510	-	-	
HCM Lane V/C Ratio	0.186	-	0.378	-	-	
HCM Ctrl Dly (s/v)	8.6	-	16.3	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.7	-	1.7	-	-	

HCM 7th TWSC

Jennifer Court TIA

2: Buck Island Rd & Little Aaron Rd/Jennifer Ct

2030 Phase 2 Build PM Peak Hour

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	1	0	0	87	2	189	0	337	46	58	368	1
Future Vol, veh/h	1	0	0	87	2	189	0	337	46	58	368	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	-	-	-	-	-	50	-	-	-	150	-	-
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	4	3	2	2
Mvmt Flow	1	0	0	96	2	208	0	370	51	64	404	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	904	953	405	927	929	396	405	0	0	421	0	0
Stage 1	532	532	-	396	396	-	-	-	-	-	-	-
Stage 2	371	421	-	532	533	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	258	259	646	249	268	654	1153	-	-	1133	-	-
Stage 1	531	525	-	630	604	-	-	-	-	-	-	-
Stage 2	649	589	-	531	525	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	165	244	646	235	253	654	1153	-	-	1133	-	-
Mov Cap-2 Maneuver	165	244	-	235	253	-	-	-	-	-	-	-
Stage 1	501	496	-	630	604	-	-	-	-	-	-	-
Stage 2	441	589	-	501	495	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	27.01		18.74		0		1.14					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1153	-	-	165 235 654	1133	-	-					
HCM Lane V/C Ratio	-	-	-	0.007 0.416 0.318	0.056	-	-					
HCM Ctrl Dly (s/v)	0	-	-	27 30.8 13.1	8.4	-	-					
HCM Lane LOS	A	-	-	D D B	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0 1.9 1.4	0.2	-	-					

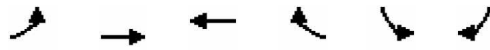
Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	19	60	0	144	21	86	0	0	11	0	49
Future Vol, veh/h	25	19	60	0	144	21	86	0	0	11	0	49
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign 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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	33	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	28	21	67	0	160	23	96	0	0	12	0	54
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	183	0	0	88	0	0	270	293	54	248	315	172
Stage 1	-	-	-	-	-	-	110	110	-	172	172	-
Stage 2	-	-	-	-	-	-	160	183	-	77	143	-
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	1392	-	-	1508	-	-	683	618	1013	705	601	872
Stage 1	-	-	-	-	-	-	895	804	-	830	757	-
Stage 2	-	-	-	-	-	-	842	748	-	932	778	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1392	-	-	1508	-	-	626	605	1013	690	588	872
Mov Cap-2 Maneuver	-	-	-	-	-	-	626	605	-	690	588	-
Stage 1	-	-	-	-	-	-	876	787	-	830	757	-
Stage 2	-	-	-	-	-	-	790	748	-	913	762	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.84			0			11.78			9.7		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	626	376	-	-	1508	-	-	832				
HCM Lane V/C Ratio	0.153	0.02	-	-	-	-	-	0.08				
HCM Ctrl Dly (s/v)	11.8	7.6	0	-	0	-	-	9.7				
HCM Lane LOS	B	A	A	-	A	-	-	A				
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-	-	0.3				

Queues

4: May River Rd & Buck Island Rd

Jennifer Court TIA

2030 Phase 2 Build PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	296	765	723	107	182	297
v/c Ratio	0.75	0.59	0.76	0.13	0.59	0.57
Control Delay (s/veh)	23.2	9.1	23.4	4.7	38.1	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.2	9.1	23.4	4.7	38.1	8.4
Queue Length 50th (ft)	45	161	271	6	84	0
Queue Length 95th (ft)	#195	333	#539	34	146	62
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	393	1303	947	838	450	623
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.59	0.76	0.13	0.40	0.48

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2030 Phase 2 Build PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	281	727	687	102	173	282
Future Volume (veh/h)	281	727	687	102	173	282
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	296	765	723	107	182	297
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	379	1235	925	778	385	343
Arrive On Green	0.10	0.66	0.49	0.49	0.22	0.22
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	296	765	723	107	182	297
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	6.4	19.0	25.8	3.0	7.2	14.6
Cycle Q Clear(g_c), s	6.4	19.0	25.8	3.0	7.2	14.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	379	1235	925	778	385	343
V/C Ratio(X)	0.78	0.62	0.78	0.14	0.47	0.87
Avail Cap(c_a), veh/h	414	1235	925	778	441	392
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	7.9	16.8	11.1	27.7	30.6
Incr Delay (d2), s/veh	8.2	2.3	6.5	0.4	0.9	16.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	6.9	10.9	1.0	3.0	13.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.6	10.2	23.4	11.4	28.6	47.2
LnGrp LOS	C	B	C	B	C	D
Approach Vol, veh/h		1061	830		479	
Approach Delay, s/veh		14.0	21.8		40.1	
Approach LOS		B	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.4		22.5	13.4	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		21.0		16.6	8.4	27.8
Green Ext Time (p_c), s		10.7		0.6	0.1	6.1
Intersection Summary						
HCM 7th Control Delay, s/veh			22.0			
HCM 7th LOS			C			

HCM 7th TWSC

Jennifer Court TIA

5: May River Rd/May Rive Rd & Jennifer Ct

2030 Phase 2 Build PM Peak Hour

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	886	756	193	28	33
Future Vol, veh/h	15	886	756	193	28	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	16	963	822	210	30	36
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1032	0	-	0	1817	822
Stage 1	-	-	-	-	822	-
Stage 2	-	-	-	-	996	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	674	-	-	-	86	370
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	357	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	674	-	-	-	84	370
Mov Cap-2 Maneuver	-	-	-	-	84	-
Stage 1	-	-	-	-	422	-
Stage 2	-	-	-	-	357	-
Approach	EB		WB		SB	
HCM Ctrl Dly, s/v	0.17		0		41.12	
HCM LOS	E					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	674	-	-	-	84	370
HCM Lane V/C Ratio	0.024	-	-	-	0.364	0.097
HCM Ctrl Dly (s/v)	10.5	-	-	-	71	15.8
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.4	0.3

HCM 7th TWSC
6: Jennifer Ct & Parker's Driveway 2

Jennifer Court TIA
2030 Phase 2 Build PM Peak Hour

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			TT	TT	
Traffic Vol, veh/h	7	37	68	140	24	0
Future Vol, veh/h	7	37	68	140	24	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	8	41	76	156	27	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	333	27	27	0	-	0
Stage 1	27	-	-	-	-	-
Stage 2	307	-	-	-	-	-
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	662	1049	1587	-	-	-
Stage 1	996	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	627	1049	1587	-	-	-
Mov Cap-2 Maneuver	627	-	-	-	-	-
Stage 1	944	-	-	-	-	-
Stage 2	746	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.01	2.41		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	588	-	948	-	-	
HCM Lane V/C Ratio	0.048	-	0.052	-	-	
HCM Ctrl Dly (s/v)	7.4	0	9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-	

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	0	14	5	0	0	127	16	4	0	5	38
Future Vol, veh/h	16	0	14	5	0	0	127	16	4	0	5	38
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	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	2
Mvmt Flow	17	0	15	5	0	0	134	17	4	0	5	40
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	309	314	25	292	332	19	45	0	0	21	0	0
Stage 1	25	25	-	286	286	-	-	-	-	-	-	-
Stage 2	284	288	-	5	45	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	643	602	1051	661	588	1059	1563	-	-	1595	-	-
Stage 1	992	874	-	721	675	-	-	-	-	-	-	-
Stage 2	723	673	-	1017	857	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	587	550	1051	595	537	1059	1563	-	-	1595	-	-
Mov Cap-2 Maneuver	587	550	-	595	537	-	-	-	-	-	-	-
Stage 1	992	874	-	659	616	-	-	-	-	-	-	-
Stage 2	660	615	-	1003	857	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	10.08		11.1		6.5		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1495	-	-	740	595	1595	-	-				
HCM Lane V/C Ratio	0.086	-	-	0.043	0.009	-	-	-				
HCM Ctrl Dly (s/v)	7.5	0	-	10.1	11.1	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	0.1	0	0	-	-				

2032 No-Build

DRAFT

HCM 7th TWSC

Jennifer Court TIA

1: Buck Island Rd & Simmonsville Rd

2032 Phase 3 No Build AM Peak Hour

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	191	193	418	256	14
Future Vol, veh/h	39	191	193	418	256	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	9
Mvmt Flow	43	212	214	464	284	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1186	292	300	0	-	0
Stage 1	292	-	-	-	-	-
Stage 2	893	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	209	747	1255	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	173	747	1255	-	-	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Approach	EB		NB		SB	
HCM Ctrl Dly, s/v	20.85		2.67		0	
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1255	-	478	-	-	
HCM Lane V/C Ratio	0.171	-	0.535	-	-	
HCM Ctrl Dly (s/v)	8.5	-	20.9	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.6	-	3.1	-	-	

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	6	0	1	50	0	74	1	531	27	71	375	0
Future Vol, veh/h	6	0	1	50	0	74	1	531	27	71	375	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	-	-	-	-	-	50	-	-	-	150	-	-
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	3	2	2	2	2	2	2	3	2
Mvmt Flow	6	0	1	53	0	78	1	559	28	75	395	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1105	1134	395	1119	1119	573	395	0	0	587	0	0
Stage 1	544	544	-	575	575	-	-	-	-	-	-	-
Stage 2	561	589	-	544	544	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	188	203	654	183	207	519	1164	-	-	988	-	-
Stage 1	523	519	-	501	503	-	-	-	-	-	-	-
Stage 2	512	495	-	521	519	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	148	187	654	169	191	519	1164	-	-	988	-	-
Mov Cap-2 Maneuver	148	187	-	169	191	-	-	-	-	-	-	-
Stage 1	484	480	-	501	502	-	-	-	-	-	-	-
Stage 2	435	495	-	481	480	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	27.71		22.26		0.01		1.42					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	3	-	-	166	169	519	988	-	-			
HCM Lane V/C Ratio	0.001	-	-	0.044	0.312	0.15	0.076	-	-			
HCM Ctrl Dly (s/v)	8.1	0	-	27.7	35.7	13.2	8.9	-	-			
HCM Lane LOS	A	A	-	D	E	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.1	1.3	0.5	0.2	-	-			

HCM 7th TWSC
3: Parker's Driveway 1 & Jennifer Ct

Jennifer Court TIA
2032 Phase 3 No Build AM Peak Hour

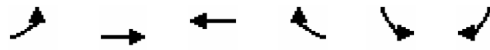
Intersection						
Int Delay, s/veh	4.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	🚗			🚗	🚗	
Traffic Vol, veh/h	4	95	1	25	100	1
Future Vol, veh/h	4	95	1	25	100	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	100
Mvmt Flow	4	106	1	28	111	1
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	110	0	87	57
Stage 1	-	-	-	-	57	-
Stage 2	-	-	-	-	30	-
Critical Hdwy	-	-	4.12	-	6.42	7.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	4.2
Pot Cap-1 Maneuver	-	-	1480	-	914	790
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	993	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1480	-	913	790
Mov Cap-2 Maneuver	-	-	-	-	913	-
Stage 1	-	-	-	-	965	-
Stage 2	-	-	-	-	992	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0.29		9.5	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	912	-	-	69	-	
HCM Lane V/C Ratio	0.123	-	-	0.001	-	
HCM Ctrl Dly (s/v)	9.5	-	-	7.4	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Queues

Jennifer Court TIA

4: May River Rd & Buck Island Rd

2032 Phase 3 No Build AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	361	785	599	227	174	276
v/c Ratio	0.74	0.60	0.63	0.25	0.59	0.56
Control Delay (s/veh)	16.7	9.0	18.2	3.0	38.2	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	16.7	9.0	18.2	3.0	38.2	8.7
Queue Length 50th (ft)	55	164	200	3	80	0
Queue Length 95th (ft)	#152	331	355	41	141	62
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	486	1311	953	913	452	603
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.60	0.63	0.25	0.38	0.46

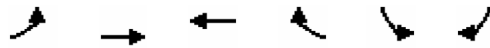
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2032 Phase 3 No Build AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	343	746	569	216	165	262
Future Volume (veh/h)	343	746	569	216	165	262
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	361	785	599	227	174	276
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	455	1256	915	775	367	322
Arrive On Green	0.12	0.67	0.49	0.49	0.21	0.21
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	361	785	599	227	174	276
Grp Sat Flow(s), veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	8.0	19.4	19.7	7.0	7.0	14.0
Cycle Q Clear(g_c), s	8.0	19.4	19.7	7.0	7.0	14.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	455	1256	915	775	367	322
V/C Ratio(X)	0.79	0.62	0.65	0.29	0.47	0.86
Avail Cap(c_a), veh/h	456	1256	915	775	436	381
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	7.6	15.7	12.5	28.6	31.3
Incr Delay (d2), s/veh	9.0	2.4	3.6	1.0	0.9	15.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	7.0	8.0	2.3	2.9	12.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.6	10.0	19.4	13.4	29.5	46.8
LnGrp LOS	C	A	B	B	C	D
Approach Vol, veh/h		1146	826		450	
Approach Delay, s/veh		13.9	17.7		40.1	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.9		21.9	14.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		21.4		16.0	10.0	21.7
Green Ext Time (p_c), s		10.8		0.6	0.0	6.0
Intersection Summary						
HCM 7th Control Delay, s/veh			20.1			
HCM 7th LOS			C			

HCM 7th TWSC

Jennifer Court TIA

5: May River Rd/May Rive Rd & Jennifer Ct

2032 Phase 3 No Build AM Peak Hour

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	890	739	86	34	47
Future Vol, veh/h	21	890	739	86	34	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	22	937	778	91	36	49
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	868	0	-	0	1759	778
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	981	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	776	-	-	-	93	392
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	363	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	776	-	-	-	90	392
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	440	-
Stage 2	-	-	-	-	363	-
Approach	EB		WB		SB	
HCM Ctrl Dly, s/v	0.23		0		37.88	
HCM LOS	E					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	776	-	-	-	90	392
HCM Lane V/C Ratio	0.028	-	-	-	0.396	0.126
HCM Ctrl Dly (s/v)	9.8	-	-	-	68.8	15.5
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.6	0.4

HCM 7th TWSC
6: Jennifer Ct & Parker's Driveway 2

Jennifer Court TIA
2032 Phase 3 No Build AM Peak Hour

Intersection						
Int Delay, s/veh	7.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	79	90	17	2	2
Future Vol, veh/h	9	79	90	17	2	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	9	83	95	18	2	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	211	3	4	0	-	0
Stage 1	3	-	-	-	-	-
Stage 2	207	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	778	1078	1611	-	-	-
Stage 1	1020	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	732	1078	1611	-	-	-
Mov Cap-2 Maneuver	732	-	-	-	-	-
Stage 1	959	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.85	6.2		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1514	-	1028	-	-	
HCM Lane V/C Ratio	0.059	-	0.09	-	-	
HCM Ctrl Dly (s/v)	7.4	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-	

HCM 7th TWSC

Jennifer Court TIA

1: Buck Island Rd & Simmonsville Rd

2032 Phase 3 No Build PM Peak Hour

Intersection

Int Delay, s/veh 4.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
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Lane Configurations						
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Traffic Vol, veh/h	30	154	215	315	278	47
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Future Vol, veh/h	30	154	215	315	278	47
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Conflicting Peds, #/hr	0	0	0	0	0	0
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Sign Control	Stop	Stop	Free	Free	Free	Free
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RT Channelized	-	None	-	None	-	None
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Storage Length	0	-	250	-	-	-
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Veh in Median Storage, #	0	-	-	0	0	-
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Grade, %	0	-	-	0	0	-
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Peak Hour Factor	95	95	95	95	95	95
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Heavy Vehicles, %	4	2	2	2	2	3
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Mvmt Flow	32	162	226	332	293	49
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Major/Minor	Minor2	Major1	Major2
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Conflicting Flow All	1102	317	342
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Stage 1	317	-	-
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Stage 2	784	-	-
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Critical Hdwy	6.44	6.22	4.12
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Critical Hdwy Stg 1	5.44	-	-
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Critical Hdwy Stg 2	5.44	-	-
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Follow-up Hdwy	3.536	3.318	2.218
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Pot Cap-1 Maneuver	232	723	1217
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Stage 1	734	-	-
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Stage 2	446	-	-
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Platoon blocked, %			
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Mov Cap-1 Maneuver	189	723	1217
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Mov Cap-2 Maneuver	189	-	-
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Stage 1	597	-	-
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Stage 2	446	-	-
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Approach	EB	NB	SB
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HCM Ctrl Dly, s/v	16.87	3.5	0
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HCM LOS	C		
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Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
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Capacity (veh/h)	1217	-	495	-	-
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HCM Lane V/C Ratio	0.186	-	0.391	-	-
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HCM Ctrl Dly (s/v)	8.6	-	16.9	-	-
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HCM Lane LOS	A	-	C	-	-
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HCM 95th %tile Q(veh)	0.7	-	1.8	-	-
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Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	1	0	0	36	2	167	0	361	32	36	395	1
Future Vol, veh/h	1	0	0	36	2	167	0	361	32	36	395	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	-	-	-	-	-	50	-	-	-	150	-	-
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	4	3	2	2
Mvmt Flow	1	0	0	40	2	184	0	397	35	40	434	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	912	946	435	927	929	414	435	0	0	432	0	0
Stage 1	514	514	-	414	414	-	-	-	-	-	-	-
Stage 2	398	432	-	513	514	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	255	262	621	249	268	638	1125	-	-	1122	-	-
Stage 1	543	536	-	615	593	-	-	-	-	-	-	-
Stage 2	628	582	-	544	535	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	174	252	621	240	258	638	1125	-	-	1122	-	-
Mov Cap-2 Maneuver	174	252	-	240	258	-	-	-	-	-	-	-
Stage 1	524	517	-	615	593	-	-	-	-	-	-	-
Stage 2	446	582	-	525	516	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	25.86		14.79		0		0.69					
HCM LOS	D		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1125	-	-	174	241	638	1122	-	-			
HCM Lane V/C Ratio	-	-	-	0.006	0.173	0.288	0.035	-	-			
HCM Ctrl Dly (s/v)	0	-	-	25.9	23.1	12.9	8.3	-	-			
HCM Lane LOS	A	-	-	D	C	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0	0.6	1.2	0.1	-	-			

HCM 7th TWSC

3: Parker's Driveway 1 & Jennifer Ct

Jennifer Court TIA

2032 Phase 3 No Build PM Peak Hour

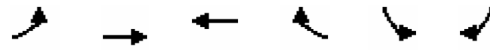
Intersection						
Int Delay, s/veh	3.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	64	0	113	92	0
Future Vol, veh/h	4	64	0	113	92	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	33	2	2	2	2	2
Mvmt Flow	4	71	0	126	102	0
Major/Minor	Major1	Major2		Minor1		
Conflicting Flow All	0	0	76	0	166	40
Stage 1	-	-	-	-	40	-
Stage 2	-	-	-	-	126	-
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	-	-	1524	-	825	1031
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	900	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1524	-	825	1031
Mov Cap-2 Maneuver	-	-	-	-	825	-
Stage 1	-	-	-	-	982	-
Stage 2	-	-	-	-	900	-
Approach	EB		WB		NB	
HCM Ctrl Dly, s/v	0		0		9.98	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	825	-	-	1524	-	
HCM Lane V/C Ratio	0.124	-	-	-	-	
HCM Ctrl Dly (s/v)	10	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0.4	-	-	0	-	

Queues

Jennifer Court TIA

4: May River Rd & Buck Island Rd

2032 Phase 3 No Build PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	299	812	762	115	159	294
v/c Ratio	0.79	0.61	0.79	0.14	0.56	0.59
Control Delay (s/veh)	28.1	9.0	24.1	4.6	37.6	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.1	9.0	24.1	4.6	37.6	9.0
Queue Length 50th (ft)	57	167	286	7	73	0
Queue Length 95th (ft)	#209	336	#560	35	130	63
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	378	1321	961	850	456	626
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.79	0.61	0.79	0.14	0.35	0.47

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary4: May River Rd & Buck Island Rd

Jennifer Court TIA
2032 Phase 3 No Build PM Peak Hour

						
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	284	771	724	109	151	279
Future Volume (veh/h)	284	771	724	109	151	279
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	299	812	762	115	159	294
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	358	1238	927	779	382	340
Arrive On Green	0.10	0.66	0.50	0.50	0.21	0.21
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	299	812	762	115	159	294
Grp Sat Flow(s), veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	6.4	20.9	28.0	3.2	6.2	14.4
Cycle Q Clear(g_c), s	6.4	20.9	28.0	3.2	6.2	14.4
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	358	1238	927	779	382	340
V/C Ratio(X)	0.83	0.66	0.82	0.15	0.42	0.87
Avail Cap(c_a), veh/h	393	1238	927	779	441	393
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.2	8.2	17.3	11.1	27.4	30.6
Incr Delay (d2), s/veh	12.9	2.7	8.1	0.4	0.7	16.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	7.7	12.1	1.0	2.6	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	29.1	10.9	25.5	11.5	28.1	46.9
LnGrp LOS	C	B	C	B	C	D
Approach Vol, veh/h		1111	877		453	
Approach Delay, s/veh		15.8	23.6		40.3	
Approach LOS		B	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		58.4		22.3	13.4	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		22.9		16.4	8.4	30.0
Green Ext Time (p_c), s		10.4		0.6	0.1	5.4
Intersection Summary						
HCM 7th Control Delay, s/veh			23.2			
HCM 7th LOS			C			

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	915	810	171	20	23
Future Vol, veh/h	7	915	810	171	20	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	8	995	880	186	22	25

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1066	0	0 1890 880
Stage 1	-	-	- 880 -
Stage 2	-	-	- 1010 -
Critical Hdwy	4.12	-	- 6.42 6.25
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.218	-	- 3.518 3.345
Pot Cap-1 Maneuver	653	-	- 77 342
Stage 1	-	-	- 405 -
Stage 2	-	-	- 352 -
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	653	-	- 76 342
Mov Cap-2 Maneuver	-	-	- 76 -
Stage 1	-	-	- 401 -
Stage 2	-	-	- 352 -

Approach	EB	WB	SB
HCM Ctrl Dly, s/v	0.08	0	41.36
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	653	-	-	-	76	342
HCM Lane V/C Ratio	0.012	-	-	-	0.285	0.073
HCM Ctrl Dly (s/v)	10.6	-	-	-	70.1	16.4
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0	-	-	-	1	0.2

HCM 7th TWSC
6: Jennifer Ct & Parker's Driveway 2

Jennifer Court TIA
2032 Phase 3 No Build PM Peak Hour

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	39	73	106	4	0
Future Vol, veh/h	7	39	73	106	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	8	43	81	118	4	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	284	4	4	0	-	0
Stage 1	4	-	-	-	-	-
Stage 2	280	-	-	-	-	-
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	706	1079	1617	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	668	1079	1617	-	-	-
Mov Cap-2 Maneuver	668	-	-	-	-	-
Stage 1	964	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.85	2.99		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	734	-	987	-	-	
HCM Lane V/C Ratio	0.05	-	0.052	-	-	
HCM Ctrl Dly (s/v)	7.3	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-	

2032 Build

DRAFT

HCM 7th TWSC
1: Buck Island Rd & Simmonsville Rd

Jennifer Court TIA
2032 Phase 3 Build AM Peak Hour

Intersection						
Int Delay, s/veh	6.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↔	
Traffic Vol, veh/h	39	202	197	422	267	14
Future Vol, veh/h	39	202	197	422	267	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	3	2	3	9
Mvmt Flow	43	224	219	469	297	16
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1211	304	312	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	907	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.227	-	-	-
Pot Cap-1 Maneuver	201	735	1242	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	735	1242	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	616	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	22.1	2.71		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1242	-	473	-	-	
HCM Lane V/C Ratio	0.176	-	0.566	-	-	
HCM Ctrl Dly (s/v)	8.5	-	22.1	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.6	-	3.5	-	-	

HCM 7th TWSC

Jennifer Court TIA

2: Buck Island Rd & Little Aaron Rd/Jennifer Ct

2032 Phase 3 Build AM Peak Hour

Intersection												
Int Delay, s/veh	4.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	6	0	1	63	0	82	1	531	41	93	375	0
Future Vol, veh/h	6	0	1	63	0	82	1	531	41	93	375	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	-	-	-	-	-	50	-	-	-	150	-	-
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	3	2	2	2	2	2	2	3	2
Mvmt Flow	6	0	1	66	0	86	1	559	43	98	395	0
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1152	1195	395	1173	1173	581	395	0	0	602	0	0
Stage 1	591	591	-	583	583	-	-	-	-	-	-	-
Stage 2	561	604	-	591	591	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.13	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.13	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.527	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	175	186	654	168	192	514	1164	-	-	975	-	-
Stage 1	494	495	-	497	499	-	-	-	-	-	-	-
Stage 2	512	488	-	492	495	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	131	167	654	151	172	514	1164	-	-	975	-	-
Mov Cap-2 Maneuver	131	167	-	151	172	-	-	-	-	-	-	-
Stage 1	444	445	-	496	498	-	-	-	-	-	-	-
Stage 2	426	487	-	442	445	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	30.68		27.74		0.01		1.81					
HCM LOS	D		D									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	3	-	-	148	151	514	975	-	-			
HCM Lane V/C Ratio	0.001	-	-	0.05	0.44	0.168	0.1	-	-			
HCM Ctrl Dly (s/v)	8.1	0	-	30.7	46.4	13.4	9.1	-	-			
HCM Lane LOS	A	A	-	D	E	B	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.2	2	0.6	0.3	-	-			

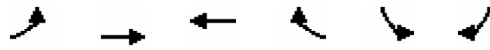
Intersection												
Int Delay, s/veh	4.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	26	95	1	40	7	100	0	1	3	0	6
Future Vol, veh/h	14	26	95	1	40	7	100	0	1	3	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	100	2	2	2
Mvmt Flow	16	29	106	1	44	8	111	0	1	3	0	7
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	52	0	0	134	0	0	159	167	82	111	216	48
Stage 1	-	-	-	-	-	-	113	113	-	51	51	-
Stage 2	-	-	-	-	-	-	47	54	-	60	166	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	7.2	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	4.2	3.518	4.018	3.318
Pot Cap-1 Maneuver	1554	-	-	1450	-	-	806	726	763	868	682	1020
Stage 1	-	-	-	-	-	-	892	802	-	962	853	-
Stage 2	-	-	-	-	-	-	967	850	-	951	761	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1554	-	-	1450	-	-	792	717	763	856	674	1020
Mov Cap-2 Maneuver	-	-	-	-	-	-	792	717	-	856	674	-
Stage 1	-	-	-	-	-	-	882	793	-	962	852	-
Stage 2	-	-	-	-	-	-	960	849	-	940	753	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	0.76			0.16			10.3			8.79		
HCM LOS							B			A		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	791	161	-	-	36	-	-	959				
HCM Lane V/C Ratio	0.142	0.01	-	-	0.001	-	-	0.01				
HCM Ctrl Dly (s/v)	10.3	7.3	0	-	7.5	0	-	8.8				
HCM Lane LOS	B	A	A	-	A	A	-	A				
HCM 95th %tile Q(veh)	0.5	0	-	-	0	-	-	0				

Queues

Jennifer Court TIA

4: May River Rd & Buck Island Rd

2032 Phase 3 Build AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	376	793	602	227	181	282
v/c Ratio	0.78	0.61	0.64	0.25	0.59	0.56
Control Delay (s/veh)	20.1	9.5	18.7	3.1	38.0	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.1	9.5	18.7	3.1	38.0	8.5
Queue Length 50th (ft)	60	171	204	4	84	0
Queue Length 95th (ft)	#186	354	369	42	146	62
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	479	1303	947	909	450	605
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.61	0.64	0.25	0.40	0.47

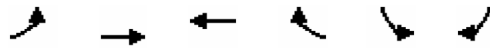
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2032 Phase 3 Build AM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	357	753	572	216	172	268
Future Volume (veh/h)	357	753	572	216	172	268
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	376	793	602	227	181	282
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	451	1251	910	771	373	327
Arrive On Green	0.12	0.67	0.49	0.49	0.21	0.21
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	376	793	602	227	181	282
Grp Sat Flow(s), veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	8.5	20.0	20.0	7.1	7.4	14.3
Cycle Q Clear(g_c), s	8.5	20.0	20.0	7.1	7.4	14.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	451	1251	910	771	373	327
V/C Ratio(X)	0.83	0.63	0.66	0.29	0.49	0.86
Avail Cap(c_a), veh/h	451	1251	910	771	433	379
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.1	7.8	16.0	12.7	28.6	31.4
Incr Delay (d2), s/veh	12.4	2.5	3.8	1.0	1.0	16.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	7.3	8.2	2.4	3.1	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	26.5	10.3	19.8	13.6	29.6	47.7
LnGrp LOS	C	B	B	B	C	D
Approach Vol, veh/h		1169	829		463	
Approach Delay, s/veh		15.5	18.1		40.6	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		22.2	15.0	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		22.0		16.3	10.5	22.0
Green Ext Time (p_c), s		10.6		0.6	0.0	5.9
Intersection Summary						
HCM 7th Control Delay, s/veh			21.1			
HCM 7th LOS			C			

HCM 7th TWSC

Jennifer Court TIA

5: May River Rd/May Rive Rd & Jennifer Ct

2032 Phase 3 Build AM Peak Hour

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	897	739	114	39	50
Future Vol, veh/h	28	897	739	114	39	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	3	2	5
Mvmt Flow	29	944	778	120	41	53
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	898	0	-	0	1781	778
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	1003	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	756	-	-	-	90	392
Stage 1	-	-	-	-	453	-
Stage 2	-	-	-	-	355	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	756	-	-	-	87	392
Mov Cap-2 Maneuver	-	-	-	-	87	-
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	355	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.3	0		43.56		
HCM LOS	E					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	756	-	-	-	87	392
HCM Lane V/C Ratio	0.039	-	-	-	0.474	0.134
HCM Ctrl Dly (s/v)	10	-	-	-	79.4	15.6
HCM Lane LOS	A	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2	0.5

HCM 7th TWSC
6: Jennifer Ct & Parker's Driveway 2

Jennifer Court TIA
2032 Phase 3 Build AM Peak Hour

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	79	90	52	10	2
Future Vol, veh/h	9	79	90	52	10	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	9	83	95	55	11	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	256	12	13	0	-	0
Stage 1	12	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.13	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.227	-	-	-
Pot Cap-1 Maneuver	733	1066	1600	-	-	-
Stage 1	1011	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	688	1066	1600	-	-	-
Mov Cap-2 Maneuver	688	-	-	-	-	-
Stage 1	950	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.93	4.69		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1141	-	1010	-	-	
HCM Lane V/C Ratio	0.059	-	0.092	-	-	
HCM Ctrl Dly (s/v)	7.4	0	8.9	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.3	-	-	

Intersection												
Int Delay, s/veh	5.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	14	9	1	12	0	32	11	18	0	3	4
Future Vol, veh/h	7	14	9	1	12	0	32	11	18	0	3	4
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	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	2
Mvmt Flow	7	15	9	1	13	0	34	12	19	0	3	4
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	91	103	5	99	96	21	7	0	0	31	0	0
Stage 1	5	5	-	88	88	-	-	-	-	-	-	-
Stage 2	85	98	-	11	7	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	894	787	1078	883	794	1056	1613	-	-	1582	-	-
Stage 1	1017	891	-	919	822	-	-	-	-	-	-	-
Stage 2	923	814	-	1010	890	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	861	770	1078	840	777	1056	1613	-	-	1582	-	-
Mov Cap-2 Maneuver	861	770	-	840	777	-	-	-	-	-	-	-
Stage 1	1017	891	-	900	804	-	-	-	-	-	-	-
Stage 2	889	797	-	985	890	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	9.32		9.69		3.82		0					
HCM LOS	A		A									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	840	-	-	866	782	1582	-	-				
HCM Lane V/C Ratio	0.021	-	-	0.036	0.018	-	-	-				
HCM Ctrl Dly (s/v)	7.3	0	-	9.3	9.7	0	-	-				
HCM Lane LOS	A	A	-	A	A	A	-	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1	0	-	-				

HCM 7th TWSC
1: Buck Island Rd & Simmonsville Rd

Jennifer Court TIA
2032 Phase 3 Build PM Peak Hour

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	30	173	237	337	297	47
Future Vol, veh/h	30	173	237	337	297	47
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	-	250	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	2	2	2	2	3
Mvmt Flow	32	182	249	355	313	49
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1191	337	362	0	-	0
Stage 1	337	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	205	705	1196	-	-	-
Stage 1	718	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	162	705	1196	-	-	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	569	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	18.79	3.63		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1196	-	472	-	-	
HCM Lane V/C Ratio	0.209	-	0.453	-	-	
HCM Ctrl Dly (s/v)	8.8	-	18.8	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0.8	-	2.3	-	-	

HCM 7th TWSC

Jennifer Court TIA

2: Buck Island Rd & Little Aaron Rd/Jennifer Ct

2032 Phase 3 Build PM Peak Hour

Intersection												
Int Delay, s/veh	7.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕		↕	↕	
Traffic Vol, veh/h	1	0	0	104	2	211	0	361	58	74	395	1
Future Vol, veh/h	1	0	0	104	2	211	0	361	58	74	395	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	-	-	-	-	-	50	-	-	-	150	-	-
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	4	3	2	2
Mvmt Flow	1	0	0	114	2	232	0	397	64	81	434	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	995	1058	435	1025	1026	429	435	0	0	460	0	0
Stage 1	597	597	-	429	429	-	-	-	-	-	-	-
Stage 2	398	460	-	597	598	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.13	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.227	-	-
Pot Cap-1 Maneuver	224	225	621	213	235	626	1125	-	-	1095	-	-
Stage 1	489	491	-	604	584	-	-	-	-	-	-	-
Stage 2	628	566	-	490	491	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	129	208	621	197	217	626	1125	-	-	1095	-	-
Mov Cap-2 Maneuver	129	208	-	197	217	-	-	-	-	-	-	-
Stage 1	453	455	-	604	584	-	-	-	-	-	-	-
Stage 2	394	566	-	453	455	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	33.11		24.89		0		1.35					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1WBLn2	SBL	SBT	SBR					
Capacity (veh/h)	1125	-	-	129 198 626	1095	-	-					
HCM Lane V/C Ratio	-	-	-	0.009 0.589 0.37	0.074	-	-					
HCM Ctrl Dly (s/v)	0	-	-	33.1 46.4 14.1	8.5	-	-					
HCM Lane LOS	A	-	-	D E B	A	-	-					
HCM 95th %tile Q(veh)	0	-	-	0 3.3 1.7	0.2	-	-					

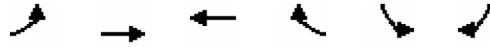
Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	26	42	64	0	196	13	92	0	0	15	0	29
Future Vol, veh/h	26	42	64	0	196	13	92	0	0	15	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign 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	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	33	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	47	71	0	218	14	102	0	0	17	0	32
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	232	0	0	118	0	0	358	372	82	329	401	225
Stage 1	-	-	-	-	-	-	140	140	-	225	225	-
Stage 2	-	-	-	-	-	-	218	232	-	104	176	-
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	1335	-	-	1470	-	-	598	558	977	624	538	814
Stage 1	-	-	-	-	-	-	863	781	-	778	718	-
Stage 2	-	-	-	-	-	-	785	712	-	901	754	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1335	-	-	1470	-	-	561	545	977	609	525	814
Mov Cap-2 Maneuver	-	-	-	-	-	-	561	545	-	609	525	-
Stage 1	-	-	-	-	-	-	843	763	-	778	718	-
Stage 2	-	-	-	-	-	-	753	712	-	880	736	-
Approach	EB			WB			NB			SB		
HCM Ctrl Dly, s/v	1.53			0			12.85			10.28		
HCM LOS							B			B		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	561	316	-	-	1470	-	-	731				
HCM Lane V/C Ratio	0.182	0.022	-	-	-	-	-	0.067				
HCM Ctrl Dly (s/v)	12.8	7.8	0	-	0	-	-	10.3				
HCM Lane LOS	B	A	A	-	A	-	-	B				
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	0.2				

Queues

4: May River Rd & Buck Island Rd

Jennifer Court TIA

2032 Phase 3 Build PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	326	825	778	115	199	325
v/c Ratio	0.94	0.64	0.83	0.14	0.63	0.59
Control Delay (s/veh)	54.6	10.3	27.3	5.0	39.1	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	54.6	10.3	27.3	5.0	39.1	8.4
Queue Length 50th (ft)	94	192	314	8	93	1
Queue Length 95th (ft)	#284	382	#607	37	159	66
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	346	1293	940	832	446	640
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.94	0.64	0.83	0.14	0.45	0.51

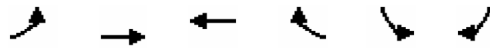
Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

4: May River Rd & Buck Island Rd

Jennifer Court TIA
2032 Phase 3 Build PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↱	↰	↱	↰	↱
Traffic Volume (veh/h)	310	784	739	109	189	309
Future Volume (veh/h)	310	784	739	109	189	309
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	326	825	778	115	199	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	349	1221	888	746	408	363
Arrive On Green	0.12	0.65	0.47	0.47	0.23	0.23
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	326	825	778	115	199	325
Grp Sat Flow(s), veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	8.7	23.1	31.5	3.5	8.2	16.8
Cycle Q Clear(g_c), s	8.7	23.1	31.5	3.5	8.2	16.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	349	1221	888	746	408	363
V/C Ratio(X)	0.93	0.68	0.88	0.15	0.49	0.90
Avail Cap(c_a), veh/h	349	1221	888	746	423	376
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.9	9.1	19.9	12.6	28.2	31.5
Incr Delay (d2), s/veh	31.5	3.0	11.9	0.4	0.9	22.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	8.8	14.6	1.2	3.4	15.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	51.5	12.1	31.8	13.0	29.1	54.2
LnGrp LOS	D	B	C	B	C	D
Approach Vol, veh/h		1151	893		524	
Approach Delay, s/veh		23.3	29.4		44.7	
Approach LOS		C	C		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		60.0		24.3	15.0	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		25.1		18.8	10.7	33.5
Green Ext Time (p_c), s		9.4		0.2	0.0	3.5
Intersection Summary						
HCM 7th Control Delay, s/veh			29.8			
HCM 7th LOS			C			

HCM 7th TWSC

Jennifer Court TIA

5: May River Rd/May Rive Rd & Jennifer Ct

2032 Phase 3 Build PM Peak Hour

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	953	810	222	43	38
Future Vol, veh/h	20	953	810	222	43	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	125	-	-	250	0	50
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	5
Mvmt Flow	22	1036	880	241	47	41
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	1122	0	-	0	1960	880
Stage 1	-	-	-	-	880	-
Stage 2	-	-	-	-	1079	-
Critical Hdwy	4.12	-	-	-	6.42	6.25
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.345
Pot Cap-1 Maneuver	623	-	-	-	70	342
Stage 1	-	-	-	-	405	-
Stage 2	-	-	-	-	326	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	623	-	-	-	67	342
Mov Cap-2 Maneuver	-	-	-	-	67	-
Stage 1	-	-	-	-	391	-
Stage 2	-	-	-	-	326	-
Approach	EB	WB		SB		
HCM Ctrl Dly, s/v	0.23	0		80.22		
HCM LOS	F					
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	623	-	-	-	67	342
HCM Lane V/C Ratio	0.035	-	-	-	0.694	0.121
HCM Ctrl Dly (s/v)	11	-	-	-	136.1	17
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.1	-	-	-	3.1	0.4

HCM 7th TWSC
6: Jennifer Ct & Parker's Driveway 2

Jennifer Court TIA
2032 Phase 3 Build PM Peak Hour

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	39	73	170	42	0
Future Vol, veh/h	7	39	73	170	42	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	33	2
Mvmt Flow	8	43	81	189	47	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	398	47	47	0	-	0
Stage 1	47	-	-	-	-	-
Stage 2	351	-	-	-	-	-
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	608	1023	1561	-	-	-
Stage 1	976	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	572	1023	1561	-	-	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	919	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	9.18	2.23		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	541	-	913	-	-	
HCM Lane V/C Ratio	0.052	-	0.056	-	-	
HCM Ctrl Dly (s/v)	7.4	0	9.2	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0.2	-	0.2	-	-	

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	25	19	8	60	0	126	19	32	0	15	23
Future Vol, veh/h	13	25	19	8	60	0	126	19	32	0	15	23
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	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	2
Mvmt Flow	14	26	20	8	63	0	133	20	34	0	16	24
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	345	347	28	331	342	37	40	0	0	54	0	0
Stage 1	28	28	-	302	302	-	-	-	-	-	-	-
Stage 2	317	319	-	29	40	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	610	577	1047	622	580	1035	1570	-	-	1552	-	-
Stage 1	989	872	-	707	664	-	-	-	-	-	-	-
Stage 2	694	653	-	988	862	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	526	1047	532	529	1035	1570	-	-	1552	-	-
Mov Cap-2 Maneuver	495	526	-	532	529	-	-	-	-	-	-	-
Stage 1	989	872	-	645	606	-	-	-	-	-	-	-
Stage 2	568	596	-	940	862	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Ctrl Dly, s/v	11.43		12.86		5.34		0					
HCM LOS	B		B									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1138	-	-	620	530	1552	-	-				
HCM Lane V/C Ratio	0.084	-	-	0.097	0.135	-	-	-				
HCM Ctrl Dly (s/v)	7.5	0	-	11.4	12.9	0	-	-				
HCM Lane LOS	A	A	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0.3	-	-	0.3	0.5	0	-	-				

2032 Build Improved

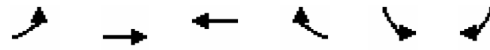
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Queues

Jennifer Court TIA

4: May River Rd & Buck Island Rd

2032 Phase 3 Build Improved AM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	376	793	602	227	181	282
v/c Ratio	0.78	0.61	0.63	0.25	0.60	0.40
Control Delay (s/veh)	19.6	9.3	18.6	3.1	38.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	19.6	9.3	18.6	3.1	38.4	7.2
Queue Length 50th (ft)	60	171	204	4	84	26
Queue Length 95th (ft)	#178	343	361	41	146	79
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	481	1305	949	910	450	700
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.61	0.63	0.25	0.40	0.40

Intersection Summary

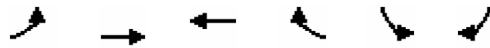
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

Jennifer Court TIA

4: May River Rd & Buck Island Rd

2032 Phase 3 Build Improved AM Peak Hour



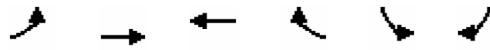
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↰	↑	↑	↰	↰	↰
Traffic Volume (veh/h)	357	753	572	216	172	268
Future Volume (veh/h)	357	753	572	216	172	268
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1870	1841
Adj Flow Rate, veh/h	376	793	602	227	181	282
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	3	2	2	2	2	4
Cap, veh/h	469	1282	934	791	338	497
Arrive On Green	0.12	0.69	0.50	0.50	0.19	0.19
Sat Flow, veh/h	1767	1870	1870	1585	1781	1560
Grp Volume(v), veh/h	376	793	602	227	181	282
Grp Sat Flow(s), veh/h/ln	1767	1870	1870	1585	1781	1560
Q Serve(g_s), s	8.0	18.5	19.0	6.7	7.3	12.0
Cycle Q Clear(g_c), s	8.0	18.5	19.0	6.7	7.3	12.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	469	1282	934	791	338	497
V/C Ratio(X)	0.80	0.62	0.64	0.29	0.54	0.57
Avail Cap(c_a), veh/h	471	1282	934	791	445	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.1	6.9	14.8	11.7	29.3	22.7
Incr Delay (d2), s/veh	9.3	2.2	3.4	0.9	1.3	1.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	6.4	7.6	2.2	3.1	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	22.4	9.1	18.2	12.6	30.6	23.7
LnGrp LOS	C	A	B	B	C	C
Approach Vol, veh/h		1169	829		463	
Approach Delay, s/veh		13.4	16.7		26.4	
Approach LOS		B	B		C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		59.9		20.2	14.9	45.0
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		38.7		19.7	10.1	38.7
Max Q Clear Time (g_c+I1), s		20.5		14.0	10.0	21.0
Green Ext Time (p_c), s		11.3		0.9	0.0	6.1
Intersection Summary						
HCM 7th Control Delay, s/veh			17.0			
HCM 7th LOS			B			

Queues

Jennifer Court TIA

4: May River Rd & Buck Island Rd

2032 Phase 3 Build Improved PM Peak Hour



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	326	825	778	115	199	325
v/c Ratio	0.85	0.61	0.76	0.13	0.73	0.51
Control Delay (s/veh)	32.0	8.2	21.0	3.3	50.9	13.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	32.0	8.2	21.0	3.3	50.9	13.6
Queue Length 50th (ft)	66	188	312	5	103	62
Queue Length 95th (ft)	#132	287	471	28	#194	139
Internal Link Dist (ft)		446	284		208	
Turn Bay Length (ft)	200			150	125	
Base Capacity (vph)	388	1354	1026	906	295	643
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.84	0.61	0.76	0.13	0.67	0.51

Intersection Summary

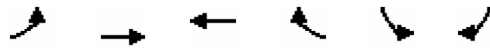
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

HCM 7th Signalized Intersection Summary

Jennifer Court TIA

4: May River Rd & Buck Island Rd

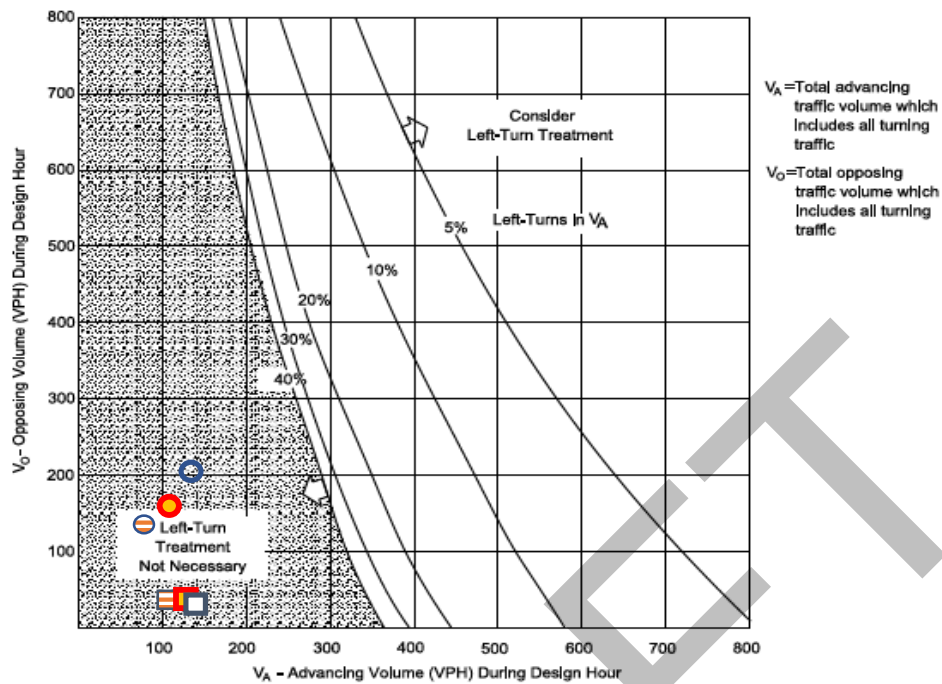
2032 Phase 3 Build Improved PM Peak Hour



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	←	↑	↑	↑	←	↑
Traffic Volume (veh/h)	310	784	739	109	189	309
Future Volume (veh/h)	310	784	739	109	189	309
Initial Q (Qb), veh	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	326	825	778	115	199	325
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	3	2	2
Cap, veh/h	404	1342	1047	880	293	426
Arrive On Green	0.10	0.72	0.56	0.56	0.16	0.16
Sat Flow, veh/h	1781	1870	1870	1572	1781	1585
Grp Volume(v), veh/h	326	825	778	115	199	325
Grp Sat Flow(s), veh/h/ln	1781	1870	1870	1572	1781	1585
Q Serve(g_s), s	6.4	18.9	26.7	3.0	8.9	14.0
Cycle Q Clear(g_c), s	6.4	18.9	26.7	3.0	8.9	14.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	404	1342	1047	880	293	426
V/C Ratio(X)	0.81	0.61	0.74	0.13	0.68	0.76
Avail Cap(c_a), veh/h	437	1342	1047	880	293	426
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	6.1	14.1	8.9	33.4	28.6
Incr Delay (d2), s/veh	9.6	2.1	4.8	0.3	6.1	8.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	6.4	10.5	0.9	4.2	14.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.7	8.2	18.9	9.2	39.5	36.6
LnGrp LOS	C	A	B	A	D	D
Approach Vol, veh/h		1151	893		524	
Approach Delay, s/veh		12.9	17.6		37.7	
Approach LOS		B	B		D	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		66.0		19.0	13.4	52.6
Change Period (Y+Rc), s		6.3		5.3	4.9	6.3
Max Green Setting (Gmax), s		59.7		13.7	10.1	44.7
Max Q Clear Time (g_c+I1), s		20.9		16.0	8.4	28.7
Green Ext Time (p_c), s		19.6		0.0	0.2	8.8
Intersection Summary						
HCM 7th Control Delay, s/veh			19.6			
HCM 7th LOS			B			

Appendix G – Turn Lane Warrant Analysis

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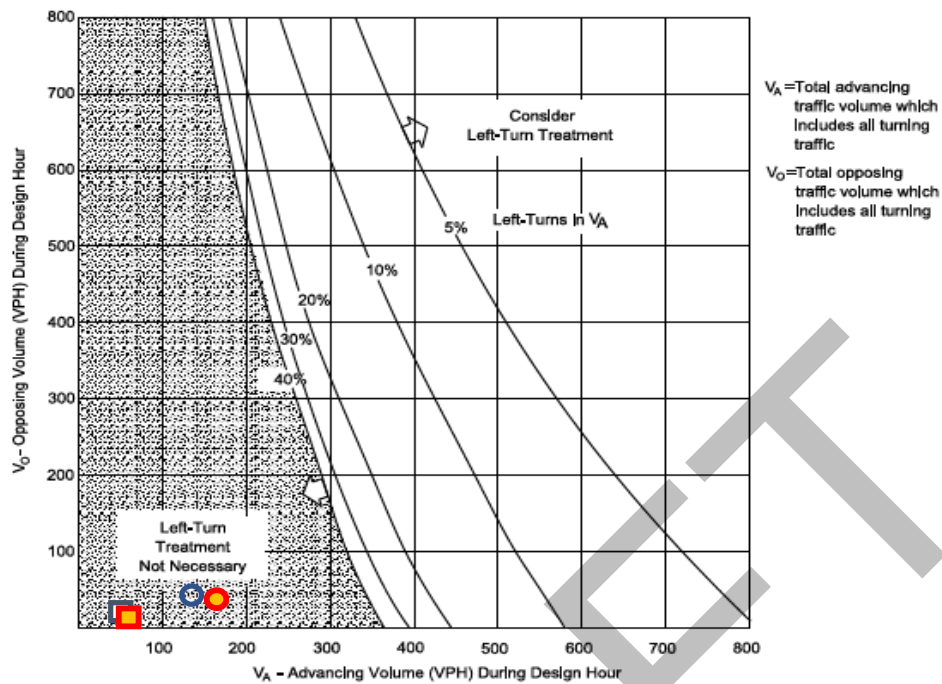
**Instructions:**

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

Jennifer Court at Project Driveway A/Parker's Driveway 1

Eastbound	Left	V_A	V_O	LTs	LT %
	2028 Phase 1 Build AM	109	47	24	22.0%
	2030 Phase 2 Build AM	124	52	20	16.1%
	2032 Phase 3 Build AM	135	48	14	10.4%
	2028 Phase 1 Build PM	94	134	35	37.2%
	2030 Phase 2 Build PM	104	165	25	24.0%
	2032 Phase 3 Build PM	132	209	26	19.7%

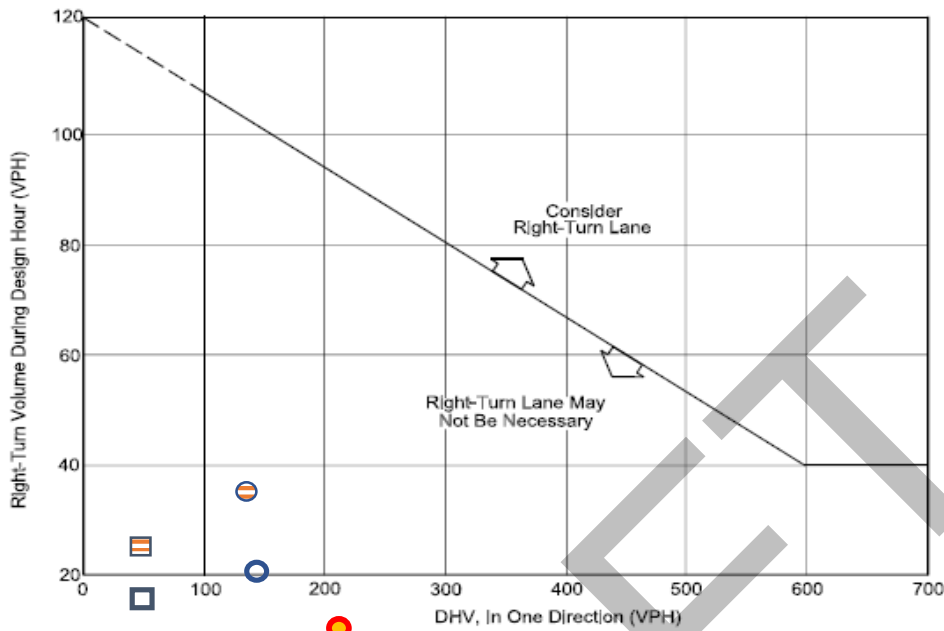
**Instructions:**

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

Jennifer Court at Project Driveway B/Project Driveway C

Northbound	Left	V_A	V_O	LTs	LT %
□	2030 Phase 2 Build AM	58	12	41	70.7%
■	2032 Phase 3 Build AM	61	7	32	52.5%
○	2030 Phase 2 Build PM	147	43	127	86.4%
●	2032 Phase 3 Build PM	177	38	126	71.2%



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

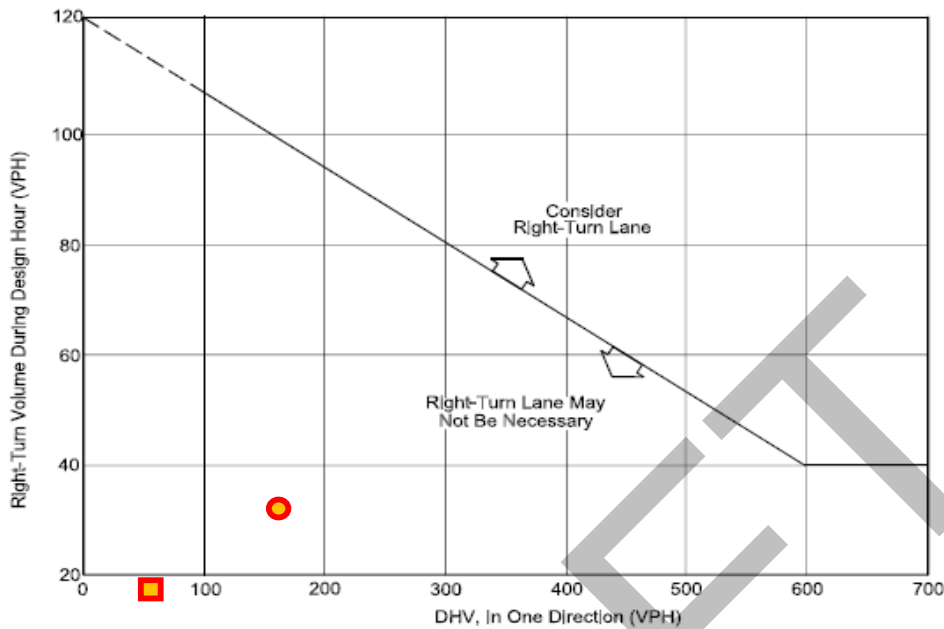
Problem: Determine if a right-turn lane is necessary.

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

Jennifer Court at Project Driveway A/Parker's Driveway 1

Westbound	Right	DHV	RTs
	2028 Phase 1 Build AM	47	25
	2030 Phase 2 Build AM	52	17
	2032 Phase 3 Build AM	48	7
	2028 Phase 1 Build PM	134	35
	2030 Phase 2 Build PM	165	21
	2032 Phase 3 Build PM	209	13



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

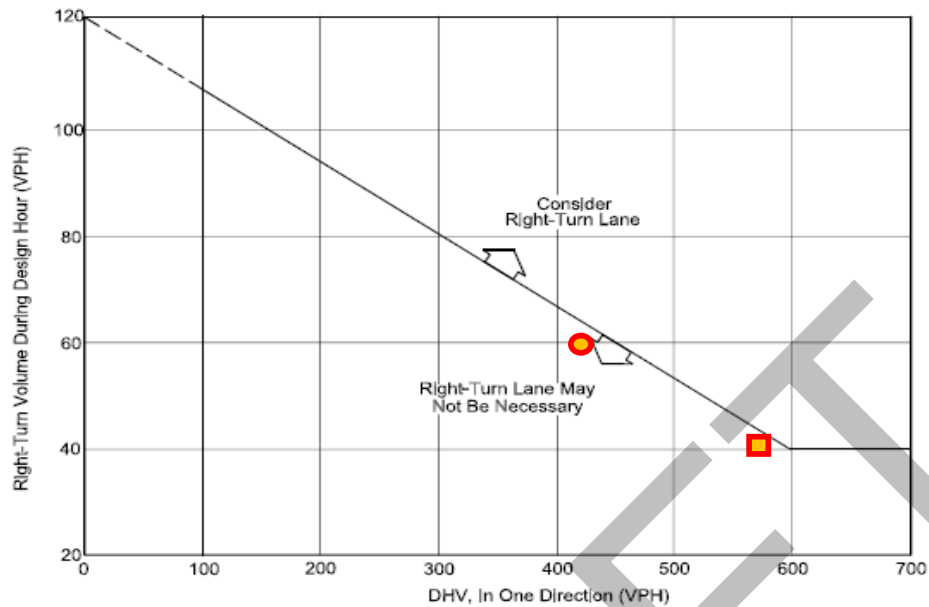
Problem: Determine if a right-turn lane is necessary.

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

Jennifer Court at Project Driveway B/Project Driveway C

Northbound	Right	DHV	RTs
□	2030 Phase 2 Build AM	58	4
■	2032 Phase 3 Build AM	61	18
○	2030 Phase 2 Build PM	147	4
●	2032 Phase 3 Build PM	177	32



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

Buck Island Road at Jennifer Court

Northbound	Right	DHV	RTs
■	2032 Phase 3 Build AM	573	41
●	2032 Phase 3 Build PM	419	58