

Kiawah Island Parkway Intersection and Corridor Study

Prepared for



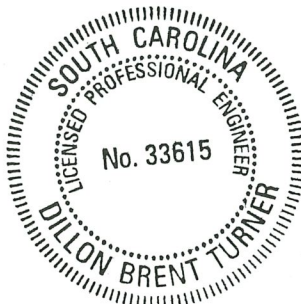
Prepared by

Kimley»»Horn

August 2022
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Dillon Brent Turner
August 30, 2022

Prepared by

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1 Executive Summary

The purpose of the Kiawah Island Parkway Intersection and Corridor Study is to analyze the intersection capacity of select intersections along Kiawah Island Parkway, Betsy Kerrison Parkway, and Seabrook Island Road during existing, short-term, and long-term conditions. For the purposes of this study, existing conditions were in 2021, short-term is 2026 conditions, and long-term is 2036 conditions. The short-term conditions included known upcoming developments in or near the Town of Kiawah Island that can increase the traffic volume on the Town's roads. The long-term conditions included vacant parcels of land that are not currently slated for development but could be developed in the future.

The intersections analyzed in this study were:

- 1) Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane
- 2) Betsy Kerrison Parkway at The Town of Kiawah Island Town Hall
- 3) Betsy Kerrison Parkway at Andell Bluff Boulevard
- 4) Betsy Kerrison Parkway at Resurrection Road
- 5) Betsy Kerrison Parkway at Camp Care Road/Lot A
- 6) Kiawah Island Parkway at Freshfields Drive
- 7) Kiawah Island Parkway at Old Cedar Lane
- 8) Kiawah Island Parkway at Mingo Point
- 9) Kiawah Island Parkway at Little Rabbit Lane
- 10) Kiawah Island Parkway at Real Estate Office
- 11) Kiawah Island Parkway at Beachwalker Drive
- 12) Seabrook Island Road Andell Bluff Boulevard/Lot C
- 13) Kiawah Island Parkway at Andell West Development Access/Lot B (future, not currently operational)

A map of the study area is shown in **Figure 1**.

The short-term developments considered in the 2026 conditions were:

- 1) Andell West
- 2) Kiawah Island Hotel off of Kiawah Beach Drive
- 3) Medical University of South Carolina (MUSC) Medical Office Building
- 4) Seafields – Kiawah Island Senior Living Community
- 5) The Timbers/Parcel 13a/13b
- 6) Bohicket Marina Expansion
- 7) Renaissance Health Facility

A map of the short-term development locations are shown in **Figure 2**.

The long-term developments considered in the 2036 conditions were:

- 1) Lot A – located north of Resurrection Road
 - a. Assumed access was along Kiawah Island Parkway at Camp Care Road
- 2) Lot B – located across Kiawah Island Parkway from the Andell West Development
 - a. Assumed access was along Kiawah Island Parkway at the Andell West Access
- 3) Lot C – located across from Andell Bluff Boulevard along Seabrook Island Road
 - a. Assumed access was along Seabrook Island Road at Andell Bluff Boulevard

A map of the long-term development locations are shown in **Figure 3**.

To mitigate the impact of the anticipated traffic growth in the study area, short-term and long-term recommendations were analyzed to improve intersection capacity. The recommendations in the summary below are prioritized by highest priority to lowest priority.

Short-Term Recommendations

1. Kiawah Island Parkway at Beachwalker Drive

To mitigate the anticipated long delays at this intersection, a modification to the westbound approach is recommended. With this improvement the removal of the bike path from Oyster Rake Drive also is recommended. With this improvement, the westbound through lane will operate as free-flow and the and the westbound left-turn lane be channelized. Furthermore, an eastbound right-turn lane will be constructed. These improvements significantly decreases the delays at the intersection. The conceptual improvement is shown on **Figure 4**. This project is currently under design by Kimley-Horn.

2. Kiawah Island Parkway at the Real Estate Office

The Kiawah Island Parkway at Beachwalker Drive improvement project (described above), would cause this intersection to become right-in/right-out. A connection will be required from Beachwalker Drive to the Real Estate Office for the restricted westbound and northbound left-turn movements from Kiawah Island Parkway at the Real Estate Office. Once the Real Estate Office becomes right-in/right-out, the northbound approach delay are anticipated to be less than existing conditions. The concept for right-in/right-out improvement is shown on **Figure 4**.

3. Kiawah Island Parkway at Andell West Development/Lot B

A roundabout and traffic signal were analyzed at this intersection. A traffic signal serves the long-term development conditions better than a roundabout. The traffic signal forces gaps for the side-street movements and allows for left-turn phasing. The roundabout would operate well for the short-term conditions but is anticipated to fail in the long-term conditions. Therefore, a traffic signal is recommended over the roundabout at this intersection. The traffic signal can be more adaptable to future growth than the roundabout and would require less right-of-way than the roundabout. The traffic signal concept for this intersection is shown on **Figure 5**.

4. Kiawah Island Parkway at Freshfields Drive

To mitigate long side-street delays on Freshfields Drive, it is recommended that the proposed Andell West Development interconnect to the Freshfields Development and this access will become right-in/right-out. The left-turns entering and exiting Freshfields Drive can be diverted to Village Green Lane, the Andell West access on Kiawah Island Parkway, or the future Lot C access on Seabrook Island Road. With these improvements in place, the northbound approach delay is anticipated to significantly decrease. The proposed improvement concept for Freshfields Drive is shown on **Figure 6**.

Long-Term Recommendations

1. Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane

To mitigate long delays on Seabrook Island Road, a turbo roundabout is recommended. The turbo roundabout would allow for an eastbound left-turn and an eastbound through-right lane. In addition to the turbo roundabout at this intersection, consideration should be given to connecting the multiuse path from its terminus on Betsy Kerrison Parkway, across Haulover Creek, and into Freshfields. This would require a pedestrian bridge across Haulover Creek. The turbo roundabout and sidewalk connection is shown on **Figure 7**.

2. Kiawah Island Parkway at Old Cedar Lane

To mitigate long delays on Old Cedar Lane, it is recommended to construct an exclusive eastbound right-turn lane on Old Cedar Lane. The eastbound right-turn lane is to help reduce the side street delays and queues. With this improvement in place, the eastbound approach is anticipated to continue to fail, but the queue lengths are anticipated to significantly decrease. It is not atypical for side streets to fail during peak hour conditions. The improvement concept for Kiawah Parkway at Old Cedar Lane is shown on **Figure 8**.

3. Betsy Kerrison Parkway at Camp Care Road/Lot A

Due to the high through volume and speeds on this section of Betsy Kerrison Parkway, left- and right-turn lanes should be considered for the Lot A development. Even with these turn lanes, the westbound approach is anticipated to fail during the PM peak hour. However, the projected volumes for the development intensity assumed for Lot A are not high enough to warrant a traffic signal per the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. If Lot A does develop, a formal traffic study should be performed. The concept for the Betsy Kerrison Parkway at Camp Care Road/Lot A is shown on **Figure 9**.

4. Seabrook Island Road at Andell Bluff Boulevard/Lot C

When the northbound driveway connection was considered for Lot C, the southbound approach is anticipated to fail during the AM peak hour and the northbound and southbound approaches are anticipated to fail during the PM peak hour. To mitigate the delay on the sidestreet

approaches, a roundabout was considered. A single-lane roundabout is anticipated to significantly improve operations at this intersection.

The concept for the roundabout at this intersection is shown on **Figure 10**. Please note, Seabrook Island is currently considering a roundabout at this location, therefore it is listed as a low priority for the Town of Kiawah Island.

Figure 1
Study Area Map

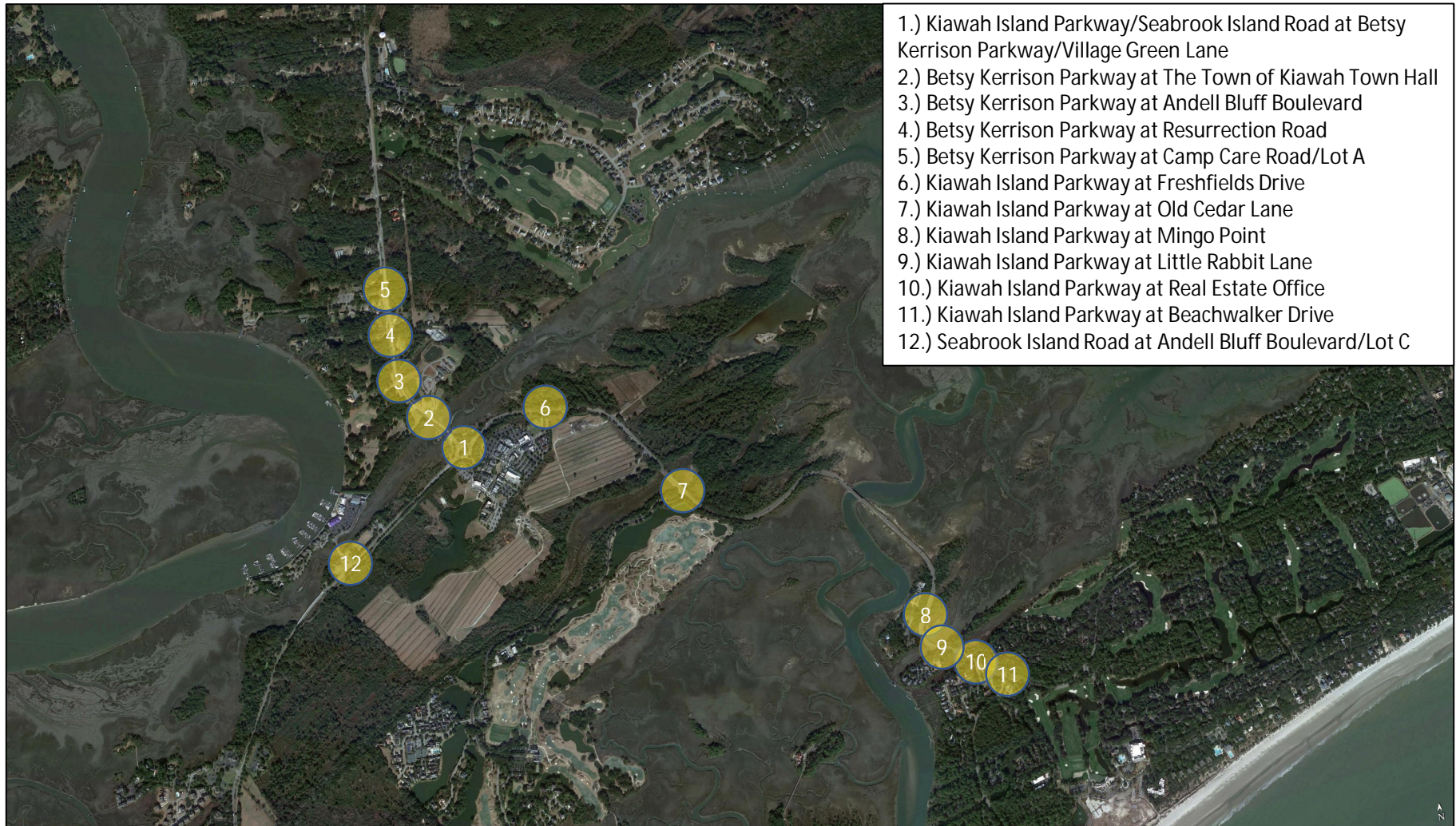


Figure 2
Short Term Development Locations

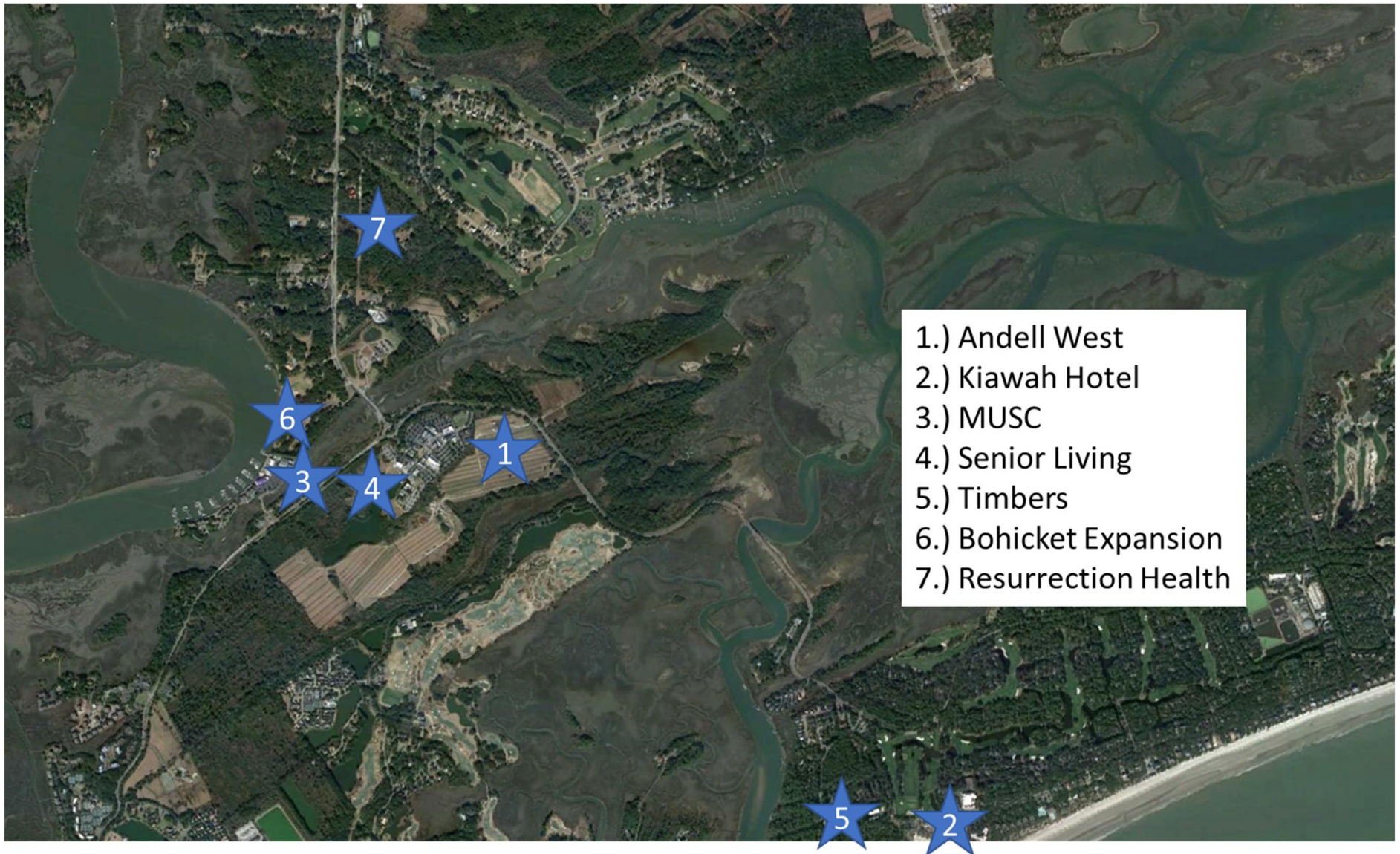


Figure 3
Long Term Development Locations

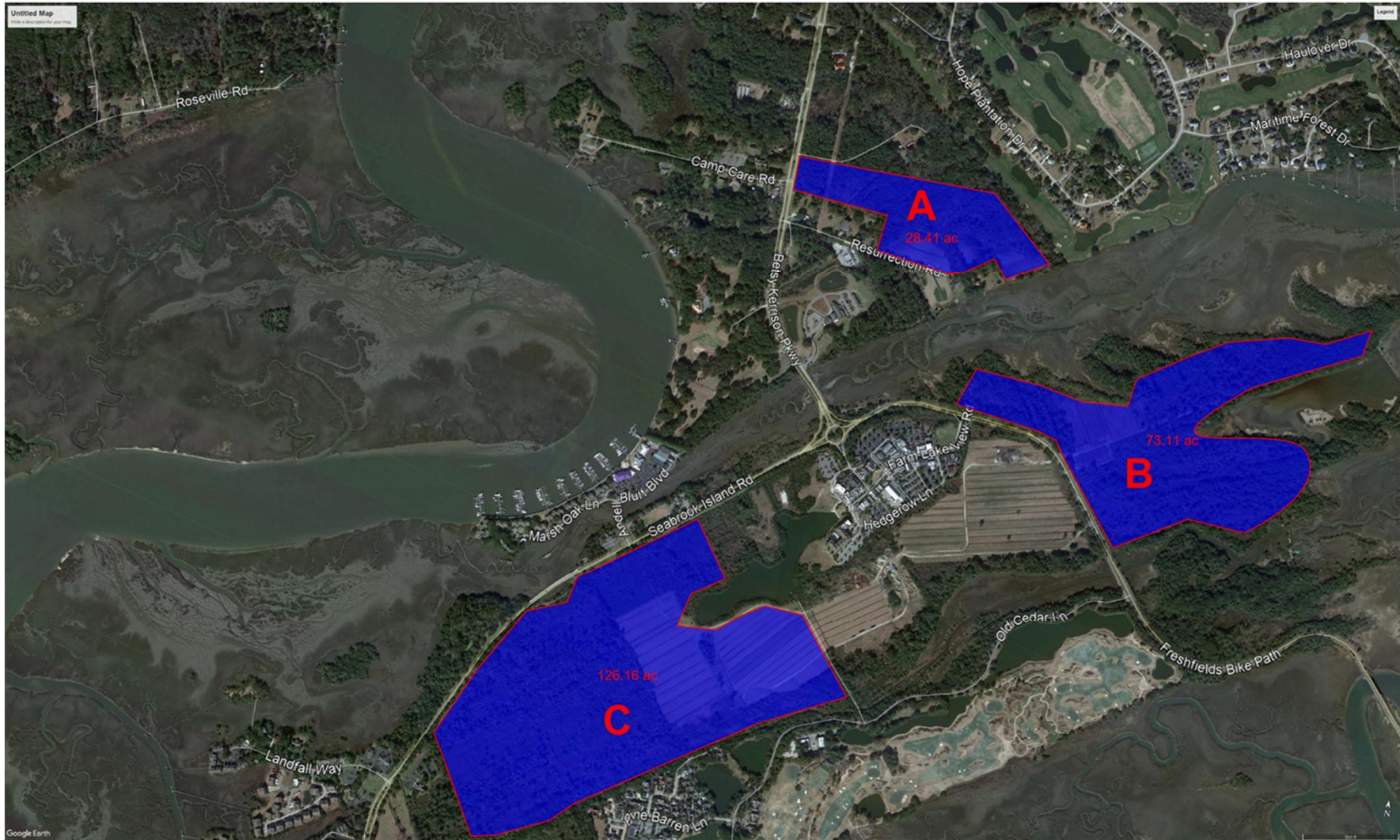


Figure 4: Kiawah Island Parkway at Beachwalker Drive Concept (Short-Term)



Figure 6: Kiawah Island Parkway at Freshfields Drive Concept (Short-Term)



Figure 7: Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane Concept (Long-Term)



Figure 8: Kiawah Island Parkway at Old Cedar Lane Concept (Long-Term)



Figure 9: Betsy Kerrison Parkway at Camp Care Road/Lot A Concept (Long-Term)

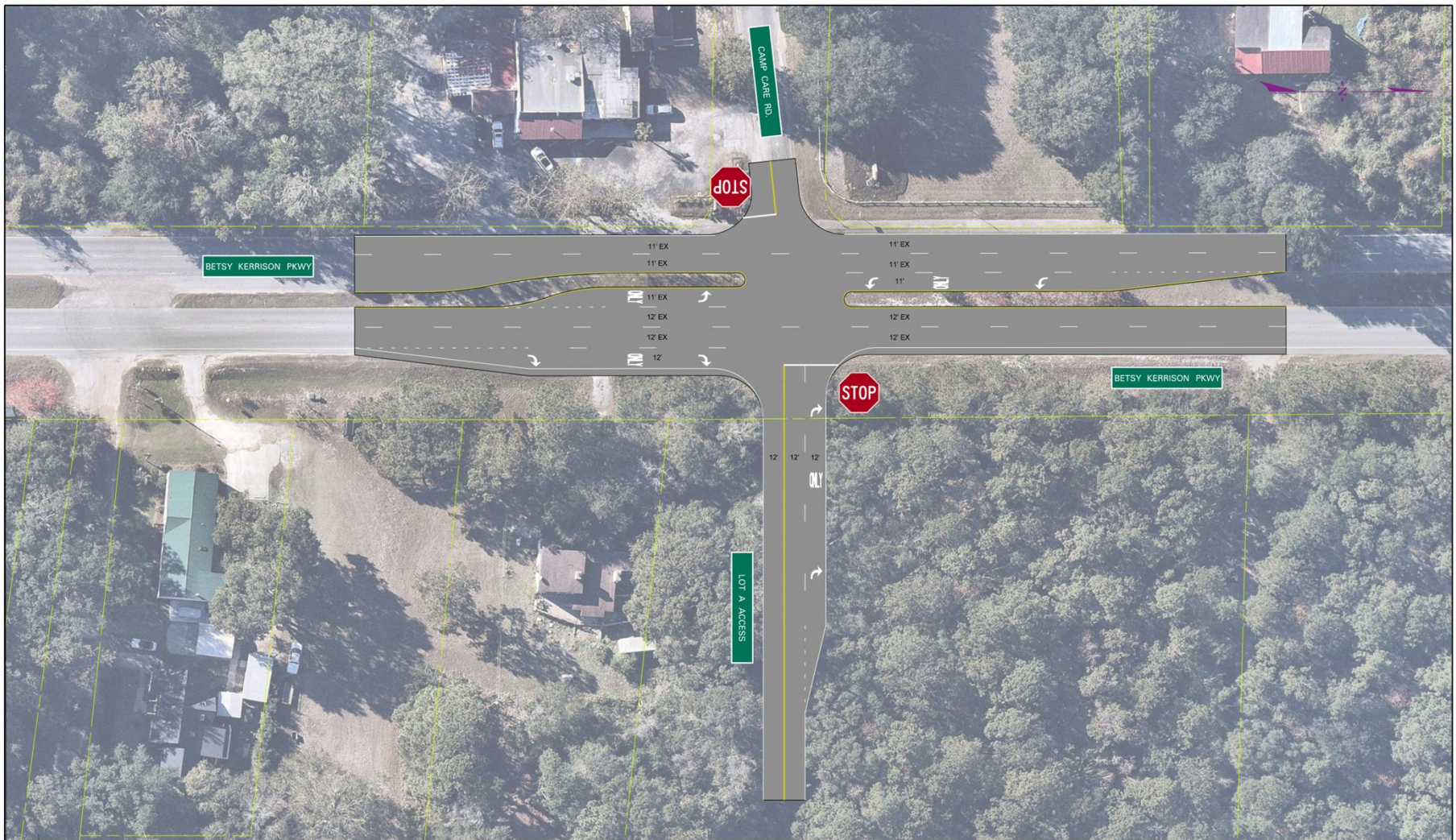
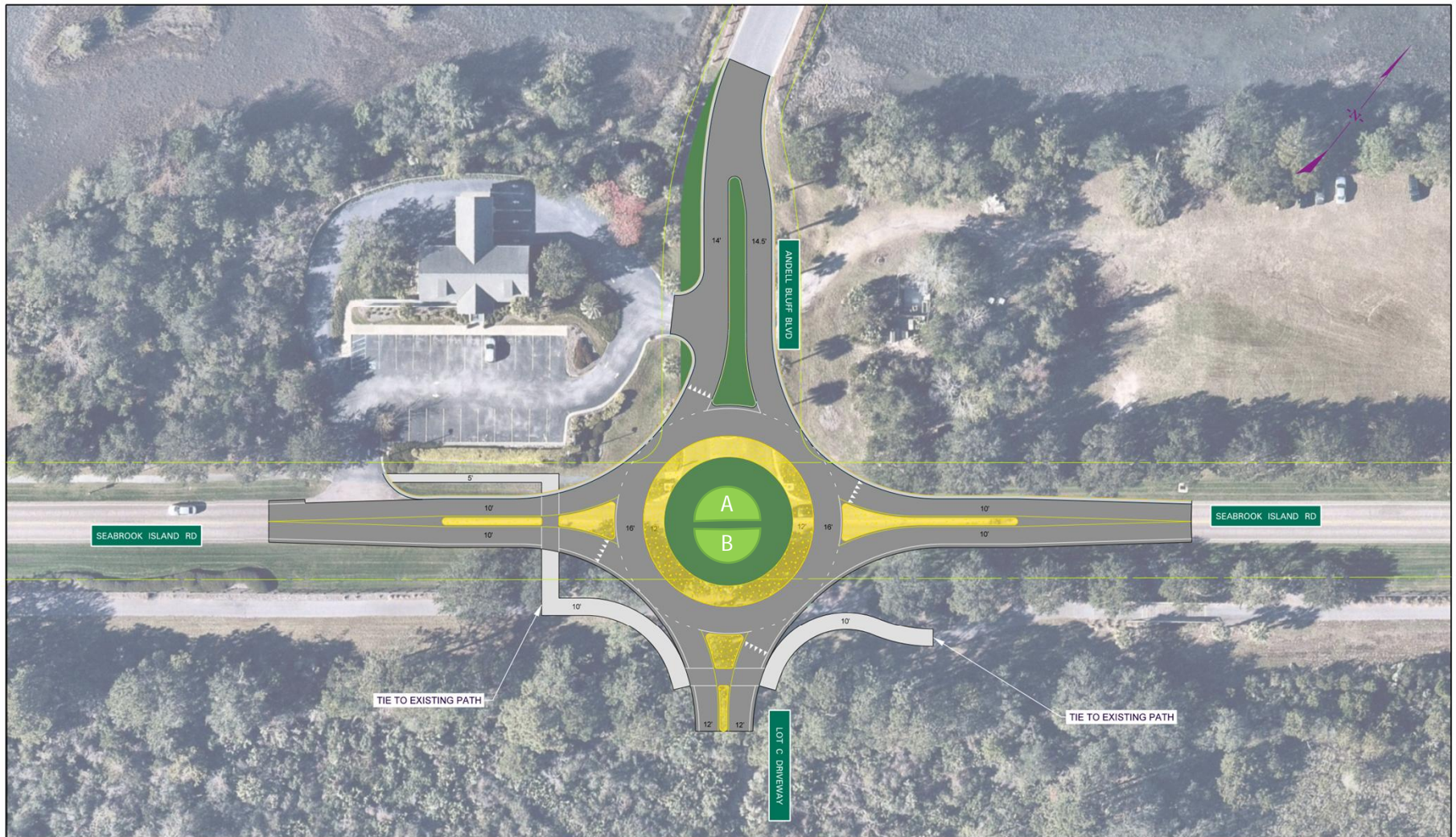


Figure 10: Seabrook Island Road at Andell Bluff Boulevard/Lot C Concpet (Long-Term)



1 Study Approach

The Town of Kiawah Island determined that a corridor study along their roads was a critical need as development increases in and around the Town. The Town of Kiawah Island identified several upcoming (short-term) developments that could impact the capacity operations at intersections the Town owns and maintains. The Town requested a singular transportation document that identified future roadway deficiencies and improvements to mitigate the identified future roadway deficiencies.

To perform the Kiawah Island Intersection and Corridor Study, Kimley-Horn:

- Conducted several in person and virtual meetings with the Town of Kiawah Island and stakeholders
- Analyzed daily traffic volumes
- Analyzed intersection turning movement counts
- Performed field visits
- Performed trip generation analysis
- Performed intersection volume development
- Performed intersection capacity analyses
- Made short- and long-term recommendations

Each of these topics will be discussed in greater detail throughout this study.

2 Data Collection

72-hour tube counts were collected by Marr Traffic on Thursday, Friday, and Saturday September 23, 2021-September 25, 2021 at four locations within the study area. The tube count locations were as follows:

- 1) Tube Count Location 1: Seabrook Island Road, east of Andell Bluff Road
- 2) Tube Count Location 2: Betsey Kerrison Parkway, north of Camp Care Road
- 3) Tube Count Location 3: Beachwalker Drive, south of Kiawah Island Parkway
- 4) Tube Count Location 4: Kiawah Island Parkway, east of Betsy Kerrison Parkway

Table 1 on the following page shows the tube count summary for the four counted locations and the summary of the peak hour data.

Thursday, September 23, 2021 had a daily summed volume at the four count locations of 267,969 vehicles per day.

Friday, September 24, 2021 had a daily summed volume at the four count locations of 266,515 vehicles per day.

Saturday, September 25, 2021 had a daily summed volume at the four count locations of 134,179 vehicles per day.

From the tube count data, Thursday September 23, 2021 had the highest sum of total daily traffic, therefore Thursday data was used in the peak hour capacity analysis.

It is important to note that these volumes are the sum of several locations, therefore the same vehicle was likely counted at several locations.

Table 1 - Tube Count Summary

Table 1: Tube Count Summary				
Count Location 1:		Seabrook Island Road, east of Andell Bluff Road		
		AM Peak	Midday Peak	PM Peak
Thursday	Time	10:30-11:30	12:00-1:00	3:15-4:15
	Volume	563	672	631
Friday	Time	10:30-11:30	12:15-1:15	2:30-3:30
	Volume	584	665	594
Saturday	Time	10:00-11:00	12:30-1:30	4:30-5:30
	Volume	460	533	459
Count Location 2:		Betsy Kerrison Parkway, north of Camp Care Road		
		AM Peak	Midday Peak	PM Peak
Thursday	Time	8:30-9:30	12:00-1:00	3:30-4:30
	Volume	1348	1281	1502
Friday	Time	8:45-9:45	12:15-1:15	3:30-4:30
	Volume	1420	1291	1432
Saturday	Time	9:45-10:45	1:00-2:00	3:15-4:15
	Volume	1054	1095	1191
Count Location 3:		Beachwalker Drive, south of Kiawah Island Parkway		
		AM Peak	Midday Peak	PM Peak
Thursday	Time	9:30-10:30	11:30-12:30	3:30-4:30
	Volume	296	327	292
Friday	Time	10:00-11:00	12:15-1:15	3:30-4:30
	Volume	290	303	280
Saturday	Time	10:00-11:00	1:00-2:00	3:00-4:00
	Volume	258	289	297
Count Location 4:		Kiawah Island Parkway, east of Betsy Kerrison Parkway		
		AM Peak	Midday Peak	PM Peak
Thursday	Time	9:15-10:15	12:00-1:00	3:45-4:45
	Volume	1016	1059	1069
Friday	Time	9:00-10:00	11:45-12:45	3:30-4:30
	Volume	1003	1066	1038
Saturday	Time	10:00-11:00		
	Volume	851	833	927
Summary		Summary		
		AM Peak	Midday Peak	PM Peak
Thursday	Time	9:30-10:30	12:00-1:00	3:15-4:15
	Volume	4981	5591	5616
Friday	Time	9:15-10:15	12:15-12:30	2:30-3:30
	Volume	5135	5555	5310
Saturday	Time	10:00-11:00	1:00-2:00	3:00-4:00
	Volume	2612	2732	2840

As shown in the summary chart, two of the peak hours occurred on Thursday, September 23, 2021. The one peak hour that occurred on Friday, September 24, 2021 was just 154 vehicles higher than the Thursday data. Thus, the Thursday data is further justified for use in this analysis.

Peak hour turning movement counts were counted from 9:00-11:00 AM from 3:00 PM – 5:00 PM on Thursday, September 23, 2021 at the following locations:

- 1) Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane
- 2) Betsy Kerrison Parkway at The Town of Kiawah Island Town Hall
- 3) Betsy Kerrison Parkway at Andell Bluff Boulevard
- 4) Betsy Kerrison Parkway at Resurrection Road
- 5) Betsy Kerrison Parkway at Camp Care Road
- 6) Kiawah Island Parkway at Freshfields Drive
- 7) Kiawah Island Parkway at Old Cedar Lane
- 8) Kiawah Island Parkway at Mingo Point
- 9) Kiawah Island Parkway at Little Rabbit Lane
- 10) Kiawah Island Parkway at Real Estate Office
- 11) Kiawah Island Parkway at Beachwalker Drive
- 12) Seabrook Island Road Andell Bluff Boulevard

The midday peak hour was not counted because the PM peak hour resulted in higher volumes as shown in **Table 1**. The higher volume was analyzed for a more conservative analysis. A summary of the peak hour and tube count data is attached in the **Appendix**. The peak hour volumes are summarized in the capacity analysis section of this study.

3 Trip Generation

3.1 Short-Term Trip Generations

The trip generation rates and equations published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*, 10th Edition were used to estimate the trip generation potential for each short-term development. The Town of Kiawah Island determined there were seven short-term developments considered for the 2026 short term horizon year and were based on development plans that were current as of May 2022. Changes and modifications to these plans may occur as the developments become finalized. The following land uses and intensities were analyzed for planning purposes, and individual traffic studies can be performed to determine each site's individual impact.

1. Andell West:
 - a. 500 multifamily mid-rise dwelling units
 - b. 160,000 square feet of shopping center space
2. Kiawah Island Hotel off of Kiawah Beach Drive
 - a. 150 Room Resort Hotel
3. MUSC Medial Office Building
 - a. 22,800 square feet of medical office building space
4. Seafields – Kiawah Island Senior Living Community
 - a. 98 senior adult housing dwelling units

- b. 16 assisted living dwelling units

- 5. The Timbers and Parcels 13a/13b
 - a. 141 Multifamily (Mid-Rise)
 - i. The 141 multifamily mid-rise units are the units that are expected to access Duneside Drive and Southern Pines Lane

- 6. Bohicket Marina Expansion
 - a. 25,000 square feet of shopping center space
 - b. 20 single family dwelling units
 - i. These units are planned to be short-term rentals
 - c. 115 Boat dry stack expansion
 - i. This was assumed to be a 10,000 square-foot warehouse because a boat dry stack is not a use in the ITE *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers 2017)

- 7. Renaissance Health Facility
 - a. 198,400 square feet of medical office building space

Table 2 shows the trip generation potential for the Andell West short-term development.

Table 2 – Andell West Trip Generation

Table 2 : Andell West Trip Generation									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
820 - Shopping Center	160	KSF	8,276	232	144	88	769	369	400
221- Multifamily (Mid-Rise)	500	DU	2,724	166	43	123	208	127	81
Subtotal			11,000	398	187	211	977	496	481
<i>Internal Capture</i>			202	6	3	3	196	98	98
<i>Pass-By</i>			2,813	78	39	39	220	110	110
Total Net New External Trips			7,985	314	145	169	561	288	273

As shown in Table 2, the Andell West Development has the potential to generate 314 AM trips and 561 PM trips.

Table 3 shows the trip generation potential for the Kiawah Island Hotel off of Kiawah Beach Drive short-term development.

Table 3 – Kiawah Island Hotel off of Kiawah Beach Drive

Table 3: Kiawah Island Hotel off of Kiawah Beach Drive									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
310- Hotel	150	Room	1,267	70	41	29	86	44	42
Total Net New External Trips			1,267	70	41	29	86	44	42

As shown in Table 3, the Kiawah Island Hotel off of Kiawah Beach Drive has the potential to generate 70 AM trips and 86 PM trips.

Table 4 shows the trip generation potential for the MUSC Medical Office Building short-term development.

Table 4 – MUSC Medical Office Building

Table 4: MUSC Medical Office Building									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
720 - Medical Office Building	22.8	KSF	793	63	49	14	79	22	57
Total Net New External Trips			793	63	49	14	79	22	57

As shown in **Table 4**, the MUSC Medical Office Building has the potential to generate 63 AM trips and 79 PM trips.

Table 5 shows the trip generation potential for the Seafields – Kiawah Island Senior Living Community short-term development.

Table 5 – Seafields – Kiawah Island Senior Living Community

Table 5 : Seafields - Kiawah Island Senior Living Community									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
252 - Senior Adult Housing Attached	98	DU	369	19	7	12	26	14	12
254 - Assisted Living	16	DU	42	3	2	1	4	2	2
Subtotal			411	22	9	13	30	16	14
Total Net New External Trips			411	22	9	13	30	16	14

As shown in **Table 5**, the Seafields- Kiawah Island Senior Living Community has the potential to generate 22 AM trips and 30 PM trips.

Table 6 shows the trip generation potential for The Timbers and Parcel 13a/13b short-term developments.

Table 6 – The Timbers and Parcels 13a/13b

Table 6 : The Timbers and Parcels 13a/13b									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
221 - Multifamily (Mid-Rise)	141	DU	767	48	12	36	62	38	24
Total Net New External Trips			767	48	12	36	62	38	24

As shown in **Table 6**, The Timbers and Parcels 13a/13b has the potential to generate 48 AM trips and 62 PM trips.

Table 7 shows the trip generation potential for the Bohicket Marina Expansion short-term development.

Table 7 – Bohicket Marina Expansion

Table 7 : Bohicket Marina Expansion									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
820 - Shopping Center	25	KSF	2,342	164	102	62	195	94	101
210 - Single-Family Detached Housing	20	DU	237	19	5	14	22	14	8
150 - Warehousing*	10	KSF	61	27	21	6	29	8	21
Subtotal			2,640	210	128	82	246	116	130
Internal Capture			106	0	0	0	20	10	10
Pass-By			62	0	0	0	62	31	31
Total Net New External Trips			2,472	210	128	82	164	75	89

* 10,000 square-foot warehouse assumed because a boat dry stack is not a land use in the ITE *Trip Generation Manual, 10th Edition*

As shown in **Table 7**, the Bohicket Marina has the potential to generate 210 AM trips and 164 PM trips.

Table 8 shows the trip generation potential for the Renaissance Health Facility short-term development.

Table 8 – Renaissance Health Facility

Table 8: Renaissance Health Facility									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
720 - Medical Office Building	198.4	KSF	7,535	411	321	90	675	189	486
Total Net New External Trips			7,535	411	321	90	675	189	486

As shown in **Table 8**, the Renaissance Health Facility has the potential to generate 411 AM trips and 675 PM trips.

3.2 Long-Term Trip Generations

The trip generation rates and equations published in the Institute of Transportation Engineers’ (ITE) Trip Generation Manual, 10th Edition were used to estimate the trip generation potential for each long-term development area.

The 2036 long term developments are currently vacant land without defined land plan concepts. Therefore, assumptions based on current zoning, potential rezoning, and existing land uses were made to estimate the development potential for three land areas in the study area. Each land mass considered reductions in developable area for potential wetlands, buffers, and parking areas. The three land areas are:

- Lot A – A 26.41-acre lot located north of Resurrection Road.
 - Lot A was assumed to consist of:
 - 14,000 square feet of retail space
 - 3,000 square feet of restaurant space
 - 24 single family dwelling units
 - 48 multifamily dwelling units
 - Lot A has an assumed access that would tie into Camp Care Road on Betsy Kerrison Parkway
- Lot B – A 73.11-acre lot located east of the Andell West Development
 - Lot B was assumed to consist of:
 - 40,000 square feet of retail
 - 68 single family dwelling units
 - 240 multifamily dwelling units
 - Lot B has an assumed access that would tie into the Andell West Development
- Lot C – A 126.16-acre lot located west of the Andell West Development
 - Lot C was assumed to consist of:
 - 50,000 square feet of retail
 - 10,000 square feet of restaurant
 - 308 single family dwelling units
 - Lot C has an assumed access that would tie into Andell Bluff Boulevard (Bohicket Marina)

Table 9 shows the trip generation potential for the Lot A long-term development.

Table 9 – Lot A Trip Generation

Table 9: Lot A Trip Generation									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
820 - Shopping Center	14	KSF	1,579	159	99	60	127	61	66
932 - High-Turnover (Sit-Down) Restaurant	3	KSF	337	30	17	13	29	18	11
210 - Single-Family Detached Housing	24	DU	280	22	6	16	26	16	10
221- Multifamily (Mid-Rise)	48	DU	322	24	6	18	31	20	11
Subtotal			2,518	235	128	107	213	115	98
Internal Capture			503	30	15	15	42	23	19
Pass-By			42	0	0	0	42	21	21
Total Net New External Trips			1,973	205	113	92	129	71	58

As shown in Table 9, Lot A has the potential to generate 205 AM trips and 129 PM trips.

Table 10 shows the trip generation potential for the Lot B long-term development.

Table 10 – Lot B Trip Generation

Table 10: Lot B Trip Generation									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
820 - Shopping Center	40	KSF	3,224	172	107	65	276	132	144
210 - Single-Family Detached Housing	68	DU	729	53	13	40	70	44	26
221- Multifamily (Mid-Rise)	240	DU	1,774	110	25	85	129	81	48
Subtotal			5,727	335	145	190	475	257	218
Internal Capture			1,036	4	2	2	95	51	44
Pass-By			72	0	0	0	72	36	36
Total Net New External Trips			4,619	331	143	188	308	170	138

As shown in Table 10, Lot B has the potential to generate 331 AM trips and 308 PM trips.

Table 11 shows the trip generation potential for the Lot C long-term development.

Table 11 – Lot C Trip Generation

Table 11: Lot C Trip Generation									
Land Use	Intensity	Units	Daily	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
820 - Shopping Center	50	KSF	3,752	177	110	67	325	156	169
931 - Quality Restaurant	5	KSF	419	4	2	2	39	26	13
932 - High-Turnover (Sit-Down) Restaurant	5	KSF	561	50	28	22	49	30	19
210 - Single-Family Detached Housing	308	DU	2,927	223	56	167	299	188	111
Subtotal			7,659	454	196	258	712	400	312
Internal Capture			1,531	45	22	23	142	80	62
Pass-By			56	0	0	0	56	28	28
Total Net New External Trips			6,072	409	174	235	514	292	222

As shown in Table 11, Lot C has the potential to generate 409 AM trips and 514 PM trips.

3.3 Bike and Pedestrian Reduction + Study Area Internal Capture

Kiawah Island is an active community with shared-use paths that connect the residents of Kiawah to Freshfields and connections from Freshfield to Seabrook Island. Therefore, a bike and pedestrian reduction of 10% was included in the volume development for each short-term and long-term development.

Furthermore, the majority of the analyzed developments are in close proximity to each other. Thus, it is unrealistic to assume that each net new external trip would leave the development area, go home, and come back to another Kiawah development within the same hour. This is typically called internal capture for singular developments. A 10% reduction in net new external

trips was applied to each short-term and long-term development to account for an area wide internal capture.

3.4 Site Trip Distribution and Assignment

New external trips generated by the proposed development were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, and the proposed sites locations. The trip assignments for the short-term and long-term developments are attached in the **Appendix**.

4 Future Traffic Volume Development

Existing 2021 traffic volumes were utilized in the analysis and future-year traffic volumes were developed for projected 2026 and 2036 traffic conditions. The future-year volumes consisted of the existing traffic volumes adjusted by an annual growth rate and the projected traffic volumes proposed short-term and long-term developments. Worksheets documenting the traffic volume development are provided in the **Appendix**.

4.1 2021 Existing Traffic

Peak hour turning movement counts were counted from 9:00-11:00 AM from 3:00 PM – 5:00 PM on Thursday, September 23, 2021 at the study area intersections. Volumes were balanced between study area intersections because there are not large developments or multiple driveways between the study area intersections. The existing turning movement counts are displayed in figures in the capacity analysis section.

The raw turning-movement count data is included in the **Appendix**.

4.2 Future-Year No-Build Traffic Development

It was assumed that the development will be built and fully occupied by 2026. Therefore, future traffic volumes were developed for the short-term analysis were done for the 2026 horizon years. The future-year traffic volumes consist of the 2021 existing traffic volumes adjusted by a growth rate for to the 2026 horizon year.

To determine the historical growth rate in the area, traffic count data was obtained from SCDOT for the count stations within the study area were analyzed. Over the past five years, the roadways have experienced an annual growth rate of 1%, which was used to develop the no-build traffic volumes for the 2026 short-term horizon year. The 2036 long-term horizon year included the 1% growth rate for 15 years as well as the short-term development volumes included in the 2026 build analysis.

The projected 2026 and 2036 no-build traffic volumes are displayed in figures in the capacity analysis section.

4.3 Future-Year Build Traffic Development

The various short-term project traffic volumes were added to the 2026 no-build traffic volumes to develop 2026 build traffic volumes.

The various long-term development traffic volumes were added to the 2036 no-build traffic volume to develop 2036 build traffic volumes.

The projected 2026 and 2036 Build traffic volumes are displayed in figures in the capacity analysis section.

5 Capacity Analysis

Capacity/level-of-Service (LOS) analyses were conducted using the *Highway Capacity Manual (HCM)*, 6th Edition, methodologies of the *Synchro*, Version 10, traffic analysis software. Capacity analyses were conducted for the AM and PM peak hours of the 2021 Existing conditions, 2026 No-Build conditions, 2036 No-Build conditions, 2026 Build conditions, and 2036 Build conditions analysis scenarios.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, gridlocked conditions with high vehicular delays, and are generally considered undesirable. **Table 12** lists the LOS control delay thresholds published in the *HCM* for signalized and unsignalized intersections.

Table 12 – 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

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

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

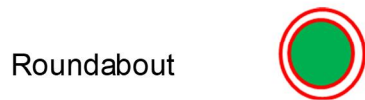
Each section in the capacity analysis is supplemented with cut-sheets that show the anticipated AM and PM peak hour volumes as well as the intersection/approach level of service for 2021 Existing conditions, 2026 No-Build conditions, 2036 No-Build conditions, 2026 Build conditions, and 2036 Build conditions. The level of service (LOS) is documented with green for LOS A-C, yellow for LOS D-E, and red for LOS F. The AM peak hour LOS is the top semicircle and the PM Peak hour is the bottom semicircle. The AM traffic volumes are shown without parenthesis, and the PM traffic volumes are shown with parenthesis. The legend on the following page shows the legend for the cut-sheets.

Legend for Cut Sheets:



XX – AM Peak Hour Volume

(XX) – PM Peak Hour Volume



5.1 Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane.

The capacity analysis results for the Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane is shown in **Table 13**.

Table 13 – Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane

Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane LOS (Delay)														
Condition	Measure	EB (Seabrook Island Road)			WB (Kiawah Island Parkway)			NB (Village Green Lane)			SB (Betsy Kerrison Parkway)			Intersection LOS (Delay) v/c
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
AM Peak Hour														
Existing	LOS (Delay)	B (12.7)			A (0.8)			A (9.5)			A (8.0)			A (7.2)
	Sidra 95th Q	65'			7'			22'			111'			0.591
2026 No Build	LOS (Delay)	C (15.7)			A (0.8)			B (10.2)			A (9.3)			A (8.4)
	Sidra 95th Q	84'			7'			22'			136'			0.654
2026 Build-Out	LOS (Delay)	D (30.9)			A (1.2)			B (13.9)			B (13.4)			B (12.9)
	Sidra 95th Q	190'			16'			30'			427'			0.782
2036 No Build	LOS (Delay)	F (71.8)			A (1.3)			C (17.9)			C (22.0)			C (24.5)
	Sidra 95th Q	460'			18'			41'			868'			1.000
2036 Build-Out	LOS (Delay)	F (224.8)			A (1.9)			C (19.6)			E (40.4)			F (66.6)
	Sidra 95th Q	1811'			29'			43'			1361'			1.418
2036 Build-Out Improved	LOS (Delay)	C (20.6)			A (2.0)			C (16.9)			E (40.4)			C (23.5)
	Sidra 95th Q	100'			29'			35'			1361'			1.020
PM Peak Hour														
Existing	LOS (Delay)	A (8.8)			A (0.6)			A (8.3)			A (4.2)			A (4.0)
	Sidra 95th Q	51'			8'			34'			47'			0.427
2026 No Build	LOS (Delay)	A (9.6)			A (0.7)			A (9.2)			A (4.4)			A (4.3)
	Sidra 95th Q	62'			9'			38'			51'			0.453
2026 Build-Out	LOS (Delay)	E (39.3)			A (1.3)			C (21.9)			A (9.9)			B (12.8)
	Sidra 95th Q	318'			21'			83'			268'			0.878
2036 No Build	LOS (Delay)	F (62.4)			A (1.4)			D (28.8)			B (11.6)			C (18.1)
	Sidra 95th Q	523'			23'			109'			365'			0.989
2036 Build-Out	LOS (Delay)	F (235.4)			A (2.2)			D (35.0)			C (23.1)			F (58.9)
	Sidra 95th Q	2183'			42'			122'			752'			1.451
2036 Build-Out Improved	LOS (Delay)	C (19.7)			A (2.5)			D (29.9)			C (23.1)			C (15.2)
	Sidra 95th Q	132'			48'			98'			752'			0.927

The Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane roundabout operates acceptably in the Existing, 2026 No-Build, and 2026 Build conditions.

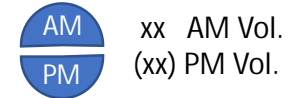
The eastbound approach (Seabrook Island Road) fails in the 2036 No-Build conditions. When the anticipated site traffic from Lots A, B, and C are added to the network in the 2036 Build conditions, the eastbound approach continues to operate at LOS F and the roundabout fails.

To mitigate this, a turbo roundabout is recommended. The turbo roundabout would allow for an eastbound left-turn and an eastbound through-right lane. The concept for the turbo roundabout is shown on Page 31 and is attached separately in the **Appendix**.

In addition to the turbo roundabout at this intersection, consideration should be given to connecting the multiuse path from its terminus on Betsy Kerrison Parkway, across Haulover Creek, and into Freshfields. This would require a pedestrian bridge across Haulover Creek. The sidewalk connection is shown by an orange line on Page 31.

Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane No Build Peak-Hour Summary

Legend:



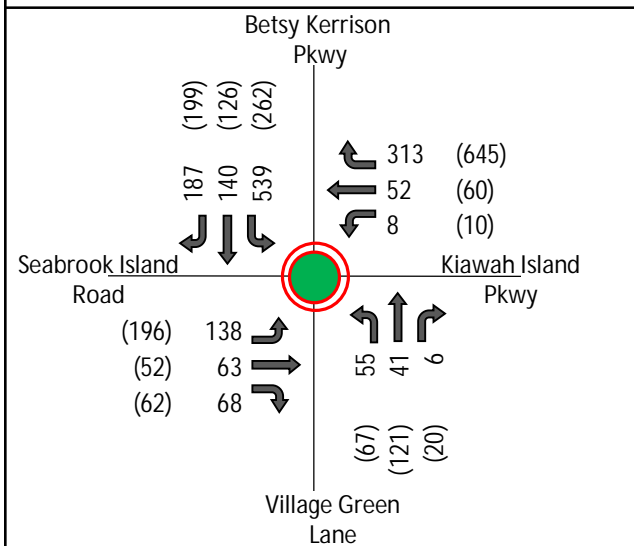
Existing LOS Conditions



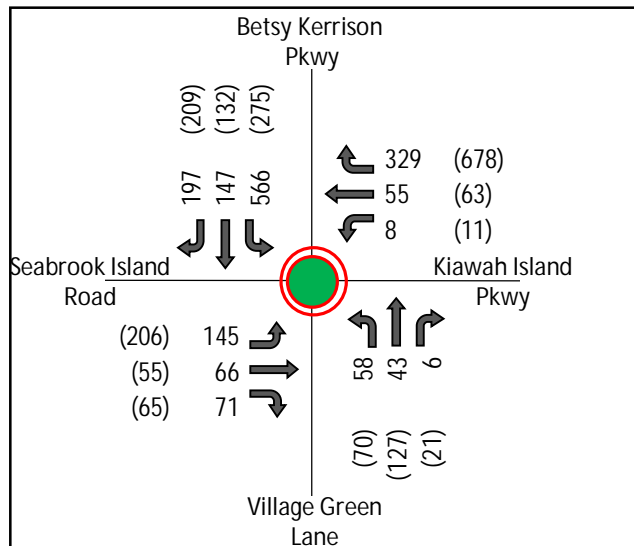
2026 No Build LOS Conditions



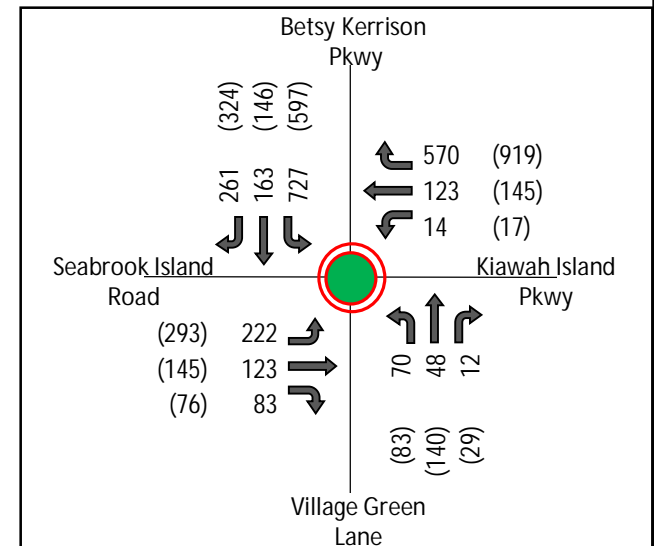
2036 No Build LOS Conditions



Existing Volumes



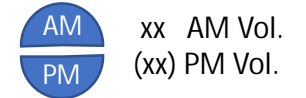
2026 No Build Volumes



2036 No Build Volumes

Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane *Build-Out Peak-Hour Summary*

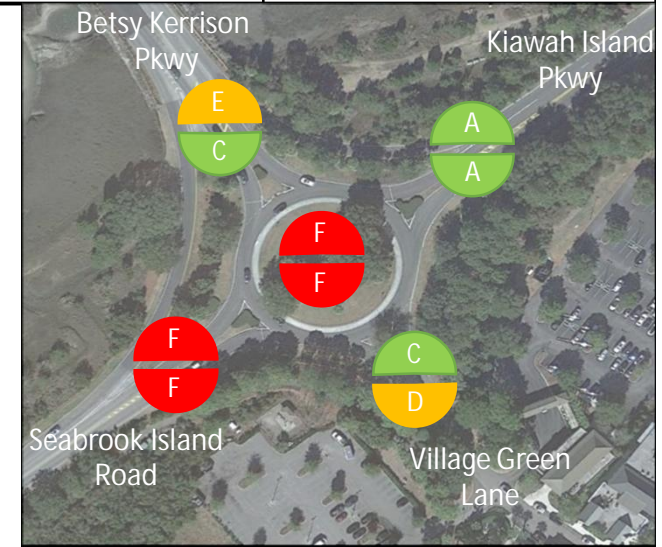
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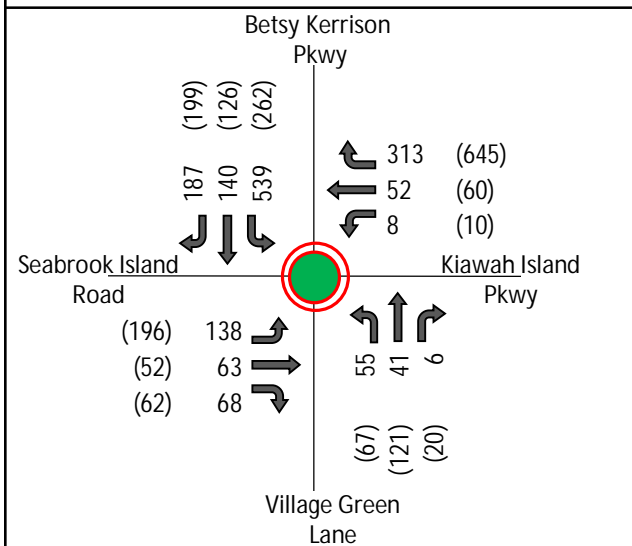
Existing LOS Conditions



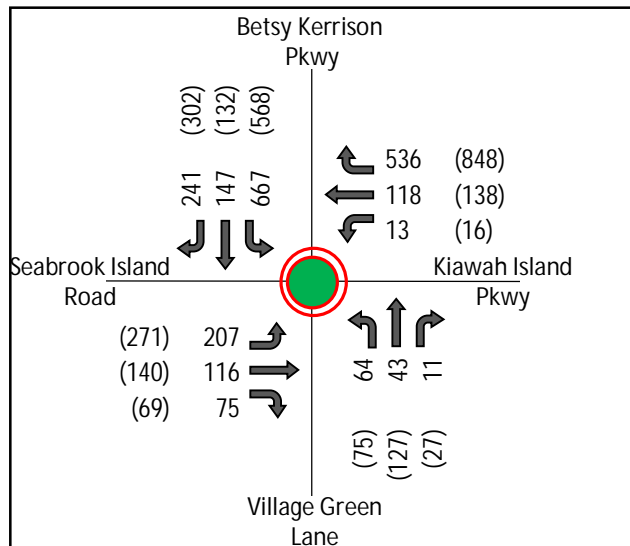
2026 Build-Out LOS Conditions



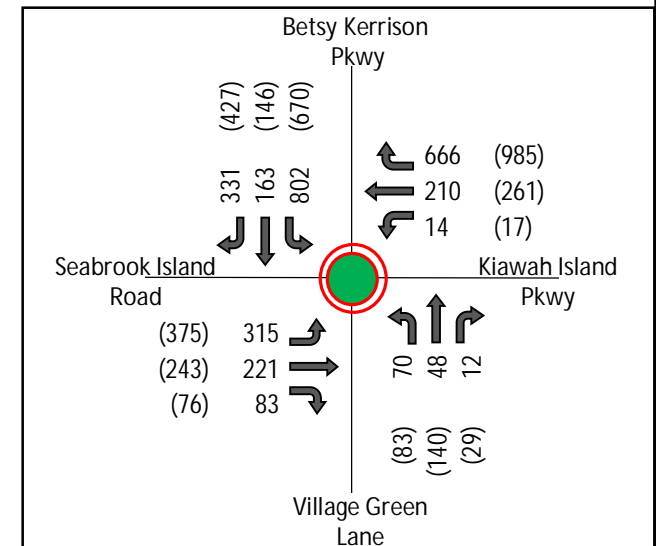
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



2036 Build-Out Volumes

Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane *Improvement Concept*

Legend:



xx AM Vol.
(xx) PM Vol.



5.2 Betsy Kerrison Parkway at Town of Kiawah Island Town Hall

The capacity analysis results for the Betsy Kerrison Parkway at Town of Kiawah Island Town hall intersection are summarized in **Table 14**. The Bohicket Marina expansion may tie into this access to create an eastbound approach, therefore the 2026 Build, 2036 No-Build, and 2036 Build conditions included this potential future access.

Table 14 – Betsy Kerrison Parkway at Town of Kiawah Island Town Hall

Betsy Kerrison Parkway at Town of Kiawah Town Hall LOS (Delay)													
Condition	Measure	EB (Marina Driveway)			WB (Kiawah Town Hall)			NB (Betsy Kerrison Pkwy)			SB (Betsy Kerrison Pkwy)		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
Existing	LOS (Delay)	-			B (13.4)			A (0.0)			A (0.1)		
	HCM 6 95th Q	-	-	-	0'	-	0'	-	0'	0'	0'	0'	-
2026 No Build	LOS (Delay)	-			B (13.7)			A (0.0)			A (0.1)		
	HCM 6 95th Q	-	-	-	0'	-	0'	-	0'	0'	0'	0'	-
2026 Build-Out	LOS (Delay)	C (22.2)			C (19.6)			A (0.3)			A (0.1)		
	HCM 6 95th Q	13'			3'			3'	0'	0'	0'	0'	0'
2036 No Build	LOS (Delay)	D (25.0)			C (21.5)			A (0.3)			A (0.1)		
	HCM 6 95th Q	15'			3'			3'	0'	0'	0'	0'	0'
2036 Build-Out	LOS (Delay)	D (30.9)			D (26.7)			A (0.3)			A (0.1)		
	HCM 6 95th Q	18'			3'			3'	0'	0'	0'	0'	0'
2036 Build-Out Improved (optional)	LOS (Delay)	D (30.9)			D (26.7)			A (0.3)			A (0.1)		
	HCM 6 95th Q	18'			3'			3'	0'	0'	0'	0'	0'
PM Peak Hour													
Existing	LOS (Delay)	-			C (16.1)			A (0.0)			A (0.0)		
	HCM 6 95th Q	-	-	-	5'	-	5'	-	0'	0'	0'	0'	-
2026 No Build	LOS (Delay)	-			C (16.7)			A (0.0)			A (0.0)		
	HCM 6 95th Q	-	-	-	5'	-	5'	-	0'	0'	0'	0'	-
2026 Build-Out	LOS (Delay)	C (22.5)			C (24.2)			A (0.1)			A (0.0)		
	HCM 6 95th Q	15'			8'			0'	0'	0'	0'	0'	0'
2036 No Build	LOS (Delay)	C (24.5)			D (30.5)			A (0.1)			A (0.0)		
	HCM 6 95th Q	15'			13'			3'	0'	0'	0'	0'	0'
2036 Build-Out	LOS (Delay)	D (31.0)			E (38.2)			A (0.1)			A (0.0)		
	HCM 6 95th Q	20'			15'			3'	0'	0'	0'	0'	0'
2036 Build-Out Improved (optional)	LOS (Delay)	D (31.0)			E (35.5)			A (0.1)			A (0.0)		
	HCM 6 95th Q	20'			10'			3'	0'	0'	0'	0'	0'

The mainline approach (Betsy Kerrison Parkway) is anticipated to operate with minimal delays and LOS A during all analyzed conditions. It is typical for the mainline approach to operate with minimal delays during peak hour conditions.

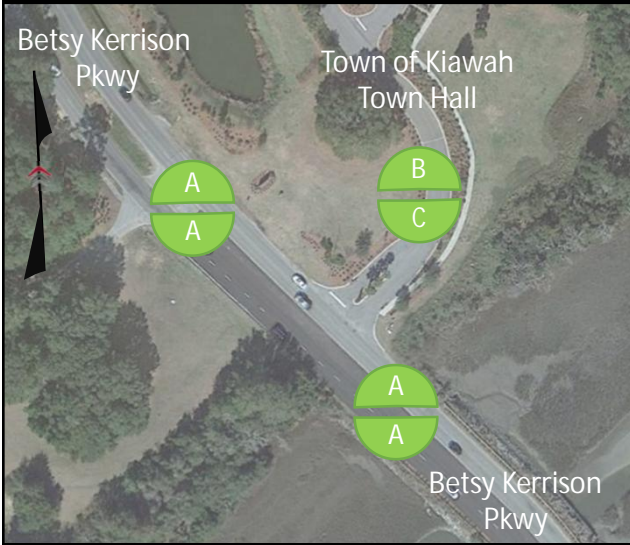
The side street approaches (Kiawah Town Hall and the Marina Drive) are anticipated to operate with short delays during the 2026 Build conditions. With the addition of area background growth and the addition of Lots A, B, and C potential traffic volumes the delays are anticipated to moderately increase. No capacity mitigation is projected to be necessary at this intersection, as it typical for side streets to operate at LOS D or higher during peak hour conditions. However, there is right-of-way available for an exclusive westbound left-turn and westbound through-right lane. This is an optional improvement for the Town of Kiawah Island to consider.

Betsy Kerrison Parkway at Town of Kiawah Island Town Hall No Build Peak-Hour Summary

Legend:



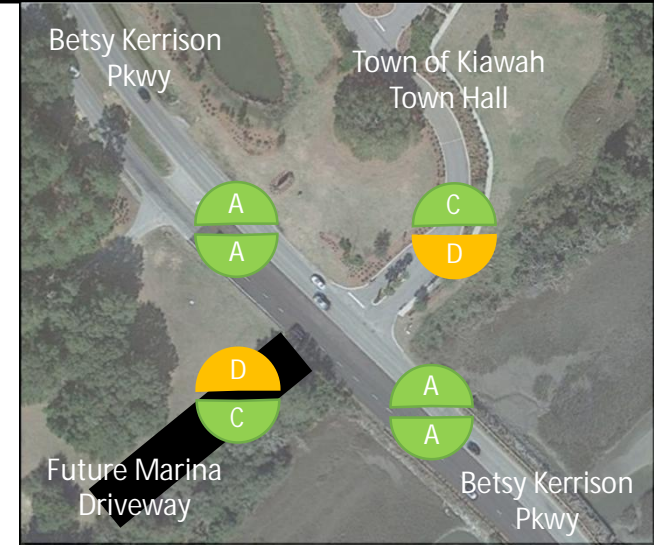
xx AM Vol.
(xx) PM Vol.



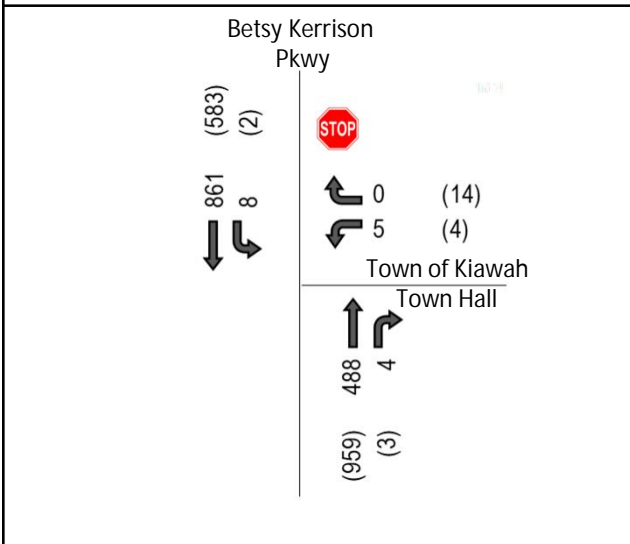
Existing LOS Conditions



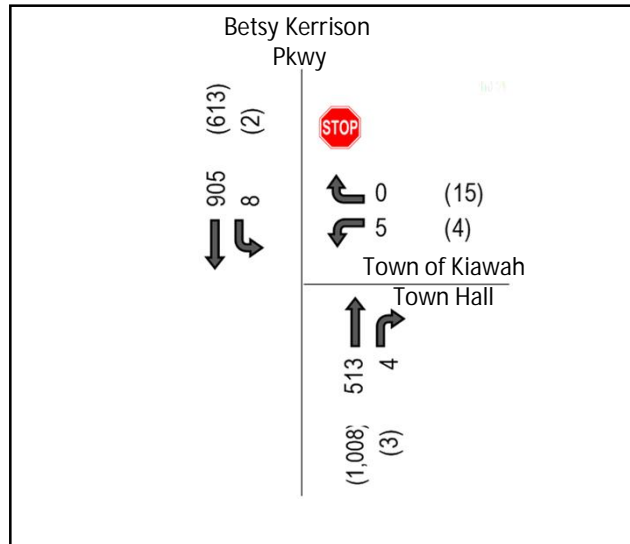
2026 No Build LOS Conditions



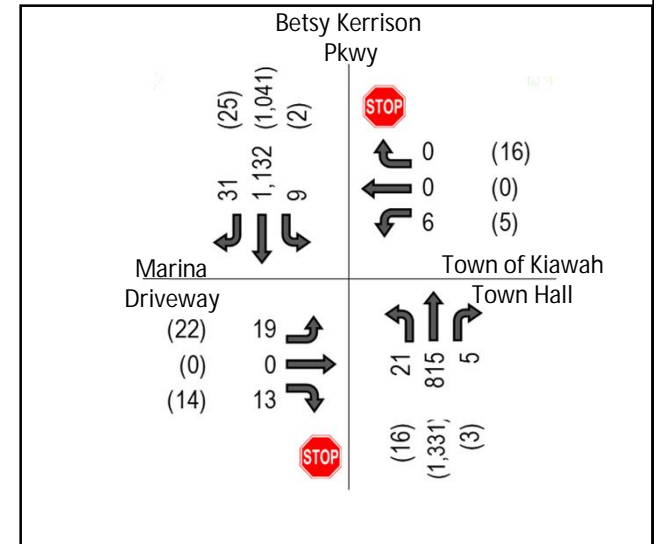
2036 No Build LOS Conditions



Existing Volumes



2026 No Build Volumes



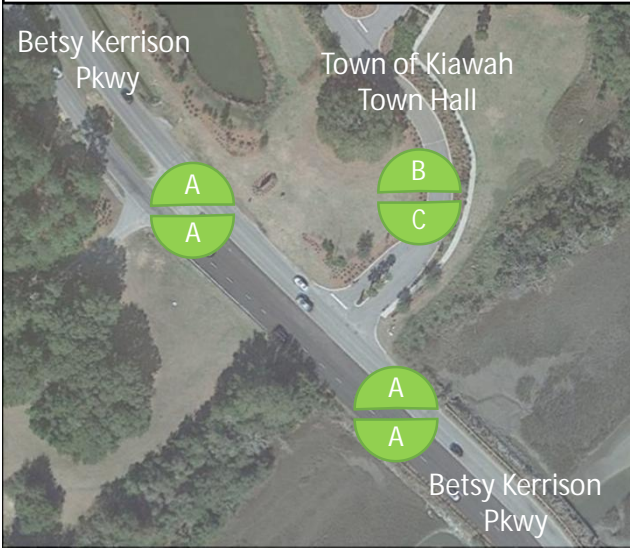
2036 No Build Volumes

Betsy Kerrison Parkway at Town of Kiawah Island Town Hall Build-Out Peak-Hour Summary

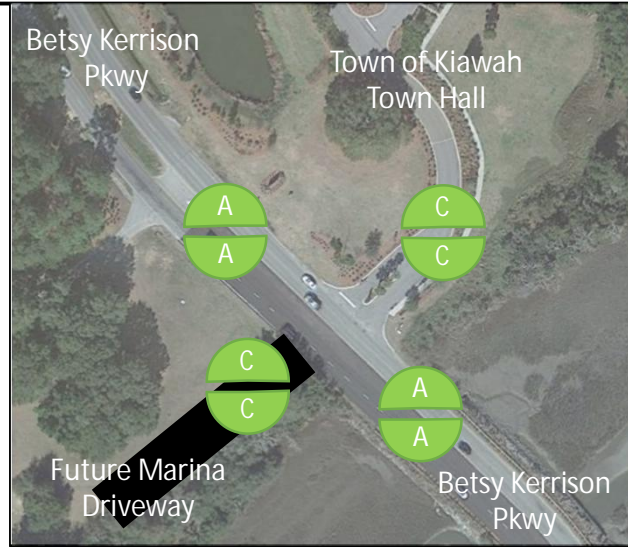
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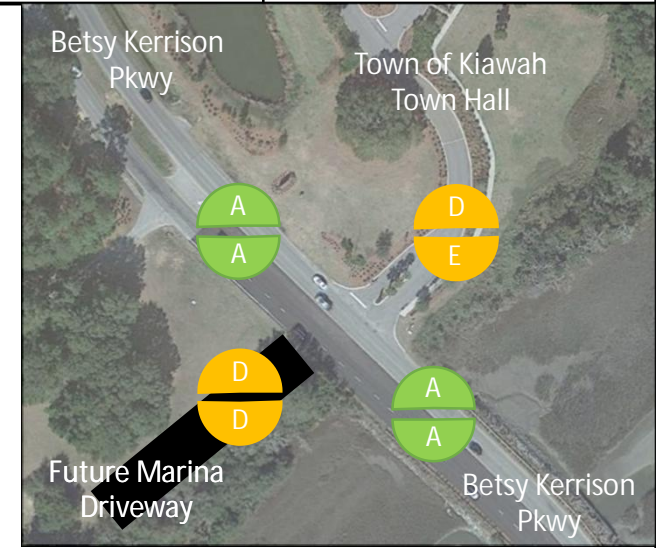
xx AM Vol.
(xx) PM Vol.



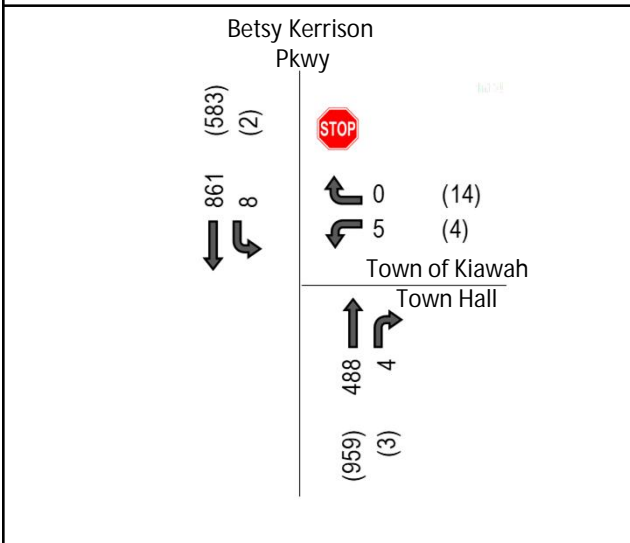
Existing LOS Conditions



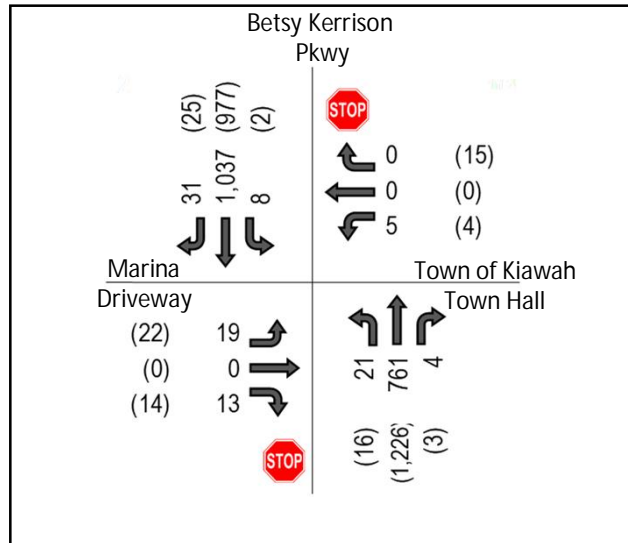
2026 Build-Out LOS Conditions



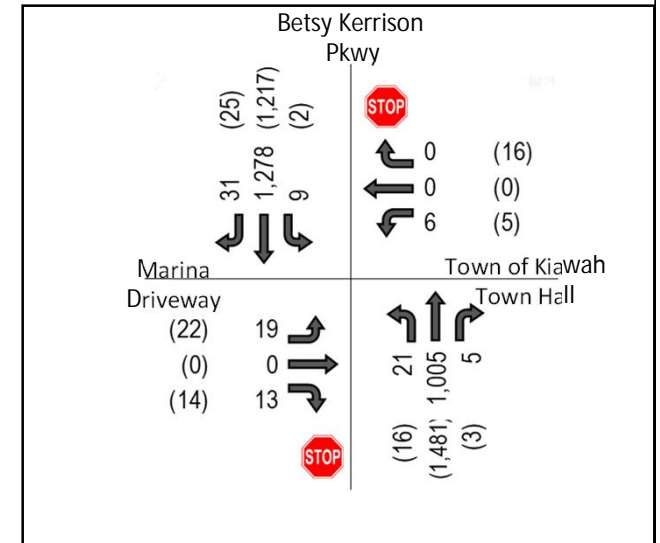
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



2036 Build-Out Volumes

5.3 Betsy Kerrison Parkway at Andell Bluff Boulevard

The capacity analysis results for the Betsy Kerrison Parkway at Andell Bluff Boulevard intersection are summarized in **Table 15**.

Table 15 – Betsy Kerrison Parkway at Andell Bluff Boulevard

Betsy Kerrison Parkway at Andell's Bluff LOS (Delay)							
Condition	Measure	EB (Andell Bluff Blvd)		NB (Betsy Kerrison Pkwy)		SB (Betsy Kerrison Pkwy)	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
Existing	LOS (Delay)	C (13.9)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	
2026 No Build	LOS (Delay)	B (14.4)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	
2026 Build-Out	LOS (Delay)	C (16.4)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	
2036 No Build	LOS (Delay)	C (17.7)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	
2036 Build-Out	LOS (Delay)	C (20.1)		A (0.1)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	
PM Peak Hour							
Existing	LOS (Delay)	C (13.4)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	
2026 No Build	LOS (Delay)	B (13.7)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	
2026 Build-Out	LOS (Delay)	C (18.6)		A (0.1)		A (0.0)	
	HCM 6 95th Q	3'		0'		0'	
2036 No Build	LOS (Delay)	C (19.8)		A (0.1)		A (0.0)	
	HCM 6 95th Q	3'		0'		0'	
2036 Build-Out	LOS (Delay)	C (23.6)		A (0.3)		A (0.0)	
	HCM 6 95th Q	3'		0'		0'	

The results of the capacity analysis indicate that this intersection currently operates (*and is anticipated to continue to*) operate on the eastbound, northbound, and southbound approaches during the analyzed conditions. No improvements are recommended to mitigate the impact of future development at this interseciton.

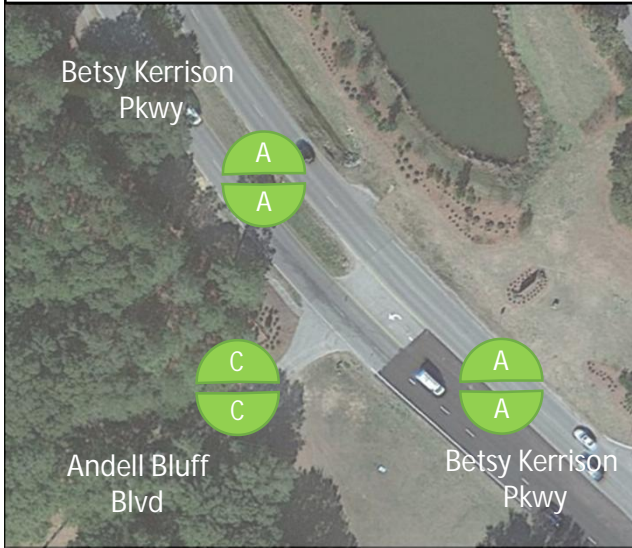
If the property on the eastbound approach is rezoned and/or a denser development occurs than what is existing, a formal traffic impact study should be performed.

Betsy Kerrison Parkway at Andell Bluff Boulevard No Build Peak-Hour Summary

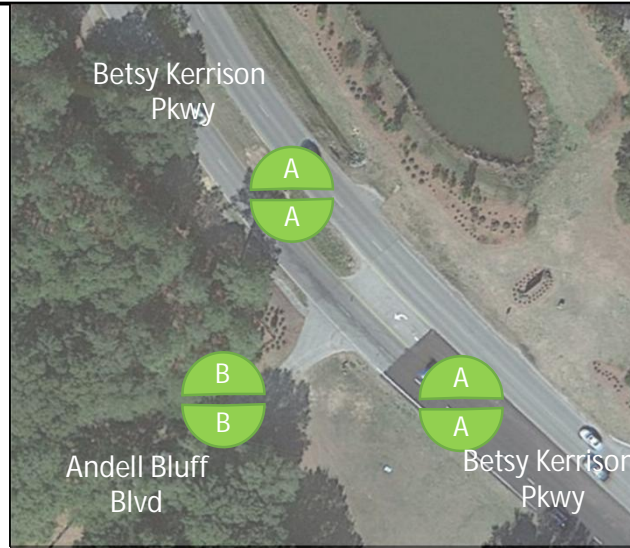
Legend:



xx AM Vol.
(xx) PM Vol.



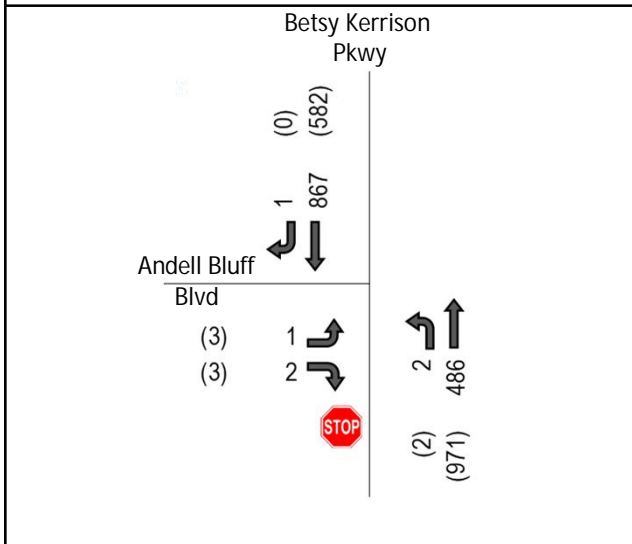
Existing LOS Conditions



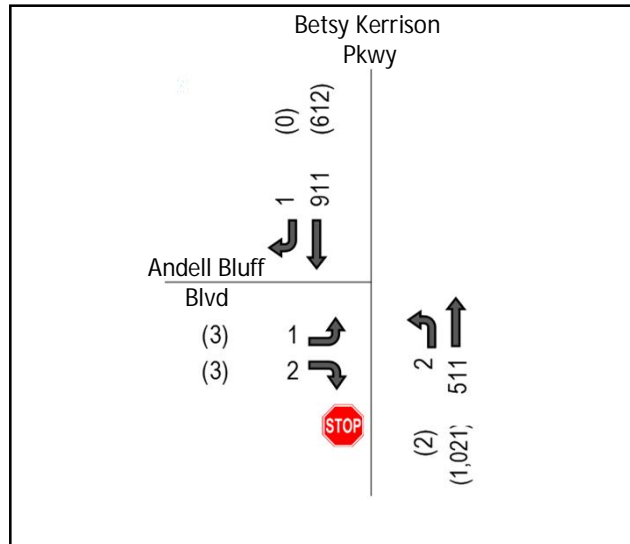
2026 No Build LOS Conditions



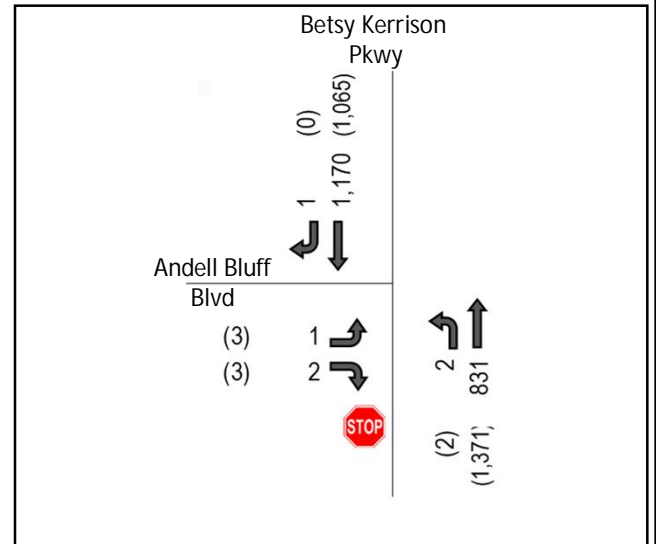
2036 No Build LOS Conditions



Existing Volumes



2026 No Build Volumes



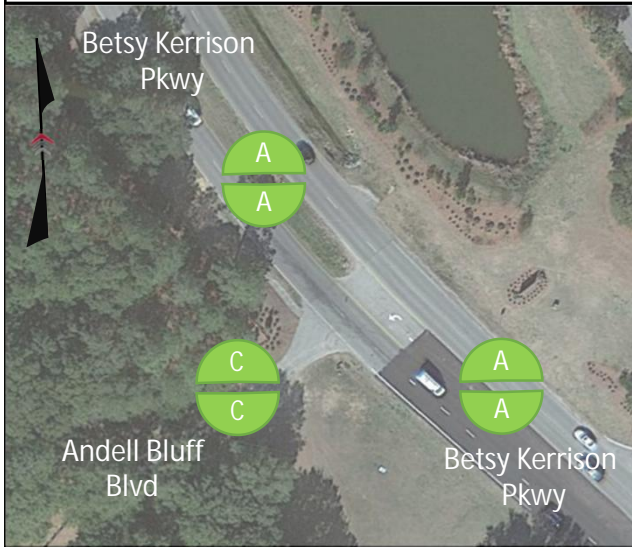
2036 No Build Volumes

Betsy Kerrison Parkway at Andell Bluff Boulevard *Build-Out Peak-Hour Summary*

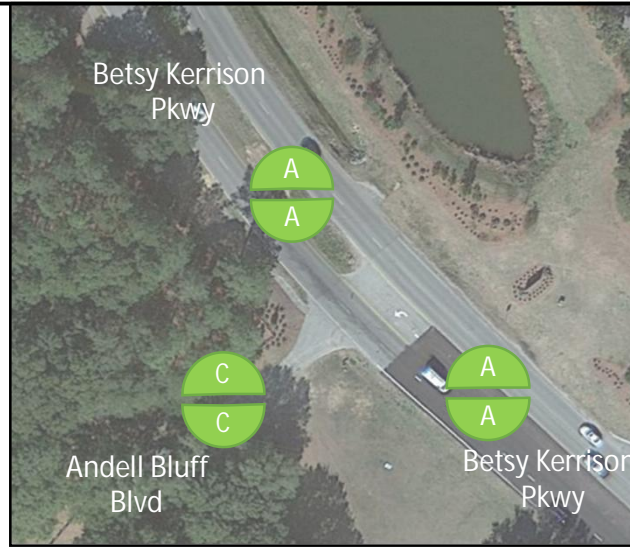
Legend:



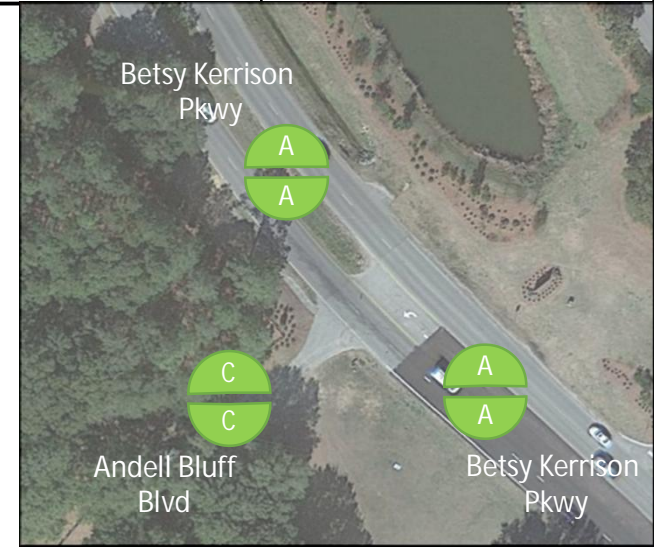
xx AM Vol.
(xx) PM Vol.



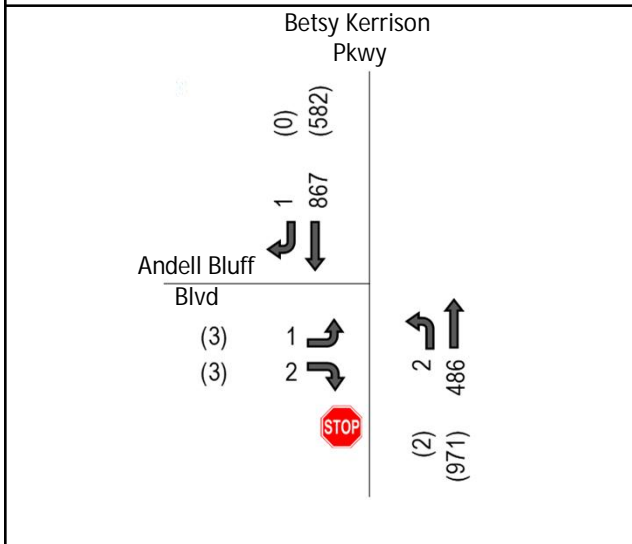
Existing LOS Conditions



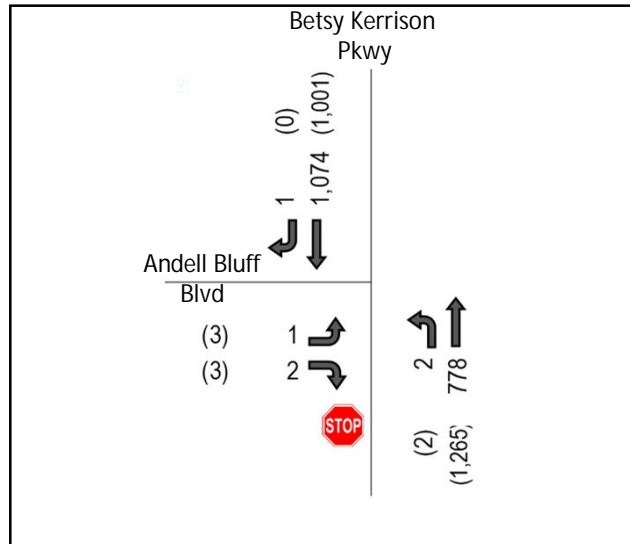
2026 Build-Out LOS Conditions



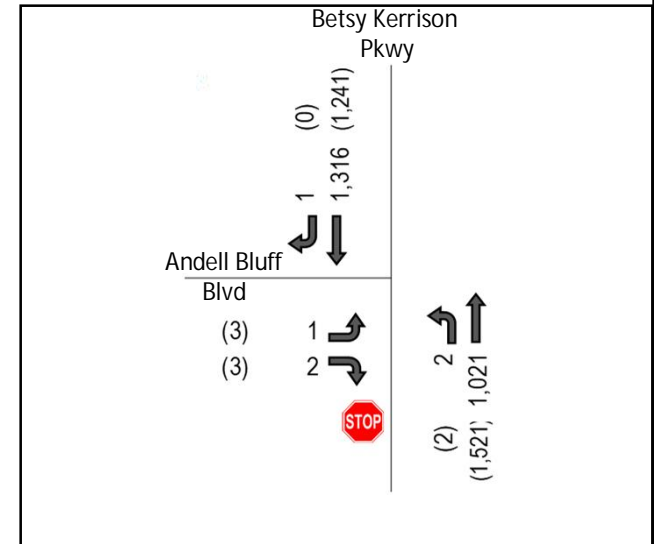
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



2036 Build-Out Volumes

5.4 Betsy Kerrison Parkway at Resurrection Road

The capacity analysis results for the Betsy Kerrison Parkway at Resurrection Road intersection are summarized in **Table 16**.

Table 16 – Betsy Kerrison Parkway at Resurrection Road

Betsy Kerrison Parkway at Resurrection Road LOS (delay)							
Condition	Measure	WB (Resurrection Road)		NB (Betsy Kerrison Pkwy)		SB (Betsy Kerrison Pkwy)	
		WBL	WBR	NBT	NBR	SBL	SBT
AM Peak Hour							
Existing	LOS (Delay)	A (9.9)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	0'
2026 No Build	LOS (Delay)	B (10.0)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	0'
2026 Build-Out	LOS (Delay)	B (11.2)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	0'
2036 No Build	LOS (Delay)	B (11.5)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	0'
2036 Build-Out	LOS (Delay)	B (12.5)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	0'
PM Peak Hour							
Existing	LOS (Delay)	C (16.8)		A (0.0)		A (0.2)	
	HCM 6 95th Q	0'		0'		3'	0'
2026 No Build	LOS (Delay)	C (17.5)		A (0.0)		A (0.2)	
	HCM 6 95th Q	0'		0'		3'	0'
2026 Build-Out	LOS (Delay)	C (22.5)		A (0.0)		A (0.1)	
	HCM 6 95th Q	3'		0'		3'	0'
2036 No Build	LOS (Delay)	C (24.9)		A (0.0)		A (0.2)	
	HCM 6 95th Q	3'		0'		3'	0'
2036 Build-Out	LOS (Delay)	D (29.4)		A (0.0)		A (0.2)	
	HCM 6 95th Q	3'		0'		3'	-

The results of the capacity analysis indicate that this intersection currently operates (*and is anticipated to continue to*) operate with short delays on the westbound, northbound, and southbound approaches during the analyzed conditions. No improvements are recommended to mitigate the impact of future development at this intersection.

If property off of Resurrection Road is rezoned and/or a dense development occurs than what is existing, a formal traffic impact study should be performed.

Betsy Kerrison Parkway at Resurrection Road No Build Peak-Hour Summary

Legend:



xx AM Vol.
(xx) PM Vol.



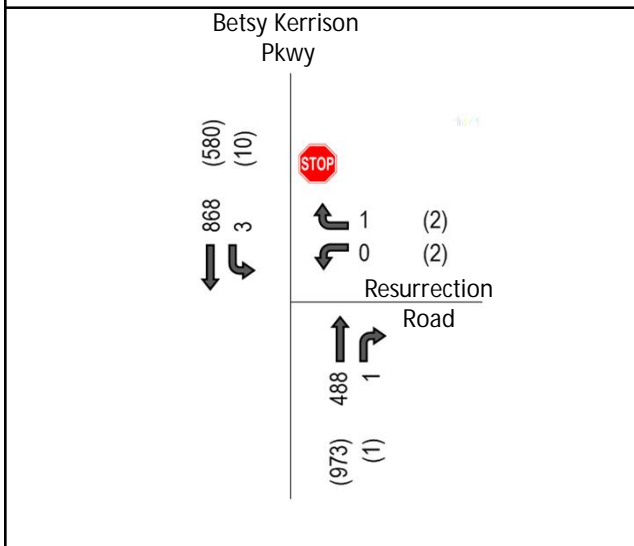
Existing LOS Conditions



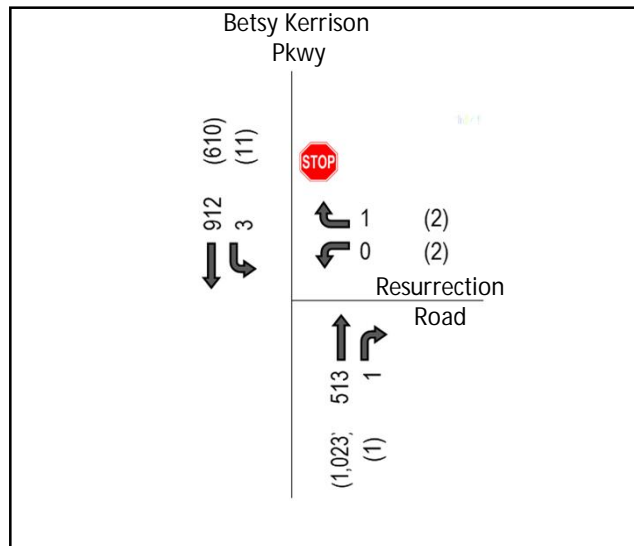
2026 No Build LOS Conditions



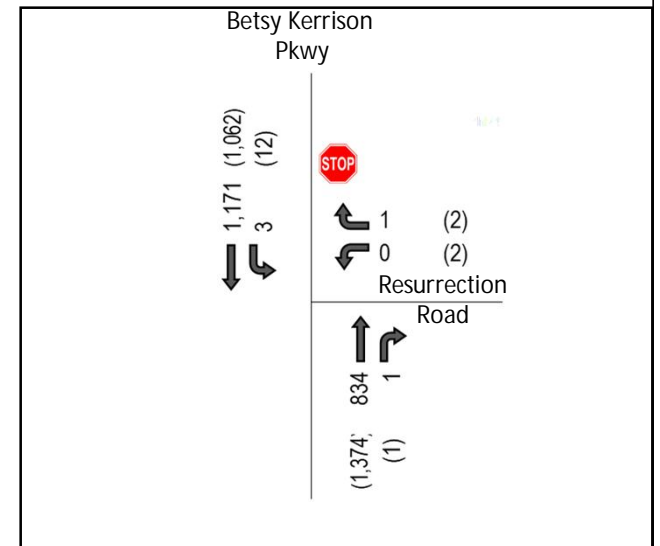
2036 No Build LOS Conditions



Existing Volumes



2026 No Build Volumes



2036 No Build Volumes

Betsy Kerrison Parkway at Resurrection Road Build-Out Peak-Hour Summary

Legend:



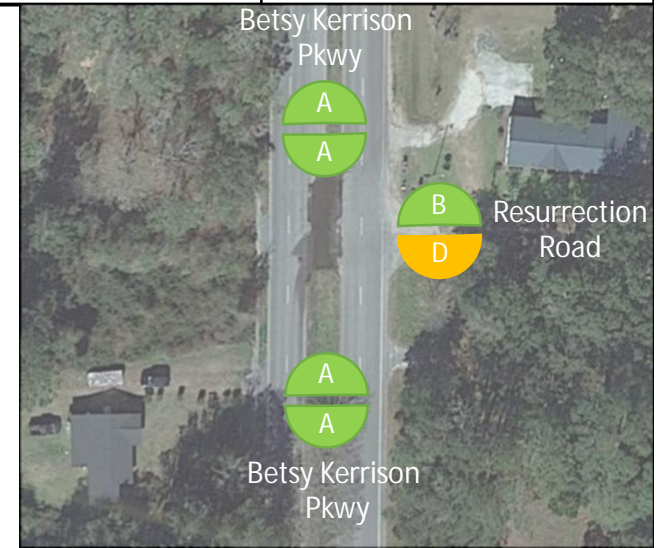
xx AM Vol.
(xx) PM Vol.



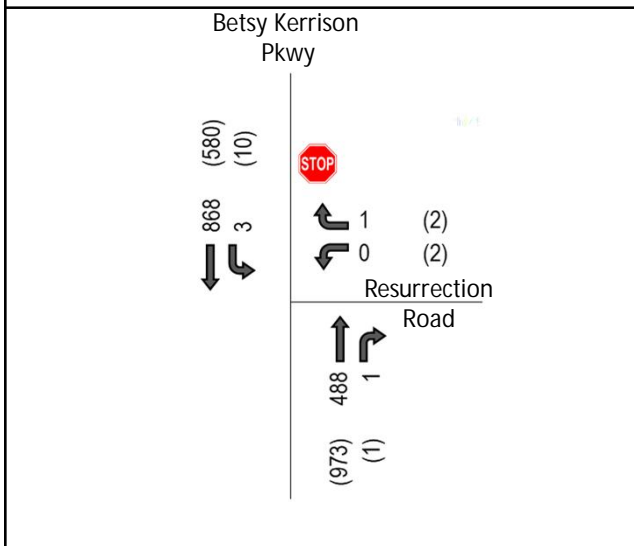
Existing LOS Conditions



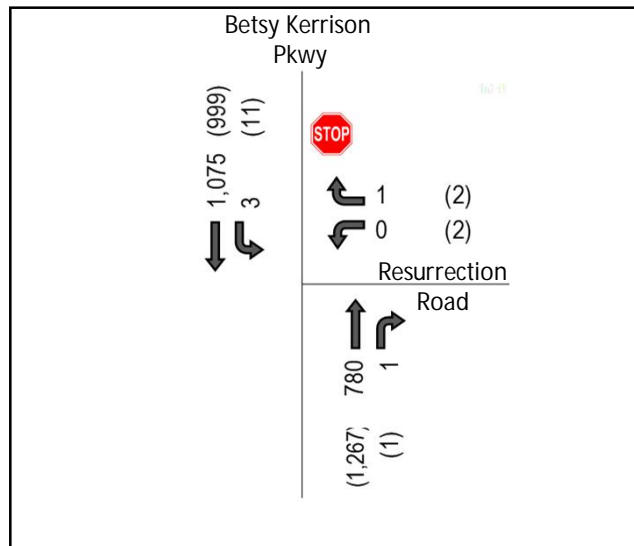
2026 Build-Out LOS Conditions



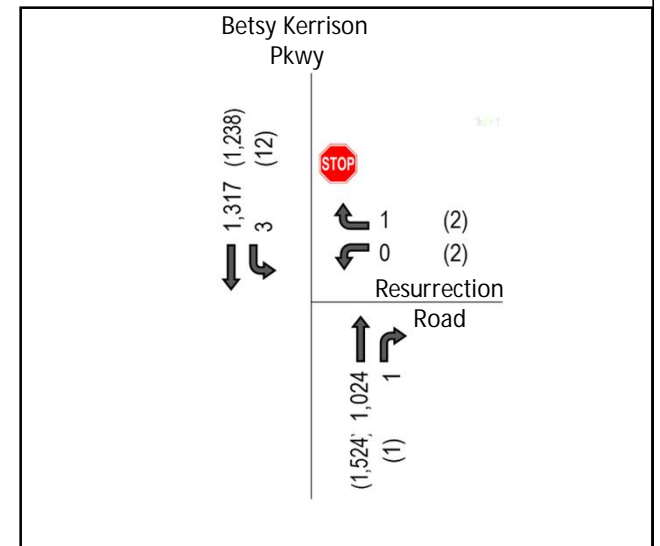
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



2036 Build-Out Volumes

5.5 Betsy Kerrison Parkway at Camp Care Road/Lot A

The capacity analysis results for the Betsy Kerrison Parkway at Camp Care Road/Lot A intersection are summarized in **Table 17**. Lot A is proposed to connect to this intersection in the 2036 Build Conditions.

Table 17 – Betsy Kerrison Parkway at Camp Care Road/Lot A

Betsy Kerrison Parkway at Camp Care Road LOS (Delay)													
Condition	Measure	EB (Camp Care Road)			WB (Lot A Driveway)			NB (Betsy Kerrison Pkwy)			SB (Betsy Kerrison Pkwy)		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
Existing	LOS (Delay)	C (15.2)			-			A (0.1)			A (0.0)		
	HCM 6 95th Q	0'	-	0'	-	-	-	0'	0'	-	-	0'	
2026 No Build	LOS (Delay)	C (15.7)			-			A (0.1)			A (0.0)		
	HCM 6 95th Q	0'	-	0'	-	-	-	0'	0'	-	-	0'	
2026 Build-Out	LOS (Delay)	C (18.3)			-			A (0.1)			A (0.0)		
	HCM 6 95th Q	0'	-	0'	-	-	-	0'	0'	-	-	0'	
2036 No Build	LOS (Delay)	C (20.0)			-			A (0.0)			A (0.0)		
	HCM 6 95th Q	3'	-	3'	-	-	-	0'	0'	-	-	0'	
2036 Build-Out	LOS (Delay)	D (28.0)			D (30.9)			A (0.1)			A (0.3)		
	HCM 6 95th Q	3'			35'		5'	0'	0'	0'	5'	0'	
2036 Build-Out Improved	LOS (Delay)	D (28.0)			D (29.7)			A (0.1)			A (0.3)		
	HCM 6 95th Q	3'			33'		5'	0'	0'	0'	5'	0'	
PM Peak Hour													
Existing	LOS (Delay)	C (13.5)			-			A (0.0)			A (0.0)		
	HCM 6 95th Q	0'	-	0'	-	-	-	0'	0'	-	-	0'	
2026 No Build	LOS (Delay)	C (13.9)			-			A (0.0)			A (0.0)		
	HCM 6 95th Q	0'	-	0'	-	-	-	0'	0'	-	-	0'	
2026 Build-Out	LOS (Delay)	C (18.7)			-			A (0.0)			A (0.0)		
	HCM 6 95th Q	3'	-	3'	-	-	-	0'	0'	-	-	0'	
2036 No Build	LOS (Delay)	C (20.0)			-			A (0.0)			A (0.0)		
	HCM 6 95th Q	3'	-	3'	-	-	-	0'	0'	-	-	0'	
2036 Build-Out	LOS (Delay)	D (29.1)			F (56.6)			A (0.0)			A (0.4)		
	HCM 6 95th Q	3'			50'		8'	0'	0'	0'	8'	0'	
2036 Build-Out Improved	LOS (Delay)	D (29.1)			F (54.5)			A (0.0)			A (0.4)		
	HCM 6 95th Q	3'			50'		8'	0'	0'	0'	8'	0'	

The results of the capacity analysis indicate that this intersection currently operates with short delays on the eastbound, northbound, and southbound approaches.

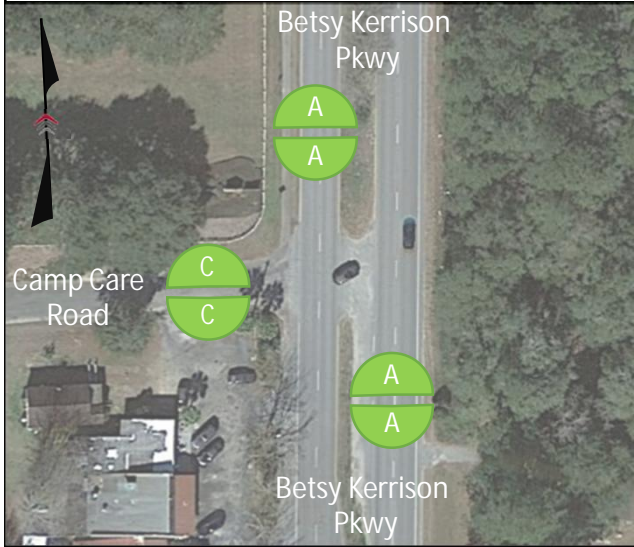
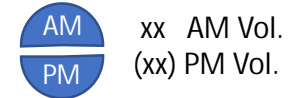
When the westbound driveway connection was considered for Lot A, the eastbound approach delays are anticipated to moderately increase and the new westbound approach is anticipated to operate with moderate delays during the AM peak hour and long delays during the PM peak hour. Long delays on side-street approaches are typical for side-street conditions.

Due to the high through volume and speeds on this section of Betsy Kerrison Parkway, left- and right-turn lanes should be considered for the Lot A development. Even with these turn lanes, the westbound approach is anticipated to fail during the PM peak hour. However, the projected volumes for the development intensity assumed for Lot A are not high enough to warrant a traffic signal per the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. If Lot A does develop, a formal traffic study should be performed.

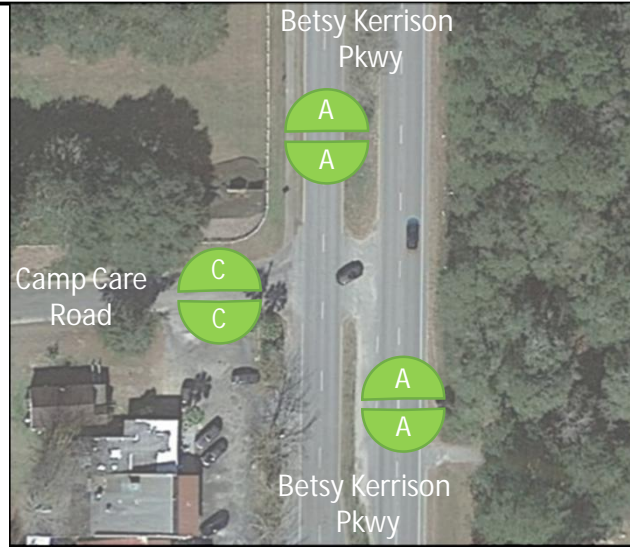
A concept for the Lot A connection is shown on Page 44.

Betsy Kerrison Parkway at Camp Care Road No Build Peak-Hour Summary

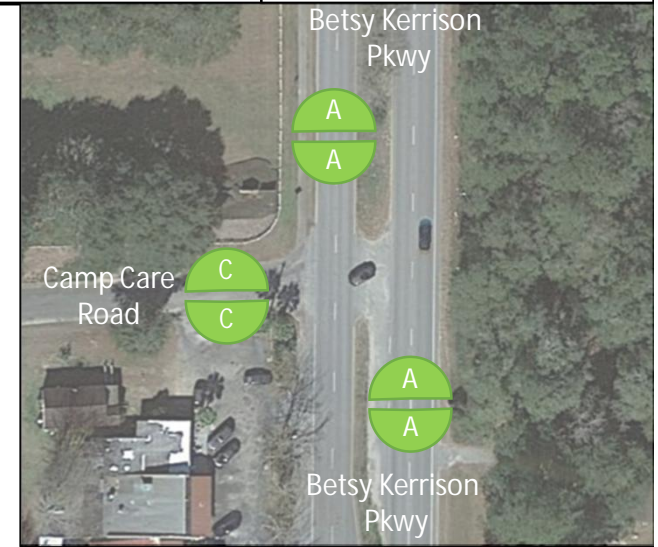
Legend:



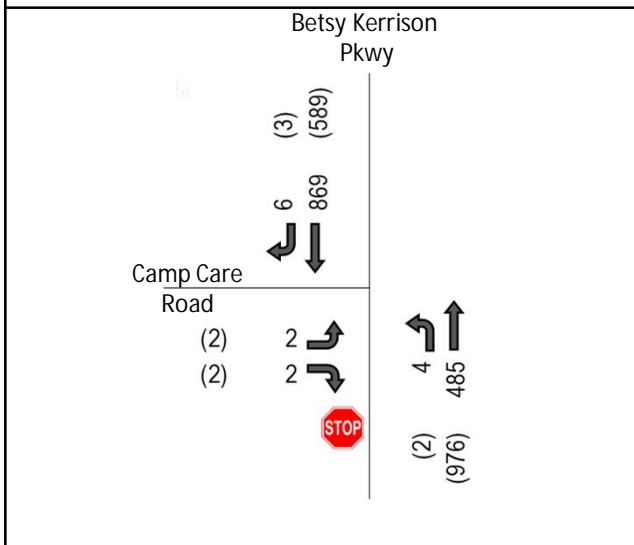
Existing LOS Conditions



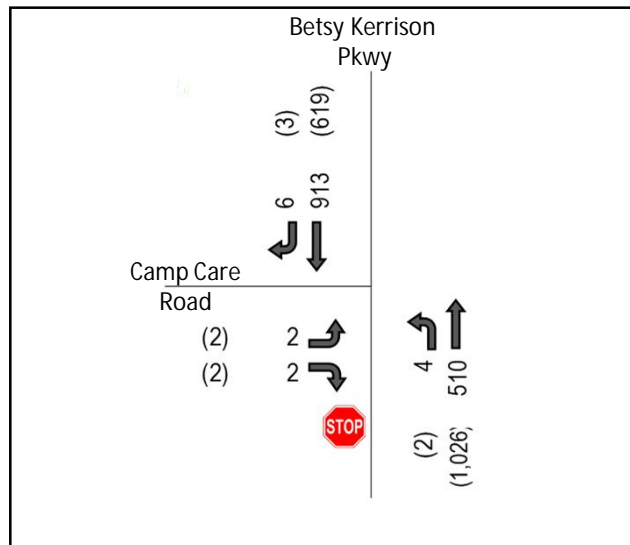
2026 No Build LOS Conditions



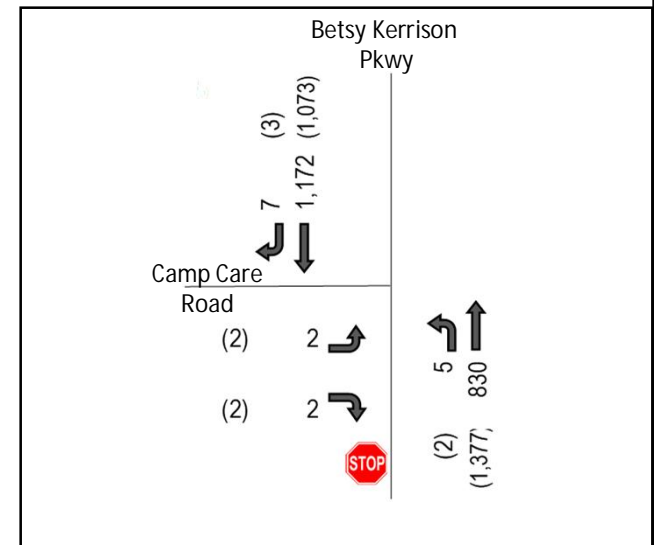
2036 No Build LOS Conditions



Existing Volumes



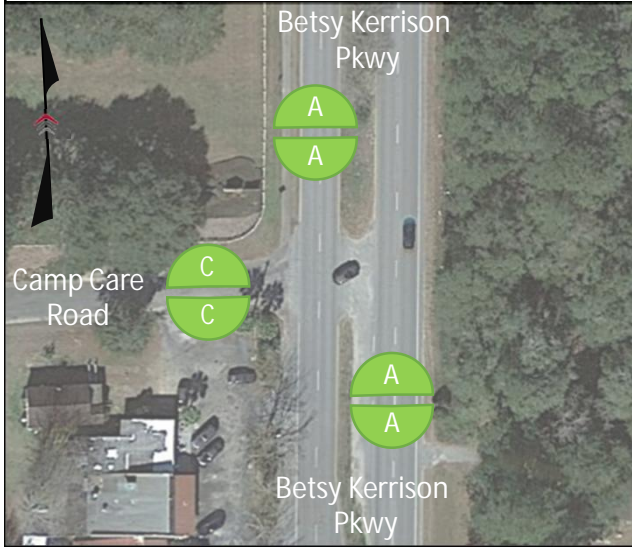
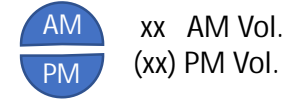
2026 No Build Volumes



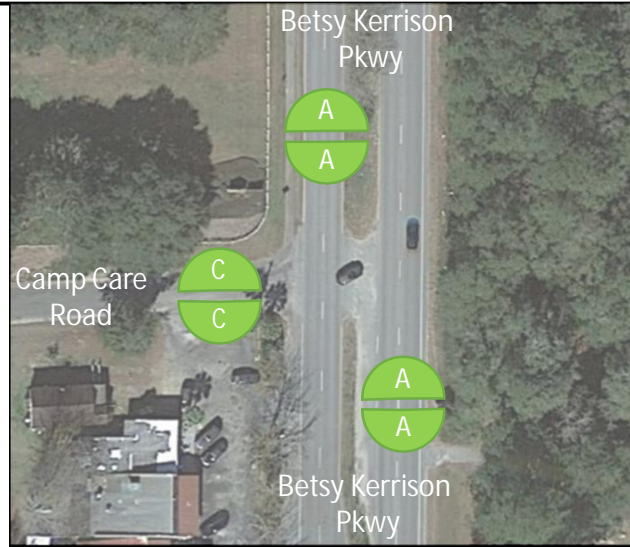
2036 No Build Volumes

Betsy Kerrison Parkway at Camp Care Road/Lot A Build-Out Peak-Hour Summary

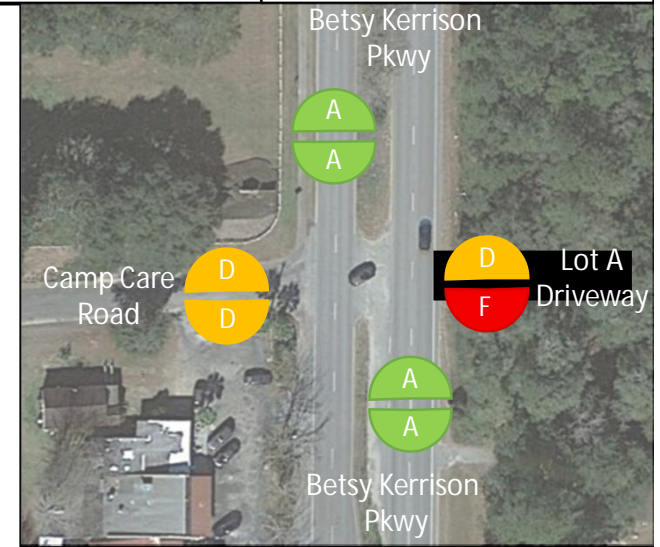
Legend:



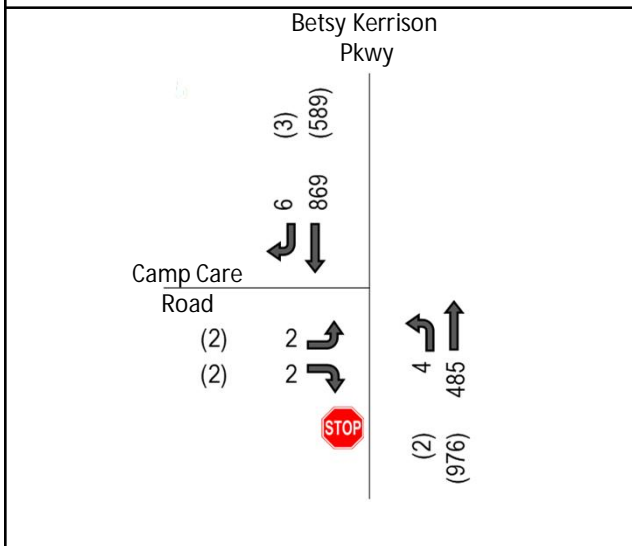
Existing LOS Conditions



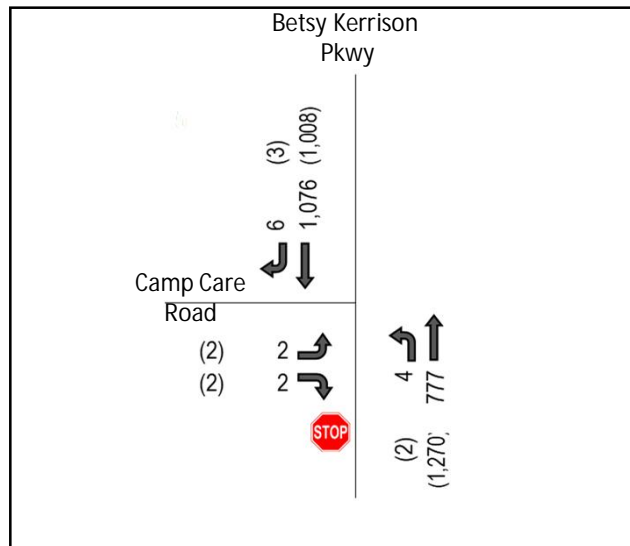
2026 Build-Out LOS Conditions



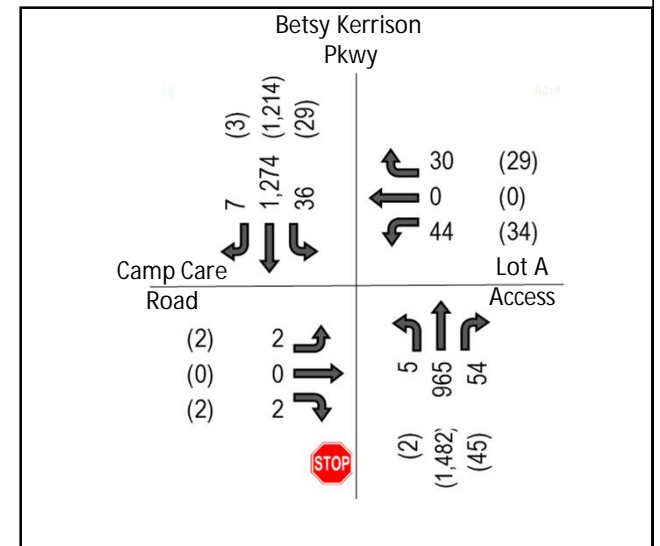
2026 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



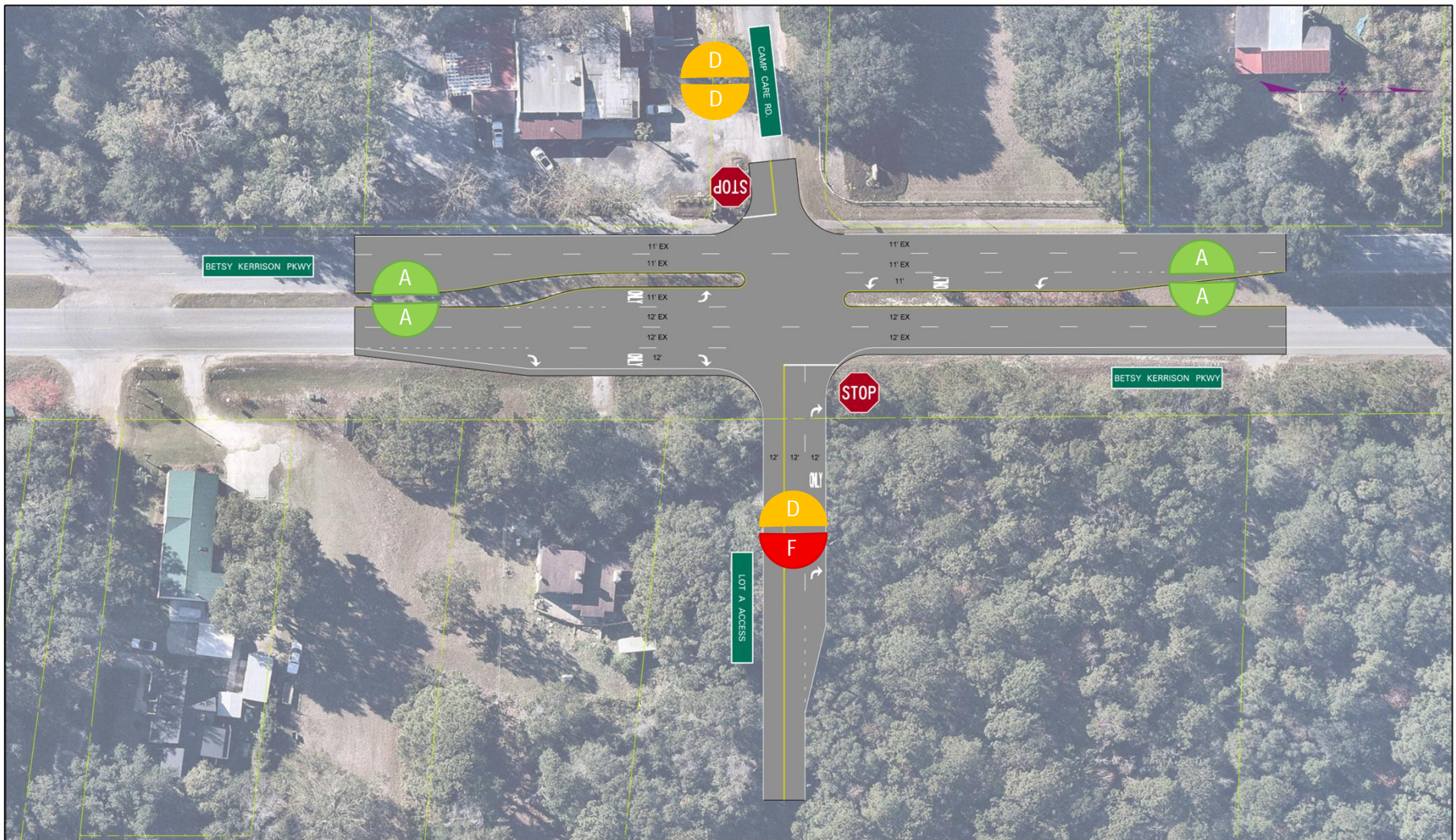
2026 Build-Out Volumes

Betsy Kerrison Parkway at Camp Care Road/Lot A *Improvement Concept*

Legend:



xx AM Vol.
(xx) PM Vol.



5.6 Kiawah Island Parkway at Freshfields Drive

The capacity analysis results for the Kiawah Island Parkway at Freshfields Drive intersection are summarized in **Table 18**.

Table 18 – Kiawah Island Parkway at Freshfields Drive

Kiawah Island Parkway at Freshfields Drive LOS (Delay)							
Condition	Measure	EB (Kiawah Island Pkwy)		WB (Kiawah Island Pkwy)		NB (Freshfields Drive)	
		EBT	EBR	WBL	WBT	NBL	NBR
AM Peak Hour							
Existing	LOS (Delay)	A (0.0)		A (2.7)		C (20.0)	
	HCM 6 95th Q	0'	0'	13'	0'	33'	25'
2026 No Build	LOS (Delay)	A (0.0)		A (2.8)		C (22.9)	
	HCM 6 95th Q	0'	0'	13'	0'	43'	28'
2026 Build-Out	LOS (Delay)	A (0.0)		A (2.1)		F (59.6)	
	HCM 6 95th Q	0'	0'	18'	0'	110'	45'
2036 No Build	LOS (Delay)	A (0.0)		A (2.3)		F (101.5)	
	HCM 6 95th Q	0'	0'	23'	0'	153'	58'
2036 Build-Out	LOS (Delay)	A (0.0)		A (2.1)		F (255.8)	
	HCM 6 95th Q	0'	0'	28'	0'	208'	85'
2036 Build-Out Improved (R/I/R/O)	LOS (Delay)	A (0.0)		A (0.0)		D (32.5)	
	HCM 6 95th Q	0'	0'	0'	0'	-	85'
PM Peak Hour							
Existing	LOS (Delay)	A (0.0)		A (1.5)		D (27.7)	
	HCM 6 95th Q	0'	0'	10'	0'	70'	13'
2026 No Build	LOS (Delay)	A (0.0)		A (1.5)		D (34.9)	
	HCM 6 95th Q	0'	0'	10'	0'	90'	13'
2026 Build-Out	LOS (Delay)	A (0.0)		A (1.5)		F (279.8)	
	HCM 6 95th Q	0'	0'	18'	0'	255'	33'
2036 No Build	LOS (Delay)	A (0.0)		A (1.6)		F (\$)	
	HCM 6 95th Q	0'	0'	20'	0'	313'	40'
2036 Build-Out	LOS (Delay)	A (0.0)		A (1.6)		F (\$)	
	HCM 6 95th Q	0'	0'	33'	0'	358'	58'
2036 Build-Out Improved (R/I/R/O)	LOS (Delay)	A (0.0)		A (0.0)		C (24.7)	
	HCM 6 95th Q	0'	0'	0'	0'	-	58'

\$ - Delay exceeds 300 seconds/vehicle

The results of the capacity analysis indicate that this intersection currently operates with short delays on the eastbound, westbound, and northbound approaches.

When the development traffic is added in the 2026 Build conditions, the northbound approach (Freshfields Drive) is anticipated to fail. The northbound approach is anticipated to continue to fail during the analyzed 2036 No-Build and Build conditions.

To mitigate these delays, it is recommended that the proposed Andell West Development interconnect to the Freshfields Development and this access to become right-in/right-out. The left-turns entering and exiting Freshfields Drive can be diverted to Village Green Lane, the Andell West access on Kiawah Island Parkway, or the future Lot C access on Seabrook Island Road. With these improvements in place, the northbound approach delay is anticipated to significantly decrease. The proposed improvement concept for Freshfields Drive is shown on Page 48.

Kiawah Island Parkway at Freshfields Drive *No Build Peak-Hour Summary*

Legend:



xx AM Vol.
(xx) PM Vol.



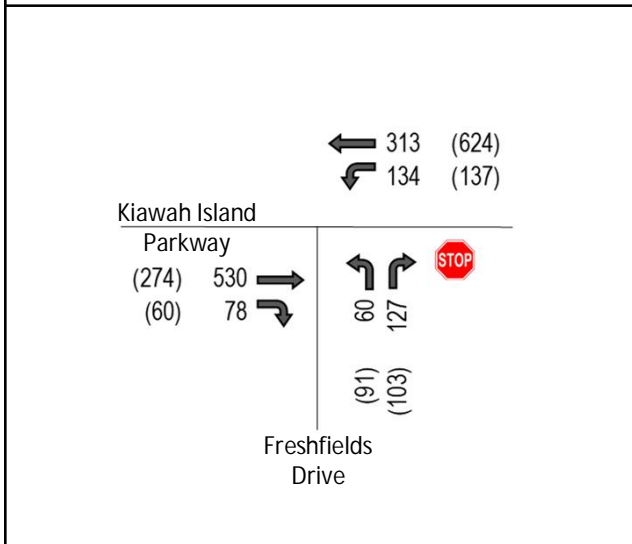
Existing LOS Conditions



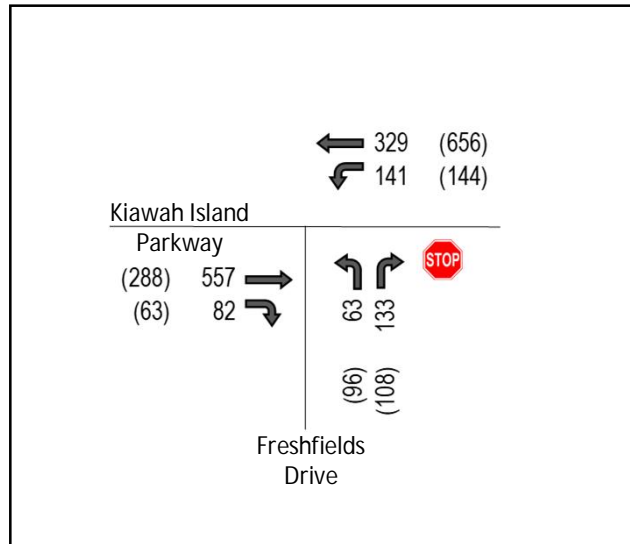
2026 No Build LOS Conditions



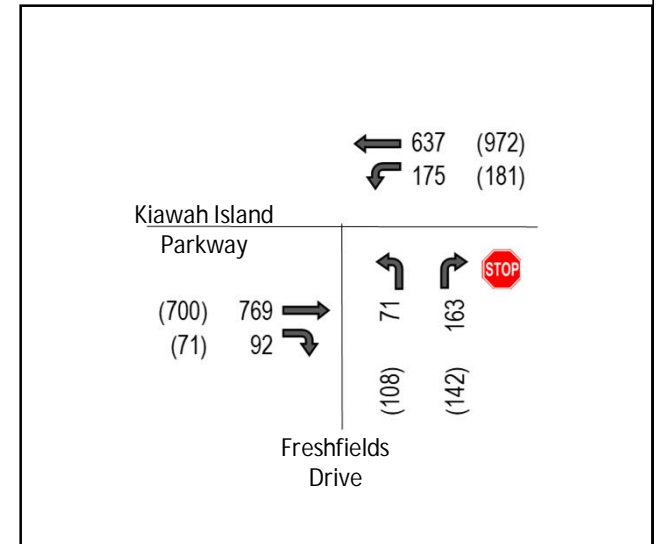
2036 No Build LOS Conditions



Existing Volumes



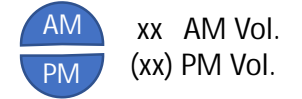
2026 No Build Volumes



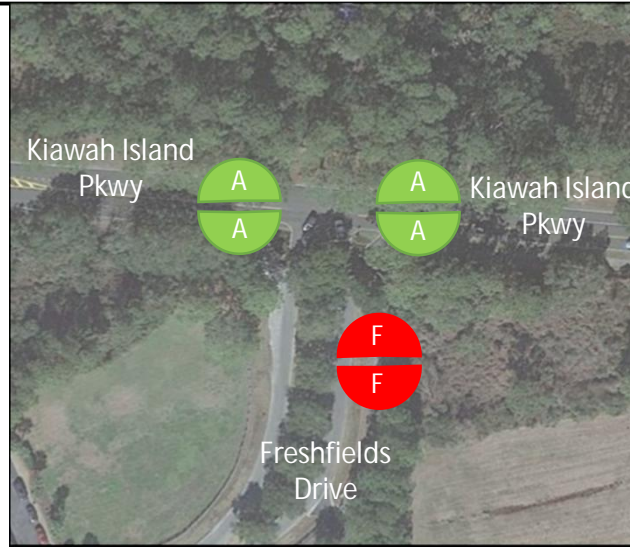
2036 No Build Volumes

Kiawah Island Parkway at Freshfields Drive *Build-Out Peak-Hour Summary*

Legend:



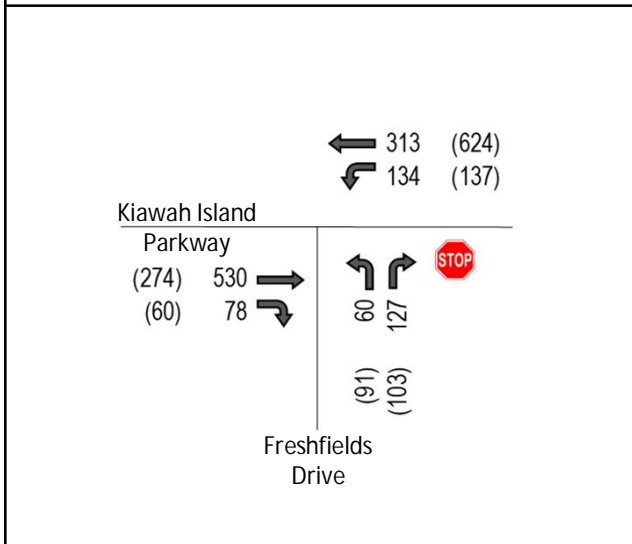
Existing LOS Conditions



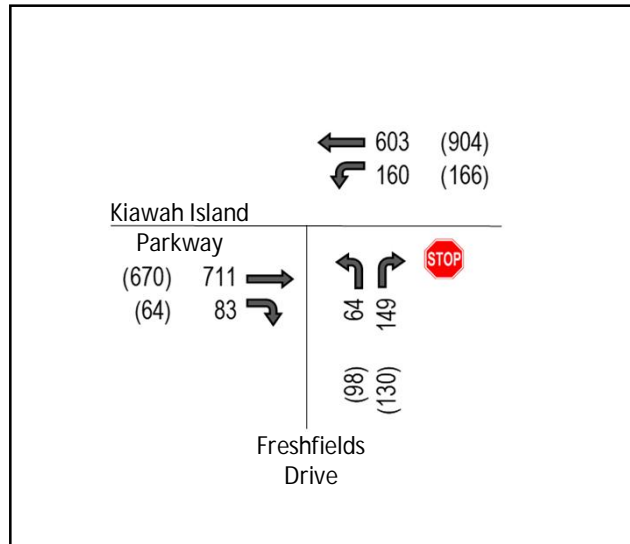
2026 Build-Out LOS Conditions



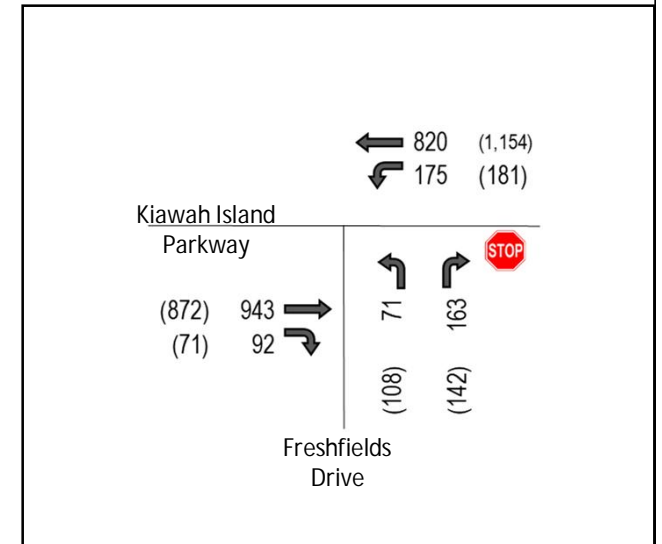
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



2036 Build-Out Volumes

Kiawah Island Parkway at Freshfields Drive Improvement Concept (Assumes Interconnect with Freshfields and Andell West)



xx AM Vol.
(xx) PM Vol.



5.7 Kiawah Island Parkway at Old Cedar Lane

The capacity analysis results for the Kiawah Island Parkway at Old Cedar Lane intersection are summarized in **Table 19**.

Table 19 – Kiawah Island Parkway at Old Cedar lane

Kiawah Island Parkway at Old Cedar Lane LOS (Delay)							
Condition	Measure	EB (Old Cedar Lane)		NB (Kiawah Island Pkwy)		SB (Kiawah Island Pkwy)	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
Existing	LOS (Delay)	C (24.0)		A (0.6)		A (0.0)	
	HCM 6 95th Q	23'		3'	0'	0'	0'
2026 No Build	LOS (Delay)	D (27.1)		A (0.6)		A (0.0)	
	HCM 6 95th Q	28'		3'	0'	0'	0'
2026 Build-Out	LOS (Delay)	F (72.4)		A (0.4)		A (0.0)	
	HCM 6 95th Q	83'		3'	0'	0'	0'
2036 No Build	LOS (Delay)	F (134.9)		A (0.4)		A (0.0)	
	HCM 6 95th Q	125'		3'	0'	0'	0'
2036 Build-Out	LOS (Delay)	F (\$)		A (0.4)		A (0.0)	
	HCM 6 95th Q	178'		5'	0'	0'	0'
2036 Build-Out Improved	LOS (Delay)	F (212.4)		A (0.4)		A (0.0)	
	HCM 6 95th Q	38'	10'	5'	0'	0'	0'
PM Peak Hour							
Existing	LOS (Delay)	D (31.7)		A (0.3)		A (0.0)	
	HCM 6 95th Q	68'		3'	0'	0'	0'
2026 No Build	LOS (Delay)	E (37.3)		A (0.3)		A (0.0)	
	HCM 6 95th Q	83'		3'	0'	0'	0'
2026 Build-Out	LOS (Delay)	F (\$)		A (0.3)		A (0.0)	
	HCM 6 95th Q	335'		3'	0'	0'	0'
2036 No Build	LOS (Delay)	F (\$)		A (0.3)		A (0.0)	
	HCM 6 95th Q	425'		3'	0'	0'	0'
2036 Build-Out	LOS (Delay)	F (\$)		A (0.3)		A (0.0)	
	HCM 6 95th Q	495'		5'	0'	0'	0'
2036 Build-Out Improved	LOS (Delay)	F (\$)		A (0.3)		A (0.0)	
	HCM 6 95th Q	380'	13'	3'	0'	0'	0'

\$ - Delay exceeds 300 seconds/vehicle

The results of the capacity analysis indicate that this intersection currently operates with short delays on the eastbound, southbound, and northbound approaches.

When the development traffic is added in the 2026 Build conditions, the eastbound approach (Old Cedar Lane) is anticipated to fail. The eastbound approach is anticipated to continue to fail during the analyzed 2036 No-Build and Build conditions.

To mitigate these delays, it is recommended to construct an exclusive eastbound right-turn lane on Old Cedar Lane, to help the side street delays and queues. With this improvement in place, the eastbound approach is anticipated to continue to fail, but the queue lengths are anticipated to significantly decrease. It is not atypical for side streets to fail during peak hour conditions. The improvement concept for Kiawah Parkway at Old Cedar Lane is shown on Page 52.

Kiawah Island Parkway at Old Cedar Lane No Build Peak-Hour Summary

Legend:



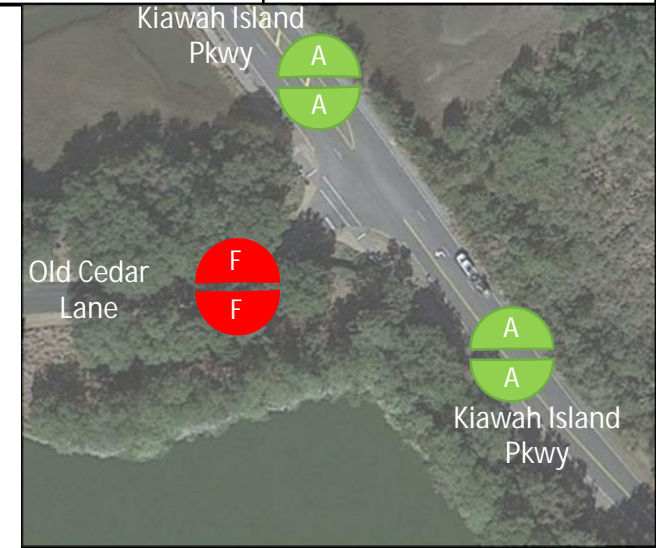
xx AM Vol.
(xx) PM Vol.



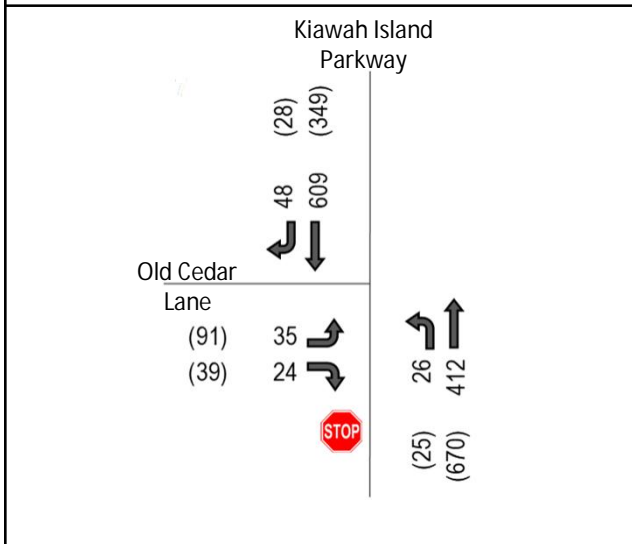
Existing LOS Conditions



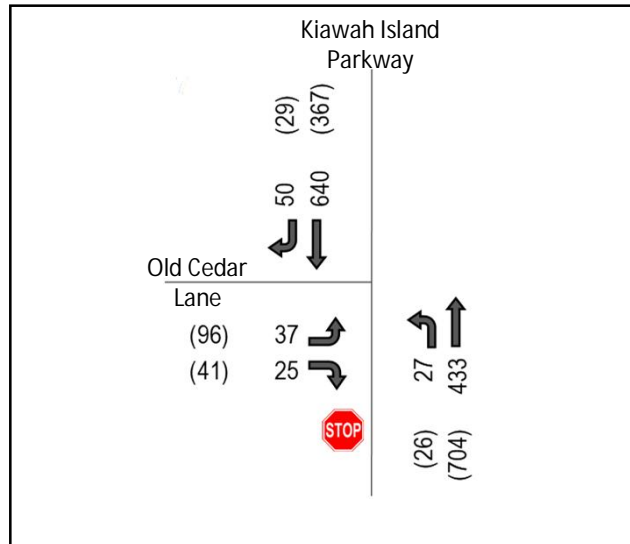
2026 No Build LOS Conditions



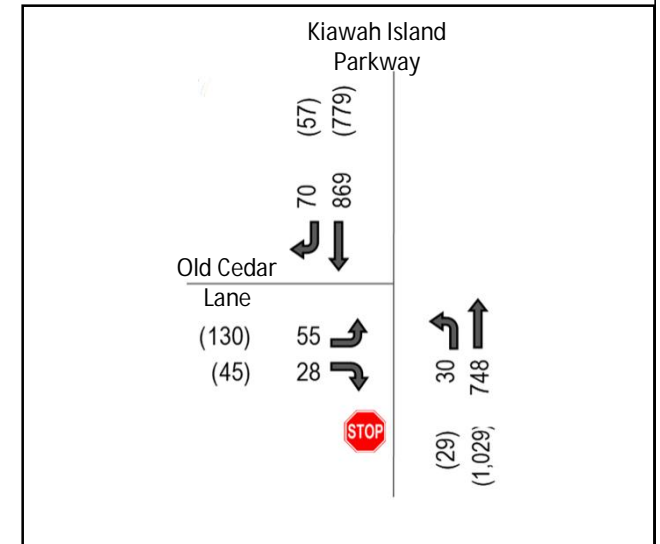
2036 No Build LOS Conditions



Existing Volumes



2026 No Build Volumes



2036 No Build Volumes

Kiawah Island Parkway at Old Cedar Lane *Build-Out Peak-Hour Summary*

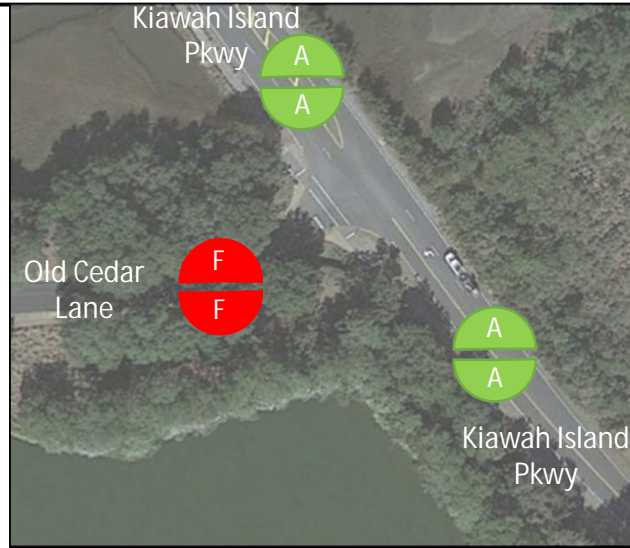
Legend:



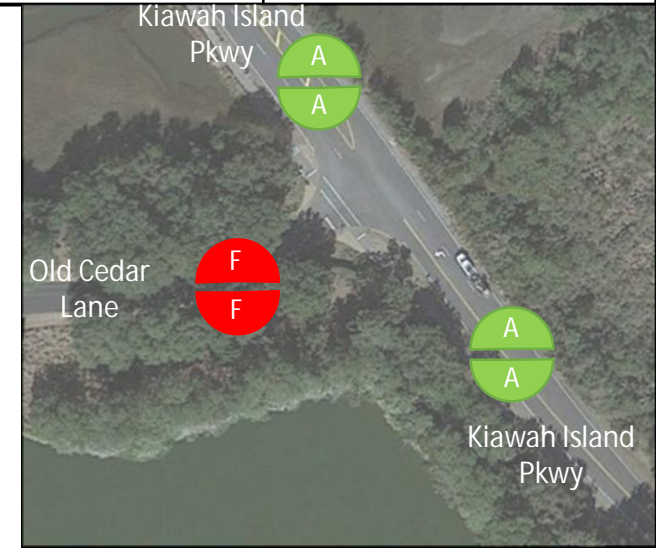
xx AM Vol.
(xx) PM Vol.



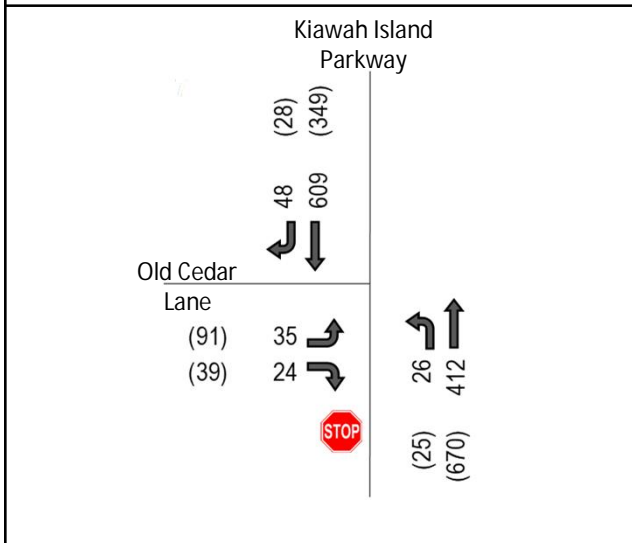
Existing LOS Conditions



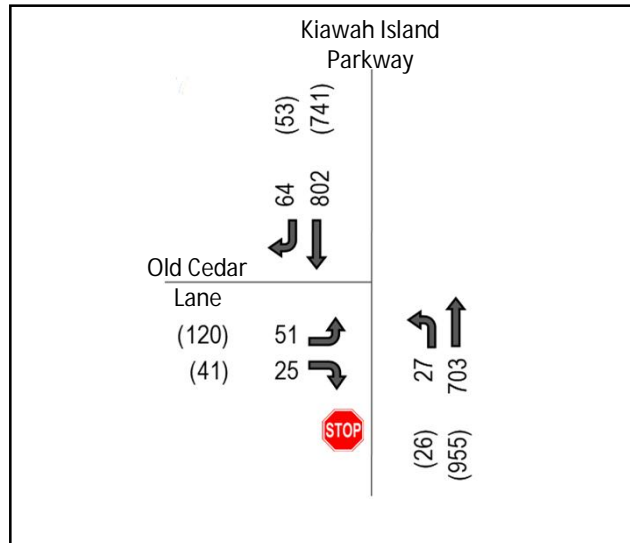
2026 Build-Out LOS Conditions



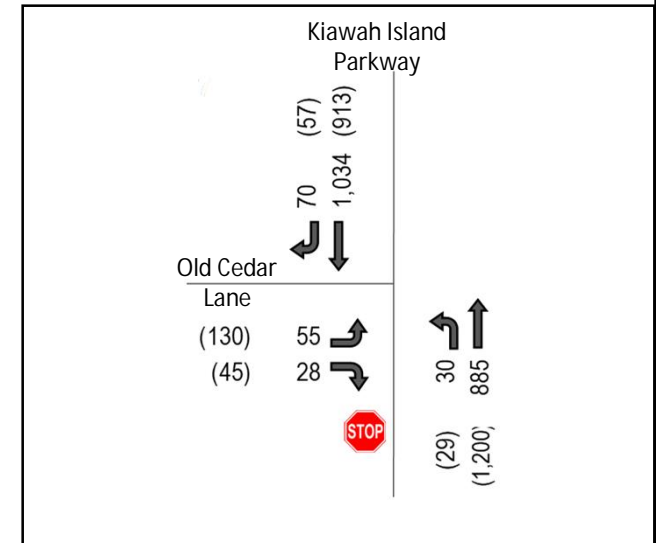
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes

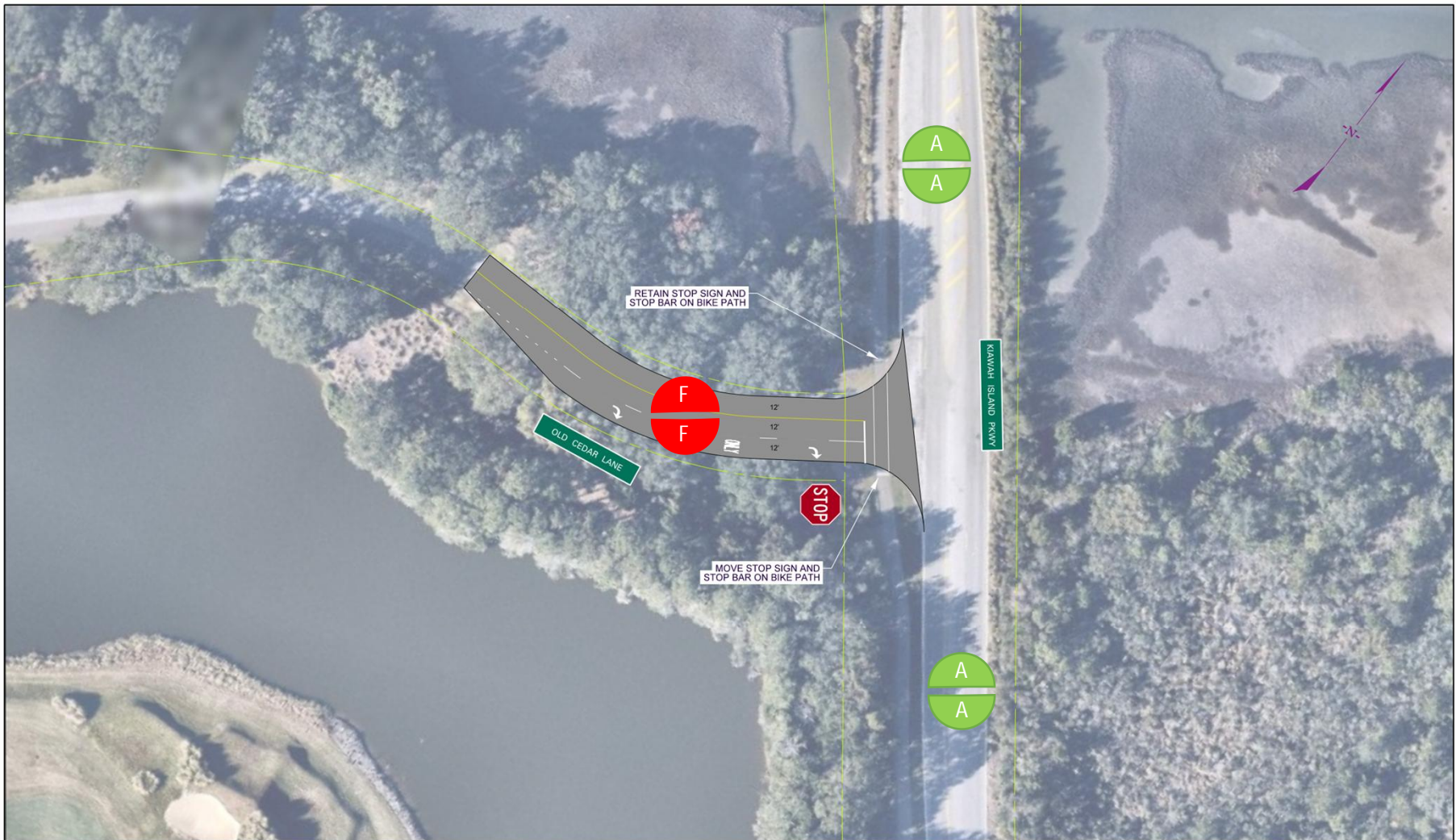


2036 Build-Out Volumes

Kiawah Island Parkway at Old Cedar Lane *Improvement Concept*



xx AM Vol.
(xx) PM Vol.



5.8 Kiawah Island Parkway at Mingo Point

The capacity analysis results for the Kiawah Island Parkway at Mingo Point intersection are summarized in **Table 20**.

Table 20 – Kiawah Island Parkway at Mingo Point

Kiawah Island Parkway at Mingo Point LOS (Delay)							
Condition	Measure	EB (Mingo Point)		NB (Kiawah Island Pkwy)		SB (Kiawah Island Pkwy)	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
Existing	LOS (Delay)	C (16.7)		A (0.1)		A (0.0)	
	HCM 6 95th Q	3'		0'		0'	
2026 No Build	LOS (Delay)	C (17.9)		A (0.1)		A (0.0)	
	HCM 6 95th Q	3'		0'		0'	
2026 Build-Out	LOS (Delay)	D (25.2)		A (0.1)		A (0.0)	
	HCM 6 95th Q	5'		0'		0'	
2036 No Build	LOS (Delay)	D (29.4)		A (0.1)		A (0.0)	
	HCM 6 95th Q	5'		0'		0'	
2036 Build-Out	LOS (Delay)	E (40.5)		A (0.1)		A (0.0)	
	HCM 6 95th Q	8'		0'		0'	
PM Peak Hour							
Existing	LOS (Delay)	B (14.1)		A (0.1)		A (0.0)	
	HCM 6 95th Q	3'		0'		0'	
2026 No Build	LOS (Delay)	B (14.7)		A (0.1)		A (0.0)	
	HCM 6 95th Q	3'		0'		0'	
2026 Build-Out	LOS (Delay)	D (25.7)		A (0.0)		A (0.0)	
	HCM 6 95th Q	3'		0'		0'	
2036 No Build	LOS (Delay)	D (28.6)		A (0.1)		A (0.0)	
	HCM 6 95th Q	5'		0'		0'	
2036 Build-Out	LOS (Delay)	E (38.8)		A (0.1)		A (0.0)	
	HCM 6 95th Q	5'		0'		0'	

The results of the capacity analysis indicate that this intersection currently operates (*and is anticipated to continue to*) operate with short/moderate delays on the eastbound, northbound, and southbound approaches during the analyzed conditions. No improvements are recommended to mitigate the impact of future development at this intersection.

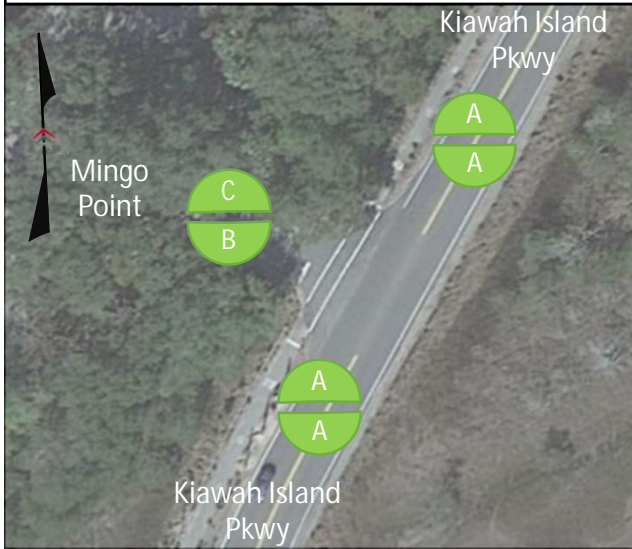
If property off of Mingo Point is rezoned and/or a denser development occurs than what is existing, a formal traffic impact study should be performed.

Kiawah Island Parkway at Mingo Point No Build Peak-Hour Summary

Legend:



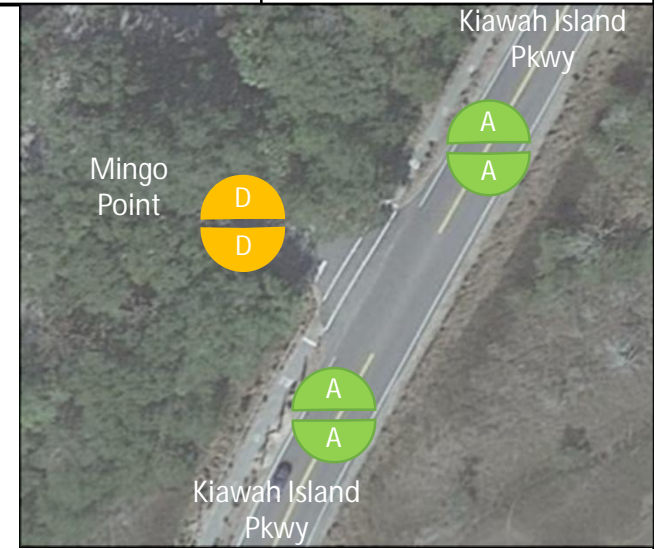
xx AM Vol.
(xx) PM Vol.



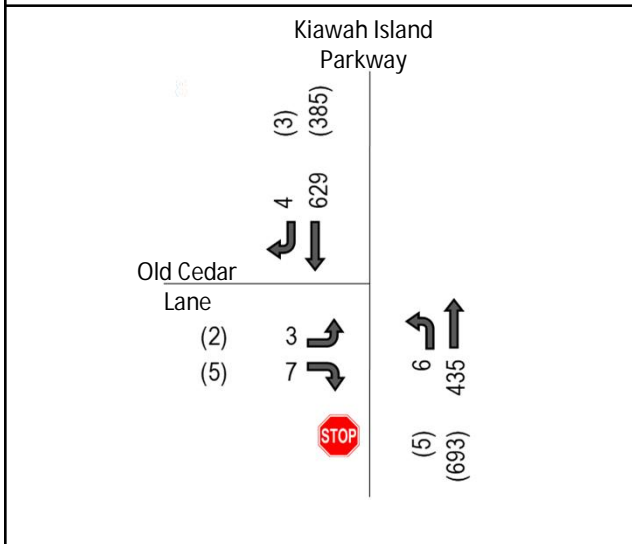
Existing LOS Conditions



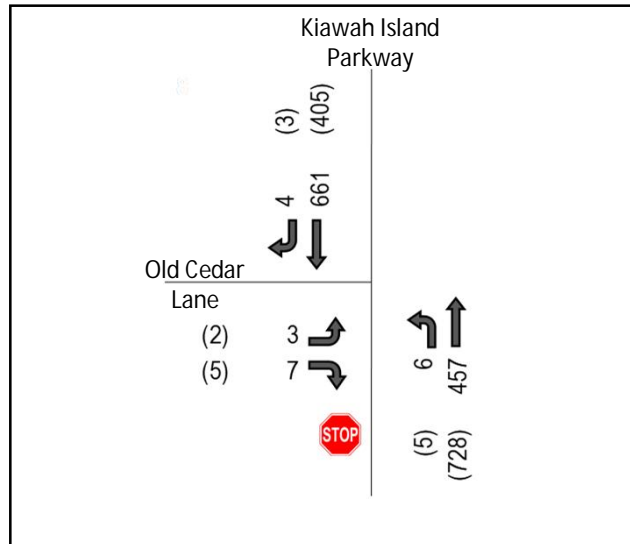
2026 No Build LOS Conditions



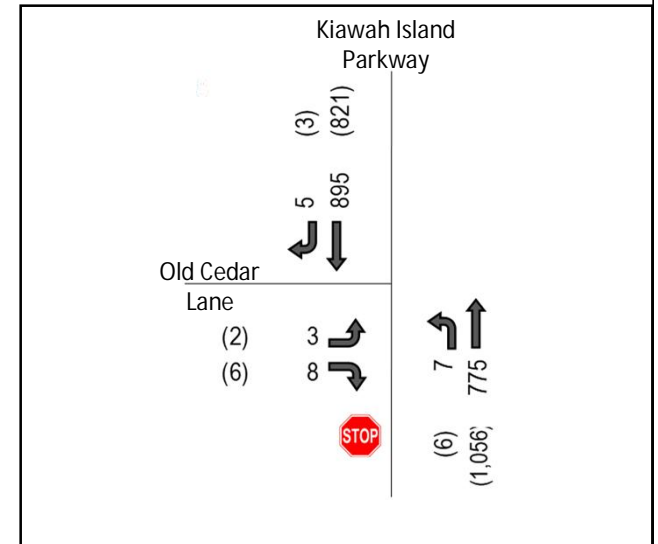
2036 No Build LOS Conditions



Existing Volumes



2026 No Build Volumes



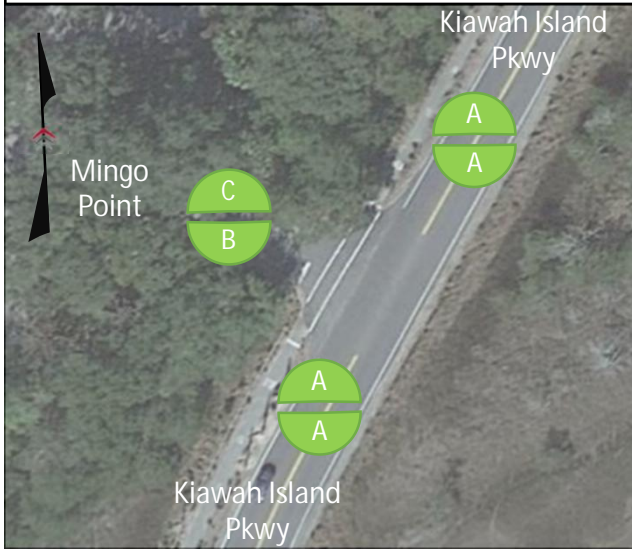
2036 No Build Volumes

Kiawah Island Parkway at Mingo Point *Build-Out Peak-Hour Summary*

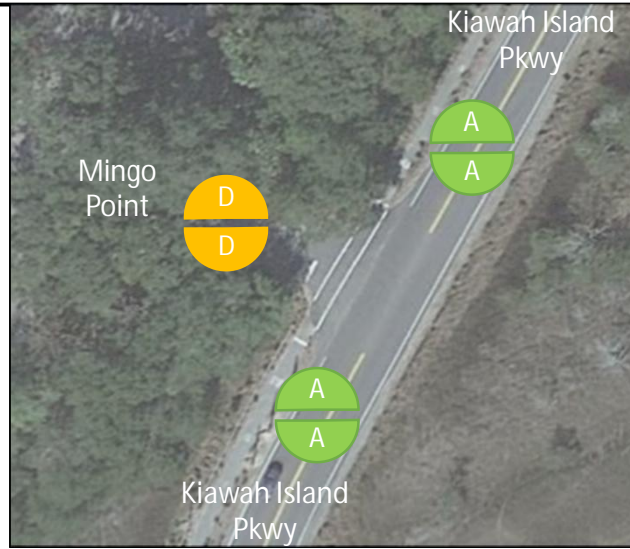
Legend:



xx AM Vol.
(xx) PM Vol.



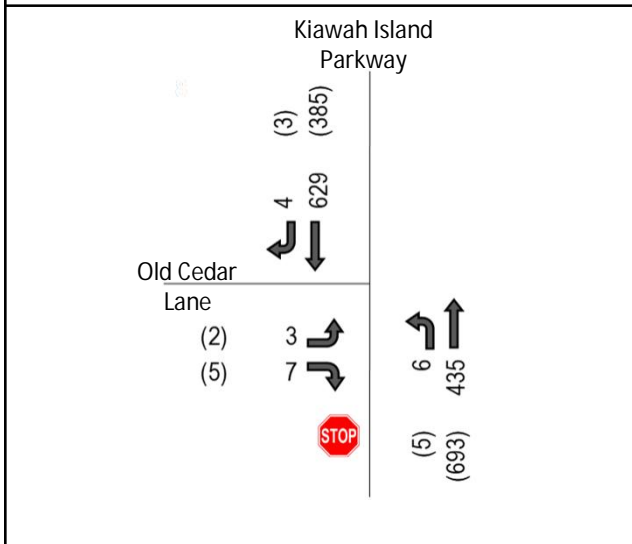
Existing LOS Conditions



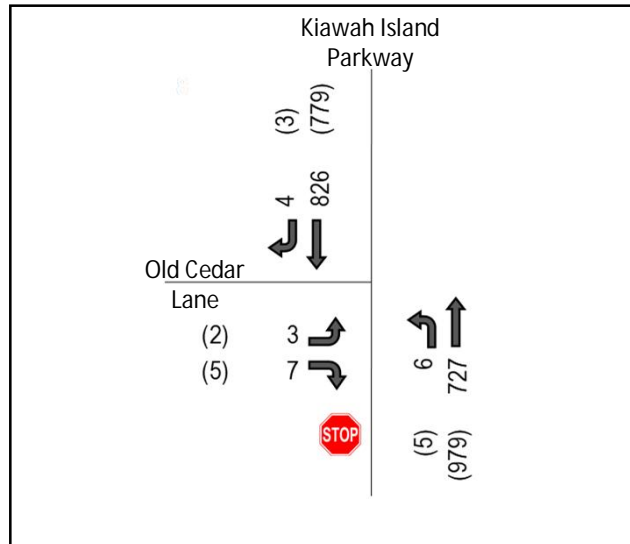
2026 Build-Out LOS Conditions



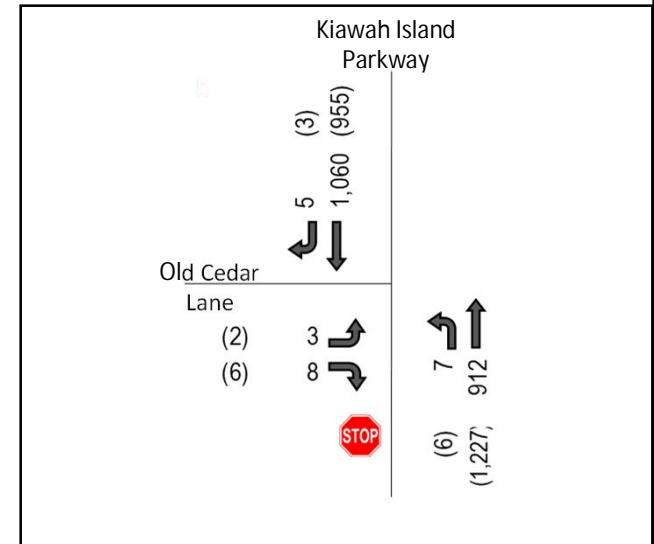
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



2036 Build-Out Volumes

5.9 Kiawah Island Parkway at Little Rabbit Lane

The capacity analysis results for the Kiawah Island Parkway at Little Rabbit Lane intersection are summarized in **Table 21**.

Table 21 – Kiawah Island Parkway at Little Rabbit Lane

Kiawah Island Parkway at Little Rabbit Lane LOS (delay)							
Condition	Measure	EB (Kiawah Island Pkwy)		WB (Kiawah Island Pkwy)		NB (Little Rabbit Lane)	
		EBT	EBR	WBL	WBT	NBL	NBR
AM Peak Hour							
Existing	LOS (Delay)	A (0.0)		A (0.0)		C (15.4)	
	HCM 6 95th Q	0'		0'		0'	
2026 No Build	LOS (Delay)	A (0.0)		A (0.0)		C (16.2)	
	HCM 6 95th Q	0'		0'		0'	
2026 Build-Out	LOS (Delay)	A (0.0)		A (0.0)		E (32.8)	
	HCM 6 95th Q	0'		0'		5'	
2036 No Build	LOS (Delay)	A (0.0)		A (0.0)		E (40.5)	
	HCM 6 95th Q	0'		0'		8'	
2036 Build-Out	LOS (Delay)	A (0.0)		A (0.0)		F (60.7)	
	HCM 6 95th Q	0'		0'		13'	
PM Peak Hour							
Existing	LOS (Delay)	A (0.0)		A (0.1)		C (17.0)	
	HCM 6 95th Q	0'		0'		3'	
2026 No Build	LOS (Delay)	A (0.0)		A (0.1)		C (18.3)	
	HCM 6 95th Q	0'		0'		5'	
2026 Build-Out	LOS (Delay)	A (0.0)		A (0.1)		F (52.1)	
	HCM 6 95th Q	0'		0'		23'	
2036 No Build	LOS (Delay)	A (0.0)		A (0.1)		F (68.4)	
	HCM 6 95th Q	0'		0'		33'	
2036 Build-Out	LOS (Delay)	A (0.0)		A (0.1)		F (130.3)	
	HCM 6 95th Q	0'		0'		50'	

The results of the capacity analysis indicate that this intersection currently operates with short delays on the eastbound, southbound, and northbound approaches.

When the development traffic is added in the 2026 Build conditions, the northbound approach (Little Rabbit Lane) is anticipated to fail in the PM peak hour. The eastbound approach is anticipated to continue to fail during the analyzed 2036 No-Build and Build PM peak hour conditions.

Due to the environmental constraints, limited available right-of-way, and existing road geometry no feasible mitigation can be done to reduce the delay on Little Rabbit Lane. It is not uncommon for side-street approaches to fail during peak hour conditions.

Kiawah Island Parkway at Little Rabbit Lane No Build Peak-Hour Summary

Legend:



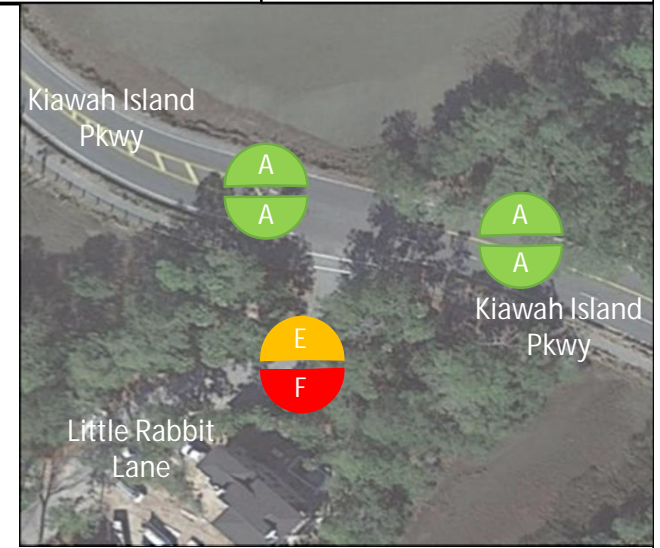
xx AM Vol.
(xx) PM Vol.



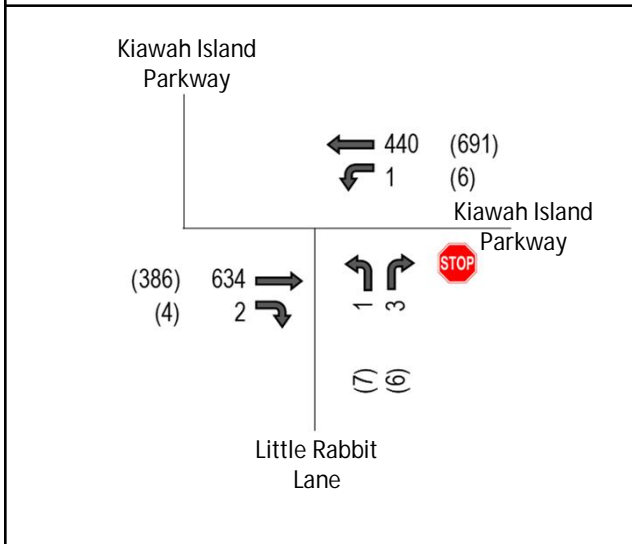
Existing LOS Conditions



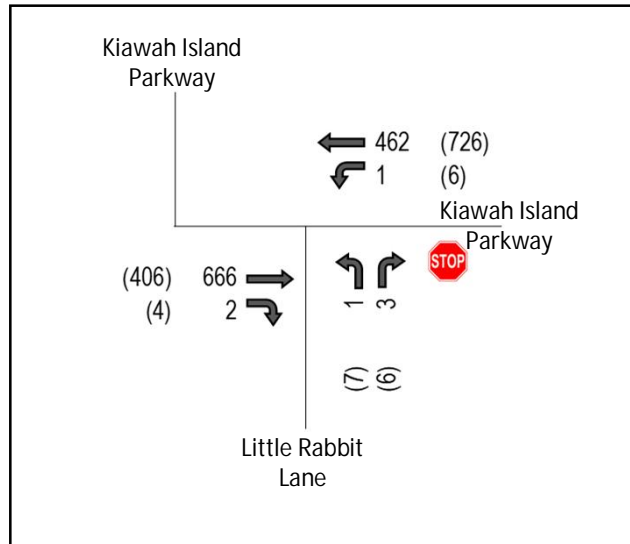
2026 No Build LOS Conditions



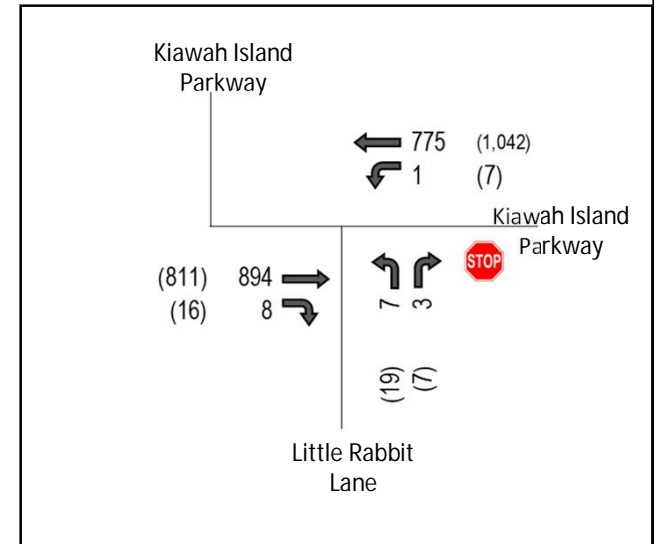
2036 No Build LOS Conditions



Existing Volumes



2026 No Build Volumes



2036 No Build Volumes

Kiawah Island Parkway at Little Rabbit Lane *Build-Out Peak-Hour Summary*

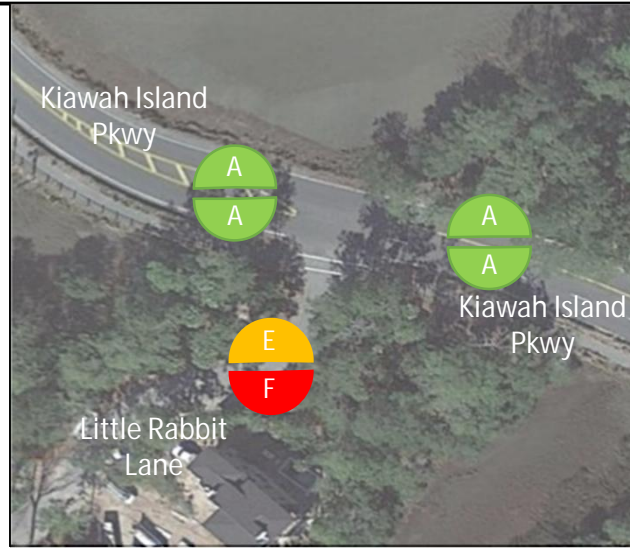
Legend:



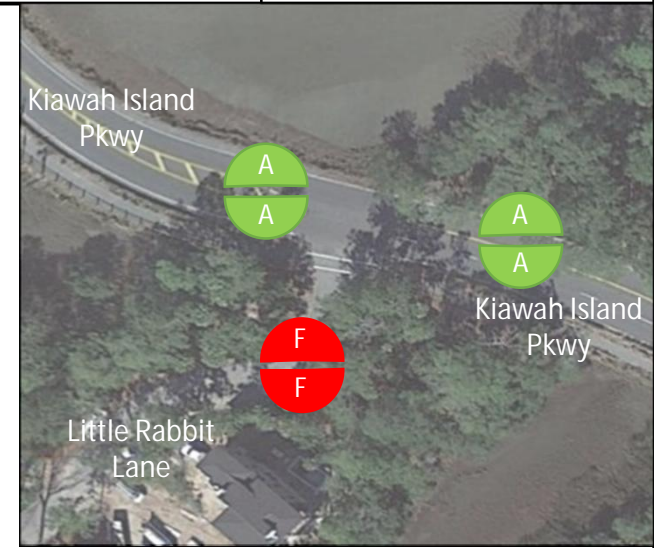
xx AM Vol.
(xx) PM Vol.



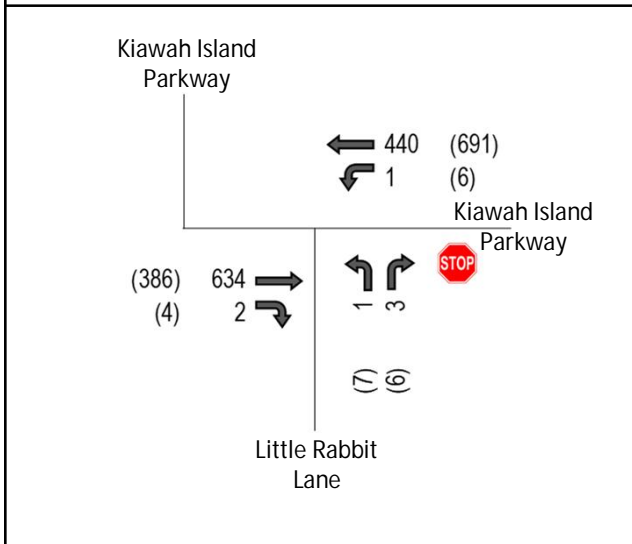
Existing LOS Conditions



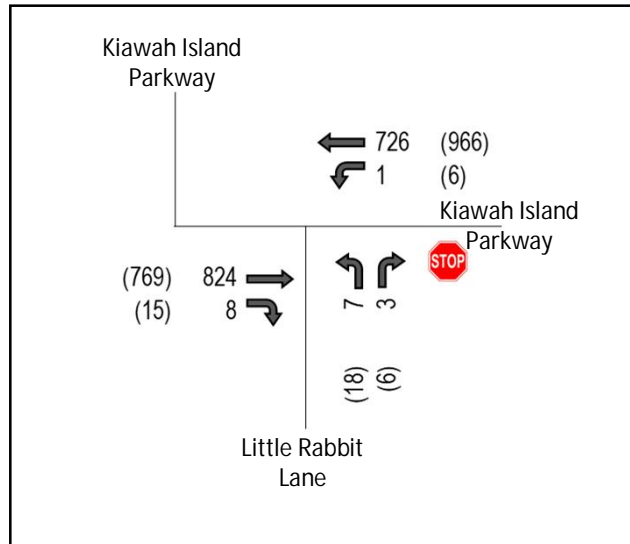
2026 Build-Out LOS Conditions



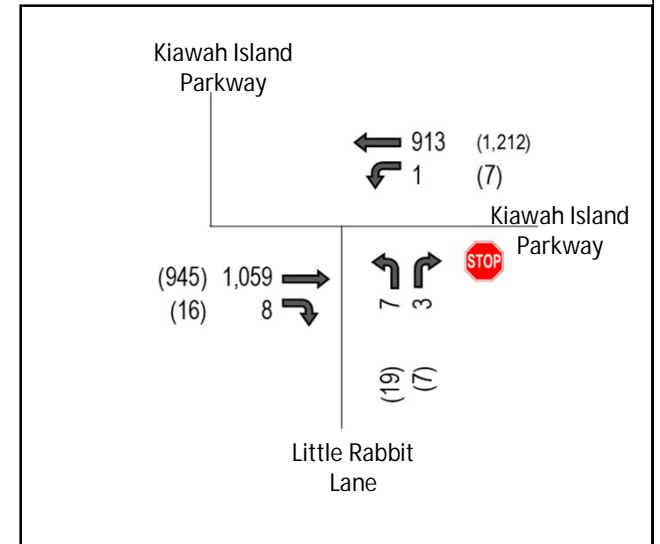
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



2036 Build-Out Volumes

5.10 Kiawah Island Parkway at Real Estate Office

The capacity analysis results for the Kiawah Island Parkway at Real Estate Office intersection are summarized in **Table 22**.

Table 22 – Kiawah Island Parkway at Real Estate Office

Kiawah Island Parkway at Real Estate Office LOS (delay)							
Condition	Measure	EB (Kiawah Island Pkwy)		WB (Kiawah Island Pkwy)		NB (Real Estate Office)	
		EBT	EBR	WBL	WBT	NBL	NBR
AM Peak Hour							
Existing	LOS (Delay)	A (0.0)		A (0.0)		C (20.2)	
	HCM 6 95th Q	0'		0'	0'	3'	
2026 No Build	LOS (Delay)	A (0.0)		A (0.0)		C (21.5)	
	HCM 6 95th Q	0'		0'	0'	3'	
2026 Build-Out	LOS (Delay)	A (0.0)		A (0.0)		E (35.4)	
	HCM 6 95th Q	0'		0'	0'	5'	
2036 No Build	LOS (Delay)	A (0.0)		A (0.0)		F (44.7)	
	HCM 6 95th Q	0'		0'	0'	8'	
2036 Build-Out	LOS (Delay)	A (0.0)		A (0.0)		F (69.6)	
	HCM 6 95th Q	0'		0'	0'	13'	
2036 Build-Out Improved	LOS (Delay)	A (0.0)		A (0.0)		B (12.8)	
	HCM 6 95th Q	0'		0'	0'	3'	
PM Peak Hour							
Existing	LOS (Delay)	A (0.0)		A (0.0)		C (18.3)	
	HCM 6 95th Q	0'		0'	0'	0'	
2026 No Build	LOS (Delay)	A (0.0)		A (0.0)		C (19.6)	
	HCM 6 95th Q	0'		0'	0'	0'	
2026 Build-Out	LOS (Delay)	A (0.0)		A (0.0)		E (40.0)	
	HCM 6 95th Q	0'		0'	0'	3'	
2036 No Build	LOS (Delay)	A (0.0)		A (0.0)		E (47.9)	
	HCM 6 95th Q	0'		0'	0'	3'	
2036 Build-Out	LOS (Delay)	A (0.0)		A (0.0)		F (69.6)	
	HCM 6 95th Q	0'		0'	0'	13'	
2036 Build-Out Improved	LOS (Delay)	A (0.0)		A (0.0)		B (12.0)	
	HCM 6 95th Q	0'		0'	0'	0'	

The results of the capacity analysis indicate that this intersection currently operates with short delays on the eastbound, westbound, and northbound approaches.

When the development traffic is added in the 2026 Build conditions, the northbound approach (Real Estate Office) is anticipated to moderately increase during the AM and PM peak hours. The northbound approach is anticipated to fail during the analyzed 2036 AM No-Build and 2036 PM Build peak hour conditions.

The Kiawah Island Parkway at Beachwalker Drive improvement project would cause this intersection to become right-in/right-out. A connection would be required from Beachwalker Drive to the Real Estate Office for the restricted westbound and northbound left-turns from Kiawah Island Parkway at the Real Estate Office. Once the Real Estate Office becomes right-in/right-out, the northbound approach delay are anticipated to be less than existing conditions. The concept for right-in/right-out improvement is shown on Page 62.

Kiawah Island Parkway at Real Estate Office No Build Peak-Hour Summary

Legend:



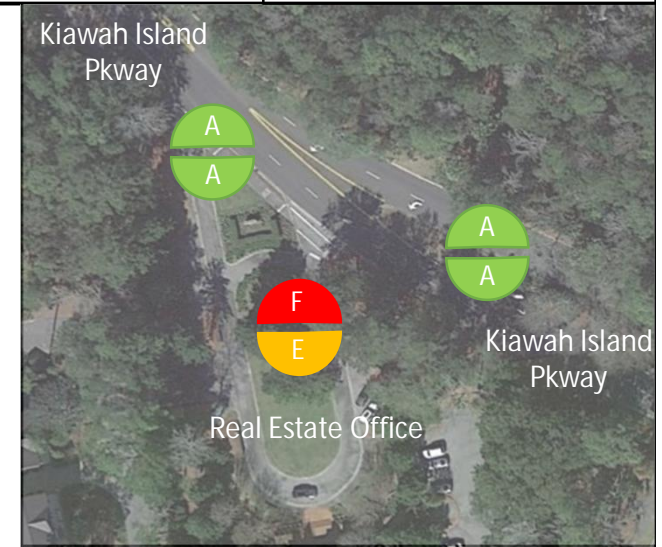
xx AM Vol.
(xx) PM Vol.



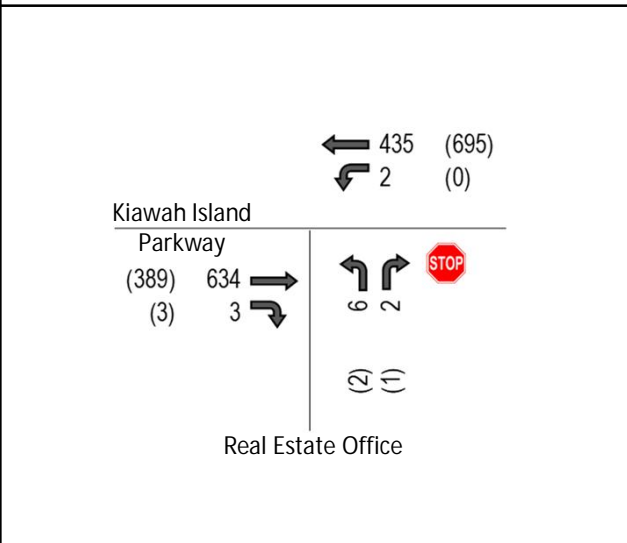
Existing LOS Conditions



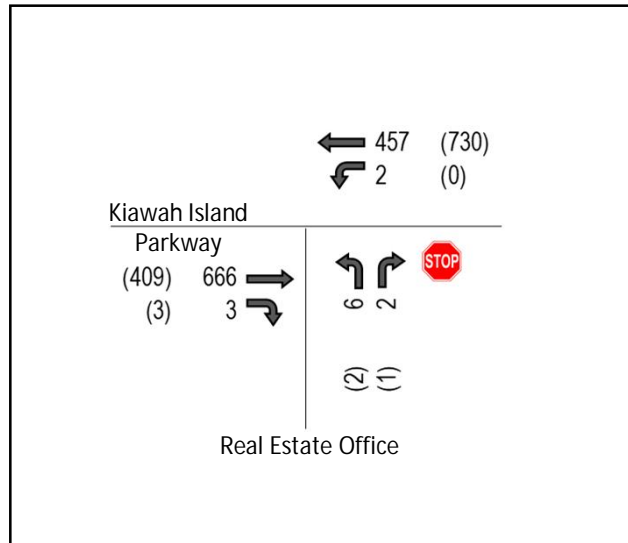
2026 No Build LOS Conditions



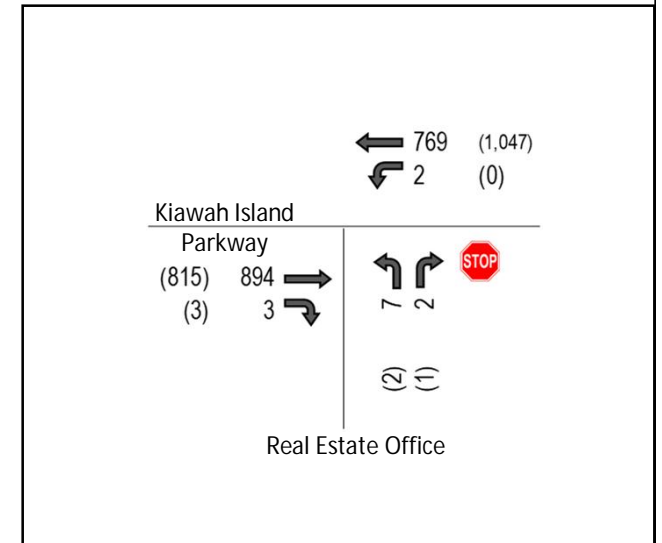
2036 No Build LOS Conditions



Existing Volumes



2026 No Build Volumes



2036 No Build Volumes

Kiawah Island Parkway at Real Estate Office *Build-Out Peak-Hour Summary*

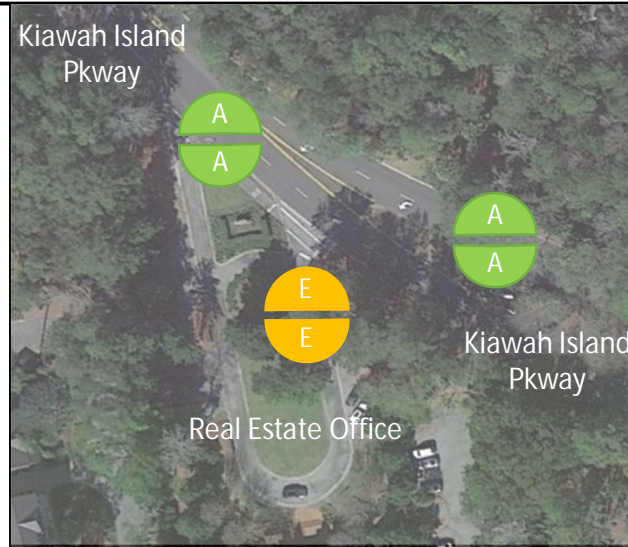
Legend:



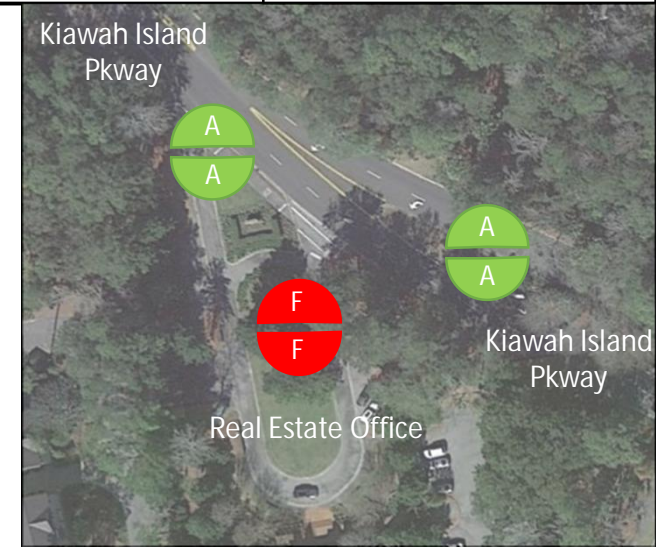
xx AM Vol.
(xx) PM Vol.



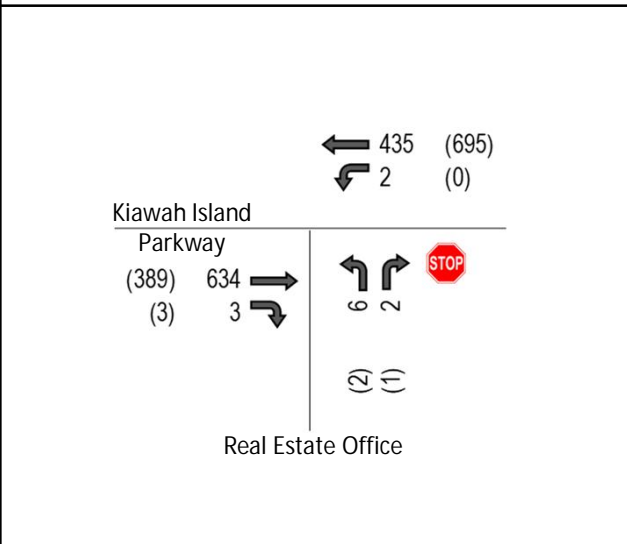
Existing LOS Conditions



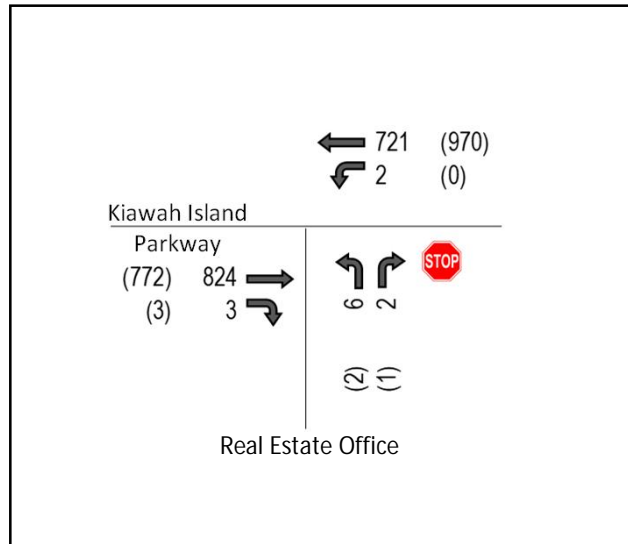
2026 Build-Out LOS Conditions



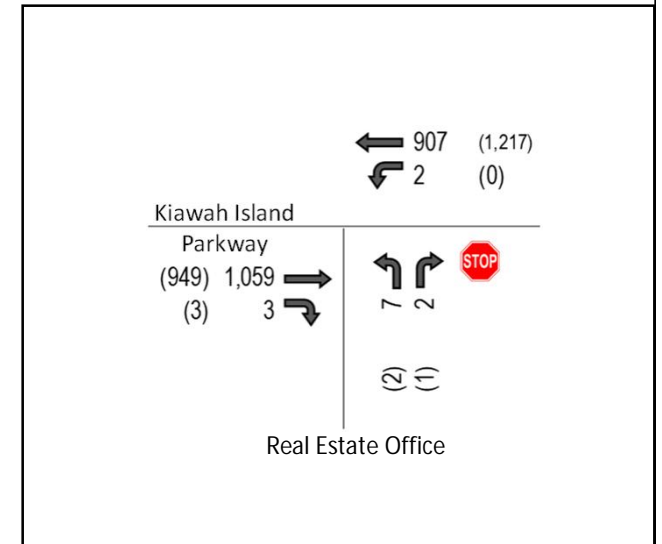
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes

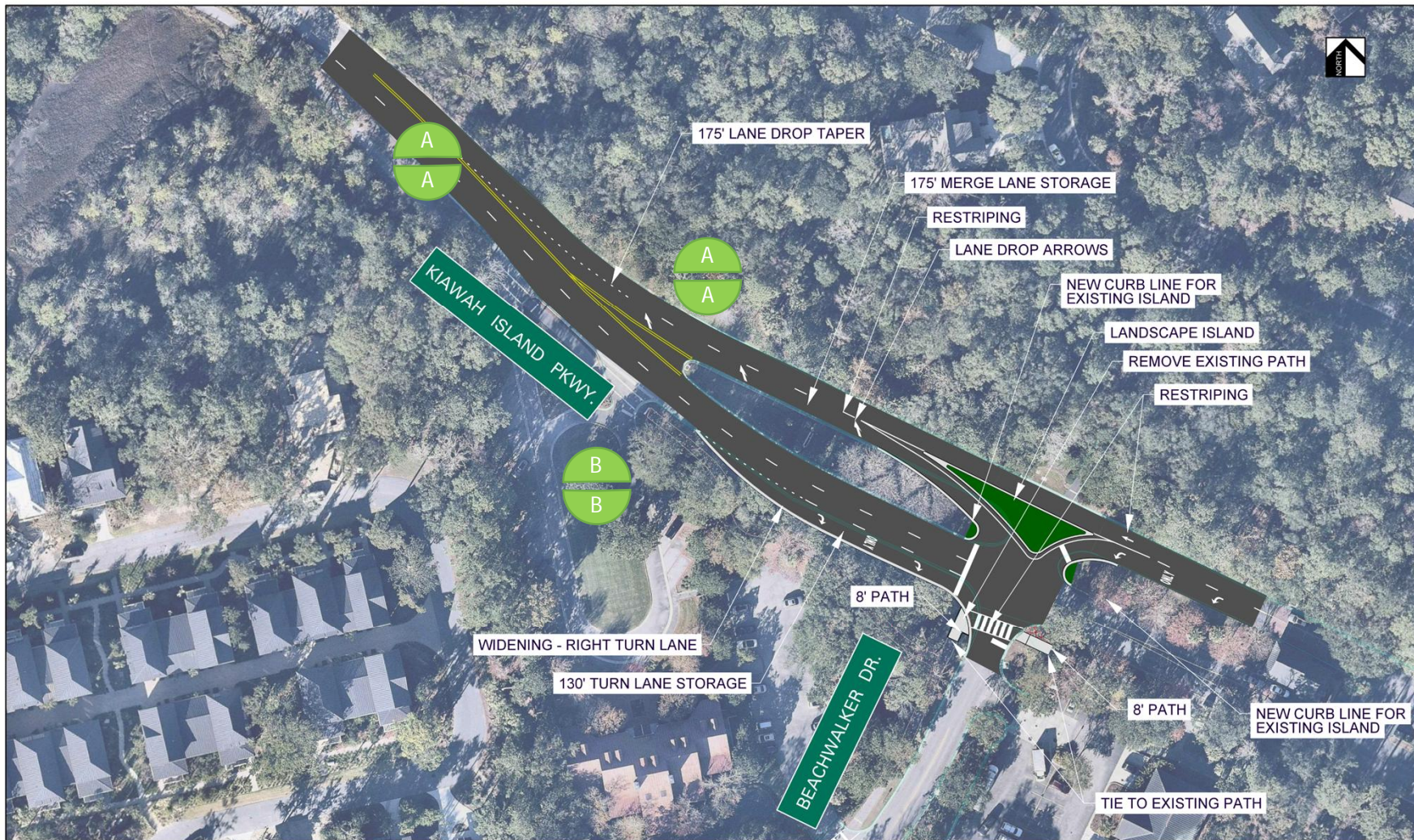


2036 Build-Out Volumes

Kiawah Island Parkway at Real Estate Office Improvement Concept (Right-In/Right-Out)



xx AM Vol.
(xx) PM Vol.



5.11 Kiawah Island Parkway at Beachwalker Drive

The capacity analysis results for the Kiawah Island Parkway at Beachwalker Drive intersection are summarized in Table 23.

Table 23 – Kiawah Island Parkway at Beachwalker Drive

Kiawah Island Parkway at Beachwalker Drive LOS (delay)								
Condition	Measure	EB (Kiawah Island Pkwy)		WB (Kiawah Island Pkwy)		NB (Beachwalker Drive)		Intersection
		EBT	EBR	WBL	WBT	NBL	NBR	
AM Peak Hour								
Existing	LOS (Delay)	B (14.2)		C (19.4)		B (11.0)		C (15.7)
	HCM 6 95th Q	90'	63'	8'	135'	25'		
2026 No Build	LOS (Delay)	C (15.2)		C (22.0)		B (11.4)		C (17.2)
	HCM 6 95th Q	103'	70'	8'	158'	25'		
2026 Build-Out	LOS (Delay)	D (25.5)		F (136.9)		B (13.6)		F (70.4)
	HCM 6 95th Q	205'	113'	8'	675'	35'		
2036 No Build	LOS (Delay)	E (33.2)		F (184.1)		B (14.3)		F (93.2)
	HCM 6 95th Q	263'	140'	10'	840'	40'		
2036 Build-Out	LOS (Delay)	F (62.7)		F (296.5)		C (15.7)		F (153.9)
	HCM 6 95th Q	433'	210'	10'	1208'	48'		
2036 Build-Out Improved	LOS (Delay)	C (31.8)		A (9.5)		B (11.6)		D(27.9)
	HCM 6 95th Q	318'	148'	8'	0'	38'		
PM Peak Hour								
Existing	LOS (Delay)	B (11.9)		E (44.3)		B (12.6)		D (29.2)
	HCM 6 95th Q	48'	28'	10'	328'	35'		
2026 No Build	LOS (Delay)	B (12.6)		F (61.2)		B (13.3)		E (38.5)
	HCM 6 95th Q	53'	33'	13'	410'	40'		
2026 Build-Out	LOS (Delay)	D (27.8)		F (259.9)		C (16.1)		F (137.0)
	HCM 6 95th Q	210'	90'	13'	1148'	50'		
2036 No Build	LOS (Delay)	D (34.3)		F (\$)		B (17.4)		F (172.7)
	HCM 6 95th Q	60'	250'	15'	1380'	60'		
2036 Build-Out	LOS (Delay)	E (59.1)		F (\$)		C (19.7)		F (252.3)
	HCM 6 95th Q	380'	148'	15'	1840'	70'		
2036 Build-Out Improved	LOS (Delay)	D (28.2)		B (10.2)		B (13.4)		C (24.2)
	HCM 6 95th Q	273'	105'	13'	0'	55'		

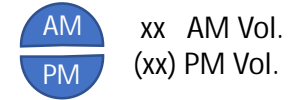
The results of the capacity analysis indicate that this intersection currently operates with short delays on the eastbound, westbound, and northbound approaches during the AM peak hour. During the PM peak hour, the eastbound and northbound delays are anticipated to be short, but the westbound approach leaving the island is anticipated to be long.

The westbound approach and intersection is anticipated to fail once the short-term development traffic is added to the network in 2026. The intersection and westbound approach are anticipated to fail for the 2026 Build, 2036 No-Build, and 2036 Build conditions.

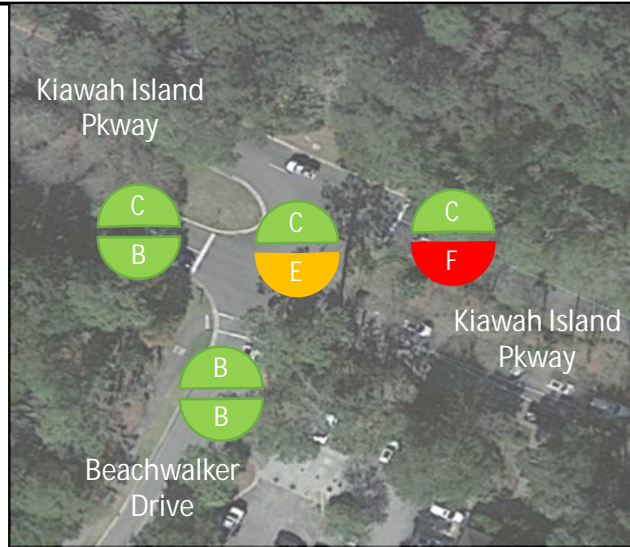
To mitigate the anticipated long delays at this intersection, a modification to the westbound approach is recommended and removal of the bike path from Oyster Rake Drive is recommended. It is recommended the westbound through lane operate as free-flow and the and the westbound left-turn lane be channelized and placed under stop sign control. Furthermore, an eastbound right-turn lane is recommended. These improvements significantly decreases the delay at the intersection. The conceptual improvement is shown on Page 66. This project is currently under design by Kimley-Horn.

Kiawah Island Parkway at Beachwalker Drive No Build Peak-Hour Summary

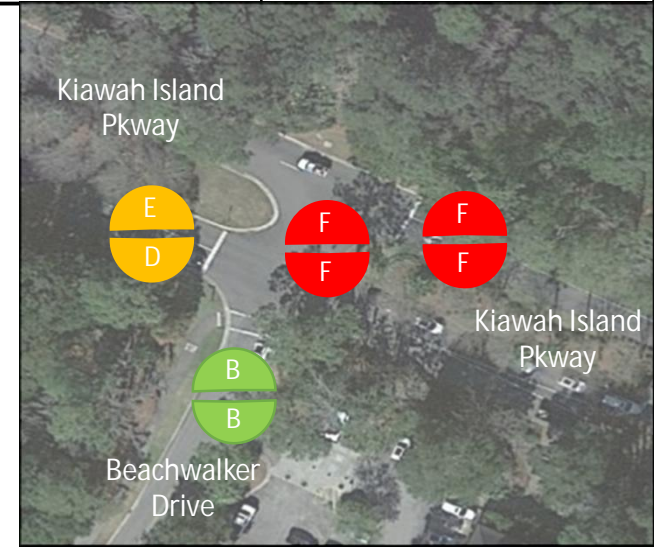
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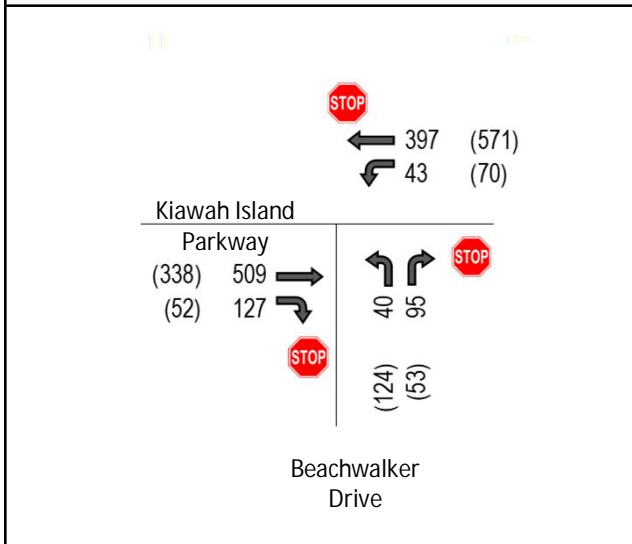
Existing LOS Conditions



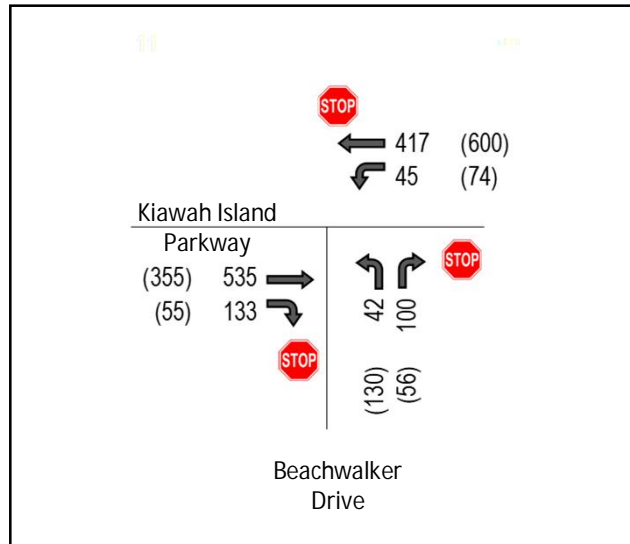
2026 No Build LOS Conditions



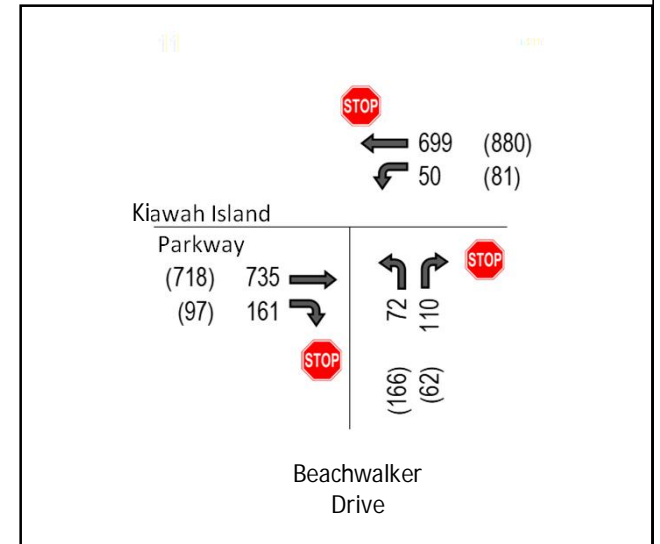
2036 No Build LOS Conditions



Existing Volumes



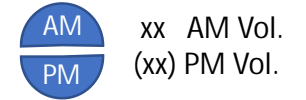
2026 No Build Volumes



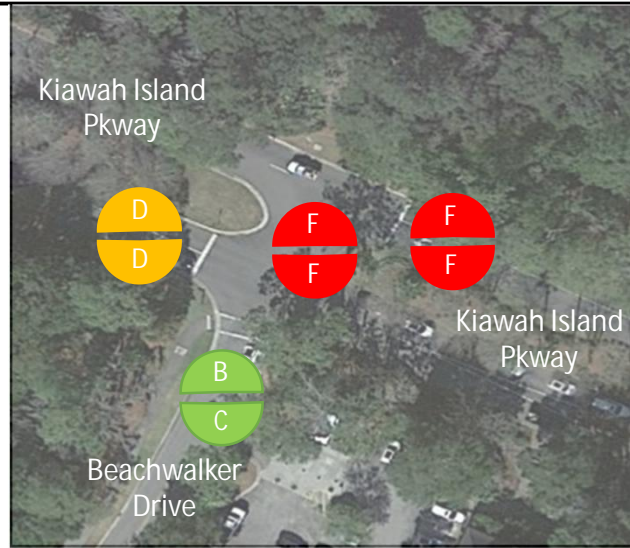
2036 No Build Volumes

Kiawah Island Parkway at Beachwalker Drive *Build-Out Peak-Hour Summary*

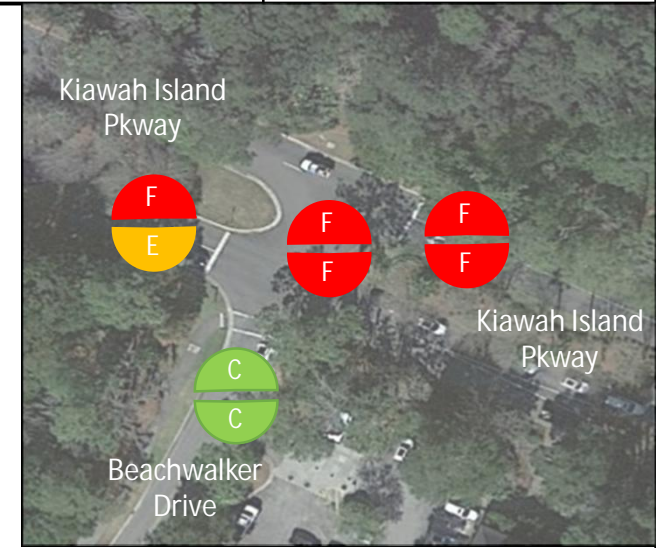
Legend:



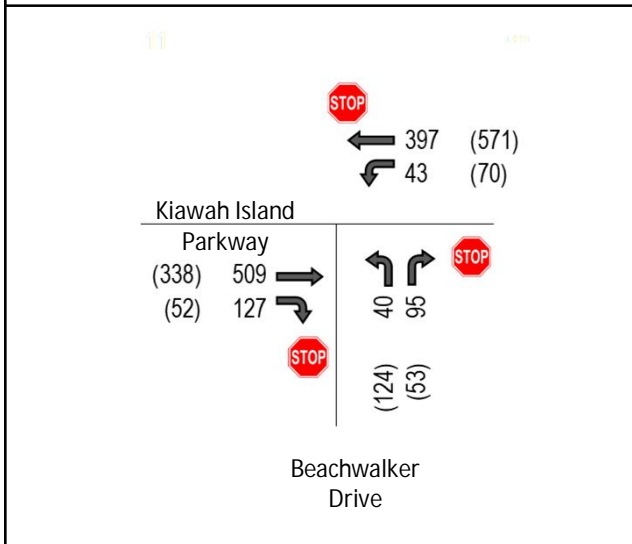
Existing LOS Conditions



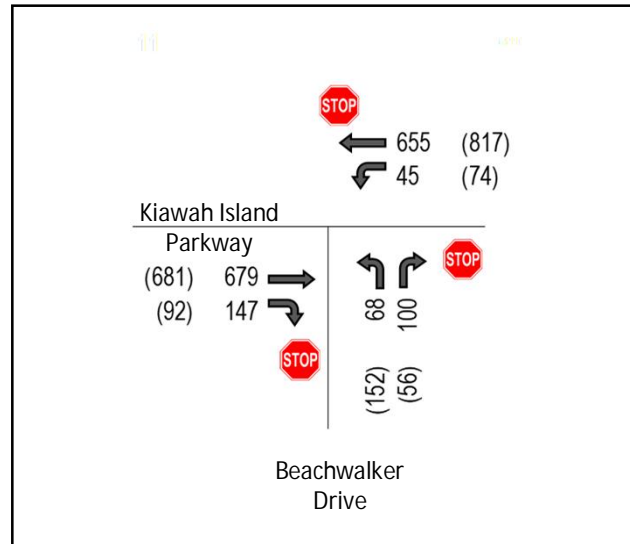
2026 Build-Out LOS Conditions



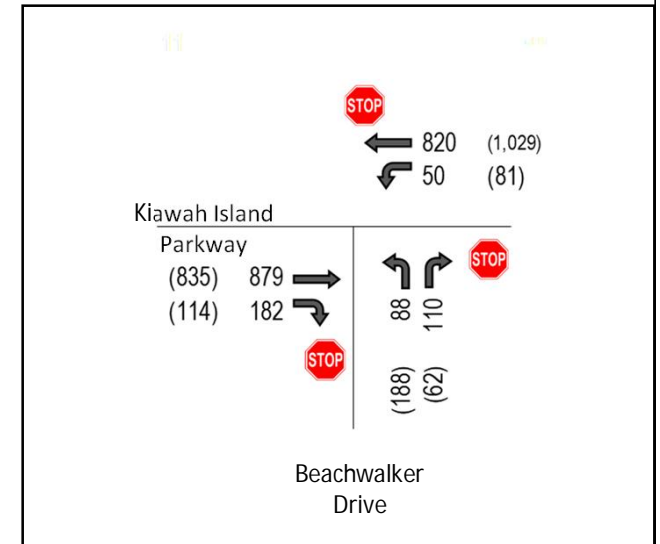
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



2036 Build-Out Volumes

Kiawah Island Parkway at Beachwalker Drive Improvement Concept



xx AM Vol.
(xx) PM Vol.



5.12 Seabrook Island Road at Andell Bluff Boulevard/Lot C

The capacity analysis results for the Seabrook Island Road/Lot C intersection are summarized in Table 24.

Table 24 – Seabrook Island Road at Andell Bluff Boulevard/Lot C

Seabrook Island Road at Andell Bluff Boulevard														
Condition	Measure	EB (Seabrook Island Road)			WB (Seabrook Island Road)			NB (Lot C Driveway)			SB (Andell Bluff Blvd)			Intersection LOS (Delay)
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
AM Peak Hour														
Existing	LOS (Delay)	A (0.4)			A (0.0)			-			B (12.4)			-
	HCM 6 95th Q	0'	-	-	-	0'	-	-	-	8'	-	8'		
2026 No Build	LOS (Delay)	A (0.4)			A (0.0)			-			B (12.6)			-
	HCM 6 95th Q	0'	-	-	-	0'	-	-	-	8'	-	8'		
2026 Build-Out	LOS (Delay)	A (0.9)			A (0.0)			-			C (16.2)			-
	HCM 6 95th Q	3'	-	-	-	0'	-	-	-	18'	-	18'		
2036 No Build	LOS (Delay)	A (0.9)			A (0.0)			-			C (17.5)			-
	HCM 6 95th Q	5'	-	-	-	0'	-	-	-	28'	-	28'		
2036 Build-Out	LOS (Delay)	A (0.7)			A (1.7)			C (23.3)			F (79.5)			-
	HCM 6 95th Q	3'	-	-	10'	0'	0'	43'	30'	90'	-	-		
2036 Build-Out Improved (RAB)	LOS (Delay)	A (8.4)			A (8.6)			A (7.9)			A (6.3)			A (8.3)
	SIDRA 95th Q	78'			97'			32'			13'			
PM Peak Hour														
Existing	LOS (Delay)	A (0.4)			A (0.0)			-			B (13.6)			-
	HCM 6 95th Q	0'	-	-	-	0'	-	-	-	13'	-	13'		
2026 No Build	LOS (Delay)	A (0.5)			A (0.0)			-			B (14.0)			-
	HCM 6 95th Q	0'	-	-	-	0'	-	-	-	13'	-	13'		
2026 Build-Out	LOS (Delay)	A (0.8)			A (0.0)			-			C (21.4)			-
	HCM 6 95th Q	3'	-	-	-	0'	-	-	-	38'	-	38'		
2036 No Build	LOS (Delay)	A (0.8)			A (0.0)			-			C (24.8)			-
	HCM 6 95th Q	3'	-	-	-	0'	-	-	-	48'	-	48'		
2036 Build-Out	LOS (Delay)	A (0.7)			A (2.5)			F (60.3)			F (604.9)			-
	HCM 6 95th Q	3'	-	-	20'	0'	0'	100'	33'	288'	-	-		
2036 Build-Out Improved (RAB)	LOS (Delay)	B (11.3)			B (12.2)			A (8.6)			A (8.7)			B (11.2)
	SIDRA 95th Q	137'			168'			35'			21'			

The results of the capacity analysis indicate that this intersection currently operates with short delays on the eastbound, westbound, and southbound approaches.

When the northbound driveway connection was considered for Lot C, the southbound approach is anticipated to fail during the AM peak hour and the northbound and southbound approaches are anticipated to fail during the PM peak hour. To mitigate the delay on the sidestreet approaches, a roundabout was considered. A single-lane roundabout is anticipated to significantly improve operations at this intersection.

The concept for the roundabout at this intersection is shown on Page 70. Please note, Seabrook Island is currently considering a roundabout at this location.

Seabrook Island Road at Andell Bluff Boulevard No Build Peak-Hour Summary

Legend:



xx AM Vol.
(xx) PM Vol.



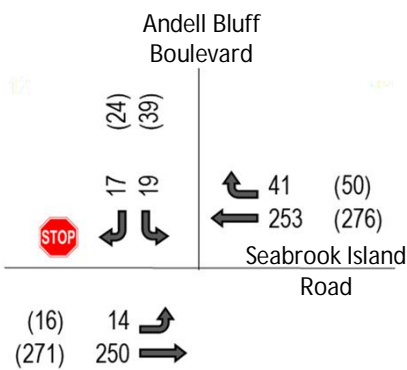
Existing LOS Conditions



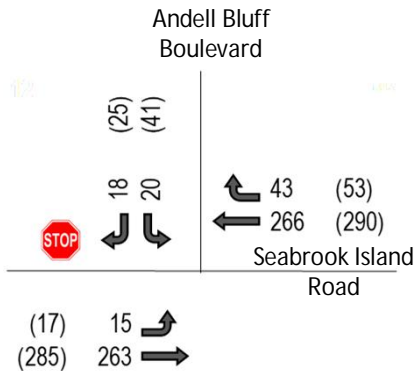
2026 No Build LOS Conditions



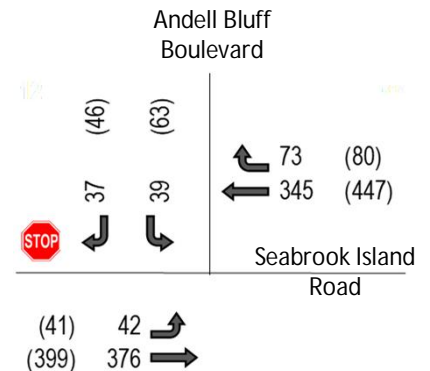
2036 No Build LOS Conditions



Existing Volumes



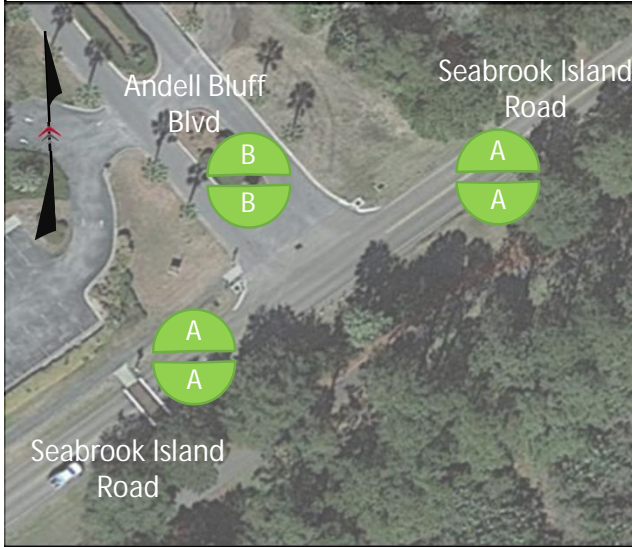
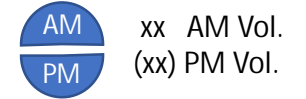
2026 No Build Volumes



2036 No Build Volumes

Seabrook Island Road at Andell Bluff Boulevard/Lot C *Build-Out Peak-Hour Summary*

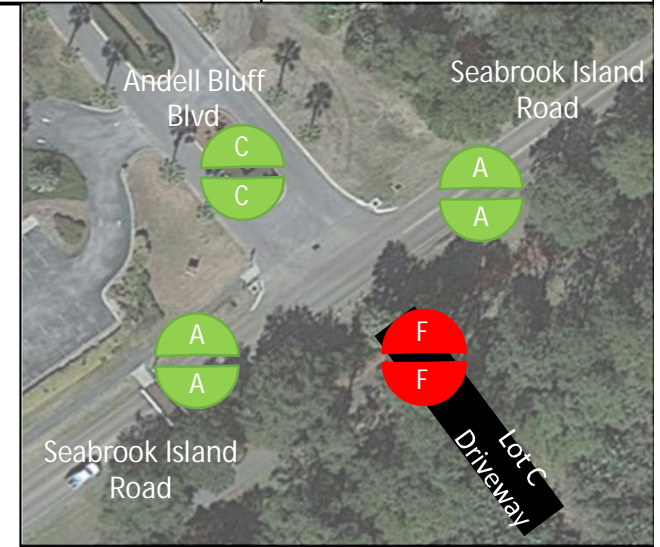
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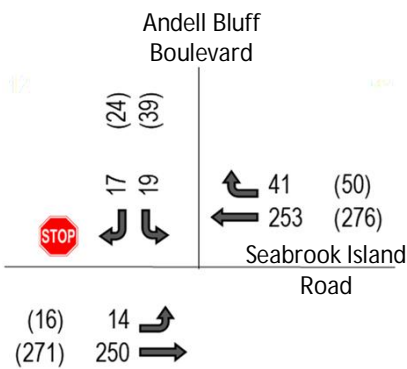
Existing LOS Conditions



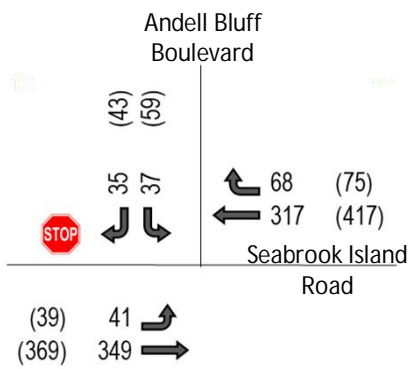
2026 Build-Out LOS Conditions



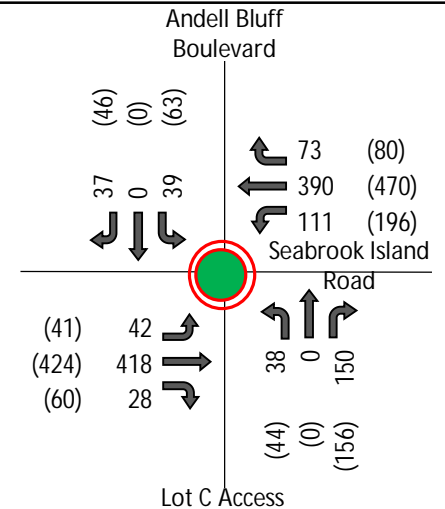
2036 Build-Out LOS Conditions



Existing Volumes

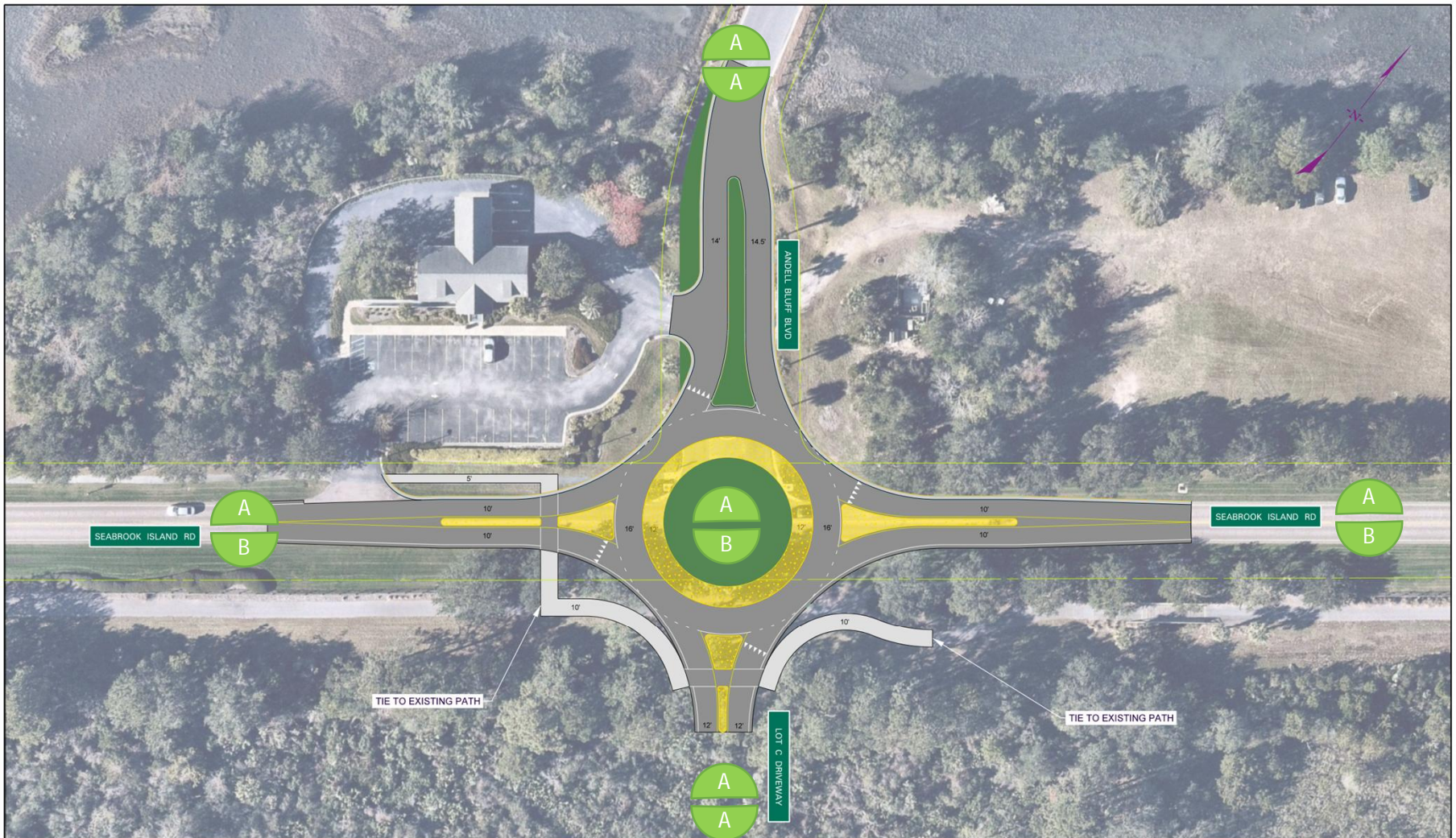


2026 Build-Out Volumes



2036 Build-Out Volumes

Seabrook Island Road at Andell Bluff Boulevard/Lot C *Improvement Concept*



5.13 Kiawah Island Parkway at Andell West Development Access/Lot B

The capacity analysis results for proposed intersection of Kiawah Island Parkway at Andell West Development Access /Lot B are summarized in Table 25.

Table 25 – Kiawah Island Parkway at Andell West Development Access/Lot B

Kiawah Island Parkway at Andell West/Lot B Driveway														
Condition	Measure	EB (Andell West)			WB (Lot B)			NB (Kiawah Island Parkway)			SB (Kiawah Island Parkway)			Intersection
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
AM Peak Hour														
2036 Build-Out	LOS (Delay)	D (44.6)			D (37.7)			D (40.9)			D (54.1)			D (47.1)
Improved (Signal)	Synchro 95th Q	#172'	0'		77'	0'		#291'	0'	3'	26'	#980'	8'	
2036 Build-Out	LOS (Delay)	F (79.0)			C (16.4)			E (36.1)			F (135.7)			F (79.0)
Improved (RAB)	SIDRA 95th Q	65'			47'			1184'			2861'			
PM Peak Hour														
2036 Build-Out	LOS (Delay)	E (64.5)			D (37.8)			D (42.0)			D (35.4)			D (42.1)
Improved (Signal)	Synchro 95th Q	#308'	0'		60'	0'		#350'	#930'	6'	#63'	#786'	15'	
2036 Build-Out	LOS (Delay)	D (27.3)			B (14.7)			F (251.1)			F (75.1)			F (150.7)
Improved (RAB)	SIDRA 95th Q	146'			32'			4840'			1962'			

Two alternatives were considered for the Kiawah Island Parkway at Andell West Development Access/Lot B:

- 1.) A Traffic Signal
- 2.) A Roundabout

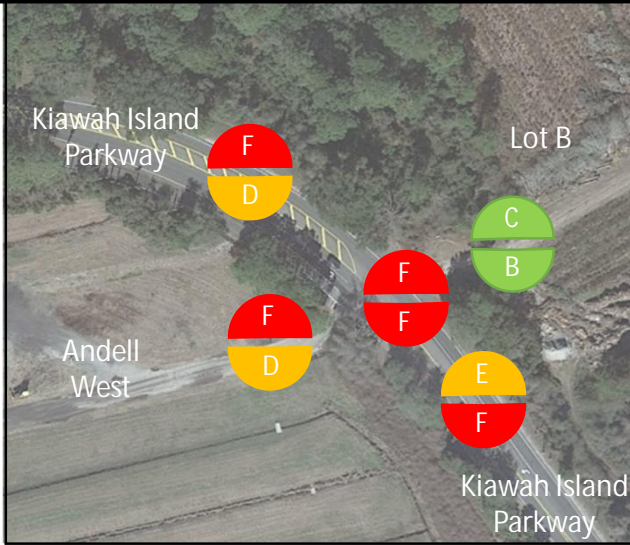
From the results in the table above, a traffic signal serves the long-term development conditions better than a roundabout. The traffic signal forces gaps for the side-street movements and allows for left-turn phasing. The roundabout would operate well for the short-term conditions but is anticipated to fail in the long-term conditions. Therefore, a traffic signal is recommended over the roundabout at this intersection. The traffic signal can be more adaptable to future growth than the roundabout and would require less right-of-way. The traffic signal concept for this intersection is shown on Page 73.

Seabrook Island Road at Andell West/Lot B *No Build Peak-Hour Summary*

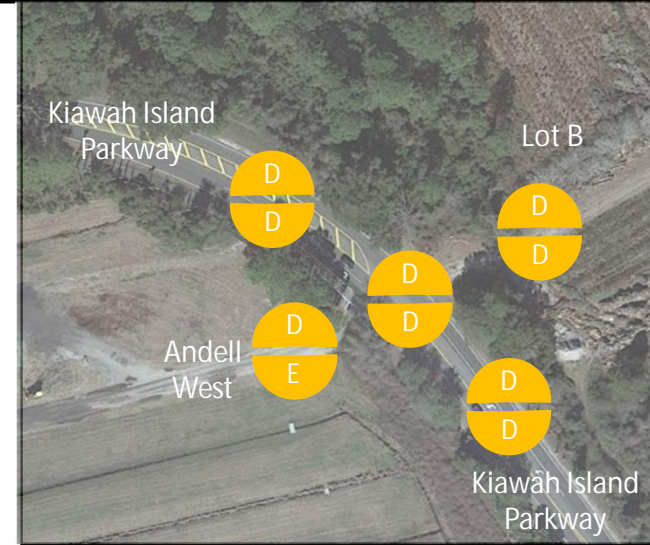
Legend:



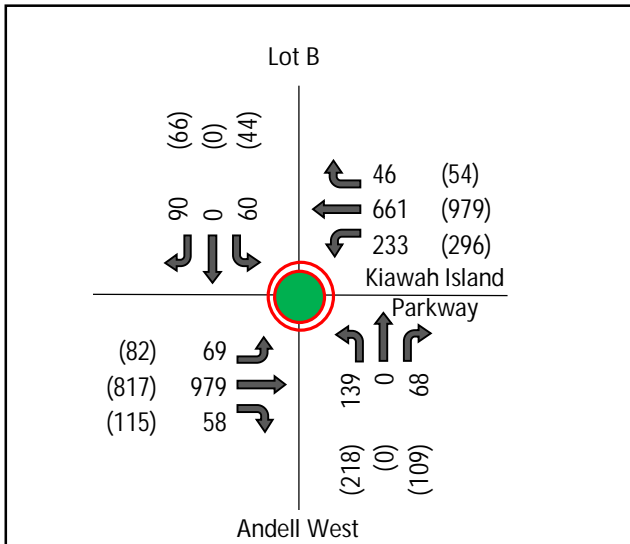
xx AM Vol.
(xx) PM Vol.



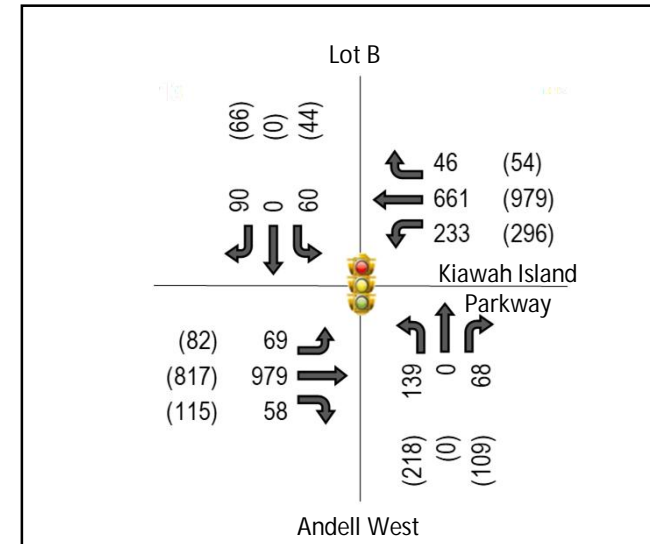
2036 Build Roundabout



2036 Build Signal

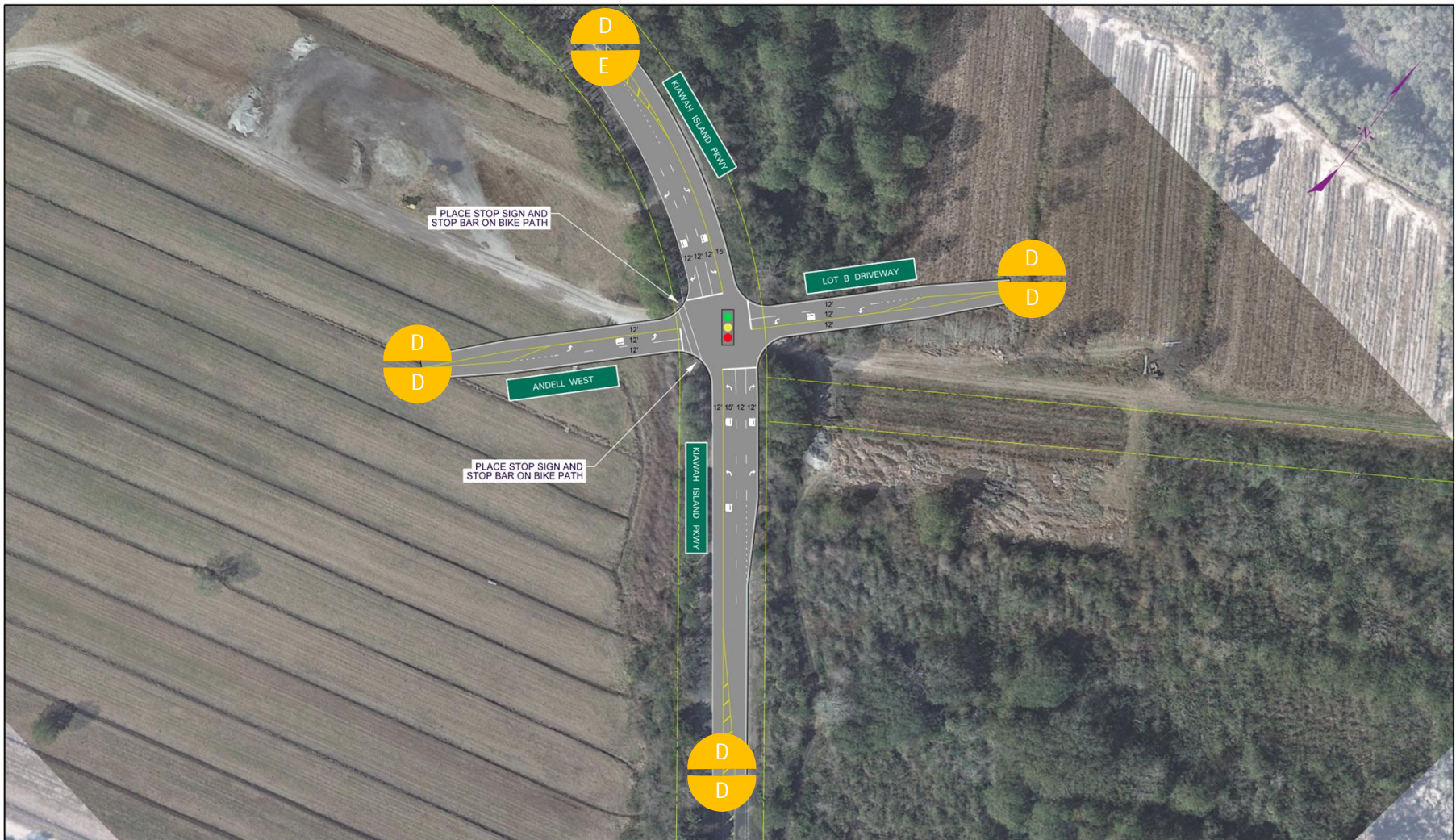


2026 Build Volumes



2036 Build Volumes

Seabrook Island Road at Andell West/Lot B *Improvement Concept*



6 Conclusion

The purpose of the Kiawah Island Parkway Intersection and Corridor Study is to analyze the intersection capacity of select intersections along Kiawah Island Parkway, Betsy Kerrison Parkway, and Seabrook Island Road during existing, short-term, and long-term conditions. For the purposes of this study, existing conditions were in 2021, short-term is 2026 conditions, and long-term is 2036 conditions. The short-term conditions included known upcoming developments in or near the Town of Kiawah Island that can increase the traffic volume on the Town's roads. The long-term conditions included vacant parcels of land that are not currently slated for development but could be developed in the future.

The intersections analyzed in this study were:

- 1) Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane
- 2) Betsy Kerrison Parkway at The Town of Kiawah Island Town Hall
- 3) Betsy Kerrison Parkway at Andell Bluff Boulevard
- 4) Betsy Kerrison Parkway at Resurrection Road
- 5) Betsy Kerrison Parkway at Camp Care Road/Lot A
- 6) Kiawah Island Parkway at Freshfields Drive
- 7) Kiawah Island Parkway at Old Cedar Lane
- 8) Kiawah Island Parkway at Mingo Point
- 9) Kiawah Island Parkway at Little Rabbit Lane
- 10) Kiawah Island Parkway at Real Estate Office
- 11) Kiawah Island Parkway at Beachwalker Drive
- 12) Seabrook Island Road Andell Bluff Boulevard/Lot C
- 13) Kiawah Island Parkway at Andell West Development Access/Lot B (future, not currently operational)

The short-term developments considered in the 2026 conditions were:

- 1) Andell West
- 2) Kiawah Island Hotel off of Kiawah Beach Drive
- 3) Medical University of South Carolina (MUSC) Medical Office Building
- 4) Seafields – Kiawah Island Senior Living Community
- 5) The Timbers/Parcel 13a/13b
- 6) Bohicket Marina Expansion
- 7) Renaissance Health Facility

The long-term developments considered in the 2036 conditions were:

- 1) Lot A – located north of Resurrection Road
 - a. Assumed access was along Kiawah Island Parkway at Camp Care Road
- 2) Lot B – located across Kiawah Island Parkway from the Andell West Development
 - a. Assumed access was along Kiawah Island Parkway at the Andell West Access
- 3) Lot C – located across from Andell Bluff Boulevard along Seabrook Island Road
 - a. Assumed access was along Seabrook Island Road at Andell Bluff Boulevard

To mitigate the impact of the anticipated traffic growth in the study area, short-term and long-term recommendations were analyzed to improve intersection capacity. The recommendations in the summary below are prioritized by highest priority to lowest priority.

Short-Term Recommendations

1. Kiawah Island Parkway at Beachwalker Drive

To mitigate the anticipated long delays at this intersection, a modification to the westbound approach is recommended. With this improvement the removal of the bike path from Oyster Rake Drive also is recommended. With this improvement, the westbound through lane will operate as free-flow and the and the westbound left-turn lane be channelized. Furthermore, an eastbound right-turn lane will be constructed. These improvements significantly decreases the delays at the intersection. The conceptual improvement is shown on **Figure 11**. This project is currently under design by Kimley-Horn.

2. Kiawah Island Parkway at the Real Estate Office

The Kiawah Island Parkway at Beachwalker Drive improvement project (described above), would cause this intersection to become right-in/right-out. A connection will be required from Beachwalker Drive to the Real Estate Office for the restricted westbound and northbound left-turn movements from Kiawah Island Parkway at the Real Estate Office. Once the Real Estate Office becomes right-in/right-out, the northbound approach delay are anticipated to be less than existing conditions. The concept for right-in/right-out improvement is shown on **Figure 11**.

3. Kiawah Island Parkway at Andell West Development/Lot B

A roundabout and traffic signal were analyzed at this intersection. A traffic signal serves the long-term development conditions better than a roundabout. The traffic signal forces gaps for the side-street movements and allows for left-turn phasing. The roundabout would operate well for the short-term conditions but is anticipated to fail in the long-term conditions. Therefore, a traffic signal is recommended over the roundabout at this intersection. The traffic signal can be more adaptable to future growth than the roundabout and would require less right-of-way than the roundabout. The traffic signal concept for this intersection is shown on **Figure 12**.

4. Kiawah Island Parkway at Freshfields Drive

To mitigate long side-street delays on Freshfields Drive, it is recommended that the proposed Andell West Development interconnect to the Freshfields Development and this access will

become right-in/right-out. The left-turns entering and exiting Freshfields Drive can be diverted to Village Green Lane, the Andell West access on Kiawah Island Parkway, or the future Lot C access on Seabrook Island Road. With these improvements in place, the northbound approach delay is anticipated to significantly decrease. The proposed improvement concept for Freshfields Drive is shown on **Figure 13**.

Long-Term Recommendations

1. Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane

To mitigate long delays on Seabrook Island Road, a turbo roundabout is recommended. The turbo roundabout would allow for an eastbound left-turn and an eastbound through-right lane. In addition to the turbo roundabout at this intersection, consideration should be given to connecting the multiuse path from its terminus on Betsy Kerrison Parkway, across Haulover Creek, and into Freshfields. This would require a pedestrian bridge across Haulover Creek. The turbo roundabout and sidewalk connection is shown on **Figure 14**.

2. Kiawah Island Parkway at Old Cedar Lane

To mitigate long delays on Old Cedar Lane, it is recommended to construct an exclusive eastbound right-turn lane on Old Cedar Lane. The eastbound right-turn lane is to help reduce the side street delays and queues. With this improvement in place, the eastbound approach is anticipated to continue to fail, but the queue lengths are anticipated to significantly decrease. It is not atypical for side streets to fail during peak hour conditions. The improvement concept for Kiawah Parkway at Old Cedar Lane is shown on **Figure 15**.

3. Betsy Kerrison Parkway at Camp Care Road/Lot A

Due to the high through volume and speeds on this section of Betsy Kerrison Parkway, left- and right-turn lanes should be considered for the Lot A development. Even with these turn lanes, the westbound approach is anticipated to fail during the PM peak hour. However, the projected volumes for the development intensity assumed for Lot A are not high enough to warrant a traffic signal per the Manual on Uniform Traffic Control Devices (MUTCD) guidelines. If Lot A does develop, a formal traffic study should be performed. The concept for the Betsy Kerrison Parkway at Camp Care Road/Lot A is shown on **Figure 16**.

4. Seabrook Island Road at Andell Bluff Boulevard/Lot C

When the northbound driveway connection was considered for Lot C, the southbound approach is anticipated to fail during the AM peak hour and the northbound and southbound approaches are anticipated to fail during the PM peak hour. To mitigate the delay on the sidestreet approaches, a roundabout was considered. A single-lane roundabout is anticipated to significantly improve operations at this intersection.

The concept for the roundabout at this intersection is shown on **Figure 17**. Please note, Seabrook Island is currently considering a roundabout at this location, therefore it is listed as a low priority for the Town of Kiawah Island.

Figure 11: Kiawah Island Parkway at Beachwalker Drive Concept (Short-Term)



Figure 12: Seabrook Island Road at Andell West/Lot B Concept
(Short-Term)



Figure 13: Kiawah Island Parkway at Freshfields Drive Concept (Short-Term)



Figure 14: Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane Concept (Long-Term)



Figure 15: Kiawah Island Parkway at Old Cedar Lane Concept (Long-Term)



Figure 16: Betsy Kerrison Parkway at Camp Care Road/Lot A Concept (Long-Term)

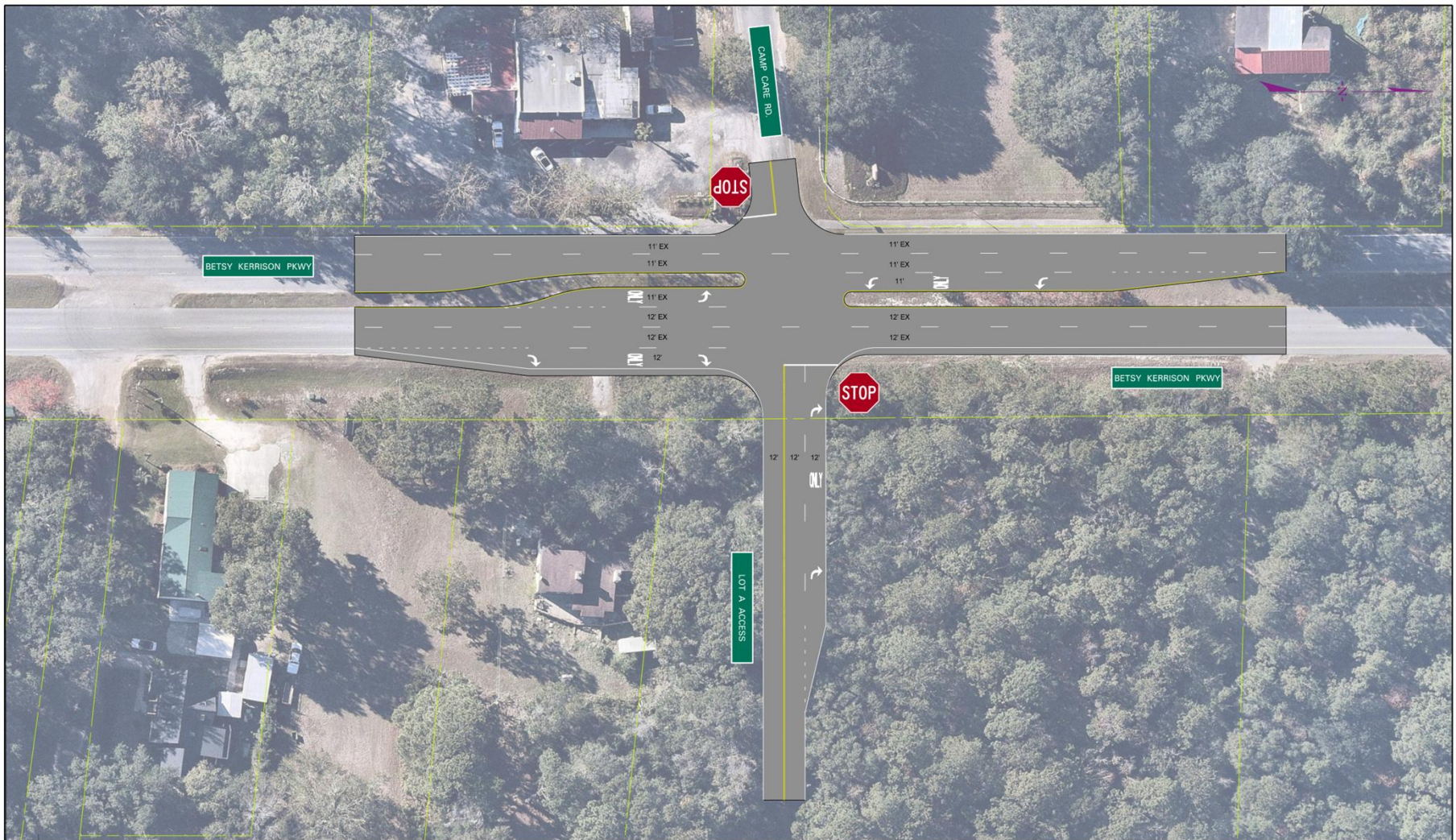
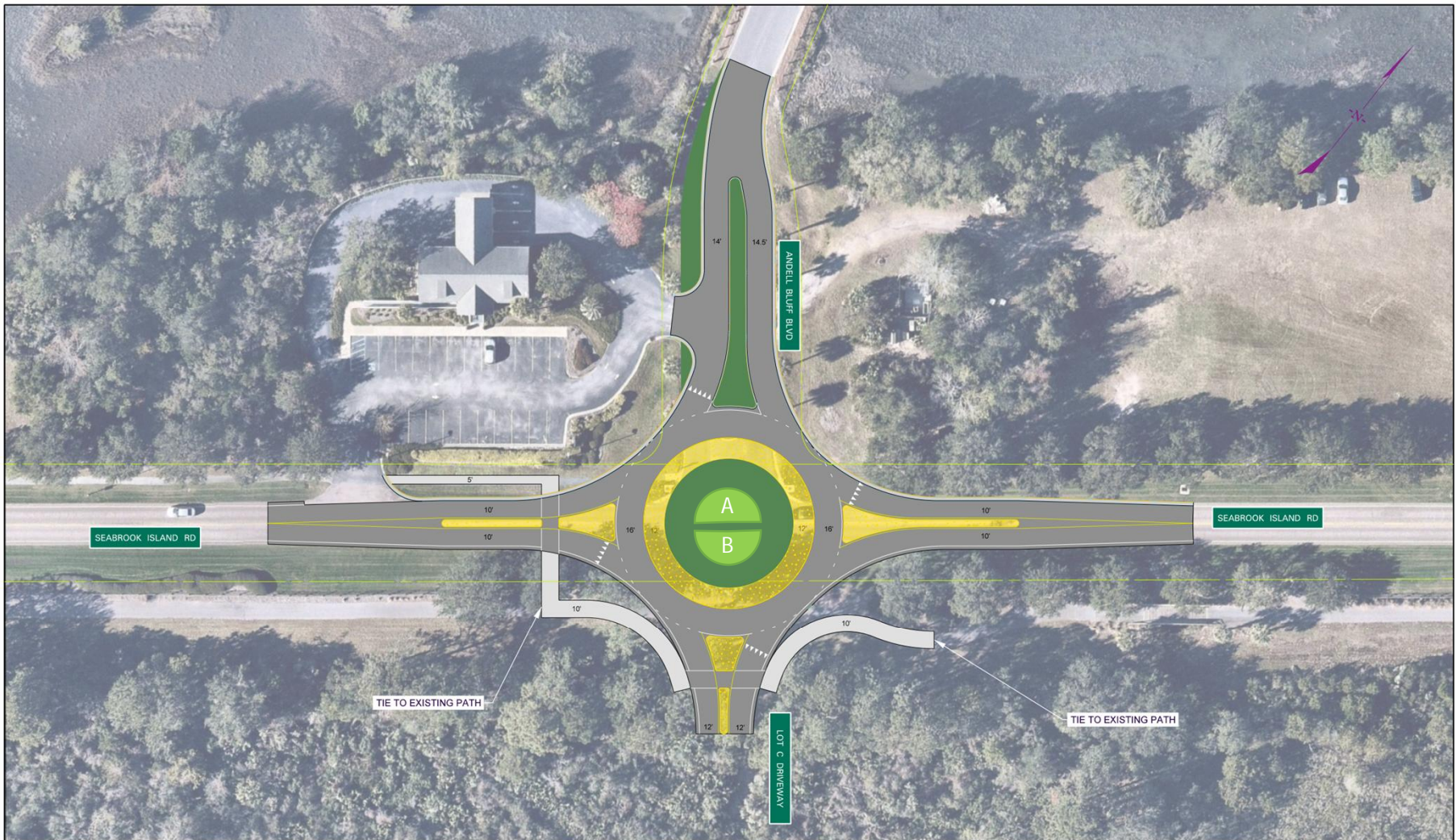


Figure 17: Seabrook Island Road at Andell Bluff Boulevard/Lot C Concpet (Long-Term)



APPENDIX

Traffic Counts

Bi-Directional Class Count || Volume Summary 15min



www.marrtraffic.com

Kiawah Island, SC

Site 13

Seabrook Island Rd,
east of Andell Bluff Blvd

Date

Thursday, September 23, 2021

Weather

Fair
70°F

Lat/Long

32.605900°, -80.152836°

0000 - 2400 (Weekday 24h Session) (09-23-2021)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	0	3	3	
0015 - 0030	1	1	2	
0030 - 0045	0	1	1	
0045 - 0100	1	0	1	7
0100 - 0115	0	0	0	
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	0	2	2	2
0200 - 0215	0	1	1	
0215 - 0230	0	1	1	
0230 - 0245	0	1	1	
0245 - 0300	0	2	2	5
0300 - 0315	0	3	3	
0315 - 0330	0	0	0	
0330 - 0345	1	0	1	
0345 - 0400	2	0	2	6
0400 - 0415	2	0	2	
0415 - 0430	0	2	2	
0430 - 0445	0	13	13	
0445 - 0500	1	3	4	21
0500 - 0515	2	4	6	
0515 - 0530	3	2	5	
0530 - 0545	6	2	8	
0545 - 0600	7	0	7	26
0600 - 0615	5	7	12	
0615 - 0630	12	3	15	
0630 - 0645	20	25	45	
0645 - 0700	14	28	42	114
0700 - 0715	27	28	55	
0715 - 0730	31	35	66	
0730 - 0745	30	58	88	
0745 - 0800	27	63	90	299
0800 - 0815	42	57	99	
0815 - 0830	43	52	95	
0830 - 0845	43	55	98	
0845 - 0900	56	57	113	405
0900 - 0915	64	69	133	
0915 - 0930	60	69	129	
0930 - 0945	63	61	124	
0945 - 1000	72	64	136	522
1000 - 1015	61	73	134	
1015 - 1030	72	78	150	
1030 - 1045	54	56	110	
1045 - 1100	81	71	152	546
1100 - 1115	86	62	148	
1115 - 1130	80	73	153	
1130 - 1145	99	63	162	
1145 - 1200	82	67	149	612

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	79	73	152	
1215 - 1230	91	69	160	
1230 - 1245	88	86	174	
1245 - 1300	85	101	186	672
1300 - 1315	65	72	137	
1315 - 1330	61	77	138	
1330 - 1345	75	79	154	
1345 - 1400	82	59	141	570
1400 - 1415	72	52	124	
1415 - 1430	77	78	155	
1430 - 1445	76	65	141	
1445 - 1500	70	61	131	551
1500 - 1515	82	80	162	
1515 - 1530	81	78	159	
1530 - 1545	74	80	154	
1545 - 1600	73	69	142	617
1600 - 1615	83	93	176	
1615 - 1630	58	72	130	
1630 - 1645	83	75	158	
1645 - 1700	64	72	136	600
1700 - 1715	74	57	131	
1715 - 1730	67	67	134	
1730 - 1745	62	60	122	
1745 - 1800	49	64	113	500
1800 - 1815	69	67	136	
1815 - 1830	53	60	113	
1830 - 1845	53	59	112	
1845 - 1900	45	50	95	456
1900 - 1915	53	42	95	
1915 - 1930	44	48	92	
1930 - 1945	48	42	90	
1945 - 2000	30	42	72	349
2000 - 2015	27	52	79	
2015 - 2030	21	34	55	
2030 - 2045	22	23	45	
2045 - 2100	15	30	45	224
2100 - 2115	8	34	42	
2115 - 2130	20	27	47	
2130 - 2145	19	21	40	
2145 - 2200	15	29	44	173
2200 - 2215	14	27	41	
2215 - 2230	12	5	17	
2230 - 2245	7	8	15	
2245 - 2300	3	10	13	86
2300 - 2315	6	7	13	
2315 - 2330	0	5	5	
2330 - 2345	6	4	10	
2345 - 0000	2	5	7	35

Session Total	3613	3785	7398
Session Average	37.64	39.43	77.06
Session Percentage	48.84	51.16	

Site 13

Seabrook Island Rd,
east of Andell Bluff Blvd

Date

Friday, September 24, 2021

Weather

Fair
67°F

Lat/Long

32.605900°, -80.152836°

0000 - 2400 (Weekday 24h Session) (09-24-2021)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	2	4	6	
0015 - 0030	3	4	7	
0030 - 0045	1	2	3	
0045 - 0100	0	2	2	18
0100 - 0115	4	2	6	
0115 - 0130	1	0	1	
0130 - 0145	0	0	0	
0145 - 0200	0	1	1	8
0200 - 0215	1	0	1	
0215 - 0230	0	2	2	
0230 - 0245	0	0	0	
0245 - 0300	1	1	2	5
0300 - 0315	0	0	0	
0315 - 0330	0	0	0	
0330 - 0345	0	1	1	
0345 - 0400	2	1	3	4
0400 - 0415	2	1	3	
0415 - 0430	1	2	3	
0430 - 0445	0	10	10	
0445 - 0500	3	4	7	23
0500 - 0515	0	6	6	
0515 - 0530	5	3	8	
0530 - 0545	6	3	9	
0545 - 0600	3	3	6	29
0600 - 0615	10	6	16	
0615 - 0630	18	8	26	
0630 - 0645	21	17	38	
0645 - 0700	18	29	47	127
0700 - 0715	25	24	49	
0715 - 0730	26	43	69	
0730 - 0745	35	38	73	
0745 - 0800	27	66	93	284
0800 - 0815	49	40	89	
0815 - 0830	30	48	78	
0830 - 0845	49	49	98	
0845 - 0900	37	47	84	349
0900 - 0915	46	79	125	
0915 - 0930	69	68	137	
0930 - 0945	59	84	143	
0945 - 1000	65	63	128	533
1000 - 1015	73	73	146	
1015 - 1030	83	48	131	
1030 - 1045	91	63	154	
1045 - 1100	68	68	136	567
1100 - 1115	74	65	139	
1115 - 1130	82	73	155	
1130 - 1145	74	57	131	
1145 - 1200	81	41	122	547

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	93	61	154	
1215 - 1230	72	88	160	
1230 - 1245	91	69	160	
1245 - 1300	98	75	173	647
1300 - 1315	81	91	172	
1315 - 1330	74	77	151	
1330 - 1345	81	71	152	
1345 - 1400	74	57	131	606
1400 - 1415	64	58	122	
1415 - 1430	69	68	137	
1430 - 1445	79	67	146	
1445 - 1500	76	78	154	559
1500 - 1515	70	67	137	
1515 - 1530	69	88	157	
1530 - 1545	60	83	143	
1545 - 1600	66	68	134	571
1600 - 1615	82	62	144	
1615 - 1630	64	60	124	
1630 - 1645	75	76	151	
1645 - 1700	59	75	134	553
1700 - 1715	55	64	119	
1715 - 1730	65	61	126	
1730 - 1745	66	73	139	
1745 - 1800	67	71	138	522
1800 - 1815	49	65	114	
1815 - 1830	49	56	105	
1830 - 1845	58	64	122	
1845 - 1900	47	44	91	432
1900 - 1915	37	43	80	
1915 - 1930	49	41	90	
1930 - 1945	47	42	89	
1945 - 2000	41	41	82	341
2000 - 2015	38	54	92	
2015 - 2030	33	49	82	
2030 - 2045	24	36	60	
2045 - 2100	16	25	41	275
2100 - 2115	21	33	54	
2115 - 2130	25	29	54	
2130 - 2145	10	21	31	
2145 - 2200	15	31	46	185
2200 - 2215	18	19	37	
2215 - 2230	10	19	29	
2230 - 2245	6	15	21	
2245 - 2300	7	13	20	107
2300 - 2315	6	3	9	
2315 - 2330	9	7	16	
2330 - 2345	3	5	8	
2345 - 0000	1	2	3	36

Session Total	3614	3714	7328
Session Average	37.65	38.69	76.33
Session Percentage	49.32	50.68	

Site 13
Seabrook Island Rd,
east of Andell Bluff Blvd

Date
Saturday, September 25, 2021

Weather
Fair
67°F

Lat/Long
32.605900°, -80.152836°

0000 - 2400 (Saturday 24h Session) (09-25-2021)
Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
0000 - 0015	3	5	8	
0015 - 0030	0	4	4	
0030 - 0045	2	2	4	
0045 - 0100	2	3	5	21
0100 - 0115	2	1	3	
0115 - 0130	0	1	1	
0130 - 0145	0	2	2	
0145 - 0200	0	0	0	6
0200 - 0215	0	1	1	
0215 - 0230	2	2	4	
0230 - 0245	0	0	0	
0245 - 0300	0	1	1	6
0300 - 0315	1	1	2	
0315 - 0330	1	1	2	
0330 - 0345	0	0	0	
0345 - 0400	1	1	2	6
0400 - 0415	2	3	5	
0415 - 0430	2	4	6	
0430 - 0445	4	4	8	
0445 - 0500	0	4	4	23
0500 - 0515	4	3	7	
0515 - 0530	6	4	10	
0530 - 0545	6	3	9	
0545 - 0600	19	2	21	47
0600 - 0615	6	2	8	
0615 - 0630	7	6	13	
0630 - 0645	13	10	23	
0645 - 0700	13	12	25	69
0700 - 0715	9	13	22	
0715 - 0730	16	19	35	
0730 - 0745	16	32	48	
0745 - 0800	24	28	52	157
0800 - 0815	32	32	64	
0815 - 0830	32	40	72	
0830 - 0845	51	38	89	
0845 - 0900	58	29	87	312
0900 - 0915	56	37	93	
0915 - 0930	53	39	92	
0930 - 0945	47	45	92	
0945 - 1000	60	47	107	384
1000 - 1015	74	56	130	
1015 - 1030	67	45	112	
1030 - 1045	66	43	109	
1045 - 1100	47	62	109	460
1100 - 1115	55	49	104	
1115 - 1130	44	64	108	
1130 - 1145	57	71	128	
1145 - 1200	57	68	125	465

Time	Volume Summary 15min		15min	60min
	EB	WB	Total	Total
1200 - 1215	64	57	121	
1215 - 1230	71	60	131	
1230 - 1245	74	58	132	
1245 - 1300	58	73	131	515
1300 - 1315	66	73	139	
1315 - 1330	49	81	130	
1330 - 1345	71	52	123	
1345 - 1400	58	69	127	519
1400 - 1415	54	65	119	
1415 - 1430	56	64	120	
1430 - 1445	61	49	110	
1445 - 1500	65	62	127	476
1500 - 1515	49	63	112	
1515 - 1530	53	55	108	
1530 - 1545	46	60	106	
1545 - 1600	46	63	109	435
1600 - 1615	71	46	117	
1615 - 1630	64	46	110	
1630 - 1645	50	56	106	
1645 - 1700	63	50	113	446
1700 - 1715	63	52	115	
1715 - 1730	77	48	125	
1730 - 1745	49	43	92	
1745 - 1800	49	57	106	438
1800 - 1815	53	60	113	
1815 - 1830	56	48	104	
1830 - 1845	44	60	104	
1845 - 1900	28	58	86	407
1900 - 1915	58	52	110	
1915 - 1930	49	42	91	
1930 - 1945	50	46	96	
1945 - 2000	54	37	91	388
2000 - 2015	29	32	61	
2015 - 2030	22	28	50	
2030 - 2045	20	30	50	
2045 - 2100	20	29	49	210
2100 - 2115	21	16	37	
2115 - 2130	22	18	40	
2130 - 2145	15	15	30	
2145 - 2200	19	15	34	141
2200 - 2215	9	25	34	
2215 - 2230	7	16	23	
2230 - 2245	12	11	23	
2245 - 2300	12	12	24	104
2300 - 2315	6	4	10	
2315 - 2330	5	6	11	
2330 - 2345	4	5	9	
2345 - 0000	2	4	6	36

Session Total	3061	3010	6071
Session Average	31.89	31.35	63.24
Session Percentage	50.42	49.58	

Bi-Directional Class Count || Volume Summary 15min



www.marrtraffic.com

Kiawah Island, SC

Site 14

S-10-20 Betsy Kerrison Pkwy,
north of Camp Care Rd

Date

Thursday, September 23, 2021

Weather

Fair
70°F

Lat/Long

32.614986°, -80.152531°

0000 - 2400 (Weekday 24h Session) (09-23-2021)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	10	4	14	
0015 - 0030	9	6	15	
0030 - 0045	6	6	12	
0045 - 0100	4	1	5	46
0100 - 0115	4	2	6	
0115 - 0130	4	1	5	
0130 - 0145	3	2	5	
0145 - 0200	2	4	6	22
0200 - 0215	3	2	5	
0215 - 0230	0	3	3	
0230 - 0245	1	1	2	
0245 - 0300	0	2	2	12
0300 - 0315	1	1	2	
0315 - 0330	1	0	1	
0330 - 0345	0	1	1	
0345 - 0400	4	4	8	12
0400 - 0415	3	6	9	
0415 - 0430	5	8	13	
0430 - 0445	3	35	38	
0445 - 0500	4	14	18	78
0500 - 0515	4	18	22	
0515 - 0530	5	21	26	
0530 - 0545	9	40	49	
0545 - 0600	17	46	63	160
0600 - 0615	15	67	82	
0615 - 0630	21	54	75	
0630 - 0645	31	128	159	
0645 - 0700	31	143	174	490
0700 - 0715	46	144	190	
0715 - 0730	49	164	213	
0730 - 0745	62	194	256	
0745 - 0800	37	265	302	961
0800 - 0815	75	251	326	
0815 - 0830	94	228	322	
0830 - 0845	66	255	321	
0845 - 0900	91	252	343	1312
0900 - 0915	95	252	347	
0915 - 0930	108	229	337	
0930 - 0945	108	193	301	
0945 - 1000	116	187	303	1288
1000 - 1015	133	188	321	
1015 - 1030	144	173	317	
1030 - 1045	128	158	286	
1045 - 1100	115	161	276	1200
1100 - 1115	154	134	288	
1115 - 1130	136	150	286	
1130 - 1145	159	134	293	
1145 - 1200	156	147	303	1170

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	143	156	299	
1215 - 1230	167	156	323	
1230 - 1245	165	155	320	
1245 - 1300	167	172	339	1281
1300 - 1315	140	121	261	
1315 - 1330	167	139	306	
1330 - 1345	168	148	316	
1345 - 1400	162	138	300	1183
1400 - 1415	184	111	295	
1415 - 1430	145	162	307	
1430 - 1445	188	126	314	
1445 - 1500	163	112	275	1191
1500 - 1515	200	166	366	
1515 - 1530	210	164	374	
1530 - 1545	223	126	349	
1545 - 1600	245	115	360	1449
1600 - 1615	260	150	410	
1615 - 1630	240	143	383	
1630 - 1645	216	133	349	
1645 - 1700	220	117	337	1479
1700 - 1715	212	102	314	
1715 - 1730	225	111	336	
1730 - 1745	195	109	304	
1745 - 1800	129	87	216	1170
1800 - 1815	145	104	249	
1815 - 1830	136	85	221	
1830 - 1845	134	85	219	
1845 - 1900	82	83	165	854
1900 - 1915	95	64	159	
1915 - 1930	88	62	150	
1930 - 1945	77	59	136	
1945 - 2000	65	47	112	557
2000 - 2015	64	63	127	
2015 - 2030	61	50	111	
2030 - 2045	33	36	69	
2045 - 2100	43	37	80	387
2100 - 2115	35	30	65	
2115 - 2130	44	40	84	
2130 - 2145	46	28	74	
2145 - 2200	40	38	78	301
2200 - 2215	36	32	68	
2215 - 2230	46	16	62	
2230 - 2245	60	16	76	
2245 - 2300	44	21	65	271
2300 - 2315	47	20	67	
2315 - 2330	32	15	47	
2330 - 2345	23	16	39	
2345 - 0000	12	20	32	185

Session Total	8294	8765	17059
Session Average	86.40	91.30	177.70
Session Percentage	48.62	51.38	

Site 14

S-10-20 Betsy Kerrison Pkwy,
north of Camp Care Rd

Date

Friday, September 24, 2021

Weather

Fair
67°F

Lat/Long

32.614986°, -80.152531°

0000 - 2400 (Weekday 24h Session) (09-24-2021)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	27	11	38	
0015 - 0030	13	11	24	
0030 - 0045	7	3	10	
0045 - 0100	4	3	7	79
0100 - 0115	3	1	4	
0115 - 0130	10	4	14	
0130 - 0145	3	3	6	
0145 - 0200	3	4	7	31
0200 - 0215	1	1	2	
0215 - 0230	0	4	4	
0230 - 0245	2	2	4	
0245 - 0300	2	1	3	13
0300 - 0315	1	1	2	
0315 - 0330	0	2	2	
0330 - 0345	5	1	6	
0345 - 0400	3	5	8	18
0400 - 0415	3	7	10	
0415 - 0430	2	8	10	
0430 - 0445	5	34	39	
0445 - 0500	7	23	30	89
0500 - 0515	7	22	29	
0515 - 0530	9	23	32	
0530 - 0545	11	39	50	
0545 - 0600	11	65	76	187
0600 - 0615	17	53	70	
0615 - 0630	29	54	83	
0630 - 0645	29	109	138	
0645 - 0700	41	138	179	470
0700 - 0715	44	118	162	
0715 - 0730	56	139	195	
0730 - 0745	46	159	205	
0745 - 0800	62	229	291	853
0800 - 0815	69	199	268	
0815 - 0830	69	199	268	
0830 - 0845	72	204	276	
0845 - 0900	76	283	359	1171
0900 - 0915	99	256	355	
0915 - 0930	109	220	329	
0930 - 0945	112	265	377	
0945 - 1000	112	208	320	1381
1000 - 1015	118	207	325	
1015 - 1030	131	137	268	
1030 - 1045	164	139	303	
1045 - 1100	120	149	269	1165
1100 - 1115	134	138	272	
1115 - 1130	137	157	294	
1130 - 1145	147	139	286	
1145 - 1200	158	160	318	1170

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	160	124	284	
1215 - 1230	173	175	348	
1230 - 1245	170	149	319	
1245 - 1300	167	129	296	1247
1300 - 1315	165	163	328	
1315 - 1330	158	153	311	
1330 - 1345	149	156	305	
1345 - 1400	168	135	303	1247
1400 - 1415	175	118	293	
1415 - 1430	156	143	299	
1430 - 1445	191	147	338	
1445 - 1500	189	155	344	1274
1500 - 1515	189	150	339	
1515 - 1530	191	148	339	
1530 - 1545	217	149	366	
1545 - 1600	230	122	352	1396
1600 - 1615	227	113	340	
1615 - 1630	224	150	374	
1630 - 1645	186	134	320	
1645 - 1700	177	114	291	1325
1700 - 1715	227	140	367	
1715 - 1730	206	95	301	
1730 - 1745	170	112	282	
1745 - 1800	137	95	232	1182
1800 - 1815	146	78	224	
1815 - 1830	135	95	230	
1830 - 1845	135	84	219	
1845 - 1900	101	74	175	848
1900 - 1915	78	56	134	
1915 - 1930	97	52	149	
1930 - 1945	79	64	143	
1945 - 2000	63	62	125	551
2000 - 2015	67	71	138	
2015 - 2030	52	48	100	
2030 - 2045	46	45	91	
2045 - 2100	42	39	81	410
2100 - 2115	41	34	75	
2115 - 2130	56	35	91	
2130 - 2145	38	39	77	
2145 - 2200	49	43	92	335
2200 - 2215	70	39	109	
2215 - 2230	37	45	82	
2230 - 2245	40	43	83	
2245 - 2300	52	28	80	354
2300 - 2315	61	22	83	
2315 - 2330	43	14	57	
2330 - 2345	48	23	71	
2345 - 0000	40	20	60	271

Session Total	8308	8759	17067
Session Average	86.54	91.24	177.78
Session Percentage	48.68	51.32	

Site 14

S-10-20 Betsy Kerrison Pkwy,
north of Camp Care Rd

Date

Saturday, September 25, 2021

Weather

Fair
67°F

Lat/Long

32.614986°, -80.152531°

0000 - 2400 (Saturday 24h Session) (09-25-2021)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	20	16	36	
0015 - 0030	12	9	21	
0030 - 0045	6	6	12	
0045 - 0100	10	10	20	89
0100 - 0115	7	4	11	
0115 - 0130	6	4	10	
0130 - 0145	1	3	4	
0145 - 0200	3	6	9	34
0200 - 0215	3	1	4	
0215 - 0230	4	3	7	
0230 - 0245	4	1	5	
0245 - 0300	2	1	3	19
0300 - 0315	1	3	4	
0315 - 0330	2	1	3	
0330 - 0345	2	3	5	
0345 - 0400	2	2	4	16
0400 - 0415	4	11	15	
0415 - 0430	5	10	15	
0430 - 0445	6	22	28	
0445 - 0500	7	23	30	88
0500 - 0515	9	12	21	
0515 - 0530	19	22	41	
0530 - 0545	22	21	43	
0545 - 0600	30	43	73	178
0600 - 0615	25	45	70	
0615 - 0630	18	34	52	
0630 - 0645	24	66	90	
0645 - 0700	26	65	91	303
0700 - 0715	28	85	113	
0715 - 0730	38	68	106	
0730 - 0745	46	106	152	
0745 - 0800	63	147	210	581
0800 - 0815	67	128	195	
0815 - 0830	72	127	199	
0830 - 0845	76	139	215	
0845 - 0900	108	108	216	825
0900 - 0915	109	130	239	
0915 - 0930	116	120	236	
0930 - 0945	102	133	235	
0945 - 1000	117	146	263	973
1000 - 1015	119	129	248	
1015 - 1030	150	136	286	
1030 - 1045	118	139	257	
1045 - 1100	115	137	252	1043
1100 - 1115	97	125	222	
1115 - 1130	98	143	241	
1130 - 1145	86	137	223	
1145 - 1200	105	125	230	916

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	113	143	256	
1215 - 1230	92	127	219	
1230 - 1245	137	130	267	
1245 - 1300	126	135	261	1003
1300 - 1315	121	145	266	
1315 - 1330	115	166	281	
1330 - 1345	148	123	271	
1345 - 1400	111	166	277	1095
1400 - 1415	118	120	238	
1415 - 1430	147	115	262	
1430 - 1445	119	130	249	
1445 - 1500	130	130	260	1009
1500 - 1515	135	136	271	
1515 - 1530	167	137	304	
1530 - 1545	171	130	301	
1545 - 1600	156	149	305	1181
1600 - 1615	171	110	281	
1615 - 1630	181	107	288	
1630 - 1645	157	117	274	
1645 - 1700	143	134	277	1120
1700 - 1715	167	105	272	
1715 - 1730	168	101	269	
1730 - 1745	121	74	195	
1745 - 1800	123	78	201	937
1800 - 1815	94	95	189	
1815 - 1830	116	58	174	
1830 - 1845	88	100	188	
1845 - 1900	79	52	131	682
1900 - 1915	88	65	153	
1915 - 1930	84	41	125	
1930 - 1945	80	45	125	
1945 - 2000	61	38	99	502
2000 - 2015	68	38	106	
2015 - 2030	54	42	96	
2030 - 2045	33	37	70	
2045 - 2100	39	32	71	343
2100 - 2115	44	28	72	
2115 - 2130	51	36	87	
2130 - 2145	43	32	75	
2145 - 2200	36	33	69	303
2200 - 2215	37	46	83	
2215 - 2230	43	38	81	
2230 - 2245	41	30	71	
2245 - 2300	49	24	73	308
2300 - 2315	26	10	36	
2315 - 2330	34	14	48	
2330 - 2345	45	28	73	
2345 - 0000	32	16	48	205

Session Total	6812	6941	13753
Session Average	70.96	72.30	143.26
Session Percentage	49.53	50.47	

Bi-Directional Class Count || Volume Summary 15min



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Kiawah Island, SC

Site 15

Kiawah Island Pkwy,
north of Driveway

Date

Thursday, September 23, 2021

Weather

Fair
70°F

Lat/Long

32.603284°, -80.131724°

0000 - 2400 (Weekday 24h Session) (09-23-2021)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	8	1	9	
0015 - 0030	8	2	10	
0030 - 0045	1	5	6	
0045 - 0100	5	1	6	31
0100 - 0115	0	2	2	
0115 - 0130	2	1	3	
0130 - 0145	1	0	1	
0145 - 0200	0	0	0	6
0200 - 0215	1	2	3	
0215 - 0230	0	0	0	
0230 - 0245	1	1	2	
0245 - 0300	2	1	3	8
0300 - 0315	1	0	1	
0315 - 0330	0	0	0	
0330 - 0345	0	1	1	
0345 - 0400	1	2	3	5
0400 - 0415	2	3	5	
0415 - 0430	3	6	9	
0430 - 0445	0	11	11	
0445 - 0500	2	11	13	38
0500 - 0515	4	8	12	
0515 - 0530	4	8	12	
0530 - 0545	3	31	34	
0545 - 0600	10	29	39	97
0600 - 0615	14	34	48	
0615 - 0630	7	46	53	
0630 - 0645	16	69	85	
0645 - 0700	24	84	108	294
0700 - 0715	39	106	145	
0715 - 0730	24	104	128	
0730 - 0745	48	112	160	
0745 - 0800	47	161	208	641
0800 - 0815	75	177	252	
0815 - 0830	85	161	246	
0830 - 0845	50	165	215	
0845 - 0900	76	179	255	968
0900 - 0915	63	171	234	
0915 - 0930	89	162	251	
0930 - 0945	96	157	253	
0945 - 1000	112	146	258	996
1000 - 1015	119	135	254	
1015 - 1030	108	142	250	
1030 - 1045	114	104	218	
1045 - 1100	109	124	233	955
1100 - 1115	109	113	222	
1115 - 1130	130	125	255	
1130 - 1145	125	107	232	
1145 - 1200	131	84	215	924

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	113	134	247	
1215 - 1230	124	128	252	
1230 - 1245	140	142	282	
1245 - 1300	142	136	278	1059
1300 - 1315	106	112	218	
1315 - 1330	138	101	239	
1330 - 1345	106	120	226	
1345 - 1400	128	126	254	937
1400 - 1415	121	98	219	
1415 - 1430	106	114	220	
1430 - 1445	141	117	258	
1445 - 1500	135	116	251	948
1500 - 1515	148	94	242	
1515 - 1530	144	121	265	
1530 - 1545	167	88	255	
1545 - 1600	186	88	274	1036
1600 - 1615	162	97	259	
1615 - 1630	174	106	280	
1630 - 1645	169	87	256	
1645 - 1700	154	86	240	1035
1700 - 1715	168	74	242	
1715 - 1730	169	75	244	
1730 - 1745	137	95	232	
1745 - 1800	140	77	217	935
1800 - 1815	121	80	201	
1815 - 1830	118	77	195	
1830 - 1845	116	61	177	
1845 - 1900	65	73	138	711
1900 - 1915	82	58	140	
1915 - 1930	79	61	140	
1930 - 1945	60	68	128	
1945 - 2000	61	60	121	529
2000 - 2015	61	66	127	
2015 - 2030	53	52	105	
2030 - 2045	38	54	92	
2045 - 2100	38	62	100	424
2100 - 2115	35	42	77	
2115 - 2130	22	42	64	
2130 - 2145	17	48	65	
2145 - 2200	15	28	43	249
2200 - 2215	24	27	51	
2215 - 2230	28	32	60	
2230 - 2245	42	10	52	
2245 - 2300	31	14	45	208
2300 - 2315	26	11	37	
2315 - 2330	19	12	31	
2330 - 2345	17	13	30	
2345 - 0000	11	14	25	123

Session Total	6466	6691	13157
Session Average	67.35	69.70	137.05
Session Percentage	49.14	50.86	

Site 15

Kiawah Island Pkwy,
north of Driveway

Date

Friday, September 24, 2021

Weather

Fair
67°F

Lat/Long

32.603284°, -80.131724°

0000 - 2400 (Weekday 24h Session) (09-24-2021)

Volume Summary 15min

TIME	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
0000 - 0015	23	5	28	
0015 - 0030	10	9	19	
0030 - 0045	4	3	7	
0045 - 0100	3	2	5	59
0100 - 0115	2	1	3	
0115 - 0130	0	2	2	
0130 - 0145	4	2	6	
0145 - 0200	1	3	4	15
0200 - 0215	0	1	1	
0215 - 0230	0	1	1	
0230 - 0245	2	0	2	
0245 - 0300	1	0	1	5
0300 - 0315	0	0	0	
0315 - 0330	2	1	3	
0330 - 0345	0	0	0	
0345 - 0400	1	4	5	8
0400 - 0415	1	2	3	
0415 - 0430	1	7	8	
0430 - 0445	5	11	16	
0445 - 0500	6	16	22	49
0500 - 0515	3	11	14	
0515 - 0530	5	9	14	
0530 - 0545	6	32	38	
0545 - 0600	9	35	44	110
0600 - 0615	19	38	57	
0615 - 0630	12	39	51	
0630 - 0645	13	59	72	
0645 - 0700	33	88	121	301
0700 - 0715	35	99	134	
0715 - 0730	33	76	109	
0730 - 0745	45	96	141	
0745 - 0800	49	138	187	571
0800 - 0815	63	138	201	
0815 - 0830	78	150	228	
0830 - 0845	65	151	216	
0845 - 0900	72	156	228	873
0900 - 0915	77	163	240	
0915 - 0930	79	171	250	
0930 - 0945	94	159	253	
0945 - 1000	100	160	260	1003
1000 - 1015	95	144	239	
1015 - 1030	108	119	227	
1030 - 1045	118	136	254	
1045 - 1100	116	115	231	951
1100 - 1115	120	131	251	
1115 - 1130	106	124	230	
1130 - 1145	121	109	230	
1145 - 1200	134	147	281	992

Time	Volume Summary 15min		15min	60min
	NB	SB	Total	Total
1200 - 1215	137	126	263	
1215 - 1230	138	114	252	
1230 - 1245	143	127	270	
1245 - 1300	142	112	254	1039
1300 - 1315	123	125	248	
1315 - 1330	99	129	228	
1330 - 1345	91	130	221	
1345 - 1400	148	114	262	959
1400 - 1415	109	79	188	
1415 - 1430	122	128	250	
1430 - 1445	151	111	262	
1445 - 1500	152	113	265	965
1500 - 1515	132	121	253	
1515 - 1530	140	102	242	
1530 - 1545	173	97	270	
1545 - 1600	163	90	253	1018
1600 - 1615	155	96	251	
1615 - 1630	150	114	264	
1630 - 1645	152	97	249	
1645 - 1700	151	78	229	993
1700 - 1715	190	85	275	
1715 - 1730	158	81	239	
1730 - 1745	131	85	216	
1745 - 1800	119	83	202	932
1800 - 1815	115	83	198	
1815 - 1830	136	82	218	
1830 - 1845	113	86	199	
1845 - 1900	94	87	181	796
1900 - 1915	95	52	147	
1915 - 1930	73	68	141	
1930 - 1945	76	62	138	
1945 - 2000	61	77	138	564
2000 - 2015	65	65	130	
2015 - 2030	36	54	90	
2030 - 2045	37	61	98	
2045 - 2100	23	47	70	388
2100 - 2115	25	37	62	
2115 - 2130	27	37	64	
2130 - 2145	25	23	48	
2145 - 2200	37	37	74	248
2200 - 2215	36	28	64	
2215 - 2230	18	42	60	
2230 - 2245	28	32	60	
2245 - 2300	30	25	55	239
2300 - 2315	49	15	64	
2315 - 2330	34	15	49	
2330 - 2345	40	10	50	
2345 - 0000	15	19	34	197

Session Total	6531	6744	13275
Session Average	68.03	70.25	138.28
Session Percentage	49.20	50.80	

Site 15

Kiawah Island Pkwy,
north of Driveway

Date

Saturday, September 25, 2021

Weather

Fair
67°F

Lat/Long

32.603284°, -80.131724°

0000 - 2400 (Saturday 24h Session) (09-25-2021)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	15	13	28	
0015 - 0030	5	4	9	
0030 - 0045	5	1	6	
0045 - 0100	5	8	13	56
0100 - 0115	5	4	9	
0115 - 0130	5	1	6	
0130 - 0145	1	1	2	
0145 - 0200	5	6	11	28
0200 - 0215	2	1	3	
0215 - 0230	3	0	3	
0230 - 0245	1	1	2	
0245 - 0300	3	0	3	11
0300 - 0315	0	1	1	
0315 - 0330	0	1	1	
0330 - 0345	1	3	4	
0345 - 0400	1	0	1	7
0400 - 0415	4	2	6	
0415 - 0430	1	5	6	
0430 - 0445	6	10	16	
0445 - 0500	3	15	18	46
0500 - 0515	5	5	10	
0515 - 0530	14	15	29	
0530 - 0545	13	13	26	
0545 - 0600	18	23	41	106
0600 - 0615	19	29	48	
0615 - 0630	10	30	40	
0630 - 0645	14	33	47	
0645 - 0700	21	50	71	206
0700 - 0715	26	54	80	
0715 - 0730	37	52	89	
0730 - 0745	51	61	112	
0745 - 0800	77	83	160	441
0800 - 0815	67	100	167	
0815 - 0830	68	90	158	
0830 - 0845	57	98	155	
0845 - 0900	104	90	194	674
0900 - 0915	84	93	177	
0915 - 0930	87	84	171	
0930 - 0945	98	85	183	
0945 - 1000	94	106	200	731
1000 - 1015	116	107	223	
1015 - 1030	93	104	197	
1030 - 1045	112	95	207	
1045 - 1100	104	120	224	851
1100 - 1115	90	92	182	
1115 - 1130	80	99	179	
1130 - 1145	73	122	195	
1145 - 1200	89	109	198	754

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	85	100	185	
1215 - 1230	90	116	206	
1230 - 1245	102	113	215	
1245 - 1300	84	96	180	786
1300 - 1315	94	102	196	
1315 - 1330	119	113	232	
1330 - 1345	89	110	199	
1345 - 1400	92	110	202	829
1400 - 1415	100	100	200	
1415 - 1430	111	78	189	
1430 - 1445	113	113	226	
1445 - 1500	98	83	181	796
1500 - 1515	133	112	245	
1515 - 1530	136	91	227	
1530 - 1545	149	93	242	
1545 - 1600	128	85	213	927
1600 - 1615	108	101	209	
1615 - 1630	128	94	222	
1630 - 1645	103	91	194	
1645 - 1700	112	88	200	825
1700 - 1715	124	85	209	
1715 - 1730	118	91	209	
1730 - 1745	105	73	178	
1745 - 1800	125	76	201	797
1800 - 1815	94	77	171	
1815 - 1830	99	87	186	
1830 - 1845	100	77	177	
1845 - 1900	88	57	145	679
1900 - 1915	73	71	144	
1915 - 1930	83	45	128	
1930 - 1945	72	74	146	
1945 - 2000	63	69	132	550
2000 - 2015	57	58	115	
2015 - 2030	49	64	113	
2030 - 2045	30	41	71	
2045 - 2100	22	47	69	368
2100 - 2115	30	50	80	
2115 - 2130	26	41	67	
2130 - 2145	20	50	70	
2145 - 2200	18	43	61	278
2200 - 2215	17	42	59	
2215 - 2230	24	40	64	
2230 - 2245	24	17	41	
2245 - 2300	17	20	37	201
2300 - 2315	14	15	29	
2315 - 2330	26	10	36	
2330 - 2345	32	19	51	
2345 - 0000	25	11	36	152

Session Total	5541	5558	11099
Session Average	57.72	57.90	115.61
Session Percentage	49.92	50.08	

Bi-Directional Class Count || Volume Summary 15min



www.marrtraffic.com

Kiawah Island, SC

Site 16

Beachwalker Dr,
south of Kiawah Island Pkwy

Date

Thursday, September 23, 2021

Weather

Fair
70°F

Lat/Long

32.595876°, -80.127236°

0000 - 2400 (Weekday 24h Session) (09-23-2021)

Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	0	0	0	
0015 - 0030	1	1	2	
0030 - 0045	1	2	3	
0045 - 0100	1	0	1	6
0100 - 0115	1	0	1	
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	0	0	0	1
0200 - 0215	1	1	2	
0215 - 0230	0	0	0	
0230 - 0245	0	0	0	
0245 - 0300	1	0	1	3
0300 - 0315	0	0	0	
0315 - 0330	0	0	0	
0330 - 0345	0	0	0	
0345 - 0400	0	0	0	0
0400 - 0415	0	0	0	
0415 - 0430	0	1	1	
0430 - 0445	0	1	1	
0445 - 0500	1	2	3	5
0500 - 0515	0	0	0	
0515 - 0530	0	0	0	
0530 - 0545	0	0	0	
0545 - 0600	2	3	5	5
0600 - 0615	2	8	10	
0615 - 0630	3	8	11	
0630 - 0645	13	14	27	
0645 - 0700	6	23	29	77
0700 - 0715	36	23	59	
0715 - 0730	22	29	51	
0730 - 0745	24	24	48	
0745 - 0800	27	49	76	234
0800 - 0815	24	44	68	
0815 - 0830	33	38	71	
0830 - 0845	30	32	62	
0845 - 0900	27	34	61	262
0900 - 0915	29	27	56	
0915 - 0930	26	32	58	
0930 - 0945	18	47	65	
0945 - 1000	45	40	85	264
1000 - 1015	42	45	87	
1015 - 1030	25	34	59	
1030 - 1045	30	28	58	
1045 - 1100	30	41	71	275
1100 - 1115	32	41	73	
1115 - 1130	28	43	71	
1130 - 1145	42	41	83	
1145 - 1200	37	31	68	295

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	35	50	85	
1215 - 1230	56	35	91	
1230 - 1245	37	40	77	
1245 - 1300	35	38	73	326
1300 - 1315	37	38	75	
1315 - 1330	36	38	74	
1330 - 1345	34	35	69	
1345 - 1400	39	24	63	281
1400 - 1415	29	24	53	
1415 - 1430	20	22	42	
1430 - 1445	18	25	43	
1445 - 1500	34	31	65	203
1500 - 1515	27	21	48	
1515 - 1530	28	23	51	
1530 - 1545	51	35	86	
1545 - 1600	53	25	78	263
1600 - 1615	35	26	61	
1615 - 1630	38	29	67	
1630 - 1645	30	22	52	
1645 - 1700	31	32	63	243
1700 - 1715	24	14	38	
1715 - 1730	27	21	48	
1730 - 1745	30	21	51	
1745 - 1800	22	21	43	180
1800 - 1815	29	22	51	
1815 - 1830	29	16	45	
1830 - 1845	20	16	36	
1845 - 1900	12	17	29	161
1900 - 1915	20	10	30	
1915 - 1930	20	17	37	
1930 - 1945	14	19	33	
1945 - 2000	18	16	34	134
2000 - 2015	4	7	11	
2015 - 2030	12	10	22	
2030 - 2045	7	8	15	
2045 - 2100	6	7	13	61
2100 - 2115	6	6	12	
2115 - 2130	3	4	7	
2130 - 2145	2	7	9	
2145 - 2200	2	5	7	35
2200 - 2215	1	2	3	
2215 - 2230	1	1	2	
2230 - 2245	3	0	3	
2245 - 2300	1	0	1	9
2300 - 2315	0	0	0	
2315 - 2330	0	0	0	
2330 - 2345	0	1	1	
2345 - 0000	0	2	2	3

Session Total	1656	1670	3326
Session Average	17.25	17.40	34.65
Session Percentage	49.79	50.21	

Site 16
 Beachwalker Dr,
 south of Kiawah Island Pkwy

Date
 Friday, September 24, 2021

Weather
 Fair
 67°F

Lat/Long
 32.595876°, -80.127236°

0000 - 2400 (Weekday 24h Session) (09-24-2021)
 Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	2	3	5	
0015 - 0030	1	1	2	
0030 - 0045	0	0	0	
0045 - 0100	0	0	0	7
0100 - 0115	0	0	0	
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	0	0	0	0
0200 - 0215	1	1	2	
0215 - 0230	0	0	0	
0230 - 0245	0	0	0	
0245 - 0300	0	0	0	2
0300 - 0315	0	0	0	
0315 - 0330	2	1	3	
0330 - 0345	0	0	0	
0345 - 0400	0	0	0	3
0400 - 0415	0	0	0	
0415 - 0430	0	0	0	
0430 - 0445	1	2	3	
0445 - 0500	0	2	2	5
0500 - 0515	0	0	0	
0515 - 0530	1	1	2	
0530 - 0545	1	2	3	
0545 - 0600	2	3	5	10
0600 - 0615	6	10	16	
0615 - 0630	8	11	19	
0630 - 0645	6	13	19	
0645 - 0700	7	27	34	88
0700 - 0715	34	27	61	
0715 - 0730	27	19	46	
0730 - 0745	19	27	46	
0745 - 0800	23	26	49	202
0800 - 0815	29	49	78	
0815 - 0830	32	30	62	
0830 - 0845	25	37	62	
0845 - 0900	24	45	69	271
0900 - 0915	23	30	53	
0915 - 0930	20	21	41	
0930 - 0945	27	35	62	
0945 - 1000	30	38	68	224
1000 - 1015	37	44	81	
1015 - 1030	31	38	69	
1030 - 1045	27	41	68	
1045 - 1100	32	40	72	290
1100 - 1115	39	35	74	
1115 - 1130	25	32	57	
1130 - 1145	38	26	64	
1145 - 1200	36	39	75	270

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	37	40	77	
1215 - 1230	33	30	63	
1230 - 1245	38	45	83	
1245 - 1300	37	42	79	302
1300 - 1315	44	34	78	
1315 - 1330	22	29	51	
1330 - 1345	39	42	81	
1345 - 1400	37	27	64	274
1400 - 1415	19	35	54	
1415 - 1430	39	36	75	
1430 - 1445	40	38	78	
1445 - 1500	33	20	53	260
1500 - 1515	14	26	40	
1515 - 1530	22	30	52	
1530 - 1545	33	28	61	
1545 - 1600	41	27	68	221
1600 - 1615	51	32	83	
1615 - 1630	42	26	68	
1630 - 1645	26	26	52	
1645 - 1700	41	30	71	274
1700 - 1715	42	29	71	
1715 - 1730	27	20	47	
1730 - 1745	16	12	28	
1745 - 1800	20	21	41	187
1800 - 1815	23	14	37	
1815 - 1830	29	25	54	
1830 - 1845	28	21	49	
1845 - 1900	24	12	36	176
1900 - 1915	25	16	41	
1915 - 1930	11	9	20	
1930 - 1945	16	10	26	
1945 - 2000	10	11	21	108
2000 - 2015	8	9	17	
2015 - 2030	9	6	15	
2030 - 2045	3	7	10	
2045 - 2100	5	6	11	53
2100 - 2115	6	3	9	
2115 - 2130	2	2	4	
2130 - 2145	1	2	3	
2145 - 2200	2	3	5	21
2200 - 2215	1	4	5	
2215 - 2230	2	4	6	
2230 - 2245	1	1	2	
2245 - 2300	2	5	7	20
2300 - 2315	0	1	1	
2315 - 2330	2	2	4	
2330 - 2345	2	2	4	
2345 - 0000	1	4	5	14

Session Total	1622	1660	3282
Session Average	16.90	17.29	34.19
Session Percentage	49.42	50.58	

Site 16
 Beachwalker Dr,
 south of Kiawah Island Pkwy

Date
 Saturday, September 25, 2021

Weather
 Fair
 67°F

Lat/Long
 32.595876°, -80.127236°

0000 - 2400 (Saturday 24h Session) (09-25-2021)
 Volume Summary 15min

TIME	Volume Summary 15min		15min Total	60min Total
	NB	SB		
0000 - 0015	1	1	2	
0015 - 0030	0	1	1	
0030 - 0045	0	0	0	
0045 - 0100	1	0	1	4
0100 - 0115	0	0	0	
0115 - 0130	0	0	0	
0130 - 0145	0	0	0	
0145 - 0200	0	0	0	0
0200 - 0215	0	0	0	
0215 - 0230	1	1	2	
0230 - 0245	0	0	0	
0245 - 0300	1	1	2	4
0300 - 0315	0	0	0	
0315 - 0330	0	0	0	
0330 - 0345	0	0	0	
0345 - 0400	0	0	0	0
0400 - 0415	0	0	0	
0415 - 0430	0	0	0	
0430 - 0445	0	0	0	
0445 - 0500	1	2	3	3
0500 - 0515	0	2	2	
0515 - 0530	3	1	4	
0530 - 0545	2	2	4	
0545 - 0600	2	2	4	14
0600 - 0615	2	6	8	
0615 - 0630	2	3	5	
0630 - 0645	2	2	4	
0645 - 0700	4	15	19	36
0700 - 0715	8	20	28	
0715 - 0730	7	22	29	
0730 - 0745	13	16	29	
0745 - 0800	31	33	64	150
0800 - 0815	22	17	39	
0815 - 0830	16	23	39	
0830 - 0845	19	20	39	
0845 - 0900	17	18	35	152
0900 - 0915	23	21	44	
0915 - 0930	30	28	58	
0930 - 0945	22	24	46	
0945 - 1000	14	34	48	196
1000 - 1015	31	38	69	
1015 - 1030	22	44	66	
1030 - 1045	32	27	59	
1045 - 1100	20	44	64	258
1100 - 1115	21	25	46	
1115 - 1130	19	30	49	
1130 - 1145	26	30	56	
1145 - 1200	30	35	65	216

Time	Volume Summary 15min		15min Total	60min Total
	NB	SB		
1200 - 1215	28	27	55	
1215 - 1230	21	40	61	
1230 - 1245	31	30	61	
1245 - 1300	30	31	61	238
1300 - 1315	23	39	62	
1315 - 1330	41	28	69	
1330 - 1345	37	32	69	
1345 - 1400	41	48	89	289
1400 - 1415	29	26	55	
1415 - 1430	29	36	65	
1430 - 1445	34	20	54	
1445 - 1500	30	32	62	236
1500 - 1515	47	33	80	
1515 - 1530	54	26	80	
1530 - 1545	45	26	71	
1545 - 1600	42	24	66	297
1600 - 1615	23	33	56	
1615 - 1630	33	26	59	
1630 - 1645	25	22	47	
1645 - 1700	32	22	54	216
1700 - 1715	32	21	53	
1715 - 1730	25	24	49	
1730 - 1745	23	20	43	
1745 - 1800	31	16	47	192
1800 - 1815	14	13	27	
1815 - 1830	21	17	38	
1830 - 1845	23	17	40	
1845 - 1900	19	18	37	142
1900 - 1915	20	14	34	
1915 - 1930	20	7	27	
1930 - 1945	17	12	29	
1945 - 2000	12	6	18	108
2000 - 2015	11	8	19	
2015 - 2030	10	10	20	
2030 - 2045	2	4	6	
2045 - 2100	5	7	12	57
2100 - 2115	12	7	19	
2115 - 2130	2	1	3	
2130 - 2145	2	5	7	
2145 - 2200	1	4	5	34
2200 - 2215	2	4	6	
2215 - 2230	1	1	2	
2230 - 2245	1	3	4	
2245 - 2300	0	1	1	13
2300 - 2315	0	0	0	
2315 - 2330	0	2	2	
2330 - 2345	0	1	1	
2345 - 0000	2	2	4	7

Session Total	1428	1434	2862
Session Average	14.88	14.94	29.81
Session Percentage	49.90	50.10	



[Click here for Map](#)

Peak Hour Turning Movement Count

Kiawah Island, SC



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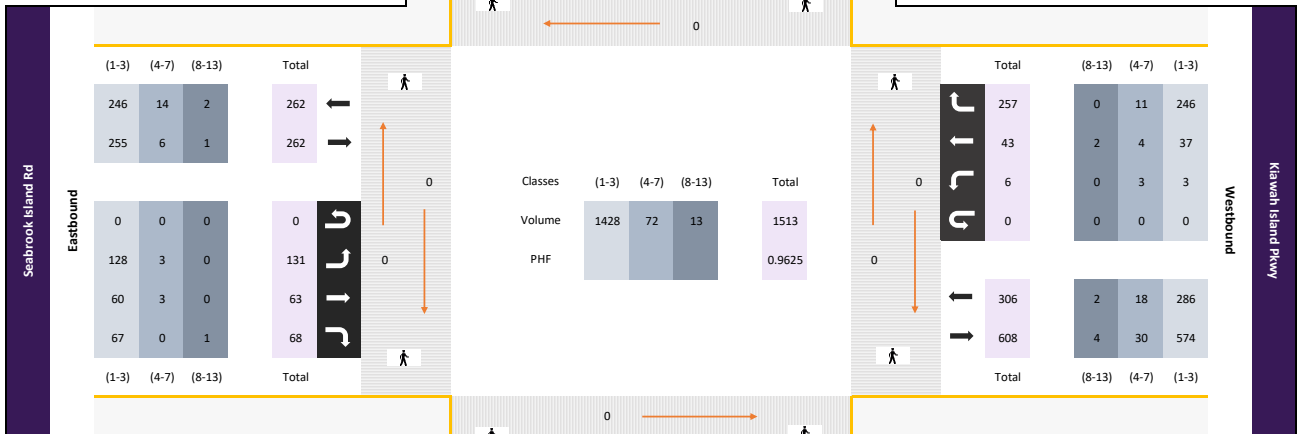
23 September 2021	
Period	0900 - 1100
Peak Hour	0900 - 1000

Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

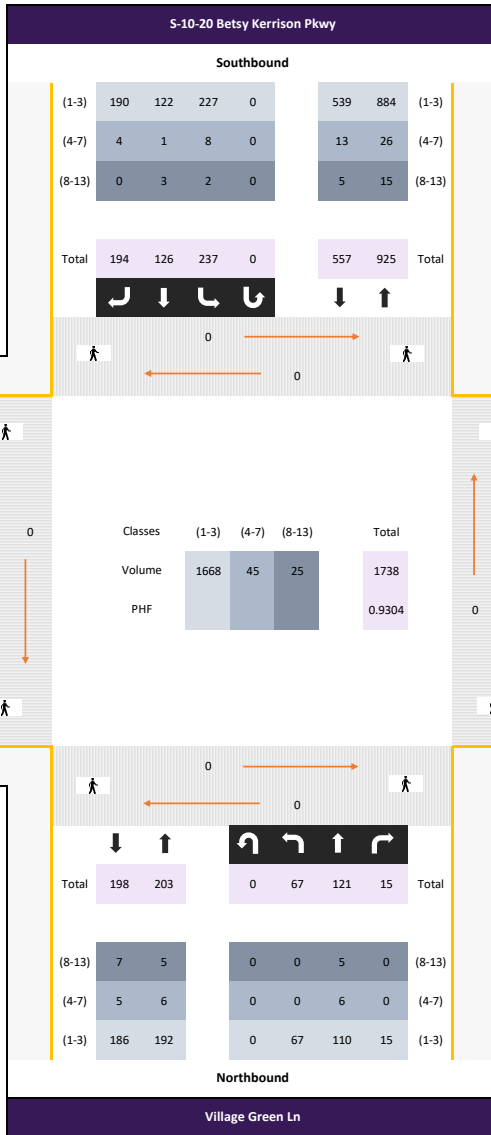
Peak Hour Turning Movement Count

Kiawah Island, SC



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23 September 2021	
Period	1500 - 1700
Peak Hour	1515 - 1615



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Seabrook Island Rd

Eastbound

Westbound

Kiawah Island Pkwy

Village Green Ln

All vehicles

Time	Northbound Village Green Ln					Southbound S-10-20 Betsy Kerrison Pkwy					Eastbound Seabrook Island Rd					Westbound Kiawah Island Pkwy					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	
1515 - 1530	21	30	5	0	56	76	33	53	0	162	49	12	15	0	76	3	8	129	0	140	434
1530 - 1545	16	29	2	0	47	55	27	46	0	128	51	7	20	0	78	1	15	150	0	166	419
1545 - 1600	15	27	3	0	45	51	28	37	0	116	33	20	12	0	65	2	17	173	0	192	418
1600 - 1615	15	35	5	0	55	55	38	58	0	151	63	9	15	0	87	4	14	156	0	174	467
Total	67	121	15	0	203	237	126	194	0	557	196	48	62	0	306	10	54	608	0	672	1738
Approach %	33.00	59.61	7.39	0.00	-	42.55	22.62	34.83	0.00	-	64.05	15.69	20.26	0.00	-	1.49	8.04	90.48	0.00	-	
PHF	0.80	0.86	0.75	0.00	0.91	0.78	0.83	0.84	0.00	0.86	0.78	0.60	0.78	0.00	0.88	0.63	0.79	0.88	0.00	0.88	0.93

Bikes

Time	Northbound Village Green Ln					Southbound S-10-20 Betsy Kerrison Pkwy					Eastbound Seabrook Island Rd					Westbound Kiawah Island Pkwy					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound Village Green Ln					Southbound S-10-20 Betsy Kerrison Pkwy					Eastbound Seabrook Island Rd					Westbound Kiawah Island Pkwy					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	
1515 - 1530	21	27	5	0	53	74	32	53	0	159	48	11	14	0	73	1	8	120	0	129	414
1530 - 1545	16	28	2	0	46	54	26	46	0	126	49	7	19	0	75	0	15	142	0	157	404
1545 - 1600	15	26	3	0	44	48	27	35	0	110	33	19	12	0	64	1	16	168	0	185	403
1600 - 1615	15	29	5	0	49	51	37	56	0	144	62	9	14	0	85	3	14	152	0	169	447
Total	67	110	15	0	192	227	122	190	0	539	192	46	59	0	297	5	53	582	0	640	1668
Approach %	34.90	57.29	7.81	0.00	-	42.12	22.63	35.25	0.00	-	64.65	15.49	19.87	0.00	-	0.78	8.28	90.94	0.00	-	
PHF	0.80	0.95	0.75	0.00	0.91	0.77	0.82	0.85	0.00	0.85	0.77	0.61	0.78	0.00	0.87	0.42	0.83	0.87	0.00	0.86	0.93

Single Unit Trucks (4-7)

Time	Northbound Village Green Ln					Southbound S-10-20 Betsy Kerrison Pkwy					Eastbound Seabrook Island Rd					Westbound Kiawah Island Pkwy					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	
1515 - 1530	0	3	0	0	3	1	1	0	0	2	1	1	0	0	2	1	1	0	0	2	7
1530 - 1545	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	3	0	4	7
1545 - 1600	0	1	0	0	1	2	0	2	0	4	0	1	0	0	1	1	0	4	0	5	11
1600 - 1615	0	1	0	0	1	4	0	2	0	6	1	0	1	0	2	0	0	4	0	4	13
Total	0	6	0	0	6	8	1	4	0	13	3	2	1	0	6	3	0	17	0	20	45
Approach %	0.00	100.00	0.00	0.00	-	61.54	7.69	30.77	0.00	-	50.00	33.33	16.67	0.00	-	15.00	0.00	85.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.50	0.50	0.25	0.50	0.00	0.54	0.75	0.50	0.25	0.00	0.75	0.75	0.00	0.71	0.00	0.71	0.80

Combination Trucks (8-13)

Time	Northbound Village Green Ln					Southbound S-10-20 Betsy Kerrison Pkwy					Eastbound Seabrook Island Rd					Westbound Kiawah Island Pkwy					Int Total
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	
	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	
1515 - 1530	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	1	0	3	0	4	6
1530 - 1545	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	5	0	5	8
1545 - 1600	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	4
1600 - 1615	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	7
Total	0	5	0	0	5	2	3	0	0	5	1	0	2	0	3	2	1	9	0	12	25
Approach %	0.00	100.00	0.00	0.00	-	40.00	60.00	0.00	0.00	-	33.33	0.00	66.67	0.00	-	16.67	8.33	75.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.25	0.50	0.75	0.00	0.00	0.63	0.25	0.00	0.50	0.00	0.38	0.50	0.25	0.45	0.00	0.60	0.78

Pedestrians

Time	Northbound Village Green Ln				Southbound S-10-20 Betsy Kerrison Pkwy				Eastbound Seabrook Island Rd				Westbound Kiawah Island Pkwy				Int Total
	EB	WB		App	EB	WB		App	NB	SB		App	NB	SB		App	
	1a	1b		Total	1c	1d		Total	1e	1f		Total	1g	1h		Total	
1515 - 1530	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
1530 - 1545	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
1545 - 1600	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
1600 - 1615	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



Kiawah Island, SC

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Site 1 of 12

Village Green Ln
S-10-20 Betsy Kerrison Pkwy
Seabrook Island Rd
Kiawah Island Pkwy

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.607857°, -80.149824°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy						
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total		
0900 - 0915	11	12	2	0	25	146	49	53	0	248	31	19	13	0	63	0	8	49	0	57	393	
0915 - 0930	14	7	3	0	24	151	34	42	0	227	43	3	16	0	62	1	11	66	0	78	391	
0930 - 0945	13	10	0	0	23	128	32	33	0	193	36	11	15	0	62	3	12	64	0	79	357	
0945 - 1000	14	12	1	0	27	114	25	39	0	178	21	30	24	0	75	2	12	78	0	92	372	
Hourly Total	52	41	6	0	99	539	140	167	0	846	131	63	68	0	262	6	43	257	0	306	1513	
1000 - 1015	14	15	0	0	29	106	34	50	0	190	38	6	16	0	60	6	10	87	0	103	382	
1015 - 1030	18	14	3	0	35	95	30	48	0	173	38	14	13	0	65	2	10	82	0	94	367	
1030 - 1045	7	15	3	0	25	89	26	38	0	153	34	14	20	0	68	3	10	81	0	94	340	
1045 - 1100	13	20	4	0	37	89	28	45	0	162	39	12	21	0	72	5	16	63	0	84	355	
Hourly Total	52	64	10	0	126	379	118	181	0	678	149	46	70	0	265	16	46	313	0	375	1444	
Grand Total	104	105	16	0	225	918	258	348	0	1524	280	109	138	0	527	22	89	570	0	681	2957	
Approach %	46.22	46.67	7.11	0.00	-	60.24	16.93	22.83	0.00	-	53.13	20.68	26.19	0.00	-	3.23	13.07	83.70	0.00	-	-	
Intersection %	3.52	3.55	0.54	0.00	7.61	31.04	8.73	11.77	0.00	51.54	9.47	3.69	4.67	0.00	17.82	0.74	3.01	19.28	0.00	23.03	-	
PHF	0.93	0.85	0.50	0.00	0.92	0.89	0.71	0.79	0.00	0.85	0.76	0.53	0.71	0.00	0.87	0.50	0.90	0.82	0.00	0.83	0.96	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy						
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total		
1500 - 1515	18	23	2	0	43	82	36	48	0	166	44	13	23	0	80	1	12	143	0	156	445	
1515 - 1530	21	30	5	0	56	76	33	53	0	162	49	12	15	0	76	3	8	129	0	140	434	
1530 - 1545	16	29	2	0	47	55	27	46	0	128	51	7	20	0	78	1	15	150	0	166	419	
1545 - 1600	15	27	3	0	45	51	28	37	0	116	33	20	12	0	65	2	17	173	0	192	418	
Hourly Total	70	109	12	0	191	264	124	184	0	572	177	52	70	0	299	7	52	595	0	654	1716	
1600 - 1615	15	35	5	0	55	55	38	58	0	151	63	9	15	0	87	4	14	156	0	174	467	
1615 - 1630	21	37	4	0	62	77	22	39	0	138	33	19	8	0	60	9	10	150	0	169	429	
1630 - 1645	19	23	2	0	44	60	25	41	0	126	41	22	18	0	81	3	16	145	0	164	415	
1645 - 1700	17	40	4	0	61	46	23	52	0	121	41	16	14	0	71	2	12	135	0	149	402	
Hourly Total	72	135	15	0	222	238	108	190	0	536	178	66	55	0	299	18	52	586	0	656	1713	
Grand Total	142	244	27	0	413	502	232	374	0	1108	355	118	125	0	598	25	104	1181	0	1310	3429	
Approach %	34.38	59.08	6.54	0.00	-	45.31	20.94	33.75	0.00	-	59.36	19.73	20.90	0.00	-	1.91	7.94	90.15	0.00	-	-	
Intersection %	4.14	7.12	0.79	0.00	12.04	14.64	6.77	10.91	0.00	32.31	10.35	3.44	3.65	0.00	17.44	0.73	3.03	34.44	0.00	38.20	-	
PHF	0.80	0.86	0.75	0.00	0.91	0.78	0.83	0.84	0.00	0.86	0.78	0.60	0.78	0.00	0.88	0.63	0.79	0.88	0.00	0.88	0.93	

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Kiawah Island, SC

Site 1 of 12

Village Green Ln
S-10-20 Betsy Kerrison Pkwy
Seabrook Island Rd
Kiawah Island Pkwy

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.607857°, -80.149824°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy						
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total		
0900 - 0915	11	9	1	0	21	140	45	50	0	235	31	18	13	0	62	0	5	44	0	49	367	
0915 - 0930	13	5	2	0	20	145	33	40	0	218	41	3	15	0	59	1	9	65	0	75	372	
0930 - 0945	13	8	0	0	21	118	30	30	0	178	36	9	15	0	60	1	12	62	0	75	334	
0945 - 1000	14	11	1	0	26	107	23	38	0	168	20	30	24	0	74	1	11	75	0	87	355	
Hourly Total	51	33	4	0	88	510	131	158	0	799	128	60	67	0	255	3	37	246	0	286	1428	
1000 - 1015	14	15	0	0	29	96	33	47	0	176	37	6	16	0	59	6	10	79	0	95	359	
1015 - 1030	18	12	2	0	32	87	29	44	0	160	37	14	13	0	64	1	8	76	0	85	341	
1030 - 1045	7	13	1	0	21	80	24	36	0	140	30	14	19	0	63	2	8	76	0	86	310	
1045 - 1100	12	20	1	0	33	85	27	44	0	156	37	12	20	0	69	4	16	57	0	77	335	
Hourly Total	51	60	4	0	115	348	113	171	0	632	141	46	68	0	255	13	42	288	0	343	1345	
Grand Total	102	93	8	0	203	858	244	329	0	1431	269	106	135	0	510	16	79	534	0	629	2773	
Approach %	50.25	45.81	3.94	0.00	-	59.96	17.05	22.99	0.00	-	52.75	20.78	26.47	0.00	-	2.54	12.56	84.90	0.00	-		
Intersection %	3.68	3.35	0.29	0.00	7.32	30.94	8.80	11.86	0.00	51.60	9.70	3.82	4.87	0.00	18.39	0.58	2.85	19.26	0.00	22.68		

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound					Southbound					Eastbound					Westbound					Int	Total
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy						
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total		
1500 - 1515	18	20	2	0	40	73	36	46	0	155	39	13	23	0	75	0	11	135	0	146	416	
1515 - 1530	21	27	5	0	53	74	32	53	0	159	48	11	14	0	73	1	8	120	0	129	414	
1530 - 1545	16	28	2	0	46	54	26	46	0	126	49	7	19	0	75	0	15	142	0	157	404	
1545 - 1600	15	26	3	0	44	48	27	35	0	110	33	19	12	0	64	1	16	168	0	185	403	
Hourly Total	70	101	12	0	183	249	121	180	0	550	169	50	68	0	287	2	50	565	0	617	1637	
1600 - 1615	15	29	5	0	49	51	37	56	0	144	62	9	14	0	85	3	14	152	0	169	447	
1615 - 1630	21	37	4	0	62	75	22	39	0	136	32	19	8	0	59	7	10	146	0	163	420	
1630 - 1645	19	21	2	0	42	60	25	41	0	126	38	22	17	0	77	1	16	136	0	153	398	
1645 - 1700	17	38	3	0	58	46	23	50	0	119	39	16	14	0	69	2	12	130	0	144	390	
Hourly Total	72	125	14	0	211	232	107	186	0	525	171	66	53	0	290	13	52	564	0	629	1655	
Grand Total	142	226	26	0	394	481	228	366	0	1075	340	116	121	0	577	15	102	1129	0	1246	3292	
Approach %	36.04	57.36	6.60	0.00	-	44.74	21.21	34.05	0.00	-	58.93	20.10	20.97	0.00	-	1.20	8.19	90.61	0.00	-		
Intersection %	4.31	6.87	0.79	0.00	11.97	14.61	6.93	11.12	0.00	32.65	10.33	3.52	3.68	0.00	17.53	0.46	3.10	34.30	0.00	37.85		

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Kiawah Island, SC

Site 1 of 12

Village Green Ln
S-10-20 Betsy Kerrison Pkwy
Seabrook Island Rd
Kiawah Island Pkwy

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.607857°, -80.149824°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0900 - 0915	0	3	1	0	4	6	2	3	0	11	0	1	0	0	1	0	2	5	0	7	23
0915 - 0930	1	1	1	0	3	6	1	2	0	9	2	0	0	0	2	0	1	1	0	2	16
0930 - 0945	0	0	0	0	0	8	2	3	0	13	0	2	0	0	2	2	0	2	0	4	19
0945 - 1000	0	0	0	0	0	5	2	1	0	8	1	0	0	0	1	1	1	3	0	5	14
Hourly Total	1	4	2	0	7	25	7	9	0	41	3	3	0	0	6	3	4	11	0	18	72
1000 - 1015	0	0	0	0	0	10	0	3	0	13	1	0	0	0	1	0	0	8	0	8	22
1015 - 1030	0	0	1	0	1	7	0	4	0	11	0	0	0	0	0	1	2	6	0	9	21
1030 - 1045	0	0	2	0	2	7	0	2	0	9	4	0	1	0	5	1	1	4	0	6	22
1045 - 1100	0	0	2	0	2	4	0	1	0	5	1	0	1	0	2	1	0	6	0	7	16
Hourly Total	0	0	5	0	5	28	0	10	0	38	6	0	2	0	8	3	3	24	0	30	81
Grand Total	1	4	7	0	12	53	7	19	0	79	9	3	2	0	14	6	7	35	0	48	153
Approach %	8.33	33.33	58.33	0.00	-	67.09	8.86	24.05	0.00	-	64.29	21.43	14.29	0.00	-	12.50	14.58	72.92	0.00	-	
Intersection %	0.65	2.61	4.58	0.00	7.84	34.64	4.58	12.42	0.00	51.63	5.88	1.96	1.31	0.00	9.15	3.92	4.58	22.88	0.00	31.37	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound					Southbound					Eastbound					Westbound					Int Total
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1500 - 1515	0	3	0	0	3	8	0	2	0	10	5	0	0	0	5	1	1	6	0	8	26
1515 - 1530	0	3	0	0	3	1	1	0	0	2	1	1	0	0	2	1	0	6	0	7	14
1530 - 1545	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	3	0	4	7
1545 - 1600	0	1	0	0	1	2	0	2	0	4	0	1	0	0	1	1	0	4	0	5	11
Hourly Total	0	8	0	0	8	12	1	4	0	17	7	2	0	0	9	4	1	19	0	24	58
1600 - 1615	0	1	0	0	1	4	0	2	0	6	1	0	1	0	2	0	0	4	0	4	13
1615 - 1630	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	4	0	5	7
1630 - 1645	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	1	0	6	0	7	11
1645 - 1700	0	1	1	0	2	0	0	1	0	1	2	0	0	0	2	0	0	5	0	5	10
Hourly Total	0	3	1	0	4	5	0	3	0	8	7	0	1	0	8	2	0	19	0	21	41
Grand Total	0	11	1	0	12	17	1	7	0	25	14	2	1	0	17	6	1	38	0	45	99
Approach %	0.00	91.67	8.33	0.00	-	68.00	4.00	28.00	0.00	-	82.35	11.76	5.88	0.00	-	13.33	2.22	84.44	0.00	-	
Intersection %	0.00	11.11	1.01	0.00	12.12	17.17	1.01	7.07	0.00	25.25	14.14	2.02	1.01	0.00	17.17	6.06	1.01	38.38	0.00	45.45	

Classified Turn Movement Count || Combination Trucks (8-13)



Kiawah Island, SC

www.marrtraffic.com

Site 1 of 12

Village Green Ln
S-10-20 Betsy Kerrison Pkwy
Seabrook Island Rd
Kiawah Island Pkwy

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.607857°, -80.149824°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound Village Green Ln					Southbound S-10-20 Betsy Kerrison Pkwy					Eastbound Seabrook Island Rd					Westbound Kiawah Island Pkwy					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
	0900 - 0915	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	
0915 - 0930	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
0930 - 0945	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
0945 - 1000	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	4	0	0	4	4	2	0	0	6	0	0	1	0	1	0	2	0	0	2	13
1000 - 1015	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1015 - 1030	0	2	0	0	2	1	1	0	0	2	1	0	0	0	1	0	0	0	0	0	5
1030 - 1045	0	2	0	0	2	2	2	0	0	4	0	0	0	0	0	0	1	1	0	2	8
1045 - 1100	1	0	1	0	2	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	4
Hourly Total	1	4	1	0	6	3	5	0	0	8	2	0	0	0	2	0	1	1	0	2	18
Grand Total	1	8	1	0	10	7	7	0	0	14	2	0	1	0	3	0	3	1	0	4	31
Approach %	10.00	80.00	10.00	0.00	-	50.00	50.00	0.00	0.00	-	66.67	0.00	33.33	0.00	-	0.00	75.00	25.00	0.00	-	
Intersection %	3.23	25.81	3.23	0.00	32.26	22.58	22.58	0.00	0.00	45.16	6.45	0.00	3.23	0.00	9.68	0.00	9.68	3.23	0.00	12.90	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound Village Green Ln					Southbound S-10-20 Betsy Kerrison Pkwy					Eastbound Seabrook Island Rd					Westbound Kiawah Island Pkwy					Int Total
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	
	1500 - 1515	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	
1515 - 1530	0	0	0	0	0	1	0	0	0	1	0	0	1	0	1	1	0	3	0	4	6
1530 - 1545	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	5	0	5	8
1545 - 1600	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	1	0	2	4
Hourly Total	0	0	0	0	0	3	2	0	0	5	1	0	2	0	3	1	1	11	0	13	21
1600 - 1615	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	7
1615 - 1630	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	2
1630 - 1645	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	1	0	3	0	4	6
1645 - 1700	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	7	0	0	7	1	1	0	0	2	0	0	1	0	1	3	0	3	0	6	16
Grand Total	0	7	0	0	7	4	3	0	0	7	1	0	3	0	4	4	1	14	0	19	37
Approach %	0.00	100.00	0.00	0.00	-	57.14	42.86	0.00	0.00	-	25.00	0.00	75.00	0.00	-	21.05	5.26	73.68	0.00	-	
Intersection %	0.00	18.92	0.00	0.00	18.92	10.81	8.11	0.00	0.00	18.92	2.70	0.00	8.11	0.00	10.81	10.81	2.70	37.84	0.00	51.35	



[Click here for Map](#)

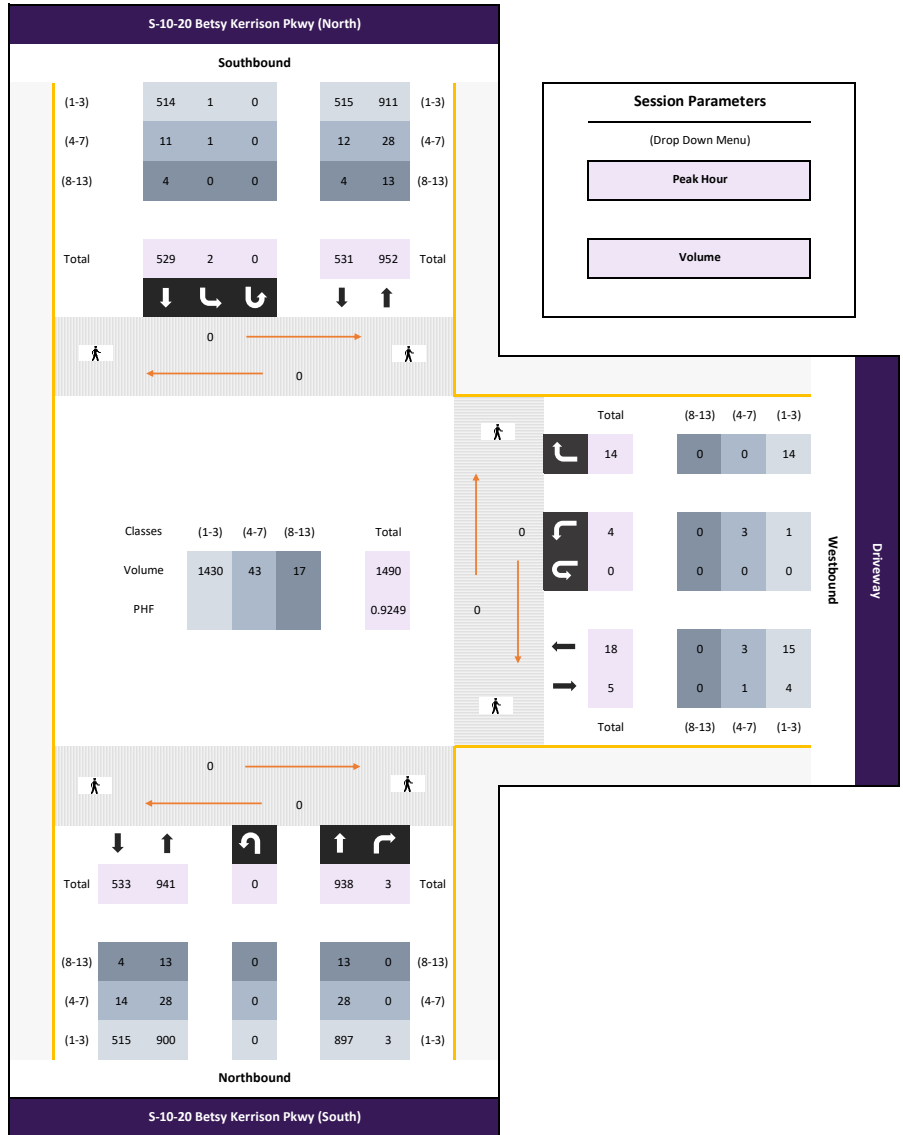
Peak Hour Turning Movement Count

Kiawah Island, SC



www.marrtraffic.com

23 September 2021	
Period	1500 - 1700
Peak Hour	1530 - 1630



Classified Turn Movement Count || All vehicles



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Kiawah Island, SC

Site 2 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)

Date

23 September 2021

Weather

Fair
70°F

Driveway

Lat/Long

32.609430°, -80.151289°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0900 - 0915	91	1	0	92	3	241	0	244	2	0	0	2	338
0915 - 0930	110	0	0	110	2	230	0	232	0	0	0	0	342
0930 - 0945	103	1	0	104	0	190	1	191	1	0	0	1	296
0945 - 1000	118	1	0	119	1	180	1	182	2	0	0	2	303
Hourly Total	422	3	0	425	6	841	2	849	5	0	0	5	1279
1000 - 1015	134	1	0	135	1	189	0	190	0	0	0	0	325
1015 - 1030	147	4	0	151	0	170	0	170	2	1	0	3	324
1030 - 1045	129	0	0	129	1	154	0	155	2	0	0	2	286
1045 - 1100	115	1	0	116	0	162	0	162	1	0	0	1	279
Hourly Total	525	6	0	531	2	675	0	677	5	1	0	6	1214
Grand Total	947	9	0	956	8	1516	2	1526	10	1	0	11	2493
Approach %	99.06	0.94	0.00	-	0.52	99.34	0.13	-	90.91	9.09	0.00	-	
Intersection %	37.99	0.36	0.00	38.35	0.32	60.81	0.08	61.21	0.40	0.04	0.00	0.44	
PHF	0.89	0.75	0.00	0.89	0.50	0.87	0.50	0.87	0.63	0.00	0.00	0.63	0.93

1500 - 1700 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1500 - 1515	200	1	0	201	0	171	0	171	2	4	0	6	378
1515 - 1530	209	0	0	209	0	160	0	160	0	2	0	2	371
1530 - 1545	223	2	0	225	0	127	0	127	1	2	0	3	355
1545 - 1600	234	1	0	235	1	115	0	116	1	7	0	8	359
Hourly Total	866	4	0	870	1	573	0	574	4	15	0	19	1463
1600 - 1615	244	0	0	244	0	153	0	153	2	4	0	6	403
1615 - 1630	237	0	0	237	1	135	0	136	0	1	0	1	374
1630 - 1645	211	0	0	211	0	129	0	129	0	0	0	0	340
1645 - 1700	219	0	0	219	0	115	0	115	0	0	0	0	334
Hourly Total	911	0	0	911	1	532	0	533	2	5	0	7	1451
Grand Total	1777	4	0	1781	2	1105	0	1107	6	20	0	26	2914
Approach %	99.78	0.22	0.00	-	0.18	99.82	0.00	-	23.08	76.92	0.00	-	
Intersection %	60.98	0.14	0.00	61.12	0.07	37.92	0.00	37.99	0.21	0.69	0.00	0.89	
PHF	0.96	0.38	0.00	0.96	0.50	0.87	0.00	0.87	0.50	0.50	0.00	0.56	0.92

Classified Turn Movement Count || Bikes



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Kiawah Island, SC

Site 2 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)

Date

23 September 2021

Weather

Fair
70°F

Driveway

Lat/Long

32.609430°, -80.151289°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Bikes

TIME	Northbound				Southbound			
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
0900 - 0915	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	1	0	1
0930 - 0945	0	0	0	0	0	0	0	0
0945 - 1000	1	0	0	1	0	0	0	0
Hourly Total	1	0	0	1	0	1	0	1
1000 - 1015	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	1	0	1
1045 - 1100	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	1	0	1
Grand Total	1	0	0	1	0	2	0	2
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	33.33	0.00	0.00	33.33	0.00	66.67	0.00	66.67

Westbound				
Driveway				
Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	1
0	0	0	0	2
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	0
0	0	0	0	1
0	0	0	0	3
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Bikes

TIME	Northbound				Southbound			
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
1500 - 1515	0	0	0	0	0	3	0	3
1515 - 1530	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	3	0	3
1600 - 1615	0	0	0	0	0	1	0	1
1615 - 1630	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0
1645 - 1700	1	0	0	1	0	0	0	0
Hourly Total	1	0	0	1	0	1	0	1
Grand Total	1	0	0	1	0	4	0	4
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	20.00	0.00	0.00	20.00	0.00	80.00	0.00	80.00

Westbound				
Driveway				
Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0	0	0	0	3
0	0	0	0	0
0	0	0	0	0
0	0	0	0	0
0	0	0	0	3
0	0	0	0	1
0	0	0	0	0
0	0	0	0	0
0	0	0	0	1
0	0	0	0	2
0	0	0	0	5
0.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Passenger Vehicles (1-3)



www.marrtraffic.com

Kiawah Island, SC

Site 2 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)

Date

23 September 2021

Weather

Fair
70°F

Driveway

Lat/Long

32.609430°, -80.151289°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0900 - 0915	85	1	0	86	3	229	0	232	2	0	0	2	320
0915 - 0930	105	0	0	105	2	221	0	223	0	0	0	0	328
0930 - 0945	98	1	0	99	0	176	1	177	1	0	0	1	277
0945 - 1000	111	1	0	112	1	167	1	169	2	0	0	2	283
Hourly Total	399	3	0	402	6	793	2	801	5	0	0	5	1208
1000 - 1015	123	1	0	124	1	176	0	177	0	0	0	0	301
1015 - 1030	140	3	0	143	0	158	0	158	2	1	0	3	304
1030 - 1045	120	0	0	120	0	140	0	140	1	0	0	1	261
1045 - 1100	106	1	0	107	0	155	0	155	1	0	0	1	263
Hourly Total	489	5	0	494	1	629	0	630	4	1	0	5	1129
Grand Total	888	8	0	896	7	1422	2	1431	9	1	0	10	2337
Approach %	99.11	0.89	0.00	-	0.49	99.37	0.14	-	90.00	10.00	0.00	-	-
Intersection %	38.00	0.34	0.00	38.34	0.30	60.85	0.09	61.23	0.39	0.04	0.00	0.43	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1500 - 1515	188	1	0	189	0	159	0	159	2	4	0	6	354
1515 - 1530	196	0	0	196	0	156	0	156	0	2	0	2	354
1530 - 1545	214	2	0	216	0	125	0	125	1	2	0	3	344
1545 - 1600	222	1	0	223	0	109	0	109	0	7	0	7	339
Hourly Total	820	4	0	824	0	549	0	549	3	15	0	18	1391
1600 - 1615	233	0	0	233	0	148	0	148	0	4	0	4	385
1615 - 1630	228	0	0	228	1	132	0	133	0	1	0	1	362
1630 - 1645	202	0	0	202	0	129	0	129	0	0	0	0	331
1645 - 1700	208	0	0	208	0	114	0	114	0	0	0	0	322
Hourly Total	871	0	0	871	1	523	0	524	0	5	0	5	1400
Grand Total	1691	4	0	1695	1	1072	0	1073	3	20	0	23	2791
Approach %	99.76	0.24	0.00	-	0.09	99.91	0.00	-	13.04	86.96	0.00	-	-
Intersection %	60.59	0.14	0.00	60.73	0.04	38.41	0.00	38.45	0.11	0.72	0.00	0.82	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Kiawah Island, SC

Site 2 of 12
 S-10-20 Betsy Kerrison Pkwy (South)
 S-10-20 Betsy Kerrison Pkwy (North)

Date
 23 September 2021

Weather
 Fair
 70°F

Driveway

Lat/Long
 32.609430°, -80.151289°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
0900 - 0915	5	0	0	5	0	10	0	10
0915 - 0930	3	0	0	3	0	7	0	7
0930 - 0945	5	0	0	5	0	12	0	12
0945 - 1000	5	0	0	5	0	12	0	12
Hourly Total	18	0	0	18	0	41	0	41
1000 - 1015	9	0	0	9	0	12	0	12
1015 - 1030	6	1	0	7	0	10	0	10
1030 - 1045	7	0	0	7	0	11	0	11
1045 - 1100	7	0	0	7	0	5	0	5
Hourly Total	29	1	0	30	0	38	0	38
Grand Total	47	1	0	48	0	79	0	79
Approach %	97.92	2.08	0.00	-	0.00	100.00	0.00	-
Intersection %	37.01	0.79	0.00	37.80	0.00	62.20	0.00	62.20

TIME	Westbound				
	Driveway				
	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0900 - 0915	0	0	0	0	15
0915 - 0930	0	0	0	0	10
0930 - 0945	0	0	0	0	17
0945 - 1000	0	0	0	0	17
Hourly Total	0	0	0	0	59
1000 - 1015	0	0	0	0	21
1015 - 1030	0	0	0	0	17
1030 - 1045	0	0	0	0	18
1045 - 1100	0	0	0	0	12
Hourly Total	0	0	0	0	68
Grand Total	0	0	0	0	127
Approach %	0.00	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound			
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
1500 - 1515	9	0	0	9	0	7	0	7
1515 - 1530	10	0	0	10	0	3	0	3
1530 - 1545	5	0	0	5	0	2	0	2
1545 - 1600	10	0	0	10	1	4	0	5
Hourly Total	34	0	0	34	1	16	0	17
1600 - 1615	6	0	0	6	0	3	0	3
1615 - 1630	7	0	0	7	0	2	0	2
1630 - 1645	7	0	0	7	0	0	0	0
1645 - 1700	9	0	0	9	0	1	0	1
Hourly Total	29	0	0	29	0	6	0	6
Grand Total	63	0	0	63	1	22	0	23
Approach %	100.00	0.00	0.00	-	4.35	95.65	0.00	-
Intersection %	70.79	0.00	0.00	70.79	1.12	24.72	0.00	25.84

TIME	Westbound				
	Driveway				
	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1500 - 1515	0	0	0	0	16
1515 - 1530	0	0	0	0	13
1530 - 1545	0	0	0	0	7
1545 - 1600	1	0	0	1	16
Hourly Total	1	0	0	1	52
1600 - 1615	2	0	0	2	11
1615 - 1630	0	0	0	0	9
1630 - 1645	0	0	0	0	7
1645 - 1700	0	0	0	0	10
Hourly Total	2	0	0	2	37
Grand Total	3	0	0	3	89
Approach %	100.00	0.00	0.00	-	-
Intersection %	3.37	0.00	0.00	3.37	-

Classified Turn Movement Count || Combination Trucks (8-13)



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Kiawah Island, SC

Site 2 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)

Date

23 September 2021

Weather

Fair
70°F

Driveway

Lat/Long

32.609430°, -80.151289°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
0900 - 0915	1	0	0	1	0	2	0	2
0915 - 0930	2	0	0	2	0	1	0	1
0930 - 0945	0	0	0	0	0	2	0	2
0945 - 1000	1	0	0	1	0	1	0	1
Hourly Total	4	0	0	4	0	6	0	6
1000 - 1015	2	0	0	2	0	1	0	1
1015 - 1030	1	0	0	1	0	2	0	2
1030 - 1045	2	0	0	2	1	2	0	3
1045 - 1100	2	0	0	2	0	2	0	2
Hourly Total	7	0	0	7	1	7	0	8
Grand Total	11	0	0	11	1	13	0	14
Approach %	100.00	0.00	0.00	-	7.14	92.86	0.00	-
Intersection %	42.31	0.00	0.00	42.31	3.85	50.00	0.00	53.85

TIME	Westbound				
	Driveway				
	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0900 - 0915	0	0	0	0	3
0915 - 0930	0	0	0	0	3
0930 - 0945	0	0	0	0	2
0945 - 1000	0	0	0	0	2
Hourly Total	0	0	0	0	10
1000 - 1015	0	0	0	0	3
1015 - 1030	0	0	0	0	3
1030 - 1045	1	0	0	1	6
1045 - 1100	0	0	0	0	4
Hourly Total	1	0	0	1	16
Grand Total	1	0	0	1	26
Approach %	100.00	0.00	0.00	-	-
Intersection %	3.85	0.00	0.00	3.85	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound				Southbound			
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)			
	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total
1500 - 1515	3	0	0	3	0	2	0	2
1515 - 1530	3	0	0	3	0	1	0	1
1530 - 1545	4	0	0	4	0	0	0	0
1545 - 1600	2	0	0	2	0	2	0	2
Hourly Total	12	0	0	12	0	5	0	5
1600 - 1615	5	0	0	5	0	1	0	1
1615 - 1630	2	0	0	2	0	1	0	1
1630 - 1645	2	0	0	2	0	0	0	0
1645 - 1700	1	0	0	1	0	0	0	0
Hourly Total	10	0	0	10	0	2	0	2
Grand Total	22	0	0	22	0	7	0	7
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-
Intersection %	75.86	0.00	0.00	75.86	0.00	24.14	0.00	24.14

TIME	Westbound				
	Driveway				
	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1500 - 1515	0	0	0	0	5
1515 - 1530	0	0	0	0	4
1530 - 1545	0	0	0	0	4
1545 - 1600	0	0	0	0	4
Hourly Total	0	0	0	0	17
1600 - 1615	0	0	0	0	6
1615 - 1630	0	0	0	0	3
1630 - 1645	0	0	0	0	2
1645 - 1700	0	0	0	0	1
Hourly Total	0	0	0	0	12
Grand Total	0	0	0	0	29
Approach %	0.00	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	0.00	-

Pedestrian Count || All vehicles



Kiawah Island, SC

Site 2 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)

Date

23 September 2021

Weather

Fair
70°F

Driveway

Lat/Long

32.609430°, -80.151289°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME	Northbound			Southbound			
	S-10-20 Betsy Kerrison Pkwy (South)		App Total	S-10-20 Betsy Kerrison Pkwy (North)			App Total
	EB 2a	WB 2b		EB 2c	WB 2d		
0900 - 0915	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0
1000 - 1015	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Westbound Driveway				
NB 2g	SB 2h	App Total	Int Total	
0	0			
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0.00	0.00	-	-	
0.00	0.00	0.00		

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME	Northbound			Southbound			
	S-10-20 Betsy Kerrison Pkwy (South)		App Total	S-10-20 Betsy Kerrison Pkwy (North)			App Total
	EB 2a	WB 2b		EB 2c	WB 2d		
1500 - 1515	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0
1600 - 1615	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0
Approach %	0.00	0.00	-	0.00	0.00	-	0.00
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Westbound Driveway				
NB 2g	SB 2h	App Total	Int Total	
0	0			
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0	0	0	0	
0.00	0.00	-	-	
0.00	0.00	0.00		



[Click here for Map](#)

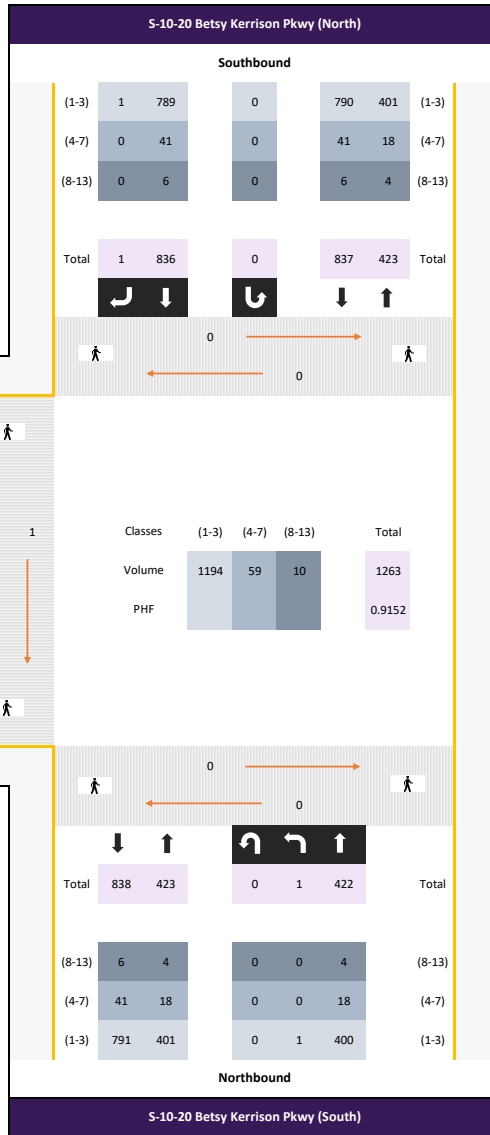
Peak Hour Turning Movement Count

Kiawah Island, SC



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23 September 2021	
Period	0900 - 1100
Peak Hour	0900 - 1000



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Driveway

Class	(1-3)	(4-7)	(8-13)	Total
Left	2	0	0	2
Thru	3	0	0	3
Right	0	0	0	0
Total	5	0	0	5



[Click here for Map](#)

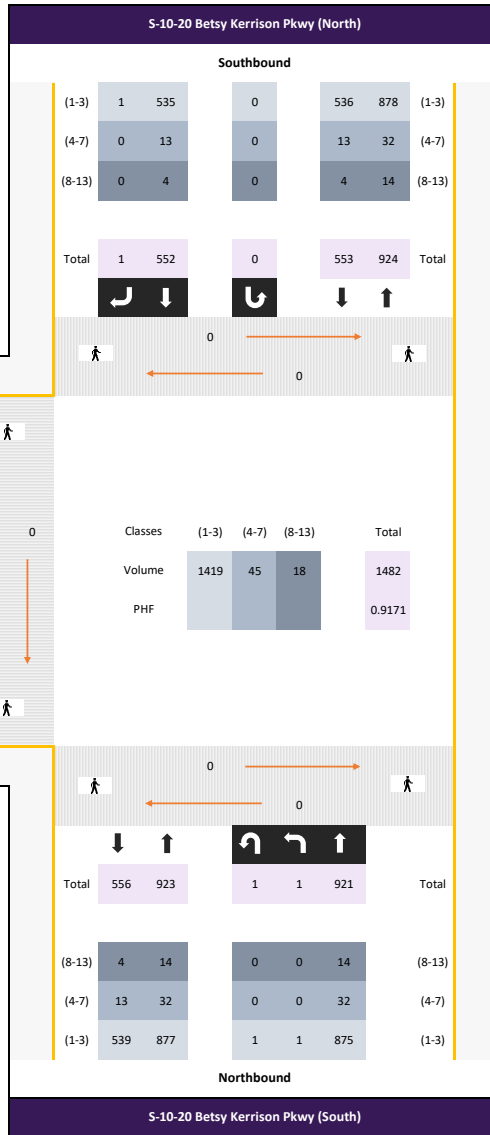
Peak Hour Turning Movement Count

Kiawah Island, SC



www.marrtraffic.com

23 September 2021	
Period	1500 - 1700
Peak Hour	1515 - 1615



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Driveway

Classified Turn Movement Count || All vehicles



www.marrtraffic.com

Kiawah Island, SC

Site 3 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)
Driveway

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.610906°, -80.152495°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
0900 - 0915	0	95	0	95	248	0	0	248	0	2	0	2	345
0915 - 0930	1	112	0	113	230	0	0	230	1	0	0	1	344
0930 - 0945	0	99	0	99	182	1	0	183	0	0	0	0	282
0945 - 1000	0	116	0	116	176	0	0	176	0	0	0	0	292
Hourly Total	1	422	0	423	836	1	0	837	1	2	0	3	1263
1000 - 1015	0	134	1	135	192	1	0	193	0	1	0	1	329
1015 - 1030	0	147	0	147	175	0	2	177	0	0	0	0	324
1030 - 1045	0	128	0	128	149	2	0	151	0	0	0	0	279
1045 - 1100	1	114	0	115	169	2	0	171	0	0	0	0	286
Hourly Total	1	523	1	525	685	5	2	692	0	1	0	1	1218
Grand Total	2	945	1	948	1521	6	2	1529	1	3	0	4	2481
Approach %	0.21	99.68	0.11	-	99.48	0.39	0.13	-	25.00	75.00	0.00	-	
Intersection %	0.08	38.09	0.04	38.21	61.31	0.24	0.08	61.63	0.04	0.12	0.00	0.16	
PHF	0.25	0.91	0.00	0.91	0.84	0.25	0.00	0.84	0.25	0.25	0.00	0.38	0.92

1500 - 1700 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
1500 - 1515	0	205	0	205	167	0	1	168	0	0	0	0	373
1515 - 1530	0	209	1	210	161	0	0	161	1	0	0	1	372
1530 - 1545	0	226	0	226	125	0	0	125	0	2	0	2	353
1545 - 1600	0	239	0	239	111	1	0	112	1	1	0	2	353
Hourly Total	0	879	1	880	564	1	1	566	2	3	0	5	1451
1600 - 1615	1	247	0	248	155	0	0	155	1	0	0	1	404
1615 - 1630	0	235	0	235	136	0	0	136	0	0	0	0	371
1630 - 1645	0	216	0	216	129	1	0	130	1	1	0	2	348
1645 - 1700	0	220	0	220	115	0	0	115	0	0	0	0	335
Hourly Total	1	918	0	919	535	1	0	536	2	1	0	3	1458
Grand Total	1	1797	1	1799	1099	2	1	1102	4	4	0	8	2909
Approach %	0.06	99.89	0.06	-	99.73	0.18	0.09	-	50.00	50.00	0.00	-	
Intersection %	0.03	61.77	0.03	61.84	37.78	0.07	0.03	37.88	0.14	0.14	0.00	0.28	
PHF	0.25	0.93	0.25	0.93	0.86	0.25	0.00	0.86	0.75	0.38	0.00	0.75	0.92

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Kiawah Island, SC

Site 3 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)
Driveway

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.610906°, -80.152495°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
0900 - 0915	0	90	0	90	236	0	0	236	0	2	0	2	328
0915 - 0930	1	108	0	109	219	0	0	219	1	0	0	1	329
0930 - 0945	0	92	0	92	168	1	0	169	0	0	0	0	261
0945 - 1000	0	110	0	110	166	0	0	166	0	0	0	0	276
Hourly Total	1	400	0	401	789	1	0	790	1	2	0	3	1194
1000 - 1015	0	125	1	126	179	1	0	180	0	1	0	1	307
1015 - 1030	0	142	0	142	165	0	2	167	0	0	0	0	309
1030 - 1045	0	116	0	116	136	2	0	138	0	0	0	0	254
1045 - 1100	1	104	0	105	159	2	0	161	0	0	0	0	266
Hourly Total	1	487	1	489	639	5	2	646	0	1	0	1	1136
Grand Total	2	887	1	890	1428	6	2	1436	1	3	0	4	2330
Approach %	0.22	99.66	0.11	-	99.44	0.42	0.14	-	25.00	75.00	0.00	-	
Intersection %	0.09	38.07	0.04	38.20	61.29	0.26	0.09	61.63	0.04	0.13	0.00	0.17	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
1500 - 1515	0	193	0	193	158	0	1	159	0	0	0	0	352
1515 - 1530	0	197	1	198	157	0	0	157	1	0	0	1	356
1530 - 1545	0	213	0	213	122	0	0	122	0	2	0	2	337
1545 - 1600	0	230	0	230	105	1	0	106	1	1	0	2	338
Hourly Total	0	833	1	834	542	1	1	544	2	3	0	5	1383
1600 - 1615	1	235	0	236	151	0	0	151	1	0	0	1	388
1615 - 1630	0	229	0	229	134	0	0	134	0	0	0	0	363
1630 - 1645	0	205	0	205	128	1	0	129	1	1	0	2	336
1645 - 1700	0	209	0	209	114	0	0	114	0	0	0	0	323
Hourly Total	1	878	0	879	527	1	0	528	2	1	0	3	1410
Grand Total	1	1711	1	1713	1069	2	1	1072	4	4	0	8	2793
Approach %	0.06	99.88	0.06	-	99.72	0.19	0.09	-	50.00	50.00	0.00	-	
Intersection %	0.04	61.26	0.04	61.33	38.27	0.07	0.04	38.38	0.14	0.14	0.00	0.29	

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Kiawah Island, SC

Site 3 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)
Driveway

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.610906°, -80.152495°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
0900 - 0915	0	5	0	5	11	0	0	11	0	0	0	0	16
0915 - 0930	0	2	0	2	9	0	0	9	0	0	0	0	11
0930 - 0945	0	6	0	6	12	0	0	12	0	0	0	0	18
0945 - 1000	0	5	0	5	9	0	0	9	0	0	0	0	14
Hourly Total	0	18	0	18	41	0	0	41	0	0	0	0	59
1000 - 1015	0	9	0	9	12	0	0	12	0	0	0	0	21
1015 - 1030	0	4	0	4	7	0	0	7	0	0	0	0	11
1030 - 1045	0	8	0	8	11	0	0	11	0	0	0	0	19
1045 - 1100	0	8	0	8	8	0	0	8	0	0	0	0	16
Hourly Total	0	29	0	29	38	0	0	38	0	0	0	0	67
Grand Total	0	47	0	47	79	0	0	79	0	0	0	0	126
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	37.30	0.00	37.30	62.70	0.00	0.00	62.70	0.00	0.00	0.00	0.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
1500 - 1515	0	9	0	9	7	0	0	7	0	0	0	0	16
1515 - 1530	0	10	0	10	3	0	0	3	0	0	0	0	13
1530 - 1545	0	8	0	8	3	0	0	3	0	0	0	0	11
1545 - 1600	0	7	0	7	4	0	0	4	0	0	0	0	11
Hourly Total	0	34	0	34	17	0	0	17	0	0	0	0	51
1600 - 1615	0	7	0	7	3	0	0	3	0	0	0	0	10
1615 - 1630	0	6	0	6	1	0	0	1	0	0	0	0	7
1630 - 1645	0	7	0	7	1	0	0	1	0	0	0	0	8
1645 - 1700	0	9	0	9	1	0	0	1	0	0	0	0	10
Hourly Total	0	29	0	29	6	0	0	6	0	0	0	0	35
Grand Total	0	63	0	63	23	0	0	23	0	0	0	0	86
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	73.26	0.00	73.26	26.74	0.00	0.00	26.74	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Combination Trucks (8-13)



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Kiawah Island, SC

Site 3 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)
Driveway

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.610906°, -80.152495°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
0900 - 0915	0	0	0	0	1	0	0	1	0	0	0	0	1
0915 - 0930	0	2	0	2	2	0	0	2	0	0	0	0	4
0930 - 0945	0	1	0	1	2	0	0	2	0	0	0	0	3
0945 - 1000	0	1	0	1	1	0	0	1	0	0	0	0	2
Hourly Total	0	4	0	4	6	0	0	6	0	0	0	0	10
1000 - 1015	0	0	0	0	1	0	0	1	0	0	0	0	1
1015 - 1030	0	1	0	1	3	0	0	3	0	0	0	0	4
1030 - 1045	0	4	0	4	2	0	0	2	0	0	0	0	6
1045 - 1100	0	2	0	2	2	0	0	2	0	0	0	0	4
Hourly Total	0	7	0	7	8	0	0	8	0	0	0	0	15
Grand Total	0	11	0	11	14	0	0	14	0	0	0	0	25
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	44.00	0.00	44.00	56.00	0.00	0.00	56.00	0.00	0.00	0.00	0.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	
1500 - 1515	0	3	0	3	2	0	0	2	0	0	0	0	5
1515 - 1530	0	2	0	2	1	0	0	1	0	0	0	0	3
1530 - 1545	0	5	0	5	0	0	0	0	0	0	0	0	5
1545 - 1600	0	2	0	2	2	0	0	2	0	0	0	0	4
Hourly Total	0	12	0	12	5	0	0	5	0	0	0	0	17
1600 - 1615	0	5	0	5	1	0	0	1	0	0	0	0	6
1615 - 1630	0	0	0	0	1	0	0	1	0	0	0	0	1
1630 - 1645	0	4	0	4	0	0	0	0	0	0	0	0	4
1645 - 1700	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	10	0	10	2	0	0	2	0	0	0	0	12
Grand Total	0	22	0	22	7	0	0	7	0	0	0	0	29
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	75.86	0.00	75.86	24.14	0.00	0.00	24.14	0.00	0.00	0.00	0.00	

Pedestrian Count || All vehicles



Kiawah Island, SC

Site 3 of 12
 S-10-20 Betsy Kerrison Pkwy (South)
 S-10-20 Betsy Kerrison Pkwy (North)
 Driveway

Date
 23 September 2021

Weather
 Fair
 70°F

Lat/Long
 32.610906°, -80.152495°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)			S-10-20 Betsy Kerrison Pkwy (North)			Driveway				
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total		
0900 - 0915	0	0	0	0	0	0	0	0	1	1	1
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	0	0	0	0	1	1	2	2
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	1	1	2	2
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	1	1	2	2
Grand Total	0	0	0	0	0	0	0	2	2	4	4
Approach %	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	100.00	-	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)			S-10-20 Betsy Kerrison Pkwy (North)			Driveway				
	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total		
1500 - 1515	0	0	0	0	0	0	0	0	3	3	3
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	0	0	0	0	3	3	3
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	0	0	0	0	0	0	1	1	1
Grand Total	0	0	0	0	0	0	0	0	4	4	4
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	-	-



[Click here for Map](#)

Peak Hour Turning Movement Count

Kiawah Island, SC



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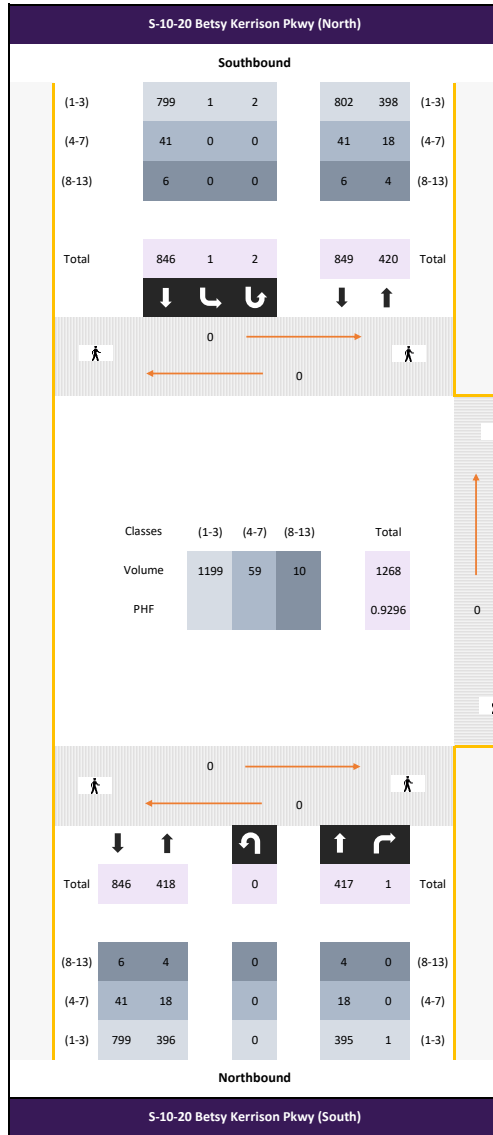
23 September 2021	
Period	0900 - 1100
Peak Hour	0900 - 1000

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Total	(8-13)	(4-7)	(1-3)
↶	1	0	1
↷	0	0	0
↵	0	0	0
↶	1	0	1
↷	2	0	2
Total	(8-13)	(4-7)	(1-3)

Resurrection Rd
Westbound



[Click here for Map](#)

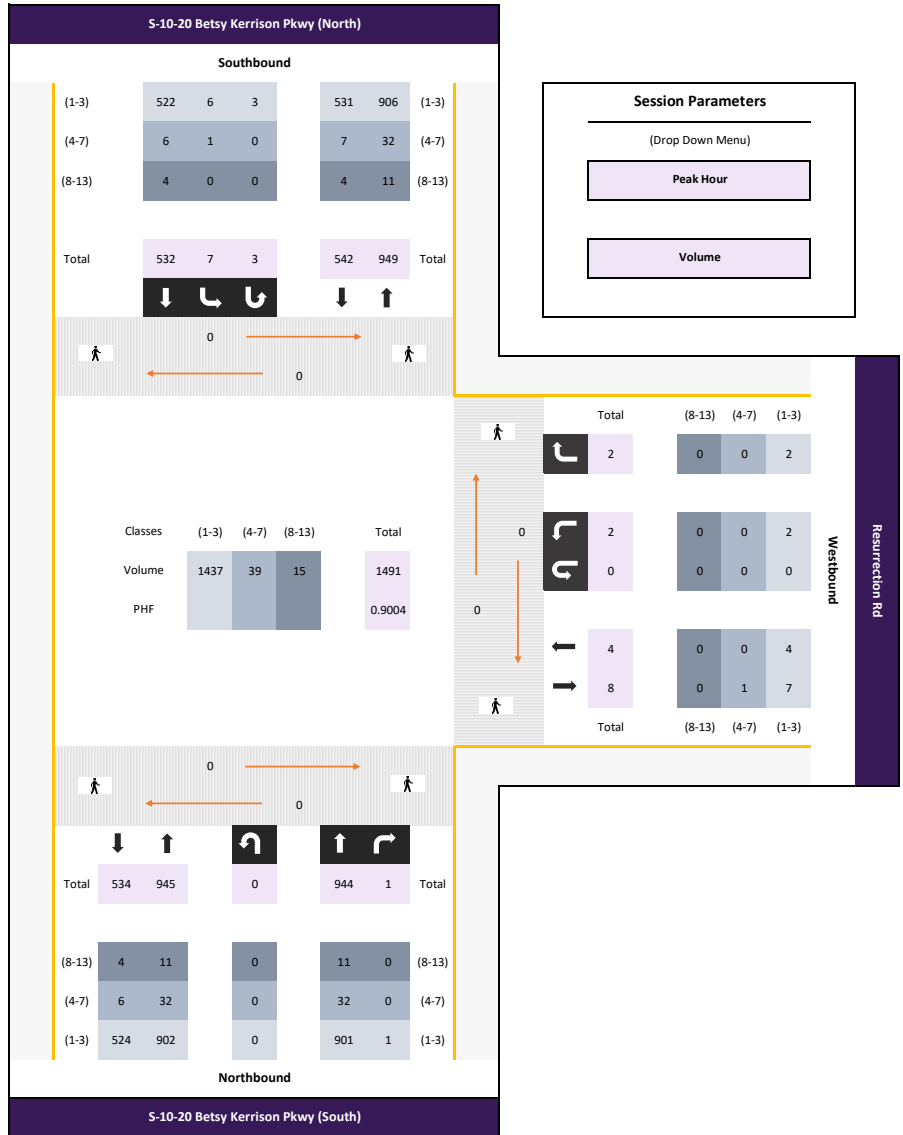
Peak Hour Turning Movement Count

Kiawah Island, SC



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23 September 2021	
Period	1500 - 1700
Peak Hour	1545 - 1645



Classified Turn Movement Count || All vehicles



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Kiawah Island, SC

Site 4 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.613178°, -80.152537°

Resurrection Rd

0900 - 1100 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Resurrection Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0900 - 0915	92	1	0	93	0	248	0	248	0	0	0	0	341
0915 - 0930	111	0	0	111	1	225	1	227	0	1	0	1	339
0930 - 0945	98	0	0	98	0	185	1	186	0	0	0	0	284
0945 - 1000	116	0	0	116	0	188	0	188	0	0	0	0	304
Hourly Total	417	1	0	418	1	846	2	849	0	1	0	1	1268
1000 - 1015	133	0	0	133	0	189	2	191	0	0	0	0	324
1015 - 1030	148	1	0	149	0	162	1	163	1	0	0	1	313
1030 - 1045	126	0	0	126	0	152	0	152	0	0	0	0	278
1045 - 1100	122	0	0	122	0	177	0	177	0	0	0	0	299
Hourly Total	529	1	0	530	0	680	3	683	1	0	0	1	1214
Grand Total	946	2	0	948	1	1526	5	1532	1	1	0	2	2482
Approach %	99.79	0.21	0.00	-	0.07	99.61	0.33	-	50.00	50.00	0.00	-	
Intersection %	38.11	0.08	0.00	38.20	0.04	61.48	0.20	61.72	0.04	0.04	0.00	0.08	
PHF	0.90	0.25	0.00	0.90	0.25	0.85	0.50	0.86	0.00	0.25	0.00	0.25	0.93

1500 - 1700 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Resurrection Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1500 - 1515	207	0	0	207	0	167	1	168	0	0	0	0	375
1515 - 1530	207	0	0	207	0	154	0	154	0	0	0	0	361
1530 - 1545	217	0	0	217	0	124	0	124	0	1	0	1	342
1545 - 1600	241	1	0	242	1	110	2	113	1	1	0	2	357
Hourly Total	872	1	0	873	1	555	3	559	1	2	0	3	1435
1600 - 1615	253	0	0	253	1	159	1	161	0	0	0	0	414
1615 - 1630	237	0	0	237	2	131	0	133	0	0	0	0	370
1630 - 1645	213	0	0	213	3	132	0	135	1	1	0	2	350
1645 - 1700	226	0	0	226	0	119	0	119	1	1	0	2	347
Hourly Total	929	0	0	929	6	541	1	548	2	2	0	4	1481
Grand Total	1801	1	0	1802	7	1096	4	1107	3	4	0	7	2916
Approach %	99.94	0.06	0.00	-	0.63	99.01	0.36	-	42.86	57.14	0.00	-	
Intersection %	61.76	0.03	0.00	61.80	0.24	37.59	0.14	37.96	0.10	0.14	0.00	0.24	
PHF	0.93	0.25	0.00	0.93	0.58	0.84	0.38	0.84	0.50	0.50	0.00	0.50	0.90

Classified Turn Movement Count || Passenger Vehicles (1-3)



www.marrtraffic.com

Kiawah Island, SC

Site 4 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)

Date

23 September 2021

Weather

Fair
70°F

Resurrection Rd

Lat/Long

32.613178°, -80.152537°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Resurrection Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0900 - 0915	87	1	0	88	0	232	0	232	0	0	0	0	320
0915 - 0930	106	0	0	106	1	215	1	217	0	1	0	1	324
0930 - 0945	91	0	0	91	0	174	1	175	0	0	0	0	266
0945 - 1000	111	0	0	111	0	178	0	178	0	0	0	0	289
Hourly Total	395	1	0	396	1	799	2	802	0	1	0	1	1199
1000 - 1015	122	0	0	122	0	174	2	176	0	0	0	0	298
1015 - 1030	141	1	0	142	0	153	1	154	1	0	0	1	297
1030 - 1045	118	0	0	118	0	142	0	142	0	0	0	0	260
1045 - 1100	112	0	0	112	0	165	0	165	0	0	0	0	277
Hourly Total	493	1	0	494	0	634	3	637	1	0	0	1	1132
Grand Total	888	2	0	890	1	1433	5	1439	1	1	0	2	2331
Approach %	99.78	0.22	0.00	-	0.07	99.58	0.35	-	50.00	50.00	0.00	-	-
Intersection %	38.10	0.09	0.00	38.18	0.04	61.48	0.21	61.73	0.04	0.04	0.00	0.09	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Resurrection Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1500 - 1515	197	0	0	197	0	160	1	161	0	0	0	0	358
1515 - 1530	193	0	0	193	0	150	0	150	0	0	0	0	343
1530 - 1545	206	0	0	206	0	117	0	117	0	0	0	0	323
1545 - 1600	230	1	0	231	1	106	2	109	1	1	0	2	342
Hourly Total	826	1	0	827	1	533	3	537	1	1	0	2	1366
1600 - 1615	241	0	0	241	1	155	1	157	0	0	0	0	398
1615 - 1630	230	0	0	230	1	129	0	130	0	0	0	0	360
1630 - 1645	200	0	0	200	3	132	0	135	1	1	0	2	337
1645 - 1700	218	0	0	218	0	117	0	117	1	1	0	2	337
Hourly Total	889	0	0	889	5	533	1	539	2	2	0	4	1432
Grand Total	1715	1	0	1716	6	1066	4	1076	3	3	0	6	2798
Approach %	99.94	0.06	0.00	-	0.56	99.07	0.37	-	50.00	50.00	0.00	-	-
Intersection %	61.29	0.04	0.00	61.33	0.21	38.10	0.14	38.46	0.11	0.11	0.00	0.21	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



www.marrtraffic.com

Kiawah Island, SC

Site 4 of 12
 S-10-20 Betsy Kerrison Pkwy (South)
 S-10-20 Betsy Kerrison Pkwy (North)

Date
 23 September 2021

Weather
 Fair
 70°F

Resurrection Rd

Lat/Long
 32.613178°, -80.152537°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Resurrection Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0900 - 0915	5	0	0	5	0	14	0	14	0	0	0	0	19
0915 - 0930	3	0	0	3	0	8	0	8	0	0	0	0	11
0930 - 0945	6	0	0	6	0	10	0	10	0	0	0	0	16
0945 - 1000	4	0	0	4	0	9	0	9	0	0	0	0	13
Hourly Total	18	0	0	18	0	41	0	41	0	0	0	0	59
1000 - 1015	8	0	0	8	0	13	0	13	0	0	0	0	21
1015 - 1030	5	0	0	5	0	7	0	7	0	0	0	0	12
1030 - 1045	7	0	0	7	0	8	0	8	0	0	0	0	15
1045 - 1100	9	0	0	9	0	10	0	10	0	0	0	0	19
Hourly Total	29	0	0	29	0	38	0	38	0	0	0	0	67
Grand Total	47	0	0	47	0	79	0	79	0	0	0	0	126
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	-
Intersection %	37.30	0.00	0.00	37.30	0.00	62.70	0.00	62.70	0.00	0.00	0.00	0.00	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Resurrection Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1500 - 1515	7	0	0	7	0	5	0	5	0	0	0	0	12
1515 - 1530	10	0	0	10	0	3	0	3	0	0	0	0	13
1530 - 1545	8	0	0	8	0	7	0	7	0	1	0	1	16
1545 - 1600	9	0	0	9	0	2	0	2	0	0	0	0	11
Hourly Total	34	0	0	34	0	17	0	17	0	1	0	1	52
1600 - 1615	7	0	0	7	0	3	0	3	0	0	0	0	10
1615 - 1630	7	0	0	7	1	1	0	2	0	0	0	0	9
1630 - 1645	9	0	0	9	0	0	0	0	0	0	0	0	9
1645 - 1700	6	0	0	6	0	2	0	2	0	0	0	0	8
Hourly Total	29	0	0	29	1	6	0	7	0	0	0	0	36
Grand Total	63	0	0	63	1	23	0	24	0	1	0	1	88
Approach %	100.00	0.00	0.00	-	4.17	95.83	0.00	-	0.00	100.00	0.00	-	-
Intersection %	71.59	0.00	0.00	71.59	1.14	26.14	0.00	27.27	0.00	1.14	0.00	1.14	-

Classified Turn Movement Count || Combination Trucks (8-13)



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Kiawah Island, SC

Site 4 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)

Date

23 September 2021

Weather

Fair
70°F

Resurrection Rd

Lat/Long

32.613178°, -80.152537°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Resurrection Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0900 - 0915	0	0	0	0	0	2	0	2	0	0	0	0	2
0915 - 0930	2	0	0	2	0	2	0	2	0	0	0	0	2
0930 - 0945	1	0	0	1	0	1	0	1	0	0	0	0	2
0945 - 1000	1	0	0	1	0	1	0	1	0	0	0	0	2
Hourly Total	4	0	0	4	0	6	0	6	0	0	0	0	10
1000 - 1015	3	0	0	3	0	2	0	2	0	0	0	0	5
1015 - 1030	2	0	0	2	0	2	0	2	0	0	0	0	4
1030 - 1045	1	0	0	1	0	2	0	2	0	0	0	0	3
1045 - 1100	1	0	0	1	0	2	0	2	0	0	0	0	3
Hourly Total	7	0	0	7	0	8	0	8	0	0	0	0	15
Grand Total	11	0	0	11	0	14	0	14	0	0	0	0	25
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	44.00	0.00	0.00	44.00	0.00	56.00	0.00	56.00	0.00	0.00	0.00	0.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Resurrection Rd				
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1500 - 1515	3	0	0	3	0	2	0	2	0	0	0	0	5
1515 - 1530	4	0	0	4	0	1	0	1	0	0	0	0	5
1530 - 1545	3	0	0	3	0	0	0	0	0	0	0	0	3
1545 - 1600	2	0	0	2	0	2	0	2	0	0	0	0	4
Hourly Total	12	0	0	12	0	5	0	5	0	0	0	0	17
1600 - 1615	5	0	0	5	0	1	0	1	0	0	0	0	6
1615 - 1630	0	0	0	0	0	1	0	1	0	0	0	0	1
1630 - 1645	4	0	0	4	0	0	0	0	0	0	0	0	4
1645 - 1700	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	10	0	0	10	0	2	0	2	0	0	0	0	12
Grand Total	22	0	0	22	0	7	0	7	0	0	0	0	29
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	75.86	0.00	0.00	75.86	0.00	24.14	0.00	24.14	0.00	0.00	0.00	0.00	

Pedestrian Count || All vehicles



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Kiawah Island, SC

Site 4 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)

Date

23 September 2021

Weather

Fair
70°F

Resurrection Rd

Lat/Long

32.613178°, -80.152537°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME	Northbound			Southbound			App Total
	S-10-20 Betsy Kerrison Pkwy (South)		S-10-20 Betsy Kerrison Pkwy (North)		App Total		
	EB 4a	WB 4b	EB 4c	WB 4d			
0900 - 0915	0	0	0	0	0	0	
0915 - 0930	0	0	0	0	0	0	
0930 - 0945	0	0	0	0	0	0	
0945 - 1000	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
1000 - 1015	0	0	0	0	0	0	
1015 - 1030	0	0	0	0	0	0	
1030 - 1045	0	0	0	0	0	0	
1045 - 1100	1	0	1	0	1	1	
Hourly Total	1	0	1	0	1	1	
Grand Total	1	0	1	0	1	1	
Approach %	100.00	0.00	-	0.00	100.00	-	
Intersection %	50.00	0.00	50.00	0.00	50.00	50.00	

TIME	Westbound		App Total	Int Total
	Resurrection Rd			
	NB 4g	SB 4h		
0900 - 0915	0	0	0	0
0915 - 0930	0	0	0	0
0930 - 0945	0	0	0	0
0945 - 1000	0	0	0	0
Hourly Total	0	0	0	0
1000 - 1015	0	0	0	0
1015 - 1030	0	0	0	0
1030 - 1045	0	0	0	0
1045 - 1100	0	0	0	2
Hourly Total	0	0	0	2
Grand Total	0	0	0	2
Approach %	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME	Northbound			Southbound			App Total
	S-10-20 Betsy Kerrison Pkwy (South)		S-10-20 Betsy Kerrison Pkwy (North)		App Total		
	EB 4a	WB 4b	EB 4c	WB 4d			
1500 - 1515	0	0	0	0	0	0	
1515 - 1530	0	0	0	0	0	0	
1530 - 1545	0	0	0	0	0	0	
1545 - 1600	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
1600 - 1615	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	
Grand Total	0	0	0	0	0	0	
Approach %	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	

TIME	Westbound		App Total	Int Total
	Resurrection Rd			
	NB 4g	SB 4h		
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	0	0	0	0
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	-	-
Intersection %	0.00	0.00	0.00	-



[Click here for Map](#)

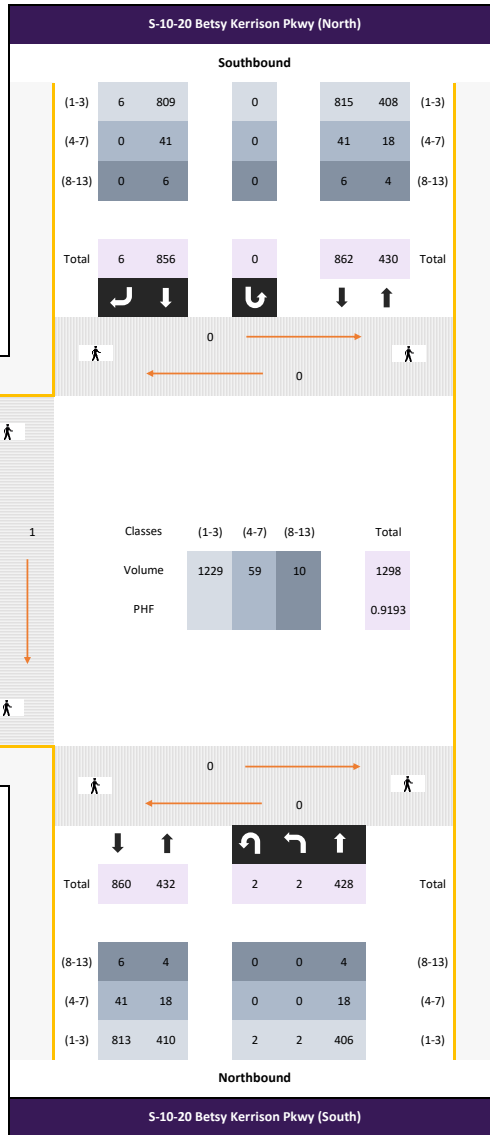
Peak Hour Turning Movement Count

Kiawah Island, SC



www.marrtraffic.com

23 September 2021	
Period	0900 - 1100
Peak Hour	0900 - 1000



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Camp Care Rd

Eastbound

(1-3) (4-7) (8-13) Total

8 0 0 8

4 0 0 4

0 0 0 0

2 0 0 2

2 0 0 2

(1-3) (4-7) (8-13) Total

12 0 0 12



[Click here for Map](#)

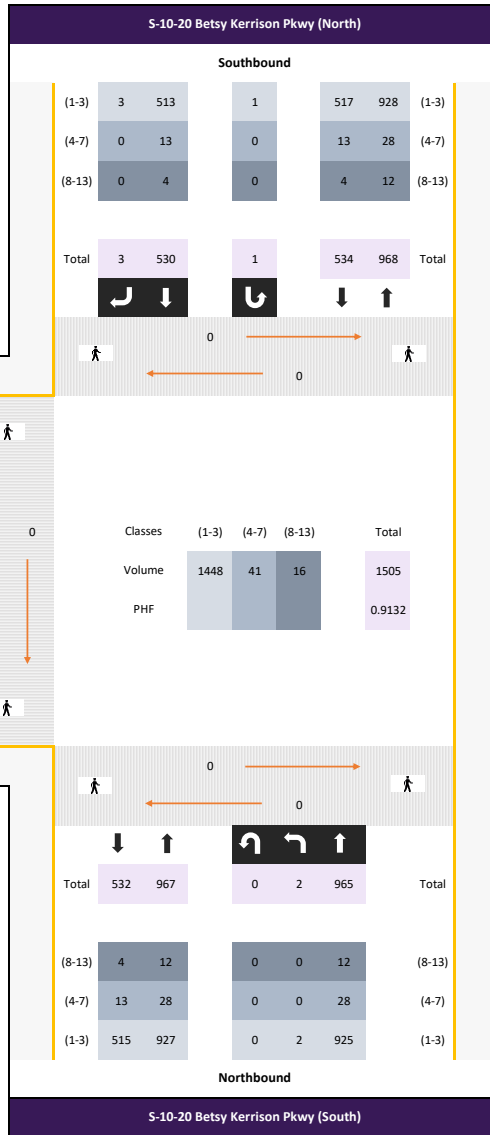
Peak Hour Turning Movement Count

Kiawah Island, SC



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23 September 2021	
Period	1500 - 1700
Peak Hour	1530 - 1630



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Camp Care Rd

Classified Turn Movement Count || All vehicles



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Kiawah Island, SC

Site 5 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)
Camp Care Rd

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.614223°, -80.152551°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Camp Care Rd				
	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	Left	Right	U-Turn	App Total	
	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9				
0900 - 0915	1	96	0	97	253	1	0	254	1	1	0	2	353
0915 - 0930	1	108	1	110	228	1	0	229	0	1	0	1	340
0930 - 0945	0	109	1	110	192	0	0	192	0	0	0	0	302
0945 - 1000	0	115	0	115	183	4	0	187	1	0	0	1	303
Hourly Total	2	428	2	432	856	6	0	862	2	2	0	4	1298
1000 - 1015	4	131	0	135	187	1	0	188	1	0	0	1	324
1015 - 1030	3	141	0	144	169	3	1	173	2	2	0	4	321
1030 - 1045	2	125	0	127	156	0	1	157	1	0	0	1	285
1045 - 1100	1	111	0	112	160	0	1	161	2	2	0	4	277
Hourly Total	10	508	0	518	672	4	3	679	6	4	0	10	1207
Grand Total	12	936	2	950	1528	10	3	1541	8	6	0	14	2505
Approach %	1.26	98.53	0.21	-	99.16	0.65	0.19	-	57.14	42.86	0.00	-	
Intersection %	0.48	37.37	0.08	37.92	61.00	0.40	0.12	61.52	0.32	0.24	0.00	0.56	
PHF	0.50	0.93	0.50	0.94	0.85	0.38	0.00	0.85	0.50	0.50	0.00	0.50	0.92

1500 - 1700 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Camp Care Rd				
	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	Left	Right	U-Turn	App Total	
	5.1	5.2	5.3	5.4	5.5	5.6	5.7	5.8	5.9				
1500 - 1515	0	199	1	200	167	0	0	167	1	1	0	2	369
1515 - 1530	0	210	0	210	164	0	0	164	1	0	0	1	375
1530 - 1545	0	222	0	222	125	1	0	126	0	0	0	0	348
1545 - 1600	1	245	0	246	116	0	0	116	0	0	0	0	362
Hourly Total	1	876	1	878	572	1	0	573	2	1	0	3	1454
1600 - 1615	1	257	0	258	149	0	1	150	2	2	0	4	412
1615 - 1630	0	241	0	241	140	2	0	142	0	0	0	0	383
1630 - 1645	0	212	0	212	128	4	1	133	1	1	0	2	347
1645 - 1700	1	220	0	221	116	0	0	116	1	1	0	2	339
Hourly Total	2	930	0	932	533	6	2	541	4	4	0	8	1481
Grand Total	3	1806	1	1810	1105	7	2	1114	6	5	0	11	2935
Approach %	0.17	99.78	0.06	-	99.19	0.63	0.18	-	54.55	45.45	0.00	-	
Intersection %	0.10	61.53	0.03	61.67	37.65	0.24	0.07	37.96	0.20	0.17	0.00	0.37	
PHF	0.50	0.94	0.00	0.94	0.89	0.38	0.25	0.89	0.25	0.25	0.00	0.25	0.91

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Kiawah Island, SC

Site 5 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)
Camp Care Rd

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.614223°, -80.152551°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Camp Care Rd				
	Left 5.1	Thru 5.2	U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	
0900 - 0915	1	88	0	89	240	1	0	241	1	1	0	2	332
0915 - 0930	1	104	1	106	215	1	0	216	0	1	0	1	323
0930 - 0945	0	105	1	106	180	0	0	180	0	0	0	0	286
0945 - 1000	0	109	0	109	174	4	0	178	1	0	0	1	288
Hourly Total	2	406	2	410	809	6	0	815	2	2	0	4	1229
1000 - 1015	4	123	0	127	173	1	0	174	1	0	0	1	302
1015 - 1030	3	133	0	136	158	3	1	162	2	2	0	4	302
1030 - 1045	2	117	0	119	145	0	1	146	1	0	0	1	266
1045 - 1100	0	100	0	100	150	0	1	151	2	2	0	4	255
Hourly Total	9	473	0	482	626	4	3	633	6	4	0	10	1125
Grand Total	11	879	2	892	1435	10	3	1448	8	6	0	14	2354
Approach %	1.23	98.54	0.22	-	99.10	0.69	0.21	-	57.14	42.86	0.00	-	
Intersection %	0.47	37.34	0.08	37.89	60.96	0.42	0.13	61.51	0.34	0.25	0.00	0.59	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Camp Care Rd				
	Left 5.1	Thru 5.2	U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	
1500 - 1515	0	187	1	188	159	0	0	159	1	1	0	2	349
1515 - 1530	0	196	0	196	160	0	0	160	1	0	0	1	357
1530 - 1545	0	208	0	208	121	1	0	122	0	0	0	0	330
1545 - 1600	1	238	0	239	110	0	0	110	0	0	0	0	349
Hourly Total	1	829	1	831	550	1	0	551	2	1	0	3	1385
1600 - 1615	1	246	0	247	145	0	1	146	2	2	0	4	397
1615 - 1630	0	233	0	233	137	2	0	139	0	0	0	0	372
1630 - 1645	0	200	0	200	127	4	1	132	1	1	0	2	334
1645 - 1700	1	212	0	213	115	0	0	115	1	1	0	2	330
Hourly Total	2	891	0	893	524	6	2	532	4	4	0	8	1433
Grand Total	3	1720	1	1724	1074	7	2	1083	6	5	0	11	2818
Approach %	0.17	99.77	0.06	-	99.17	0.65	0.18	-	54.55	45.45	0.00	-	
Intersection %	0.11	61.04	0.04	61.18	38.11	0.25	0.07	38.43	0.21	0.18	0.00	0.39	

Classified Turn Movement Count || Single Unit Trucks (4-7)



www.marrtraffic.com

Kiawah Island, SC

Site 5 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)
Camp Care Rd

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.614223°, -80.152551°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Camp Care Rd				
	Left 5.1	Thru 5.2	U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	
0900 - 0915	0	5	0	5	10	0	0	10	0	0	0	0	15
0915 - 0930	0	3	0	3	12	0	0	12	0	0	0	0	15
0930 - 0945	0	4	0	4	11	0	0	11	0	0	0	0	14
0945 - 1000	0	6	0	6	8	0	0	8	0	0	0	0	59
Hourly Total	0	18	0	18	41	0	0	41	0	0	0	0	20
1000 - 1015	0	7	0	7	13	0	0	13	0	0	0	0	17
1015 - 1030	0	8	0	8	9	0	0	9	0	0	0	0	14
1030 - 1045	0	6	0	6	8	0	0	8	0	0	0	0	16
1045 - 1100	1	7	0	8	8	0	0	8	0	0	0	0	67
Hourly Total	1	28	0	29	38	0	0	38	0	0	0	0	126
Grand Total	1	46	0	47	79	0	0	79	0	0	0	0	
Approach %	2.13	97.87	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.79	36.51	0.00	37.30	62.70	0.00	0.00	62.70	0.00	0.00	0.00	0.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Camp Care Rd				
	Left 5.1	Thru 5.2	U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	
1500 - 1515	0	10	0	10	6	0	0	6	0	0	0	0	16
1515 - 1530	0	10	0	10	3	0	0	3	0	0	0	0	13
1530 - 1545	0	9	0	9	4	0	0	4	0	0	0	0	13
1545 - 1600	0	6	0	6	4	0	0	4	0	0	0	0	10
Hourly Total	0	35	0	35	17	0	0	17	0	0	0	0	52
1600 - 1615	0	6	0	6	3	0	0	3	0	0	0	0	9
1615 - 1630	0	7	0	7	2	0	0	2	0	0	0	0	9
1630 - 1645	0	8	0	8	1	0	0	1	0	0	0	0	9
1645 - 1700	0	8	0	8	1	0	0	1	0	0	0	0	9
Hourly Total	0	29	0	29	7	0	0	7	0	0	0	0	36
Grand Total	0	64	0	64	24	0	0	24	0	0	0	0	88
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	72.73	0.00	72.73	27.27	0.00	0.00	27.27	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Combination Trucks (8-13)



www.marrtraffic.com

Kiawah Island, SC

Site 5 of 12

S-10-20 Betsy Kerrison Pkwy (South)
S-10-20 Betsy Kerrison Pkwy (North)
Camp Care Rd

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.614223°, -80.152551°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Camp Care Rd				
	Left 5.1	Thru 5.2	U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	
0900 - 0915	0	3	0	3	3	0	0	3	0	0	0	0	6
0915 - 0930	0	1	0	1	1	0	0	1	0	0	0	0	2
0930 - 0945	0	0	0	0	1	0	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	4	0	4	6	0	0	6	0	0	0	0	10
1000 - 1015	0	1	0	1	1	0	0	1	0	0	0	0	2
1015 - 1030	0	0	0	0	2	0	0	2	0	0	0	0	2
1030 - 1045	0	2	0	2	3	0	0	3	0	0	0	0	5
1045 - 1100	0	4	0	4	2	0	0	2	0	0	0	0	6
Hourly Total	0	7	0	7	8	0	0	8	0	0	0	0	15
Grand Total	0	11	0	11	14	0	0	14	0	0	0	0	25
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	44.00	0.00	44.00	56.00	0.00	0.00	56.00	0.00	0.00	0.00	0.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Camp Care Rd				
	Left 5.1	Thru 5.2	U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	
1500 - 1515	0	2	0	2	2	0	0	2	0	0	0	0	4
1515 - 1530	0	4	0	4	1	0	0	1	0	0	0	0	5
1530 - 1545	0	5	0	5	0	0	0	0	0	0	0	0	5
1545 - 1600	0	1	0	1	2	0	0	2	0	0	0	0	3
Hourly Total	0	12	0	12	5	0	0	5	0	0	0	0	17
1600 - 1615	0	5	0	5	1	0	0	1	0	0	0	0	6
1615 - 1630	0	1	0	1	1	0	0	1	0	0	0	0	2
1630 - 1645	0	4	0	4	0	0	0	0	0	0	0	0	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	10	0	10	2	0	0	2	0	0	0	0	12
Grand Total	0	22	0	22	7	0	0	7	0	0	0	0	29
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	75.86	0.00	75.86	24.14	0.00	0.00	24.14	0.00	0.00	0.00	0.00	

Pedestrian Count || All vehicles



Kiawah Island, SC

Site 5 of 12
 S-10-20 Betsy Kerrison Pkwy (South)
 S-10-20 Betsy Kerrison Pkwy (North)
 Camp Care Rd

Date
 23 September 2021

Weather
 Fair
 70°F

Lat/Long
 32.614223°, -80.152551°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)		App Total	S-10-20 Betsy Kerrison Pkwy (North)		App Total	Camp Care Rd		App Total		
	EB 5a	WB 5b		EB 5c	WB 5d		NB 5e	SB 5f			
0900 - 0915	0	0	0	0	0	0	0	1	1	1	
0915 - 0930	0	0	0	0	0	0	0	0	0	0	
0930 - 0945	0	0	0	0	0	0	0	0	0	0	
0945 - 1000	0	0	0	0	0	0	1	0	1	1	
Hourly Total	0	0	0	0	0	0	1	1	2	2	
1000 - 1015	0	0	0	0	0	0	0	0	0	0	
1015 - 1030	0	0	0	0	0	0	0	0	0	0	
1030 - 1045	0	0	0	0	0	0	1	1	2	2	
1045 - 1100	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	1	1	2	2	
Grand Total	0	0	0	0	0	0	2	2	4	4	
Approach %	0.00	0.00	-	0.00	0.00	-	50.00	50.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	50.00	50.00	100.00	-	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound				Int Total
	S-10-20 Betsy Kerrison Pkwy (South)		App Total	S-10-20 Betsy Kerrison Pkwy (North)		App Total	Camp Care Rd		App Total		
	EB 5a	WB 5b		EB 5c	WB 5d		NB 5e	SB 5f			
1500 - 1515	0	0	0	0	0	0	0	0	0	0	
1515 - 1530	0	0	0	0	0	0	0	0	0	0	
1530 - 1545	0	0	0	0	0	0	0	0	0	0	
1545 - 1600	0	0	0	0	0	0	0	0	0	0	
Hourly Total	0	0	0	0	0	0	0	0	0	0	
1600 - 1615	0	0	0	0	0	0	0	0	0	0	
1615 - 1630	0	0	0	0	0	0	0	0	0	0	
1630 - 1645	0	0	0	0	0	0	0	0	0	0	
1645 - 1700	0	0	0	0	0	0	0	1	1	1	
Hourly Total	0	0	0	0	0	0	0	1	1	1	
Grand Total	0	0	0	0	0	0	0	1	1	1	
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	-	



[Click here for Map](#)

Peak Hour Turning Movement Count

Kiawah Island, SC



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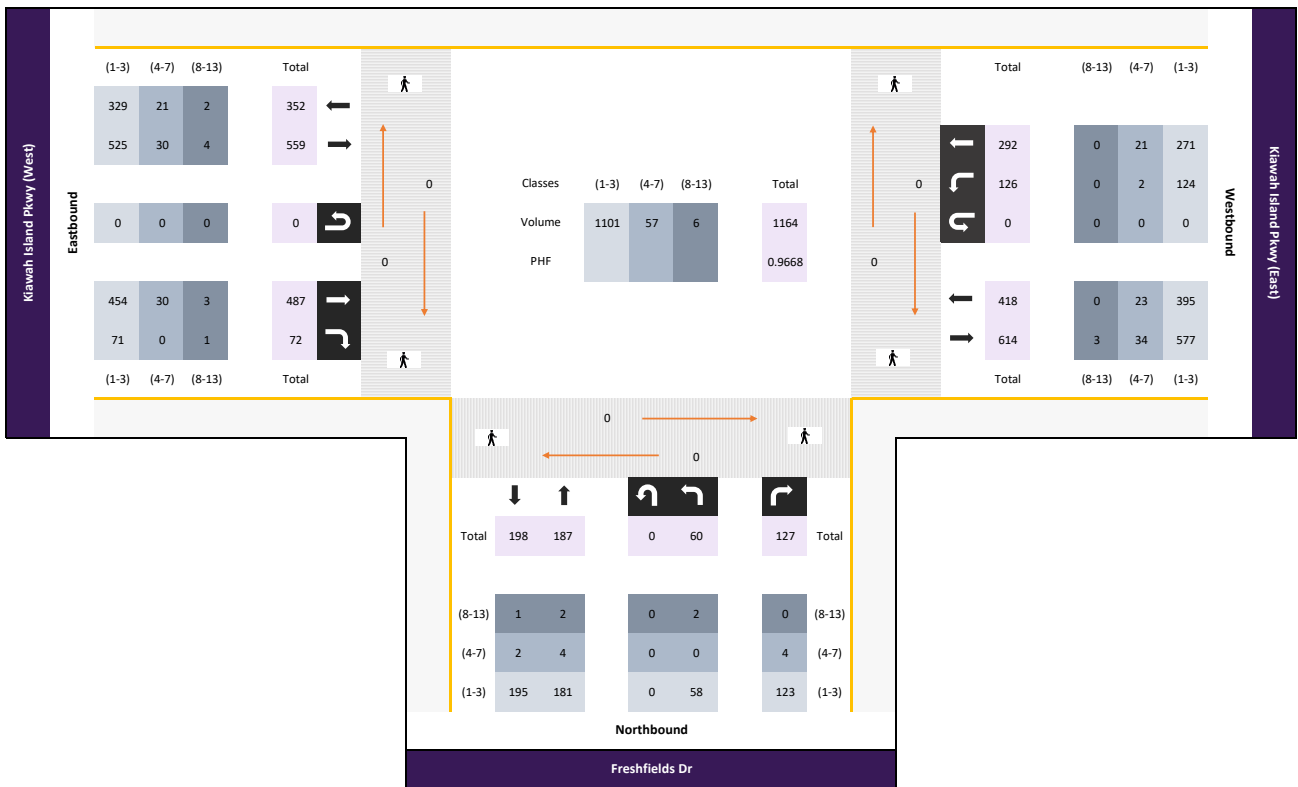
23 September 2021	
Period	0900 - 1100
Peak Hour	0915 - 1015

Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Kiawah Island, SC



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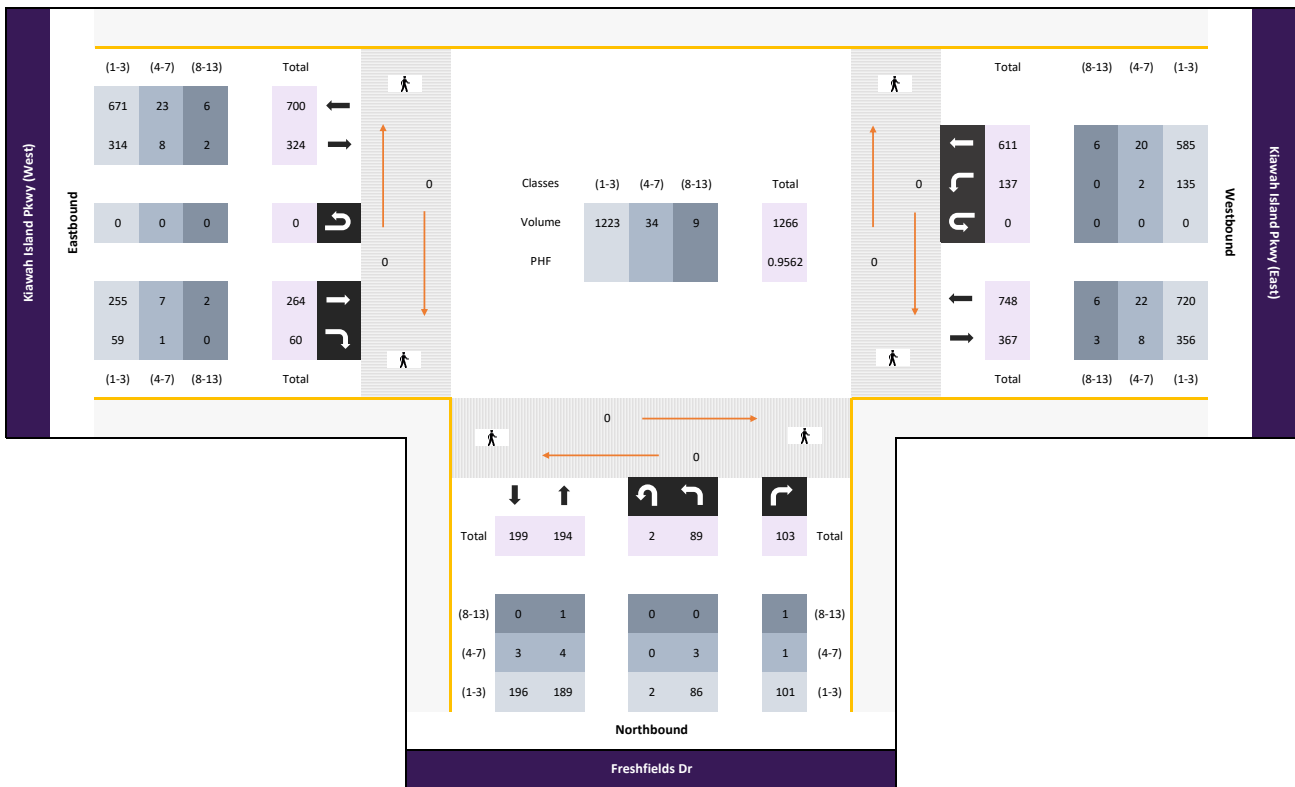
23 September 2021	
Period	1500 - 1700
Peak Hour	1545 - 1645

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count || All vehicles



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Kiawah Island, SC

Site 6 of 12

Freshfields Dr

Kiawah Island Pkwy (West)
Kiawah Island Pkwy (East)

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.608882°, -80.145943°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound			
	Freshfields Dr			
	Left 6.1	Right 6.2	U-Turn 6.3	App Total
0900 - 0915	11	29	0	40
0915 - 0930	11	24	0	35
0930 - 0945	13	33	0	46
0945 - 1000	21	37	0	58
Hourly Total	56	123	0	179
1000 - 1015	15	33	0	48
1015 - 1030	12	36	0	48
1030 - 1045	15	18	0	33
1045 - 1100	15	35	0	50
Hourly Total	57	122	0	179
Grand Total	113	245	0	358
Approach %	31.56	68.44	0.00	-
Intersection %	5.12	11.10	0.00	16.21
PHF	0.71	0.86	0.00	0.81

Eastbound				Westbound				
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	Int Total
138	19	0	157	20	45	0	65	262
146	17	0	163	21	69	0	90	288
116	20	0	136	32	65	0	97	279
123	19	0	142	31	70	0	101	301
523	75	0	598	104	249	0	353	1130
102	16	0	118	42	88	0	130	296
98	11	0	109	26	85	0	111	268
91	15	0	106	29	76	0	105	244
93	19	0	112	38	70	0	108	270
384	61	0	445	135	319	0	454	1078
907	136	0	1043	239	568	0	807	2208
86.96	13.04	0.00	-	29.62	70.38	0.00	-	-
41.08	6.16	0.00	47.24	10.82	25.72	0.00	36.55	-
0.83	0.90	0.00	0.86	0.75	0.83	0.00	0.80	0.97

1500 - 1700 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound			
	Freshfields Dr			
	Left 6.1	Right 6.2	U-Turn 6.3	App Total
1500 - 1515	21	25	0	46
1515 - 1530	18	36	0	54
1530 - 1545	15	30	0	45
1545 - 1600	23	22	1	46
Hourly Total	77	113	1	191
1600 - 1615	21	33	0	54
1615 - 1630	31	29	0	60
1630 - 1645	14	19	1	34
1645 - 1700	19	32	0	51
Hourly Total	85	113	1	199
Grand Total	162	226	2	390
Approach %	41.54	57.95	0.51	-
Intersection %	6.66	9.29	0.08	16.02
PHF	0.72	0.78	0.50	0.81

Eastbound				Westbound				
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	Int Total
88	7	0	95	31	129	0	160	301
77	17	0	94	28	122	0	150	298
58	13	0	71	21	152	0	173	289
55	15	0	70	37	165	0	202	318
278	52	0	330	117	568	0	685	1206
62	14	0	76	35	156	0	191	321
82	14	0	96	33	142	0	175	331
65	17	0	82	32	148	0	180	296
47	16	0	63	32	134	0	166	280
256	61	0	317	132	580	0	712	1228
534	113	0	647	249	1148	0	1397	2434
82.53	17.47	0.00	-	17.82	82.18	0.00	-	-
21.94	4.64	0.00	26.58	10.23	47.17	0.00	57.40	-
0.80	0.88	0.00	0.84	0.93	0.93	0.00	0.93	0.96

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Kiawah Island, SC

Site 6 of 12

Freshfields Dr

Kiawah Island Pkwy (West)

Kiawah Island Pkwy (East)

Date

23 September 2021

Lat/Long

32.608882°, -80.145943°

Weather

Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound Freshfields Dr			
	Left 6.1	Right 6.2	U-Turn 6.3	App Total
0900 - 0915	11	29	0	40
0915 - 0930	10	24	0	34
0930 - 0945	12	32	0	44
0945 - 1000	21	35	0	56
Hourly Total	54	120	0	174
1000 - 1015	15	32	0	47
1015 - 1030	11	36	0	47
1030 - 1045	14	18	0	32
1045 - 1100	15	34	0	49
Hourly Total	55	120	0	175
Grand Total	109	240	0	349
Approach %	31.23	68.77	0.00	-
Intersection %	5.25	11.55	0.00	16.79

Eastbound Kiawah Island Pkwy (West)				Westbound Kiawah Island Pkwy (East)				Int Total
Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	
130	19	0	149	20	40	0	60	249
138	16	0	154	21	63	0	84	272
107	20	0	127	31	62	0	93	264
115	19	0	134	30	66	0	96	286
490	74	0	564	102	231	0	333	1071
94	16	0	110	42	80	0	122	279
87	11	0	98	26	78	0	104	249
84	15	0	99	29	68	0	97	228
82	19	0	101	38	63	0	101	251
347	61	0	408	135	289	0	424	1007
837	135	0	972	237	520	0	757	2078
86.11	13.89	0.00	-	31.31	68.69	0.00	-	-
40.28	6.50	0.00	46.78	11.41	25.02	0.00	36.43	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound Freshfields Dr			
	Left 6.1	Right 6.2	U-Turn 6.3	App Total
1500 - 1515	21	25	0	46
1515 - 1530	17	36	0	53
1530 - 1545	15	30	0	45
1545 - 1600	22	22	1	45
Hourly Total	75	113	1	189
1600 - 1615	21	32	0	53
1615 - 1630	29	28	0	57
1630 - 1645	14	19	1	34
1645 - 1700	19	31	0	50
Hourly Total	83	110	1	194
Grand Total	158	223	2	383
Approach %	41.25	58.22	0.52	-
Intersection %	6.75	9.53	0.09	16.37

Eastbound Kiawah Island Pkwy (West)				Westbound Kiawah Island Pkwy (East)				Int Total
Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	
80	6	0	86	31	118	0	149	281
76	17	0	93	28	112	0	140	286
57	12	0	69	20	146	0	166	280
51	14	0	65	37	157	0	194	304
264	49	0	313	116	533	0	649	1151
61	14	0	75	34	151	0	185	313
80	14	0	94	32	136	0	168	319
63	17	0	80	32	141	0	173	287
45	16	0	61	32	127	0	159	270
249	61	0	310	130	555	0	685	1189
513	110	0	623	246	1088	0	1334	2340
82.34	17.66	0.00	-	18.44	81.56	0.00	-	-
21.92	4.70	0.00	26.62	10.51	46.50	0.00	57.01	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Kiawah Island, SC

Site 6 of 12

Freshfields Dr

Kiawah Island Pkwy (West)

Kiawah Island Pkwy (East)

Date

23 September 2021

Lat/Long

32.608882°, -80.145943°

Weather

Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound Freshfields Dr			
	Left 6.1	Right 6.2	U-Turn 6.3	App Total
0900 - 0915	0	0	0	0
0915 - 0930	0	0	0	0
0930 - 0945	0	1	0	1
0945 - 1000	0	2	0	2
Hourly Total	0	3	0	3
1000 - 1015	0	1	0	1
1015 - 1030	1	0	0	1
1030 - 1045	0	0	0	0
1045 - 1100	0	1	0	1
Hourly Total	1	2	0	3
Grand Total	1	5	0	6
Approach %	16.67	83.33	0.00	-
Intersection %	0.85	4.24	0.00	5.08

Eastbound Kiawah Island Pkwy (West)				Westbound Kiawah Island Pkwy (East)				Int Total
Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	
8	0	0	8	0	5	0	5	13
7	0	0	7	0	6	0	6	13
7	0	0	7	1	3	0	4	12
8	0	0	8	1	4	0	5	15
30	0	0	30	2	18	0	20	53
8	0	0	8	0	8	0	8	17
10	0	0	10	0	6	0	6	17
6	0	0	6	0	8	0	8	14
9	0	0	9	0	7	0	7	17
33	0	0	33	0	29	0	29	65
63	0	0	63	2	47	0	49	118
100.00	0.00	0.00	-	4.08	95.92	0.00	-	
53.39	0.00	0.00	53.39	1.69	39.83	0.00	41.53	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound Freshfields Dr			
	Left 6.1	Right 6.2	U-Turn 6.3	App Total
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	1	0	0	1
Hourly Total	1	0	0	1
1600 - 1615	0	1	0	1
1615 - 1630	2	0	0	2
1630 - 1645	0	0	0	0
1645 - 1700	0	1	0	1
Hourly Total	2	2	0	4
Grand Total	3	2	0	5
Approach %	60.00	40.00	0.00	-
Intersection %	4.29	2.86	0.00	7.14

Eastbound Kiawah Island Pkwy (West)				Westbound Kiawah Island Pkwy (East)				Int Total
Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	
7	1	0	8	0	7	0	7	15
0	0	0	0	0	6	0	6	6
1	1	0	2	1	4	0	5	7
3	1	0	4	0	6	0	6	11
11	3	0	14	1	23	0	24	39
1	0	0	1	1	4	0	5	7
1	0	0	1	1	4	0	5	8
2	0	0	2	0	6	0	6	8
2	0	0	2	0	5	0	5	8
6	0	0	6	2	19	0	21	31
17	3	0	20	3	42	0	45	70
85.00	15.00	0.00	-	6.67	93.33	0.00	-	
24.29	4.29	0.00	28.57	4.29	60.00	0.00	64.29	

Classified Turn Movement Count || Combination Trucks (8-13)



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Kiawah Island, SC

Site 6 of 12

Freshfields Dr

Kiawah Island Pkwy (West)

Kiawah Island Pkwy (East)

Date

23 September 2021

Lat/Long

32.608882°, -80.145943°

Weather

Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound Freshfields Dr			
	Left 6.1	Right 6.2	U-Turn 6.3	App Total
0900 - 0915	0	0	0	0
0915 - 0930	1	0	0	1
0930 - 0945	1	0	0	1
0945 - 1000	0	0	0	0
Hourly Total	2	0	0	2
1000 - 1015	0	0	0	0
1015 - 1030	0	0	0	0
1030 - 1045	1	0	0	1
1045 - 1100	0	0	0	0
Hourly Total	1	0	0	1
Grand Total	3	0	0	3
Approach %	100.00	0.00	0.00	-
Intersection %	25.00	0.00	0.00	25.00

Eastbound Kiawah Island Pkwy (West)				Westbound Kiawah Island Pkwy (East)				Int Total
Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	
0	0	0	0	0	0	0	0	0
1	1	0	2	0	0	0	0	3
2	0	0	2	0	0	0	0	3
0	0	0	0	0	0	0	0	0
3	1	0	4	0	0	0	0	6
0	0	0	0	0	0	0	0	0
1	0	0	1	0	1	0	0	2
1	0	0	1	0	0	0	0	2
2	0	0	2	0	0	0	0	2
4	0	0	4	0	1	0	1	6
7	1	0	8	0	1	0	1	12
87.50	12.50	0.00	-	0.00	100.00	0.00	-	-
58.33	8.33	0.00	66.67	0.00	8.33	0.00	8.33	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound Freshfields Dr			
	Left 6.1	Right 6.2	U-Turn 6.3	App Total
1500 - 1515	0	0	0	0
1515 - 1530	1	0	0	1
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	1	0	0	1
1600 - 1615	0	0	0	0
1615 - 1630	0	1	0	1
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	1	0	1
Grand Total	1	1	0	2
Approach %	50.00	50.00	0.00	-
Intersection %	4.17	4.17	0.00	8.33

Eastbound Kiawah Island Pkwy (West)				Westbound Kiawah Island Pkwy (East)				Int Total
Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	
1	0	0	1	0	4	0	4	5
1	0	0	1	0	4	0	4	6
0	0	0	0	0	2	0	2	2
1	0	0	1	0	2	0	2	3
3	0	0	3	0	12	0	12	16
0	0	0	0	0	1	0	1	1
1	0	0	1	0	2	0	2	4
0	0	0	0	0	1	0	1	1
0	0	0	0	0	2	0	2	2
1	0	0	1	0	6	0	6	8
4	0	0	4	0	18	0	18	24
100.00	0.00	0.00	-	0.00	100.00	0.00	-	-
16.67	0.00	0.00	16.67	0.00	75.00	0.00	75.00	-

Pedestrian Count || All vehicles



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Kiawah Island, SC

Site 6 of 12

Freshfields Dr

Kiawah Island Pkwy (West)
Kiawah Island Pkwy (East)

Date

23 September 2021

Lat/Long

32.608882°, -80.145943°

Weather

Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Pedestrians

Northbound			
Freshfields Dr			
TIME	EB 6a	WB 6b	App Total
0900 - 0915	0	0	0
0915 - 0930	0	0	0
0930 - 0945	0	0	0
0945 - 1000	0	0	0
Hourly Total	0	0	0
1000 - 1015	0	0	0
1015 - 1030	0	0	0
1030 - 1045	0	0	0
1045 - 1100	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

Eastbound				Westbound			
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)			
NB 6e	SB 6f	App Total		NB 6g	SB 6h	App Total	Int Total
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0.00	0.00	-		0.00	0.00	-	0
0.00	0.00	0.00		0.00	0.00	0.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Pedestrians

Northbound			
Freshfields Dr			
TIME	EB 6a	WB 6b	App Total
1500 - 1515	0	0	0
1515 - 1530	0	0	0
1530 - 1545	0	0	0
1545 - 1600	0	0	0
Hourly Total	0	0	0
1600 - 1615	0	0	0
1615 - 1630	0	0	0
1630 - 1645	0	0	0
1645 - 1700	0	0	0
Hourly Total	0	0	0
Grand Total	0	0	0
Approach %	0.00	0.00	-
Intersection %	0.00	0.00	0.00

Eastbound				Westbound			
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)			
NB 6e	SB 6f	App Total		NB 6g	SB 6h	App Total	Int Total
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0	0	0		0	0	0	0
0.00	0.00	-		0.00	0.00	-	0
0.00	0.00	0.00		0.00	0.00	0.00	



[Click here for Map](#)

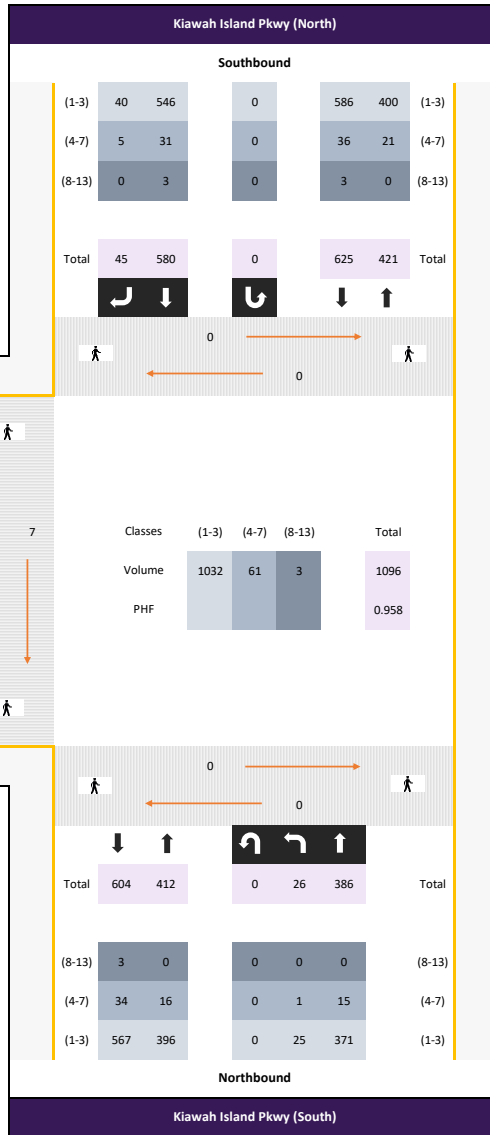
Peak Hour Turning Movement Count

Kiawah Island, SC



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23 September 2021	
Period	0900 - 1100
Peak Hour	0915 - 1015



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Old Cedar Ln

All vehicles

Time	Northbound					Southbound					Eastbound					Int Total					
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Right	U-Turn	App		Total				
0915 - 0930	4	93	-	0	97	-	162	14	0	176	5	-	3	0	8	-	-	-	-	0	281
0930 - 0945	3	81	-	0	84	-	146	7	0	153	7	-	8	0	15	-	-	-	-	0	252
0945 - 1000	12	93	-	0	105	-	145	17	0	162	11	-	8	0	19	-	-	-	-	0	286
1000 - 1015	7	119	-	0	126	-	127	7	0	134	12	-	5	0	17	-	-	-	-	0	277
Total	26	386	0	0	412	0	580	45	0	625	35	0	24	0	59	0	0	0	0	0	1096
Approach %	6.31	93.69	0.00	0.00	-	0.00	92.80	7.20	0.00	-	59.32	0.00	40.68	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.54	0.81	0.00	0.00	0.82	0.00	0.90	0.66	0.00	0.89	0.73	0.00	0.75	0.00	0.78	0.00	0.00	0.00	0.00	0.00	0.96

Bikes

Time	Northbound					Southbound					Eastbound					Int Total					
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Right	U-Turn	App		Total				
0915 - 0930	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0930 - 0945	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0945 - 1000	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1000 - 1015	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound					Southbound					Eastbound					Int Total					
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Right	U-Turn	App		Total				
0915 - 0930	4	89	-	0	93	-	156	12	0	168	5	-	3	0	8	-	-	-	-	0	269
0930 - 0945	3	79	-	0	82	-	135	7	0	142	6	-	8	0	14	-	-	-	-	0	238
0945 - 1000	11	89	-	0	100	-	135	15	0	150	8	-	7	0	15	-	-	-	-	0	265
1000 - 1015	7	114	-	0	121	-	120	6	0	126	10	-	3	0	13	-	-	-	-	0	260
Total	25	371	0	0	396	0	546	40	0	586	29	0	21	0	50	0	0	0	0	0	1032
Approach %	6.31	93.69	0.00	0.00	-	0.00	93.17	6.83	0.00	-	58.00	0.00	42.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.57	0.81	0.00	0.00	0.82	0.00	0.88	0.67	0.00	0.87	0.73	0.00	0.66	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.96

Single Unit Trucks (4-7)

Time	Northbound					Southbound					Eastbound					Int Total					
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Right	U-Turn	App		Total				
0915 - 0930	0	4	-	0	4	-	5	2	0	7	0	-	0	0	0	-	-	-	-	0	11
0930 - 0945	0	2	-	0	2	-	9	0	0	9	1	-	0	0	1	-	-	-	-	0	12
0945 - 1000	1	4	-	0	5	-	10	2	0	12	3	-	1	0	4	-	-	-	-	0	21
1000 - 1015	0	5	-	0	5	-	7	1	0	8	2	-	2	0	4	-	-	-	-	0	17
Total	1	15	0	0	16	0	31	5	0	36	6	0	3	0	9	0	0	0	0	0	61
Approach %	6.25	93.75	0.00	0.00	-	0.00	86.11	13.89	0.00	-	66.67	0.00	33.33	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.25	0.75	0.00	0.00	0.80	0.00	0.78	0.63	0.00	0.75	0.50	0.00	0.38	0.00	0.56	0.00	0.00	0.00	0.00	0.00	0.73

Combination Trucks (8-13)

Time	Northbound					Southbound					Eastbound					Int Total					
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru	U-Turn	App	Total	Left	Thru	Right	U-Turn	App	Total	Left	Right	U-Turn	App		Total				
0915 - 0930	0	0	-	0	0	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	1
0930 - 0945	0	0	-	0	0	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	2
0945 - 1000	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1000 - 1015	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38

Pedestrians

Time	Northbound				Southbound				Eastbound				Int Total								
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Old Cedar Ln												
	EB	WB	U-Turn	App	EB	WB	U-Turn	App	NB	SB	U-Turn	App		Total							
0915 - 0930	0	0	-	0	0	0	-	0	0	0	-	0	-	-	-	-	0	0			
0930 - 0945	0	0	-	0	0	0	-	0	0	0	-	0	-	-	-	-	0	0			
0945 - 1000	0	0	-	0	0	0	-	0	0	0	-	0	-	-	-	-	0	0			
1000 - 1015	0	0	-	0	0	0	-	0	0	0	-	0	-	-	-	-	0	0			
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

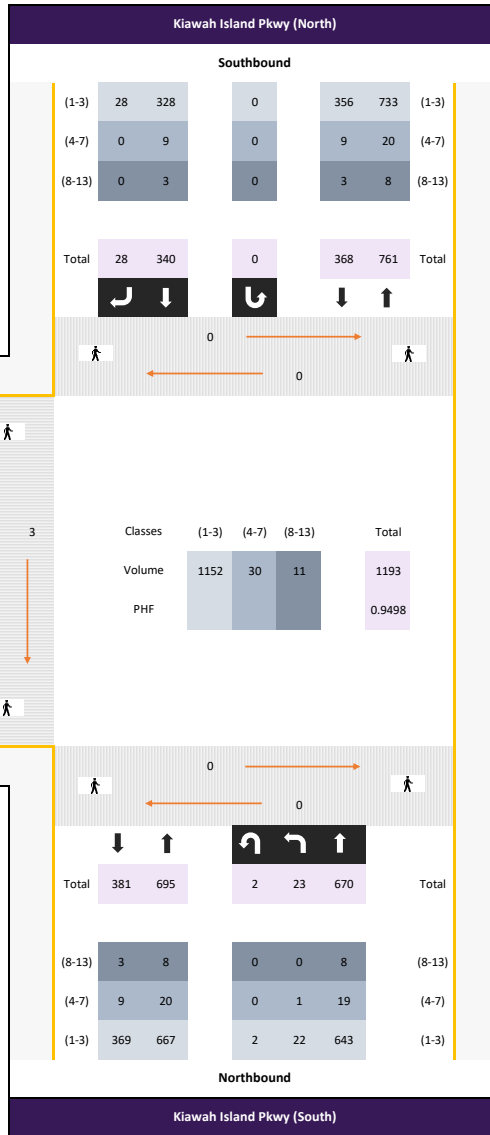
Peak Hour Turning Movement Count

Kiawah Island, SC



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23 September 2021	
Period	1500 - 1700
Peak Hour	1545 - 1645



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Old Cedar Ln

Eastbound

Class	(1-3)	(4-7)	(8-13)	Total
(1-3)	39	0	0	39
(4-7)	0	0	0	0
(8-13)	0	0	0	0
Total	39	0	0	39

Classified Turn Movement Count || All vehicles



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Kiawah Island, SC

Site 7 of 12

Kiawah Island Pkwy (South)
 Kiawah Island Pkwy (North)
 Old Cedar Ln

Date

23 September 2021

Weather

Fair
 70°F

Lat/Long

32.605050°, -80.140095°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Old Cedar Ln				
	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
0900 - 0915	2	58	0	60	160	10	0	170	6	10	0	16	246
0915 - 0930	4	93	0	97	162	14	0	176	5	3	0	8	281
0930 - 0945	3	81	0	84	146	7	0	153	7	8	0	15	252
0945 - 1000	12	93	0	105	145	17	0	162	11	8	0	19	286
Hourly Total	21	325	0	346	613	48	0	661	29	29	0	58	1065
1000 - 1015	7	119	0	126	127	7	0	134	12	5	0	17	277
1015 - 1030	8	108	0	116	122	13	0	135	9	14	0	23	274
1030 - 1045	8	102	0	110	89	9	0	98	7	12	0	19	227
1045 - 1100	14	95	0	109	120	8	0	128	10	7	0	17	254
Hourly Total	37	424	0	461	458	37	0	495	38	38	0	76	1032
Grand Total	58	749	0	807	1071	85	0	1156	67	67	0	134	2097
Approach %	7.19	92.81	0.00	-	92.65	7.35	0.00	-	50.00	50.00	0.00	-	
Intersection %	2.77	35.72	0.00	38.48	51.07	4.05	0.00	55.13	3.20	3.20	0.00	6.39	
PHF	0.54	0.81	0.00	0.82	0.90	0.66	0.00	0.89	0.73	0.75	0.00	0.78	0.96

1500 - 1700 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Old Cedar Ln				
	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
1500 - 1515	6	142	0	148	89	7	0	96	12	4	0	16	260
1515 - 1530	4	147	0	151	118	7	0	125	5	5	0	10	286
1530 - 1545	1	157	0	158	83	7	0	90	11	3	0	14	262
1545 - 1600	6	181	1	188	75	6	0	81	22	11	0	33	302
Hourly Total	17	627	1	645	365	27	0	392	50	23	0	73	1110
1600 - 1615	8	155	0	163	82	5	0	87	40	15	0	55	305
1615 - 1630	6	172	0	178	107	9	0	116	11	9	0	20	314
1630 - 1645	3	162	1	166	76	8	0	84	18	4	0	22	272
1645 - 1700	3	147	0	150	79	7	0	86	12	4	0	16	252
Hourly Total	20	636	1	657	344	29	0	373	81	32	0	113	1143
Grand Total	37	1263	2	1302	709	56	0	765	131	55	0	186	2253
Approach %	2.84	97.00	0.15	-	92.68	7.32	0.00	-	70.43	29.57	0.00	-	
Intersection %	1.64	56.06	0.09	57.79	31.47	2.49	0.00	33.95	5.81	2.44	0.00	8.26	
PHF	0.72	0.93	0.50	0.92	0.79	0.78	0.00	0.79	0.57	0.65	0.00	0.59	0.95

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Kiawah Island, SC

Site 7 of 12

Kiawah Island Pkwy (South)
 Kiawah Island Pkwy (North)
 Old Cedar Ln

Date

23 September 2021

Weather

Fair
 70°F

Lat/Long

32.605050°, -80.140095°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Old Cedar Ln				
	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
0900 - 0915	2	53	0	55	155	10	0	165	5	10	0	15	235
0915 - 0930	4	89	0	93	156	12	0	168	5	3	0	8	269
0930 - 0945	3	79	0	82	135	7	0	142	6	8	0	14	238
0945 - 1000	11	89	0	100	135	15	0	150	8	7	0	15	265
Hourly Total	20	310	0	330	581	44	0	625	24	28	0	52	1007
1000 - 1015	7	114	0	121	120	6	0	126	10	3	0	13	260
1015 - 1030	8	101	0	109	111	11	0	122	9	13	0	22	253
1030 - 1045	8	96	0	104	80	9	0	89	7	11	0	18	211
1045 - 1100	14	86	0	100	112	7	0	119	9	7	0	16	235
Hourly Total	37	397	0	434	423	33	0	456	35	34	0	69	959
Grand Total	57	707	0	764	1004	77	0	1081	59	62	0	121	1966
Approach %	7.46	92.54	0.00	-	92.88	7.12	0.00	-	48.76	51.24	0.00	-	
Intersection %	2.90	35.96	0.00	38.86	51.07	3.92	0.00	54.98	3.00	3.15	0.00	6.15	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Old Cedar Ln				
	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
1500 - 1515	6	131	0	137	84	6	0	90	11	4	0	15	242
1515 - 1530	3	139	0	142	115	7	0	122	5	5	0	10	274
1530 - 1545	1	149	0	150	81	7	0	88	10	2	0	12	250
1545 - 1600	6	175	1	182	72	6	0	78	21	11	0	32	292
Hourly Total	16	594	1	611	352	26	0	378	47	22	0	69	1058
1600 - 1615	7	148	0	155	79	5	0	84	40	15	0	55	294
1615 - 1630	6	167	0	173	104	9	0	113	11	9	0	20	306
1630 - 1645	3	153	1	157	73	8	0	81	18	4	0	22	260
1645 - 1700	3	142	0	145	78	7	0	85	11	4	0	15	245
Hourly Total	19	610	1	630	334	29	0	363	80	32	0	112	1105
Grand Total	35	1204	2	1241	686	55	0	741	127	54	0	181	2163
Approach %	2.82	97.02	0.16	-	92.58	7.42	0.00	-	70.17	29.83	0.00	-	
Intersection %	1.62	55.66	0.09	57.37	31.72	2.54	0.00	34.26	5.87	2.50	0.00	8.37	

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Kiawah Island, SC

Site 7 of 12

Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Old Cedar Ln

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.605050°, -80.140095°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Old Cedar Ln				
	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
0900 - 0915	0	5	0	5	5	0	0	5	1	0	0	1	11
0915 - 0930	0	4	0	4	5	2	0	7	0	0	0	0	11
0930 - 0945	0	2	0	2	9	0	0	9	1	0	0	1	12
0945 - 1000	1	4	0	5	10	2	0	12	3	1	0	4	21
Hourly Total	1	15	0	16	29	4	0	33	5	1	0	6	55
1000 - 1015	0	5	0	5	7	1	0	8	2	2	0	4	17
1015 - 1030	0	7	0	7	10	2	0	12	0	1	0	1	20
1030 - 1045	0	5	0	5	8	0	0	8	0	1	0	1	14
1045 - 1100	0	9	0	9	6	1	0	7	1	0	0	1	17
Hourly Total	0	26	0	26	31	4	0	35	3	4	0	7	68
Grand Total	1	41	0	42	60	8	0	68	8	5	0	13	123
Approach %	2.38	97.62	0.00	-	88.24	11.76	0.00	-	61.54	38.46	0.00	-	
Intersection %	0.81	33.33	0.00	34.15	48.78	6.50	0.00	55.28	6.50	4.07	0.00	10.57	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Old Cedar Ln				
	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
1500 - 1515	0	7	0	7	4	1	0	5	1	0	0	1	13
1515 - 1530	1	7	0	8	2	0	0	2	0	0	0	0	10
1530 - 1545	0	3	0	3	2	0	0	2	1	1	0	2	7
1545 - 1600	0	4	0	4	2	0	0	2	1	0	0	1	7
Hourly Total	1	21	0	22	10	1	0	11	3	1	0	4	37
1600 - 1615	1	5	0	6	3	0	0	3	0	0	0	0	9
1615 - 1630	0	4	0	4	2	0	0	2	0	0	0	0	6
1630 - 1645	0	6	0	6	2	0	0	2	0	0	0	0	8
1645 - 1700	0	5	0	5	1	0	0	1	1	0	0	1	7
Hourly Total	1	20	0	21	8	0	0	8	1	0	0	1	30
Grand Total	2	41	0	43	18	1	0	19	4	1	0	5	67
Approach %	4.65	95.35	0.00	-	94.74	5.26	0.00	-	80.00	20.00	0.00	-	
Intersection %	2.99	61.19	0.00	64.18	26.87	1.49	0.00	28.36	5.97	1.49	0.00	7.46	

Classified Turn Movement Count || Combination Trucks (8-13)



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Kiawah Island, SC

Site 7 of 12

Kiawah Island Pkwy (South)
 Kiawah Island Pkwy (North)
 Old Cedar Ln

Date

23 September 2021

Weather

Fair
 70°F

Lat/Long

32.605050°, -80.140095°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound Kiawah Island Pkwy (South)				Southbound Kiawah Island Pkwy (North)				Eastbound Old Cedar Ln				Int Total
	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
	0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	
0915 - 0930	0	0	0	0	1	0	0	1	0	0	0	0	1
0930 - 0945	0	0	0	0	2	0	0	2	0	0	0	0	2
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	3	0	0	3	0	0	0	0	3
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	1	0	0	1	0	0	0	0	1
1030 - 1045	0	1	0	1	1	0	0	1	0	0	0	0	2
1045 - 1100	0	0	0	0	2	0	0	2	0	0	0	0	2
Hourly Total	0	1	0	1	4	0	0	4	0	0	0	0	5
Grand Total	0	1	0	1	7	0	0	7	0	0	0	0	8
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	12.50	0.00	12.50	87.50	0.00	0.00	87.50	0.00	0.00	0.00	0.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound Kiawah Island Pkwy (South)				Southbound Kiawah Island Pkwy (North)				Eastbound Old Cedar Ln				Int Total
	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	
	1500 - 1515	0	4	0	4	1	0	0	1	0	0	0	
1515 - 1530	0	1	0	1	1	0	0	1	0	0	0	0	2
1530 - 1545	0	5	0	5	0	0	0	0	0	0	0	0	5
1545 - 1600	0	2	0	2	1	0	0	1	0	0	0	0	3
Hourly Total	0	12	0	12	3	0	0	3	0	0	0	0	15
1600 - 1615	0	2	0	2	0	0	0	0	0	0	0	0	2
1615 - 1630	0	1	0	1	1	0	0	1	0	0	0	0	2
1630 - 1645	0	3	0	3	1	0	0	1	0	0	0	0	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	6	0	6	2	0	0	2	0	0	0	0	8
Grand Total	0	18	0	18	5	0	0	5	0	0	0	0	23
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	78.26	0.00	78.26	21.74	0.00	0.00	21.74	0.00	0.00	0.00	0.00	

Pedestrian Count || All vehicles



Kiawah Island, SC

Site 7 of 12

Kiawah Island Pkwy (South)
 Kiawah Island Pkwy (North)
 Old Cedar Ln

Date

23 September 2021

Weather

Fair
 70°F

Lat/Long

32.605050°, -80.140095°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	Kiawah Island Pkwy (South)		App Total	Kiawah Island Pkwy (North)		App Total	Old Cedar Ln		App Total	
	EB 7a	WB 7b		EB 7c	WB 7d		NB 7e	SB 7f		
0900 - 0915	0	0	0	0	0	0	1	1	2	2
0915 - 0930	0	0	0	0	0	0	3	0	3	3
0930 - 0945	0	0	0	0	0	0	4	1	5	5
0945 - 1000	0	0	0	0	0	0	2	4	6	6
Hourly Total	0	0	0	0	0	0	10	6	16	16
1000 - 1015	0	0	0	0	0	0	7	2	9	9
1015 - 1030	0	0	0	0	0	0	4	3	7	7
1030 - 1045	0	0	0	0	0	0	4	8	12	12
1045 - 1100	0	0	0	0	0	0	9	2	11	11
Hourly Total	0	0	0	0	0	0	24	15	39	39
Grand Total	0	0	0	0	0	0	34	21	55	55
Approach %	0.00	0.00	-	0.00	0.00	-	61.82	38.18	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	61.82	38.18	100.00	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound			Int Total
	Kiawah Island Pkwy (South)		App Total	Kiawah Island Pkwy (North)		App Total	Old Cedar Ln		App Total	
	EB 7a	WB 7b		EB 7c	WB 7d		NB 7e	SB 7f		
1500 - 1515	0	0	0	0	0	0	2	3	5	5
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	2	0	2	2
1545 - 1600	0	0	0	0	0	0	3	1	4	4
Hourly Total	0	0	0	0	0	0	7	4	11	11
1600 - 1615	0	0	0	0	0	0	1	0	1	1
1615 - 1630	0	0	0	0	0	0	3	0	3	3
1630 - 1645	0	0	0	0	0	0	2	2	4	4
1645 - 1700	0	0	0	0	0	0	2	3	5	5
Hourly Total	0	0	0	0	0	0	8	5	13	13
Grand Total	0	0	0	0	0	0	15	9	24	24
Approach %	0.00	0.00	-	0.00	0.00	-	62.50	37.50	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	62.50	37.50	100.00	-



[Click here for Map](#)

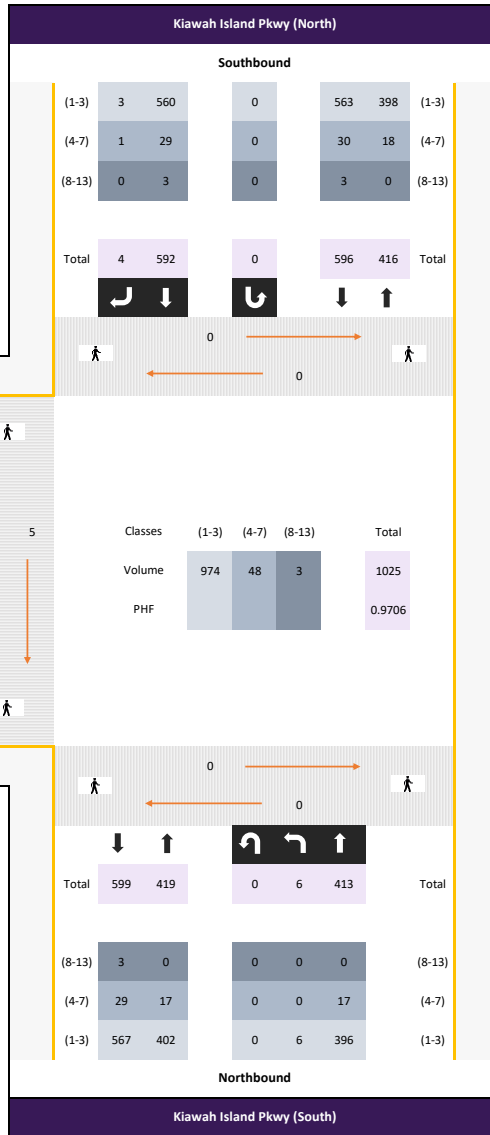
Peak Hour Turning Movement Count

Kiawah Island, SC



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23 September 2021	
Period	0900 - 1100
Peak Hour	0915 - 1015





[Click here for Map](#)

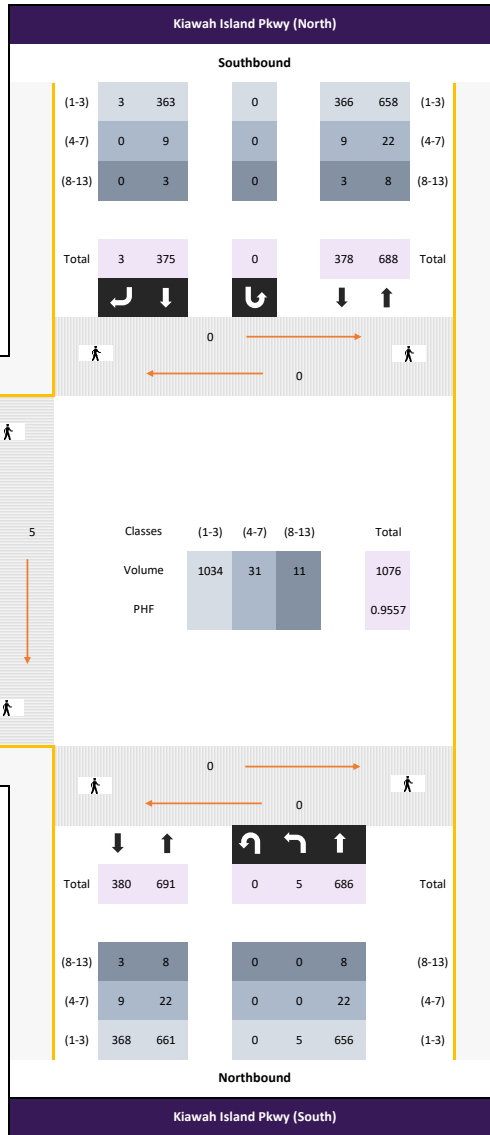
Peak Hour Turning Movement Count

Kiawah Island, SC



www.marrtraffic.com

23 September 2021	
Period	1500 - 1700
Peak Hour	1545 - 1645



Classified Turn Movement Count || All vehicles



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Kiawah Island, SC

Site 8 of 12

Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Driveway

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.598987°, -80.130103°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Driveway				
	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	
0900 - 0915	1	63	0	64	171	3	0	174	0	1	0	1	239
0915 - 0930	0	89	0	89	159	2	0	161	0	2	0	2	252
0930 - 0945	2	95	0	97	156	2	0	158	1	4	0	5	260
0945 - 1000	2	112	0	114	150	0	0	150	0	0	0	0	264
Hourly Total	5	359	0	364	636	7	0	643	1	7	0	8	1015
1000 - 1015	2	117	0	119	127	0	0	127	2	1	0	3	249
1015 - 1030	0	108	0	108	140	1	0	141	0	1	0	1	250
1030 - 1045	14	113	0	127	104	1	0	105	1	1	0	2	234
1045 - 1100	3	109	0	112	124	1	0	125	0	0	0	0	237
Hourly Total	19	447	0	466	495	3	0	498	3	3	0	6	970
Grand Total	24	806	0	830	1131	10	0	1141	4	10	0	14	1985
Approach %	2.89	97.11	0.00	-	99.12	0.88	0.00	-	28.57	71.43	0.00	-	
Intersection %	1.21	40.60	0.00	41.81	56.98	0.50	0.00	57.48	0.20	0.50	0.00	0.71	
PHF	0.75	0.88	0.00	0.88	0.93	0.50	0.00	0.93	0.38	0.44	0.00	0.50	0.97

1500 - 1700 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Driveway				
	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	
1500 - 1515	0	146	0	146	92	1	1	94	3	0	0	3	243
1515 - 1530	2	145	0	147	121	0	0	121	0	0	0	0	268
1530 - 1545	1	167	0	168	87	1	0	88	0	4	0	4	260
1545 - 1600	0	185	0	185	87	1	0	88	1	3	0	4	277
Hourly Total	3	643	0	646	387	3	1	391	4	7	0	11	1048
1600 - 1615	1	159	0	160	98	0	0	98	0	0	0	0	258
1615 - 1630	1	174	0	175	106	0	0	106	0	1	0	1	282
1630 - 1645	5	168	0	173	84	2	0	86	1	1	0	2	261
1645 - 1700	0	154	0	154	85	1	0	86	0	1	0	1	241
Hourly Total	7	655	0	662	373	3	0	376	1	3	0	4	1042
Grand Total	10	1298	0	1308	760	6	1	767	5	10	0	15	2090
Approach %	0.76	99.24	0.00	-	99.09	0.78	0.13	-	33.33	66.67	0.00	-	
Intersection %	0.48	62.11	0.00	62.58	36.36	0.29	0.05	36.70	0.24	0.48	0.00	0.72	
PHF	0.35	0.93	0.00	0.94	0.88	0.38	0.00	0.89	0.50	0.42	0.00	0.44	0.96

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Kiawah Island, SC

Site 8 of 12

Kiawah Island Pkwy (South)
 Kiawah Island Pkwy (North)
 Driveway

Date

23 September 2021

Weather

Fair
 70°F

Lat/Long

32.598987°, -80.130103°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Driveway				
	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	
0900 - 0915	1	58	0	59	163	3	0	166	0	0	0	0	225
0915 - 0930	0	84	0	84	152	1	0	153	0	2	0	2	239
0930 - 0945	2	94	0	96	149	2	0	151	1	4	0	5	252
0945 - 1000	2	107	0	109	140	0	0	140	0	0	0	0	249
Hourly Total	5	343	0	348	604	6	0	610	1	6	0	7	965
1000 - 1015	2	111	0	113	119	0	0	119	1	1	0	2	234
1015 - 1030	0	100	0	100	129	1	0	130	0	1	0	1	231
1030 - 1045	8	106	0	114	96	1	0	97	1	0	0	1	212
1045 - 1100	1	104	0	105	112	1	0	113	0	0	0	0	218
Hourly Total	11	421	0	432	456	3	0	459	2	2	0	4	895
Grand Total	16	764	0	780	1060	9	0	1069	3	8	0	11	1860
Approach %	2.05	97.95	0.00	-	99.16	0.84	0.00	-	27.27	72.73	0.00	-	
Intersection %	0.86	41.08	0.00	41.94	56.99	0.48	0.00	57.47	0.16	0.43	0.00	0.59	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Driveway				
	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	
1500 - 1515	0	139	0	139	87	1	1	89	3	0	0	3	231
1515 - 1530	1	135	0	136	117	0	0	117	0	0	0	0	253
1530 - 1545	1	156	0	157	85	1	0	86	0	4	0	4	247
1545 - 1600	0	179	0	179	84	1	0	85	1	3	0	4	268
Hourly Total	2	609	0	611	373	3	1	377	4	7	0	11	999
1600 - 1615	1	151	0	152	94	0	0	94	0	0	0	0	246
1615 - 1630	1	165	0	166	103	0	0	103	0	1	0	1	270
1630 - 1645	3	161	0	164	82	2	0	84	1	1	0	2	250
1645 - 1700	0	151	0	151	84	1	0	85	0	1	0	1	237
Hourly Total	5	628	0	633	363	3	0	366	1	3	0	4	1003
Grand Total	7	1237	0	1244	736	6	1	743	5	10	0	15	2002
Approach %	0.56	99.44	0.00	-	99.06	0.81	0.13	-	33.33	66.67	0.00	-	
Intersection %	0.35	61.79	0.00	62.14	36.76	0.30	0.05	37.11	0.25	0.50	0.00	0.75	

Classified Turn Movement Count || Single Unit Trucks (4-7)



Kiawah Island, SC

www.marrtraffic.com

Site 8 of 12

Kiawah Island Pkwy (South)
 Kiawah Island Pkwy (North)
 Driveway

Date

23 September 2021

Weather

Fair
 70°F

Lat/Long

32.598987°, -80.130103°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Driveway				
	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	
0900 - 0915	0	5	0	5	7	0	0	7	0	1	0	1	13
0915 - 0930	0	5	0	5	6	1	0	7	0	0	0	0	12
0930 - 0945	0	1	0	1	6	0	0	6	0	0	0	0	7
0945 - 1000	0	5	0	5	10	0	0	10	0	0	0	0	15
Hourly Total	0	16	0	16	29	1	0	30	0	1	0	1	47
1000 - 1015	0	6	0	6	7	0	0	7	1	0	0	1	14
1015 - 1030	0	8	0	8	10	0	0	10	0	0	0	0	18
1030 - 1045	1	6	0	7	7	0	0	7	0	1	0	1	15
1045 - 1100	2	5	0	7	11	0	0	11	0	0	0	0	18
Hourly Total	3	25	0	28	35	0	0	35	1	1	0	2	65
Grand Total	3	41	0	44	64	1	0	65	1	2	0	3	112
Approach %	6.82	93.18	0.00	-	98.46	1.54	0.00	-	33.33	66.67	0.00	-	
Intersection %	2.68	36.61	0.00	39.29	57.14	0.89	0.00	58.04	0.89	1.79	0.00	2.68	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Driveway				
	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	
1500 - 1515	0	5	0	5	4	0	0	4	0	0	0	0	9
1515 - 1530	1	8	0	9	3	0	0	3	0	0	0	0	12
1530 - 1545	0	5	0	5	2	0	0	2	0	0	0	0	7
1545 - 1600	0	4	0	4	2	0	0	2	0	0	0	0	6
Hourly Total	1	22	0	23	11	0	0	11	0	0	0	0	34
1600 - 1615	0	6	0	6	3	0	0	3	0	0	0	0	9
1615 - 1630	0	8	0	8	2	0	0	2	0	0	0	0	10
1630 - 1645	0	4	0	4	2	0	0	2	0	0	0	0	6
1645 - 1700	0	3	0	3	1	0	0	1	0	0	0	0	4
Hourly Total	0	21	0	21	8	0	0	8	0	0	0	0	29
Grand Total	1	43	0	44	19	0	0	19	0	0	0	0	63
Approach %	2.27	97.73	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	1.59	68.25	0.00	69.84	30.16	0.00	0.00	30.16	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Combination Trucks (8-13)



www.marrtraffic.com

Kiawah Island, SC

Site 8 of 12

Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Driveway

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.598987°, -80.130103°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Driveway				
	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	
0900 - 0915	0	0	0	0	1	0	0	1	0	0	0	0	1
0915 - 0930	0	0	0	0	1	0	0	1	0	0	0	0	1
0930 - 0945	0	0	0	0	1	0	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	3	0	0	3	0	0	0	0	3
1000 - 1015	0	0	0	0	1	0	0	1	0	0	0	0	1
1015 - 1030	0	0	0	0	1	0	0	1	0	0	0	0	1
1030 - 1045	0	1	0	1	1	0	0	1	0	0	0	0	2
1045 - 1100	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	1	0	1	4	0	0	4	0	0	0	0	5
Grand Total	0	1	0	1	7	0	0	7	0	0	0	0	8
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	12.50	0.00	12.50	87.50	0.00	0.00	87.50	0.00	0.00	0.00	0.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound				Southbound				Eastbound				Int Total
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Driveway				
	Left 8.1	Thru 8.2	U-Turn 8.3	App Total	Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7	Right 8.8	U-Turn 8.9	App Total	
1500 - 1515	0	2	0	2	1	0	0	1	0	0	0	0	3
1515 - 1530	0	2	0	2	1	0	0	1	0	0	0	0	3
1530 - 1545	0	6	0	6	0	0	0	0	0	0	0	0	6
1545 - 1600	0	2	0	2	1	0	0	1	0	0	0	0	3
Hourly Total	0	12	0	12	3	0	0	3	0	0	0	0	15
1600 - 1615	0	2	0	2	1	0	0	1	0	0	0	0	3
1615 - 1630	0	1	0	1	1	0	0	1	0	0	0	0	2
1630 - 1645	0	3	0	3	0	0	0	0	0	0	0	0	3
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	6	0	6	2	0	0	2	0	0	0	0	8
Grand Total	0	18	0	18	5	0	0	5	0	0	0	0	23
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	78.26	0.00	78.26	21.74	0.00	0.00	21.74	0.00	0.00	0.00	0.00	

Pedestrian Count || All vehicles



Kiawah Island, SC

Site 8 of 12

Kiawah Island Pkwy (South)
 Kiawah Island Pkwy (North)
 Driveway

Date

23 September 2021

Weather

Fair
 70°F

Lat/Long

32.598987°, -80.130103°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound				Int Total
	Kiawah Island Pkwy (South)			Kiawah Island Pkwy (North)			Driveway				
	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total		
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	1	0	1	1
0930 - 0945	0	0	0	0	0	0	0	4	1	5	5
0945 - 1000	0	0	0	0	0	0	0	4	4	8	8
Hourly Total	0	0	0	0	0	0	0	9	5	14	14
1000 - 1015	0	0	0	0	0	0	0	6	0	6	6
1015 - 1030	0	0	0	0	0	0	0	2	0	2	2
1030 - 1045	0	0	0	0	0	0	0	2	7	9	9
1045 - 1100	0	0	0	0	0	0	0	6	2	8	8
Hourly Total	0	0	0	0	0	0	0	16	9	25	25
Grand Total	0	0	0	0	0	0	0	25	14	39	39
Approach %	0.00	0.00	-	0.00	0.00	-	64.10	35.90	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	64.10	35.90	100.00	-	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME	Northbound			Southbound			Eastbound				Int Total
	Kiawah Island Pkwy (South)			Kiawah Island Pkwy (North)			Driveway				
	EB 8a	WB 8b	App Total	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total		
1500 - 1515	0	0	0	0	0	0	0	2	1	3	3
1515 - 1530	0	0	0	0	0	0	0	2	3	5	5
1530 - 1545	0	0	0	0	0	0	0	3	0	3	3
1545 - 1600	0	0	0	0	0	0	0	1	1	2	2
Hourly Total	0	0	0	0	0	0	0	8	5	13	13
1600 - 1615	0	0	0	0	0	0	0	1	0	1	1
1615 - 1630	0	0	0	0	0	0	0	6	0	6	6
1630 - 1645	0	0	0	0	0	0	0	1	4	5	5
1645 - 1700	0	0	0	0	0	0	0	2	3	5	5
Hourly Total	0	0	0	0	0	0	0	10	7	17	17
Grand Total	0	0	0	0	0	0	0	18	12	30	30
Approach %	0.00	0.00	-	0.00	0.00	-	60.00	40.00	-	-	-
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	60.00	40.00	100.00	-	-



[Click here for Map](#)

Peak Hour Turning Movement Count

Kiawah Island, SC



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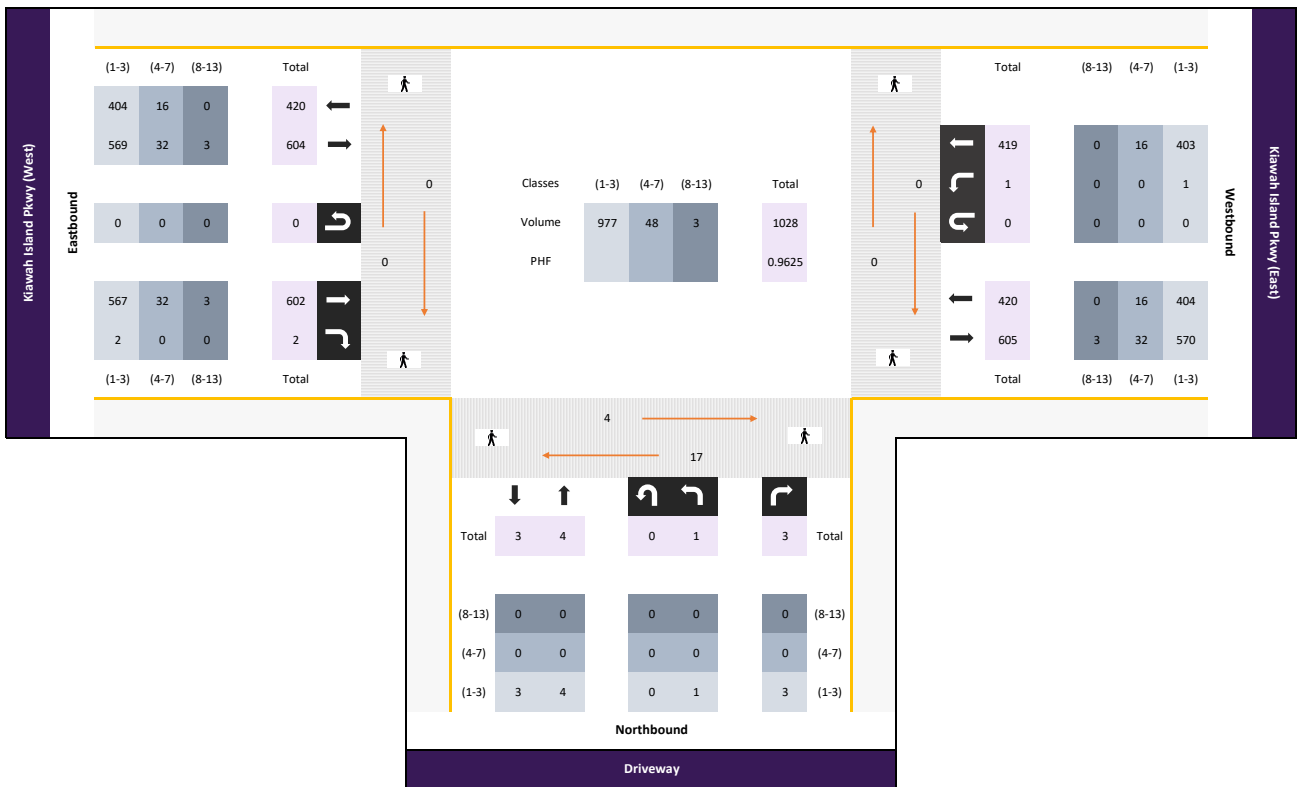
23 September 2021	
Period	0900 - 1100
Peak Hour	0915 - 1015

Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Kiawah Island, SC



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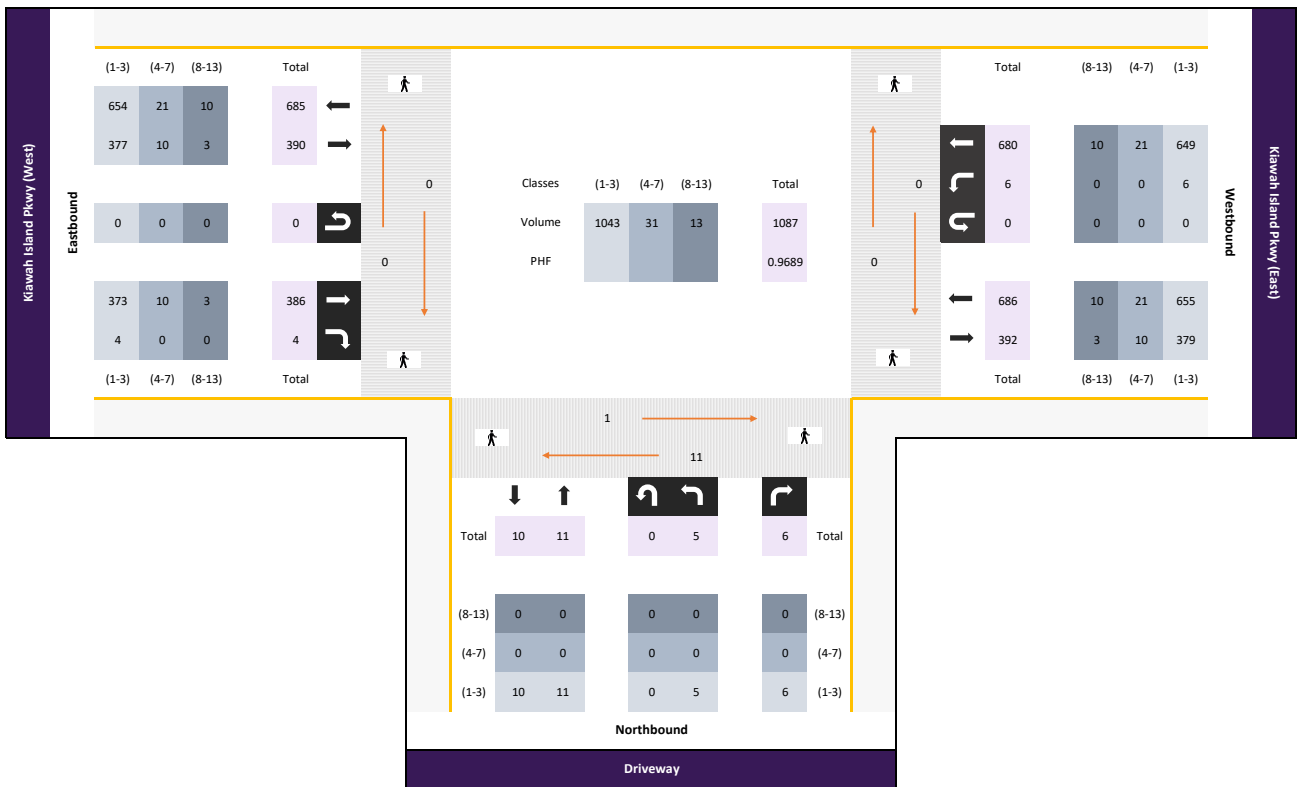
23 September 2021	
Period	1500 - 1700
Peak Hour	1530 - 1630

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count || All vehicles



Kiawah Island, SC

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Site 9 of 12

Driveway

Date

23 September 2021

Weather

Fair
70°F

Kiawah Island Pkwy (West)

Kiawah Island Pkwy (East)

Lat/Long

32.597714°, -80.129559°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound			
	Driveway			
	Left 9.1	Right 9.2	U-Turn 9.3	App Total
0900 - 0915	0	1	0	1
0915 - 0930	1	1	0	2
0930 - 0945	0	1	0	1
0945 - 1000	0	0	0	0
Hourly Total	1	3	0	4
1000 - 1015	0	1	0	1
1015 - 1030	0	0	0	0
1030 - 1045	0	0	0	0
1045 - 1100	1	0	0	1
Hourly Total	1	1	0	2
Grand Total	2	4	0	6
Approach %	33.33	66.67	0.00	-
Intersection %	0.10	0.20	0.00	0.30
PHF	0.25	0.75	0.00	0.50

Eastbound				Westbound				
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
164	3	0	167	0	67	0	67	235
165	0	0	165	0	89	0	89	256
156	1	0	157	0	93	0	93	251
153	0	0	153	0	114	0	114	267
638	4	0	642	0	363	0	363	1009
128	1	0	129	1	123	0	124	254
139	1	0	140	0	110	0	110	250
104	0	0	104	0	114	1	115	219
126	0	0	126	2	113	0	115	242
497	2	0	499	3	460	1	464	965
1135	6	0	1141	3	823	1	827	1974
99.47	0.53	0.00	-	0.36	99.52	0.12	-	-
57.50	0.30	0.00	57.80	0.15	41.69	0.05	41.89	-
0.91	0.50	0.00	0.92	0.25	0.85	0.00	0.85	0.96

1500 - 1700 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound			
	Driveway			
	Left 9.1	Right 9.2	U-Turn 9.3	App Total
1500 - 1515	0	0	0	0
1515 - 1530	2	0	0	2
1530 - 1545	0	1	0	1
1545 - 1600	0	2	0	2
Hourly Total	2	3	0	5
1600 - 1615	2	5	0	7
1615 - 1630	3	0	0	3
1630 - 1645	3	2	0	5
1645 - 1700	0	1	0	1
Hourly Total	8	8	0	16
Grand Total	10	11	0	21
Approach %	47.62	52.38	0.00	-
Intersection %	0.48	0.53	0.00	1.00
PHF	0.42	0.40	0.00	0.46

Eastbound				Westbound				
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
90	0	0	90	1	154	0	155	245
123	1	0	124	0	141	0	141	267
92	0	0	92	3	170	0	173	266
92	1	0	93	1	182	0	183	278
397	2	0	399	5	647	0	652	1056
97	1	0	98	2	157	0	159	264
105	2	0	107	0	171	0	171	281
81	0	0	81	0	166	0	166	252
84	1	0	85	0	155	1	156	242
367	4	0	371	2	649	1	652	1039
764	6	0	770	7	1296	1	1304	2095
99.22	0.78	0.00	-	0.54	99.39	0.08	-	-
36.47	0.29	0.00	36.75	0.33	61.86	0.05	62.24	-
0.92	0.50	0.00	0.91	0.50	0.93	0.00	0.94	0.97

Classified Turn Movement Count || Passenger Vehicles (1-3)



Kiawah Island, SC

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Site 9 of 12
Driveway

Date
23 September 2021

Weather
Fair
70°F

Kiawah Island Pkwy (West)
Kiawah Island Pkwy (East)

Lat/Long
32.597714°, -80.129559°

0900 - 1100 (Weekday 2h Session) (09-23-2021) Passenger Vehicles (1-3)

TIME	Northbound			
	Left 9.1	Right 9.2	U-Turn 9.3	App Total
0900 - 0915	0	1	0	1
0915 - 0930	1	1	0	2
0930 - 0945	0	1	0	1
0945 - 1000	0	0	0	0
Hourly Total	1	3	0	4
1000 - 1015	0	1	0	1
1015 - 1030	0	0	0	0
1030 - 1045	0	0	0	0
1045 - 1100	1	0	0	1
Hourly Total	1	1	0	2
Grand Total	2	4	0	6
Approach %	33.33	66.67	0.00	-
Intersection %	0.11	0.22	0.00	0.32

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
157	3	0	160	0	62	0	62	
156	0	0	156	0	85	0	85	243
148	1	0	149	0	90	0	90	240
144	0	0	144	0	110	0	110	254
605	4	0	609	0	347	0	347	960
119	1	0	120	1	118	0	119	240
129	1	0	130	0	101	0	101	231
93	0	0	93	0	106	1	107	200
116	0	0	116	2	106	0	108	225
457	2	0	459	3	431	1	435	896
1062	6	0	1068	3	778	1	782	1856
99.44	0.56	0.00	-	0.38	99.49	0.13	-	-
57.22	0.32	0.00	57.54	0.16	41.92	0.05	42.13	-

1500 - 1700 (Weekday 2h Session) (09-23-2021) Passenger Vehicles (1-3)

TIME	Northbound			
	Left 9.1	Right 9.2	U-Turn 9.3	App Total
1500 - 1515	0	0	0	0
1515 - 1530	2	0	0	2
1530 - 1545	0	1	0	1
1545 - 1600	0	2	0	2
Hourly Total	2	3	0	5
1600 - 1615	2	3	0	5
1615 - 1630	3	0	0	3
1630 - 1645	3	1	0	4
1645 - 1700	0	0	0	0
Hourly Total	8	4	0	12
Grand Total	10	7	0	17
Approach %	58.82	41.18	0.00	-
Intersection %	0.50	0.35	0.00	0.85

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
86	0	0	86	1	146	0	147	
119	1	0	120	0	132	0	132	254
90	0	0	90	3	159	0	162	253
88	1	0	89	1	175	0	176	267
383	2	0	385	5	612	0	617	1007
92	1	0	93	2	150	0	152	250
103	2	0	105	0	165	0	165	273
80	0	0	80	0	154	0	154	238
83	0	0	83	0	153	1	154	237
358	3	0	361	2	622	1	625	998
741	5	0	746	7	1234	1	1242	2005
99.33	0.67	0.00	-	0.56	99.36	0.08	-	-
36.96	0.25	0.00	37.21	0.35	61.55	0.05	61.95	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Kiawah Island, SC

Site 9 of 12

Driveway

Kiawah Island Pkwy (West)

Kiawah Island Pkwy (East)

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.597714°, -80.129559°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound			
	Left 9.1	Right 9.2	U-Turn 9.3	App Total
0900 - 0915	0	0	0	0
0915 - 0930	0	0	0	0
0930 - 0945	0	0	0	0
0945 - 1000	0	0	0	0
Hourly Total	0	0	0	0
1000 - 1015	0	0	0	0
1015 - 1030	0	0	0	0
1030 - 1045	0	0	0	0
1045 - 1100	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
6	0	0	6	0	5	0	5	
8	0	0	8	0	4	0	4	12
7	0	0	7	0	3	0	3	10
9	0	0	9	0	4	0	4	13
30	0	0	30	0	16	0	16	46
8	0	0	8	0	5	0	5	13
10	0	0	10	0	9	0	9	19
10	0	0	10	0	7	0	7	17
8	0	0	8	0	7	0	7	15
36	0	0	36	0	28	0	28	64
66	0	0	66	0	44	0	44	110
100.00	0.00	0.00	-	0.00	100.00	0.00	-	
60.00	0.00	0.00	60.00	0.00	40.00	0.00	40.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound			
	Left 9.1	Right 9.2	U-Turn 9.3	App Total
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	0	0	0	0
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	1	0	1
Hourly Total	0	1	0	1
Grand Total	0	1	0	1
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	1.56	0.00	1.56

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
3	0	0	3	0	6	0	6	
3	0	0	3	0	7	0	7	10
2	0	0	2	0	5	0	5	7
3	0	0	3	0	5	0	5	8
11	0	0	11	0	23	0	23	34
4	0	0	4	0	5	0	5	9
1	0	0	1	0	6	0	6	7
1	0	0	1	0	8	0	8	9
1	1	0	2	0	2	0	2	5
7	1	0	8	0	21	0	21	30
18	1	0	19	0	44	0	44	64
94.74	5.26	0.00	-	0.00	100.00	0.00	-	
28.13	1.56	0.00	29.69	0.00	68.75	0.00	68.75	

Classified Turn Movement Count || Combination Trucks (8-13)



Kiawah Island, SC

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Site 9 of 12

Driveway

Date

23 September 2021

Weather

Fair
70°F

Kiawah Island Pkwy (West)

Kiawah Island Pkwy (East)

Lat/Long

32.597714°, -80.129559°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound			
	Left 9.1	Right 9.2	U-Turn 9.3	App Total
0900 - 0915	0	0	0	0
0915 - 0930	0	0	0	0
0930 - 0945	0	0	0	0
0945 - 1000	0	0	0	0
Hourly Total	0	0	0	0
1000 - 1015	0	0	0	0
1015 - 1030	0	0	0	0
1030 - 1045	0	0	0	0
1045 - 1100	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
1	0	0	1	0	0	0	0	
1	0	0	1	0	0	0	0	1
1	0	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0
3	0	0	3	0	0	0	0	3
1	0	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0
1	0	0	1	0	1	0	1	2
2	0	0	2	0	0	0	0	2
4	0	0	4	0	1	0	1	5
7	0	0	7	0	1	0	1	8
100.00	0.00	0.00	-	0.00	100.00	0.00	-	
87.50	0.00	0.00	87.50	0.00	12.50	0.00	12.50	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound			
	Left 9.1	Right 9.2	U-Turn 9.3	App Total
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	0	0	0	0
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
1	0	0	1	0	2	0	2	
1	0	0	1	0	2	0	2	3
0	0	0	0	0	6	0	6	6
1	0	0	1	0	2	0	2	3
3	0	0	3	0	12	0	12	15
1	0	0	1	0	2	0	2	3
1	0	0	1	0	0	0	0	1
0	0	0	0	0	4	0	4	4
0	0	0	0	0	0	0	0	0
2	0	0	2	0	6	0	6	8
5	0	0	5	0	18	0	18	23
100.00	0.00	0.00	-	0.00	100.00	0.00	-	
21.74	0.00	0.00	21.74	0.00	78.26	0.00	78.26	



[Click here for Map](#)

Peak Hour Turning Movement Count

Kiawah Island, SC



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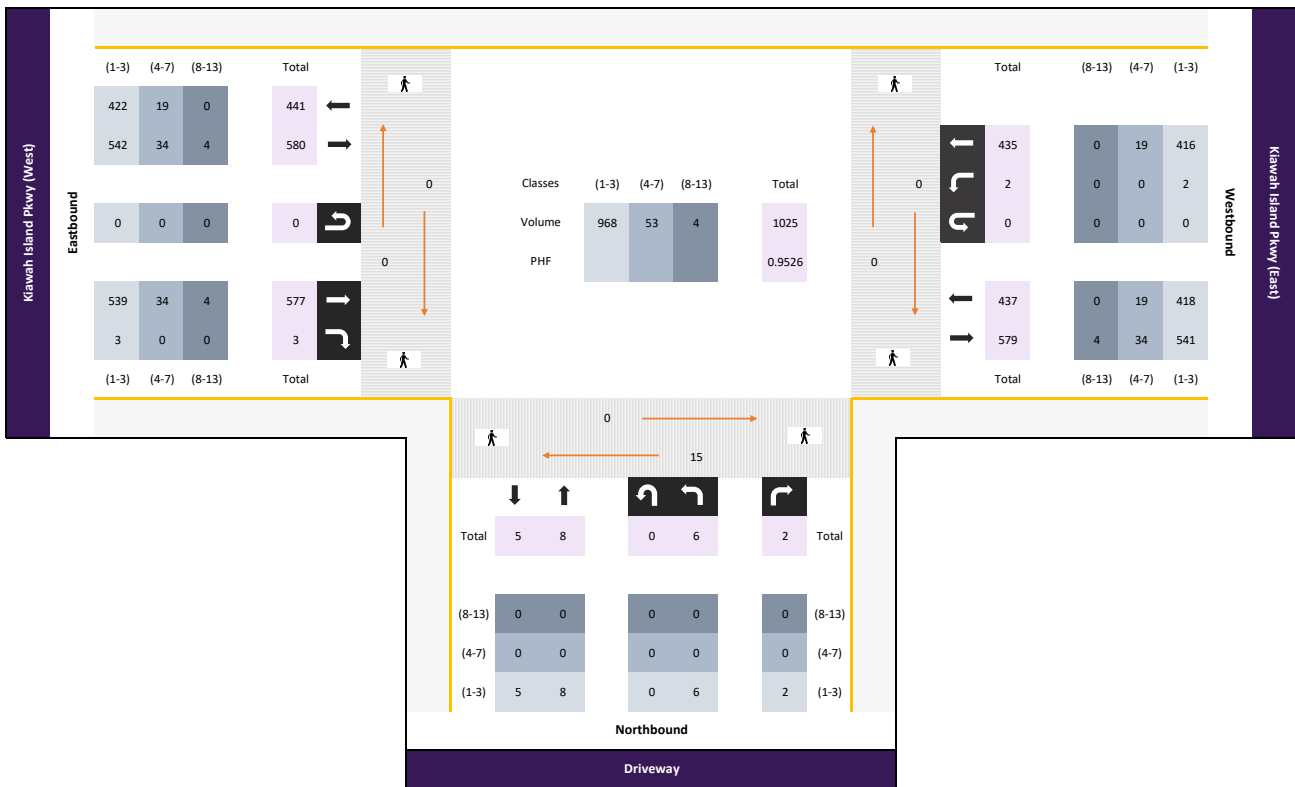
23 September 2021	
Period	0900 - 1100
Peak Hour	0930 - 1030

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Eastbound					Westbound					Int Total					
	Driveway					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)										
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	App Total						
0930 - 0945	0	-	0	0	0	-	-	-	-	0	-	158	0	0	158	0	93	-	0	93	251
0945 - 1000	1	-	0	0	1	-	-	-	-	0	-	153	1	0	154	0	114	-	0	114	269
1000 - 1015	1	-	0	0	1	-	-	-	-	0	-	128	1	0	129	1	124	-	0	125	255
1015 - 1030	4	-	2	0	6	-	-	-	-	0	-	138	1	0	139	1	104	-	0	105	250
Total	6	0	2	0	8	0	0	0	0	0	0	577	3	0	580	2	435	0	0	437	1025
Approach %	75.00	0.00	25.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.48	0.52	0.00	-	0.46	99.54	0.00	0.00	-	
PHF	0.38	0.00	0.25	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.75	0.00	0.92	0.50	0.88	0.00	0.00	0.87	0.95

Bikes

Time	Northbound					Eastbound					Westbound					Int Total					
	Driveway					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)										
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	App Total						
0930 - 0945	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0945 - 1000	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1000 - 1015	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1015 - 1030	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound					Eastbound					Westbound					Int Total					
	Driveway					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)										
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	App Total						
0930 - 0945	0	-	0	0	0	-	-	-	-	0	-	151	0	0	151	0	90	-	0	90	241
0945 - 1000	1	-	0	0	1	-	-	-	-	0	-	144	1	0	145	0	110	-	0	110	256
1000 - 1015	1	-	0	0	1	-	-	-	-	0	-	119	1	0	120	1	119	-	0	120	241
1015 - 1030	4	-	2	0	6	-	-	-	-	0	-	125	1	0	126	1	97	-	0	98	230
Total	6	0	2	0	8	0	0	0	0	0	0	539	3	0	542	2	416	0	0	418	968
Approach %	75.00	0.00	25.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.45	0.55	0.00	-	0.48	99.52	0.00	0.00	-	
PHF	0.38	0.00	0.25	0.00	0.33	0.00	0.00	0.00	0.00	0.00	0.00	0.89	0.75	0.00	0.90	0.50	0.87	0.00	0.00	0.87	0.95

Single Unit Trucks (4-7)

Time	Northbound					Eastbound					Westbound					Int Total					
	Driveway					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)										
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	App Total						
0930 - 0945	0	-	0	0	0	-	-	-	-	0	-	6	0	0	6	0	3	-	0	3	9
0945 - 1000	0	-	0	0	0	-	-	-	-	0	-	9	0	0	9	0	4	-	0	4	13
1000 - 1015	0	-	0	0	0	-	-	-	-	0	-	8	0	0	8	0	5	-	0	5	13
1015 - 1030	0	-	0	0	0	-	-	-	-	0	-	11	0	0	11	0	7	-	0	7	18
Total	0	0	0	0	0	0	0	0	0	0	0	34	0	0	34	0	19	0	0	19	53
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.77	0.00	0.00	0.77	0.00	0.68	0.00	0.00	0.68	0.74

Combination Trucks (8-13)

Time	Northbound					Eastbound					Westbound					Int Total					
	Driveway					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)										
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	App Total						
0930 - 0945	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	0	-	0	0	1
0945 - 1000	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1000 - 1015	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	0	-	0	0	1
1015 - 1030	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	0	-	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.50

Pedestrians

Time	Northbound					Eastbound					Westbound					Int Total					
	Driveway					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)										
	EB 10a	WB 10b	U-Turn 10.3	App Total	App Total	NB 10e	SB 10f	U-Turn 10.6	App Total	App Total	NB 10g	SB 10h	U-Turn 10.9	App Total	App Total						
0930 - 0945	0	0	-	0	0	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0
0945 - 1000	0	0	-	0	0	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0
1000 - 1015	0	0	-	0	0	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0
1015 - 1030	0	0	-	0	0	-	-	-	-	0	0	0	-	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00



[Click here for Map](#)

Peak Hour Turning Movement Count

Kiawah Island, SC



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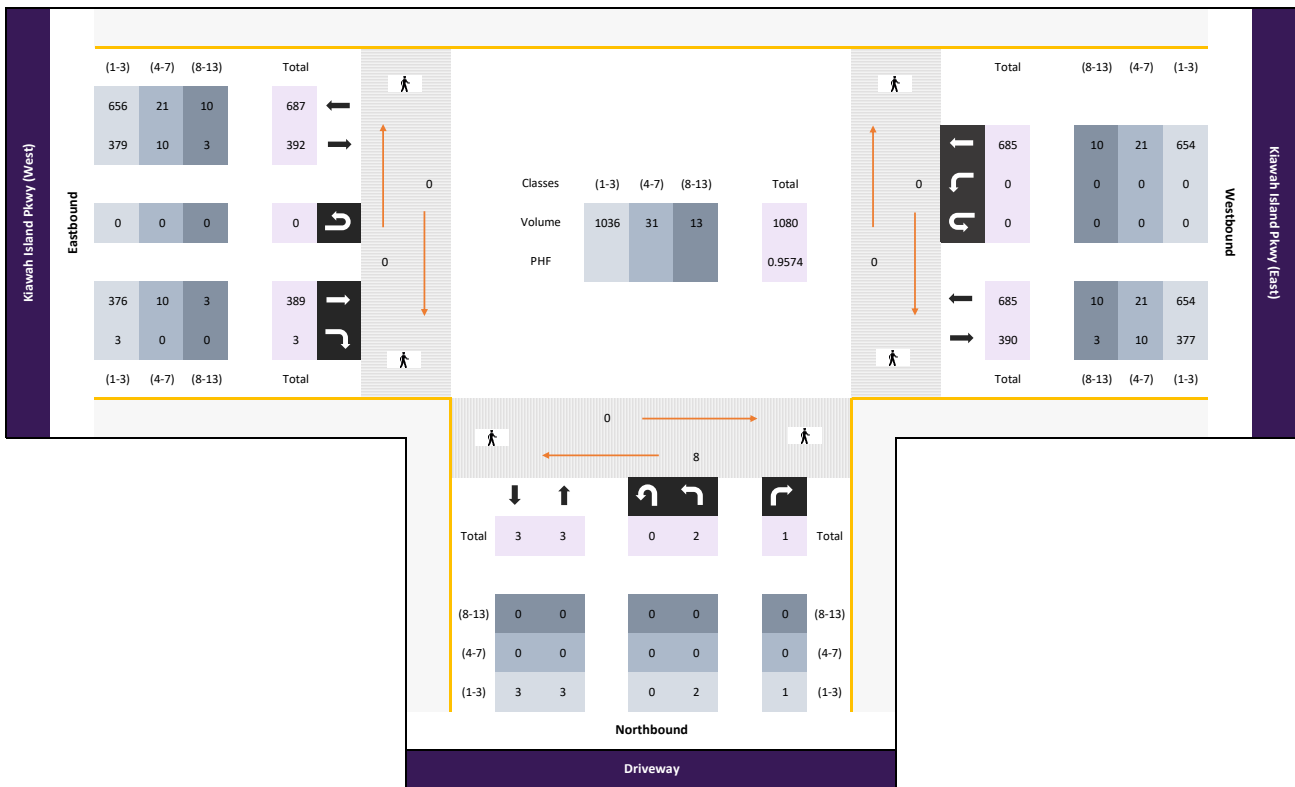
23 September 2021	
Period	1500 - 1700
Peak Hour	1530 - 1630

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time	Northbound					Eastbound					Westbound					Int Total					
	Driveway					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)										
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	App Total						
1530 - 1545	0	-	0	0	0	-	-	-	-	0	-	97	0	0	97	0	174	-	0	174	271
1545 - 1600	1	-	0	0	1	-	-	-	-	0	-	87	0	0	87	0	181	-	0	181	269
1600 - 1615	1	-	0	0	1	-	-	-	-	0	-	98	1	0	99	0	158	-	0	158	258
1615 - 1630	0	-	1	0	1	-	-	-	-	0	-	107	2	0	109	0	172	-	0	172	282
Total	2	0	1	0	3	0	0	0	0	0	0	389	3	0	392	0	685	0	0	685	1080
Approach %	66.67	0.00	33.33	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.23	0.77	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.50	0.00	0.25	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.91	0.38	0.00	0.90	0.00	0.95	0.00	0.00	0.95	0.96

Bikes

Time	Northbound					Eastbound					Westbound					Int Total					
	Driveway					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)										
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	App Total						
1530 - 1545	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1545 - 1600	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1600 - 1615	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1615 - 1630	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time	Northbound					Eastbound					Westbound					Int Total					
	Driveway					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)										
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	App Total						
1530 - 1545	0	-	0	0	0	-	-	-	-	0	-	94	0	0	94	0	163	-	0	163	257
1545 - 1600	1	-	0	0	1	-	-	-	-	0	-	84	0	0	84	0	174	-	0	174	259
1600 - 1615	1	-	0	0	1	-	-	-	-	0	-	93	1	0	94	0	151	-	0	151	246
1615 - 1630	0	-	1	0	1	-	-	-	-	0	-	105	2	0	107	0	166	-	0	166	274
Total	2	0	1	0	3	0	0	0	0	0	0	376	3	0	379	0	654	0	0	654	1036
Approach %	66.67	0.00	33.33	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.21	0.79	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.50	0.00	0.25	0.00	0.75	0.00	0.00	0.00	0.00	0.00	0.00	0.90	0.38	0.00	0.89	0.00	0.94	0.00	0.00	0.94	0.95

Single Unit Trucks (4-7)

Time	Northbound					Eastbound					Westbound					Int Total					
	Driveway					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)										
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	App Total						
1530 - 1545	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	5	-	0	5	7
1545 - 1600	0	-	0	0	0	-	-	-	-	0	-	3	0	0	3	0	5	-	0	5	8
1600 - 1615	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	5	-	0	5	9
1615 - 1630	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	6	-	0	6	7
Total	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	21	0	0	21	31
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00	0.88	0.00	0.00	0.88	0.86

Combination Trucks (8-13)

Time	Northbound					Eastbound					Westbound					Int Total					
	Driveway					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)										
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	App Total						
1530 - 1545	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	6	-	0	6	7
1545 - 1600	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	2	-	0	2	2
1600 - 1615	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	2	-	0	2	3
1615 - 1630	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	10	0	0	10	13
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.00	0.75	0.00	0.42	0.00	0.00	0.42	0.46

Pedestrians

Time	Northbound					Eastbound					Westbound					Int Total					
	Driveway					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)										
	FB 10a	WB 10b			App Total	NB 10e	SB 10f			App Total	NB 10g	SB 10h			App Total		App Total				
1530 - 1545	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1545 - 1600	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1600 - 1615	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1615 - 1630	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



Kiawah Island, SC

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Site 10 of 12

Driveway

Date

23 September 2021

Weather

Fair
70°F

Kiawah Island Pkwy (West)

Kiawah Island Pkwy (East)

Lat/Long

32.596803°, -80.128051°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound			
	Driveway			
	Left 10.1	Right 10.2	U-Turn 10.3	App Total
0900 - 0915	0	0	0	0
0915 - 0930	0	0	0	0
0930 - 0945	0	0	0	0
0945 - 1000	1	0	0	1
Hourly Total	1	0	0	1
1000 - 1015	1	0	0	1
1015 - 1030	4	2	0	6
1030 - 1045	0	1	0	1
1045 - 1100	2	1	0	3
Hourly Total	7	4	0	11
Grand Total	8	4	0	12
Approach %	66.67	33.33	0.00	-
Intersection %	0.40	0.20	0.00	0.61
PHF	0.38	0.25	0.00	0.33

Eastbound				Westbound				
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
166	0	0	166	0	67	0	67	233
163	0	0	163	0	87	0	87	250
158	0	0	158	0	93	0	93	251
153	1	0	154	0	114	0	114	269
640	1	0	641	0	361	0	361	1003
128	1	0	129	1	124	0	125	255
138	1	0	139	1	104	0	105	250
102	2	0	104	0	116	2	118	223
127	0	0	127	1	114	0	115	245
495	4	0	499	3	458	2	463	973
1135	5	0	1140	3	819	2	824	1976
99.56	0.44	0.00	-	0.36	99.39	0.24	-	-
57.44	0.25	0.00	57.69	0.15	41.45	0.10	41.70	-
0.91	0.75	0.00	0.92	0.50	0.88	0.00	0.87	0.95

1500 - 1700 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound			
	Driveway			
	Left 10.1	Right 10.2	U-Turn 10.3	App Total
1500 - 1515	0	0	0	0
1515 - 1530	0	1	0	1
1530 - 1545	0	0	0	0
1545 - 1600	1	0	0	1
Hourly Total	1	1	0	2
1600 - 1615	1	0	0	1
1615 - 1630	0	1	0	1
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	1	1	0	2
Grand Total	2	2	0	4
Approach %	50.00	50.00	0.00	-
Intersection %	0.10	0.10	0.00	0.19
PHF	0.50	0.25	0.00	0.75

Eastbound				Westbound				
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
91	0	0	91	0	156	0	156	247
118	0	0	118	0	140	2	142	261
97	0	0	97	0	174	0	174	271
87	0	0	87	0	181	0	181	269
393	0	0	393	0	651	2	653	1048
98	1	0	99	0	158	0	158	258
107	2	0	109	0	172	0	172	282
83	0	0	83	0	165	0	165	248
89	0	0	89	0	156	0	156	245
377	3	0	380	0	651	0	651	1033
770	3	0	773	0	1302	2	1304	2081
99.61	0.39	0.00	-	0.00	99.85	0.15	-	-
37.00	0.14	0.00	37.15	0.00	62.57	0.10	62.66	-
0.91	0.38	0.00	0.90	0.00	0.95	0.00	0.95	0.96

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Kiawah Island, SC

Site 10 of 12

Driveway

Kiawah Island Pkwy (West)
Kiawah Island Pkwy (East)

Date

23 September 2021

Lat/Long

32.596803°, -80.128051°

Weather

Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound			
	Left 10.1	Driveway		App Total
		Right 10.2	U-Turn 10.3	
0900 - 0915	0	0	0	0
0915 - 0930	0	0	0	0
0930 - 0945	0	0	0	0
0945 - 1000	1	0	0	1
Hourly Total	1	0	0	1
1000 - 1015	1	0	0	1
1015 - 1030	4	2	0	6
1030 - 1045	0	0	0	0
1045 - 1100	2	1	0	3
Hourly Total	7	3	0	10
Grand Total	8	3	0	11
Approach %	72.73	27.27	0.00	-
Intersection %	0.43	0.16	0.00	0.59

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	
159	0	0	159	0	62	0	62	221
153	0	0	153	0	83	0	83	236
151	0	0	151	0	90	0	90	241
144	1	0	145	0	110	0	110	256
607	1	0	608	0	345	0	345	954
119	1	0	120	1	119	0	120	241
125	1	0	126	1	97	0	98	230
94	1	0	95	0	108	2	110	205
118	0	0	118	1	105	0	106	227
456	3	0	459	3	429	2	434	903
1063	4	0	1067	3	774	2	779	1857
99.63	0.37	0.00	-	0.39	99.36	0.26	-	
57.24	0.22	0.00	57.46	0.16	41.68	0.11	41.95	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME	Northbound			
	Left 10.1	Driveway		App Total
		Right 10.2	U-Turn 10.3	
1500 - 1515	0	0	0	0
1515 - 1530	0	1	0	1
1530 - 1545	0	0	0	0
1545 - 1600	1	0	0	1
Hourly Total	1	1	0	2
1600 - 1615	1	0	0	1
1615 - 1630	0	1	0	1
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	1	1	0	2
Grand Total	2	2	0	4
Approach %	50.00	50.00	0.00	-
Intersection %	0.10	0.10	0.00	0.20

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	
86	0	0	86	0	147	0	147	233
115	0	0	115	0	132	2	134	250
94	0	0	94	0	163	0	163	257
84	0	0	84	0	174	0	174	259
379	0	0	379	0	616	2	618	999
93	1	0	94	0	151	0	151	246
105	2	0	107	0	166	0	166	274
82	0	0	82	0	153	0	153	235
87	0	0	87	0	154	0	154	241
367	3	0	370	0	624	0	624	996
746	3	0	749	0	1240	2	1242	1995
99.60	0.40	0.00	-	0.00	99.84	0.16	-	
37.39	0.15	0.00	37.54	0.00	62.16	0.10	62.26	

Classified Turn Movement Count || Single Unit Trucks (4-7)



Kiawah Island, SC

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Site 10 of 12

Driveway

Date

23 September 2021

Weather

Fair
70°F

Kiawah Island Pkwy (West)

Kiawah Island Pkwy (East)

Lat/Long

32.596803°, -80.128051°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound			
	Left 10.1	Right 10.2	U-Turn 10.3	App Total
0900 - 0915	0	0	0	0
0915 - 0930	0	0	0	0
0930 - 0945	0	0	0	0
0945 - 1000	0	0	0	0
Hourly Total	0	0	0	0
1000 - 1015	0	0	0	0
1015 - 1030	0	0	0	0
1030 - 1045	0	1	0	1
1045 - 1100	0	0	0	0
Hourly Total	0	1	0	1
Grand Total	0	1	0	1
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	0.90	0.00	0.90

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	
6	0	0	6	0	5	0	5	11
9	0	0	9	0	4	0	4	13
6	0	0	6	0	3	0	3	9
9	0	0	9	0	4	0	4	13
30	0	0	30	0	16	0	16	46
8	0	0	8	0	5	0	5	13
11	0	0	11	0	7	0	7	18
8	1	0	9	0	7	0	7	17
8	0	0	8	0	9	0	9	17
35	1	0	36	0	28	0	28	65
65	1	0	66	0	44	0	44	111
98.48	1.52	0.00	-	0.00	100.00	0.00	-	
58.56	0.90	0.00	59.46	0.00	39.64	0.00	39.64	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME	Northbound			
	Left 10.1	Right 10.2	U-Turn 10.3	App Total
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	0	0	0	0
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	
4	0	0	4	0	7	0	7	11
2	0	0	2	0	6	0	6	8
2	0	0	2	0	5	0	5	7
3	0	0	3	0	5	0	5	8
11	0	0	11	0	23	0	23	34
4	0	0	4	0	5	0	5	9
1	0	0	1	0	6	0	6	7
1	0	0	1	0	8	0	8	9
2	0	0	2	0	2	0	2	4
8	0	0	8	0	21	0	21	29
19	0	0	19	0	44	0	44	63
100.00	0.00	0.00	-	0.00	100.00	0.00	-	
30.16	0.00	0.00	30.16	0.00	69.84	0.00	69.84	

Classified Turn Movement Count || Combination Trucks (8-13)



Kiawah Island, SC

www.marrtraffic.com

Site 10 of 12

Driveway

Date

23 September 2021

Weather

Fair
70°F

Kiawah Island Pkwy (West)

Kiawah Island Pkwy (East)

Lat/Long

32.596803°, -80.128051°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound			
	Left 10.1	Right 10.2	U-Turn 10.3	App Total
0900 - 0915	0	0	0	0
0915 - 0930	0	0	0	0
0930 - 0945	0	0	0	0
0945 - 1000	0	0	0	0
Hourly Total	0	0	0	0
1000 - 1015	0	0	0	0
1015 - 1030	0	0	0	0
1030 - 1045	0	0	0	0
1045 - 1100	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
1	0	0	1	0	0	0	0	
1	0	0	1	0	0	0	0	1
1	0	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0
3	0	0	3	0	0	0	0	3
1	0	0	1	0	0	0	0	1
2	0	0	2	0	0	0	0	2
0	0	0	0	0	1	0	1	1
1	0	0	1	0	0	0	0	1
4	0	0	4	0	1	0	1	5
7	0	0	7	0	1	0	1	8
100.00	0.00	0.00	-	0.00	100.00	0.00	-	
87.50	0.00	0.00	87.50	0.00	12.50	0.00	12.50	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME	Northbound			
	Left 10.1	Right 10.2	U-Turn 10.3	App Total
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	0	0	0	0
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	0	0	0
1645 - 1700	0	0	0	0
Hourly Total	0	0	0	0
Grand Total	0	0	0	0
Approach %	0.00	0.00	0.00	-
Intersection %	0.00	0.00	0.00	0.00

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
1	0	0	1	0	2	0	2	
1	0	0	1	0	2	0	2	3
1	0	0	1	0	6	0	6	7
0	0	0	0	0	2	0	2	2
3	0	0	3	0	12	0	12	15
1	0	0	1	0	2	0	2	3
1	0	0	1	0	0	0	0	1
0	0	0	0	0	4	0	4	4
0	0	0	0	0	0	0	0	0
2	0	0	2	0	6	0	6	8
5	0	0	5	0	18	0	18	23
100.00	0.00	0.00	-	0.00	100.00	0.00	-	
21.74	0.00	0.00	21.74	0.00	78.26	0.00	78.26	



[Click here for Map](#)

Peak Hour Turning Movement Count

Kiawah Island, SC



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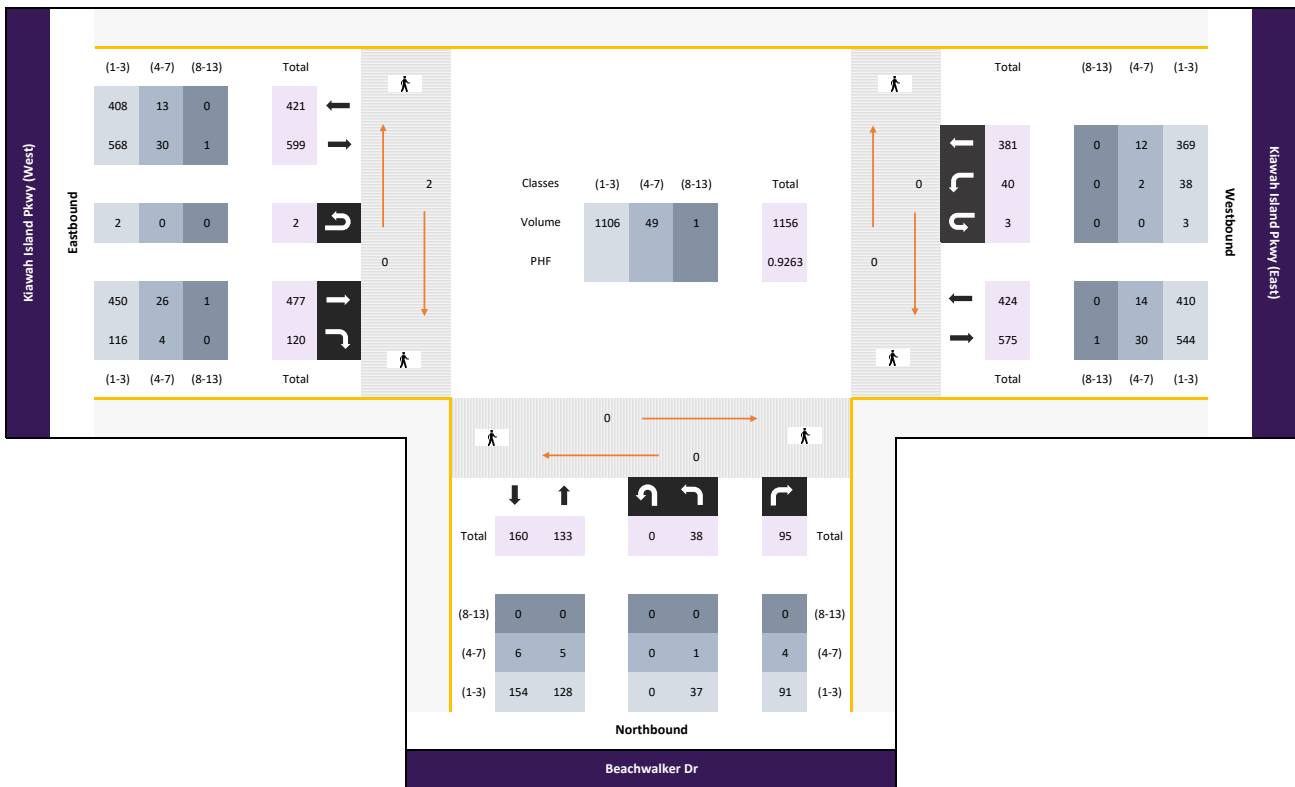
23 September 2021	
Period	0900 - 1100
Peak Hour	0915 - 1015

Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

Peak Hour Turning Movement Count

Kiawah Island, SC



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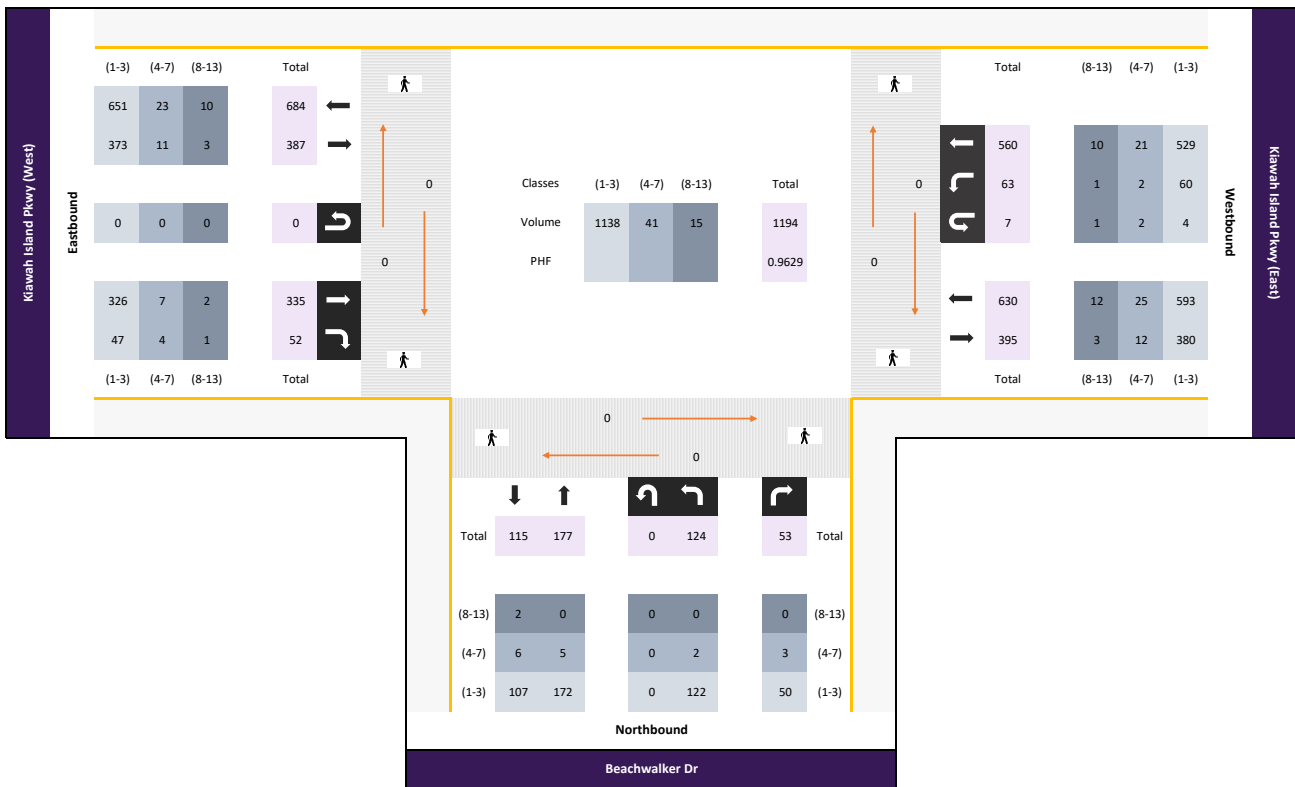
23 September 2021	
Period	1500 - 1700
Peak Hour	1530 - 1630

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Classified Turn Movement Count || All vehicles



Kiawah Island, SC

www.marrtraffic.com

Site 11 of 12

Beachwalker Dr

Date

23 September 2021

Weather

Fair
70°F

Kiawah Island Pkwy (West)
Kiawah Island Pkwy (East)

Lat/Long

32.596304°, -80.126977°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound Beachwalker Dr			
	Left 11.1	Right 11.2	U-Turn 11.3	App Total
0900 - 0915	10	18	0	28
0915 - 0930	7	18	0	25
0930 - 0945	6	20	0	26
0945 - 1000	13	29	0	42
Hourly Total	36	85	0	121
1000 - 1015	12	28	0	40
1015 - 1030	8	16	0	24
1030 - 1045	15	20	0	35
1045 - 1100	11	14	0	25
Hourly Total	46	78	0	124
Grand Total	82	163	0	245
Approach %	33.47	66.53	0.00	-
Intersection %	3.70	7.35	0.00	11.04
PHF	0.73	0.82	0.00	0.79

Eastbound Kiawah Island Pkwy (West)				Westbound Kiawah Island Pkwy (East)				Int Total
Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	
146	22	0	168	4	54	0	58	254
138	24	0	162	7	81	0	88	275
120	31	2	153	16	90	2	108	287
127	32	0	159	7	103	1	111	312
531	109	2	642	34	328	3	365	1128
92	33	0	125	10	107	0	117	282
111	25	1	137	11	96	2	109	270
92	20	0	112	10	105	1	116	263
105	20	0	125	22	103	1	126	276
400	98	1	499	53	411	4	468	1091
931	207	3	1141	87	739	7	833	2219
81.60	18.14	0.26	-	10.44	88.72	0.84	-	-
41.96	9.33	0.14	51.42	3.92	33.30	0.32	37.54	-
0.86	0.91	0.25	0.92	0.63	0.89	0.38	0.91	0.93

1500 - 1700 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME	Northbound Beachwalker Dr			
	Left 11.1	Right 11.2	U-Turn 11.3	App Total
1500 - 1515	15	12	0	27
1515 - 1530	20	8	0	28
1530 - 1545	34	16	0	50
1545 - 1600	29	8	0	37
Hourly Total	98	44	0	142
1600 - 1615	33	20	0	53
1615 - 1630	28	9	0	37
1630 - 1645	22	8	0	30
1645 - 1700	25	6	0	31
Hourly Total	108	43	0	151
Grand Total	206	87	0	293
Approach %	70.31	29.69	0.00	-
Intersection %	9.00	3.80	0.00	12.81
PHF	0.91	0.66	0.00	0.83

Eastbound Kiawah Island Pkwy (West)				Westbound Kiawah Island Pkwy (East)				Int Total
Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	
77	12	1	90	10	133	0	143	260
106	13	0	119	11	127	1	139	286
92	11	0	103	24	132	1	157	310
74	15	0	89	12	150	5	167	293
349	51	1	401	57	542	7	606	1149
84	12	0	96	14	134	1	149	298
85	14	0	99	13	144	0	157	293
81	10	0	91	13	146	0	159	280
76	11	0	87	18	131	1	150	268
326	47	0	373	58	555	2	615	1139
675	98	1	774	115	1097	9	1221	2288
87.21	12.66	0.13	-	9.42	89.84	0.74	-	-
29.50	4.28	0.04	33.83	5.03	47.95	0.39	53.37	-
0.91	0.87	0.00	0.94	0.66	0.93	0.35	0.94	0.96

Classified Turn Movement Count || Passenger Vehicles (1-3)



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Kiawah Island, SC

Site 11 of 12

Beachwalker Dr

Kiawah Island Pkwy (West)
Kiawah Island Pkwy (East)

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.596304°, -80.126977°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

Northbound				
Beachwalker Dr				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total
0900 - 0915	9	16	0	25
0915 - 0930	7	17	0	24
0930 - 0945	6	19	0	25
0945 - 1000	12	28	0	40
Hourly Total	34	80	0	114
1000 - 1015	12	27	0	39
1015 - 1030	8	15	0	23
1030 - 1045	15	17	0	32
1045 - 1100	11	12	0	23
Hourly Total	46	71	0	117
Grand Total	80	151	0	231
Approach %	34.63	65.37	0.00	-
Intersection %	3.84	7.24	0.00	11.08

Eastbound				Westbound				
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
138	22	0	160	4	47	0	51	236
132	23	0	155	7	79	0	86	265
115	31	2	148	15	89	2	106	279
116	30	0	146	7	99	1	107	293
501	106	2	609	33	314	3	350	1073
87	32	0	119	9	102	0	111	269
100	23	1	124	11	92	2	105	252
85	19	0	104	9	94	1	104	240
93	19	0	112	21	94	1	116	251
365	93	1	459	50	382	4	436	1012
866	199	3	1068	83	696	7	786	2085
81.09	18.63	0.28	-	10.56	88.55	0.89	-	-
41.53	9.54	0.14	51.22	3.98	33.38	0.34	37.70	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

Northbound				
Beachwalker Dr				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total
1500 - 1515	15	11	0	26
1515 - 1530	19	8	0	27
1530 - 1545	32	16	0	48
1545 - 1600	29	8	0	37
Hourly Total	95	43	0	138
1600 - 1615	33	18	0	51
1615 - 1630	28	8	0	36
1630 - 1645	20	7	0	27
1645 - 1700	25	6	0	31
Hourly Total	106	39	0	145
Grand Total	201	82	0	283
Approach %	71.02	28.98	0.00	-
Intersection %	9.18	3.75	0.00	12.93

Eastbound				Westbound				
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
73	11	1	85	10	122	0	132	243
103	13	0	116	9	123	1	133	276
90	10	0	100	23	123	1	147	295
72	14	0	86	10	142	2	154	277
338	48	1	387	52	510	4	566	1091
79	10	0	89	14	127	1	142	282
85	13	0	98	13	137	0	150	284
80	10	0	90	13	139	0	152	269
76	10	0	86	18	127	1	146	263
320	43	0	363	58	530	2	590	1098
658	91	1	750	110	1040	6	1156	2189
87.73	12.13	0.13	-	9.52	89.97	0.52	-	-
30.06	4.16	0.05	34.26	5.03	47.51	0.27	52.81	-

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Kiawah Island, SC

Site 11 of 12

Beachwalker Dr

Kiawah Island Pkwy (West)
Kiawah Island Pkwy (East)

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.596304°, -80.126977°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

Northbound				
Beachwalker Dr				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total
0900 - 0915	1	1	0	2
0915 - 0930	0	1	0	1
0930 - 0945	0	1	0	1
0945 - 1000	1	1	0	2
Hourly Total	2	4	0	6
1000 - 1015	0	1	0	1
1015 - 1030	0	1	0	1
1030 - 1045	0	2	0	2
1045 - 1100	0	2	0	2
Hourly Total	0	6	0	6
Grand Total	2	10	0	12
Approach %	16.67	83.33	0.00	-
Intersection %	1.64	8.20	0.00	9.84

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
6	0	0	6	0	7	0	7	
6	1	0	7	0	2	0	2	10
5	0	0	5	1	1	0	2	8
10	2	0	12	0	4	0	4	18
27	3	0	30	1	14	0	15	51
5	1	0	6	1	5	0	6	13
9	2	0	11	0	4	0	4	16
6	1	0	7	0	10	0	10	19
11	1	0	12	0	9	0	9	23
31	5	0	36	1	28	0	29	71
58	8	0	66	2	42	0	44	122
87.88	12.12	0.00	-	4.55	95.45	0.00	-	-
47.54	6.56	0.00	54.10	1.64	34.43	0.00	36.07	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

Northbound				
Beachwalker Dr				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total
1500 - 1515	0	1	0	1
1515 - 1530	1	0	0	1
1530 - 1545	2	0	0	2
1545 - 1600	0	0	0	0
Hourly Total	3	1	0	4
1600 - 1615	0	2	0	2
1615 - 1630	0	1	0	1
1630 - 1645	2	0	0	2
1645 - 1700	0	0	0	0
Hourly Total	2	3	0	5
Grand Total	5	4	0	9
Approach %	55.56	44.44	0.00	-
Intersection %	6.85	5.48	0.00	12.33

Eastbound				Westbound				Int Total
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
3	1	0	4	0	9	0	9	
2	0	0	2	2	2	0	4	7
2	1	0	3	1	4	0	5	10
1	1	0	2	1	5	2	8	10
8	3	0	11	4	20	2	26	41
4	2	0	6	0	5	0	5	13
0	0	0	0	0	7	0	7	8
1	0	0	1	0	3	0	3	6
0	1	0	1	0	4	0	4	5
5	3	0	8	0	19	0	19	32
13	6	0	19	4	39	2	45	73
68.42	31.58	0.00	-	8.89	86.67	4.44	-	-
17.81	8.22	0.00	26.03	5.48	53.42	2.74	61.64	-

Classified Turn Movement Count || Combination Trucks (8-13)



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Kiawah Island, SC

Site 11 of 12

Beachwalker Dr

Kiawah Island Pkwy (West)
Kiawah Island Pkwy (East)

Date

23 September 2021

Lat/Long

32.596304°, -80.126977°

Weather

Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

Northbound				
Beachwalker Dr				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total
0900 - 0915	0	1	0	1
0915 - 0930	0	0	0	0
0930 - 0945	0	0	0	0
0945 - 1000	0	0	0	0
Hourly Total	0	1	0	1
1000 - 1015	0	0	0	0
1015 - 1030	0	0	0	0
1030 - 1045	0	1	0	1
1045 - 1100	0	0	0	0
Hourly Total	0	1	0	1
Grand Total	0	2	0	2
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	16.67	0.00	16.67

Eastbound				Westbound				
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
2	0	0	2	0	0	0	0	3
0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0	1
3	0	0	3	0	0	0	0	4
0	0	0	0	0	0	0	0	0
2	0	0	2	0	0	0	0	2
1	0	0	1	1	1	0	2	4
1	0	0	1	1	0	0	1	2
4	0	0	4	2	1	0	3	8
7	0	0	7	2	1	0	3	12
100.00	0.00	0.00	-	66.67	33.33	0.00	-	-
58.33	0.00	0.00	58.33	16.67	8.33	0.00	25.00	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

Northbound				
Beachwalker Dr				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total
1500 - 1515	0	0	0	0
1515 - 1530	0	0	0	0
1530 - 1545	0	0	0	0
1545 - 1600	0	0	0	0
Hourly Total	0	0	0	0
1600 - 1615	0	0	0	0
1615 - 1630	0	0	0	0
1630 - 1645	0	1	0	1
1645 - 1700	0	0	0	0
Hourly Total	0	1	0	1
Grand Total	0	1	0	1
Approach %	0.00	100.00	0.00	-
Intersection %	0.00	3.85	0.00	3.85

Eastbound				Westbound				
Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
1	0	0	1	0	2	0	2	3
1	0	0	1	0	2	0	2	3
0	0	0	0	0	5	0	5	5
1	0	0	1	1	3	1	5	6
3	0	0	3	1	12	1	14	17
1	0	0	1	0	2	0	2	3
0	1	0	1	0	0	0	0	1
0	0	0	0	0	4	0	4	5
0	0	0	0	0	0	0	0	0
1	1	0	2	0	6	0	6	9
4	1	0	5	1	18	1	20	26
80.00	20.00	0.00	-	5.00	90.00	5.00	-	-
15.38	3.85	0.00	19.23	3.85	69.23	3.85	76.92	-



[Click here for Map](#)

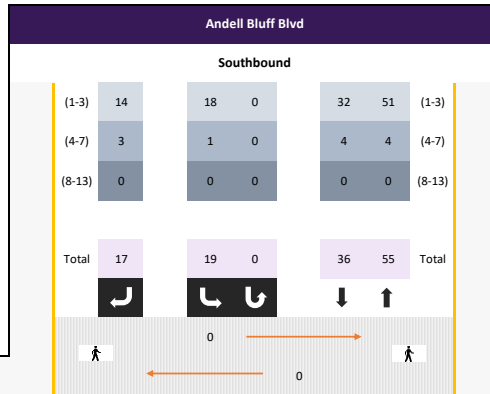
Peak Hour Turning Movement Count

Kiawah Island, SC



www.marrtraffic.com

23 September 2021	
Period	0900 - 1100
Peak Hour	1000 - 1100

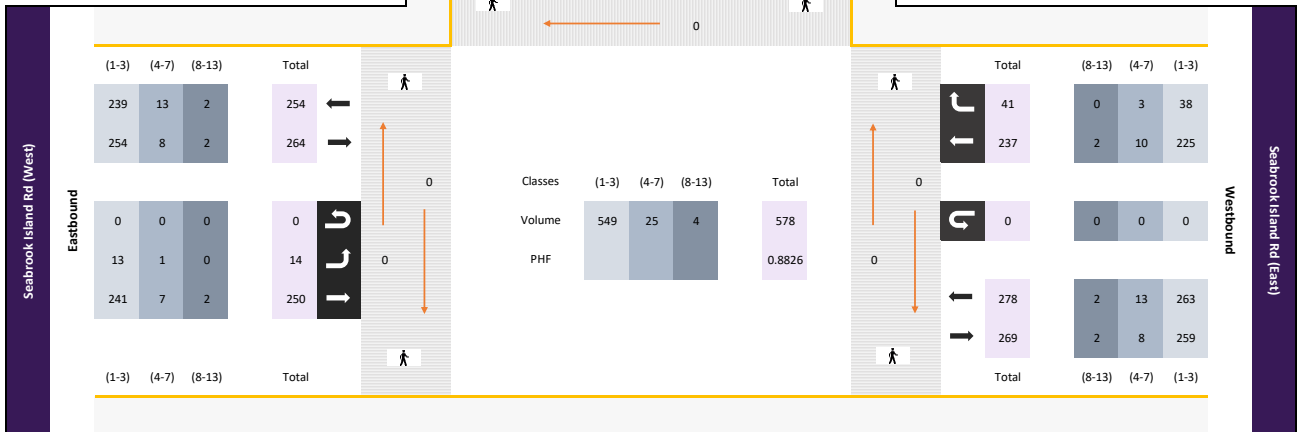


Session Parameters

(Drop Down Menu)

Peak Hour

Volume





[Click here for Map](#)

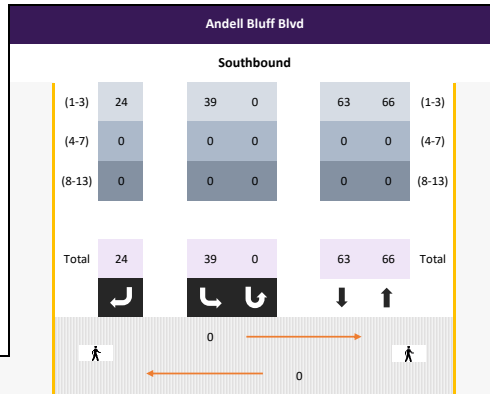
Peak Hour Turning Movement Count

Kiawah Island, SC



www.marrtraffic.com

23 September 2021	
Period	1500 - 1700
Peak Hour	1515 - 1615

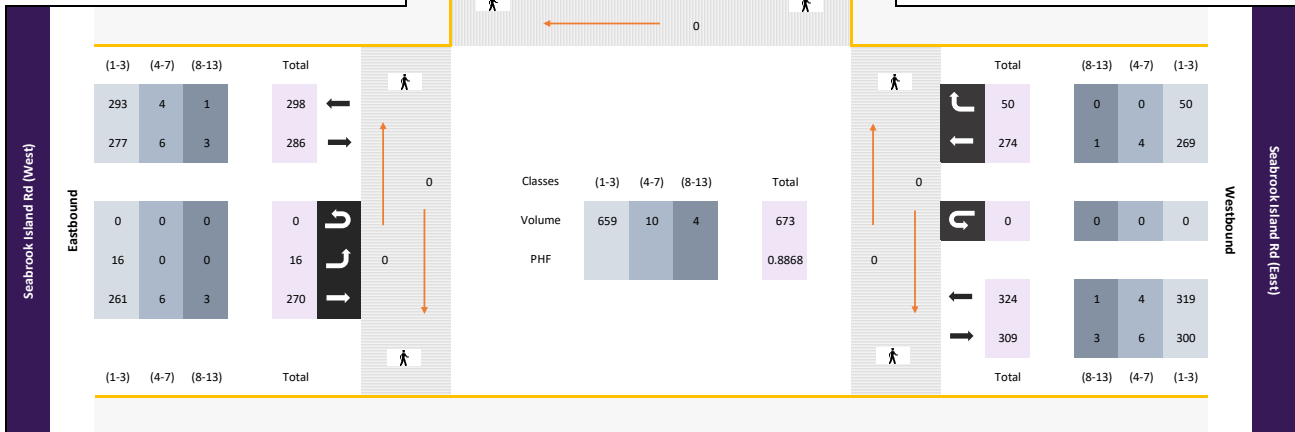


Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

Time						Southbound				Eastbound				Westbound				Int Total
						Andell Bluff Blvd				Seabrook Island Rd (West)				Seabrook Island Rd (East)				
					App Total	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
1515 - 1530	-	-	-	-	0	9	-	6	15	4	70	-	74	-	66	14	80	169
1530 - 1545	-	-	-	-	0	9	-	5	14	3	66	-	69	-	66	13	79	162
1545 - 1600	-	-	-	-	0	11	-	5	16	5	62	-	67	-	60	10	70	153
1600 - 1615	-	-	-	-	0	11	-	8	19	4	72	-	76	-	82	13	95	190
Total	0	0	0	0	0	40	0	24	64	16	270	0	286	0	274	50	324	674
Approach %	0.00	0.00	0.00	0.00	-	62.50	0.00	37.50	-	5.59	94.41	0.00	-	0.00	84.57	15.43	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.91	0.00	0.75	0.84	0.80	0.94	0.00	0.94	0.00	0.84	0.89	0.00	0.85

Bikes

Time						Southbound				Eastbound				Westbound				Int Total
						Andell Bluff Blvd				Seabrook Island Rd (West)				Seabrook Island Rd (East)				
					App Total	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
1515 - 1530	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0
1530 - 1545	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0
1545 - 1600	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0
1600 - 1615	-	-	-	-	0	1	-	0	1	0	0	-	0	-	0	0	0	1
Total	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Passenger Vehicles (1-3)

Time						Southbound				Eastbound				Westbound				Int Total
						Andell Bluff Blvd				Seabrook Island Rd (West)				Seabrook Island Rd (East)				
					App Total	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
1515 - 1530	-	-	-	-	0	9	-	6	15	4	66	-	70	-	64	14	78	163
1530 - 1545	-	-	-	-	0	9	-	5	14	3	64	-	67	-	66	13	79	160
1545 - 1600	-	-	-	-	0	11	-	5	16	5	60	-	65	-	58	10	68	149
1600 - 1615	-	-	-	-	0	10	-	8	18	4	71	-	75	-	81	13	94	187
Total	0	0	0	0	0	39	0	24	63	16	261	0	277	0	269	50	319	659
Approach %	0.00	0.00	0.00	0.00	-	61.90	0.00	38.10	-	5.78	94.22	0.00	-	0.00	84.33	15.67	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.89	0.00	0.75	0.88	0.80	0.92	0.00	0.92	0.00	0.83	0.89	0.00	0.85

Single Unit Trucks (4-7)

Time						Southbound				Eastbound				Westbound				Int Total
						Andell Bluff Blvd				Seabrook Island Rd (West)				Seabrook Island Rd (East)				
					App Total	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
1515 - 1530	-	-	-	-	0	0	-	0	0	0	3	-	3	-	2	0	2	5
1530 - 1545	-	-	-	-	0	0	-	0	0	0	1	-	1	-	0	0	0	1
1545 - 1600	-	-	-	-	0	0	-	0	0	0	1	-	1	-	1	0	1	2
1600 - 1615	-	-	-	-	0	0	-	0	0	0	1	-	1	-	1	0	1	2
Total	0	0	0	0	0	0	0	0	0	0	6	0	6	0	4	0	4	10
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	100.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.50	0.00	0.50	0.00	0.50	0.50

Combination Trucks (8-13)

Time						Southbound				Eastbound				Westbound				Int Total
						Andell Bluff Blvd				Seabrook Island Rd (West)				Seabrook Island Rd (East)				
					App Total	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
1515 - 1530	-	-	-	-	0	0	-	0	0	0	1	-	1	-	0	0	0	1
1530 - 1545	-	-	-	-	0	0	-	0	0	0	1	-	1	-	0	0	0	1
1545 - 1600	-	-	-	-	0	0	-	0	0	0	1	-	1	-	1	0	1	2
1600 - 1615	-	-	-	-	0	0	-	0	0	0	0	-	0	-	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	100.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.75	0.00	0.25	0.00	0.25	0.50

Pedestrians

Time						Southbound				Eastbound				Westbound				Int Total
						Andell Bluff Blvd				Seabrook Island Rd (West)				Seabrook Island Rd (East)				
					App Total	EB 12c	WB 12d		App Total	NB 12e	SB 12f		App Total	NB 12g	SB 12h		App Total	
1515 - 1530	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
1530 - 1545	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
1545 - 1600	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
1600 - 1615	-	-	-	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Classified Turn Movement Count || All vehicles



Kiawah Island, SC

www.marrtraffic.com

Site 12 of 12

Date

23 September 2021

Weather

Fair
70°F

Andell Bluff Blvd
Seabrook Island Rd (West)
Seabrook Island Rd (East)

Lat/Long

32.604112°, -80.155435°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME
0900 - 0915
0915 - 0930
0930 - 0945
0945 - 1000
Hourly Total
1000 - 1015
1015 - 1030
1030 - 1045
1045 - 1100
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				Int
Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
5	2	0	7	1	59	0	60	64	5	0	69	136
3	3	0	6	5	57	0	62	61	8	0	69	137
3	4	0	7	1	61	0	62	47	14	0	61	130
5	1	0	6	4	65	0	69	56	8	0	64	139
16	10	0	26	11	242	0	253	228	35	0	263	542
5	5	0	10	2	56	0	58	64	8	0	72	140
4	8	0	12	4	69	0	73	65	14	0	79	164
5	2	0	7	7	49	0	56	44	12	0	56	119
5	3	0	8	1	76	0	77	64	7	0	71	156
19	18	0	37	14	250	0	264	237	41	0	278	579
35	28	0	63	25	492	0	517	465	76	0	541	1121
55.56	44.44	0.00	-	4.84	95.16	0.00	-	85.95	14.05	0.00	-	
3.12	2.50	0.00	5.62	2.23	43.89	0.00	46.12	41.48	6.78	0.00	48.26	
0.95	0.56	0.00	0.77	0.50	0.82	0.00	0.86	0.91	0.73	0.00	0.88	0.88

1500 - 1700 (Weekday 2h Session) (09-23-2021)

All vehicles

TIME
1500 - 1515
1515 - 1530
1530 - 1545
1545 - 1600
Hourly Total
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
Grand Total
Approach %
Intersection %
PHF

Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				Int
Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
12	3	0	15	6	70	0	76	71	8	0	79	170
9	6	0	15	4	70	0	74	66	14	0	80	169
9	5	0	14	3	66	0	69	66	13	0	79	162
11	5	0	16	5	62	0	67	60	10	0	70	153
41	19	0	60	18	268	0	286	263	45	0	308	654
11	8	0	19	4	72	0	76	82	13	0	95	190
11	4	0	15	8	47	0	55	64	6	0	70	140
10	2	0	12	3	73	0	76	62	11	0	73	161
13	5	0	18	6	54	0	60	62	12	0	74	152
45	19	0	64	21	246	0	267	270	42	0	312	643
86	38	0	124	39	514	0	553	533	87	0	620	1297
69.35	30.65	0.00	-	7.05	92.95	0.00	-	85.97	14.03	0.00	-	
6.63	2.93	0.00	9.56	3.01	39.63	0.00	42.64	41.09	6.71	0.00	47.80	
0.91	0.75	0.00	0.84	0.80	0.94	0.00	0.94	0.84	0.89	0.00	0.85	0.89

Classified Turn Movement Count || Bikes



Kiawah Island, SC

www.marrtraffic.com

Site 12 of 12

Date

23 September 2021

Weather

Fair
70°F

Andell Bluff Blvd
Seabrook Island Rd (West)
Seabrook Island Rd (East)

Lat/Long

32.604112°, -80.155435°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Bikes

TIME
0900 - 0915
0915 - 0930
0930 - 0945
0945 - 1000
Hourly Total
1000 - 1015
1015 - 1030
1030 - 1045
1045 - 1100
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				Int Total
Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	1	2	0	0	2	0	0	0	0	3
0	1	0	1	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	2	0	2	2	0	0	2	0	0	0	0	4
0	1	0	1	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	1	0	0	0	0	0	0	0	0	1
0	3	0	3	2	0	0	2	0	0	0	0	5
0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
0.00	60.00	0.00	60.00	40.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Bikes

TIME
1500 - 1515
1515 - 1530
1530 - 1545
1545 - 1600
Hourly Total
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				Int Total
Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
0	1	0	1	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	1	0	1	0	0	0	0	0	0	0	0	1
1	0	0	1	0	0	0	0	0	0	0	0	1
0	0	0	0	2	0	0	2	0	0	0	0	2
0	0	0	0	0	0	0	0	0	0	0	0	0
1	0	0	1	0	0	0	0	0	1	0	1	2
2	0	0	2	2	0	0	2	0	1	0	1	5
2	1	0	3	2	0	0	2	0	1	0	1	6
66.67	33.33	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
33.33	16.67	0.00	50.00	33.33	0.00	0.00	33.33	0.00	16.67	0.00	16.67	

Classified Turn Movement Count || Passenger Vehicles (1-3)



Kiawah Island, SC

www.marrtraffic.com

Site 12 of 12

Date

23 September 2021

Weather

Fair
70°F

Andell Bluff Blvd
Seabrook Island Rd (West)
Seabrook Island Rd (East)

Lat/Long

32.604112°, -80.155435°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME
0900 - 0915
0915 - 0930
0930 - 0945
0945 - 1000
Hourly Total
1000 - 1015
1015 - 1030
1030 - 1045
1045 - 1100
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound					
Andell Bluff Blvd				Seabrook Island Rd (West)				Seabrook Island Rd (East)					
Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total	
5	2	0	7	1	57	0	58	60	4	0	64	129	
2	2	0	4	3	56	0	59	57	7	0	64	127	
3	3	0	6	1	60	0	61	45	13	0	58	125	
5	0	0	5	4	63	0	67	53	8	0	61	133	
Hourly Total	7	0	22	9	236	0	245	215	32	0	247	514	
1000 - 1015	4	0	9	1	54	0	55	61	8	0	69	133	
1015 - 1030	6	0	10	4	66	0	70	62	12	0	74	154	
1030 - 1045	2	0	6	7	47	0	54	42	11	0	53	113	
1045 - 1100	2	0	7	1	74	0	75	60	7	0	67	149	
Hourly Total	14	0	32	13	241	0	254	225	38	0	263	549	
Grand Total	33	21	0	54	22	477	0	499	440	70	0	510	1063
Approach %	61.11	38.89	0.00	-	4.41	95.59	0.00	-	86.27	13.73	0.00	-	
Intersection %	3.10	1.98	0.00	5.08	2.07	44.87	0.00	46.94	41.39	6.59	0.00	47.98	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Passenger Vehicles (1-3)

TIME
1500 - 1515
1515 - 1530
1530 - 1545
1545 - 1600
Hourly Total
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
Grand Total
Approach %
Intersection %

Southbound				Eastbound				Westbound					
Andell Bluff Blvd				Seabrook Island Rd (West)				Seabrook Island Rd (East)					
Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total	
12	2	0	14	6	66	0	72	69	8	0	77	163	
9	6	0	15	4	66	0	70	64	14	0	78	163	
9	5	0	14	3	64	0	67	66	13	0	79	160	
11	5	0	16	5	60	0	65	58	10	0	68	149	
Hourly Total	18	0	59	18	256	0	274	257	45	0	302	635	
1600 - 1615	8	0	18	4	71	0	75	81	13	0	94	187	
1615 - 1630	4	0	14	6	45	0	51	63	6	0	69	134	
1630 - 1645	2	0	12	3	70	0	73	62	11	0	73	158	
1645 - 1700	5	0	17	6	52	0	58	61	11	0	72	147	
Hourly Total	19	0	61	19	238	0	257	267	41	0	308	626	
Grand Total	83	37	0	120	37	494	0	531	524	86	0	610	1261
Approach %	69.17	30.83	0.00	-	6.97	93.03	0.00	-	85.90	14.10	0.00	-	
Intersection %	6.58	2.93	0.00	9.52	2.93	39.18	0.00	42.11	41.55	6.82	0.00	48.37	

Classified Turn Movement Count || Single Unit Trucks (4-7)



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Kiawah Island, SC

Site 12 of 12

Andell Bluff Blvd
Seabrook Island Rd (West)
Seabrook Island Rd (East)

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.604112°, -80.155435°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME
0900 - 0915
0915 - 0930
0930 - 0945
0945 - 1000
Hourly Total
1000 - 1015
1015 - 1030
1030 - 1045
1045 - 1100
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				Int Total
Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
0	0	0	0	0	2	0	2	3	1	0	4	6
1	0	0	1	0	1	0	1	3	1	0	4	6
0	0	0	0	0	0	0	0	2	1	0	3	3
0	1	0	1	0	2	0	2	3	0	0	3	6
1	1	0	2	0	5	0	5	11	3	0	14	21
0	0	0	0	1	2	0	3	3	0	0	3	6
0	2	0	2	0	2	0	2	3	2	0	5	9
1	0	0	1	0	2	0	2	2	1	0	3	6
0	1	0	1	0	1	0	1	2	0	0	2	4
1	3	0	4	1	7	0	8	10	3	0	13	25
2	4	0	6	1	12	0	13	21	6	0	27	46
33.33	66.67	0.00	-	7.69	92.31	0.00	-	77.78	22.22	0.00	-	-
4.35	8.70	0.00	13.04	2.17	26.09	0.00	28.26	45.65	13.04	0.00	58.70	-

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Single Unit Trucks (4-7)

TIME
1500 - 1515
1515 - 1530
1530 - 1545
1545 - 1600
Hourly Total
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				Int Total
Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
0	0	0	0	0	4	0	4	2	0	0	2	6
0	0	0	0	0	3	0	3	2	0	0	2	5
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	9	0	9	5	0	0	5	14
0	0	0	0	0	1	0	1	1	0	0	1	2
1	0	0	1	0	2	0	2	1	0	0	1	4
0	0	0	0	0	2	0	2	0	0	0	0	2
0	0	0	0	0	2	0	2	1	0	0	1	3
1	0	0	1	0	7	0	7	3	0	0	3	11
1	0	0	1	0	16	0	16	8	0	0	8	25
100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	-
4.00	0.00	0.00	4.00	0.00	64.00	0.00	64.00	32.00	0.00	0.00	32.00	-

Classified Turn Movement Count || Combination Trucks (8-13)



Kiawah Island, SC

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Site 12 of 12

Andell Bluff Blvd
Seabrook Island Rd (West)
Seabrook Island Rd (East)

Date

23 September 2021

Weather

Fair
70°F

Lat/Long

32.604112°, -80.155435°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME
0900 - 0915
0915 - 0930
0930 - 0945
0945 - 1000
Hourly Total
1000 - 1015
1015 - 1030
1030 - 1045
1045 - 1100
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				Int Total
Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
0	0	0	0	0	0	0	0	1	0	0	1	1
0	0	0	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	2	0	0	2	3
0	0	0	0	0	2	0	2	2	0	0	2	4
0	0	0	0	0	3	0	3	4	0	0	4	7
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	42.86	0.00	42.86	57.14	0.00	0.00	57.14	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Combination Trucks (8-13)

TIME
1500 - 1515
1515 - 1530
1530 - 1545
1545 - 1600
Hourly Total
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
Grand Total
Approach %
Intersection %

Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				Int Total
Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	1	0	1	1	0	0	1	2
0	0	0	0	0	3	0	3	1	0	0	1	4
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1	0	0	0	0	1
0	0	0	0	0	4	0	4	1	0	0	1	5
0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
0.00	0.00	0.00	0.00	0.00	80.00	0.00	80.00	20.00	0.00	0.00	20.00	

Pedestrian Count || All vehicles



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Kiawah Island, SC

Site 12 of 12

Andell Bluff Blvd
 Seabrook Island Rd (West)
 Seabrook Island Rd (East)

Date

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Weather

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 70°F

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32.604112°, -80.155435°

0900 - 1100 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME
0900 - 0915
0915 - 0930
0930 - 0945
0945 - 1000
Hourly Total
1000 - 1015
1015 - 1030
1030 - 1045
1045 - 1100
Hourly Total
Grand Total
Approach %
Intersection %

Southbound			Eastbound			Westbound			App Total	Int Total
Andell Bluff Blvd		App Total	Seabrook Island Rd (West)		App Total	Seabrook Island Rd (East)				
EB 12c	WB 12d		NB 12e	SB 12f		NB 12g	SB 12h			
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	-	-
0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)

Pedestrians

TIME
1500 - 1515
1515 - 1530
1530 - 1545
1545 - 1600
Hourly Total
1600 - 1615
1615 - 1630
1630 - 1645
1645 - 1700
Hourly Total
Grand Total
Approach %
Intersection %

Southbound			Eastbound			Westbound			App Total	Int Total
Andell Bluff Blvd		App Total	Seabrook Island Rd (West)		App Total	Seabrook Island Rd (East)				
EB 12c	WB 12d		NB 12e	SB 12f		NB 12g	SB 12h			
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	1	0	1	0	0	0	1
0	0	0	0	0	1	1	0	0	0	1
0	0	0	0	1	1	2	0	0	0	2
0	0	0	1	1	2	0	0	0	0	2
0.00	0.00	-	50.00	50.00	-	0.00	0.00	-	-	-
0.00	0.00	0.00	50.00	50.00	100.00	0.00	0.00	0.00	0.00	

Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Seabrook Island Road/Kiawah Island Pkwy at S-10-20 Besty Kerrison Pkwy/Village Green Lane
COUNT DATE: September 23, 2021
AM PEAK HOUR FACTOR: 0.96 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.93 **PM FUTURE PEAK HOUR FACTOR:** 0.93

AM Peak Hour

AM 2021 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	131	63	68	0	6	43	257	0	52	41	6	0	539	140	167
AM Volume Balancing	0	7	0	0	0	2	9	56	0	3	0	0	0	0	0	20
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM 2021 EXISTING TRAFFIC	0	138	63	68	0	8	52	313	0	55	41	6	0	539	140	187
AM Heavy Vehicle Percentage	2%	2%	5%	1%	2%	50%	14%	4%	2%	2%	20%	33%	2%	5%	6%	5%
AM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2026 NO-BUILD TRAFFIC GROWTH	0	7	3	3	0	0	3	16	0	3	2	0	0	27	7	10
AM 2026 NO-BUILD TRAFFIC (No AD)	0	145	66	71	0	8	55	329	0	58	43	6	0	566	147	197
AM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2036 NO-BUILD TRAFFIC GROWTH	0	22	10	11	0	1	8	50	0	9	7	1	0	87	23	30
AM 2036 NO-BUILD TRAFFIC (No AD)	0	160	73	79	0	9	60	363	0	64	48	7	0	626	163	217
Approved Development 1: Andell West			36				42	43								37
Approved Development 2: Kiawah Hotel						3		14				4				21
Approved Development 3: MUSC		10	2					7								35
Approved Development 4: Senior Living		3	7	1				5			1					2
Approved Development 5: Timber						3		15				2				7
Approved Development 6: Bohicket Marina	0	0	17	4	0	0	25	26	0	6	0	0	0	0	16	0
Approved Development 7: Resurrection Health	0	64	0	0	0	0	0	161	0	0	0	0	0	0	45	0
20% Modal Reduction	0	-15	-12	-1	0	-1	-16	-52	0	-1	0	-1	0	-25	0	-11
2026 AM APPROVED DEVELOPMENT TRAFFIC	0	62	50	4	0	5	63	207	0	6	0	5	0	101	0	44
Approved Development 8: Lot A	0	23	0	0	0	0	0	45	0	0	0	0	0	0	37	0
Approved Development 9: Lot B	0	0	29	0	0	0	38	75	0	0	0	0	0	0	57	0
Approved Development 10: Lot C	0	94	94	0	0	0	70	0	0	0	0	0	0	0	0	70
20% Modal Reduction	0	-23	-25	0	0	0	-22	-24	0	0	0	0	0	-19	0	-18
2036 AM APPROVED DEVELOPMENT TRAFFIC	0	94	98	0	0	0	86	96	0	0	0	0	0	75	0	70
AM 2036 NO-BUILD TRAFFIC	0	222	123	83	0	14	123	570	0	70	48	12	0	727	163	261
AM 2026 BUILD-OUT TRAFFIC	0	207	116	75	0	13	118	536	0	64	43	11	0	667	147	241
AM 2036 BUILD-OUT TRAFFIC	0	315	221	83	0	14	210	666	0	70	48	12	0	802	163	331

PM Peak Hour

PM 2021 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	196	48	62	0	10	54	608	0	67	121	15	0	237	126	194
PM Volume Balancing	0	0	4	0	0	0	6	37	0	0	0	5	0	25	0	5
PM 2021 EXISTING TRAFFIC	0	196	52	62	0	10	60	645	0	67	121	20	0	262	126	199
PM Heavy Vehicle Percentage	2%	2%	4%	5%	2%	50%	2%	4%	2%	2%	9%	2%	2%	4%	3%	2%
PM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2026 NO-BUILD TRAFFIC GROWTH	0	10	3	3	0	1	3	33	0	3	6	1	0	13	6	10
PM 2026 NO-BUILD TRAFFIC (No AD)	0	206	55	65	0	11	63	678	0	70	127	21	0	275	132	209
PM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2036 NO-BUILD TRAFFIC GROWTH	0	32	8	10	0	2	10	104	0	11	19	3	0	42	20	32
PM 2036 NO-BUILD TRAFFIC (No AD)	0	228	60	72	0	12	70	749	0	78	140	23	0	304	146	231
Approved Development 1: Andell West	0	0	72	0	0	0	68	69	0	0	0	0	0	72	0	0
Approved Development 2: Kiawah Hotel	0	0	0	0	0	4	0	21	0	0	0	5	0	21	0	0
Approved Development 3: MUSC	0	40	9	0	0	0	3	0	0	0	0	0	0	0	0	16
Approved Development 4: Senior Living	0	3	7	1	0	0	8	0	0	2	0	0	0	0	0	3
Approved Development 5: Timber	0	0	0	0	0	2	0	12	0	0	0	2	0	12	0	0
Approved Development 6: Bohicket Marina	0	0	18	4	0	0	15	15	0	4	0	0	0	18	0	0
Approved Development 7: Resurrection Health	0	38	0	0	0	0	0	95	0	0	0	0	0	243	0	97
20% Modal Reduction	0	-16	-21	-1	0	-1	-19	-42	0	-1	0	-1	0	-73	0	-23
2026 PM APPROVED DEVELOPMENT TRAFFIC	0	65	85	4	0	5	75	170	0	5	0	6	0	293	0	93
Approved Development 8: Lot A	0	14	0	0	0	0	0	28	0	0	0	0	0	23	0	12
Approved Development 9: Lot B	0	0	34	0	0	0	28	55	0	0	0	0	0	68	0	0
Approved Development 10: Lot C	0	89	89	0	0	0	117	0	0	0	0	0	0	0	0	117
20% Modal Reduction	0	-21	-25	0	0	0	-29	-17	0	0	0	0	0	-18	0	-26
2036 PM APPROVED DEVELOPMENT TRAFFIC	0	82	98	0	0	0	116	66	0	0	0	0	0	73	0	103
PM 2036 NO-BUILD TRAFFIC	0	293	145	76	0	17	145	919	0	83	140	29	0	597	146	324
PM 2026 BUILD-OUT TRAFFIC	0	271	140	69	0	16	138	848	0	75	127	27	0	568	132	302
PM 2036 BUILD-OUT TRAFFIC	0	375	243	76	0	17	261	985	0	83	140	29	0	670	146	427

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: S-10-20 Betsy Kerrison Pkwy at Driveway (Town Hall)
COUNT DATE: September 23, 2021
AM PEAK HOUR FACTOR: 0.93 AM FUTURE PEAK HOUR FACTOR: 0.93
PM PEAK HOUR FACTOR: 0.92 PM FUTURE PEAK HOUR FACTOR: 0.92

AM Peak Hour																
AM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹	0	0	0	0	0	5	0	0	0	0	421	3	0	8	840	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	67	1	0	0	21	0
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM 2021 EXISTING TRAFFIC	0	0	0	0	0	5	0	0	0	0	488	4	0	8	861	0
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	6%	2%
AM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2026 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	25	0	0	0	44	0
AM 2026 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	5	0	0	0	0	513	4	0	8	905	0
AM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2036 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	1	0	0	0	0	79	1	0	1	139	0
AM 2036 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	6	0	0	0	0	567	5	0	9	1,000	0
Approved Development 1: Andell West											43				37	
Approved Development 2: Kiawah Hotel											14				21	
Approved Development 3: MUSC											10				35	
Approved Development 4: Senior Living											3				2	
Approved Development 5: Timber											15				7	
Approved Development 6: Bohicket Marina	0	24	0	16	0	0	0	0	0	26	0	0	0	0	0	39
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	0	225	0	0	0	63	0
20% Modal Reduction	0	-5	0	-3	0	0	0	0	0	-5	-62	0	0	0	-33	-8
2026 AM APPROVED DEVELOPMENT TRAFFIC	0	19	0	13	0	0	0	0	0	21	248	0	0	0	132	31
Approved Development 8: Lot A	0	0	0	0	0	0	0	0	0	0	68	0	0	0	55	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	0	75	0	0	0	57	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	0	94	0	0	0	70	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-47	0	0	0	-36	0
2036 AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	190	0	0	0	146	0
AM 2036 NO-BUILD TRAFFIC	0	19	0	13	0	6	0	0	0	21	815	5	0	9	1,132	31
AM 2026 BUILD-OUT TRAFFIC	0	19	0	13	0	5	0	0	0	21	761	4	0	8	1,037	31
AM 2036 BUILD-OUT TRAFFIC	0	19	0	13	0	6	0	0	0	21	1,005	5	0	9	1,278	31

PM Peak Hour																
PM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹	0	0	0	0	0	4	0	14	0	0	938	3	0	2	529	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	21	0	0	0	54	0
PM 2021 EXISTING TRAFFIC	0	0	0	0	0	4	0	14	0	0	959	3	0	2	583	0
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	75%	2%	2%	2%	2%	4%	2%	2%	50%	3%	2%
PM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2026 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	1	0	0	49	0	0	0	30	0
PM 2026 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	4	0	15	0	0	1,008	3	0	2	613	0
PM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2036 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	1	0	2	0	0	154	0	0	0	94	0
PM 2036 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	5	0	16	0	0	1,113	3	0	2	677	0
Approved Development 1: Andell West	0	0	0	0	0	0	0	0	0	0	69	0	0	0	72	0
Approved Development 2: Kiawah Hotel	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	0
Approved Development 3: MUSC	0	0	0	0	0	0	0	0	0	0	40	0	0	0	16	0
Approved Development 4: Senior Living	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
Approved Development 5: Timber	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0
Approved Development 6: Bohicket Marina	0	27	0	18	0	0	0	0	0	20	-5	0	0	0	-9	31
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	0	133	0	0	0	340	0
20% Modal Reduction	0	-5	0	-4	0	0	0	0	0	-4	-55	0	0	0	-91	-6
2026 PM APPROVED DEVELOPMENT TRAFFIC	0	22	0	14	0	0	0	0	0	16	218	0	0	0	364	25
Approved Development 8: Lot A	0	0	0	0	0	0	0	0	0	0	43	0	0	0	35	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	0	55	0	0	0	68	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	0	89	0	0	0	117	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-37	0	0	0	-44	0
2036 PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	150	0	0	0	176	0
PM 2036 NO-BUILD TRAFFIC	0	22	0	14	0	5	0	16	0	16	1,331	3	0	2	1,041	25
PM 2026 BUILD-OUT TRAFFIC	0	22	0	14	0	4	0	15	0	16	1,226	3	0	2	977	25
PM 2036 BUILD-OUT TRAFFIC	0	22	0	14	0	5	0	16	0	16	1,481	3	0	2	1,217	25

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: S-10-20 Betsy Kerrison Pkwy at Driveway 2 (Andell's Bluff)
COUNT DATE: September 23, 2021
AM PEAK HOUR FACTOR: 0.92 **AM FUTURE PEAK HOUR FACTOR:** 0.92
PM PEAK HOUR FACTOR: 0.92 **PM FUTURE PEAK HOUR FACTOR:** 0.92

AM Peak Hour

AM 2021 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	1	0	2	0	0	0	0	0	1	422	0	0	0	836	1
AM Volume Balancing	0	0	0	0	0	0	0	0	0	1	64	0	0	0	31	0
Peak Season Correction Factor	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
AM 2021 EXISTING TRAFFIC	0	1	0	2	0	0	0	0	0	2	486	0	0	0	867	1
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	6%	2%
AM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2026 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	25	0	0	0	44	0
AM 2026 NO-BUILD TRAFFIC (No AD)	0	1	0	2	0	0	0	0	0	2	511	0	0	0	911	1
AM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2036 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	78	0	0	0	140	0
AM 2036 NO-BUILD TRAFFIC (No AD)	0	1	0	2	0	0	0	0	0	2	564	0	0	0	1,007	1
Approved Development 1: Andell West											43				37	
Approved Development 2: Kiawah Hotel											14				21	
Approved Development 3: MUSC											10				35	
Approved Development 4: Senior Living											3				2	
Approved Development 5: Timber											15				7	
Approved Development 6: Bohicket Marina	0	0	0	0	0	0	0	0	0	0	24	0	0	0	39	0
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	0	225	0	0	0	63	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-67	0	0	0	-41	0
2026 AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	267	0	0	0	163	0
Approved Development 8: Lot A	0	0	0	0	0	0	0	0	0	0	68	0	0	0	55	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	0	75	0	0	0	57	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	0	94	0	0	0	70	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-47	0	0	0	-36	0
2036 AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	190	0	0	0	146	0
AM 2036 NO-BUILD TRAFFIC	0	1	0	2	0	0	0	0	0	2	831	0	0	0	1,170	1
AM 2026 BUILD-OUT TRAFFIC	0	1	0	2	0	0	0	0	0	2	778	0	0	0	1,074	1
AM 2036 BUILD-OUT TRAFFIC	0	1	0	2	0	0	0	0	0	2	1,021	0	0	0	1,316	1

PM Peak Hour

PM 2021 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	3	0	3	0	0	0	0	0	2	921	0	0	1	552	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	50	0	0	0	30	0
PM 2021 EXISTING TRAFFIC	0	3	0	3	0	0	0	0	0	2	971	0	0	1	582	0
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	3%	2%
PM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2026 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	50	0	0	0	30	0
PM 2026 NO-BUILD TRAFFIC (No AD)	0	3	0	3	0	0	0	0	0	2	1,021	0	0	1	612	0
PM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2036 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	156	0	0	0	94	0
PM 2036 NO-BUILD TRAFFIC (No AD)	0	3	0	3	0	0	0	0	0	2	1,127	0	0	1	676	0
Approved Development 1: Andell West	0	0	0	0	0	0	0	0	0	0	69	0	0	0	72	0
Approved Development 2: Kiawah Hotel	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	0
Approved Development 3: MUSC	0	0	0	0	0	0	0	0	0	0	40	0	0	0	16	0
Approved Development 4: Senior Living	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
Approved Development 5: Timber	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0
Approved Development 6: Bohicket Marina	0	0	0	0	0	0	0	0	0	0	27	0	0	0	22	0
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	0	133	0	0	0	340	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-61	0	0	0	-97	0
2026 PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	244	0	0	0	389	0
Approved Development 8: Lot A	0	0	0	0	0	0	0	0	0	0	43	0	0	0	35	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	0	55	0	0	0	68	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	0	89	0	0	0	117	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-37	0	0	0	-44	0
2036 PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	150	0	0	0	176	0
PM 2036 NO-BUILD TRAFFIC	0	3	0	3	0	0	0	0	0	2	1,371	0	0	1	1,065	0
PM 2026 BUILD-OUT TRAFFIC	0	3	0	3	0	0	0	0	0	2	1,265	0	0	1	1,001	0
PM 2036 BUILD-OUT TRAFFIC	0	3	0	3	0	0	0	0	0	2	1,521	0	0	1	1,241	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: S-10-20 Betsy Kerrison Pkwy at Resurrection Rd
COUNT DATE: September 23, 2021
AM PEAK HOUR FACTOR: 0.93 **AM FUTURE PEAK HOUR FACTOR:** 0.93
PM PEAK HOUR FACTOR: 0.90 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts ¹	0	0	0	0	0	0	0	1	0	0	417	1	0	3	846	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	71	0	0	0	22	0
Peak Season Correction Factor																
AM 2021 EXISTING TRAFFIC	0	0	0	0	0	0	0	1	0	0	488	1	0	3	868	0
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	6%	2%
AM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2026 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	25	0	0	0	44	0
AM 2026 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	1	0	0	513	1	0	3	912	0
AM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2036 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	79	0	0	0	140	0
AM 2036 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	1	0	0	567	1	0	3	1,008	0
Approved Development 1: Andell West											43				37	
Approved Development 2: Kiawah Hotel											14				21	
Approved Development 3: MUSC											10				35	
Approved Development 4: Senior Living											3				2	
Approved Development 5: Timber											15				7	
Approved Development 6: Bohicket Marina	0	0	0	0	0	0	0	0	0	0	24	0	0	0	39	0
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	0	225	0	0	0	63	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-67	0	0	0	-41	0
2026 AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	267	0	0	0	163	0
Approved Development 8: Lot A	0	0	0	0	0	0	0	0	0	0	68	0	0	0	55	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	0	75	0	0	0	57	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	0	94	0	0	0	70	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-47	0	0	0	-36	0
2036 AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	190	0	0	0	146	0
AM 2036 NO-BUILD TRAFFIC	0	0	0	0	0	0	0	1	0	0	834	1	0	3	1,171	0
AM 2026 BUILD-OUT TRAFFIC	0	0	0	0	0	0	0	1	0	0	780	1	0	3	1,075	0
AM 2036 BUILD-OUT TRAFFIC	0	0	0	0	0	0	0	1	0	0	1,024	1	0	3	1,317	0

PM Peak Hour

PM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts ¹	0	0	0	0	0	2	0	2	0	0	944	1	0	10	532	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	29	0	0	0	48	0
PM 2021 EXISTING TRAFFIC	0	0	0	0	0	2	0	2	0	0	973	1	0	10	580	0
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	10%	2%	2%
PM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2026 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	50	0	0	1	30	0
PM 2026 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	2	0	2	0	0	1,023	1	0	11	610	0
PM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2036 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	157	0	0	2	93	0
PM 2036 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	2	0	2	0	0	1,130	1	0	12	673	0
Approved Development 1: Andell West	0	0	0	0	0	0	0	0	0	0	69	0	0	0	72	0
Approved Development 2: Kiawah Hotel	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	0
Approved Development 3: MUSC	0	0	0	0	0	0	0	0	0	0	40	0	0	0	16	0
Approved Development 4: Senior Living	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
Approved Development 5: Timber	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0
Approved Development 6: Bohicket Marina	0	0	0	0	0	0	0	0	0	0	27	0	0	0	22	0
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	0	133	0	0	0	340	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-61	0	0	0	-97	0
2026 PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	244	0	0	0	389	0
Approved Development 8: Lot A	0	0	0	0	0	0	0	0	0	0	43	0	0	0	35	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	0	55	0	0	0	68	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	0	89	0	0	0	117	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-37	0	0	0	-44	0
2036 PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	150	0	0	0	176	0
PM 2036 NO-BUILD TRAFFIC	0	0	0	0	0	2	0	2	0	0	1,374	1	0	12	1,062	0
PM 2026 BUILD-OUT TRAFFIC	0	0	0	0	0	2	0	2	0	0	1,267	1	0	11	999	0
PM 2036 BUILD-OUT TRAFFIC	0	0	0	0	0	2	0	2	0	0	1,524	1	0	12	1,238	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: S-10-20 Betsy Kerrison Pkwy at Camp Care Rd
COUNT DATE: September 23, 2021
AM PEAK HOUR FACTOR: 0.92 **AM FUTURE PEAK HOUR FACTOR:** 0.92
PM PEAK HOUR FACTOR: 0.91 **PM FUTURE PEAK HOUR FACTOR:** 0.91

AM Peak Hour

AM 2021 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	2	0	2	0	0	0	0	0	4	428	0	0	0	856	6
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	57	0	0	0	13	0
Peak Season Correction Factor																
AM 2021 EXISTING TRAFFIC	0	2	0	2	0	0	0	0	0	4	485	0	0	0	869	6
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	5%	2%
AM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2026 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	25	0	0	0	44	0
AM 2026 NO-BUILD TRAFFIC (No AD)	0	2	0	2	0	0	0	0	0	4	510	0	0	0	913	6
AM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2036 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	1	78	0	0	0	140	1
AM 2036 NO-BUILD TRAFFIC (No AD)	0	2	0	2	0	0	0	0	0	5	563	0	0	0	1,009	7
Approved Development 1: Andell West											43				37	
Approved Development 2: Kiawah Hotel											14				21	
Approved Development 3: MUSC											10				35	
Approved Development 4: Senior Living											3				2	
Approved Development 5: Timber											15				7	
Approved Development 6: Bohicket Marina	0	0	0	0	0	0	0	0	0	0	24	0	0	0	39	0
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	0	225	0	0	0	63	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-67	0	0	0	-41	0
2026 AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	267	0	0	0	163	0
Approved Development 8: Lot A	0	0	0	0	0	55	0	37	0	0	0	68	0	45	0	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	0	75	0	0	0	57	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	0	94	0	0	0	70	0
20% Modal Reduction	0	0	0	0	0	-11	0	-7	0	0	-34	-14	0	0	-9	-25
2036 AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	44	0	30	0	0	135	54	0	36	102	0
AM 2036 NO-BUILD TRAFFIC	0	2	0	2	0	0	0	0	0	5	830	0	0	0	1,172	7
AM 2026 BUILD-OUT TRAFFIC	0	2	0	2	0	0	0	0	0	4	777	0	0	0	1,076	6
AM 2036 BUILD-OUT TRAFFIC	0	2	0	2	0	44	0	30	0	5	965	54	0	36	1,274	7

PM Peak Hour

PM 2021 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	2	0	2	0	0	0	0	0	2	965	0	0	0	531	3
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	11	0	0	0	58	0
PM 2021 EXISTING TRAFFIC	0	2	0	2	0	0	0	0	0	2	976	0	0	0	589	3
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	3%	2%
PM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2026 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	50	0	0	0	30	0
PM 2026 NO-BUILD TRAFFIC (No AD)	0	2	0	2	0	0	0	0	0	2	1,026	0	0	0	619	3
PM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2036 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	157	0	0	0	95	0
PM 2036 NO-BUILD TRAFFIC (No AD)	0	2	0	2	0	0	0	0	0	2	1,133	0	0	0	684	3
Approved Development 1: Andell West	0	0	0	0	0	0	0	0	0	0	69	0	0	0	72	0
Approved Development 2: Kiawah Hotel	0	0	0	0	0	0	0	0	0	0	21	0	0	0	21	0
Approved Development 3: MUSC	0	0	0	0	0	0	0	0	0	0	40	0	0	0	16	0
Approved Development 4: Senior Living	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0
Approved Development 5: Timber	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	0
Approved Development 6: Bohicket Marina	0	0	0	0	0	0	0	0	0	0	27	0	0	0	22	0
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	0	133	0	0	0	340	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-61	0	0	0	-97	0
2026 PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	244	0	0	0	389	0
Approved Development 8: Lot A	0	0	0	0	0	43	0	36	0	0	-13	56	0	36	-8	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	0	55	0	0	0	68	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	0	89	0	0	0	117	0
20% Modal Reduction	0	0	0	0	0	-9	0	-7	0	0	-26	-11	0	-7	-35	0
2036 PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	34	0	29	0	2	105	45	0	29	142	0
PM 2036 NO-BUILD TRAFFIC	0	2	0	2	0	0	0	0	0	2	1,377	0	0	0	1,073	3
PM 2026 BUILD-OUT TRAFFIC	0	2	0	2	0	0	0	0	0	2	1,270	0	0	0	1,008	3
PM 2036 BUILD-OUT TRAFFIC	0	2	0	2	0	34	0	29	0	2	1,482	45	0	29	1,214	3

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Kiawah Island Pkwy(West)/(East) at Freshfields Drive
COUNT DATE: September 23, 2021
AM PEAK HOUR FACTOR: 0.97 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2021 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	487	72	0	126	292	0	0	60	0	127	0	0	0	0
AM Volume Balancing	0	0	43	6	0	8	21	0	0	0	0	0	0	0	0	0
Peak Season Correction Factor																
AM 2021 EXISTING TRAFFIC	0	0	530	78	0	134	313	0	0	60	0	127	0	0	0	0
AM Heavy Vehicle Percentage	2%	2%	7%	1%	2%	2%	7%	2%	2%	3%	2%	3%	2%	2%	2%	2%
AM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2026 NO-BUILD TRAFFIC GROWTH	0	0	27	4	0	7	16	0	0	3	0	6	0	0	0	0
AM 2026 NO-BUILD TRAFFIC (No AD)	0	0	557	82	0	141	329	0	0	63	0	133	0	0	0	0
AM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2036 NO-BUILD TRAFFIC GROWTH	0	0	85	13	0	22	50	0	0	10	0	20	0	0	0	0
AM 2036 NO-BUILD TRAFFIC (No AD)	0	0	615	91	0	156	363	0	0	70	0	147	0	0	0	0
Approved Development 1: Andell West			73				85									
Approved Development 2: Kiawah Hotel			25				12	17				16				
Approved Development 3: MUSC			2				7									
Approved Development 4: Senior Living			6	1			4			1						
Approved Development 5: Timber			9				12	18				4				
Approved Development 6: Bohicket Marina	0	0	33	0	0	0	51	0	0	0	0	0	0	0	0	0
Approved Development 7: Resurrection Health	0	0	45	0	0	0	161	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	0	-39	0	0	-5	-69	0	0	0	0	-4	0	0	0	0
2026 AM APPROVED DEVELOPMENT TRAFFIC	0	0	154	1	0	19	274	0	0	1	0	16	0	0	0	0
Approved Development 8: Lot A	0	0	37	0	0	0	45	0	0	0	0	0	0	0	0	0
Approved Development 9: Lot B	0	0	86	0	0	0	113	0	0	0	0	0	0	0	0	0
Approved Development 10: Lot C	0	0	94	0	0	0	70	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	0	-43	0	0	0	-46	0	0	0	0	0	0	0	0	0
2036 AM APPROVED DEVELOPMENT TRAFFIC	0	0	174	0	0	0	182	0	0	0	0	0	0	0	0	0
AM 2036 NO-BUILD TRAFFIC	0	0	769	92	0	175	637	0	0	71	0	163	0	0	0	0
AM 2026 BUILD-OUT TRAFFIC	0	0	711	83	0	160	603	0	0	64	0	149	0	0	0	0
AM 2036 BUILD-OUT TRAFFIC	0	0	943	92	0	175	820	0	0	71	0	163	0	0	0	0

PM Peak Hour

PM 2021 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	264	60	0	137	611	0	0	91	0	103	0	0	0	0
PM Volume Balancing	0	0	10	0	0	0	13	0	0	0	0	0	0	0	0	0
PM 2021 EXISTING TRAFFIC	0	0	274	60	0	137	624	0	0	91	0	103	0	0	0	0
PM Heavy Vehicle Percentage	2%	2%	3%	2%	2%	1%	4%	2%	2%	3%	2%	2%	2%	2%	2%	2%
PM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2026 NO-BUILD TRAFFIC GROWTH	0	0	14	3	0	7	32	0	0	5	0	5	0	0	0	0
PM 2026 NO-BUILD TRAFFIC (No AD)	0	0	288	63	0	144	656	0	0	96	0	108	0	0	0	0
PM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2036 NO-BUILD TRAFFIC GROWTH	0	0	44	10	0	22	100	0	0	15	0	17	0	0	0	0
PM 2036 NO-BUILD TRAFFIC (No AD)	0	0	318	70	0	159	724	0	0	106	0	120	0	0	0	0
Approved Development 1: Andell West	0	0	144	0	0	0	137	0	0	0	0	0	0	0	0	0
Approved Development 2: Kiawah Hotel	0	0	26	0	0	17	25	0	0	0	0	18	0	0	0	0
Approved Development 3: MUSC	0	0	9	0	0	0	3	0	0	0	0	0	0	0	0	0
Approved Development 4: Senior Living	0	0	6	1	0	0	6	0	0	2	0	0	0	0	0	0
Approved Development 5: Timber	0	0	14	0	0	10	14	0	0	0	0	10	0	0	0	0
Approved Development 6: Bohicket Marina	0	0	36	0	0	0	30	0	0	0	0	0	0	0	0	0
Approved Development 7: Resurrection Health	0	0	243	0	0	0	95	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	0	-96	0	0	-5	-62	0	0	0	0	-6	0	0	0	0
2026 PM APPROVED DEVELOPMENT TRAFFIC	0	0	382	1	0	22	248	0	0	2	0	22	0	0	0	0
Approved Development 8: Lot A	0	0	23	0	0	0	28	0	0	0	0	0	0	0	0	0
Approved Development 9: Lot B	0	0	102	0	0	0	83	0	0	0	0	0	0	22	0	14
Approved Development 10: Lot C	0	0	89	0	0	0	117	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	0	-43	0	0	0	-46	0	0	0	0	0	0	-4	0	-3
2036 PM APPROVED DEVELOPMENT TRAFFIC	0	0	171	0	0	0	182	0	0	0	0	0	0	18	0	11
PM 2036 NO-BUILD TRAFFIC	0	0	700	71	0	181	972	0	0	108	0	142	0	0	0	0
PM 2026 BUILD-OUT TRAFFIC	0	0	670	64	0	166	904	0	0	98	0	130	0	0	0	0
PM 2036 BUILD-OUT TRAFFIC	0	0	872	71	0	181	1,154	0	0	108	0	142	0	18	0	11

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Kiawah Island Pkway (North)/(South) at Old Cedar Lane
COUNT DATE: September 23, 2021
AM PEAK HOUR FACTOR: 0.96 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.95 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2021 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	35	0	24	0	0	0	0	0	26	386	0	0	0	580	45
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	26	0	0	0	29	3
Peak Season Correction Factor																
AM 2021 EXISTING TRAFFIC	0	35	0	24	0	0	0	0	0	26	412	0	0	0	609	48
AM Heavy Vehicle Percentage	2%	17%	2%	13%	2%	2%	2%	2%	2%	4%	4%	2%	2%	2%	6%	11%
AM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2026 NO-BUILD TRAFFIC GROWTH	0	2	0	1	0	0	0	0	0	1	21	0	0	0	31	2
AM 2026 NO-BUILD TRAFFIC (No AD)	0	37	0	25	0	0	0	0	0	27	433	0	0	0	640	50
AM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2036 NO-BUILD TRAFFIC GROWTH	0	6	0	4	0	0	0	0	0	4	66	0	0	0	98	8
AM 2036 NO-BUILD TRAFFIC (No AD)	0	41	0	28	0	0	0	0	0	30	478	0	0	0	707	56
Approved Development 1: Andell West		15									57				64	17
Approved Development 2: Kiawah Hotel											29				41	
Approved Development 3: MUSC		2									5				1	1
Approved Development 4: Senior Living											4				6	
Approved Development 5: Timber											30				13	
Approved Development 6: Bohicket Marina	0	0	0	0	0	0	0	0	0	0	51	0	0	0	33	0
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	0	161	0	0	0	45	0
20% Modal Reduction	0	-3	0	0	0	0	0	0	0	0	-67	0	0	0	-41	-4
2026 AM APPROVED DEVELOPMENT TRAFFIC	0	14	0	0	0	0	0	0	0	0	270	0	0	0	162	14
Approved Development 8: Lot A	0	0	0	0	0	0	0	0	0	0	45	0	0	0	37	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	0	57	0	0	0	75	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	0	70	0	0	0	94	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-34	0	0	0	-41	0
2036 AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	138	0	0	0	165	0
AM 2036 NO-BUILD TRAFFIC	0	55	0	28	0	0	0	0	0	30	748	0	0	0	869	70
AM 2026 BUILD-OUT TRAFFIC	0	51	0	25	0	0	0	0	0	27	703	0	0	0	802	64
AM 2036 BUILD-OUT TRAFFIC	0	55	0	28	0	0	0	0	0	30	885	0	0	0	1,034	70

PM Peak Hour

PM 2021 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	91	0	39	0	0	0	0	0	25	670	0	0	0	340	28
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0
PM 2021 EXISTING TRAFFIC	0	91	0	39	0	0	0	0	0	25	670	0	0	0	349	28
PM Heavy Vehicle Percentage	2%	1%	2%	2%	2%	2%	2%	2%	2%	4%	4%	2%	2%	2%	4%	2%
PM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2026 NO-BUILD TRAFFIC GROWTH	0	5	0	2	0	0	0	0	0	1	34	0	0	0	18	1
PM 2026 NO-BUILD TRAFFIC (No AD)	0	96	0	41	0	0	0	0	0	26	704	0	0	0	367	29
PM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2036 NO-BUILD TRAFFIC GROWTH	0	15	0	6	0	0	0	0	0	4	108	0	0	0	56	5
PM 2036 NO-BUILD TRAFFIC (No AD)	0	106	0	45	0	0	0	0	0	29	778	0	0	0	405	33
Approved Development 1: Andell West	0	29	0	0	0	0	0	0	0	0	115	0	0	0	109	27
Approved Development 2: Kiawah Hotel	0	0	0	0	0	0	0	0	0	0	42	0	0	0	44	0
Approved Development 3: MUSC	0	1	0	0	0	0	0	0	0	0	2	0	0	0	6	3
Approved Development 4: Senior Living	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0
Approved Development 5: Timber	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	0
Approved Development 6: Bohicket Marina	0	0	0	0	0	0	0	0	0	0	30	0	0	0	36	0
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	0	95	0	0	0	243	0
20% Modal Reduction	0	-6	0	0	0	0	0	0	0	0	-63	0	0	0	-94	-6
2026 PM APPROVED DEVELOPMENT TRAFFIC	0	24	0	0	0	0	0	0	0	0	251	0	0	0	374	24
Approved Development 8: Lot A	0	0	0	0	0	0	0	0	0	0	28	0	0	0	23	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	0	68	0	0	0	55	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	0	117	0	0	0	89	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-43	0	0	0	-33	0
2036 PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	170	0	0	0	134	0
PM 2036 NO-BUILD TRAFFIC	0	130	0	45	0	0	0	0	0	29	1,029	0	0	0	779	57
PM 2026 BUILD-OUT TRAFFIC	0	120	0	41	0	0	0	0	0	26	955	0	0	0	741	53
PM 2036 BUILD-OUT TRAFFIC	0	130	0	45	0	0	0	0	0	29	1,200	0	0	0	913	57

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: **Kiawah Island Pkwy (North)/(South) at Driveway (Mingo Point)**
 COUNT DATE: **September 23, 2021**
 AM PEAK HOUR FACTOR: **0.97** AM FUTURE PEAK HOUR FACTOR: **0.95**
 PM PEAK HOUR FACTOR: **0.96** PM FUTURE PEAK HOUR FACTOR: **0.95**

AM Peak Hour																
AM 2021 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	3	0	7	0	0	0	0	0	6	413	0	0	0	592	4
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	22	0	0	0	37	0
Peak Season Correction Factor																
AM 2021 EXISTING TRAFFIC	0	3	0	7	0	0	0	0	0	6	435	0	0	0	629	4
AM Heavy Vehicle Percentage	2%	33%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	5%	2%
AM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2026 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	22	0	0	0	32	0
AM 2026 NO-BUILD TRAFFIC (No AD)	0	3	0	7	0	0	0	0	0	6	457	0	0	0	661	4
AM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2036 NO-BUILD TRAFFIC GROWTH	0	0	0	1	0	0	0	0	0	1	70	0	0	0	101	1
AM 2036 NO-BUILD TRAFFIC (No AD)	0	3	0	8	0	0	0	0	0	7	505	0	0	0	730	5
Approved Development 1: Andell West											57				67	
Approved Development 2: Kiawah Hotel											29				41	
Approved Development 3: MUSC											5				1	
Approved Development 4: Senior Living											4				6	
Approved Development 5: Timber											30				13	
Approved Development 6: Bohicket Marina	0	0	0	0	0	0	0	0	0	0	51	0	0	0	33	0
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	0	161	0	0	0	45	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-67	0	0	0	-41	0
2026 AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	270	0	0	0	165	0
Approved Development 8: Lot A	0	0	0	0	0	0	0	0	0	0	45	0	0	0	37	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	0	57	0	0	0	75	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	0	70	0	0	0	94	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-34	0	0	0	-41	0
2036 AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	138	0	0	0	165	0
AM 2036 NO-BUILD TRAFFIC	0	3	0	8	0	0	0	0	0	7	775	0	0	0	895	5
AM 2026 BUILD-OUT TRAFFIC	0	3	0	7	0	0	0	0	0	6	727	0	0	0	826	4
AM 2036 BUILD-OUT TRAFFIC	0	3	0	8	0	0	0	0	0	7	912	0	0	0	1,060	5

PM Peak Hour																
PM 2021 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	2	0	5	0	0	0	0	0	5	686	0	0	0	375	3
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	7	0	0	0	10	0
PM 2021 EXISTING TRAFFIC	0	2	0	5	0	0	0	0	0	5	693	0	0	0	385	3
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	2%	2%	2%	3%	2%
PM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2026 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	35	0	0	0	20	0
PM 2026 NO-BUILD TRAFFIC (No AD)	0	2	0	5	0	0	0	0	0	5	728	0	0	0	405	3
PM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2036 NO-BUILD TRAFFIC GROWTH	0	0	0	1	0	0	0	0	0	1	112	0	0	0	62	0
PM 2036 NO-BUILD TRAFFIC (No AD)	0	2	0	6	0	0	0	0	0	6	805	0	0	0	447	3
Approved Development 1: Andell West	0	0	0	0	0	0	0	0	0	0	115	0	0	0	109	0
Approved Development 2: Kiawah Hotel	0	0	0	0	0	0	0	0	0	0	42	0	0	0	44	0
Approved Development 3: MUSC	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0
Approved Development 4: Senior Living	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0
Approved Development 5: Timber	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	0
Approved Development 6: Bohicket Marina	0	0	0	0	0	0	0	0	0	0	30	0	0	0	36	0
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	0	95	0	0	0	243	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-63	0	0	0	-94	0
2026 PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	251	0	0	0	374	0
Approved Development 8: Lot A	0	0	0	0	0	0	0	0	0	0	28	0	0	0	23	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	0	68	0	0	0	55	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	0	117	0	0	0	89	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-43	0	0	0	-33	0
2036 PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	170	0	0	0	134	0
PM 2036 NO-BUILD TRAFFIC	0	2	0	6	0	0	0	0	0	6	1,056	0	0	0	821	3
PM 2026 BUILD-OUT TRAFFIC	0	2	0	5	0	0	0	0	0	5	979	0	0	0	779	3
PM 2036 BUILD-OUT TRAFFIC	0	2	0	6	0	0	0	0	0	6	1,227	0	0	0	955	3

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Kiawah Island Pkway (West)/(East) at Driveway (Little Rabbit Lane)
COUNT DATE: September 23, 2021
AM PEAK HOUR FACTOR: 0.96 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.97 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2021 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	602	2	0	1	419	0	0	1	0	3	0	0	0	0
AM Volume Balancing	0	0	32	0	0	0	21	0	0	0	0	0	0	0	0	0
Peak Season Correction Factor																
AM 2021 EXISTING TRAFFIC	0	0	634	2	0	1	440	0	0	1	0	3	0	0	0	0
AM Heavy Vehicle Percentage	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2026 NO-BUILD TRAFFIC GROWTH	0	0	32	0	0	0	22	0	0	0	0	0	0	0	0	0
AM 2026 NO-BUILD TRAFFIC (No AD)	0	0	666	2	0	1	462	0	0	1	0	3	0	0	0	0
AM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2036 NO-BUILD TRAFFIC GROWTH	0	0	102	0	0	0	71	0	0	0	0	0	0	0	0	0
AM 2036 NO-BUILD TRAFFIC (No AD)	0	0	736	2	0	1	511	0	0	1	0	3	0	0	0	0
Approved Development 1: Andell West			59	8			50			7						
Approved Development 2: Kiawah Hotel			41				29									
Approved Development 3: MUSC			1				5									
Approved Development 4: Senior Living			6				4									
Approved Development 5: Timber			13				30									
Approved Development 6: Bohicket Marina	0	0	33	0	0	0	51	0	0	0	0	0	0	0	0	0
Approved Development 7: Resurrection Health	0	0	45	0	0	0	161	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	0	-40	-2	0	0	-66	0	0	-1	0	0	0	0	0	0
2026 AM APPROVED DEVELOPMENT TRAFFIC	0	0	158	6	0	0	264	0	0	6	0	0	0	0	0	0
Approved Development 8: Lot A	0	0	37	0	0	0	45	0	0	0	0	0	0	0	0	0
Approved Development 9: Lot B	0	0	75	0	0	0	57	0	0	0	0	0	0	0	0	0
Approved Development 10: Lot C	0	0	94	0	0	0	70	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	0	-41	0	0	0	-34	0	0	0	0	0	0	0	0	0
2036 AM APPROVED DEVELOPMENT TRAFFIC	0	0	165	0	0	0	138	0	0	0	0	0	0	0	0	0
AM 2036 NO-BUILD TRAFFIC	0	0	894	8	0	1	775	0	0	7	0	3	0	0	0	0
AM 2026 BUILD-OUT TRAFFIC	0	0	824	8	0	1	726	0	0	7	0	3	0	0	0	0
AM 2036 BUILD-OUT TRAFFIC	0	0	1,059	8	0	1	913	0	0	7	0	3	0	0	0	0

PM Peak Hour

PM 2021 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	386	4	0	6	680	0	0	5	0	6	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	11	0	0	2	0	0	0	0	0	0
PM 2021 EXISTING TRAFFIC	0	0	386	4	0	6	691	0	0	7	0	6	0	0	0	0
PM Heavy Vehicle Percentage	2%	2%	3%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2026 NO-BUILD TRAFFIC GROWTH	0	0	20	0	0	0	35	0	0	0	0	0	0	0	0	0
PM 2026 NO-BUILD TRAFFIC (No AD)	0	0	406	4	0	6	726	0	0	7	0	6	0	0	0	0
PM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2036 NO-BUILD TRAFFIC GROWTH	0	0	62	1	0	1	111	0	0	1	0	1	0	0	0	0
PM 2036 NO-BUILD TRAFFIC (No AD)	0	0	448	5	0	7	802	0	0	8	0	7	0	0	0	0
Approved Development 1: Andell West	0	0	95	14	0	0	101	0	0	14	0	0	0	0	0	0
Approved Development 2: Kiawah Hotel	0	0	44	0	0	0	42	0	0	0	0	0	0	0	0	0
Approved Development 3: MUSC	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0
Approved Development 4: Senior Living	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
Approved Development 5: Timber	0	0	24	0	0	0	24	0	0	0	0	0	0	0	0	0
Approved Development 6: Bohicket Marina	0	0	36	0	0	0	30	0	0	0	0	0	0	0	0	0
Approved Development 7: Resurrection Health	0	0	243	0	0	0	95	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	0	-91	-3	0	0	-60	0	0	-3	0	0	0	0	0	0
2026 PM APPROVED DEVELOPMENT TRAFFIC	0	0	363	11	0	0	240	0	0	11	0	0	0	0	0	0
Approved Development 8: Lot A	0	0	23	0	0	0	28	0	0	0	0	0	0	0	0	0
Approved Development 9: Lot B	0	0	55	0	0	0	68	0	0	0	0	0	0	0	0	0
Approved Development 10: Lot C	0	0	89	0	0	0	117	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	0	-33	0	0	0	-43	0	0	0	0	0	0	0	0	0
2036 PM APPROVED DEVELOPMENT TRAFFIC	0	0	134	0	0	0	170	0	0	0	0	0	0	0	0	0
PM 2036 NO-BUILD TRAFFIC	0	0	811	16	0	7	1,042	0	0	19	0	7	0	0	0	0
PM 2026 BUILD-OUT TRAFFIC	0	0	769	15	0	6	966	0	0	18	0	6	0	0	0	0
PM 2036 BUILD-OUT TRAFFIC	0	0	945	16	0	7	1,212	0	0	19	0	7	0	0	0	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Kiawah Island Pkwy (West)/(East) at Driveway (Club and Real Estate)
COUNT DATE: September 23, 2021
AM PEAK HOUR FACTOR: 0.95 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2021 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	577	3	0	2	435	0	0	6	0	2	0	0	0	0
AM Volume Balancing	0	0	57	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak Season Correction Factor																
AM 2021 EXISTING TRAFFIC	0	0	634	3	0	2	435	0	0	6	0	2	0	0	0	0
AM Heavy Vehicle Percentage	2%	2%	7%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2026 NO-BUILD TRAFFIC GROWTH	0	0	32	0	0	0	22	0	0	0	0	0	0	0	0	0
AM 2026 NO-BUILD TRAFFIC (No AD)	0	0	666	3	0	2	457	0	0	6	0	2	0	0	0	0
AM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2036 NO-BUILD TRAFFIC GROWTH	0	0	102	0	0	0	70	0	0	1	0	0	0	0	0	0
AM 2036 NO-BUILD TRAFFIC (No AD)	0	0	736	3	0	2	505	0	0	7	0	2	0	0	0	0
Approved Development 1: Andell West			59				50									
Approved Development 2: Kiawah Hotel			41				29									
Approved Development 3: MUSC			1				5									
Approved Development 4: Senior Living			6				4									
Approved Development 5: Timber			13				30									
Approved Development 6: Bohicket Marina	0	0	33	0	0	0	51	0	0	0	0	0	0	0	0	0
Approved Development 7: Resurrection Health	0	0	45	0	0	0	161	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	0	-40	0	0	0	-66	0	0	0	0	0	0	0	0	0
2026 AM APPROVED DEVELOPMENT TRAFFIC	0	0	158	0	0	0	264	0	0	0	0	0	0	0	0	0
Approved Development 8: Lot A	0	0	37	0	0	0	45	0	0	0	0	0	0	0	0	0
Approved Development 9: Lot B	0	0	75	0	0	0	57	0	0	0	0	0	0	0	0	0
Approved Development 10: Lot C	0	0	94	0	0	0	70	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	0	-41	0	0	0	-34	0	0	0	0	0	0	0	0	0
2036 AM APPROVED DEVELOPMENT TRAFFIC	0	0	165	0	0	0	138	0	0	0	0	0	0	0	0	0
AM 2036 NO-BUILD TRAFFIC	0	0	894	3	0	2	769	0	0	7	0	2	0	0	0	0
AM 2026 BUILD-OUT TRAFFIC	0	0	824	3	0	2	721	0	0	6	0	2	0	0	0	0
AM 2036 BUILD-OUT TRAFFIC	0	0	1,059	3	0	2	907	0	0	7	0	2	0	0	0	0

PM Peak Hour

PM 2021 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	389	3	0	0	685	0	0	2	0	1	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0
PM 2021 EXISTING TRAFFIC	0	0	389	3	0	0	695	0	0	2	0	1	0	0	0	0
PM Heavy Vehicle Percentage	2%	2%	3%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2026 NO-BUILD TRAFFIC GROWTH	0	0	20	0	0	0	35	0	0	0	0	0	0	0	0	0
PM 2026 NO-BUILD TRAFFIC (No AD)	0	0	409	3	0	0	730	0	0	2	0	1	0	0	0	0
PM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2036 NO-BUILD TRAFFIC GROWTH	0	0	63	0	0	0	112	0	0	0	0	0	0	0	0	0
PM 2036 NO-BUILD TRAFFIC (No AD)	0	0	452	3	0	0	807	0	0	2	0	1	0	0	0	0
Approved Development 1: Andell West	0	0	95	0	0	0	101	0	0	0	0	0	0	0	0	0
Approved Development 2: Kiawah Hotel	0	0	44	0	0	0	42	0	0	0	0	0	0	0	0	0
Approved Development 3: MUSC	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0
Approved Development 4: Senior Living	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
Approved Development 5: Timber	0	0	24	0	0	0	24	0	0	0	0	0	0	0	0	0
Approved Development 6: Bohicket Marina	0	0	36	0	0	0	30	0	0	0	0	0	0	0	0	0
Approved Development 7: Resurrection Health	0	0	243	0	0	0	95	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	0	-91	0	0	0	-60	0	0	0	0	0	0	0	0	0
2026 PM APPROVED DEVELOPMENT TRAFFIC	0	0	363	0	0	0	240	0	0	0	0	0	0	0	0	0
Approved Development 8: Lot A	0	0	23	0	0	0	28	0	0	0	0	0	0	0	0	0
Approved Development 9: Lot B	0	0	55	0	0	0	68	0	0	0	0	0	0	0	0	0
Approved Development 10: Lot C	0	0	89	0	0	0	117	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	0	-33	0	0	0	-43	0	0	0	0	0	0	0	0	0
2036 PM APPROVED DEVELOPMENT TRAFFIC	0	0	134	0	0	0	170	0	0	0	0	0	0	0	0	0
PM 2036 NO-BUILD TRAFFIC	0	0	815	3	0	0	1,047	0	0	2	0	1	0	0	0	0
PM 2026 BUILD-OUT TRAFFIC	0	0	772	3	0	0	970	0	0	2	0	1	0	0	0	0
PM 2036 BUILD-OUT TRAFFIC	0	0	949	3	0	0	1,217	0	0	2	0	1	0	0	0	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Kiawah Island Pkway (West)/(East) at Beachwalker Dr
COUNT DATE: September 23, 2021
AM PEAK HOUR FACTOR: 0.93 **AM FUTURE PEAK HOUR FACTOR:** 0.93
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2021 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	479	120	0	43	381	0	0	38	0	95	0	0	0	0
AM Volume Balancing	0	0	30	7	0	0	16	0	0	2	0	0	0	0	0	0
Peak Season Correction Factor																
AM 2021 EXISTING TRAFFIC	0	0	509	127	0	43	397	0	0	40	0	95	0	0	0	0
AM Heavy Vehicle Percentage	2%	2%	6%	3%	2%	5%	3%	2%	2%	3%	2%	4%	2%	2%	2%	2%
AM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2026 NO-BUILD TRAFFIC GROWTH	0	0	26	6	0	2	20	0	0	2	0	5	0	0	0	0
AM 2026 NO-BUILD TRAFFIC (No AD)	0	0	535	133	0	45	417	0	0	42	0	100	0	0	0	0
AM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2036 NO-BUILD TRAFFIC GROWTH	0	0	82	20	0	7	64	0	0	6	0	15	0	0	0	0
AM 2036 NO-BUILD TRAFFIC (No AD)	0	0	591	147	0	50	461	0	0	46	0	110	0	0	0	0
Approved Development 1: Andell West			51	8			43			7						
Approved Development 2: Kiawah Hotel			41				29									
Approved Development 3: MUSC			1				3			2						
Approved Development 4: Senior Living			5	1			3			1						
Approved Development 5: Timber			13				30									
Approved Development 6: Bohicket Marina	0	0	29	4	0	0	45	0	0	6	0	0	0	0	0	0
Approved Development 7: Resurrection Health	0	0	40	5	0	0	145	0	0	16	0	0	0	0	0	0
20% Modal Reduction	0	0	-36	-4	0	0	-60	0	0	-6	0	0	0	0	0	0
2026 AM APPROVED DEVELOPMENT TRAFFIC	0	0	144	14	0	0	238	0	0	26	0	0	0	0	0	0
Approved Development 8: Lot A	0	0	32	5	0	0	40	0	0	5	0	0	0	0	0	0
Approved Development 9: Lot B	0	0	66	9	0	0	50	0	0	7	0	0	0	0	0	0
Approved Development 10: Lot C	0	0	82	12	0	0	61	0	0	9	0	0	0	0	0	0
20% Modal Reduction	0	0	-36	-5	0	0	-30	0	0	-4	0	0	0	0	0	0
2036 AM APPROVED DEVELOPMENT TRAFFIC	0	0	144	21	0	0	121	0	0	17	0	0	0	0	0	0
AM 2036 NO-BUILD TRAFFIC	0	0	735	161	0	50	699	0	0	72	0	110	0	0	0	0
AM 2026 BUILD-OUT TRAFFIC	0	0	679	147	0	45	655	0	0	68	0	100	0	0	0	0
AM 2036 BUILD-OUT TRAFFIC	0	0	879	182	0	50	820	0	0	88	0	110	0	0	0	0

PM Peak Hour

PM 2021 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	335	52	0	70	560	0	0	124	0	53	0	0	0	0
PM Volume Balancing	0	0	3	0	0	0	11	0	0	0	0	0	0	0	0	0
PM 2021 EXISTING TRAFFIC	0	0	338	52	0	70	571	0	0	124	0	53	0	0	0	0
PM Heavy Vehicle Percentage	2%	2%	3%	10%	2%	9%	6%	2%	2%	2%	2%	6%	2%	2%	2%	2%
PM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2026 NO-BUILD TRAFFIC GROWTH	0	0	17	3	0	4	29	0	0	6	0	3	0	0	0	0
PM 2026 NO-BUILD TRAFFIC (No AD)	0	0	355	55	0	74	600	0	0	130	0	56	0	0	0	0
PM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2036 NO-BUILD TRAFFIC GROWTH	0	0	54	8	0	11	92	0	0	20	0	9	0	0	0	0
PM 2036 NO-BUILD TRAFFIC (No AD)	0	0	392	60	0	81	663	0	0	144	0	62	0	0	0	0
Approved Development 1: Andell West	0	0	81	14	0	0	87	0	0	14	0	0	0	0	0	0
Approved Development 2: Kiawah Hotel	0	0	44	0	0	0	42	0	0	0	0	0	0	0	0	0
Approved Development 3: MUSC	0	0	3	3	0	0	1	0	0	1	0	0	0	0	0	0
Approved Development 4: Senior Living	0	0	5	1	0	0	5	0	0	0	0	0	0	1	0	0
Approved Development 5: Timber	0	0	24	0	0	0	24	0	0	0	0	0	0	0	0	0
Approved Development 6: Bohicket Marina	0	0	32	4	0	0	26	0	0	4	0	0	0	0	0	0
Approved Development 7: Resurrection Health	0	0	219	24	0	0	86	0	0	9	0	0	0	0	0	0
20% Modal Reduction	0	0	-82	-9	0	0	-54	0	0	-6	0	0	0	0	0	0
2026 PM APPROVED DEVELOPMENT TRAFFIC	0	0	326	37	0	0	217	0	0	22	0	0	0	1	0	0
Approved Development 8: Lot A	0	0	20	3	0	0	24	0	0	4	0	0	0	0	0	0
Approved Development 9: Lot B	0	0	48	7	0	0	60	0	0	8	0	0	0	0	0	0
Approved Development 10: Lot C	0	0	78	11	0	0	102	0	0	15	0	0	0	0	0	0
20% Modal Reduction	0	0	-29	-4	0	0	-37	0	0	-5	0	0	0	0	0	0
2036 PM APPROVED DEVELOPMENT TRAFFIC	0	0	117	17	0	0	149	0	0	22	0	0	0	0	0	0
PM 2036 NO-BUILD TRAFFIC	0	0	718	97	0	81	880	0	0	166	0	62	0	1	0	0
PM 2026 BUILD-OUT TRAFFIC	0	0	681	92	0	74	817	0	0	152	0	56	0	1	0	0
PM 2036 BUILD-OUT TRAFFIC	0	0	835	114	0	81	1,029	0	0	188	0	62	0	1	0	0

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Seabrook Island Road at Andell Bluff Blvd
COUNT DATE: September 23, 2021
AM PEAK HOUR FACTOR: 0.88 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.89 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2021 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	14	250	0	0	0	237	41	0	0	0	0	0	19	0	17
AM Volume Balancing	0	0	0	0	0	0	16	0	0	0	0	0	0	0	0	0
Peak Season Correction Factor																
AM 2021 EXISTING TRAFFIC	0	14	250	0	0	0	253	41	0	0	0	0	0	19	0	17
AM Heavy Vehicle Percentage	2%	7%	4%	2%	2%	2%	5%	7%	2%	2%	2%	2%	2%	5%	2%	18%
AM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2026 NO-BUILD TRAFFIC GROWTH	0	1	13	0	0	0	13	2	0	0	0	0	0	1	0	1
AM 2026 NO-BUILD TRAFFIC (No AD)	0	15	263	0	0	0	266	43	0	0	0	0	0	20	0	18
AM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2036 NO-BUILD TRAFFIC GROWTH	0	2	40	0	0	0	41	7	0	0	0	0	0	3	0	3
AM 2036 NO-BUILD TRAFFIC (No AD)	0	16	290	0	0	0	294	48	0	0	0	0	0	22	0	20
Approved Development 1: Andell West			36				42									
Approved Development 2: Kiawah Hotel																
Approved Development 3: MUSC			7				2									
Approved Development 4: Senior Living			1				2									
Approved Development 5: Timber																
Approved Development 6: Bohicket Marina	0	32	0	0	0	0	0	31	0	0	0	0	0	21	0	21
Approved Development 7: Resurrection Health	0	0	64	0	0	0	18	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	-6	-22	0	0	0	-13	-6	0	0	0	0	0	-4	0	-4
2026 AM APPROVED DEVELOPMENT TRAFFIC	0	26	86	0	0	0	51	25	0	0	0	0	0	17	0	17
Approved Development 8: Lot A	0	0	23	0	0	0	18	0	0	0	0	0	0	0	0	0
Approved Development 9: Lot B	0	0	29	0	0	0	38	0	0	0	0	0	0	0	0	0
Approved Development 10: Lot C	0	0	0	35	0	139	0	0	0	47	0	188	0	0	0	0
20% Modal Reduction	0	0	-10	-7	0	-28	-11	0	0	-9	0	-38	0	0	0	0
2036 AM APPROVED DEVELOPMENT TRAFFIC	0	0	42	28	0	111	45	0	0	38	0	150	0	0	0	0
AM 2036 NO-BUILD TRAFFIC	0	42	376	0	0	0	345	73	0	0	0	0	0	39	0	37
AM 2026 BUILD-OUT TRAFFIC	0	41	349	0	0	0	317	68	0	0	0	0	0	37	0	35
AM 2036 BUILD-OUT TRAFFIC	0	42	418	28	0	111	390	73	0	38	0	150	0	39	0	37

PM Peak Hour

PM 2021 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	16	270	0	0	0	274	50	0	0	0	0	0	39	0	24
PM Volume Balancing	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
PM 2021 EXISTING TRAFFIC	0	16	271	0	0	0	276	50	0	0	0	0	0	39	0	24
PM Heavy Vehicle Percentage	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2026 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2026 NO-BUILD TRAFFIC GROWTH	0	1	14	0	0	0	14	3	0	0	0	0	0	2	0	1
PM 2026 NO-BUILD TRAFFIC (No AD)	0	17	285	0	0	0	290	53	0	0	0	0	0	41	0	25
PM 2036 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
PM 2036 NO-BUILD TRAFFIC GROWTH	0	3	44	0	0	0	44	8	0	0	0	0	0	6	0	4
PM 2036 NO-BUILD TRAFFIC (No AD)	0	19	315	0	0	0	320	58	0	0	0	0	0	45	0	28
Approved Development 1: Andell West	0	0	72	0	0	0	68	0	0	0	0	0	0	0	0	0
Approved Development 2: Kiawah Hotel	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development 3: MUSC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development 4: Senior Living	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
Approved Development 5: Timber	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development 6: Bohicket Marina	0	27	-8	0	0	0	-9	28	0	0	0	0	0	22	0	22
Approved Development 7: Resurrection Health	0	0	38	0	0	0	97	0	0	0	0	0	0	0	0	0
20% Modal Reduction	0	-5	-21	0	0	0	-32	-6	0	0	0	0	0	-4	0	-4
2026 PM APPROVED DEVELOPMENT TRAFFIC	0	22	84	0	0	0	127	22	0	0	0	0	0	18	0	18
Approved Development 8: Lot A	0	0	14	0	0	0	12	0	0	0	0	0	0	0	0	0
Approved Development 9: Lot B	0	0	34	0	0	0	28	0	0	0	0	0	0	0	0	0
Approved Development 10: Lot C	0	0	-17	75	0	245	-11	0	0	55	0	195	0	0	0	0
20% Modal Reduction	0	0	-6	-15	0	-49	-6	0	0	-11	0	-39	0	0	0	0
2036 PM APPROVED DEVELOPMENT TRAFFIC	0	0	25	60	0	196	23	0	0	44	0	156	0	63	0	46
PM 2036 NO-BUILD TRAFFIC	0	41	399	0	0	0	447	80	0	0	0	0	0	63	0	46
PM 2026 BUILD-OUT TRAFFIC	0	39	369	0	0	0	417	75	0	0	0	0	0	59	0	43
PM 2036 BUILD-OUT TRAFFIC	0	41	424	60	0	196	470	80	0	44	0	156	0	63	0	46

2021 Existing Capacity Analysis Worksheets

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑		↔	↑↑
Traffic Vol, veh/h	5	0	488	4	8	861
Future Vol, veh/h	5	0	488	4	8	861
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	5	0	525	4	9	926

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1008	265	0	0	529
Stage 1	527	-	-	-	-
Stage 2	481	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	237	733	-	-	1034
Stage 1	557	-	-	-	-
Stage 2	588	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	235	733	-	-	1034
Mov Cap-2 Maneuver	435	-	-	-	-
Stage 1	557	-	-	-	-
Stage 2	583	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	435	1034
HCM Lane V/C Ratio	-	-	0.012	0.008
HCM Control Delay (s)	-	-	13.4	8.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	1	2	2	486	867	1
Future Vol, veh/h	1	2	2	486	867	1
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	6	2
Mvmt Flow	1	2	2	528	942	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1213	474	945	0	-	0
Stage 1	945	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	174	537	722	-	-	-
Stage 1	338	-	-	-	-	-
Stage 2	753	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	173	536	721	-	-	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	336	-	-	-	-	-
Stage 2	752	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	721	-	406	-	-
HCM Lane V/C Ratio	0.003	-	0.008	-	-
HCM Control Delay (s)	10	0	13.9	-	-
HCM Lane LOS	B	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↑		↔	↑↑
Traffic Vol, veh/h	0	1	488	1	3	868
Future Vol, veh/h	0	1	488	1	3	868
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	0	1	525	1	3	933

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	999	263	0	0	526	0
Stage 1	526	-	-	-	-	-
Stage 2	473	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	240	735	-	-	1037	-
Stage 1	557	-	-	-	-	-
Stage 2	593	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	239	735	-	-	1037	-
Mov Cap-2 Maneuver	371	-	-	-	-	-
Stage 1	557	-	-	-	-	-
Stage 2	591	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	735	1037
HCM Lane V/C Ratio	-	-	0.001	0.003
HCM Control Delay (s)	-	-	9.9	8.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	4	485	869	6
Future Vol, veh/h	2	2	4	485	869	6
Conflicting Peds, #/hr	0	0	2	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	2	2	4	527	945	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1223	478	954	0	-	0
Stage 1	951	-	-	-	-	-
Stage 2	272	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	172	534	716	-	-	-
Stage 1	336	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	533	715	-	-	-
Mov Cap-2 Maneuver	271	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	748	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	715	-	359	-	-
HCM Lane V/C Ratio	0.006	-	0.012	-	-
HCM Control Delay (s)	10.1	-	15.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	530	78	134	313	60	127
Future Vol, veh/h	530	78	134	313	60	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	7	1	2	7	3	3
Mvmt Flow	546	80	138	323	62	131
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	546	0	1145	546
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	599	-
Critical Hdwy	-	-	4.12	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1023	-	220	536
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1023	-	190	536
Mov Cap-2 Maneuver	-	-	-	-	190	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	473	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	2.7	20			
HCM LOS						C
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	190	536	-	-	1023	-
HCM Lane V/C Ratio	0.326	0.244	-	-	0.135	-
HCM Control Delay (s)	32.8	13.9	-	-	9.1	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	1	-	-	0.5	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	24	26	412	609	48
Future Vol, veh/h	35	24	26	412	609	48
Conflicting Peds, #/hr	0	0	23	0	0	23
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	17	13	4	4	6	11
Mvmt Flow	36	25	27	429	634	50

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1140	657	707	0	-	0
Stage 1	657	-	-	-	-	-
Stage 2	483	-	-	-	-	-
Critical Hdwy	6.57	6.33	4.14	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.417	2.236	-	-	-
Pot Cap-1 Maneuver	208	446	882	-	-	-
Stage 1	489	-	-	-	-	-
Stage 2	590	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	193	436	863	-	-	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	577	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	863	-	250	-	-
HCM Lane V/C Ratio	0.031	-	0.246	-	-
HCM Control Delay (s)	9.3	-	24	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.9	-	-

HCM 6th TWSC
 8: Kiawah Island Pkwy & Mingo Point

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	7	6	435	629	4
Future Vol, veh/h	3	7	6	435	629	4
Conflicting Peds, #/hr	0	0	20	0	0	20
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	97	97	97	97	97	97
Heavy Vehicles, %	33	2	2	4	5	2
Mvmt Flow	3	7	6	448	648	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1130	670	672	0	-	0
Stage 1	670	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Critical Hdwy	6.73	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	196	457	919	-	-	-
Stage 1	455	-	-	-	-	-
Stage 2	575	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	188	450	904	-	-	-
Mov Cap-2 Maneuver	188	-	-	-	-	-
Stage 1	444	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	904	-	317	-	-
HCM Lane V/C Ratio	0.007	-	0.033	-	-
HCM Control Delay (s)	9	0	16.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	634	2	1	440	1	3
Future Vol, veh/h	634	2	1	440	1	3
Conflicting Peds, #/hr	0	21	21	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	96	96	96	96	96	96
Heavy Vehicles, %	6	2	2	4	2	2
Mvmt Flow	660	2	1	458	1	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	683	0	1142
Stage 1	-	-	-	-	682
Stage 2	-	-	-	-	460
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	910	-	222
Stage 1	-	-	-	-	502
Stage 2	-	-	-	-	636
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	892	-	217
Mov Cap-2 Maneuver	-	-	-	-	217
Stage 1	-	-	-	-	492
Stage 2	-	-	-	-	635

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	351	-	-	892	-
HCM Lane V/C Ratio	0.012	-	-	0.001	-
HCM Control Delay (s)	15.4	-	-	9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑	↘	
Traffic Vol, veh/h	634	3	2	435	6	2
Future Vol, veh/h	634	3	2	435	6	2
Conflicting Peds, #/hr	0	15	15	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	2	2	4	2	2
Mvmt Flow	667	3	2	458	6	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	685	0	1146
Stage 1	-	-	-	-	684
Stage 2	-	-	-	-	462
Critical Hdwy	-	-	4.13	-	6.63
Critical Hdwy Stg 1	-	-	-	-	5.83
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.219	-	3.519
Pot Cap-1 Maneuver	-	-	906	-	206
Stage 1	-	-	-	-	463
Stage 2	-	-	-	-	633
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	893	-	203
Mov Cap-2 Maneuver	-	-	-	-	203
Stage 1	-	-	-	-	457
Stage 2	-	-	-	-	632

Approach	EB	WB	NB
HCM Control Delay, s	0	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	245	-	-	893	-
HCM Lane V/C Ratio	0.034	-	-	0.002	-
HCM Control Delay (s)	20.2	-	-	9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	15.7
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑	↵↵	
Traffic Vol, veh/h	509	127	43	397	40	95
Future Vol, veh/h	509	127	43	397	40	95
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	6	3	5	3	3	4
Mvmt Flow	547	137	46	427	43	102
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	14.2	19.4	11
HCM LOS	B	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	30%	0%	0%	100%	0%
Vol Thru, %	0%	100%	57%	0%	100%
Vol Right, %	70%	0%	43%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	135	339	297	43	397
LT Vol	40	0	0	43	0
Through Vol	0	339	170	0	397
RT Vol	95	0	127	0	0
Lane Flow Rate	145	365	319	46	427
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.244	0.57	0.467	0.082	0.689
Departure Headway (Hd)	6.047	5.625	5.27	6.348	5.808
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	594	642	686	565	623
Service Time	4.084	3.35	2.995	4.078	3.538
HCM Lane V/C Ratio	0.244	0.569	0.465	0.081	0.685
HCM Control Delay	11	15.6	12.5	9.6	20.5
HCM Lane LOS	B	C	B	A	C
HCM 95th-tile Q	1	3.6	2.5	0.3	5.4

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	14	250	253	41	19	17
Future Vol, veh/h	14	250	253	41	19	17
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, %	7	4	5	7	5	18
Mvmt Flow	16	284	288	47	22	19

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	335	0	-	0	628 312
Stage 1	-	-	-	-	312 -
Stage 2	-	-	-	-	316 -
Critical Hdwy	4.17	-	-	-	6.45 6.38
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	2.263	-	-	-	3.545 3.462
Pot Cap-1 Maneuver	1197	-	-	-	442 692
Stage 1	-	-	-	-	735 -
Stage 2	-	-	-	-	732 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1197	-	-	-	435 692
Mov Cap-2 Maneuver	-	-	-	-	435 -
Stage 1	-	-	-	-	723 -
Stage 2	-	-	-	-	732 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1197	-	-	-	528
HCM Lane V/C Ratio	0.013	-	-	-	0.077
HCM Control Delay (s)	8	0	-	-	12.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	4	14	959	3	2	583
Future Vol, veh/h	4	14	959	3	2	583
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	75	2	4	2	50	3
Mvmt Flow	4	15	1042	3	2	634

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1365	523	0	0	1045
Stage 1	1044	-	-	-	-
Stage 2	321	-	-	-	-
Critical Hdwy	8.3	6.94	-	-	5.1
Critical Hdwy Stg 1	7.3	-	-	-	-
Critical Hdwy Stg 2	7.3	-	-	-	-
Follow-up Hdwy	4.25	3.32	-	-	2.7
Pot Cap-1 Maneuver	73	499	-	-	438
Stage 1	177	-	-	-	-
Stage 2	531	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	73	499	-	-	438
Mov Cap-2 Maneuver	164	-	-	-	-
Stage 1	177	-	-	-	-
Stage 2	528	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.1	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	343	438
HCM Lane V/C Ratio	-	-	0.057	0.005
HCM Control Delay (s)	-	-	16.1	13.3
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	3	2	971	582	0
Future Vol, veh/h	3	3	2	971	582	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, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	3	2
Mvmt Flow	3	3	2	1055	633	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1165	317	633	0	-	0
Stage 1	633	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	187	679	946	-	-	-
Stage 1	491	-	-	-	-	-
Stage 2	553	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	186	679	946	-	-	-
Mov Cap-2 Maneuver	321	-	-	-	-	-
Stage 1	489	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	946	-	436	-	-
HCM Lane V/C Ratio	0.002	-	0.015	-	-
HCM Control Delay (s)	8.8	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑↑		↘	↑↑
Traffic Vol, veh/h	2	2	973	1	10	580
Future Vol, veh/h	2	2	973	1	10	580
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	10	2
Mvmt Flow	2	2	1081	1	11	644

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1426	541	0	0	1082
Stage 1	1082	-	-	-	-
Stage 2	344	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.3
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.3
Pot Cap-1 Maneuver	126	485	-	-	595
Stage 1	287	-	-	-	-
Stage 2	689	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	124	485	-	-	595
Mov Cap-2 Maneuver	228	-	-	-	-
Stage 1	287	-	-	-	-
Stage 2	677	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.8	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	310	595
HCM Lane V/C Ratio	-	-	0.014	0.019
HCM Control Delay (s)	-	-	16.8	11.2
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0	0.1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑↑	↑↑	
Traffic Vol, veh/h	2	2	2	976	589	3
Future Vol, veh/h	2	2	2	976	589	3
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	2	2	1073	647	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1190	325	650	0	0
Stage 1	649	-	-	-	-
Stage 2	541	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	180	671	932	-	-
Stage 1	482	-	-	-	-
Stage 2	548	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	180	671	932	-	-
Mov Cap-2 Maneuver	315	-	-	-	-
Stage 1	481	-	-	-	-
Stage 2	548	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	932	-	429	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Control Delay (s)	8.9	-	13.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	274	60	137	624	91	103
Future Vol, veh/h	274	60	137	624	91	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	2	1	4	3	2
Mvmt Flow	285	63	143	650	95	107

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	285	0	1221 285
Stage 1	-	-	-	-	285 -
Stage 2	-	-	-	-	936 -
Critical Hdwy	-	-	4.11	-	6.43 6.22
Critical Hdwy Stg 1	-	-	-	-	5.43 -
Critical Hdwy Stg 2	-	-	-	-	5.43 -
Follow-up Hdwy	-	-	2.209	-	3.527 3.318
Pot Cap-1 Maneuver	-	-	1283	-	198 754
Stage 1	-	-	-	-	761 -
Stage 2	-	-	-	-	380 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1283	-	176 754
Mov Cap-2 Maneuver	-	-	-	-	176 -
Stage 1	-	-	-	-	761 -
Stage 2	-	-	-	-	338 -

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	27.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	176	754	-	-	1283	-
HCM Lane V/C Ratio	0.539	0.142	-	-	0.111	-
HCM Control Delay (s)	47.1	10.6	-	-	8.2	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	2.8	0.5	-	-	0.4	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	91	39	25	670	349	28
Future Vol, veh/h	91	39	25	670	349	28
Conflicting Peds, #/hr	0	0	12	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	4	4	4	2
Mvmt Flow	96	41	26	705	367	29

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1136	379	408	0	-	0
Stage 1	379	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	224	668	1140	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	660	1127	-	-	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	460	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.7	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1127	-	268	-	-
HCM Lane V/C Ratio	0.023	-	0.511	-	-
HCM Control Delay (s)	8.3	-	31.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.7	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	5	5	693	385	3
Future Vol, veh/h	2	5	5	693	385	3
Conflicting Peds, #/hr	0	0	14	0	0	14
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	2	2	4	3	2
Mvmt Flow	2	5	5	722	401	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1149	417	418	0	-	0
Stage 1	417	-	-	-	-	-
Stage 2	732	-	-	-	-	-
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	219	636	1141	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	213	629	1128	-	-	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1128	-	404	-	-
HCM Lane V/C Ratio	0.005	-	0.018	-	-
HCM Control Delay (s)	8.2	0	14.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	386	4	6	691	7	6
Future Vol, veh/h	386	4	6	691	7	6
Conflicting Peds, #/hr	0	12	12	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	97	97	97	97	97	97
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	398	4	6	712	7	6

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	414	0	1136
Stage 1	-	-	-	-	412
Stage 2	-	-	-	-	724
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1145	-	223
Stage 1	-	-	-	-	669
Stage 2	-	-	-	-	480
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1132	-	219
Mov Cap-2 Maneuver	-	-	-	-	219
Stage 1	-	-	-	-	662
Stage 2	-	-	-	-	476

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	314	-	-	1132	-
HCM Lane V/C Ratio	0.043	-	-	0.005	-
HCM Control Delay (s)	17	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑	↘	
Traffic Vol, veh/h	389	3	0	695	2	1
Future Vol, veh/h	389	3	0	695	2	1
Conflicting Peds, #/hr	0	8	8	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	405	3	0	724	2	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	416	0	1139
Stage 1	-	-	-	-	415
Stage 2	-	-	-	-	724
Critical Hdwy	-	-	4.13	-	6.63
Critical Hdwy Stg 1	-	-	-	-	5.83
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.219	-	3.519
Pot Cap-1 Maneuver	-	-	1141	-	208
Stage 1	-	-	-	-	636
Stage 2	-	-	-	-	479
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1132	-	206
Mov Cap-2 Maneuver	-	-	-	-	206
Stage 1	-	-	-	-	631
Stage 2	-	-	-	-	479

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	273	-	-	1132	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Control Delay (s)	18.3	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	29.2
Intersection LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑	↘↘	
Traffic Vol, veh/h	338	52	70	571	124	53
Future Vol, veh/h	338	52	70	571	124	53
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	352	54	73	595	129	55
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	11.9	44.3	12.6
HCM LOS	B	E	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	70%	0%	0%	100%	0%
Vol Thru, %	0%	100%	68%	0%	100%
Vol Right, %	30%	0%	32%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	177	225	165	70	571
LT Vol	124	0	0	70	0
Through Vol	0	225	113	0	571
RT Vol	53	0	52	0	0
Lane Flow Rate	184	235	172	73	595
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.329	0.392	0.281	0.128	0.951
Departure Headway (Hd)	6.421	6.009	5.905	6.313	5.755
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	559	599	607	568	630
Service Time	4.47	3.753	3.649	4.048	3.491
HCM Lane V/C Ratio	0.329	0.392	0.283	0.129	0.944
HCM Control Delay	12.6	12.6	11	10	48.5
HCM Lane LOS	B	B	B	A	E
HCM 95th-tile Q	1.4	1.9	1.1	0.4	13.1

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↖	↗		↖	↗
Traffic Vol, veh/h	16	271	276	50	39	24
Future Vol, veh/h	16	271	276	50	39	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	18	304	310	56	44	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	366	0	-	0	678 338
Stage 1	-	-	-	-	338 -
Stage 2	-	-	-	-	340 -
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	1193	-	-	-	418 704
Stage 1	-	-	-	-	722 -
Stage 2	-	-	-	-	721 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1193	-	-	-	410 704
Mov Cap-2 Maneuver	-	-	-	-	410 -
Stage 1	-	-	-	-	709 -
Stage 2	-	-	-	-	721 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1193	-	-	-	488
HCM Lane V/C Ratio	0.015	-	-	-	0.145
HCM Control Delay (s)	8.1	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

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Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	5	0	513	4	8	905
Future Vol, veh/h	5	0	513	4	8	905
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	5	0	552	4	9	973

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1059	278	0	0	556	0
Stage 1	554	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	220	719	-	-	1011	-
Stage 1	539	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	218	719	-	-	1011	-
Mov Cap-2 Maneuver	418	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	418	1011
HCM Lane V/C Ratio	-	-	0.013	0.009
HCM Control Delay (s)	-	-	13.7	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	1	2	2	511	911	1
Future Vol, veh/h	1	2	2	511	911	1
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	6	2
Mvmt Flow	1	2	2	555	990	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1275	498	993	0	-	0
Stage 1	993	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	159	518	692	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	158	517	691	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	740	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	691	-	387	-	-
HCM Lane V/C Ratio	0.003	-	0.008	-	-
HCM Control Delay (s)	10.2	0	14.4	-	-
HCM Lane LOS	B	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	0	1	513	1	3	912
Future Vol, veh/h	0	1	513	1	3	912
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	0	1	552	1	3	981

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1050	277	0	0	553
Stage 1	553	-	-	-	-
Stage 2	497	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	223	720	-	-	1013
Stage 1	540	-	-	-	-
Stage 2	577	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	222	720	-	-	1013
Mov Cap-2 Maneuver	355	-	-	-	-
Stage 1	540	-	-	-	-
Stage 2	575	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	720	1013
HCM Lane V/C Ratio	-	-	0.001	0.003
HCM Control Delay (s)	-	-	10	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	4	510	913	6
Future Vol, veh/h	2	2	4	510	913	6
Conflicting Peds, #/hr	0	0	2	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	2	2	4	554	992	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1283	502	1001	0	-	0
Stage 1	998	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	157	515	687	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	155	514	686	-	-	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	737	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	686	-	341	-	-
HCM Lane V/C Ratio	0.006	-	0.013	-	-
HCM Control Delay (s)	10.3	-	15.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	4.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	557	82	141	329	63	133
Future Vol, veh/h	557	82	141	329	63	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	1	2	7	3	3
Mvmt Flow	586	86	148	346	66	140

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	586	0	1228
Stage 1	-	-	-	-	586
Stage 2	-	-	-	-	642
Critical Hdwy	-	-	4.12	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.218	-	3.527
Pot Cap-1 Maneuver	-	-	989	-	196
Stage 1	-	-	-	-	554
Stage 2	-	-	-	-	522
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	989	-	167
Mov Cap-2 Maneuver	-	-	-	-	167
Stage 1	-	-	-	-	554
Stage 2	-	-	-	-	444

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	167	508	-	-	989	-
HCM Lane V/C Ratio	0.397	0.276	-	-	0.15	-
HCM Control Delay (s)	40.1	14.8	-	-	9.3	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	1.7	1.1	-	-	0.5	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	37	25	27	433	640	50
Future Vol, veh/h	37	25	27	433	640	50
Conflicting Peds, #/hr	0	0	23	0	0	23
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	13	4	4	6	11
Mvmt Flow	39	26	28	456	674	53

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1209	697	750	0	-	0
Stage 1	697	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Critical Hdwy	6.57	6.33	4.14	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.417	2.236	-	-	-
Pot Cap-1 Maneuver	188	423	850	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	414	831	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.1	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	831	-	227	-	-
HCM Lane V/C Ratio	0.034	-	0.288	-	-
HCM Control Delay (s)	9.5	-	27.1	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	7	6	457	661	4
Future Vol, veh/h	3	7	6	457	661	4
Conflicting Peds, #/hr	0	0	20	0	0	20
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, %	33	2	2	4	5	2
Mvmt Flow	3	7	6	481	696	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1211	718	720	0	-	0
Stage 1	718	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	6.73	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	175	429	882	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	168	422	868	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	420	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	868	-	290	-	-
HCM Lane V/C Ratio	0.007	-	0.036	-	-
HCM Control Delay (s)	9.2	0	17.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	666	2	1	462	1	3
Future Vol, veh/h	666	2	1	462	1	3
Conflicting Peds, #/hr	0	21	21	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	95	95	95	95	95	95
Heavy Vehicles, %	6	2	2	4	2	2
Mvmt Flow	701	2	1	486	1	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	724	0	1211
Stage 1	-	-	-	-	723
Stage 2	-	-	-	-	488
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	879	-	201
Stage 1	-	-	-	-	481
Stage 2	-	-	-	-	617
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	861	-	197
Mov Cap-2 Maneuver	-	-	-	-	197
Stage 1	-	-	-	-	471
Stage 2	-	-	-	-	616

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	-	-	861	-
HCM Lane V/C Ratio	0.013	-	-	0.001	-
HCM Control Delay (s)	16.2	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑	↘	
Traffic Vol, veh/h	666	3	2	457	6	2
Future Vol, veh/h	666	3	2	457	6	2
Conflicting Peds, #/hr	0	15	15	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	2	2	4	2	2
Mvmt Flow	701	3	2	481	6	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	719	0	1203
Stage 1	-	-	-	-	718
Stage 2	-	-	-	-	485
Critical Hdwy	-	-	4.13	-	6.63
Critical Hdwy Stg 1	-	-	-	-	5.83
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.219	-	3.519
Pot Cap-1 Maneuver	-	-	880	-	190
Stage 1	-	-	-	-	445
Stage 2	-	-	-	-	618
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	867	-	187
Mov Cap-2 Maneuver	-	-	-	-	187
Stage 1	-	-	-	-	439
Stage 2	-	-	-	-	617

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	227	-	-	867	-
HCM Lane V/C Ratio	0.037	-	-	0.002	-
HCM Control Delay (s)	21.5	-	-	9.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	17.2
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑	↵	
Traffic Vol, veh/h	535	133	45	417	42	100
Future Vol, veh/h	535	133	45	417	42	100
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	6	3	5	3	3	4
Mvmt Flow	575	143	48	448	45	108
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	15.2	22	11.4
HCM LOS	C	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	30%	0%	0%	100%	0%
Vol Thru, %	0%	100%	57%	0%	100%
Vol Right, %	70%	0%	43%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	357	311	45	417
LT Vol	42	0	0	45	0
Through Vol	0	357	178	0	417
RT Vol	100	0	133	0	0
Lane Flow Rate	153	384	335	48	448
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.261	0.607	0.497	0.087	0.735
Departure Headway (Hd)	6.151	5.7	5.346	6.439	5.899
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	583	633	676	557	614
Service Time	4.192	3.43	3.076	4.174	3.634
HCM Lane V/C Ratio	0.262	0.607	0.496	0.086	0.73
HCM Control Delay	11.4	16.9	13.3	9.8	23.3
HCM Lane LOS	B	C	B	A	C
HCM 95th-tile Q	1	4.1	2.8	0.3	6.3

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	15	263	266	43	20	18
Future Vol, veh/h	15	263	266	43	20	18
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, %	7	4	5	7	5	18
Mvmt Flow	17	292	296	48	22	20

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	344	0	-	0	646 320
Stage 1	-	-	-	-	320 -
Stage 2	-	-	-	-	326 -
Critical Hdwy	4.17	-	-	-	6.45 6.38
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	2.263	-	-	-	3.545 3.462
Pot Cap-1 Maneuver	1188	-	-	-	431 685
Stage 1	-	-	-	-	729 -
Stage 2	-	-	-	-	725 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1188	-	-	-	424 685
Mov Cap-2 Maneuver	-	-	-	-	424 -
Stage 1	-	-	-	-	717 -
Stage 2	-	-	-	-	725 -

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	517
HCM Lane V/C Ratio	0.014	-	-	-	0.082
HCM Control Delay (s)	8.1	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑↑		↘	↑↑
Traffic Vol, veh/h	4	15	1008	3	2	613
Future Vol, veh/h	4	15	1008	3	2	613
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	75	2	4	2	50	3
Mvmt Flow	4	16	1096	3	2	666

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1435	550	0	0	1099
Stage 1	1098	-	-	-	-
Stage 2	337	-	-	-	-
Critical Hdwy	8.3	6.94	-	-	5.1
Critical Hdwy Stg 1	7.3	-	-	-	-
Critical Hdwy Stg 2	7.3	-	-	-	-
Follow-up Hdwy	4.25	3.32	-	-	2.7
Pot Cap-1 Maneuver	64	479	-	-	413
Stage 1	163	-	-	-	-
Stage 2	518	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	64	479	-	-	413
Mov Cap-2 Maneuver	151	-	-	-	-
Stage 1	163	-	-	-	-
Stage 2	515	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	329	413
HCM Lane V/C Ratio	-	-	0.063	0.005
HCM Control Delay (s)	-	-	16.7	13.8
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.2	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	3	2	1021	612	0
Future Vol, veh/h	3	3	2	1021	612	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, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	3	2
Mvmt Flow	3	3	2	1110	665	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1224	333	665	0	-	0
Stage 1	665	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	171	663	920	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	663	920	-	-	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	920	-	419	-	-
HCM Lane V/C Ratio	0.002	-	0.016	-	-
HCM Control Delay (s)	8.9	0	13.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	1023	1	11	610
Future Vol, veh/h	2	2	1023	1	11	610
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	10	2
Mvmt Flow	2	2	1137	1	12	678

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1501	569	0	0	1138
Stage 1	1138	-	-	-	-
Stage 2	363	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.3
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.3
Pot Cap-1 Maneuver	113	465	-	-	566
Stage 1	268	-	-	-	-
Stage 2	674	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	111	465	-	-	566
Mov Cap-2 Maneuver	213	-	-	-	-
Stage 1	268	-	-	-	-
Stage 2	660	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	292	566
HCM Lane V/C Ratio	-	-	0.015	0.022
HCM Control Delay (s)	-	-	17.5	11.5
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0	0.1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	2	1026	619	3
Future Vol, veh/h	2	2	2	1026	619	3
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	2	2	1127	680	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1250	342	683	0	-	0
Stage 1	682	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	165	654	906	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	165	654	906	-	-	-
Mov Cap-2 Maneuver	300	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	530	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	906	-	411	-	-
HCM Lane V/C Ratio	0.002	-	0.011	-	-
HCM Control Delay (s)	9	-	13.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	6.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	288	63	144	656	96	108
Future Vol, veh/h	288	63	144	656	96	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	1	4	3	2
Mvmt Flow	303	66	152	691	101	114

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	303	0	1298
Stage 1	-	-	-	-	303
Stage 2	-	-	-	-	995
Critical Hdwy	-	-	4.11	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.209	-	3.527
Pot Cap-1 Maneuver	-	-	1264	-	178
Stage 1	-	-	-	-	747
Stage 2	-	-	-	-	356
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1264	-	157
Mov Cap-2 Maneuver	-	-	-	-	157
Stage 1	-	-	-	-	747
Stage 2	-	-	-	-	313

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	34.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	157	737	-	-	1264	-
HCM Lane V/C Ratio	0.644	0.154	-	-	0.12	-
HCM Control Delay (s)	62.1	10.8	-	-	8.2	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	3.6	0.5	-	-	0.4	-

Intersection						
Int Delay, s/veh	4.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	96	41	26	704	367	29
Future Vol, veh/h	96	41	26	704	367	29
Conflicting Peds, #/hr	0	0	12	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	4	4	4	2
Mvmt Flow	101	43	27	741	386	31

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1193	398	429	0	-	0
Stage 1	398	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	207	652	1120	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	198	645	1107	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	37.3	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1107	-	250	-	-
HCM Lane V/C Ratio	0.025	-	0.577	-	-
HCM Control Delay (s)	8.3	-	37.3	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	3.3	-	-

HCM 6th TWSC
8: Kiawah Island Pkwy & Mingo Point

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	5	5	728	405	3
Future Vol, veh/h	2	5	5	728	405	3
Conflicting Peds, #/hr	0	0	14	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	5	5	766	426	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1218	442	443	0	-	0
Stage 1	442	-	-	-	-	-
Stage 2	776	-	-	-	-	-
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	199	615	1117	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	193	608	1105	-	-	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1105	-	377	-	-
HCM Lane V/C Ratio	0.005	-	0.02	-	-
HCM Control Delay (s)	8.3	0	14.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	406	4	6	726	7	6
Future Vol, veh/h	406	4	6	726	7	6
Conflicting Peds, #/hr	0	12	12	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	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	427	4	6	764	7	6

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	443	0	1217
Stage 1	-	-	-	-	441
Stage 2	-	-	-	-	776
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1117	-	200
Stage 1	-	-	-	-	648
Stage 2	-	-	-	-	454
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1104	-	196
Mov Cap-2 Maneuver	-	-	-	-	196
Stage 1	-	-	-	-	641
Stage 2	-	-	-	-	450

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	285	-	-	1104	-
HCM Lane V/C Ratio	0.048	-	-	0.006	-
HCM Control Delay (s)	18.3	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑	↘	
Traffic Vol, veh/h	409	3	0	730	2	1
Future Vol, veh/h	409	3	0	730	2	1
Conflicting Peds, #/hr	0	8	8	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	431	3	0	768	2	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	442	0	1209
Stage 1	-	-	-	-	441
Stage 2	-	-	-	-	768
Critical Hdwy	-	-	4.13	-	6.63
Critical Hdwy Stg 1	-	-	-	-	5.83
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.219	-	3.519
Pot Cap-1 Maneuver	-	-	1116	-	188
Stage 1	-	-	-	-	617
Stage 2	-	-	-	-	457
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1107	-	186
Mov Cap-2 Maneuver	-	-	-	-	186
Stage 1	-	-	-	-	612
Stage 2	-	-	-	-	457

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	249	-	-	1107	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	19.6	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	38.5
Intersection LOS	E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑	↘	
Traffic Vol, veh/h	355	55	74	600	130	56
Future Vol, veh/h	355	55	74	600	130	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	374	58	78	632	137	59
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	12.6	61.2	13.3
HCM LOS	B	F	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	70%	0%	0%	100%	0%
Vol Thru, %	0%	100%	68%	0%	100%
Vol Right, %	30%	0%	32%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	237	173	74	600
LT Vol	130	0	0	74	0
Through Vol	0	237	118	0	600
RT Vol	56	0	55	0	0
Lane Flow Rate	196	249	182	78	632
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.357	0.425	0.306	0.139	1.028
Departure Headway (Hd)	6.564	6.144	6.039	6.419	5.861
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	546	585	593	559	619
Service Time	4.623	3.897	3.792	4.161	3.602
HCM Lane V/C Ratio	0.359	0.426	0.307	0.14	1.021
HCM Control Delay	13.3	13.4	11.5	10.2	67.5
HCM Lane LOS	B	B	B	B	F
HCM 95th-tile Q	1.6	2.1	1.3	0.5	16.4

Intersection						
Int Delay, s/veh	1.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	17	285	290	53	41	25
Future Vol, veh/h	17	285	290	53	41	25
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	3	2	2	2	2
Mvmt Flow	19	317	322	59	46	28

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	381	0	-	0	707 352
Stage 1	-	-	-	-	352 -
Stage 2	-	-	-	-	355 -
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	1177	-	-	-	402 692
Stage 1	-	-	-	-	712 -
Stage 2	-	-	-	-	710 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1177	-	-	-	394 692
Mov Cap-2 Maneuver	-	-	-	-	394 -
Stage 1	-	-	-	-	698 -
Stage 2	-	-	-	-	710 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1177	-	-	-	471
HCM Lane V/C Ratio	0.016	-	-	-	0.156
HCM Control Delay (s)	8.1	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

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Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	19	0	13	6	0	0	21	815	5	9	1132	31
Future Vol, veh/h	19	0	13	6	0	0	21	815	5	9	1132	31
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	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	6	2
Mvmt Flow	20	0	14	6	0	0	23	876	5	10	1217	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1738	2181	625	1554	2195	441	1250	0	0	881	0	0
Stage 1	1254	1254	-	925	925	-	-	-	-	-	-	-
Stage 2	484	927	-	629	1270	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	56	45	428	77	45	564	553	-	-	763	-	-
Stage 1	182	242	-	290	346	-	-	-	-	-	-	-
Stage 2	533	345	-	437	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	54	43	428	71	43	564	553	-	-	763	-	-
Mov Cap-2 Maneuver	159	185	-	225	172	-	-	-	-	-	-	-
Stage 1	174	239	-	278	331	-	-	-	-	-	-	-
Stage 2	511	331	-	417	234	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25	21.5	0.3	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	553	-	-	214	225	763	-
HCM Lane V/C Ratio	0.041	-	-	0.161	0.029	0.013	-
HCM Control Delay (s)	11.8	-	-	25	21.5	9.8	-
HCM Lane LOS	B	-	-	D	C	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	1	2	2	831	1170	1
Future Vol, veh/h	1	2	2	831	1170	1
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	6	2
Mvmt Flow	1	2	2	903	1272	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1731	639	1275	0	-	0
Stage 1	1275	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	79	419	540	-	-	-
Stage 1	226	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	418	539	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	539	-	287	-	-
HCM Lane V/C Ratio	0.004	-	0.011	-	-
HCM Control Delay (s)	11.7	0	17.7	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑↑		↘	↑↑
Traffic Vol, veh/h	0	1	834	1	3	1171
Future Vol, veh/h	0	1	834	1	3	1171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	0	1	897	1	3	1259

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1534	449	0	0	898
Stage 1	898	-	-	-	-
Stage 2	636	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	107	557	-	-	752
Stage 1	358	-	-	-	-
Stage 2	489	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	107	557	-	-	752
Mov Cap-2 Maneuver	236	-	-	-	-
Stage 1	358	-	-	-	-
Stage 2	487	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	557	752
HCM Lane V/C Ratio	-	-	0.002	0.004
HCM Control Delay (s)	-	-	11.5	9.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	5	830	1172	7
Future Vol, veh/h	2	2	5	830	1172	7
Conflicting Peds, #/hr	0	0	2	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	2	2	5	902	1274	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1741	643	1284	0	-	0
Stage 1	1280	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	78	416	536	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	77	415	535	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	223	-	-	-	-	-
Stage 2	600	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	535	-	245	-	-
HCM Lane V/C Ratio	0.01	-	0.018	-	-
HCM Control Delay (s)	11.8	-	20	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	13.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	769	92	175	637	71	163
Future Vol, veh/h	769	92	175	637	71	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	1	2	7	3	3
Mvmt Flow	809	97	184	671	75	172

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	809	0
Stage 1	-	-	-	809
Stage 2	-	-	-	1039
Critical Hdwy	-	-	4.12	6.43
Critical Hdwy Stg 1	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	5.43
Follow-up Hdwy	-	-	2.218	3.527
Pot Cap-1 Maneuver	-	-	817	81
Stage 1	-	-	-	436
Stage 2	-	-	-	339
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	817	~ 63
Mov Cap-2 Maneuver	-	-	-	~ 63
Stage 1	-	-	-	436
Stage 2	-	-	-	263

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	101.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	63	379	-	-	817	-
HCM Lane V/C Ratio	1.186	0.453	-	-	0.225	-
HCM Control Delay (s)	283.7	22.1	-	-	10.7	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	6.1	2.3	-	-	0.9	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	6.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	28	30	748	869	70
Future Vol, veh/h	55	28	30	748	869	70
Conflicting Peds, #/hr	0	0	23	0	0	23
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	13	4	4	6	11
Mvmt Flow	58	29	32	787	915	74

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1789	938	1012	0	-	0
Stage 1	938	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Critical Hdwy	6.57	6.33	4.14	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.417	2.236	-	-	-
Pot Cap-1 Maneuver	82	306	677	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	299	662	-	-	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	385	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	134.9	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	662	-	100	-	-
HCM Lane V/C Ratio	0.048	-	0.874	-	-
HCM Control Delay (s)	10.7	-	134.9	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	5	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	8	7	775	895	5
Future Vol, veh/h	3	8	7	775	895	5
Conflicting Peds, #/hr	0	0	20	0	0	20
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, %	33	2	2	4	5	2
Mvmt Flow	3	8	7	816	942	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1795	965	967	0	-	0
Stage 1	965	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Critical Hdwy	6.73	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	74	309	712	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	304	701	-	-	-
Mov Cap-2 Maneuver	70	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	374	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	701	-	159	-	-
HCM Lane V/C Ratio	0.011	-	0.073	-	-
HCM Control Delay (s)	10.2	0	29.4	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	894	8	1	775	7	3
Future Vol, veh/h	894	8	1	775	7	3
Conflicting Peds, #/hr	0	21	21	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	95	95	95	95	95	95
Heavy Vehicles, %	6	2	2	4	2	2
Mvmt Flow	941	8	1	816	7	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	970	0	1784 966
Stage 1	-	-	-	-	966 -
Stage 2	-	-	-	-	818 -
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	-	-	710	-	90 309
Stage 1	-	-	-	-	369 -
Stage 2	-	-	-	-	434 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	696	-	88 303
Mov Cap-2 Maneuver	-	-	-	-	88 -
Stage 1	-	-	-	-	362 -
Stage 2	-	-	-	-	433 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0	40.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	112	-	-	696	-
HCM Lane V/C Ratio	0.094	-	-	0.002	-
HCM Control Delay (s)	40.5	-	-	10.2	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑	↘	
Traffic Vol, veh/h	894	3	2	769	7	2
Future Vol, veh/h	894	3	2	769	7	2
Conflicting Peds, #/hr	0	15	15	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	2	2	4	2	2
Mvmt Flow	941	3	2	809	7	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	959	0	1771
Stage 1	-	-	-	-	958
Stage 2	-	-	-	-	813
Critical Hdwy	-	-	4.13	-	6.63
Critical Hdwy Stg 1	-	-	-	-	5.83
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.219	-	3.519
Pot Cap-1 Maneuver	-	-	715	-	82
Stage 1	-	-	-	-	334
Stage 2	-	-	-	-	435
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	705	-	81
Mov Cap-2 Maneuver	-	-	-	-	81
Stage 1	-	-	-	-	329
Stage 2	-	-	-	-	434

Approach	EB	WB	NB
HCM Control Delay, s	0	0	44.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	100	-	-	705	-
HCM Lane V/C Ratio	0.095	-	-	0.003	-
HCM Control Delay (s)	44.7	-	-	10.1	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Intersection Delay, s/veh	93.2
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑	↘	
Traffic Vol, veh/h	735	161	50	699	72	110
Future Vol, veh/h	735	161	50	699	72	110
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	6	3	5	3	3	4
Mvmt Flow	790	173	54	752	77	118
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	33.2	184.1	14.3
HCM LOS	D	F	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	40%	0%	0%	100%	0%
Vol Thru, %	0%	100%	60%	0%	100%
Vol Right, %	60%	0%	40%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	182	490	406	50	699
LT Vol	72	0	0	50	0
Through Vol	0	490	245	0	699
RT Vol	110	0	161	0	0
Lane Flow Rate	196	527	437	54	752
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.362	0.897	0.703	0.106	1.368
Departure Headway (Hd)	7.273	6.506	6.171	7.096	6.553
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	497	564	589	506	556
Service Time	5.273	4.206	3.871	4.818	4.275
HCM Lane V/C Ratio	0.394	0.934	0.742	0.107	1.353
HCM Control Delay	14.3	42.3	22.2	10.7	196.5
HCM Lane LOS	B	E	C	B	F
HCM 95th-tile Q	1.6	10.5	5.6	0.4	33.6

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	42	376	345	73	39	37
Future Vol, veh/h	42	376	345	73	39	37
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, %	7	4	5	7	5	18
Mvmt Flow	47	418	383	81	43	41

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	464	0	-	0	936 424
Stage 1	-	-	-	-	424 -
Stage 2	-	-	-	-	512 -
Critical Hdwy	4.17	-	-	-	6.45 6.38
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	2.263	-	-	-	3.545 3.462
Pot Cap-1 Maneuver	1072	-	-	-	291 597
Stage 1	-	-	-	-	654 -
Stage 2	-	-	-	-	596 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1072	-	-	-	274 597
Mov Cap-2 Maneuver	-	-	-	-	274 -
Stage 1	-	-	-	-	617 -
Stage 2	-	-	-	-	596 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1072	-	-	-	372
HCM Lane V/C Ratio	0.044	-	-	-	0.227
HCM Control Delay (s)	8.5	0	-	-	17.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	22	0	14	5	0	16	16	1331	3	2	1041	25
Future Vol, veh/h	22	0	14	5	0	16	16	1331	3	2	1041	25
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	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	75	2	2	2	4	2	50	3	2
Mvmt Flow	24	0	15	5	0	17	17	1447	3	2	1132	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1908	2634	580	2053	2646	725	1159	0	0	1450	0	0
Stage 1	1150	1150	-	1483	1483	-	-	-	-	-	-	-
Stage 2	758	1484	-	570	1163	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	9	6.54	6.94	4.14	-	-	5.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	4.25	4.02	3.32	2.22	-	-	2.7	-	-
Pot Cap-1 Maneuver	42	23	458	13	23	368	599	-	-	280	-	-
Stage 1	211	271	-	66	187	-	-	-	-	-	-	-
Stage 2	365	187	-	328	267	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	39	22	458	12	22	368	599	-	-	280	-	-
Mov Cap-2 Maneuver	168	141	-	59	138	-	-	-	-	-	-	-
Stage 1	205	269	-	64	182	-	-	-	-	-	-	-
Stage 2	338	182	-	315	265	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	24.5		30.5		0.1		0	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	599	-	-	223	164	280	-	-
HCM Lane V/C Ratio	0.029	-	-	0.175	0.139	0.008	-	-
HCM Control Delay (s)	11.2	-	-	24.5	30.5	18	-	-
HCM Lane LOS	B	-	-	C	D	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.5	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	3	2	1371	1065	0
Future Vol, veh/h	3	3	2	1371	1065	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, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	3	2
Mvmt Flow	3	3	2	1490	1158	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1907	579	1158	0	-	0
Stage 1	1158	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	60	458	599	-	-	-
Stage 1	261	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	59	458	599	-	-	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	428	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	599	-	249	-	-
HCM Lane V/C Ratio	0.004	-	0.026	-	-
HCM Control Delay (s)	11	0.1	19.8	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	2	2	1374	1	12	1062
Future Vol, veh/h	2	2	1374	1	12	1062
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	10	2
Mvmt Flow	2	2	1527	1	13	1180

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2144	764	0	0	1528
Stage 1	1528	-	-	-	-
Stage 2	616	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.3
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.3
Pot Cap-1 Maneuver	42	346	-	-	395
Stage 1	165	-	-	-	-
Stage 2	501	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	41	346	-	-	395
Mov Cap-2 Maneuver	126	-	-	-	-
Stage 1	165	-	-	-	-
Stage 2	484	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.9	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	185	395
HCM Lane V/C Ratio	-	-	0.024	0.034
HCM Control Delay (s)	-	-	24.9	14.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	2	1377	1073	3
Future Vol, veh/h	2	2	2	1377	1073	3
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	2	2	1513	1179	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1942	591	1182	0	-	0
Stage 1	1181	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	57	450	587	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	450	587	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	253	-	-	-	-	-
Stage 2	422	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	587	-	245	-	-
HCM Lane V/C Ratio	0.004	-	0.018	-	-
HCM Control Delay (s)	11.2	-	20	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	52.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	700	71	181	972	108	142
Future Vol, veh/h	700	71	181	972	108	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	1	4	3	2
Mvmt Flow	737	75	191	1023	114	149

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	737	0	2142
Stage 1	-	-	-	-	737
Stage 2	-	-	-	-	1405
Critical Hdwy	-	-	4.11	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.209	-	3.527
Pot Cap-1 Maneuver	-	-	873	-	~ 53
Stage 1	-	-	-	-	472
Stage 2	-	-	-	-	226
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	873	-	~ 41
Mov Cap-2 Maneuver	-	-	-	-	~ 41
Stage 1	-	-	-	-	472
Stage 2	-	-	-	-	177

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	\$ 446.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	41	418	-	-	873	-
HCM Lane V/C Ratio	2.773	0.358	-	-	0.218	-
HCM Control Delay (s)	\$ 1010	18.3	-	-	10.3	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	12.5	1.6	-	-	0.8	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	58.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↗		↘	↑	↑	↘
Traffic Vol, veh/h	130	45	29	1029	779	57
Future Vol, veh/h	130	45	29	1029	779	57
Conflicting Peds, #/hr	0	0	12	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	4	4	4	2
Mvmt Flow	137	47	31	1083	820	60

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1977	832	892	0	0
Stage 1	832	-	-	-	-
Stage 2	1145	-	-	-	-
Critical Hdwy	6.41	6.22	4.14	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.236	-	-
Pot Cap-1 Maneuver	~ 68	369	752	-	-
Stage 1	429	-	-	-	-
Stage 2	305	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 64	365	743	-	-
Mov Cap-2 Maneuver	~ 64	-	-	-	-
Stage 1	406	-	-	-	-
Stage 2	302	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s\$	693.5	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	743	-	81	-	-
HCM Lane V/C Ratio	0.041	-	2.274	-	-
HCM Control Delay (s)	10.1	-	\$ 693.5	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	17	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	2	6	6	1056	821	3
Future Vol, veh/h	2	6	6	1056	821	3
Conflicting Peds, #/hr	0	0	14	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	6	6	1112	864	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2004	880	881	0	0
Stage 1	880	-	-	-	-
Stage 2	1124	-	-	-	-
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	65	346	767	-	-
Stage 1	406	-	-	-	-
Stage 2	310	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	62	342	758	-	-
Mov Cap-2 Maneuver	62	-	-	-	-
Stage 1	393	-	-	-	-
Stage 2	307	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.6	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	758	-	161	-	-
HCM Lane V/C Ratio	0.008	-	0.052	-	-
HCM Control Delay (s)	9.8	0	28.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	811	16	7	1042	19	7
Future Vol, veh/h	811	16	7	1042	19	7
Conflicting Peds, #/hr	0	12	12	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	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	854	17	7	1097	20	7

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	883	0	1986 875
Stage 1	-	-	-	-	875 -
Stage 2	-	-	-	-	1111 -
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	-	-	766	-	67 349
Stage 1	-	-	-	-	408 -
Stage 2	-	-	-	-	315 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	757	-	65 345
Mov Cap-2 Maneuver	-	-	-	-	65 -
Stage 1	-	-	-	-	404 -
Stage 2	-	-	-	-	307 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	68.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	83	-	-	757	-
HCM Lane V/C Ratio	0.33	-	-	0.01	-
HCM Control Delay (s)	68.4	-	-	9.8	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑	↘	
Traffic Vol, veh/h	815	3	0	1047	2	1
Future Vol, veh/h	815	3	0	1047	2	1
Conflicting Peds, #/hr	0	8	8	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	858	3	0	1102	2	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	869	0	1970
Stage 1	-	-	-	-	868
Stage 2	-	-	-	-	1102
Critical Hdwy	-	-	4.13	-	6.63
Critical Hdwy Stg 1	-	-	-	-	5.83
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.219	-	3.519
Pot Cap-1 Maneuver	-	-	773	-	61
Stage 1	-	-	-	-	372
Stage 2	-	-	-	-	317
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	767	-	61
Mov Cap-2 Maneuver	-	-	-	-	61
Stage 1	-	-	-	-	369
Stage 2	-	-	-	-	317

Approach	EB	WB	NB
HCM Control Delay, s	0	0	47.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	87	-	-	767	-
HCM Lane V/C Ratio	0.036	-	-	-	-
HCM Control Delay (s)	47.9	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	172.7
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙	↑	↘	
Traffic Vol, veh/h	718	97	81	880	166	62
Future Vol, veh/h	718	97	81	880	166	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	756	102	85	926	175	65
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	34.3	326.9	17.4
HCM LOS	D	F	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	73%	0%	0%	100%	0%
Vol Thru, %	0%	100%	71%	0%	100%
Vol Right, %	27%	0%	29%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	228	479	336	81	880
LT Vol	166	0	0	81	0
Through Vol	0	479	239	0	880
RT Vol	62	0	97	0	0
Lane Flow Rate	240	504	354	85	926
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.459	0.892	0.619	0.173	1.736
Departure Headway (Hd)	7.893	7.09	7.005	7.307	6.745
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	461	514	520	493	547
Service Time	5.893	4.79	4.705	5.026	4.464
HCM Lane V/C Ratio	0.521	0.981	0.681	0.172	1.693
HCM Control Delay	17.4	44.1	20.4	11.6	355.9
HCM Lane LOS	C	E	C	B	F
HCM 95th-tile Q	2.4	10	4.2	0.6	55.2

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	41	399	447	80	63	46
Future Vol, veh/h	41	399	447	80	63	46
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	3	2	2	2	2
Mvmt Flow	46	443	497	89	70	51

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	586	0	-	0	1077 542
Stage 1	-	-	-	-	542 -
Stage 2	-	-	-	-	535 -
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	989	-	-	-	242 540
Stage 1	-	-	-	-	583 -
Stage 2	-	-	-	-	587 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	989	-	-	-	227 540
Mov Cap-2 Maneuver	-	-	-	-	227 -
Stage 1	-	-	-	-	547 -
Stage 2	-	-	-	-	587 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	24.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	989	-	-	-	301
HCM Lane V/C Ratio	0.046	-	-	-	0.402
HCM Control Delay (s)	8.8	0	-	-	24.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.9

2026 Build Capacity Analysis Worksheets

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	19	0	13	5	0	0	21	761	4	8	1037	31
Future Vol, veh/h	19	0	13	5	0	0	21	761	4	8	1037	31
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	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	6	2
Mvmt Flow	20	0	14	5	0	0	23	818	4	9	1115	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1605	2018	574	1442	2032	411	1148	0	0	822	0	0
Stage 1	1150	1150	-	866	866	-	-	-	-	-	-	-
Stage 2	455	868	-	576	1166	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	70	58	462	93	57	590	604	-	-	803	-	-
Stage 1	211	271	-	314	369	-	-	-	-	-	-	-
Stage 2	554	368	-	470	266	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	67	55	462	87	54	590	604	-	-	803	-	-
Mov Cap-2 Maneuver	184	206	-	247	194	-	-	-	-	-	-	-
Stage 1	203	268	-	302	355	-	-	-	-	-	-	-
Stage 2	533	354	-	451	263	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22.2		19.9		0.3		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	604	-	-	244	247	803	-	-
HCM Lane V/C Ratio	0.037	-	-	0.141	0.022	0.011	-	-
HCM Control Delay (s)	11.2	-	-	22.2	19.9	9.5	-	-
HCM Lane LOS	B	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	1	2	2	778	1074	1
Future Vol, veh/h	1	2	2	778	1074	1
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, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	6	2
Mvmt Flow	1	2	2	846	1167	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1595	584	1168	0	-	0
Stage 1	1168	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	98	455	594	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	455	594	-	-	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	594	-	319	-	-
HCM Lane V/C Ratio	0.004	-	0.01	-	-
HCM Control Delay (s)	11.1	0	16.4	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	0	1	780	1	3	1075
Future Vol, veh/h	0	1	780	1	3	1075
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	0	1	839	1	3	1156

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1424	420	0	0	840
Stage 1	840	-	-	-	-
Stage 2	584	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	127	582	-	-	791
Stage 1	384	-	-	-	-
Stage 2	521	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	126	582	-	-	791
Mov Cap-2 Maneuver	257	-	-	-	-
Stage 1	384	-	-	-	-
Stage 2	519	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	582	791
HCM Lane V/C Ratio	-	-	0.002	0.004
HCM Control Delay (s)	-	-	11.2	9.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	4	777	1076	6
Future Vol, veh/h	2	2	4	777	1076	6
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	2	2	4	845	1170	7

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1605	589	1177	0	-	0
Stage 1	1174	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	96	452	589	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	452	589	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	623	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	589	-	275	-	-
HCM Lane V/C Ratio	0.007	-	0.016	-	-
HCM Control Delay (s)	11.2	-	18.3	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	8.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑	↘	↗
Traffic Vol, veh/h	711	83	160	603	64	149
Future Vol, veh/h	711	83	160	603	64	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	1	2	7	3	3
Mvmt Flow	748	87	168	635	67	157

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	748	0	1719
Stage 1	-	-	-	-	748
Stage 2	-	-	-	-	971
Critical Hdwy	-	-	4.12	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.218	-	3.527
Pot Cap-1 Maneuver	-	-	861	-	98
Stage 1	-	-	-	-	466
Stage 2	-	-	-	-	366
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	861	-	79
Mov Cap-2 Maneuver	-	-	-	-	79
Stage 1	-	-	-	-	466
Stage 2	-	-	-	-	295

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	59.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	79	411	-	-	861	-
HCM Lane V/C Ratio	0.853	0.382	-	-	0.196	-
HCM Control Delay (s)	153.8	19.1	-	-	10.2	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	4.4	1.8	-	-	0.7	-

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	25	27	703	802	64
Future Vol, veh/h	51	25	27	703	802	64
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	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	13	4	4	6	11
Mvmt Flow	54	26	28	740	844	67

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1640	844	911	0	-	0
Stage 1	844	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Critical Hdwy	6.57	6.33	4.14	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.417	2.236	-	-	-
Pot Cap-1 Maneuver	101	347	739	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	347	739	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	72.4	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	739	-	127	-	-
HCM Lane V/C Ratio	0.038	-	0.63	-	-
HCM Control Delay (s)	10.1	-	72.4	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	3.3	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	7	6	727	826	4
Future Vol, veh/h	3	7	6	727	826	4
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, %	33	2	2	4	5	2
Mvmt Flow	3	7	6	765	869	4

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1648	871	873	0	-	0
Stage 1	871	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.73	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	92	350	773	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	91	350	773	-	-	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	403	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.2	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	773	-	189	-	-
HCM Lane V/C Ratio	0.008	-	0.056	-	-
HCM Control Delay (s)	9.7	0	25.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	824	8	1	726	7	3
Future Vol, veh/h	824	8	1	726	7	3
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	95	95	95	95	95	95
Heavy Vehicles, %	6	2	2	4	2	2
Mvmt Flow	867	8	1	764	7	3

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	875
Stage 1	-	-	871
Stage 2	-	-	766
Critical Hdwy	-	4.12	6.42
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	771	111
Stage 1	-	-	410
Stage 2	-	-	459
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	771	111
Mov Cap-2 Maneuver	-	-	111
Stage 1	-	-	410
Stage 2	-	-	458

Approach	EB	WB	NB
HCM Control Delay, s	0	0	32.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	140	-	-	771	-
HCM Lane V/C Ratio	0.075	-	-	0.001	-
HCM Control Delay (s)	32.8	-	-	9.7	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑	↘	
Traffic Vol, veh/h	824	3	2	721	6	2
Future Vol, veh/h	824	3	2	721	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	2	2	4	2	2
Mvmt Flow	867	3	2	759	6	2

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	870	0	1632
Stage 1	-	-	-	-	869
Stage 2	-	-	-	-	763
Critical Hdwy	-	-	4.13	-	6.63
Critical Hdwy Stg 1	-	-	-	-	5.83
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.219	-	3.519
Pot Cap-1 Maneuver	-	-	773	-	101
Stage 1	-	-	-	-	372
Stage 2	-	-	-	-	459
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	773	-	101
Mov Cap-2 Maneuver	-	-	-	-	101
Stage 1	-	-	-	-	372
Stage 2	-	-	-	-	458

Approach	EB	WB	NB
HCM Control Delay, s	0	0	35.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	127	-	-	773	-
HCM Lane V/C Ratio	0.066	-	-	0.003	-
HCM Control Delay (s)	35.4	-	-	9.7	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Intersection Delay, s/veh	70.4
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑	↘	
Traffic Vol, veh/h	679	147	45	655	68	100
Future Vol, veh/h	679	147	45	655	68	100
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	6	3	5	3	3	4
Mvmt Flow	730	158	48	704	73	108
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	25.5	136.9	13.6
HCM LOS	D	F	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	40%	0%	0%	100%	0%
Vol Thru, %	0%	100%	61%	0%	100%
Vol Right, %	60%	0%	39%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	168	453	373	45	655
LT Vol	68	0	0	45	0
Through Vol	0	453	226	0	655
RT Vol	100	0	147	0	0
Lane Flow Rate	181	487	401	48	704
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.332	0.817	0.637	0.093	1.245
Departure Headway (Hd)	7.097	6.312	5.98	6.908	6.366
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	509	579	606	520	578
Service Time	5.097	4.012	3.68	4.631	4.089
HCM Lane V/C Ratio	0.356	0.841	0.662	0.092	1.218
HCM Control Delay	13.6	31.2	18.6	10.3	145.6
HCM Lane LOS	B	D	C	B	F
HCM 95th-tile Q	1.4	8.2	4.5	0.3	27

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	41	349	317	68	37	35
Future Vol, veh/h	41	349	317	68	37	35
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, %	7	4	5	7	5	18
Mvmt Flow	46	388	352	76	41	39

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	428	0	-	0	870 390
Stage 1	-	-	-	-	390 -
Stage 2	-	-	-	-	480 -
Critical Hdwy	4.17	-	-	-	6.45 6.38
Critical Hdwy Stg 1	-	-	-	-	5.45 -
Critical Hdwy Stg 2	-	-	-	-	5.45 -
Follow-up Hdwy	2.263	-	-	-	3.545 3.462
Pot Cap-1 Maneuver	1105	-	-	-	318 625
Stage 1	-	-	-	-	678 -
Stage 2	-	-	-	-	616 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1105	-	-	-	301 625
Mov Cap-2 Maneuver	-	-	-	-	301 -
Stage 1	-	-	-	-	642 -
Stage 2	-	-	-	-	616 -

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1105	-	-	-	402
HCM Lane V/C Ratio	0.041	-	-	-	0.199
HCM Control Delay (s)	8.4	0	-	-	16.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	22	0	14	4	0	15	16	1226	3	2	977	25
Future Vol, veh/h	22	0	14	4	0	15	16	1226	3	2	977	25
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	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	75	2	2	2	4	2	50	3	2
Mvmt Flow	24	0	15	4	0	16	17	1333	3	2	1062	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1781	2450	545	1904	2462	668	1089	0	0	1336	0	0
Stage 1	1080	1080	-	1369	1369	-	-	-	-	-	-	-
Stage 2	701	1370	-	535	1093	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	9	6.54	6.94	4.14	-	-	5.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	4.25	4.02	3.32	2.22	-	-	2.7	-	-
Pot Cap-1 Maneuver	52	31	482	18	30	401	636	-	-	318	-	-
Stage 1	233	293	-	82	213	-	-	-	-	-	-	-
Stage 2	395	212	-	348	288	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	49	30	482	17	29	401	636	-	-	318	-	-
Mov Cap-2 Maneuver	187	159	-	74	156	-	-	-	-	-	-	-
Stage 1	227	291	-	80	207	-	-	-	-	-	-	-
Stage 2	369	206	-	335	286	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22.5		24.2		0.1		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	636	-	-	245	208	318	-	-
HCM Lane V/C Ratio	0.027	-	-	0.16	0.099	0.007	-	-
HCM Control Delay (s)	10.8	-	-	22.5	24.2	16.4	-	-
HCM Lane LOS	B	-	-	C	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.3	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	3	2	1265	1001	0
Future Vol, veh/h	3	3	2	1265	1001	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, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	3	2
Mvmt Flow	3	3	2	1375	1088	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1780	544	1088	0	-	0
Stage 1	1088	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	73	483	637	-	-	-
Stage 1	284	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	483	637	-	-	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	280	-	-	-	-	-
Stage 2	458	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	637	-	272	-	-
HCM Lane V/C Ratio	0.003	-	0.024	-	-
HCM Control Delay (s)	10.7	0.1	18.6	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑↓		Y	↑↑
Traffic Vol, veh/h	2	2	1267	1	11	999
Future Vol, veh/h	2	2	1267	1	11	999
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	10	2
Mvmt Flow	2	2	1408	1	12	1110

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1988	705	0	0	1409
Stage 1	1409	-	-	-	-
Stage 2	579	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.3
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.3
Pot Cap-1 Maneuver	53	379	-	-	441
Stage 1	192	-	-	-	-
Stage 2	524	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	52	379	-	-	441
Mov Cap-2 Maneuver	145	-	-	-	-
Stage 1	192	-	-	-	-
Stage 2	510	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.5	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	210	441
HCM Lane V/C Ratio	-	-	0.021	0.028
HCM Control Delay (s)	-	-	22.5	13.4
HCM Lane LOS	-	-	C	B
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	2	1270	1008	3
Future Vol, veh/h	2	2	2	1270	1008	3
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	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	2	2	1396	1108	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1812	556	1111	0	-	0
Stage 1	1110	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	70	475	624	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	475	624	-	-	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	276	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	624	-	267	-	-
HCM Lane V/C Ratio	0.004	-	0.016	-	-
HCM Control Delay (s)	10.8	-	18.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	32.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	670	64	166	904	98	130
Future Vol, veh/h	670	64	166	904	98	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	1	4	3	2
Mvmt Flow	705	67	175	952	103	137

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	705	0	2007
Stage 1	-	-	-	-	705
Stage 2	-	-	-	-	1302
Critical Hdwy	-	-	4.11	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.209	-	3.527
Pot Cap-1 Maneuver	-	-	898	-	~ 65
Stage 1	-	-	-	-	488
Stage 2	-	-	-	-	253
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	898	-	~ 52
Mov Cap-2 Maneuver	-	-	-	-	~ 52
Stage 1	-	-	-	-	488
Stage 2	-	-	-	-	204

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	279.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	52	436	-	-	898	-
HCM Lane V/C Ratio	1.984	0.314	-	-	0.195	-
HCM Control Delay (s)	\$ 628.5	17	-	-	10	-
HCM Lane LOS	F	C	-	-	A	-
HCM 95th %tile Q(veh)	10.2	1.3	-	-	0.7	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	35.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	120	41	26	955	741	53
Future Vol, veh/h	120	41	26	955	741	53
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	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	4	4	4	2
Mvmt Flow	126	43	27	1005	780	56

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1839	780	836	0	-	0
Stage 1	780	-	-	-	-	-
Stage 2	1059	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	~ 83	395	789	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 80	395	789	-	-	-
Mov Cap-2 Maneuver	~ 80	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	335	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 425.1	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	789	-	100	-	-
HCM Lane V/C Ratio	0.035	-	1.695	-	-
HCM Control Delay (s)	9.7	-	\$ 425.1	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	13.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	2	5	5	979	779	3
Future Vol, veh/h	2	5	5	979	779	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	5	5	1031	820	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1863	822	823	0	-	0
Stage 1	822	-	-	-	-	-
Stage 2	1041	-	-	-	-	-
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	80	374	807	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	79	374	807	-	-	-
Mov Cap-2 Maneuver	79	-	-	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	340	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	807	-	181	-	-
HCM Lane V/C Ratio	0.007	-	0.041	-	-
HCM Control Delay (s)	9.5	0	25.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	769	15	6	966	18	6
Future Vol, veh/h	769	15	6	966	18	6
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	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	809	16	6	1017	19	6

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	825	0	1846
Stage 1	-	-	-	-	817
Stage 2	-	-	-	-	1029
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	805	-	82
Stage 1	-	-	-	-	434
Stage 2	-	-	-	-	345
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	805	-	81
Mov Cap-2 Maneuver	-	-	-	-	81
Stage 1	-	-	-	-	434
Stage 2	-	-	-	-	339

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	52.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	101	-	-	805	-
HCM Lane V/C Ratio	0.25	-	-	0.008	-
HCM Control Delay (s)	52.1	-	-	9.5	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑	↗	
Traffic Vol, veh/h	772	3	0	970	2	1
Future Vol, veh/h	772	3	0	970	2	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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	813	3	0	1021	2	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	816	0	1836
Stage 1	-	-	-	-	815
Stage 2	-	-	-	-	1021
Critical Hdwy	-	-	4.13	-	6.63
Critical Hdwy Stg 1	-	-	-	-	5.83
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.219	-	3.519
Pot Cap-1 Maneuver	-	-	810	-	75
Stage 1	-	-	-	-	397
Stage 2	-	-	-	-	347
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	810	-	75
Mov Cap-2 Maneuver	-	-	-	-	75
Stage 1	-	-	-	-	397
Stage 2	-	-	-	-	347

Approach	EB	WB	NB
HCM Control Delay, s	0	0	40
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	106	-	-	810	-
HCM Lane V/C Ratio	0.03	-	-	-	-
HCM Control Delay (s)	40	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	137
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑	↘↘	
Traffic Vol, veh/h	681	92	74	817	152	56
Future Vol, veh/h	681	92	74	817	152	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	717	97	78	860	160	59
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	27.8	259.9	16.1
HCM LOS	D	F	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	73%	0%	0%	100%	0%
Vol Thru, %	0%	100%	71%	0%	100%
Vol Right, %	27%	0%	29%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	208	454	319	74	817
LT Vol	152	0	0	74	0
Through Vol	0	454	227	0	817
RT Vol	56	0	92	0	0
Lane Flow Rate	219	478	336	78	860
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.417	0.83	0.576	0.154	1.569
Departure Headway (Hd)	7.693	6.815	6.73	7.13	6.569
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	471	535	541	505	559
Service Time	5.693	4.515	4.43	4.85	4.288
HCM Lane V/C Ratio	0.465	0.893	0.621	0.154	1.538
HCM Control Delay	16.1	34.6	18.2	11.1	282.4
HCM Lane LOS	C	D	C	B	F
HCM 95th-tile Q	2	8.4	3.6	0.5	45.9

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	39	369	417	75	59	43
Future Vol, veh/h	39	369	417	75	59	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	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	43	410	463	83	66	48

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	546	0	-	0	1001 505
Stage 1	-	-	-	-	505 -
Stage 2	-	-	-	-	496 -
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	1023	-	-	-	269 567
Stage 1	-	-	-	-	606 -
Stage 2	-	-	-	-	612 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1023	-	-	-	254 567
Mov Cap-2 Maneuver	-	-	-	-	254 -
Stage 1	-	-	-	-	573 -
Stage 2	-	-	-	-	612 -

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1023	-	-	-	331
HCM Lane V/C Ratio	0.042	-	-	-	0.342
HCM Control Delay (s)	8.7	0	-	-	21.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.5

2036 Build Capacity Analysis Worksheets

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	19	0	13	6	0	0	21	1005	5	9	1278	31
Future Vol, veh/h	19	0	13	6	0	0	21	1005	5	9	1278	31
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	-	-	-	-	-	-	0	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	6	2
Mvmt Flow	20	0	14	6	0	0	23	1081	5	10	1374	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1998	2543	704	1837	2557	543	1407	0	0	1086	0	0
Stage 1	1411	1411	-	1130	1130	-	-	-	-	-	-	-
Stage 2	587	1132	-	707	1427	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	35	27	379	47	26	484	481	-	-	638	-	-
Stage 1	145	203	-	217	277	-	-	-	-	-	-	-
Stage 2	463	276	-	392	199	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	33	25	379	43	24	484	481	-	-	638	-	-
Mov Cap-2 Maneuver	126	148	-	172	137	-	-	-	-	-	-	-
Stage 1	138	200	-	207	264	-	-	-	-	-	-	-
Stage 2	441	263	-	372	196	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	30.9		26.7		0.3		0.1			
HCM LOS	D		D							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	173	172	638	-	-
HCM Lane V/C Ratio	0.047	-	-	0.199	0.038	0.015	-	-
HCM Control Delay (s)	12.9	-	-	30.9	26.7	10.7	-	-
HCM Lane LOS	B	-	-	D	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	1	2	2	1021	1316	1
Future Vol, veh/h	1	2	2	1021	1316	1
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, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	6	2
Mvmt Flow	1	2	2	1110	1430	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1990	716	1431	0	0
Stage 1	1431	-	-	-	-
Stage 2	559	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	53	373	471	-	-
Stage 1	186	-	-	-	-
Stage 2	536	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	52	373	471	-	-
Mov Cap-2 Maneuver	142	-	-	-	-
Stage 1	184	-	-	-	-
Stage 2	536	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	471	-	242	-	-
HCM Lane V/C Ratio	0.005	-	0.013	-	-
HCM Control Delay (s)	12.7	0.1	20.1	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑↑		↘	↑↑
Traffic Vol, veh/h	0	1	1024	1	3	1317
Future Vol, veh/h	0	1	1024	1	3	1317
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	0	1	1101	1	3	1416

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1816	551	0	0	1102
Stage 1	1102	-	-	-	-
Stage 2	714	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	69	478	-	-	629
Stage 1	280	-	-	-	-
Stage 2	446	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	69	478	-	-	629
Mov Cap-2 Maneuver	186	-	-	-	-
Stage 1	280	-	-	-	-
Stage 2	444	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	629
HCM Lane V/C Ratio	-	-	0.002	0.005
HCM Control Delay (s)	-	-	12.5	10.8
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	2	44	0	30	5	965	54	36	1274	7
Future Vol, veh/h	2	0	2	44	0	30	5	965	54	36	1274	7
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	-	-	-	-	-	150	100	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	2	0	2	48	0	33	5	1049	59	39	1385	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2002	2585	697	1860	2560	554	1393	0	0	1108	0	0
Stage 1	1467	1467	-	1089	1089	-	-	-	-	-	-	-
Stage 2	535	1118	-	771	1471	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	35	25	383	~45	26	476	487	-	-	626	-	-
Stage 1	134	190	-	230	290	-	-	-	-	-	-	-
Stage 2	497	281	-	359	190	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	31	23	383	~42	24	476	487	-	-	626	-	-
Mov Cap-2 Maneuver	102	103	-	141	109	-	-	-	-	-	-	-
Stage 1	133	178	-	228	287	-	-	-	-	-	-	-
Stage 2	458	278	-	335	178	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28	30.9	0.1	0.3
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	487	-	-	161	141	476	626	-	-
HCM Lane V/C Ratio	0.011	-	-	0.027	0.339	0.069	0.063	-	-
HCM Control Delay (s)	12.5	-	-	28	43.1	13.1	11.1	-	-
HCM Lane LOS	B	-	-	D	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.4	0.2	0.2	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	27.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	943	92	175	820	71	163
Future Vol, veh/h	943	92	175	820	71	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	1	2	7	3	3
Mvmt Flow	993	97	184	863	75	172

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	993	0	2224
Stage 1	-	-	-	-	993
Stage 2	-	-	-	-	1231
Critical Hdwy	-	-	4.12	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.218	-	3.527
Pot Cap-1 Maneuver	-	-	696	-	~ 47
Stage 1	-	-	-	-	357
Stage 2	-	-	-	-	274
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	696	-	~ 35
Mov Cap-2 Maneuver	-	-	-	-	~ 35
Stage 1	-	-	-	-	357
Stage 2	-	-	-	-	202

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	255.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	35	297	-	-	696	-
HCM Lane V/C Ratio	2.135	0.578	-	-	0.265	-
HCM Control Delay (s)	\$ 768.4	32.5	-	-	12	-
HCM Lane LOS	F	D	-	-	B	-
HCM 95th %tile Q(veh)	8.3	3.4	-	-	1.1	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	12.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔		↔	↑	↑	↔
Traffic Vol, veh/h	55	28	30	885	1034	70
Future Vol, veh/h	55	28	30	885	1034	70
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	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	13	4	4	6	11
Mvmt Flow	58	29	32	932	1088	74

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2084	1088	1162	0	-	0
Stage 1	1088	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Critical Hdwy	6.57	6.33	4.14	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.417	2.236	-	-	-
Pot Cap-1 Maneuver	~ 53	249	594	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 50	249	594	-	-	-
Mov Cap-2 Maneuver	~ 50	-	-	-	-	-
Stage 1	286	-	-	-	-	-
Stage 2	335	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 308.4	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	594	-	68	-	-
HCM Lane V/C Ratio	0.053	-	1.285	-	-
HCM Control Delay (s)	11.4	-	\$ 308.4	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	7.1	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	8	7	912	1060	5
Future Vol, veh/h	3	8	7	912	1060	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	33	2	2	4	5	2
Mvmt Flow	3	8	7	960	1116	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2093	1119	1121	0	-	0
Stage 1	1119	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Critical Hdwy	6.73	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	47	252	623	-	-	-
Stage 1	272	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	252	623	-	-	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	322	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.5	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	623	-	113	-	-
HCM Lane V/C Ratio	0.012	-	0.102	-	-
HCM Control Delay (s)	10.8	0	40.5	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1059	8	1	913	7	3
Future Vol, veh/h	1059	8	1	913	7	3
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	95	95	95	95	95	95
Heavy Vehicles, %	6	2	2	4	2	2
Mvmt Flow	1115	8	1	961	7	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1123	0	2082
Stage 1	-	-	-	-	1119
Stage 2	-	-	-	-	963
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	622	-	58
Stage 1	-	-	-	-	312
Stage 2	-	-	-	-	370
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	622	-	58
Mov Cap-2 Maneuver	-	-	-	-	58
Stage 1	-	-	-	-	312
Stage 2	-	-	-	-	369

Approach	EB	WB	NB
HCM Control Delay, s	0	0	60.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	75	-	-	622	-
HCM Lane V/C Ratio	0.14	-	-	0.002	-
HCM Control Delay (s)	60.7	-	-	10.8	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑	↗	
Traffic Vol, veh/h	1059	3	2	907	7	2
Future Vol, veh/h	1059	3	2	907	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	2	2	4	2	2
Mvmt Flow	1115	3	2	955	7	2

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	1118	0	2076	559
Stage 1	-	-	-	-	1117	-
Stage 2	-	-	-	-	959	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	623	-	52	473
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	371	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	623	-	52	473
Mov Cap-2 Maneuver	-	-	-	-	52	-
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	370	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	69.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	65	-	-	623	-
HCM Lane V/C Ratio	0.146	-	-	0.003	-
HCM Control Delay (s)	69.6	-	-	10.8	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Intersection Delay, s/veh	153.9
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘	↑	↘↗	
Traffic Vol, veh/h	879	182	50	820	88	110
Future Vol, veh/h	879	182	50	820	88	110
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	6	3	5	3	3	4
Mvmt Flow	945	196	54	882	95	118
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	62.7	296.5	15.7
HCM LOS	F	F	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	44%	0%	0%	100%	0%
Vol Thru, %	0%	100%	62%	0%	100%
Vol Right, %	56%	0%	38%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	586	475	50	820
LT Vol	88	0	0	50	0
Through Vol	0	586	293	0	820
RT Vol	110	0	182	0	0
Lane Flow Rate	213	630	511	54	882
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.401	1.076	0.827	0.108	1.639
Departure Headway (Hd)	7.675	6.842	6.515	7.444	6.9
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	473	536	562	484	538
Service Time	5.675	4.542	4.215	5.144	4.6
HCM Lane V/C Ratio	0.45	1.175	0.909	0.112	1.639
HCM Control Delay	15.7	86.7	33.1	11	313.9
HCM Lane LOS	C	F	D	B	F
HCM 95th-tile Q	1.9	17.3	8.4	0.4	48.3

Intersection												
Int Delay, s/veh	8.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	42	418	28	111	390	73	38	0	150	39	0	37
Future Vol, veh/h	42	418	28	111	390	73	38	0	150	39	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	7	4	2	2	5	7	2	2	2	5	2	18
Mvmt Flow	47	464	31	123	433	81	42	0	167	43	0	41

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	514	0	0	495	0	0	1314	1334	480	1377	1309	474
Stage 1	-	-	-	-	-	-	574	574	-	720	720	-
Stage 2	-	-	-	-	-	-	740	760	-	657	589	-
Critical Hdwy	4.17	-	-	4.12	-	-	7.12	6.52	6.22	7.15	6.52	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.52	-
Follow-up Hdwy	2.263	-	-	2.218	-	-	3.518	4.018	3.318	3.545	4.018	3.462
Pot Cap-1 Maneuver	1026	-	-	1069	-	-	135	154	586	120	159	559
Stage 1	-	-	-	-	-	-	504	503	-	414	432	-
Stage 2	-	-	-	-	-	-	409	414	-	449	495	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1026	-	-	1069	-	-	104	121	586	72	124	559
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	121	-	72	124	-
Stage 1	-	-	-	-	-	-	472	471	-	388	362	-
Stage 2	-	-	-	-	-	-	317	347	-	301	463	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	0.7		1.7		23.3			79.5		
HCM LOS					C			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	104	586	1026	-	-	1069	-	-	125
HCM Lane V/C Ratio	0.406	0.284	0.045	-	-	0.115	-	-	0.676
HCM Control Delay (s)	61.5	13.6	8.7	0	-	8.8	0	-	79.5
HCM Lane LOS	F	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.7	1.2	0.1	-	-	0.4	-	-	3.6

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	22	0	14	5	0	16	16	1481	3	2	1217	25
Future Vol, veh/h	22	0	14	5	0	16	16	1481	3	2	1217	25
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	-	-	-	-	-	-	0	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	75	2	2	2	4	2	50	3	2
Mvmt Flow	24	0	15	5	0	17	17	1610	3	2	1323	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2180	2988	675	2312	3000	807	1350	0	0	1613	0	0
Stage 1	1341	1341	-	1646	1646	-	-	-	-	-	-	-
Stage 2	839	1647	-	666	1354	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	9	6.54	6.94	4.14	-	-	5.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	4.25	4.02	3.32	2.22	-	-	2.7	-	-
Pot Cap-1 Maneuver	26	14	396	8	13	324	506	-	-	234	-	-
Stage 1	161	219	-	50	155	-	-	-	-	-	-	-
Stage 2	326	155	-	278	216	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	24	13	396	7	12	324	506	-	-	234	-	-
Mov Cap-2 Maneuver	131	114	-	45	111	-	-	-	-	-	-	-
Stage 1	156	217	-	48	150	-	-	-	-	-	-	-
Stage 2	298	150	-	265	214	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31	38.2	0.1	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	506	-	-	177	131	234	-	-
HCM Lane V/C Ratio	0.034	-	-	0.221	0.174	0.009	-	-
HCM Control Delay (s)	12.4	-	-	31	38.2	20.5	-	-
HCM Lane LOS	B	-	-	D	E	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.6	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	3	2	1521	1241	0
Future Vol, veh/h	3	3	2	1521	1241	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, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	3	2
Mvmt Flow	3	3	2	1653	1349	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2180	675	1349	0	0
Stage 1	1349	-	-	-	-
Stage 2	831	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	39	396	506	-	-
Stage 1	206	-	-	-	-
Stage 2	388	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	37	396	506	-	-
Mov Cap-2 Maneuver	134	-	-	-	-
Stage 1	196	-	-	-	-
Stage 2	388	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.6	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	506	-	200	-	-
HCM Lane V/C Ratio	0.004	-	0.033	-	-
HCM Control Delay (s)	12.1	0.3	23.6	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	1524	1	12	1238
Future Vol, veh/h	2	2	1524	1	12	1238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	10	2
Mvmt Flow	2	2	1693	1	13	1376

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2408	847	0	0	1694
Stage 1	1694	-	-	-	-
Stage 2	714	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.3
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.3
Pot Cap-1 Maneuver	27	305	-	-	339
Stage 1	134	-	-	-	-
Stage 2	446	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	26	305	-	-	339
Mov Cap-2 Maneuver	101	-	-	-	-
Stage 1	134	-	-	-	-
Stage 2	429	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.4	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	152	339
HCM Lane V/C Ratio	-	-	0.029	0.039
HCM Control Delay (s)	-	-	29.4	16.1
HCM Lane LOS	-	-	D	C
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕		↕	↕	
Traffic Vol, veh/h	2	0	2	34	0	29	2	1482	45	29	1214	3
Future Vol, veh/h	2	0	2	34	0	29	2	1482	45	29	1214	3
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	-	-	-	-	-	150	100	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	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	4	2	2	3	2
Mvmt Flow	2	0	2	37	0	32	2	1629	49	32	1334	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2219	3082	669	2389	3059	839	1337	0	0	1678	0	0
Stage 1	1400	1400	-	1658	1658	-	-	-	-	-	-	-
Stage 2	819	1682	-	731	1401	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	24	12	400	~ 18	12	309	512	-	-	378	-	-
Stage 1	148	205	-	102	153	-	-	-	-	-	-	-
Stage 2	336	149	-	379	205	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	20	11	400	~ 17	11	309	512	-	-	378	-	-
Mov Cap-2 Maneuver	95	70	-	77	81	-	-	-	-	-	-	-
Stage 1	147	188	-	102	152	-	-	-	-	-	-	-
Stage 2	300	148	-	345	188	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	29.1		56.6		0			0.4		
HCM LOS	D		F							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	512	-	-	154	77	309	378	-	-
HCM Lane V/C Ratio	0.004	-	-	0.029	0.485	0.103	0.084	-	-
HCM Control Delay (s)	12.1	-	-	29.1	89.6	18	15.4	-	-
HCM Lane LOS	B	-	-	D	F	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2	0.3	0.3	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	92.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↖	↑	↖	↗
Traffic Vol, veh/h	872	71	181	1154	108	142
Future Vol, veh/h	872	71	181	1154	108	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	1	4	3	2
Mvmt Flow	918	75	191	1215	114	149

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	918
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.11
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.209
Pot Cap-1 Maneuver	-	-	747
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	747
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	\$ 927.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	23	329	-	-	747	-
HCM Lane V/C Ratio	4.943	0.454	-	-	0.255	-
HCM Control Delay (s)	\$ 2114.1	24.7	-	-	11.5	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	14.3	2.3	-	-	1	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	91.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘↘		↘	↑	↑	↘
Traffic Vol, veh/h	130	45	29	1200	913	57
Future Vol, veh/h	130	45	29	1200	913	57
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	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	4	4	4	2
Mvmt Flow	137	47	31	1263	961	60

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2286	961	1021	0	-	0
Stage 1	961	-	-	-	-	-
Stage 2	1325	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	~ 44	311	672	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 42	311	672	-	-	-
Mov Cap-2 Maneuver	~ 42	-	-	-	-	-
Stage 1	356	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s \$ 1244		0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	672	-	54	-	-
HCM Lane V/C Ratio	0.045	-	3.411	-	-
HCM Control Delay (s)	10.6	-	\$ 1244	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	19.8	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	2	6	6	1227	955	3
Future Vol, veh/h	2	6	6	1227	955	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	6	6	1292	1005	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2311	1007	1008	0	-	0
Stage 1	1007	-	-	-	-	-
Stage 2	1304	-	-	-	-	-
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	42	292	687	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	292	687	-	-	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	342	-	-	-	-	-
Stage 2	254	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.8	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	687	-	115	-	-
HCM Lane V/C Ratio	0.009	-	0.073	-	-
HCM Control Delay (s)	10.3	0	38.8	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	945	16	7	1212	19	7
Future Vol, veh/h	945	16	7	1212	19	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	995	17	7	1276	20	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1012	0	2294
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	1290
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	685	-	43
Stage 1	-	-	-	-	354
Stage 2	-	-	-	-	258
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	685	-	41
Mov Cap-2 Maneuver	-	-	-	-	41
Stage 1	-	-	-	-	354
Stage 2	-	-	-	-	249

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	130.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	53	-	-	685	-
HCM Lane V/C Ratio	0.516	-	-	0.011	-
HCM Control Delay (s)	130.3	-	-	10.3	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	2	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↖	↑	↗	
Traffic Vol, veh/h	949	3	0	1217	2	1
Future Vol, veh/h	949	3	0	1217	2	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	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	999	3	0	1281	2	1

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1002	0	2282
Stage 1	-	-	-	-	1001
Stage 2	-	-	-	-	1281
Critical Hdwy	-	-	4.13	-	6.63
Critical Hdwy Stg 1	-	-	-	-	5.83
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.219	-	3.519
Pot Cap-1 Maneuver	-	-	689	-	38
Stage 1	-	-	-	-	317
Stage 2	-	-	-	-	260
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	689	-	38
Mov Cap-2 Maneuver	-	-	-	-	38
Stage 1	-	-	-	-	317
Stage 2	-	-	-	-	260

Approach	EB	WB	NB
HCM Control Delay, s	0	0	74.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	55	-	-	689	-
HCM Lane V/C Ratio	0.057	-	-	-	-
HCM Control Delay (s)	74.4	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Intersection Delay, s/veh	252.3
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵	↑	↵↵	
Traffic Vol, veh/h	835	114	81	1029	188	62
Future Vol, veh/h	835	114	81	1029	188	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	879	120	85	1083	198	65
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	59.1	469.9	19.7
HCM LOS	F	F	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	75%	0%	0%	100%	0%
Vol Thru, %	0%	100%	71%	0%	100%
Vol Right, %	25%	0%	29%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	557	392	81	1029
LT Vol	188	0	0	81	0
Through Vol	0	557	278	0	1029
RT Vol	62	0	114	0	0
Lane Flow Rate	263	586	413	85	1083
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.512	1.047	0.729	0.177	2.073
Departure Headway (Hd)	8.323	7.54	7.452	7.637	7.073
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	437	486	487	472	520
Service Time	6.323	5.24	5.152	5.337	4.773
HCM Lane V/C Ratio	0.602	1.206	0.848	0.18	2.083
HCM Control Delay	19.7	81.3	27.7	12	505.9
HCM Lane LOS	C	F	D	B	F
HCM 95th-tile Q	2.8	15.2	5.9	0.6	73.6

Intersection												
Int Delay, s/veh	50.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕	↕		↕	
Traffic Vol, veh/h	41	424	60	196	470	80	44	0	156	63	0	46
Future Vol, veh/h	41	424	60	196	470	80	44	0	156	63	0	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
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	3	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	471	67	218	522	89	49	0	173	70	0	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	611	0	0	538	0	0	1625	1644	505	1686	1633	567
Stage 1	-	-	-	-	-	-	597	597	-	1003	1003	-
Stage 2	-	-	-	-	-	-	1028	1047	-	683	630	-
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	968	-	-	1030	-	-	82	100	567	74	101	523
Stage 1	-	-	-	-	-	-	490	491	-	292	320	-
Stage 2	-	-	-	-	-	-	283	305	-	439	475	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	968	-	-	1030	-	-	53	63	567	~ 37	64	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	63	-	~ 37	64	-
Stage 1	-	-	-	-	-	-	457	458	-	272	216	-
Stage 2	-	-	-	-	-	-	172	206	-	284	443	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.5			60.3			\$ 604.9		
HCM LOS							F			F		

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	53	567	968	-	-	1030	-	-	61
HCM Lane V/C Ratio	0.922	0.306	0.047	-	-	0.211	-	-	1.985
HCM Control Delay (s)	224.3	14.1	8.9	0	-	9.4	0	-	\$ 604.9
HCM Lane LOS	F	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	4	1.3	0.1	-	-	0.8	-	-	11.5

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

2036 Build Improvements Capacity Analysis Worksheets

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↕		↕	↕		↕	↕	
Traffic Vol, veh/h	19	0	13	6	0	0	21	1005	5	9	1278	31
Future Vol, veh/h	19	0	13	6	0	0	21	1005	5	9	1278	31
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	-	-	-	100	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	6	2
Mvmt Flow	20	0	14	6	0	0	23	1081	5	10	1374	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1998	2543	704	1837	2557	543	1407	0	0	1086	0	0
Stage 1	1411	1411	-	1130	1130	-	-	-	-	-	-	-
Stage 2	587	1132	-	707	1427	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	35	27	379	47	26	484	481	-	-	638	-	-
Stage 1	145	203	-	217	277	-	-	-	-	-	-	-
Stage 2	463	276	-	392	199	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	33	25	379	43	24	484	481	-	-	638	-	-
Mov Cap-2 Maneuver	126	148	-	172	137	-	-	-	-	-	-	-
Stage 1	138	200	-	207	264	-	-	-	-	-	-	-
Stage 2	441	263	-	372	196	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.9	26.7	0.3	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	173	172	-	638	-	-
HCM Lane V/C Ratio	0.047	-	-	0.199	0.038	-	0.015	-	-
HCM Control Delay (s)	12.9	-	-	30.9	26.7	0	10.7	-	-
HCM Lane LOS	B	-	-	D	D	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	-	0	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	1	2	2	1021	1316	1
Future Vol, veh/h	1	2	2	1021	1316	1
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, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	6	2
Mvmt Flow	1	2	2	1110	1430	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1990	716	1431	0	-	0
Stage 1	1431	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	53	373	471	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	52	373	471	-	-	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	184	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	471	-	242	-	-
HCM Lane V/C Ratio	0.005	-	0.013	-	-
HCM Control Delay (s)	12.7	0.1	20.1	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑↑		↘	↑↑
Traffic Vol, veh/h	0	1	1024	1	3	1317
Future Vol, veh/h	0	1	1024	1	3	1317
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	0	1	1101	1	3	1416

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1816	551	0	0	1102
Stage 1	1102	-	-	-	-
Stage 2	714	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22
Pot Cap-1 Maneuver	69	478	-	-	629
Stage 1	280	-	-	-	-
Stage 2	446	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	69	478	-	-	629
Mov Cap-2 Maneuver	186	-	-	-	-
Stage 1	280	-	-	-	-
Stage 2	444	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	629
HCM Lane V/C Ratio	-	-	0.002	0.005
HCM Control Delay (s)	-	-	12.5	10.8
HCM Lane LOS	-	-	B	B
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	2	0	2	44	0	30	5	965	54	36	1274	7
Future Vol, veh/h	2	0	2	44	0	30	5	965	54	36	1274	7
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	-	-	-	-	-	150	100	-	150	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	2	0	2	48	0	33	5	1049	59	39	1385	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2002	2585	697	1830	2530	525	1393	0	0	1108	0	0
Stage 1	1467	1467	-	1059	1059	-	-	-	-	-	-	-
Stage 2	535	1118	-	771	1471	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	35	25	383	48	27	497	487	-	-	626	-	-
Stage 1	134	190	-	240	299	-	-	-	-	-	-	-
Stage 2	497	281	-	359	190	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	31	23	383	~ 45	25	497	487	-	-	626	-	-
Mov Cap-2 Maneuver	102	103	-	146	110	-	-	-	-	-	-	-
Stage 1	133	178	-	238	296	-	-	-	-	-	-	-
Stage 2	460	278	-	335	178	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28	29.7	0.1	0.3
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	487	-	-	161	146	497	626	-	-
HCM Lane V/C Ratio	0.011	-	-	0.027	0.328	0.066	0.063	-	-
HCM Control Delay (s)	12.5	-	-	28	41.2	12.8	11.1	-	-
HCM Lane LOS	B	-	-	D	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.3	0.2	0.2	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	943	92	0	890	0	163
Future Vol, veh/h	943	92	0	890	0	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	1	2	7	3	3
Mvmt Flow	993	97	0	937	0	172

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	993
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.327
Pot Cap-1 Maneuver	-	-	0	-	297
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	297
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	32.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	297	-	-	-
HCM Lane V/C Ratio	0.578	-	-	-
HCM Control Delay (s)	32.5	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	3.4	-	-	-

Intersection						
Int Delay, s/veh	8.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	55	28	30	885	1034	70
Future Vol, veh/h	55	28	30	885	1034	70
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	100	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	13	4	4	6	11
Mvmt Flow	58	29	32	932	1088	74

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2084	1088	1162	0	-	0
Stage 1	1088	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Critical Hdwy	6.57	6.33	4.14	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.417	2.236	-	-	-
Pot Cap-1 Maneuver	~ 53	249	594	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 50	249	594	-	-	-
Mov Cap-2 Maneuver	~ 50	-	-	-	-	-
Stage 1	286	-	-	-	-	-
Stage 2	335	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	212.2	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	594	-	50	249	-	-
HCM Lane V/C Ratio	0.053	-	1.158	0.118	-	-
HCM Control Delay (s)	11.4	-	\$ 309.4	21.4	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	5.2	0.4	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	8	7	912	1060	5
Future Vol, veh/h	3	8	7	912	1060	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	33	2	2	4	5	2
Mvmt Flow	3	8	7	960	1116	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2093	1119	1121	0	-	0
Stage 1	1119	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Critical Hdwy	6.73	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	47	252	623	-	-	-
Stage 1	272	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	252	623	-	-	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	322	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.5	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	623	-	113	-	-
HCM Lane V/C Ratio	0.012	-	0.102	-	-
HCM Control Delay (s)	10.8	0	40.5	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1059	8	1	913	7	3
Future Vol, veh/h	1059	8	1	913	7	3
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	95	95	95	95	95	95
Heavy Vehicles, %	6	2	2	4	2	2
Mvmt Flow	1115	8	1	961	7	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1123	0	2082
Stage 1	-	-	-	-	1119
Stage 2	-	-	-	-	963
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	622	-	58
Stage 1	-	-	-	-	312
Stage 2	-	-	-	-	370
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	622	-	58
Mov Cap-2 Maneuver	-	-	-	-	58
Stage 1	-	-	-	-	312
Stage 2	-	-	-	-	369

Approach	EB	WB	NB
HCM Control Delay, s	0	0	60.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	75	-	-	622	-
HCM Lane V/C Ratio	0.14	-	-	0.002	-
HCM Control Delay (s)	60.7	-	-	10.8	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1059	3	0	909	0	9
Future Vol, veh/h	1059	3	0	909	0	9
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	95	95	95	95	95	95
Heavy Vehicles, %	7	2	2	4	2	2
Mvmt Flow	1115	3	0	957	0	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	559
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	472
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	472
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	472	-	-	-
HCM Lane V/C Ratio	0.02	-	-	-
HCM Control Delay (s)	12.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Intersection Delay, s/veh	27.9
Intersection LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵		↵↵	
Traffic Vol, veh/h	886	182	50	0	88	110
Future Vol, veh/h	886	182	50	0	88	110
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	6	3	5	3	3	4
Mvmt Flow	953	196	54	0	95	118
Number of Lanes	2	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	31.8	9.5	11.6
HCM LOS	D	A	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	44%	0%	0%	100%
Vol Thru, %	0%	100%	62%	0%
Vol Right, %	56%	0%	38%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	591	477	50
LT Vol	88	0	0	50
Through Vol	0	591	295	0
RT Vol	110	0	182	0
Lane Flow Rate	213	635	513	54
Geometry Grp	2	7	7	5
Degree of Util (X)	0.335	0.931	0.707	0.087
Departure Headway (Hd)	5.664	5.279	4.959	5.828
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	634	686	724	610
Service Time	3.707	3.035	2.715	3.906
HCM Lane V/C Ratio	0.336	0.926	0.709	0.089
HCM Control Delay	11.6	42.3	18.9	9.5
HCM Lane LOS	B	E	C	A
HCM 95th-tile Q	1.5	12.7	5.9	0.3

Intersection

Intersection Delay, s/veh 107

Intersection LOS F

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations		↑↑	↑			↑
Traffic Vol, veh/h	0	1068	88	0	0	820
Future Vol, veh/h	0	1068	88	0	0	820
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1161	96	0	0	891
Number of Lanes	0	2	1	0	0	1

Approach	EB	WB	SW
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left	SW		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right		SW	EB
Conflicting Lanes Right	0	1	2
HCM Control Delay	57.1	13	182.1
HCM LOS	F	B	F

Lane	EBLn1	EBLn2	WBLn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	0%
Vol Right, %	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	534	534	88	820
LT Vol	0	0	0	0
Through Vol	534	534	88	0
RT Vol	0	0	0	820
Lane Flow Rate	580	580	96	891
Geometry Grp	7	7	5	2
Degree of Util (X)	1.069	0.79	0.189	1.343
Departure Headway (Hd)	7.486	5.701	8.149	5.525
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	488	638	443	668
Service Time	5.186	3.401	6.149	3.525
HCM Lane V/C Ratio	1.189	0.909	0.217	1.334
HCM Control Delay	87.7	26.4	13	182.1
HCM Lane LOS	F	D	B	F
HCM 95th-tile Q	16.1	7.7	0.7	36.8

HCM 6th TWSC
 2: Betsy Kerrison Pkwy & Marina Driveway/Town Hall

Intersection												
Int Delay, s/veh	0.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔		↵	↵		↵	↕		↵	↕	
Traffic Vol, veh/h	22	0	14	5	0	16	16	1481	3	2	1217	25
Future Vol, veh/h	22	0	14	5	0	16	16	1481	3	2	1217	25
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	-	-	-	100	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	75	2	2	2	4	2	50	3	2
Mvmt Flow	24	0	15	5	0	17	17	1610	3	2	1323	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2180	2988	675	2312	3000	807	1350	0	0	1613	0	0
Stage 1	1341	1341	-	1646	1646	-	-	-	-	-	-	-
Stage 2	839	1647	-	666	1354	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	9	6.54	6.94	4.14	-	-	5.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	4.25	4.02	3.32	2.22	-	-	2.7	-	-
Pot Cap-1 Maneuver	26	14	396	8	13	324	506	-	-	234	-	-
Stage 1	161	219	-	50	155	-	-	-	-	-	-	-
Stage 2	326	155	-	278	216	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	24	13	396	7	12	324	506	-	-	234	-	-
Mov Cap-2 Maneuver	131	114	-	45	111	-	-	-	-	-	-	-
Stage 1	156	217	-	48	150	-	-	-	-	-	-	-
Stage 2	298	150	-	265	214	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31	35.5	0.1	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	506	-	-	177	45	324	234	-	-
HCM Lane V/C Ratio	0.034	-	-	0.221	0.121	0.054	0.009	-	-
HCM Control Delay (s)	12.4	-	-	31	95.7	16.7	20.5	-	-
HCM Lane LOS	B	-	-	D	F	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.4	0.2	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	3	3	2	1521	1241	0
Future Vol, veh/h	3	3	2	1521	1241	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, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	3	2
Mvmt Flow	3	3	2	1653	1349	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2180	675	1349	0	0
Stage 1	1349	-	-	-	-
Stage 2	831	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-
Pot Cap-1 Maneuver	39	396	506	-	-
Stage 1	206	-	-	-	-
Stage 2	388	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	37	396	506	-	-
Mov Cap-2 Maneuver	134	-	-	-	-
Stage 1	196	-	-	-	-
Stage 2	388	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.6	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	506	-	200	-	-
HCM Lane V/C Ratio	0.004	-	0.033	-	-
HCM Control Delay (s)	12.1	0.3	23.6	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

HCM 6th TWSC
 4: Betsy Kerrison Pkwy & Resurrection Rd

Kiawah Island Corridor
 2036 Build Improvements PM

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑↓		↔	↑↑
Traffic Vol, veh/h	2	2	1524	1	12	1238
Future Vol, veh/h	2	2	1524	1	12	1238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	10	2
Mvmt Flow	2	2	1693	1	13	1376

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2408	847	0	0	1694
Stage 1	1694	-	-	-	-
Stage 2	714	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.3
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.3
Pot Cap-1 Maneuver	27	305	-	-	339
Stage 1	134	-	-	-	-
Stage 2	446	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	26	305	-	-	339
Mov Cap-2 Maneuver	101	-	-	-	-
Stage 1	134	-	-	-	-
Stage 2	429	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.4	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	152	339
HCM Lane V/C Ratio	-	-	0.029	0.039
HCM Control Delay (s)	-	-	29.4	16.1
HCM Lane LOS	-	-	D	C
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th TWSC
 5: Betsy Kerrison Pkwy & Camp Care Rd/Lot A Driveway

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔	↗	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	2	0	2	34	0	29	2	1482	45	29	1214	3
Future Vol, veh/h	2	0	2	34	0	29	2	1482	45	29	1214	3
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	-	-	-	-	-	150	100	-	150	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	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	4	2	2	3	2
Mvmt Flow	2	0	2	37	0	32	2	1629	49	32	1334	3

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2219	3082	669	2364	3034	815	1337	0	0	1678	0	0
Stage 1	1400	1400	-	1633	1633	-	-	-	-	-	-	-
Stage 2	819	1682	-	731	1401	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	24	12	400	~ 19	13	321	512	-	-	378	-	-
Stage 1	148	205	-	105	158	-	-	-	-	-	-	-
Stage 2	336	149	-	379	205	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	20	11	400	~ 18	12	321	512	-	-	378	-	-
Mov Cap-2 Maneuver	95	70	-	79	83	-	-	-	-	-	-	-
Stage 1	147	188	-	105	157	-	-	-	-	-	-	-
Stage 2	301	148	-	345	188	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s	29.1		54.5		0			0.4		
HCM LOS	D		F							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	512	-	-	154	79	321	378	-	-
HCM Lane V/C Ratio	0.004	-	-	0.029	0.473	0.099	0.084	-	-
HCM Control Delay (s)	12.1	-	-	29.1	86.1	17.4	15.4	-	-
HCM Lane LOS	B	-	-	D	F	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2	0.3	0.3	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	872	71	0	1263	0	142
Future Vol, veh/h	872	71	0	1263	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	1	4	3	2
Mvmt Flow	918	75	0	1329	0	149

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	-	-	-	918
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	329
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	-	329
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	24.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	329	-	-	-
HCM Lane V/C Ratio	0.454	-	-	-
HCM Control Delay (s)	24.7	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	2.3	-	-	-

Intersection						
Int Delay, s/veh	67.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	130	45	29	1200	913	57
Future Vol, veh/h	130	45	29	1200	913	57
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	100	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	4	4	4	2
Mvmt Flow	137	47	31	1263	961	60

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2286	961	1021	0	-	0
Stage 1	961	-	-	-	-	-
Stage 2	1325	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	~ 44	311	672	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 42	311	672	-	-	-
Mov Cap-2 Maneuver	~ 42	-	-	-	-	-
Stage 1	356	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	909.8	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	672	-	42	311	-	-
HCM Lane V/C Ratio	0.045	-	3.258	0.152	-	-
HCM Control Delay (s)	10.6	\$	1218.3	18.6	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	15.2	0.5	-	-

Notes
 ~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon

HCM 6th TWSC
8: Kiawah Island Pkwy & Mingo Point

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	2	6	6	1227	955	3
Future Vol, veh/h	2	6	6	1227	955	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	6	6	1292	1005	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2311	1007	1008	0	-	0
Stage 1	1007	-	-	-	-	-
Stage 2	1304	-	-	-	-	-
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	42	292	687	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	292	687	-	-	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	342	-	-	-	-	-
Stage 2	254	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.8	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	687	-	115	-	-
HCM Lane V/C Ratio	0.009	-	0.073	-	-
HCM Control Delay (s)	10.3	0	38.8	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	945	16	7	1212	19	7
Future Vol, veh/h	945	16	7	1212	19	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	995	17	7	1276	20	7

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1012	0	2294
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	1290
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	685	-	43
Stage 1	-	-	-	-	354
Stage 2	-	-	-	-	258
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	685	-	41
Mov Cap-2 Maneuver	-	-	-	-	41
Stage 1	-	-	-	-	354
Stage 2	-	-	-	-	249

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	130.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	53	-	-	685	-
HCM Lane V/C Ratio	0.516	-	-	0.011	-
HCM Control Delay (s)	130.3	-	-	10.3	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	2	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	949	3	0	1217	0	3
Future Vol, veh/h	949	3	0	1217	0	3
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	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	999	3	0	1281	0	3

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	501
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	0	-	0	515
Stage 1	-	0	-	0	-
Stage 2	-	0	-	0	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	515
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	515	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	12	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Intersection Delay, s/veh	24.2
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵		↵↵	
Traffic Vol, veh/h	838	114	81	0	188	62
Future Vol, veh/h	838	114	81	0	188	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	882	120	85	0	198	65
Number of Lanes	2	0	1	0	1	0

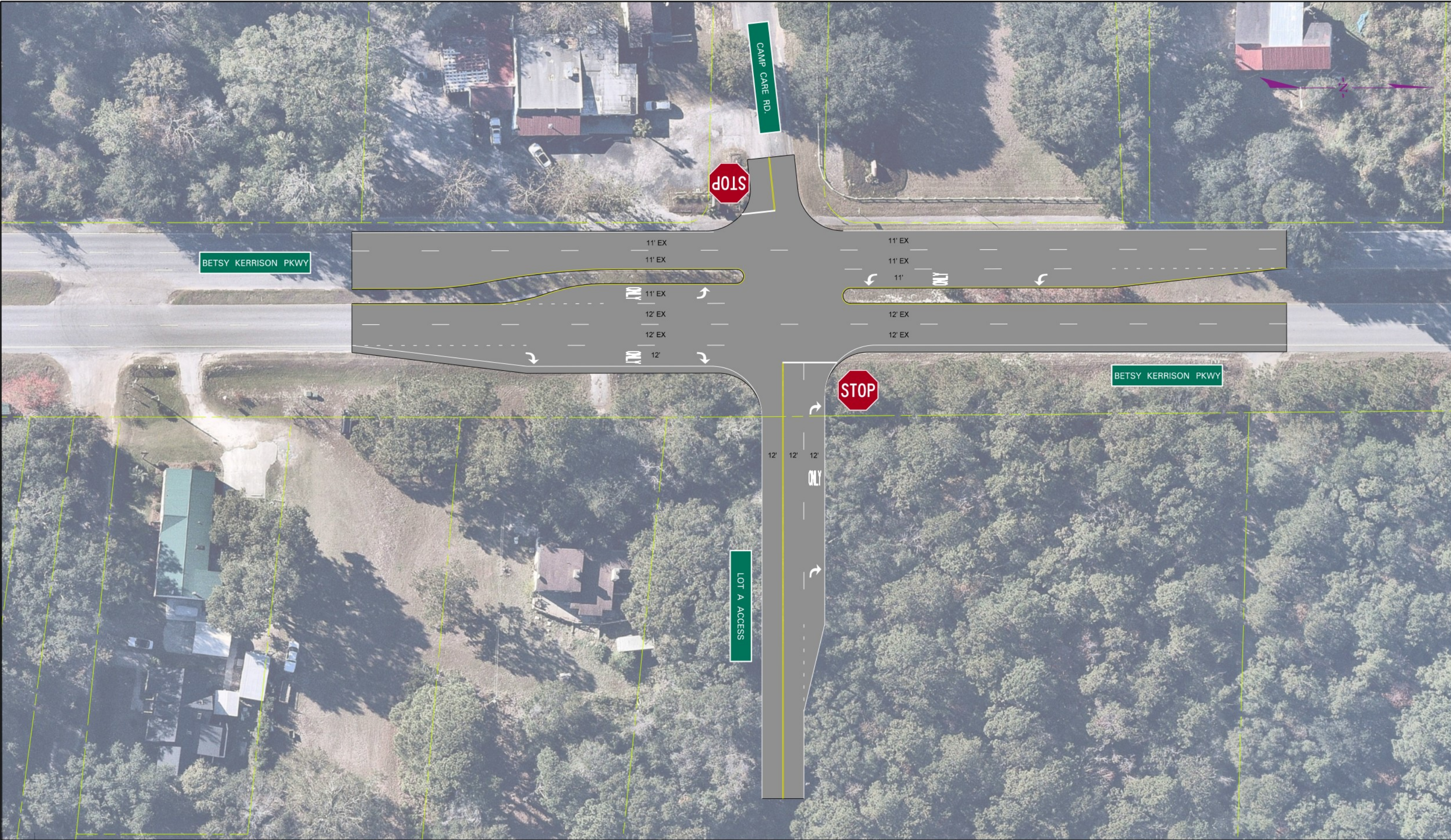
Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	28.2	10.2	13.4
HCM LOS	D	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	75%	0%	0%	100%
Vol Thru, %	0%	100%	71%	0%
Vol Right, %	25%	0%	29%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	559	393	81
LT Vol	188	0	0	81
Through Vol	0	559	279	0
RT Vol	62	0	114	0
Lane Flow Rate	263	588	414	85
Geometry Grp	2	7	7	5
Degree of Util (X)	0.431	0.889	0.616	0.147
Departure Headway (Hd)	5.897	5.44	5.356	6.186
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	605	659	667	583
Service Time	3.977	3.232	3.147	4.186
HCM Lane V/C Ratio	0.435	0.892	0.621	0.146
HCM Control Delay	13.4	36.5	16.5	10.2
HCM Lane LOS	B	E	C	B
HCM 95th-tile Q	2.2	10.9	4.2	0.5

Improvement Conceptual Plans

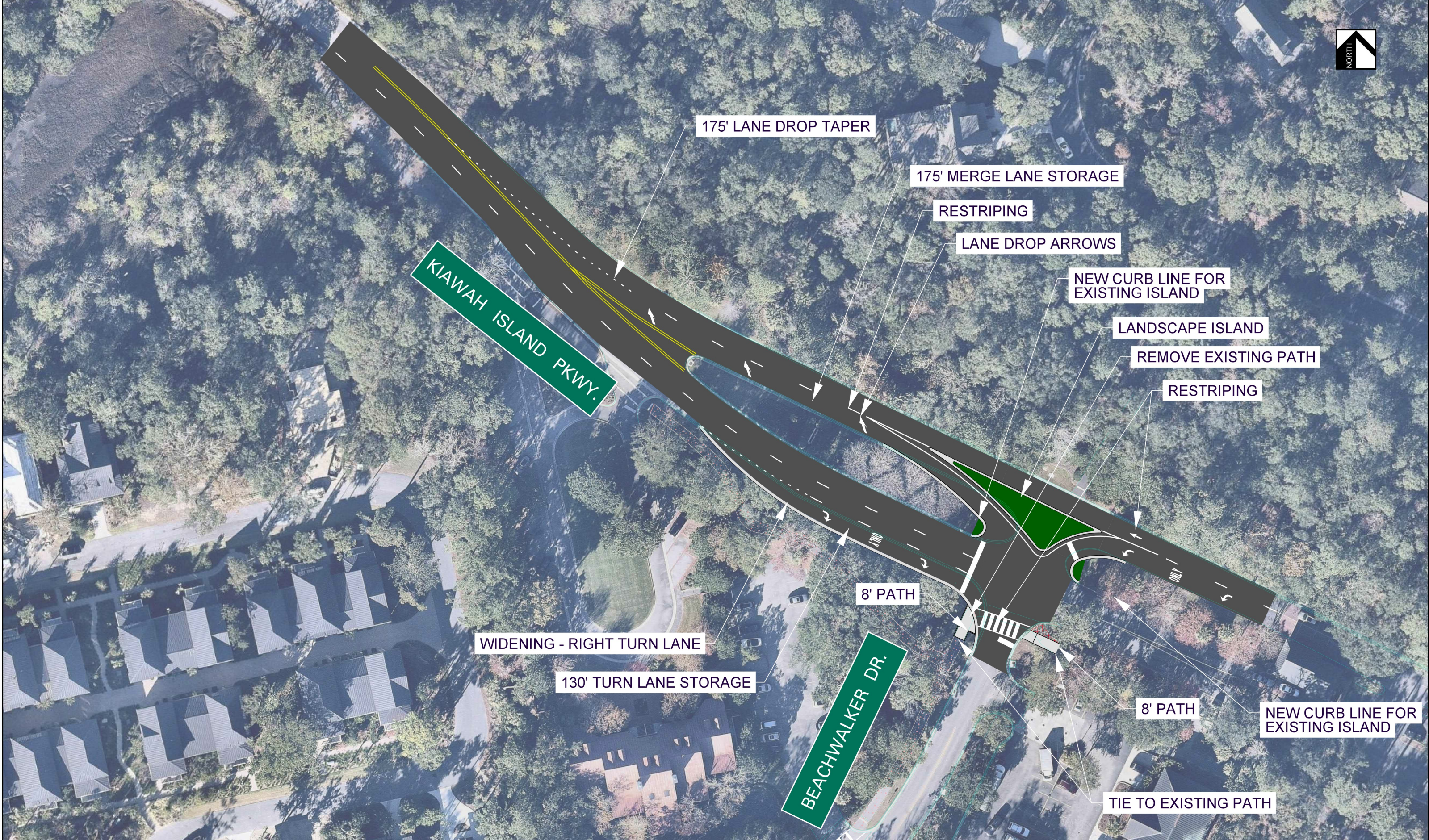


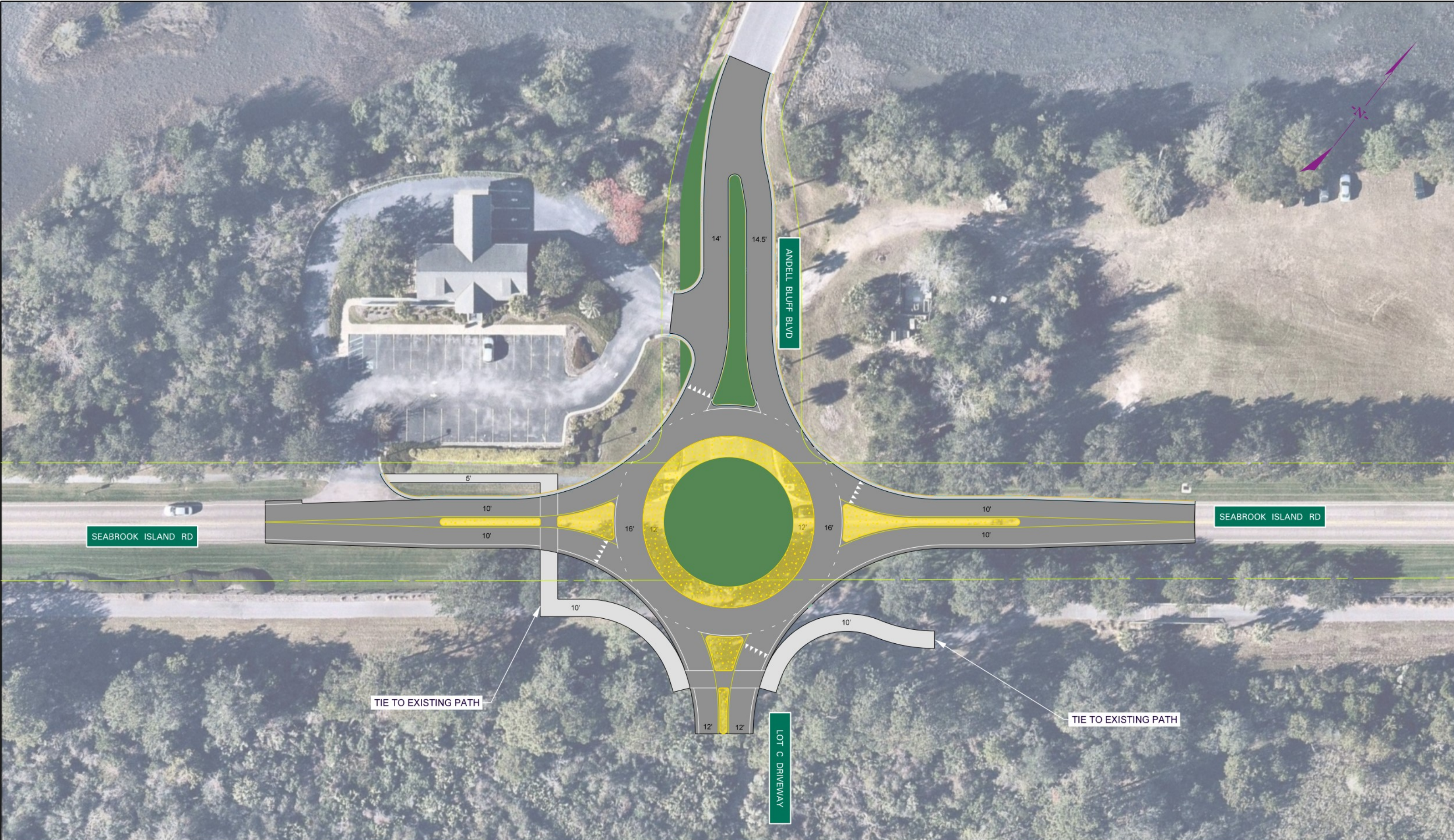












SEABROOK ISLAND RD

ANDELL BLUFF BLVD

SEABROOK ISLAND RD

LOT C DRIVEWAY

TIE TO EXISTING PATH

TIE TO EXISTING PATH



Upper Beachwalker Drive Parcel Transportation Assessment

Technical Memorandum

To: Stephanie Monroe Tillerson
Town Administrator
Town of Kiawah Island

From: Dillon Turner, PE
Kimley-Horn

Date: August 30, 2022

Subject: **Upper Beachwalker Drive Parcel Transportation Assessment
Kiawah Island, South Carolina**



Dillon Brent Turner

August 30, 2022

INTRODUCTION

The purpose of this technical memorandum is to evaluate the anticipated impact the Upper Beachwalker Parcel has on the intersection capacity at the Kiawah Island Parkway and Beachwalker Drive intersection. The evaluation of this intersection includes the existing and proposed geometry. The proposed geometry for the Kiawah Island Parkway at Beachwalker Drive intersection is shown in **Attachment A**. This memorandum compares the impact of the No Build condition, without the Upper Beachwalker Drive Parcel, to the Build condition, with the Upper Beachwalker Drive Parcel at the intersection of Kiawah Island Parkway and Beachwalker Drive. The Upper Beachwalker Drive Parcel includes 81 multifamily units consisting of townhomes and villa style apartments and 4,000 square feet of office.

With the proposed geometry, the Upper Beachwalker Drive Parcel would not be responsible for any mitigation since the Level of Service (LOS) and queue operations are similar to the No Build. This technical memorandum is an addendum to the **Kiawah Island Parkway Intersection and Corridor Study** (Kimley-Horn, August 2022).

TRIP GENERATION

The traffic generation potential of the 81 multifamily units consisting of townhomes and villa style apartments and 4,000 square feet of office for the Beachwalker Drive Parcel was determined using the trip generation rates published in the *Institute of Transportation Engineers' (ITE) Trip Generation Manual, Tenth Edition, 2017* for the land use. Based on the ITE trip generation, the Beachwalker Drive Parcel is anticipated to generate 33 trips during the AM weekday peak hour, 41 trips during the PM weekday peak hour, and 43 trips during the Saturday peak hour. These trips were assigned to the study intersection using the same methodology used in the **Duneside Road Connectivity Evaluation**, (Kimley Horn, January 2019) found in the **Attachment B**. The trip generation is displayed in **Table 1.0**.

Table 1.0 Trip Generation											
ITE Code	Land Use	Intensity	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
221	Multifamily	81 d.u.	Total	In	Out	Total	In	Out	Total	In	Out
			28	7	21	36	22	14	41	20	21
710	Office	4,000 s.f	5	4	1	5	1	4	2	1	1
Total			33	11	22	41	23	18	43	21	22

*Multifamily consists of townhomes and villa-style apartments

d.u.- dwelling unit

s.f.- square feet

CAPACITY ANALYSIS

The traffic volumes developed in the volume development used in the **Duneside Road Connectivity Evaluation** were used in this analysis to determine the capacity analysis of the intersection of Kiawah Island Parkway and Beachwalker Drive. The Upper Beachwalker Parcel volumes were added to the build volumes used in the **Duneside Road Connectivity Evaluation**.

The multifamily and office development is anticipated to increase the volumes at the Kiawah Island Parkway and Beachwalker intersection by:

- 2.2% in the AM peak hour
- 2.5% in the PM peak hour
- 2.8% during the Saturday peak hour

The capacity analysis at the intersection was performed using *Synchro Version 10*. HCM 6 reports were utilized for the *Synchro* capacity analysis results and are found in **Attachment C**.

Capacity analyses were performed for the weekday AM, weekday PM, and Saturday peak hours using the *Synchro Version 10* software to determine the operating characteristics at the stop-controlled intersection and to evaluate the impacts of the proposed development. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment, or through a particular intersection, within a specified period of time under prevailing operational, geometric and controlling conditions within a set time duration. The software

program uses methodologies contained in the *Highway Capacity Manual 6th Edition* (HCM 6) to determine the operating characteristics of an intersection.

The Highway Capacity Manual (HCM) defines LOS as a “quantitative stratification of a performance measure or measures representing quality of service” and is used to “translate complex numerical performance results into a simple A-F system representative of travelers’ perceptions of the quality of service provided by a facility or service”. The HCM defines six levels of service, LOS A through LOS F, with A having the best operating conditions from the traveler’s perspective and F having the worst. However, it must be understood that “the LOS letter results hides much of the complexity of facility performance”, and that “the appropriate LOS for a given system element in the community is a decision for local policy makers”. According to the HCM, “for cost, environmental impact, and other reasons, roadways are typically designed not to provide LOS A conditions during peak periods but instead to provide some lower LOS that balances individual travelers’ desires against society’s desires and financial resources. Nevertheless, during low-volume periods of the day, a system element may operate at LOS A.”

LOS for a two-way stop-controlled (TWSC) intersection is determined by the control delay at the side-street approaches, typically during the highest volume periods of the day, the AM and PM peak periods. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. With respect to field measurements, control delay is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. It is typical for stop sign-controlled side streets and driveways intersecting major streets to experience long delays during peak hours, particularly for left-turn movements. The majority of the traffic moving through the intersection on the major street experiences little or no delay.

Table 2.0 lists the LOS control delay thresholds published in the HCM for unsignalized intersections, as well as the unsignalized operational descriptions assumed herein.

Table 2.0 <i>Level-of-Service Control Delay Thresholds for Unsignalized Intersections</i>		
Level-of-Service	Average Control Delay per Vehicle [sec/veh]	
A	≤ 10	Short Delays
B	> 10 – 15	
C	> 15 – 25	
D	> 25 – 35	Moderate Delays
E	> 35 – 50	
F	> 50	Long Delays

Table 3.0 presents the results of the capacity analysis at Kiawah Island Parkway and Beachwalker Drive in 2024 with the existing geometry.

Table 3.0 Existing Geometry – 2024 Capacity Analysis Results							
Approach	Measure	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		No Build	Build	No Build	Build	No Build	Build
Eastbound Shared Through / Right	LOS (Delay in seconds)	C (22.8)	D (25.2)	C (18.0)	C (18.5)	C (23.8)	D (26.5)
	Queue Length ¹	140'	150'	100'	108'	138'	160'
Westbound Left	LOS (Delay in seconds)	D (30.5)	D (33.6)	F (131.5)	F (136.5)	F (177.9)	F (187.4)
	Queue Length ¹	15'	18'	28'	33'	45'	53'
Westbound Through	LOS (Delay in seconds)	D (30.5)	D (33.6)	F (131.5)	F (136.5)	F (177.9)	F (187.4)
	Queue Length ¹	200'	215'	673'	690'	865'	895'
Northbound Left	LOS (Delay in seconds)	C (21.6)	D (25.0)	C (21.3)	C (23.0)	C (23.9)	D (27.7)
	Queue Length ¹	120'	145'	108'	120'	123'	148'
Intersection	LOS (Delay in seconds)	C (24.9)	C (27.7)	F (72.1)	F (74.2)	F (94.8)	F (99.8)

¹The queue lengths are reported in number of vehicles and are converted to units of feet. Table 3.0 provides the 95th percentile queue lengths.

From the HCM 6 results shown in **Table 3.0**, the analyzed intersection is anticipated to operate with significant delays on the major and minor street approaches with the existing geometry. **Table 4.0** presents the results of the capacity analysis at Kiawah Island Parkway and Beachwalker Drive in 2024 with the proposed geometry.

Table 4.0 Proposed Geometry – 2024 Capacity Analysis Results							
Approach	Measure	AM Peak Hour		PM Peak Hour		Saturday Peak Hour	
		No Build	Build	No Build	Build	No Build	Build
Eastbound Shared Through / Right	LOS (Delay in seconds)	C (16.2)	C (16.8)	B (13.0)	B (13.1)	C (16.0)	C (17.4)
	Queue Length ¹	103'	105'	73'	75'	98'	113'
Westbound Left	LOS (Delay in seconds)	B (10.3)	B (10.5)	B (11.0)	B (11.3)	B (12.1)	B (12.9)
	Queue Length ¹	13'	13'	23'	25'	33'	40'
Northbound Left	LOS (Delay in seconds)	C (15.4)	C (16.7)	B (14.4)	B (15.4)	C (16.7)	C (18.8)
	Queue Length ¹	88'	100'	75'	85'	90'	110'
Intersection	LOS (Delay in seconds)	C (15.6)	C (16.3)	B (13.2)	B (13.6)	C (15.6)	C (17.1)

¹The queue lengths are reported in number of vehicles and are converted to units of feet. Table 4.0 provides the 95th percentile queue lengths.

From the HCM 6 results shown in **Table 4.0**, the analyzed intersection is anticipated to operate with short delays on the minor street approach with the proposed geometry. The No Build and Build conditions experience decreased delay, LOS, and queueing with the proposed geometry. Under the Build condition with the proposed geometry, the proposed development is not anticipated to increase delay, LOS, or queueing significantly compared to the No Build.

CONCLUSIONS

The Upper Beachwalker Parcel is not anticipated to significantly increase delays, queues, or increase traffic volume at the Kiawah Island Parkway at Beachwalker Drive intersection. Based on the HCM 6 capacity analysis, with the proposed geometry, the Upper Beachwalker Drive Parcel would not be responsible for any mitigation since the LOS and queue operations of the Build condition are similar to the No Build condition.

Attachments:

- Proposed Geometry Exhibit
- Transportation and Planning Engineering Services for Duneside Road Connectivity Evaluation Technical Memorandum
- *Synchro* Capacity Reports



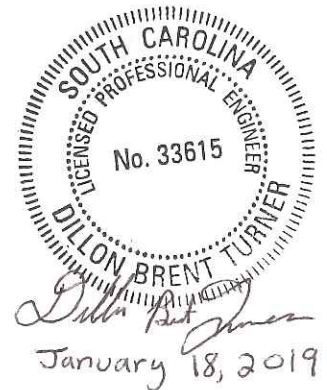
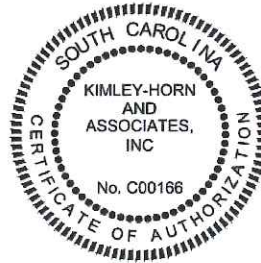
Technical Memorandum

To: Stephanie Monroe Tillerson
Town Administrator
Town of Kiawah Island

From: Dillon Turner, PE
Kimley-Horn

Date: January 18, 2019

Subject: **Transportation and Planning Engineering Services for Duneside Road
Connectivity Evaluation
Kiawah Island, South Carolina**



INTRODUCTION

The purpose of this technical memorandum is to evaluate the proposed connection of Duneside Road to Southern Pines Lane. Three connection alternatives were analyzed based on direction from the Town of Kiawah:

- Alternative One - Southern Pines Lane cul-de-sac at Cape Point Road
 - This alternative assumed that the evaluated proposed developments (The Timbers and Parcels 13a/13b) traffic would enter and exit via the main Kiawah Gate and through Duneside Road. All existing traffic onto and off of Southern Pines Lane was diverted to Duneside Road
- Alternative Two - Southern Pines Lane exit only onto Cape Point Road
 - This alternative assumed that the majority of the exiting traffic from the evaluated proposed developments exited via Southern Pines Lane at Cape Point Road. This alternative also assumed that some of the existing traffic from Kiawah Beach Drive and Duneside Road would divert their existing route to this exit only.
- Alternative Three - Southern Pines Lane entrance and exit via Cape Point Road
 - This alternative assumed that the majority of the entering and exiting traffic from the evaluated proposed developments entered and exited via Southern Pines Lane at Cape Point Road. This alternative also assumed that some of the existing traffic from Kiawah Beach Drive and Duneside Road would divert their existing route to Southern Pines Lane.

The evaluation of these proposed connection alternatives included the anticipated traffic for the Timbers Development and Parcels 13a/13b. The Timber Development is planned for 21 residential units and Parcels 13a/13b are planned for up to 120 units.

VOLUME DEVELOPMENT

TRAFFIC COUNTS

24 -hour pneumatic tube counts were collected on Friday, December 15, 2018 and Tuesday, December 18, 2018 at the following locations:

- Duneside Road – between Gallinule Court and Terrapin Court
- Duneside Road – between Warbler Court and Scaup Court
- Kiawah Beach Drive – between Shipwatch Road and Sea Elder Drive

The pneumatic tube count data was used to determine the time periods for the peak hour turning movement data for the weekday AM, weekday PM and Saturday peak hours at the following locations:

- Kiawah Beach Drive and Duneside Road
- Cape Point Road and Beachwalker Drive
- Cape Point Road and Southern Pines Drive

From the pneumatic tube count data, the highest weekday AM peak hour occurred from 11AM to 12 PM, the highest PM peak hour occurred from 3 PM to 4PM and the highest Saturday peak hour occurred from 3 PM to 4 PM. These peak hours are atypical for standard traffic analysis, but to be conservative the highest peak hours were used because the turning movement counts were collected in the offseason for tourism.

TRIP GENERATION

The traffic generation potential of the 21 units for the Timbers Development and the 120 units for Parcels 13a/13b were determined using the trip generation rates published in Trip Generation (Institute of Transportation Engineers, Tenth Edition, 2017) for all land uses. Based on the ITE trip generation the Timber and Parcels 13a/13b are anticipated to generate 48 trips during the AM weekday peak hour, 62 trips during the PM weekday peak hour, and 66 trips during the Saturday peak hour. These trips were assigned to the study area network based on the three alternatives analyzed and the access configuration at the intersection of Southern Pines Lane at Cape Point Road.

Street and Unit Counts	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	Total	In	Out	Total	In	Out	Total	In	Out
Duneside Road – 141 Townhomes	48	12	36	62	38	24	66	32	34

Trip Generations were also performed for the existing units within the study area since the traffic counts were collected during the offseason. This is a conservative methodology because it assumes that none of the traffic data collected included trips associated with homes in the study area. From the Trip Generation (Institute of Transportation Engineers, Tenth Edition, 2017) the following weekday AM, weekday PM, and Saturday peak hour trips were assigned to the study area:

Street and Unit Counts	AM Peak Hour			PM Peak Hour			Saturday Peak Hour		
	Total	In	Out	Total	In	Out	Total	In	Out
Duneside Road – 124 Units (24 Townhomes, 100 Single Family)	84	21	63	113	71	42	119	63	56
Kiawah Beach Drive – 33 Single Family Units	28	7	21	35	22	13	46	25	21
Beachwalker Drive -125 Single Family Units	94	24	70	126	79	47	123	66	57
Shipwatch Road Area -201 Single Family Units	148	37	111	199	125	74	187	101	86
Beach Club Parking Lot*	60	30	30	60	30	30	60	30	30

*For the Beach Club Parking Lot, it was assumed that the parking lot would completely turn over during the analyzed peak hours

These trips were assigned to the study area network based on the three alternatives analyzed and the access configuration at the intersection of Southern Pines Lane at Cape Point Road.

SEASONAL FACTOR

To further grow the traffic counts due to collection during the offseason for tourism, a seasonal factor was developed to grow the existing traffic counts from winter season to summer season. The Town of Kiawah reached out to the Kiawah Island Community Association (KICA) and got the total number of cars at the main Kiawah Gate on May 26, 2018 (Memorial Day Weekend), May 29, 2018 (weekday during Memorial Day), December 15, 2018, and December 18, 2018. The following gate totals were provided:

- May 26, 2018 - Main Gate: 7,217
- May 29, 2018 - Main Gate: 7,068
- December 15, 2018 – Main Gate: 3,345
- December 18, 2018 - Main Gate: 4,444

From gate totals a seasonal factor of 1.59 was used for the weekday peak hour counts and 2.16 was used for Saturday peak hour count.

2018 CAPACITY ANALYSIS

The traffic volumes developed in the volume development were used to determine the capacity analyses of intersections and roads within the study area. The capacity analysis at intersections were performed using Synchro Version 10. HCM 6 reports were utilized for the Synchro capacity analysis results.

The capacity analysis along road segments were determined using the **2012 Florida Department of Transportation Quality/Level of Service Handbook Tables**. It is important to note that the South Carolina Department of Transportation (SCDOT) does not provide this capacity analysis tool.

SYNCHRO CAPACITY ANALYSIS RESULTS

Capacity analyses were performed for the weekday AM, weekday PM, and Saturday peak hours using the Synchro Version 10 software to determine the operating characteristics at the stop-controlled intersections of the adjacent street network and to evaluate the impacts of the proposed development. Capacity is defined as the maximum number of vehicles that can pass over a particular road segment, or through a particular intersection, within a specified period of time under prevailing operational, geometric and controlling conditions within a set time duration. The software program uses methodologies contained in the *Highway Capacity Manual 6th Edition* (HCM 6) to determine the operating characteristics of an intersection.

The Highway Capacity Manual (HCM) defines LOS as a “quantitative stratification of a performance measure or measures representing quality of service” and is used to “translate complex numerical performance results into a simple A-F system representative of travelers’ perceptions of the quality of service provided by a facility or service”. The HCM defines six levels of service, LOS A through LOS F, with A having the best operating conditions from the traveler’s perspective and F having the worst. However, it must be understood that “the LOS letter results hides much of the complexity of facility performance”, and that “the appropriate LOS for a given system element in the community is a decision for local policy makers”. According to the HCM, “for cost, environmental impact, and other reasons, roadways are typically designed not to provide LOS A conditions during peak periods but instead to provide some lower LOS that balances individual travelers’ desires against society’s desires and financial resources. Nevertheless, during low-volume periods of the day, a system element may operate at LOS A.”

LOS for a two-way stop-controlled (TWSC) intersection is determined by the control delay at the side-street approaches, typically during the highest volume periods of the day, the AM and PM peak periods. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. With respect to field measurements, control delay is defined as the total elapsed time from the time a vehicle stops at the end of

the queue to the time the vehicle departs from the stop line. It is typical for stop sign-controlled side streets and driveways intersecting major streets to experience long delays during peak hours, particularly for left-turn movements. The majority of the traffic moving through the intersection on the major street experiences little or no delay.

Table 3.0 list the LOS control delay thresholds published in the HCM for unsignalized intersections, as well as the unsignalized operational descriptions assumed herein.

Table 3.0 Level-of-Service Control Delay Thresholds for Unsignalized Intersections		
Level-of-Service	Average Control Delay per Vehicle [sec/veh]	
A	≤ 10	Short Delays
B	> 10 – 15	
C	> 15 – 25	
D	> 25 – 35	Moderate Delays
E	> 35 – 50	
F	> 50	Long Delays

Table 4.0 shows the existing capacity results for the study area intersections.

Table 4.0 – Existing Synchro Capacity Analysis			
Intersection	AM Peak Hour LOS (Delay)	PM Peak Hour LOS (Delay)	Saturday Peak Hour LOS (Delay)
*Kiawah Beach Drive at Duneside Road	A (9.5)	A (8.8)	A (9.5)
*Beachwalker Drive at Cape Point Road	A (8.7)	A (8.8)	A (8.9)
*Cape Point Road at Southern Pines Lane	A (0.0)	A (0.0)	A (0.0)

*- Intersection LOS + Highest Minor Street LOS

From the HCM 6 results shown in Table 4.0, the analyzed intersections are anticipated to operate with short delays on the minor street approaches.

Table 5.0 shows the capacity results for the alternatives analyzed.

Table 5.0 – Synchro Capacity Analysis for Alternatives									
Intersection	AM Peak Hour LOS (Delay)			PM Peak Hour			Saturday Peak Hour		
	Alt. 1	Alt. 2	Alt. 3	Alt. 1	Alt. 2	Alt. 3	Alt 1	Alt. 2	Alt. 3
+Kiawah Beach Drive at Duneside Road	B (10.4)	A (9.8)	B (10.3)	A (9.1)	A (8.6)	A (9.6)	B (10.6)	A (9.7)	B (11.1)
+Beachwalker Drive at Cape Point Road	A (8.6)	B (10.4)	B (11.0)	A (8.7)	B (10.4)	B (12.4)	A (8.7)	B (10.7)	C (17.2)
+Cape Point Road at Southern Pines Lane	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)	A (0.0)

*- Intersection LOS + Highest Minor Street LOS

From the HCM 6 results shown in Table 5.0, the analyzed intersections are anticipated to operate with short delays on the minor street approaches for all alternatives analyzed.

ROAD SEGMENT CAPACITY ANALYSIS

The Capacity of the study area Road segments was determined using methodologies from the capacity analysis along road segments were determined using the **2012 Florida Department of Transportation Quality/Level of Service Handbook Tables**. It is important to note that the South Carolina Department of Transportation (SCDOT) does not provide this capacity analysis tool.

The image below shows the capacity threshold for the roadway types in the study area.

Generalized **Peak Hour Two-Way** Volumes for Florida's
Transitioning and
Areas Over 5,000 Not In Urbanized Areas¹ 12/18/12

INTERRUPTED FLOW FACILITIES					UNINTERRUPTED FLOW FACILITIES					
STATE SIGNALIZED ARTERIALS					FREEWAYS					
Class I (40 mph or higher posted speed limit)					Lanes	B	C	D	E	
Lanes	Median	B	C	D	E	4	3,970	5,190	6,200	6,460
2	Undivided	*	1,300	1,460	**	6	5,860	7,710	9,190	9,990
4	Divided	*	3,060	3,200	**	8	7,660	10,230	12,170	13,500
6	Divided	*	4,690	4,820	**	10	9,550	12,750	15,190	17,010
Class II (35 mph or slower posted speed limit)					Freeway Adjustments					
Lanes	Median	B	C	D	E	Auxiliary Lanes Present in Both Directions + 1,800		Ramp Metering + 5%		
2	Undivided	*	580	1,200	1,280					
4	Divided	*	890	2,590	2,850					
6	Divided	*	1,440	4,040	4,280					
Non-State Signalized Roadway Adjustments (Alter corresponding state volumes by the indicated percent.) Non-State Signalized Roadways - 10%					UNINTERRUPTED FLOW HIGHWAYS					
Median & Turn Lane Adjustments					Lanes	Median	B	C	D	E
Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors	2	Undivided	820	1,550	2,190	2,990
2	Divided	Yes	No	+5%	4	Divided	3,170	4,460	5,660	6,260
2	Undivided	No	No	-20%	6	Divided	4,750	6,700	8,480	9,400
Multi	Undivided	Yes	No	-5%	Uninterrupted Flow Highway Adjustments					
Multi	Undivided	No	No	-25%	Lanes	Median	Exclusive left lanes	Adjustment factors		
-	-	-	Yes	+5%	2	Divided	Yes	+5%		
One-Way Facility Adjustment Multiply the corresponding two-directional volumes in this table by 0.6					Multi	Undivided	Yes	-5%		
					Multi	Undivided	No	-25%		
BICYCLE MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)					<small>¹Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.</small>					
Paved Shoulder/Bicycle Lane Coverage					<small>²Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.</small>					
Lane Coverage	B	C	D	E	<small>³Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.</small>					
0-49%	*	140	550	1,760	<small>* Cannot be achieved using table input value defaults.</small>					
50-84%	170	500	1,650	>1,760	<small>** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.</small>					
85-100%	670	1,760	>1,760	**						
PEDESTRIAN MODE² (Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)										
Sidewalk Coverage										
0-49%	*	*	250	850						
50-84%	*	150	780	1,410						
85-100%	340	950	1,540	>1,760						
BUS MODE (Scheduled Fixed Route)³ (Buses in peak hour in peak direction)										
Sidewalk Coverage										
0-84%	> 5	≥ 4	≥ 3	≥ 2						
85-100%	> 4	≥ 3	≥ 2	≥ 1						

2012 FDOT QUALITY/LEVEL OF SERVICE HANDBOOK TABLES

Road Segment	AM Peak Hour Two-Way Volumes and LOS	PM Peak Hour Two-Way Volumes and LOS	Saturday Peak Hour Two-Way Volumes and LOS
Kiawah Island Parkway	1,874 LOS D	1,852 LOS D	1,402 LOS D
Kiawah Beach Drive	556 LOS D	559 LOS D	551 LOS D
Duneside Road	124 LOS C ⁺	147 LOS C ⁺	147 LOS C ⁺
Beachwalker Drive	625 LOS D	476 LOS D	321 LOS C ⁺
Cape Point Road	8 LOS C ⁺	10 LOS C ⁺	17 LOS C ⁺
Southern Pines Lane	8 LOS C ⁺	8 LOS C ⁺	15 LOS C ⁺

LOS C⁺ - the **2012 Florida Department of Transportation Quality/Level of Service Handbook Tables** does not provide values for LOS A or B for these road segment types

As shown in Table 6.0 all roadway segments in the study are anticipated to operate at LOS D or better. LOS D is typically accepted as a good level of service.

Road Segment	AM Peak Hour Two-Way Volumes and LOS			PM Peak Hour Two-Way Volumes and LOS			Saturday Peak Hour Two-Way Volumes and LOS		
	Alt. 1	Alt. 2	Alt. 3	Alt. 1	Alt. 2	Alt. 3	Alt. 1	Alt. 2	Alt. 3
Kiawah Island Parkway	1,912 LOS D	1,924 LOS D	1,975 LOS D	1,895 LOS D	1,915 LOS D	1,938 LOS D	1,445 LOS D	1,465 LOS D	1,448 LOS D
Kiawah Beach Drive	672 LOS D	527 LOS D	520 LOS D	689 LOS D	582 LOS D	486 LOS D	692 LOS D	548 LOS D	408 LOS C ⁺
Duneside Road	240 LOS C ⁺	191 LOS C ⁺	189 LOS C ⁺	277 LOS C ⁺	232 LOS C ⁺	260 LOS C ⁺	288 LOS C ⁺	226 LOS C ⁺	217 LOS C ⁺
Beachwalker Drive	623 LOS D	730 LOS D	776 LOS D	477 LOS D	561 LOS D	656 LOS D	315 LOS C ⁺	427 LOS D	496 LOS D
Cape Point Road	0 LOS C ⁺	145 LOS C ⁺	211 LOS C ⁺	2 LOS C ⁺	169 LOS C ⁺	286 LOS C ⁺	2 LOS C ⁺	146 LOS C ⁺	281 LOS C ⁺
Southern Pines Lane	111 LOS C ⁺	178 LOS C ⁺	188 LOS C ⁺	127 LOS C ⁺	162 LOS C ⁺	270 LOS C ⁺	141 LOS C ⁺	196 LOS C ⁺	265 LOS C ⁺

LOS C⁺ - the **2012 Florida Department of Transportation Quality/Level of Service Handbook Tables** does not provide values for LOS A or B for these road segment types

As shown in Table 7.0, all roadway segments are anticipated to operate at the same LOS as existing conditions except Kiawah Beach Drive and Beachwalker Drive for Alternative 3 on Saturday and Alternative 2 for Beachwalker Drive on Saturday. Due to the volume redistribution for Alternative 3, Kiawah Beach Drive is anticipated to improve from operating at LOS D to LOS C, however Beachwalker Drive is anticipated to drop from LOS C to LOS D. It is important to note that LOS D is typically the acceptable LOS threshold.

ROADWAY AND SAFETY IMPROVEMENT

A field visit was performed on Tuesday, December 18, 2018 in the study area. The purpose of the field visit was to document the geometric assessment with photos of road conditions, sight distance, pavement and sidewalk widths, speed limits, approximate deficiencies and detailed notes of areas of concerns.

From the field visit the following important notes and observations were made:

- Speed limits are not posted on Duneside Road
- Duneside Road had approximately 11-foot lanes
- Southern Pines Lane had approximately 10' lanes
- There is an existing section of the sidewalk/bike path that is approximately 2'-8" which is considered narrow.
- The maximum sidewalk width on Duneside Road was approximately 6'
- The tie-in section of the sidewalk near the ponds on Duneside Road is approximately 8' that transitions down to approximately 5'
- There is a blind curve that limits sight distance for pedestrians, bicycle, and motorist near the intersection of Duneside Road at Diodia Court.
- The existing sidewalk has a rough surface

The following roadway and safety improvements are suggested to implemented along Duneside Road and onto Southern Pines Lane:

- A consistent roadway cross section from Duneside Road onto Southern Pines Lane. Today the cross sections differ on the two roadways
- Place speed limit signs on Duneside Road and Southern Pines Lane
- To allow for improved pedestrian, bicycle, and/or skateboard mobility it is recommended to construct an 8' sidewalk along Duneside Road from Kiawah Beach Drive to Southern Pines Lane. This 8' sidewalk should continue from Duneside Road to Cape Point Road along Southern Pines Lane. Any existing sidewalk should be widened to 8' width and resurfaced.

- An 8' sidewalk allows for a shared use path for bicycle and pedestrians
- A shared use path should be used to get pedestrians off the road and onto the sidewalk
- To discourage cut through traffic on Duneside Road and Southern Pines Lane, speed tables should be considered
- Place pedestrian and bicycle crossing signs along Duneside Road
- Clear the shrubby and foliage along the northern section of Duneside Road near Diodia Court to improve the existing sight distance issue at the blind curve
- Add an additional bicycle and pedestrian crossing near the bike racks at Diodia Court

CONCLUSIONS

Based on the HCM 6 capacity analysis, the roadway segment analysis from the 2012 Florida Department of Transportation Quality/Level of Service Handbook Tables, and the field review, there does not appear to be a capacity concerns with allowing a connection from Duneside Road onto Southern Pines Lane in any of the three alternatives analyzed.

However, there are a pedestrian, vehicular, and bicycle safety concerns that should be addressed along both Duneside Road and Southern Pines Lane. The following list is recommended to improve the pedestrian, vehicular, and bicycle safety on Duneside Road and Southern Pines Lane:

- A consistent roadway cross section from Duneside Road onto Southern Pines Lane. Today the cross sections differ on the two roadways
- Place speed limit signs on Duneside Road and Southern Pines Lane
- To allow for improved pedestrian, bicycle, and/or skateboard mobility it is recommended to construct an 8' sidewalk along Duneside Road from Kiawah Beach Drive to Southern Pines Lane. This 8' sidewalk should continue from Duneside Road to Cape Point Road along Southern Pines Lane. Any existing sidewalk should be widened to 8' width and resurfaced.
 - An 8' sidewalk allows for a shared use path for bicycle and pedestrians
 - A shared use path should be used to get pedestrians off the road and onto the sidewalk
- To discourage cut through traffic on Duneside Road and Southern Pines Lane, speed tables should be considered
- Place pedestrian and bicycle crossing signs along Duneside Road
- Clear the shrubby and foliage along the northern section of Duneside Road near Diodia Court to improve the existing sight distance issue at the blind curve
- Add an additional bicycle and pedestrian crossing near the bike racks at Diodia Court

Attachments:

Synchro Capacity Reports

Volume Development Pages

Traffic Counts

Lanes, Volumes, Timings
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	85	32	36	34	5
Future Volume (vph)	2	85	32	36	34	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.872				0.969	
Flt Protected	0.997			0.974		
Satd. Flow (prot)	1547	0	0	1814	1805	0
Flt Permitted	0.997			0.974		
Satd. Flow (perm)	1547	0	0	1814	1805	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	878			444	351	
Travel Time (s)	23.9			12.1	9.6	
Peak Hour Factor	0.25	0.58	0.44	0.56	0.50	0.25
Heavy Vehicles (%)	2%	7%	2%	2%	2%	2%
Adj. Flow (vph)	8	147	73	64	68	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	155	0	0	137	88	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	22.4%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	85	32	36	34	5
Future Vol, veh/h	2	85	32	36	34	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	58	44	56	50	25
Heavy Vehicles, %	2	7	2	2	2	2
Mvmt Flow	8	147	73	64	68	20

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	288	78	88	0	0
Stage 1	78	-	-	-	-
Stage 2	210	-	-	-	-
Critical Hdwy	6.42	6.27	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.363	2.218	-	-
Pot Cap-1 Maneuver	702	969	1508	-	-
Stage 1	945	-	-	-	-
Stage 2	825	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	667	969	1508	-	-
Mov Cap-2 Maneuver	667	-	-	-	-
Stage 1	898	-	-	-	-
Stage 2	825	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1508	-	947	-	-
HCM Lane V/C Ratio	0.048	-	0.163	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-

Lanes, Volumes, Timings
4: Cape Point Road & Beachwalker Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	0	0	3	5	16
Future Volume (vph)	13	0	0	3	5	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.901	
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	0	0	1267	1433	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1267	1433	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	458			351	840	
Travel Time (s)	12.5			9.6	22.9	
Peak Hour Factor	0.67	0.90	0.90	0.50	0.75	0.83
Heavy Vehicles (%)	2%	2%	2%	50%	67%	2%
Adj. Flow (vph)	19	0	0	6	7	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	6	26	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
4: Cape Point Road & Beachwalker Drive

01/16/2019

Intersection						
Int Delay, s/veh	3.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	0	0	3	5	16
Future Vol, veh/h	13	0	0	3	5	16
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	67	90	90	50	75	83
Heavy Vehicles, %	2	2	2	50	67	2
Mvmt Flow	19	0	0	6	7	19

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	23	17	26	0	0
Stage 1	17	-	-	-	-
Stage 2	6	-	-	-	-
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	993	1062	1588	-	-
Stage 1	1006	-	-	-	-
Stage 2	1017	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	993	1062	1588	-	-
Mov Cap-2 Maneuver	993	-	-	-	-
Stage 1	1006	-	-	-	-
Stage 2	1017	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1588	-	993	-	-
HCM Lane V/C Ratio	-	-	0.02	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings

5: Cape Point Road /Cape Point Road & Southern Pines Lane

01/16/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	3	0	0	5	0
Future Volume (vph)	0	3	0	0	5	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected						0.950
Satd. Flow (prot)	1096	0	1863	0	0	1081
Fl _t Permitted						0.950
Satd. Flow (perm)	1096	0	1863	0	0	1081
Link Speed (mph)	25		25		25	
Link Distance (ft)	508		50		351	
Travel Time (s)	13.9		1.4		9.6	
Peak Hour Factor	0.90	0.50	0.90	0.90	0.75	0.90
Heavy Vehicles (%)	2%	50%	2%	2%	67%	2%
Adj. Flow (vph)	0	6	0	0	7	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	0	0	0	7
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	3	0	0	5	0
Future Vol, veh/h	0	3	0	0	5	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	50	90	90	75	90
Heavy Vehicles, %	2	50	2	2	67	2
Mvmt Flow	0	6	0	0	7	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	14	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	14	-	-	-	-	-
Critical Hdwy	6.42	6.7	-	-	4.77	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.75	-	-	2.803	-
Pot Cap-1 Maneuver	1005	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1005	-	-	-	-	-
Mov Cap-2 Maneuver	1005	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1009	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	-
HCM Lane LOS	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	59	88	28	21	0
Future Volume (vph)	0	59	88	28	21	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.966		
Satd. Flow (prot)	1611	0	0	1799	1863	0
Flt Permitted				0.966		
Satd. Flow (perm)	1611	0	0	1799	1863	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	878			444	351	
Travel Time (s)	23.9			12.1	9.6	
Peak Hour Factor	0.90	0.69	0.69	0.50	0.63	0.90
Adj. Flow (vph)	0	86	128	56	33	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	86	0	0	184	33	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	0	59	88	28	21	0
Future Vol, veh/h	0	59	88	28	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	69	69	50	63	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	86	128	56	33	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	345	33	33	0	0
Stage 1	33	-	-	-	-
Stage 2	312	-	-	-	-
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	652	1041	1579	-	-
Stage 1	989	-	-	-	-
Stage 2	742	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	597	1041	1579	-	-
Mov Cap-2 Maneuver	597	-	-	-	-
Stage 1	906	-	-	-	-
Stage 2	742	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	5.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1579	-	1041	-	-
HCM Lane V/C Ratio	0.081	-	0.082	-	-
HCM Control Delay (s)	7.5	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.3	-	-

Lanes, Volumes, Timings
4: Cape Point Road & Beachwalker Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	0	0	5	5	5
Future Volume (vph)	17	0	0	5	5	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.912	
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1699	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1699	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	458			351	840	
Travel Time (s)	12.5			9.6	22.9	
Peak Hour Factor	0.55	0.90	0.90	0.38	0.75	0.38
Adj. Flow (vph)	31	0	0	13	7	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	0	13	20	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
4: Cape Point Road & Beachwalker Drive

01/16/2019

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	0	0	5	5	5
Future Vol, veh/h	17	0	0	5	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	90	90	38	75	38
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	0	0	13	7	13

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	27	14	20	0	0
Stage 1	14	-	-	-	-
Stage 2	13	-	-	-	-
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	988	1066	1596	-	-
Stage 1	1009	-	-	-	-
Stage 2	1010	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	988	1066	1596	-	-
Mov Cap-2 Maneuver	988	-	-	-	-
Stage 1	1009	-	-	-	-
Stage 2	1010	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1596	-	988	-	-
HCM Lane V/C Ratio	-	-	0.031	-	-
HCM Control Delay (s)	0	-	8.8	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings

5: Cape Point Road /Cape Point Road & Southern Pines Lane

01/16/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	5	0	0	3	2
Future Volume (vph)	0	5	0	0	3	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected						0.979
Satd. Flow (prot)	1611	0	1863	0	0	1824
Fl _t Permitted						0.979
Satd. Flow (perm)	1611	0	1863	0	0	1824
Link Speed (mph)	25		25		25	
Link Distance (ft)	508		50		351	
Travel Time (s)	13.9		1.4		9.6	
Peak Hour Factor	0.90	0.38	0.90	0.90	0.50	0.25
Adj. Flow (vph)	0	13	0	0	6	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	0	0	14
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	5	0	0	3	2
Future Vol, veh/h	0	5	0	0	3	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	90	38	90	90	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	0	0	6	8

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	20	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	20	-	-	-	-	-
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	997	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1003	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	997	-	-	-	-	-
Mov Cap-2 Maneuver	997	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1003	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	-
HCM Lane LOS	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	69	76	31	27	0
Future Volume (vph)	2	69	76	31	27	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.872					
Fl _t Protected	0.997			0.962		
Satd. Flow (prot)	1619	0	0	1792	1863	0
Fl _t Permitted	0.997			0.962		
Satd. Flow (perm)	1619	0	0	1792	1863	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	878			444	351	
Travel Time (s)	23.9			12.1	9.6	
Peak Hour Factor	0.25	0.50	0.50	0.75	0.38	0.90
Adj. Flow (vph)	8	138	152	41	71	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	146	0	0	193	71	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.6%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019

Intersection						
Int Delay, s/veh	6.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	2	69	76	31	27	0
Future Vol, veh/h	2	69	76	31	27	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	25	50	50	75	38	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	138	152	41	71	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	416	71	71	0	0
Stage 1	71	-	-	-	-
Stage 2	345	-	-	-	-
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	593	991	1529	-	-
Stage 1	952	-	-	-	-
Stage 2	717	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	533	991	1529	-	-
Mov Cap-2 Maneuver	533	-	-	-	-
Stage 1	855	-	-	-	-
Stage 2	717	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1529	-	946	-	-
HCM Lane V/C Ratio	0.099	-	0.154	-	-
HCM Control Delay (s)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-

Lanes, Volumes, Timings
4: Cape Point Road & Beachwalker Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	0	0	15	2	22
Future Volume (vph)	11	0	0	15	2	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.890	
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1658	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1658	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	458			351	840	
Travel Time (s)	12.5			9.6	22.9	
Peak Hour Factor	0.63	0.90	0.90	0.44	0.25	0.63
Adj. Flow (vph)	17	0	0	34	8	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	0	34	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
4: Cape Point Road & Beachwalker Drive

01/16/2019

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	11	0	0	15	2	22
Future Vol, veh/h	11	0	0	15	2	22
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	63	90	90	44	25	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	0	34	8	35

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	60	26	43	0	0
Stage 1	26	-	-	-	-
Stage 2	34	-	-	-	-
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	947	1050	1566	-	-
Stage 1	997	-	-	-	-
Stage 2	988	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	947	1050	1566	-	-
Mov Cap-2 Maneuver	947	-	-	-	-
Stage 1	997	-	-	-	-
Stage 2	988	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1566	-	947	-	-
HCM Lane V/C Ratio	-	-	0.018	-	-
HCM Control Delay (s)	0	-	8.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings

5: Cape Point Road /Cape Point Road & Southern Pines Lane

01/16/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	15	0	0	0	2
Future Volume (vph)	0	15	0	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected						
Satd. Flow (prot)	1611	0	1863	0	0	1863
Fl _t Permitted						
Satd. Flow (perm)	1611	0	1863	0	0	1863
Link Speed (mph)	25		25		25	
Link Distance (ft)	508		50		351	
Travel Time (s)	13.9		1.4		9.6	
Peak Hour Factor	0.90	0.44	0.90	0.90	0.90	0.25
Adj. Flow (vph)	0	34	0	0	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	0	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	15	0	0	0	2
Future Vol, veh/h	0	15	0	0	0	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	90	44	90	90	90	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	34	0	0	0	8

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	8	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	8	-	-	-	-	-
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	1013	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1015	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	1013	-	-	-	-	-
Mov Cap-2 Maneuver	1013	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	0	-
HCM Lane LOS	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	154	79	36	34	5
Future Volume (vph)	2	154	79	36	34	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869			0.969		
Flt Protected	0.999			0.964		
Satd. Flow (prot)	1544	0	0	1796	1805	0
Flt Permitted	0.999			0.964		
Satd. Flow (perm)	1544	0	0	1796	1805	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	878			444	351	
Travel Time (s)	23.9			12.1	9.6	
Peak Hour Factor	0.25	0.58	0.44	0.56	0.50	0.25
Heavy Vehicles (%)	2%	7%	2%	2%	2%	2%
Adj. Flow (vph)	8	266	180	64	68	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	274	0	0	244	88	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.2%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
3: Kiawah Beach Drive & Duneside Drive

01/16/2019

Intersection						
Int Delay, s/veh	7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	154	79	36	34	5
Future Vol, veh/h	2	154	79	36	34	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	58	44	56	50	25
Heavy Vehicles, %	2	7	2	2	2	2
Mvmt Flow	8	266	180	64	68	20

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	502	78	88	0	0
Stage 1	78	-	-	-	-
Stage 2	424	-	-	-	-
Critical Hdwy	6.42	6.27	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.363	2.218	-	-
Pot Cap-1 Maneuver	529	969	1508	-	-
Stage 1	945	-	-	-	-
Stage 2	660	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	463	969	1508	-	-
Mov Cap-2 Maneuver	463	-	-	-	-
Stage 1	828	-	-	-	-
Stage 2	660	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	5.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1508	-	939	-	-
HCM Lane V/C Ratio	0.119	-	0.291	-	-
HCM Control Delay (s)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.2	-	-

Lanes, Volumes, Timings
 4: Cape Point Road & Beachwalker Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	0	0	0	0	16
Future Volume (vph)	13	0	0	0	0	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.865	
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	0	0	1267	1611	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1267	1611	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	458			351	840	
Travel Time (s)	12.5			9.6	22.9	
Peak Hour Factor	0.67	0.90	0.90	0.50	0.75	0.83
Heavy Vehicles (%)	2%	2%	2%	50%	67%	2%
Adj. Flow (vph)	19	0	0	0	0	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	0	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
4: Cape Point Road & Beachwalker Drive

01/16/2019

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	0	0	0	0	16
Future Vol, veh/h	13	0	0	0	0	16
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	67	90	90	50	75	83
Heavy Vehicles, %	2	2	2	50	67	2
Mvmt Flow	19	0	0	0	0	19

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	10	10	19	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	0	-	-	-	-	-
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	1010	1071	1597	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1010	1071	1597	-	-	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	-	-	-	-	-	-










Approach	EB	NB	SB
HCM Control Delay, s	8.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1597	-	1010	-	-
HCM Lane V/C Ratio	-	-	0.019	-	-
HCM Control Delay (s)	0	-	8.6	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings

5: Cape Point Road /Cape Point Road & Southern Pines Lane

01/16/2019

						
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	0
Future Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	25		25			25
Link Distance (ft)	508		215			351
Travel Time (s)	13.9		5.9			9.6
Peak Hour Factor	0.90	0.50	0.90	0.90	0.75	0.90
Heavy Vehicles (%)	2%	50%	2%	2%	67%	2%
Adj. Flow (vph)	0	0	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	0.0%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	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	50	90	90	75	90
Heavy Vehicles, %	2	50	2	2	67	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.7	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.75	-	-	-	-
Pot Cap-1 Maneuver	1022	-	-	0	0	-
Stage 1	-	-	-	0	0	-
Stage 2	1022	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Control Delay (s)	-	0
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	-

Lanes, Volumes, Timings
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	118	159	28	21	0
Future Volume (vph)	0	118	159	28	21	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected	0.961					
Satd. Flow (prot)	1611	0	0	1790	1863	0
Fl _t Permitted	0.961					
Satd. Flow (perm)	1611	0	0	1790	1863	0
Link Speed (mph)	25		25		25	
Link Distance (ft)	878		444		351	
Travel Time (s)	23.9		12.1		9.6	
Peak Hour Factor	0.90	0.69	0.69	0.50	0.63	0.90
Adj. Flow (vph)	0	171	230	56	33	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	171	0	0	286	33	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	30.9%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019

Intersection						
Int Delay, s/veh	6.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	118	159	28	21	0
Future Vol, veh/h	0	118	159	28	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	69	69	50	63	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	171	230	56	33	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	549	33	33	0	0
Stage 1	33	-	-	-	-
Stage 2	516	-	-	-	-
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	497	1041	1579	-	-
Stage 1	989	-	-	-	-
Stage 2	599	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	422	1041	1579	-	-
Mov Cap-2 Maneuver	422	-	-	-	-
Stage 1	841	-	-	-	-
Stage 2	599	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.1	6.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1579	-	1041	-	-
HCM Lane V/C Ratio	0.146	-	0.164	-	-
HCM Control Delay (s)	7.7	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.5	-	0.6	-	-

Lanes, Volumes, Timings
 4: Cape Point Road & Beachwalker Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	0	0	0	2	5
Future Volume (vph)	17	0	0	0	2	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.890	
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1658	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1658	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	458			351	840	
Travel Time (s)	12.5			9.6	22.9	
Peak Hour Factor	0.55	0.90	0.90	0.38	0.75	0.38
Adj. Flow (vph)	31	0	0	0	3	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	0	0	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
4: Cape Point Road & Beachwalker Drive

01/16/2019

Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	0	0	0	2	5
Future Vol, veh/h	17	0	0	0	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	90	90	38	75	38
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	0	0	0	3	13

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	10	10	16	0	-	0
Stage 1	10	-	-	-	-	-
Stage 2	0	-	-	-	-	-
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	1010	1071	1602	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	1010	1071	1602	-	-	-
Mov Cap-2 Maneuver	1010	-	-	-	-	-
Stage 1	1013	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1602	-	1010	-	-
HCM Lane V/C Ratio	-	-	0.031	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings

5: Cape Point Road /Cape Point Road & Southern Pines Lane

01/16/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	2
Future Volume (vph)	0	0	0	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	25		25			25
Link Distance (ft)	508		50			351
Travel Time (s)	13.9		1.4			9.6
Peak Hour Factor	0.90	0.38	0.90	0.90	0.50	0.25
Adj. Flow (vph)	0	0	0	0	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	6.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	0	0	0	0	0	2
Future Vol, veh/h	0	0	0	0	0	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	90	38	90	90	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	8

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	8	0	0	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	1013	-	-	0	0	-
Stage 1	-	-	-	0	0	-
Stage 2	1015	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	1013	-	-	-	-	-
Mov Cap-2 Maneuver	1013	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Control Delay (s)	-	0
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	-

Lanes, Volumes, Timings
 3: Kiawah Beach Drive & Southern Pines Lane

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	148	138	31	27	0
Future Volume (vph)	2	148	138	31	27	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869					
Flt Protected	0.999			0.958		
Satd. Flow (prot)	1617	0	0	1785	1863	0
Flt Permitted	0.999			0.958		
Satd. Flow (perm)	1617	0	0	1785	1863	0
Link Speed (mph)	30			25	25	
Link Distance (ft)	878			444	351	
Travel Time (s)	20.0			12.1	9.6	
Peak Hour Factor	0.25	0.50	0.50	0.75	0.38	0.90
Adj. Flow (vph)	8	296	276	41	71	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	304	0	0	317	71	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	31.9%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
 3: Kiawah Beach Drive & Southern Pines Lane

01/16/2019

Intersection						
Int Delay, s/veh	7.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	2	148	138	31	27	0
Future Vol, veh/h	2	148	138	31	27	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	25	50	50	75	38	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	296	276	41	71	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	664	71	71	0	0
Stage 1	71	-	-	-	-
Stage 2	593	-	-	-	-
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	426	991	1529	-	-
Stage 1	952	-	-	-	-
Stage 2	552	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	347	991	1529	-	-
Mov Cap-2 Maneuver	347	-	-	-	-
Stage 1	776	-	-	-	-
Stage 2	552	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	6.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1529	-	945	-	-
HCM Lane V/C Ratio	0.181	-	0.322	-	-
HCM Control Delay (s)	7.9	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.7	-	1.4	-	-

Lanes, Volumes, Timings
4: Cape Point Road & Beachwalker Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	0	0	0	2	22
Future Volume (vph)	11	0	0	0	2	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.890	
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1658	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1658	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	458			351	840	
Travel Time (s)	12.5			9.6	22.9	
Peak Hour Factor	0.63	0.90	0.90	0.44	0.25	0.63
Adj. Flow (vph)	17	0	0	0	8	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	0	0	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	13.3%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
4: Cape Point Road & Beachwalker Drive

01/16/2019

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	0	0	0	2	22
Future Vol, veh/h	11	0	0	0	2	22
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	63	90	90	44	25	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	0	0	8	35

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	26	26	43	0	-	0
Stage 1	26	-	-	-	-	-
Stage 2	0	-	-	-	-	-
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	989	1050	1566	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	989	1050	1566	-	-	-
Mov Cap-2 Maneuver	989	-	-	-	-	-
Stage 1	997	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.7	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1566	-	989	-	-
HCM Lane V/C Ratio	-	-	0.018	-	-
HCM Control Delay (s)	0	-	8.7	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings

5: Cape Point Road /Cape Point Road & Southern Pines Lane

01/16/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	0	0	0	2
Future Volume (vph)	0	0	0	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr						
Flt Protected						
Satd. Flow (prot)	1863	0	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	1863	0	0	1863
Link Speed (mph)	30		25			25
Link Distance (ft)	508		50			351
Travel Time (s)	11.5		1.4			9.6
Peak Hour Factor	0.90	0.44	0.90	0.90	0.90	0.25
Adj. Flow (vph)	0	0	0	0	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	0	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	6.7%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	0	0	0	0	0	2
Future Vol, veh/h	0	0	0	0	0	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	90	44	90	90	90	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	8

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	8	0	0	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	1013	-	-	0	0	-
Stage 1	-	-	-	0	0	-
Stage 2	1015	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	1013	-	-	-	-	-
Mov Cap-2 Maneuver	1013	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	0	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Control Delay (s)	-	0
HCM Lane LOS	-	A
HCM 95th %tile Q(veh)	-	-

Lanes, Volumes, Timings
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	57	112	36	19	20
Future Volume (vph)	2	57	112	36	19	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.875				0.908	
Fl _t Protected	0.996			0.962		
Satd. Flow (prot)	1553	0	0	1792	1691	0
Fl _t Permitted	0.996			0.962		
Satd. Flow (perm)	1553	0	0	1792	1691	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	878			444	351	
Travel Time (s)	23.9			12.1	9.6	
Peak Hour Factor	0.25	0.58	0.44	0.56	0.50	0.25
Heavy Vehicles (%)	2%	7%	2%	2%	2%	2%
Adj. Flow (vph)	8	98	255	64	38	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	106	0	0	319	118	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	25.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	57	112	36	19	20
Future Vol, veh/h	2	57	112	36	19	20
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	25	58	44	56	50	25
Heavy Vehicles, %	2	7	2	2	2	2
Mvmt Flow	8	98	255	64	38	80

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	652	78	118	0	0
Stage 1	78	-	-	-	-
Stage 2	574	-	-	-	-
Critical Hdwy	6.42	6.27	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.363	2.218	-	-
Pot Cap-1 Maneuver	433	969	1470	-	-
Stage 1	945	-	-	-	-
Stage 2	563	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	355	969	1470	-	-
Mov Cap-2 Maneuver	355	-	-	-	-
Stage 1	775	-	-	-	-
Stage 2	563	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.8	6.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	857	-	-
HCM Lane V/C Ratio	0.173	-	0.124	-	-
HCM Control Delay (s)	8	0	9.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.6	-	0.4	-	-

Lanes, Volumes, Timings
 4: Cape Point Road & Beachwalker Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	0	0	145	0	16
Future Volume (vph)	13	0	0	145	0	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t						0.865
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	0	0	1267	1611	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1267	1611	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	458			351	840	
Travel Time (s)	12.5			9.6	22.9	
Peak Hour Factor	0.67	0.90	0.90	0.50	0.75	0.83
Heavy Vehicles (%)	2%	2%	2%	50%	67%	2%
Adj. Flow (vph)	19	0	0	290	0	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	290	19	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12					
Link Offset(ft)	0					
Crosswalk Width(ft)	16					
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15	9		
Sign Control	Stop			Free	Free	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.6% ICU Level of Service A
Analysis Period (min)	15

HCM 6th TWSC
4: Cape Point Road & Beachwalker Drive

01/16/2019

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	0	0	145	0	16
Future Vol, veh/h	13	0	0	145	0	16
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	67	90	90	50	75	83
Heavy Vehicles, %	2	2	2	50	67	2
Mvmt Flow	19	0	0	290	0	19

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	300	10	19	0	0
Stage 1	10	-	-	-	-
Stage 2	290	-	-	-	-
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	691	1071	1597	-	-
Stage 1	1013	-	-	-	-
Stage 2	759	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	691	1071	1597	-	-
Mov Cap-2 Maneuver	691	-	-	-	-
Stage 1	1013	-	-	-	-
Stage 2	759	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1597	-	691	-	-
HCM Lane V/C Ratio	-	-	0.028	-	-
HCM Control Delay (s)	0	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings

5: Cape Point Road /Cape Point Road & Southern Pines Lane

01/16/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	145	0	0	0	0
Future Volume (vph)	0	145	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected						
Satd. Flow (prot)	1096	0	1863	0	0	1863
Fl _t Permitted						
Satd. Flow (perm)	1096	0	1863	0	0	1863
Link Speed (mph)	25		25		25	
Link Distance (ft)	508		205		351	
Travel Time (s)	13.9		5.6		9.6	
Peak Hour Factor	0.90	0.50	0.90	0.90	0.75	0.90
Heavy Vehicles (%)	2%	50%	2%	2%	67%	2%
Adj. Flow (vph)	0	290	0	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	290	0	0	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	12.3%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑			↑
Traffic Vol, veh/h	0	145	0	0	0	0
Future Vol, veh/h	0	145	0	0	0	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	50	90	90	75	90
Heavy Vehicles, %	2	50	2	2	67	2
Mvmt Flow	0	290	0	0	0	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1	0	0	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	1	-	-	-	-	-
Critical Hdwy	6.42	6.7	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.75	-	-	-	-
Pot Cap-1 Maneuver	1022	-	-	0	0	-
Stage 1	-	-	-	0	0	-
Stage 2	1022	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	1022	-	-	-	-	-
Mov Cap-2 Maneuver	1022	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1022	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Control Delay (s)	-	-
HCM Lane LOS	-	-
HCM 95th %tile Q(veh)	-	-

Lanes, Volumes, Timings
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	42	181	28	12	9
Future Volume (vph)	0	42	181	28	12	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865			0.953		
Fl _t Protected				0.960		
Satd. Flow (prot)	1611	0	0	1788	1775	0
Fl _t Permitted				0.960		
Satd. Flow (perm)	1611	0	0	1788	1775	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	878			444	351	
Travel Time (s)	23.9			12.1	9.6	
Peak Hour Factor	0.90	0.69	0.69	0.50	0.63	0.90
Adj. Flow (vph)	0	61	262	56	19	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	318	29	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	28.2%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
3: Kiawah Beach Drive & Duneside Drive

01/16/2019

Intersection						
Int Delay, s/veh	6.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	42	181	28	12	9
Future Vol, veh/h	0	42	181	28	12	9
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	69	69	50	63	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	61	262	56	19	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	604	24	29	0	0
Stage 1	24	-	-	-	-
Stage 2	580	-	-	-	-
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	461	1052	1584	-	-
Stage 1	999	-	-	-	-
Stage 2	560	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	382	1052	1584	-	-
Mov Cap-2 Maneuver	382	-	-	-	-
Stage 1	828	-	-	-	-
Stage 2	560	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.6	6.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1584	-	1052	-	-
HCM Lane V/C Ratio	0.166	-	0.058	-	-
HCM Control Delay (s)	7.7	0	8.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.6	-	0.2	-	-

Lanes, Volumes, Timings
 4: Cape Point Road & Beachwalker Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	0	0	107	2	5
Future Volume (vph)	17	0	0	107	2	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.890	
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1658	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1658	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	458			351	840	
Travel Time (s)	12.5			9.6	22.9	
Peak Hour Factor	0.55	0.90	0.90	0.38	0.75	0.38
Adj. Flow (vph)	31	0	0	282	3	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	0	282	16	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	15.6%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
4: Cape Point Road & Beachwalker Drive

01/16/2019

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	0	0	107	2	5
Future Vol, veh/h	17	0	0	107	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	90	90	38	75	38
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	0	0	282	3	13

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	292	10	16	0	0
Stage 1	10	-	-	-	-
Stage 2	282	-	-	-	-
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	699	1071	1602	-	-
Stage 1	1013	-	-	-	-
Stage 2	766	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	699	1071	1602	-	-
Mov Cap-2 Maneuver	699	-	-	-	-
Stage 1	1013	-	-	-	-
Stage 2	766	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1602	-	699	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	10.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings

5: Cape Point Road /Cape Point Road & Southern Pines Lane

01/16/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	107	0	0	0	2
Future Volume (vph)	0	107	0	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected						
Satd. Flow (prot)	1611	0	1863	0	0	1863
Fl _t Permitted						
Satd. Flow (perm)	1611	0	1863	0	0	1863
Link Speed (mph)	25		25		25	
Link Distance (ft)	508		50		351	
Travel Time (s)	13.9		1.4		9.6	
Peak Hour Factor	0.90	0.38	0.90	0.90	0.50	0.25
Adj. Flow (vph)	0	282	0	0	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	282	0	0	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	16.6%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑			↑
Traffic Vol, veh/h	0	107	0	0	0	2
Future Vol, veh/h	0	107	0	0	0	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	90	38	90	90	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	282	0	0	0	8

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	8	0	0	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	1013	-	-	0	0	-
Stage 1	-	-	-	0	0	-
Stage 2	1015	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	1013	-	-	-	-	-
Mov Cap-2 Maneuver	1013	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Control Delay (s)	-	-
HCM Lane LOS	-	-
HCM 95th %tile Q(veh)	-	-

Lanes, Volumes, Timings
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	45	164	31	12	15
Future Volume (vph)	2	45	164	31	12	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.876			0.953		
Flt Protected	0.996			0.957		
Satd. Flow (prot)	1625	0	0	1783	1775	0
Flt Permitted	0.996			0.957		
Satd. Flow (perm)	1625	0	0	1783	1775	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	878			444	351	
Travel Time (s)	23.9			12.1	9.6	
Peak Hour Factor	0.25	0.50	0.50	0.75	0.38	0.90
Adj. Flow (vph)	8	90	328	41	32	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	0	0	369	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	27.4%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
3: Kiawah Beach Drive & Duneside Drive

01/16/2019

Intersection						
Int Delay, s/veh	6.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	TT			TT	TT	
Traffic Vol, veh/h	2	45	164	31	12	15
Future Vol, veh/h	2	45	164	31	12	15
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	25	50	50	75	38	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	90	328	41	32	17

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	738	41	49	0	0
Stage 1	41	-	-	-	-
Stage 2	697	-	-	-	-
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	385	1030	1558	-	-
Stage 1	981	-	-	-	-
Stage 2	494	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	302	1030	1558	-	-
Mov Cap-2 Maneuver	302	-	-	-	-
Stage 1	770	-	-	-	-
Stage 2	494	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1558	-	861	-	-
HCM Lane V/C Ratio	0.211	-	0.114	-	-
HCM Control Delay (s)	7.9	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.8	-	0.4	-	-

Lanes, Volumes, Timings
 4: Cape Point Road & Beachwalker Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	0	0	144	2	22
Future Volume (vph)	11	0	0	144	2	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.890	
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1658	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1658	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	458			351	840	
Travel Time (s)	12.5			9.6	22.9	
Peak Hour Factor	0.63	0.90	0.90	0.44	0.25	0.63
Adj. Flow (vph)	17	0	0	327	8	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	0	327	43	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.6%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
4: Cape Point Road & Beachwalker Drive

01/16/2019

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	0	0	144	2	22
Future Vol, veh/h	11	0	0	144	2	22
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	63	90	90	44	25	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	0	327	8	35

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	353	26	43	0	0
Stage 1	26	-	-	-	-
Stage 2	327	-	-	-	-
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	645	1050	1566	-	-
Stage 1	997	-	-	-	-
Stage 2	731	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	645	1050	1566	-	-
Mov Cap-2 Maneuver	645	-	-	-	-
Stage 1	997	-	-	-	-
Stage 2	731	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1566	-	645	-	-
HCM Lane V/C Ratio	-	-	0.027	-	-
HCM Control Delay (s)	0	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings

5: Cape Point Road /Cape Point Road & Southern Pines Lane

01/16/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	144	0	0	0	2
Future Volume (vph)	0	144	0	0	0	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected						
Satd. Flow (prot)	1611	0	1863	0	0	1863
Fl _t Permitted						
Satd. Flow (perm)	1611	0	1863	0	0	1863
Link Speed (mph)	25		25		25	
Link Distance (ft)	508		50		351	
Travel Time (s)	13.9		1.4		9.6	
Peak Hour Factor	0.90	0.44	0.90	0.90	0.90	0.25
Adj. Flow (vph)	0	327	0	0	0	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	327	0	0	0	0	8
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	0	144	0	0	0	2
Future Vol, veh/h	0	144	0	0	0	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	90	44	90	90	90	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	327	0	0	0	8

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	8	0	0	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	8	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	1013	-	-	0	0	-
Stage 1	-	-	-	0	0	-
Stage 2	1015	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	1013	-	-	-	-	-
Mov Cap-2 Maneuver	1013	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	1015	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	0
HCM LOS	-		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	-	-
HCM Lane V/C Ratio	-	-
HCM Control Delay (s)	-	-
HCM Lane LOS	-	-
HCM 95th %tile Q(veh)	-	-

Lanes, Volumes, Timings
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	76	88	33	19	20
Future Volume (vph)	5	76	88	33	19	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.883			0.908		
Fl _t Protected	0.993			0.963		
Satd. Flow (prot)	1567	0	0	1794	1691	0
Fl _t Permitted	0.993			0.963		
Satd. Flow (perm)	1567	0	0	1794	1691	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	878			444	351	
Travel Time (s)	23.9			12.1	9.6	
Peak Hour Factor	0.25	0.58	0.44	0.56	0.50	0.25
Heavy Vehicles (%)	2%	7%	2%	2%	2%	2%
Adj. Flow (vph)	20	131	200	59	38	80
Shared Lane Traffic (%)						
Lane Group Flow (vph)	151	0	0	259	118	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	24.9%
ICU Level of Service	A
Analysis Period (min)	15

HCM 6th TWSC
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	76	88	33	19	20
Future Vol, veh/h	5	76	88	33	19	20
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	25	58	44	56	50	25
Heavy Vehicles, %	2	7	2	2	2	2
Mvmt Flow	20	131	200	59	38	80

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	537	78	118	0	0
Stage 1	78	-	-	-	-
Stage 2	459	-	-	-	-
Critical Hdwy	6.42	6.27	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.363	2.218	-	-
Pot Cap-1 Maneuver	505	969	1470	-	-
Stage 1	945	-	-	-	-
Stage 2	636	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	434	969	1470	-	-
Mov Cap-2 Maneuver	434	-	-	-	-
Stage 1	812	-	-	-	-
Stage 2	636	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	6.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1470	-	833	-	-
HCM Lane V/C Ratio	0.136	-	0.181	-	-
HCM Control Delay (s)	7.8	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.7	-	-

Lanes, Volumes, Timings
 4: Cape Point Road & Beachwalker Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	0	0	134	77	16
Future Volume (vph)	13	0	0	134	77	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.979	
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	0	0	1267	1186	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1267	1186	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	458			351	840	
Travel Time (s)	12.5			9.6	22.9	
Peak Hour Factor	0.67	0.90	0.90	0.50	0.75	0.83
Heavy Vehicles (%)	2%	2%	2%	50%	67%	2%
Adj. Flow (vph)	19	0	0	268	103	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	268	122	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	17.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
4: Cape Point Road & Beachwalker Drive

01/16/2019

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	13	0	0	134	77	16
Future Vol, veh/h	13	0	0	134	77	16
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	67	90	90	50	75	83
Heavy Vehicles, %	2	2	2	50	67	2
Mvmt Flow	19	0	0	268	103	19

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	381	113	122	0	0
Stage 1	113	-	-	-	-
Stage 2	268	-	-	-	-
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	621	940	1465	-	-
Stage 1	912	-	-	-	-
Stage 2	777	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	621	940	1465	-	-
Mov Cap-2 Maneuver	621	-	-	-	-
Stage 1	912	-	-	-	-
Stage 2	777	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1465	-	621	-	-
HCM Lane V/C Ratio	-	-	0.031	-	-
HCM Control Delay (s)	0	-	11	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Lanes, Volumes, Timings

5: Cape Point Road /Cape Point Road & Southern Pines Lane

01/16/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	134	0	0	77	0
Future Volume (vph)	0	134	0	0	77	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected						0.950
Satd. Flow (prot)	1096	0	1863	0	0	1081
Fl _t Permitted						0.950
Satd. Flow (perm)	1096	0	1863	0	0	1081
Link Speed (mph)	25		25		25	
Link Distance (ft)	508		50		351	
Travel Time (s)	13.9		1.4		9.6	
Peak Hour Factor	0.90	0.50	0.90	0.90	0.75	0.90
Heavy Vehicles (%)	2%	50%	2%	2%	67%	2%
Adj. Flow (vph)	0	268	0	0	103	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	268	0	0	0	0	103
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	19.2%
	ICU Level of Service A
Analysis Period (min)	15

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	0	134	0	0	77	0
Future Vol, veh/h	0	134	0	0	77	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	50	90	90	75	90
Heavy Vehicles, %	2	50	2	2	67	2
Mvmt Flow	0	268	0	0	103	0

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	206	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	206	-	-	-	-	-
Critical Hdwy	6.42	6.7	-	-	4.77	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.75	-	-	2.803	-
Pot Cap-1 Maneuver	782	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	829	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	782	-	-	-	-	-
Mov Cap-2 Maneuver	782	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	829	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	-
HCM Lane LOS	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	155	85	17	12	9
Future Volume (vph)	11	155	85	17	12	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.872				0.953	
Flt Protected	0.997			0.962		
Satd. Flow (prot)	1619	0	0	1792	1775	0
Flt Permitted	0.997			0.962		
Satd. Flow (perm)	1619	0	0	1792	1775	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	878			444	351	
Travel Time (s)	23.9			12.1	9.6	
Peak Hour Factor	0.90	0.69	0.69	0.50	0.63	0.90
Adj. Flow (vph)	12	225	123	34	19	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	237	0	0	157	29	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	29.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019

Intersection						
Int Delay, s/veh	7.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	W			W	W	
Traffic Vol, veh/h	11	155	85	17	12	9
Future Vol, veh/h	11	155	85	17	12	9
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	69	69	50	63	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	225	123	34	19	10

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	304	24	29	0	0
Stage 1	24	-	-	-	-
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	688	1052	1584	-	-
Stage 1	999	-	-	-	-
Stage 2	767	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	634	1052	1584	-	-
Mov Cap-2 Maneuver	634	-	-	-	-
Stage 1	920	-	-	-	-
Stage 2	767	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.6	5.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1584	-	1017	-	-
HCM Lane V/C Ratio	0.078	-	0.233	-	-
HCM Control Delay (s)	7.5	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.3	-	0.9	-	-

Lanes, Volumes, Timings
4: Cape Point Road & Beachwalker Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	0	0	100	186	5
Future Volume (vph)	17	0	0	100	186	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.993	
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1850	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1850	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	458			351	840	
Travel Time (s)	12.5			9.6	22.9	
Peak Hour Factor	0.55	0.90	0.90	0.38	0.75	0.38
Adj. Flow (vph)	31	0	0	263	248	13
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	0	263	261	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	20.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
4: Cape Point Road & Beachwalker Drive

01/16/2019

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	0	0	100	186	5
Future Vol, veh/h	17	0	0	100	186	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	55	90	90	38	75	38
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	0	0	263	248	13

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	518	255	261	0	0
Stage 1	255	-	-	-	-
Stage 2	263	-	-	-	-
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	518	784	1303	-	-
Stage 1	788	-	-	-	-
Stage 2	781	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	518	784	1303	-	-
Mov Cap-2 Maneuver	518	-	-	-	-
Stage 1	788	-	-	-	-
Stage 2	781	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1303	-	518	-	-
HCM Lane V/C Ratio	-	-	0.06	-	-
HCM Control Delay (s)	0	-	12.4	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lanes, Volumes, Timings

5: Cape Point Road /Cape Point Road & Southern Pines Lane

01/16/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	100	0	0	184	2
Future Volume (vph)	0	100	0	0	184	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected						0.953
Satd. Flow (prot)	1611	0	1863	0	0	1775
Fl _t Permitted						0.953
Satd. Flow (perm)	1611	0	1863	0	0	1775
Link Speed (mph)	25		25		25	
Link Distance (ft)	508		50		351	
Travel Time (s)	13.9		1.4		9.6	
Peak Hour Factor	0.90	0.38	0.90	0.90	0.50	0.25
Adj. Flow (vph)	0	263	0	0	368	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	0	0	0	0	376
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	100	0	0	184	2
Future Vol, veh/h	0	100	0	0	184	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	90	38	90	90	50	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	263	0	0	368	8

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	744	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	744	-	-	-	-	-
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	382	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	470	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	382	-	-	-	-	-
Mov Cap-2 Maneuver	382	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	470	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	-
HCM Lane LOS	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

Lanes, Volumes, Timings
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	96	92	19	12	15
Future Volume (vph)	14	96	92	19	12	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.895				0.953	
Fl _t Protected	0.989			0.958		
Satd. Flow (prot)	1649	0	0	1785	1775	0
Fl _t Permitted	0.989			0.958		
Satd. Flow (perm)	1649	0	0	1785	1775	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	878			444	351	
Travel Time (s)	23.9			12.1	9.6	
Peak Hour Factor	0.25	0.50	0.50	0.75	0.38	0.90
Adj. Flow (vph)	56	192	184	25	32	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	248	0	0	209	49	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	26.1%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
 3: Kiawah Beach Drive & Duneside Drive

01/16/2019

Intersection						
Int Delay, s/veh	8.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	14	96	92	19	12	15
Future Vol, veh/h	14	96	92	19	12	15
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	25	50	50	75	38	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	56	192	184	25	32	17

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	434	41	49	0	0
Stage 1	41	-	-	-	-
Stage 2	393	-	-	-	-
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	579	1030	1558	-	-
Stage 1	981	-	-	-	-
Stage 2	682	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	510	1030	1558	-	-
Mov Cap-2 Maneuver	510	-	-	-	-
Stage 1	863	-	-	-	-
Stage 2	682	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	6.7	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1558	-	837	-	-
HCM Lane V/C Ratio	0.118	-	0.296	-	-
HCM Control Delay (s)	7.6	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.4	-	1.2	-	-

Lanes, Volumes, Timings
 4: Cape Point Road & Beachwalker Drive

01/16/2019



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	0	0	144	137	22
Future Volume (vph)	11	0	0	144	137	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t					0.992	
Fl _t Protected	0.950					
Satd. Flow (prot)	1770	0	0	1863	1848	0
Fl _t Permitted	0.950					
Satd. Flow (perm)	1770	0	0	1863	1848	0
Link Speed (mph)	25			25	25	
Link Distance (ft)	458			351	840	
Travel Time (s)	12.5			9.6	22.9	
Peak Hour Factor	0.63	0.90	0.90	0.44	0.25	0.63
Adj. Flow (vph)	17	0	0	327	548	35
Shared Lane Traffic (%)						
Lane Group Flow (vph)	17	0	0	327	583	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	18.5%
Analysis Period (min)	15
	ICU Level of Service A

HCM 6th TWSC
4: Cape Point Road & Beachwalker Drive

01/16/2019

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	0	0	144	137	22
Future Vol, veh/h	11	0	0	144	137	22
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	63	90	90	44	25	63
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	0	0	327	548	35

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	893	566	583	0	-	0
Stage 1	566	-	-	-	-	-
Stage 2	327	-	-	-	-	-
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	312	524	991	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	312	524	991	-	-	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	991	-	312	-	-
HCM Lane V/C Ratio	-	-	0.056	-	-
HCM Control Delay (s)	0	-	17.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Lanes, Volumes, Timings

5: Cape Point Road /Cape Point Road & Southern Pines Lane

01/16/2019



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	144	0	0	135	2
Future Volume (vph)	0	144	0	0	135	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Fr _t	0.865					
Fl _t Protected						0.955
Satd. Flow (prot)	1611	0	1863	0	0	1779
Fl _t Permitted						0.955
Satd. Flow (perm)	1611	0	1863	0	0	1779
Link Speed (mph)	25		25		25	
Link Distance (ft)	508		50		351	
Travel Time (s)	13.9		1.4		9.6	
Peak Hour Factor	0.90	0.44	0.90	0.90	0.90	0.25
Adj. Flow (vph)	0	327	0	0	150	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	327	0	0	0	0	158
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0		0	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free		Free	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	23.2%
Analysis Period (min)	15
	ICU Level of Service A

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	0	144	0	0	135	2
Future Vol, veh/h	0	144	0	0	135	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	90	44	90	90	90	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	327	0	0	150	8

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	308	0	0	0	0	0
Stage 1	0	-	-	-	-	-
Stage 2	308	-	-	-	-	-
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	684	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	684	-	-	-	-	-
Mov Cap-2 Maneuver	684	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	-	-	-	-
HCM Lane LOS	-	-	-	-
HCM 95th %tile Q(veh)	-	-	-	-

INTERSECTION VOLUME DEVELOPMENT

**Kiawah Beach Drive and Duneside Dr
AM PEAK HOUR**

Description	Kiawah Beach Drive Northbound			Kiawah Beach Drive Southbound			Duneside Dr Eastbound			Duneside Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed Volumes	7	18	0	0	8	3	1	0	14	0	0	0
Balanced Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	7	18	0	0	8	3	1	0	14	0	0	0
2018 PHF	0.44	0.56	0.90	0.90	0.50	0.25	0.25	0.90	0.58	0.90	0.90	0.90
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	7%	2%	2%	2%
Annual Growth Rate	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
2018 Background Traffic (No AD)	11	29	0	0	13	5	2	0	22	0	0	0
Duneside Road	21	0	0	0	0	0	0	0	63	0	0	0
Kiawah Beach Drive	0	7	0	0	21	0	0	0	0	0	0	0
Beachwalker Drive	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips	21	7	0	0	21	0	0	0	63	0	0	0
2018 Background Traffic	32	36	0	0	34	5	2	0	85	0	0	0
Duneside Road - Exit Only	21	0	0	0	0	0	0	0	19	0	0	0
Kiawah Beach Drive - Exit Only	0	7	0	0	6	15	0	0	0	0	0	0
Beachwalker Drive - Exit Only	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Exit Only	33	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips - Exit Only	54	7	0	0	6	15	0	0	19	0	0	0
Duneside Road - Two Way	33	0	0	0	0	0	0	0	19	0	0	0
Kiawah Beach Drive - Two Way	0	4	0	0	6	15	3	0	0	0	0	0
Beachwalker Drive - Two Way	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Two Way	33	0	0	0	0	0	0	0	19	0	0	0
Approved Development Trips - Two Way	66	4	0	0	6	15	3	0	38	0	0	0
Percent Inbound Assignment	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%
Timbers No Access Project Trips	12	0	0	0	0	0	0	0	36	0	0	0
Percent Inbound Assignment	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%
Timbers Exit Only Project Trips	12	0	0	0	0	0	0	0	11	0	0	0
Percent Inbound Assignment	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%
Timbers Entrance Full Access Project Trips	6	0	0	0	0	0	0	0	11	0	0	0
No Access Redistribution	5								3			
Exit Only Redistribution	5											
West Beach Parking Lot	30	0	0	0	0	0	0	0	30	0	0	0
West Beach Parking Lot - Exit Only	30	0	0	0	0	0	0	0	5	0	0	0
West Beach Parking Lot - Two Way	5	0	0	0	0	0	0	0	5	0	0	0
2018 Build No Access	79	36	0	0	34	5	2	0	154	0	0	0
2018 Build Timbers Exit Only	112	36	0	0	19	20	2	0	57	0	0	0
2018 Build Full Access	88	33	0	0	19	20	5	0	76	0	0	0

PM PEAK HOUR

Description	Kiawah Beach Drive Northbound			Kiawah Beach Drive Southbound			Duneside Dr Eastbound			Duneside Dr Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed Volumes	11	4	0	0	5	0	0	0	11	0	0	0
Balanced Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	11	4	0	0	5	0	0	0	11	0	0	0
2018 PHF	0.69	0.50	0.90	0.90	0.63	0.90	0.90	0.90	0.69	0.90	0.90	0.90
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Annual Growth Rate	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
2018 Background Traffic (No AD)	17	6	0	0	8	0	0	0	17	0	0	0
Duneside Road	71	0	0	0	0	0	0	0	42	0	0	0
Kiawah Beach Drive	0	22	0	0	13	0	0	0	0	0	0	0
Beachwalker Drive	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips	71	22	0	0	13	0	0	0	42	0	0	0
2018 Background Traffic	88	28	0	0	21	0	0	0	59	0	0	0
Duneside Road - Exit Only	71	0	0	0	0	0	0	0	13	0	0	0
Kiawah Beach Drive - Exit Only	0	22	0	0	4	9	0	0	0	0	0	0
Beachwalker Drive - Exit Only	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Exit Only	22	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips - Exit Only	93	22	0	0	4	9	0	0	13	0	0	0
Duneside Road - Two Way	22	0	0	0	0	0	0	0	63	0	0	0
Kiawah Beach Drive - Two Way	0	11	0	0	4	9	11	0	0	0	0	0
Beachwalker Drive - Two Way	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Two Way	22	0	0	0	0	0	0	0	63	0	0	0
Approved Development Trips - Two Way	44	11	0	0	4	9	11	0	126	0	0	0
Percent Inbound Assignment	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%
Timbers No Access Project Trips	38	0	0	0	0	0	0	0	24	0	0	0
Percent Inbound Assignment	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%
Timbers Exit Only Project Trips	38	0	0	0	0	0	0	0	7	0	0	0
Percent Inbound Assignment	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%
Timbers Entrance Full Access Project Trips	19	0	0	0	0	0	0	0	7	0	0	0
No Access Redistribution	3								5			
Exit Only Redistribution	3											
West Beach Parking Lot	30	0	0	0	0	0	0	0	30	0	0	0
West Beach Parking Lot - Exit Only	30	0	0	0	0	0	0	0	5	0	0	0
West Beach Parking Lot - Two Way	5	0	0	0	0	0	0	0	5	0	0	0
2018 Build No Access	159	28	0	0	21	0	0	0	118	0	0	0
2018 Build Timbers Exit Only	181	28	0	0	12	9	0	0	42	0	0	0
2018 Build Full Access	85	17	0	0	12	9	11	0	155	0	0	0

INTERSECTION VOLUME DEVELOPMENT

**Cape Point Road and Beachwalker Drive
AM PEAK HOUR**

Description	Cape Point Road Northbound			Cape Point Road Southbound			Beachwalker Drive Eastbound			Beachwalker Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed Volumes	0	2	0	0	3	10	8	0	0	0	0	0
Balanced Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	2	0	0	3	10	8	0	0	0	0	0
2018 PHF	0.90	0.50	0.90	0.90	0.75	0.83	0.67	0.90	0.90	0.90	0.90	0.90
Heavy Vehicle %	2%	50%	2%	2%	67%	2%	2%	2%	2%	2%	2%	2%
Annual Growth Rate	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
2018 Background Traffic (No AD)	0	3	0	0	5	16	13	0	0	0	0	0
Duneside Road	0	0	0	0	0	0	0	0	0	0	0	0
Kiawah Beach Drive	0	0	0	0	0	0	0	0	0	0	0	0
Beachwalker Drive	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
2018 Background Traffic	0	3	0	0	5	16	13	0	0	0	0	0
Duneside Road - Exit Only	0	44	0	0	0	0	0	0	0	0	0	0
Kiawah Beach Drive - Exit Only	0	15	0	0	0	0	0	0	0	0	0	0
Beachwalker Drive - Exit Only	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Exit Only	0	33	0	0	0	0	0	0	0	0	0	0
Approved Development Trips - Exit Only	0	92	0	0	0	0	0	0	0	0	0	0
Duneside Road - Two Way	0	33	0	0	19	0	0	0	0	0	0	0
Kiawah Beach Drive - Two Way	0	15	0	0	3	0	0	0	0	0	0	0
Beachwalker Drive - Two Way	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Two Way	0	33	0	0	19	0	0	0	0	0	0	0
Approved Development Trips - Two Way	0	81	0	0	41	0	0	0	0	0	0	0
Percent Inbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Timbers No Access Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Percent Inbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	70%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Timbers Exit Only Project Trips	0	25	0	0	0	0	0	0	0	0	0	0
Percent Inbound Assignment	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	70%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Timbers Entrance Full Access Project Trips	0	25	0	0	6	0	0	0	0	0	0	0
No Access Redistribution		-3			-5							
Exit Only Redistribution					-5							
West Beach Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0
West Beach Parking Lot - Exit Only	0	25	0	0	0	0	0	0	0	0	0	0
West Beach Parking Lot - Two Way	0	25	0	0	25	0	0	0	0	0	0	0
2018 Build No Access	0	0	0	0	0	16	13	0	0	0	0	0
2018 Build Timbers Exit Only	0	145	0	0	0	16	13	0	0	0	0	0
2018 Build Full Access	0	134	0	0	77	16	13	0	0	0	0	0

PM PEAK HOUR

Description	Cape Point Road Northbound			Cape Point Road Southbound			Beachwalker Drive Eastbound			Beachwalker Drive Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed Volumes	0	3	0	0	3	3	11	0	0	0	0	0
Balanced Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	3	0	0	3	3	11	0	0	0	0	0
2018 PHF	0.90	0.38	0.90	0.90	0.75	0.38	0.55	0.90	0.90	0.90	0.90	0.90
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Annual Growth Rate	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
2018 Background Traffic (No AD)	0	5	0	0	5	5	17	0	0	0	0	0
Duneside Road	0	0	0	0	0	0	0	0	0	0	0	0
Kiawah Beach Drive	0	0	0	0	0	0	0	0	0	0	0	0
Beachwalker Drive	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
2018 Background Traffic	0	5	0	0	5	5	17	0	0	0	0	0
Duneside Road - Exit Only	0	29	0	0	0	0	0	0	0	0	0	0
Kiawah Beach Drive - Exit Only	0	9	0	0	0	0	0	0	0	0	0	0
Beachwalker Drive - Exit Only	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Exit Only	0	22	0	0	0	0	0	0	0	0	0	0
Approved Development Trips - Exit Only	0	60	0	0	0	0	0	0	0	0	0	0
Duneside Road - Two Way	0	22	0	0	63	0	0	0	0	0	0	0
Kiawah Beach Drive - Two Way	0	9	0	0	11	0	0	0	0	0	0	0
Beachwalker Drive - Two Way	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Two Way	0	22	0	0	63	0	0	0	0	0	0	0
Approved Development Trips - Two Way	0	53	0	0	137	0	0	0	0	0	0	0
Percent Inbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Timbers No Access Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Percent Inbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	70%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Timbers Exit Only Project Trips	0	17	0	0	0	0	0	0	0	0	0	0
Percent Inbound Assignment	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	70%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Timbers Entrance Full Access Project Trips	0	17	0	0	19	0	0	0	0	0	0	0
No Access Redistribution		-5			-3							
Exit Only Redistribution					-3							
West Beach Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0
West Beach Parking Lot - Exit Only	0	25	0	0	0	0	0	0	0	0	0	0
West Beach Parking Lot - Two Way	0	25	0	0	25	0	0	0	0	0	0	0
2018 Build No Access	0	0	0	0	2	5	17	0	0	0	0	0
2018 Build Timbers Exit Only	0	107	0	0	2	5	17	0	0	0	0	0
2018 Build Full Access	0	100	0	0	186	5	17	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

**Cape Point Road and Southern Pines Lane /Southern Pines Lane
AM PEAK HOUR**

Description	Cape Point Road Northbound			Cape Point Road Southbound			Southern Pines Lane Eastbound			Southern Pines Lane Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed Volumes	0	0	0	3	0	0	0	0	0	0	0	2
Balanced Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	3	0	0	0	0	0	0	0	2
2018 PHF	0.90	0.90	0.90	0.75	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.50
Heavy Vehicle %	2%	2%	2%	67%	2%	2%	2%	2%	2%	2%	2%	50%
Annual Growth Rate	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
2018 Background Traffic (No AD)	0	0	0	5	0	0	0	0	0	0	0	3
Duneside Road	0	0	0	0	0	0	0	0	0	0	0	0
Kiawah Beach Drive	0	0	0	0	0	0	0	0	0	0	0	0
Beachwalker Drive	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
2018 Background Traffic	0	0	0	5	0	0	0	0	0	0	0	3
Duneside Road - Exit Only	0	0	0	0	0	0	0	0	0	0	0	44
Kiawah Beach Drive - Exit Only	0	0	0	0	0	0	0	0	0	0	0	15
Beachwalker Drive - Exit Only	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Exit Only	0	0	0	0	0	0	0	0	0	0	0	23
Approved Development Trips - Exit Only	0	0	0	0	0	0	0	0	0	0	0	92
Duneside Road - Two Way	0	0	0	19	0	0	0	0	0	0	0	33
Kiawah Beach Drive - Two Way	0	0	0	3	0	0	0	0	0	0	0	15
Beachwalker Drive - Two Way	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Two Way	0	0	0	19	0	0	0	0	0	0	0	33
Approved Development Trips - Two Way	0	0	0	41	0	0	0	0	0	0	0	81
Percent Inbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Timbers No Access Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Percent Inbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	70%
Timbers Exit Only Project Trips	0	0	0	0	0	0	0	0	0	0	0	25
Percent Inbound Assignment	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	70%
Timbers Entrance Full Access Project Trips	0	0	0	6	0	0	0	0	0	0	0	25
No Access Redistribution				-5								-3
Exit Only Redistribution				-5								
West Beach Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0
West Beach Parking Lot - Exit Only	0	0	0	0	0	0	0	0	0	0	0	25
West Beach Parking Lot - Two Way	0	0	0	25	0	0	0	0	0	0	0	25
2018 Build No Access	0	0	0	0	0	0	0	0	0	0	0	0
2018 Build Timbers Exit Only	0	0	0	0	0	0	0	0	0	0	0	145
2018 Build Full Access	0	0	0	77	0	0	0	0	0	0	0	134

PM PEAK HOUR

Description	Cape Point Road Northbound			Cape Point Road Southbound			Southern Pines Lane Eastbound			Southern Pines Lane Westbound		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed Volumes	0	0	0	2	1	0	0	0	0	0	0	3
Balanced Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	2	1	0	0	0	0	0	0	3
2018 PHF	0.90	0.90	0.90	0.50	0.25	0.90	0.90	0.90	0.90	0.90	0.90	0.38
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Annual Growth Rate	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59	1.59
2018 Background Traffic (No AD)	0	0	0	3	2	0	0	0	0	0	0	5
Duneside Road	0	0	0	0	0	0	0	0	0	0	0	0
Kiawah Beach Drive	0	0	0	0	0	0	0	0	0	0	0	0
Beachwalker Drive	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
2018 Background Traffic	0	0	0	3	2	0	0	0	0	0	0	5
Duneside Road - Exit Only	0	0	0	0	0	0	0	0	0	0	0	29
Kiawah Beach Drive - Exit Only	0	0	0	0	0	0	0	0	0	0	0	9
Beachwalker Drive - Exit Only	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Exit Only	0	0	0	0	0	0	0	0	0	0	0	22
Approved Development Trips - Exit Only	0	0	0	0	0	0	0	0	0	0	0	60
Duneside Road - Two Way	0	0	0	63	0	0	0	0	0	0	0	22
Kiawah Beach Drive - Two Way	0	0	0	11	0	0	0	0	0	0	0	9
Beachwalker Drive - Two Way	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Two Way	0	0	0	63	0	0	0	0	0	0	0	22
Approved Development Trips - Two Way	0	0	0	137	0	0	0	0	0	0	0	53
Percent Inbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Timbers No Access Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Percent Inbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	70%
Timbers Exit Only Project Trips	0	0	0	0	0	0	0	0	0	0	0	17
Percent Inbound Assignment	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	70%
Timbers Entrance Full Access Project Trips	0	0	0	19	0	0	0	0	0	0	0	17
No Access Redistribution				-3								-5
Exit Only Redistribution				-3								
West Beach Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0
West Beach Parking Lot - Exit Only	0	0	0	0	0	0	0	0	0	0	0	25
West Beach Parking Lot - Two Way	0	0	0	25	0	0	0	0	0	0	0	25
2018 Build No Access	0	0	0	0	2	0	0	0	0	0	0	0
2018 Build Timbers Exit Only	0	0	0	0	2	0	0	0	0	0	0	107
2018 Build Full Access	0	0	0	184	2	0	0	0	0	0	0	100

INTERSECTION VOLUME DEVELOPMENT

**Kiawah Beach Drive and Duneside Dr
SATURDAY PEAK HOUR**

Description	Kiawah Beach Drive <u>Northbound</u>			Kiawah Beach Drive <u>Southbound</u>			Duneside Dr <u>Eastbound</u>			Duneside Dr <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed Volumes	6	3	0	0	3	0	1	0	6	0	0	0
Balanced Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	6	3	0	0	3	0	1	0	6	0	0	0
2018 PHF	0.50	0.75	0.90	0.90	0.38	0.90	0.25	0.90	0.50	0.90	0.90	0.90
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Seasonal Growth Factor	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16
2018 Background Traffic (No AD)	13	6	0	0	6	0	2	0	13	0	0	0
Duneside Road	63	0	0	0	0	0	0	0	56	0	0	0
Kiawah Beach Drive	0	25	0	0	21	0	0	0	0	0	0	0
Beachwalker Drive	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips	63	25	0	0	21	0	0	0	56	0	0	0
2018 Background Traffic	76	31	0	0	27	0	2	0	69	0	0	0
Duneside Road -Exit Only	63	0	0	0	0	0	0	0	17	0	0	0
Kiawah Beach Drive - Exit Only	0	25	0	0	6	15	0	0	0	0	0	0
Beachwalker Drive - Exit Only	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Exit Only	26	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips - Exit Only	89	25	0	0	6	15	0	0	17	0	0	0
Duneside Road -Two Way	32	0	0	0	0	0	0	0	17	0	0	0
Kiawah Beach Drive - Two Way	0	13	0	0	6	15	12	0	0	0	0	0
Beachwalker Drive - Two Way	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Two Way	26	0	0	0	0	0	0	0	51	0	0	0
Approved Development Trips - Two Way	58	13	0	0	6	15	12	0	68	0	0	0
Percent Inbound Assignment	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%
Timbers No Access Project Trips	32	0	0	0	0	0	0	0	34	0	0	0
Percent Inbound Assignment	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%
Timbers Exit Only Project Trips	32	0	0	0	0	0	0	0	10	0	0	0
Percent Inbound Assignment	50%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	30%	0%	0%	0%
Timbers Entrance Full Access Project Trips	16	0	0	0	0	0	0	0	10	0	0	0
No Access Redistribution	0							15				
Exit Only Redistribution	0											
West Beach Parking Lot	30	0	0	0	0	0	0	0	30	0	0	0
West Beach Parking Lot - Exit Only	30	0	0	0	0	0	0	0	5	0	0	0
West Beach Parking Lot - Two Way	5	0	0	0	0	0	0	0	5	0	0	0
2018 Build No Access	138	31	0	0	27	0	2	0	148	0	0	0
2018 Build Timbers Exit Only	164	31	0	0	12	15	2	0	45	0	0	0
2018 Build Full Access	92	19	0	0	12	15	14	0	96	0	0	0

INTERSECTION VOLUME DEVELOPMENT

**Cape Point Road and Beachwalker Drive
SATURDAY PEAK HOUR**

Description	Cape Point Road <u>Northbound</u>			Cape Point Road <u>Southbound</u>			Beachwalker Drive <u>Eastbound</u>			Beachwalker Drive <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed Volumes	0	7	0	0	1	10	5	0	0	0	0	0
Balanced Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	7	0	0	1	10	5	0	0	0	0	0
2018 PHF	0.90	0.44	0.90	0.90	0.25	0.63	0.63	0.90	0.90	0.90	0.90	0.90
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Seasonal Growth Factor	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16
2018 Background Traffic (No AD)	0	15	0	0	2	22	11	0	0	0	0	0
Duneside Road	0	0	0	0	0	0	0	0	0	0	0	0
Kiawah Beach Drive	0	0	0	0	0	0	0	0	0	0	0	0
Beachwalker Drive	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
2018 Background Traffic	0	15	0	0	2	22	11	0	0	0	0	0
Duneside Road -Exit Only	0	39	0	0	0	0	0	0	0	0	0	0
Kiawah Beach Drive - Exit Only	0	15	0	0	0	0	0	0	0	0	0	0
Beachwalker Drive - Exit Only	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Exit Only	0	26	0	0	0	0	0	0	0	0	0	0
Approved Development Trips - Exit Only	0	80	0	0	0	0	0	0	0	0	0	0
Duneside Road -Two Way	0	39	0	0	31	0	0	0	0	0	0	0
Kiawah Beach Drive - Two Way	0	15	0	0	12	0	0	0	0	0	0	0
Beachwalker Drive - Two Way	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Two Way	0	26	0	0	51	0	0	0	0	0	0	0
Approved Development Trips - Two Way	0	80	0	0	94	0	0	0	0	0	0	0
Percent Inbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Timbers No Access Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Percent Inbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	70%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Timbers Exit Only Project Trips	0	24	0	0	0	0	0	0	0	0	0	0
Percent Inbound Assignment	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	70%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Timbers Entrance Full Access Project Trips	0	24	0	0	16	0	0	0	0	0	0	0
No Access Redistribution		-15										
Exit Only Redistribution												
West Beach Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0
West Beach Parking Lot - Exit Only	0	25	0	0	0	0	0	0	0	0	0	0
West Beach Parking Lot - Two Way	0	25	0	0	25	0	0	0	0	0	0	0
2018 Build No Access	0	0	0	0	2	22	11	0	0	0	0	0
2018 Build Timbers Exit Only	0	144	0	0	2	22	11	0	0	0	0	0
2018 Build Full Access	0	144	0	0	137	22	11	0	0	0	0	0

INTERSECTION VOLUME DEVELOPMENT

**Cape Point Road and Southern Pines Lane
SATURDAY PEAK HOUR**

Description	Cape Point Road <u>Northbound</u>			Cape Point Road <u>Southbound</u>			Southern Pines Lane <u>Eastbound</u>			Southern Pines Lane <u>Westbound</u>		
	Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
Observed Volumes	0	0	0	0	1	0	0	0	0	0	0	7
Balanced Volumes	0	0	0	0	0	0	0	0	0	0	0	0
2018 Existing Traffic	0	0	0	0	1	0	0	0	0	0	0	7
2018 PHF	0.90	0.90	0.90	0.90	0.25	0.90	0.90	0.90	0.90	0.90	0.90	0.44
Heavy Vehicle %	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Seasonal Growth Factor	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16	2.16
2018 Background Traffic (No AD)	0	0	0	0	2	0	0	0	0	0	0	15
Duneside Road	0	0	0	0	0	0	0	0	0	0	0	0
Kiawah Beach Drive	0	0	0	0	0	0	0	0	0	0	0	0
Beachwalker Drive	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development Trips	0	0	0	0	0	0	0	0	0	0	0	0
2018 Background Traffic	0	0	0	0	2	0	0	0	0	0	0	15
Duneside Road -Exit Only	0	0	0	0	0	0	0	0	0	0	0	39
Kiawah Beach Drive - Exit Only	0	0	0	0	0	0	0	0	0	0	0	15
Beachwalker Drive - Exit Only	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Exit Only	0	0	0	0	0	0	0	0	0	0	0	26
Approved Development Trips - Exit Only	0	0	0	0	0	0	0	0	0	0	0	80
Duneside Road -Two Way	0	0	0	31	0	0	0	0	0	0	0	39
Kiawah Beach Drive - Two Way	0	0	0	12	0	0	0	0	0	0	0	15
Beachwalker Drive - Two Way	0	0	0	0	0	0	0	0	0	0	0	0
Duneside Right - Two Way	0	0	0	51	0	0	0	0	0	0	0	26
Approved Development Trips - Two Way	0	0	0	94	0	0	0	0	0	0	0	80
Percent Inbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Timbers No Access Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Percent Inbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	70%
Timbers Exit Only Project Trips	0	0	0	0	0	0	0	0	0	0	0	24
Percent Inbound Assignment	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%
Percent Outbound Assignment	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	70%
Timbers Entrance Full Access Project Trips	0	0	0	16	0	0	0	0	0	0	0	24
No Access Redistribution				0								-15
Exit Only Redistribution				0								
West Beach Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0
West Beach Parking Lot - Exit Only	0	0	0	0	0	0	0	0	0	0	0	25
West Beach Parking Lot - Two Way	0	0	0	25	0	0	0	0	0	0	0	25
2018 Build No Access	0	0	0	0	2	0	0	0	0	0	0	0
2018 Build Timbers Exit Only	0	0	0	0	2	0	0	0	0	0	0	144
2018 Build Full Access	0	0	0	135	2	0	0	0	0	0	0	144

National Data & Surveying Services Intersection Turning Movement Count

Location: Kiawah Beach Dr & Duneside Dr
City: Kiawah Island
Control: 1-Way Stop (EB)

Project ID: 18-09733-003
Date: 2018-12-18

Total

NS/EW Streets:	Kiawah Beach Dr				Kiawah Beach Dr				Duneside Dr				Duneside Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
NOON	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
11:00 AM	1	8	0	0	0	2	3	0	0	0	6	0	0	0	0	0	20
11:15 AM	4	4	0	0	0	2	0	0	0	0	5	0	0	0	0	0	15
11:30 AM	1	1	0	0	0	4	0	0	1	0	2	0	0	0	0	0	9
11:45 AM	1	5	0	0	0	0	0	0	0	0	1	0	0	0	0	0	7
TOTAL VOLUMES :	7	18	0	0	0	8	3	0	1	0	14	0	0	0	0	0	51
APPROACH %'s :	28.00%	72.00%	0.00%	0.00%	0.00%	72.73%	27.27%	0.00%	6.67%	0.00%	93.33%	0.00%					
PEAK HR :	11:00 AM - 12:00 PM																
PEAK HR VOL :	7	18	0	0	0	8	3	0	1	0	14	0	0	0	0	0	51
PEAK HR FACTOR :	0.438	0.563	0.000	0.000	0.000	0.500	0.250	0.000	0.250	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.638
			0.694				0.550				0.625						
PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	
3:00 PM	2	1	0	0	0	1	0	0	0	0	4	0	0	0	0	0	8
3:15 PM	1	0	0	0	0	2	0	0	0	0	4	0	0	0	0	0	7
3:30 PM	4	2	0	0	0	1	0	0	0	0	1	0	0	0	0	0	8
3:45 PM	4	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0	8
TOTAL VOLUMES :	11	4	0	0	0	5	0	0	0	0	11	0	0	0	0	0	31
APPROACH %'s :	73.33%	26.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	03:00 PM - 04:00 PM																
PEAK HR VOL :	11	4	0	0	0	5	0	0	0	0	11	0	0	0	0	0	31
PEAK HR FACTOR :	0.688	0.500	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.969
			0.625				0.625				0.688						

National Data & Surveying Services

Intersection Turning Movement Count

Location: Kiawah Beach Dr & Duneside Dr
 City: Kiawah Island
 Control: 1-Way Stop (EB)

Project ID: 18-09733-003
 Date: 2018-12-15

Total

NS/EW Streets:	Kiawah Beach Dr				Kiawah Beach Dr				Duneside Dr				Duneside Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	3	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5
3:15 PM	1	1	0	0	0	2	0	0	0	0	3	0	0	0	0	0	7
3:30 PM	1	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	4
3:45 PM	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
TOTAL VOLUMES :	6	3	0	0	0	3	0	0	1	0	6	0	0	0	0	0	19
APPROACH %'s :	66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	14.29%	0.00%	85.71%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	6	3	0	0	0	3	0	0	1	0	6	0	0	0	0	0	19
PEAK HR FACTOR :	0.500	0.750	0.000	0.000	0.000	0.375	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.679
	0.563				0.375				0.583								

National Data & Surveying Services Intersection Turning Movement Count

Location: Cape Point Rd/Beachwalker Dr & Beachwalker Dr
City: Kiawah Island
Control: No Control

Project ID: 18-09733-004
Date: 2018-12-18

Total

NS/EW Streets:	Cape Point Rd/Beachwalker Dr				Cape Point Rd/Beachwalker Dr				Beachwalker Dr				Beachwalker Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	4
11:15 AM	0	0	0	0	0	1	3	0	2	0	0	0	0	0	0	0	6
11:30 AM	0	1	0	0	0	1	2	0	3	0	0	0	0	0	0	0	7
11:45 AM	0	1	0	0	0	1	3	0	1	0	0	0	0	0	0	0	6
TOTAL VOLUMES :	0	2	0	0	0	3	10	0	8	0	0	0	0	0	0	0	TOTAL 23
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	23.08%	76.92%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	11:00 AM - 12:00 PM																TOTAL 23
PEAK HR VOL :	0	2	0	0	0	3	10	0	8	0	0	0	0	0	0	0	23
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.750	0.833	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.821
	0.500				0.813				0.667								
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	3
3:15 PM	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0	0	4
3:30 PM	0	2	0	0	0	1	2	0	5	0	0	0	0	0	0	0	10
3:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	3
TOTAL VOLUMES :	0	3	0	0	0	3	3	0	11	0	0	0	0	0	0	0	TOTAL 20
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL 20
PEAK HR VOL :	0	3	0	0	0	3	3	0	11	0	0	0	0	0	0	0	20
PEAK HR FACTOR :	0.000	0.375	0.000	0.000	0.000	0.750	0.375	0.000	0.550	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.375				0.500				0.550								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cape Point Rd/Beachwalker Dr & Beachwalker Dr
 City: Kiawah Island
 Control: No Control

Project ID: 18-09733-004
 Date: 2018-12-15

Total

NS/EW Streets:	Cape Point Rd/Beachwalker Dr				Cape Point Rd/Beachwalker Dr				Beachwalker Dr				Beachwalker Dr				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
3:00 PM	0	4	0	0	0	1	1	0	1	0	0	0	0	0	0	0	7
3:15 PM	0	2	0	0	0	0	2	0	1	0	0	0	0	0	0	0	5
3:30 PM	0	1	0	0	0	0	3	0	1	0	0	0	0	0	0	0	5
3:45 PM	0	0	0	0	0	0	4	0	2	0	0	0	0	0	0	0	6
TOTAL VOLUMES :	0	7	0	0	0	1	10	0	5	0	0	0	0	0	0	0	23
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	9.09%	90.91%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL
PEAK HR VOL :	0	7	0	0	0	1	10	0	5	0	0	0	0	0	0	0	23
PEAK HR FACTOR :	0.000	0.438	0.000	0.000	0.000	0.250	0.625	0.000	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.821
		0.438				0.688			0.625								

National Data & Surveying Services Intersection Turning Movement Count

Location: Cape Point Rd & Southern Pines Ln
City: Kiawah Island
Control: No Control

Project ID: 18-09733-005
Date: 2018-12-18

Total

NS/EW Streets:	Cape Point Rd				Cape Point Rd				Southern Pines Ln				Southern Pines Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
TOTAL VOLUMES :	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	TOTAL 5
APPROACH %'s :					100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	11:00 AM - 12:00 PM																TOTAL 5
PEAK HR VOL :	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.625
					0.750								0.500				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
3:00 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	1
3:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	2
3:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES :	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	TOTAL 6
APPROACH %'s :					66.67%	33.33%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																TOTAL 6
PEAK HR VOL :	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.500	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.500
					0.750								0.375				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Cape Point Rd & Southern Pines Ln
 City: Kiawah Island
 Control: No Control

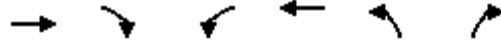
Project ID: 18-09733-005
 Date: 2018-12-15

Total

NS/EW Streets:	Cape Point Rd				Cape Point Rd				Southern Pines Ln				Southern Pines Ln				TOTAL
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
3:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	4	0	
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	0	
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%	
PEAK HR :	03:00 PM - 04:00 PM																
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	7	0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	
					0.250								0.438				

Lanes, Volumes, Timings
 1: Beachwalker Drive & Kiawah Island Parkway

Beachwalker Multifamily Development
 2024 No Build with Committed Developments AM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵		↵	
Traffic Volume (vph)	524	180	76	0	185	149
Future Volume (vph)	524	180	76	0	185	149
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.962				0.940	
Flt Protected			0.950		0.973	
Satd. Flow (prot)	3300	0	1719	0	1680	0
Flt Permitted			0.950		0.973	
Satd. Flow (perm)	3300	0	1719	0	1680	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	791			1194	908	
Travel Time (s)	15.4			23.3	24.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	6%	3%	5%	3%	3%	4%
Adj. Flow (vph)	563	194	82	0	199	160
Shared Lane Traffic (%)						
Lane Group Flow (vph)	757	0	82	0	359	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	30			30	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	53.8%
Analysis Period (min)	15
	ICU Level of Service A

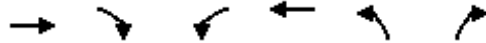
Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵		↵↵	
Traffic Vol, veh/h	524	180	76	0	185	149
Future Vol, veh/h	524	180	76	0	185	149
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	6	3	5	3	3	4
Mvmt Flow	563	194	82	0	199	160
Number of Lanes	2	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	16.2	10.3	15.4
HCM LOS	C	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	55%	0%	0%	100%
Vol Thru, %	0%	100%	49%	0%
Vol Right, %	45%	0%	51%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	334	349	355	76
LT Vol	185	0	0	76
Through Vol	0	349	175	0
RT Vol	149	0	180	0
Lane Flow Rate	359	376	381	82
Geometry Grp	2	7	7	5
Degree of Util (X)	0.558	0.607	0.573	0.142
Departure Headway (Hd)	5.597	5.817	5.406	6.254
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	650	620	667	574
Service Time	3.597	3.544	3.133	4.291
HCM Lane V/C Ratio	0.552	0.606	0.571	0.143
HCM Control Delay	15.4	17.2	15.2	10.3
HCM Lane LOS	C	C	C	B
HCM 95th-tile Q	3.5	4.1	3.6	0.5

Lanes, Volumes, Timings
1: Beachwalker Drive & Kiawah Island Parkway



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵		↵↵	
Traffic Volume (vph)	524	187	80	0	200	156
Future Volume (vph)	524	187	80	0	200	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.961			0.941		
Flt Protected			0.950			0.973
Satd. Flow (prot)	3297	0	1719	0	1682	0
Flt Permitted			0.950			0.973
Satd. Flow (perm)	3297	0	1719	0	1682	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	438			423	908	
Travel Time (s)	8.5			8.2	24.8	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	6%	3%	5%	3%	3%	4%
Adj. Flow (vph)	563	201	86	0	215	168
Shared Lane Traffic (%)						
Lane Group Flow (vph)	764	0	86	0	383	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	30			30	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	55.5%			ICU Level of Service B		
Analysis Period (min)	15					

Intersection	
Intersection Delay, s/veh	16.3
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙		↘	
Traffic Vol, veh/h	524	187	80	0	200	156
Future Vol, veh/h	524	187	80	0	200	156
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	6	3	5	3	3	4
Mvmt Flow	563	201	86	0	215	168
Number of Lanes	2	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	16.8	10.5	16.7
HCM LOS	C	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	56%	0%	0%	100%
Vol Thru, %	0%	100%	48%	0%
Vol Right, %	44%	0%	52%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	356	349	362	80
LT Vol	200	0	0	80
Through Vol	0	349	175	0
RT Vol	156	0	187	0
Lane Flow Rate	383	376	389	86
Geometry Grp	2	7	7	5
Degree of Util (X)	0.6	0.617	0.593	0.152
Departure Headway (Hd)	5.639	5.911	5.492	6.361
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	643	612	657	563
Service Time	3.639	3.642	3.223	4.404
HCM Lane V/C Ratio	0.596	0.614	0.592	0.153
HCM Control Delay	16.7	17.7	15.9	10.5
HCM Lane LOS	C	C	C	B
HCM 95th-tile Q	4	4.2	3.9	0.5

Lanes, Volumes, Timings
 1: Beachwalker Drive & Kiawah Island Parkway

Beachwalker Multifamily Development
 2024 No Build with Committed Developments PM



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵		↵	
Traffic Volume (vph)	348	207	132	0	226	96
Future Volume (vph)	348	207	132	0	226	96
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.944				0.960	
Flt Protected			0.950		0.966	
Satd. Flow (prot)	3227	0	1656	0	1707	0
Flt Permitted			0.950		0.966	
Satd. Flow (perm)	3227	0	1656	0	1707	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	791			1194	908	
Travel Time (s)	15.4			23.3	24.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	10%	9%	6%	2%	6%
Adj. Flow (vph)	363	216	138	0	235	100
Shared Lane Traffic (%)						
Lane Group Flow (vph)	579	0	138	0	335	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	30			30	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Stop			Stop	Stop	

Intersection Summary

Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	51.9%
Analysis Period (min)	15
	ICU Level of Service A

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↙		↘	
Traffic Vol, veh/h	348	207	132	0	226	96
Future Vol, veh/h	348	207	132	0	226	96
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	363	216	138	0	235	100
Number of Lanes	2	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	13	11	14.4
HCM LOS	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	70%	0%	0%	100%
Vol Thru, %	0%	100%	36%	0%
Vol Right, %	30%	0%	64%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	322	232	323	132
LT Vol	226	0	0	132
Through Vol	0	232	116	0
RT Vol	96	0	207	0
Lane Flow Rate	335	242	336	138
Geometry Grp	2	7	7	5
Degree of Util (X)	0.518	0.387	0.508	0.233
Departure Headway (Hd)	5.561	5.765	5.432	6.09
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	651	626	666	590
Service Time	3.589	3.492	3.159	4.124
HCM Lane V/C Ratio	0.515	0.387	0.505	0.234
HCM Control Delay	14.4	12.1	13.7	11
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	3	1.8	2.9	0.9

Lanes, Volumes, Timings
1: Beachwalker Drive & Kiawah Island Parkway



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵		↵↵	
Traffic Volume (vph)	348	221	141	0	239	101
Future Volume (vph)	348	221	141	0	239	101
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.942			0.960		
Flt Protected			0.950			0.966
Satd. Flow (prot)	3339	0	1656	0	1708	0
Flt Permitted			0.950			0.966
Satd. Flow (perm)	3339	0	1656	0	1708	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	449			370	908	
Travel Time (s)	8.7			7.2	24.8	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	3%	0%	9%	6%	2%	6%
Adj. Flow (vph)	363	230	147	0	249	105
Shared Lane Traffic (%)						
Lane Group Flow (vph)	593	0	147	0	354	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	30			30	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Stop			Stop	Stop	
Intersection Summary						
Area Type:	Other					
Control Type:	Unsignalized					
Intersection Capacity Utilization	53.9%			ICU Level of Service A		
Analysis Period (min)	15					

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

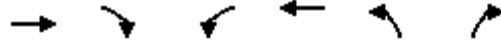
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↘		↘	
Traffic Vol, veh/h	348	221	141	0	239	101
Future Vol, veh/h	348	221	141	0	239	101
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	3	0	9	6	2	6
Mvmt Flow	363	230	147	0	249	105
Number of Lanes	2	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	13.1	11.3	15.4
HCM LOS	B	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	70%	0%	0%	100%
Vol Thru, %	0%	100%	34%	0%
Vol Right, %	30%	0%	66%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	340	232	337	141
LT Vol	239	0	0	141
Through Vol	0	232	116	0
RT Vol	101	0	221	0
Lane Flow Rate	354	242	351	147
Geometry Grp	2	7	7	5
Degree of Util (X)	0.552	0.393	0.52	0.252
Departure Headway (Hd)	5.606	5.852	5.335	6.174
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	645	616	678	582
Service Time	3.636	3.584	3.067	4.214
HCM Lane V/C Ratio	0.549	0.393	0.518	0.253
HCM Control Delay	15.4	12.3	13.7	11.3
HCM Lane LOS	C	B	B	B
HCM 95th-tile Q	3.4	1.9	3	1

Lanes, Volumes, Timings
 1: Beachwalker Drive & Kiawah Island Parkway

Beachwalker Drive Multifamily Development
 2024 No Build Saturday with Committed Developments



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵		↵↵	
Traffic Volume (vph)	387	154	97	0	188	66
Future Volume (vph)	387	154	97	0	188	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.955				0.966	
Flt Protected			0.950		0.964	
Satd. Flow (prot)	3380	0	1770	0	1735	0
Flt Permitted			0.950		0.964	
Satd. Flow (perm)	3380	0	1770	0	1735	0
Link Speed (mph)	35		35		25	
Link Distance (ft)	791		1194		908	
Travel Time (s)	15.4		23.3		24.8	
Peak Hour Factor	0.77	0.71	0.53	0.85	0.72	0.75
Adj. Flow (vph)	503	217	183	0	261	88
Shared Lane Traffic (%)						
Lane Group Flow (vph)	720	0	183	0	349	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	30		30		12	
Link Offset(ft)	0		0		0	
Crosswalk Width(ft)	16		16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15		15	
Sign Control	Stop		Stop		Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	45.4% ICU Level of Service A
Analysis Period (min)	15

Intersection	
Intersection Delay, s/veh	15.6
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵		↵↵	
Traffic Vol, veh/h	387	154	97	0	188	66
Future Vol, veh/h	387	154	97	0	188	66
Peak Hour Factor	0.77	0.71	0.53	0.85	0.72	0.75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	503	217	183	0	261	88
Number of Lanes	2	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	16	12.1	16.7
HCM LOS	C	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	74%	0%	0%	100%
Vol Thru, %	0%	100%	46%	0%
Vol Right, %	26%	0%	54%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	254	258	283	97
LT Vol	188	0	0	97
Through Vol	0	258	129	0
RT Vol	66	0	154	0
Lane Flow Rate	349	335	384	183
Geometry Grp	2	7	7	5
Degree of Util (X)	0.574	0.553	0.593	0.316
Departure Headway (Hd)	5.915	5.938	5.552	6.217
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	611	606	650	578
Service Time	3.95	3.675	3.289	4.262
HCM Lane V/C Ratio	0.571	0.553	0.591	0.317
HCM Control Delay	16.7	15.8	16.1	12.1
HCM Lane LOS	C	C	C	B
HCM 95th-tile Q	3.6	3.4	3.9	1.3



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵		↵↵	
Traffic Volume (vph)	387	167	105	0	203	73
Future Volume (vph)	387	167	105	0	203	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00
Frt	0.952			0.965		
Flt Protected			0.950			0.964
Satd. Flow (prot)	3369	0	1770	0	1733	0
Flt Permitted			0.950			0.964
Satd. Flow (perm)	3369	0	1770	0	1733	0
Link Speed (mph)	35			35	25	
Link Distance (ft)	467			515	908	
Travel Time (s)	9.1			10.0	24.8	
Peak Hour Factor	0.77	0.71	0.53	0.85	0.72	0.75
Adj. Flow (vph)	503	235	198	0	282	97
Shared Lane Traffic (%)						
Lane Group Flow (vph)	738	0	198	0	379	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	30		30		12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9		15	15		9
Sign Control	Stop			Stop	Stop	

Intersection Summary	
Area Type:	Other
Control Type:	Unsignalized
Intersection Capacity Utilization	47.6% ICU Level of Service A
Analysis Period (min)	15

Intersection

Intersection Delay, s/veh	17.1
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	387	167	105	0	203	73
Future Vol, veh/h	387	167	105	0	203	73
Peak Hour Factor	0.77	0.71	0.53	0.85	0.72	0.75
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	503	235	198	0	282	97
Number of Lanes	2	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	17.4	12.9	18.8
HCM LOS	C	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	74%	0%	0%	100%
Vol Thru, %	0%	100%	44%	0%
Vol Right, %	26%	0%	56%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	276	258	296	105
LT Vol	203	0	0	105
Through Vol	0	258	129	0
RT Vol	73	0	167	0
Lane Flow Rate	379	335	403	198
Geometry Grp	2	7	7	5
Degree of Util (X)	0.632	0.567	0.637	0.351
Departure Headway (Hd)	5.996	6.091	5.69	6.372
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	603	593	632	563
Service Time	4.038	3.839	3.437	4.426
HCM Lane V/C Ratio	0.629	0.565	0.638	0.352
HCM Control Delay	18.8	16.6	18	12.9
HCM Lane LOS	C	C	C	B
HCM 95th-tile Q	4.4	3.5	4.5	1.6