

## Technical Memorandum

To: Stephanie Monroe Tillerson  
Town Administrator  
Town of Kiawah Island

From: Dillon Turner, PE, PTOE  
Kimley-Horn

Date: May 15, 2023

Subject: **Andell West Updated Site Plan Update Traffic Analysis Memo  
Kiawah Island, South Carolina**



## EXECUTIVE SUMMARY

Riverstone Properties is planning to develop a portion of the Andell West Tract to include:

- 97,000 square feet of general retail space
- 63,000 square feet of grocery store space
- A gasoline station with 7 vehicular fueling positions

These land uses and intensities differ from the analysis performed for the Andell West Tract in the *Kiawah Island Parkway Intersection and Corridor Study* (Kimley-Horn, August 2022). Therefore, an updated traffic capacity analysis was performed for the study area analyzed in the *Kiawah Island Parkway Intersection and Corridor Study*.

In general, the percent increase in traffic volumes along the study area is anticipated to be similar between the original Andell West Tract site plan and the updated Andell West Tract site plan.

From the updated traffic capacity analysis, the following conclusions/recommendations are proposed to modify the *Kiawah Island Parkway Intersection and Corridor Study*:

### ***Kiawah Island Parkway at Andell West Primary Access***

- A roundabout at the main Andell West Tract access will operate acceptably in the short-term horizon year (2026).
- A roundabout at the main Andell West Tract access will operate over capacity in the long-term horizon year (2036).
  - A traffic signal is anticipated to operate acceptably in the long-term conditions.
  - The long-term analysis assumes all vacant land in tracts A, B, and C will be developed. If these tracts do not develop at the same intensity assumed in the *Kiawah Island Parkway Intersection and Corridor Study*, a roundabout may operate acceptably long-term.

***Kiawah Island Parkway at Andell West Secondary Access (Right-In/Right-Out)***

- The updated site plan shows a right-in/right-out in between the Freshfields access and the main Andell West Tract access along Kiawah Island Parkway.
  - This access meets the South Carolina Department of Transportation's spacing guidelines.
  - This access is anticipated to operate acceptably during the short-term and long-term horizon years.
  - This access is recommended to be constructed with right-turn deceleration lane.
  - The intersection sight distance and stop sight distances should be confirmed by Riverstone's civil engineer for the development once the design for the project begins.

***Kiawah Island Parkway at Freshfields Access***

- With the proposed right-in/right-out to the Andell West Tract and interconnectivity to Freshfields, the previous long-term recommendation to convert the Freshfields access along Kiawah Island Parkway to a right-in/right-out is recommended to be updated to convert the Freshfields access along Kiawah Island Parkway to a left-over (i.e., left-in, right-in, and right-out; the left-out is prohibited). The left-over conversion of the Kiawah Island Parkway at Freshfields Access is a long-term recommendation.

**INTRODUCTION**

The purpose of this technical memorandum is to evaluate the anticipated change in trip generation, change in capacity analysis impacts, and modifications to geometric recommendations due to the change in site plan for the Andell West Tract proposed by Riverstone Properties. The previous information provided to the Town of Kiawah Island and used in the *Kiawah Island Parkway Intersection and Corridor Study* proposed the Andell West Tract to consist of:

- 160,000 square feet of general retail space
- 500 multifamily mid-rise units

However, through recent coordination with Riverstone Properties, the Andell West Tract is now proposed to consist of:

- 97,000 square feet of general retail space
- 63,000 square feet of grocery store space
- A gasoline station with 7 vehicular fueling positions

This technical memorandum documents the anticipated change in trip generation for the updated Andell West Tract as well as updated capacity analysis results, and modifications to recommendations made in the *Kiawah Island Parkway Intersection and Corridor Study*.

## TRIP GENERATION

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 the proposed development.

### Internal Capture

Since the previously proposed development consisted of both a residential and shopping center land uses, it is likely that a portion of the combined trips generated by the site will remain internal to the development. These trips are formally referred to as “internal capture” trips and were estimated using the methodology prescribed by NCHRP Report 684 – *Enhancing Internal Trip Capture Estimation for Mixed-Use Developments*. Per SCDOT requirements, internal capture is limited to a maximum of 20% of the subtotal trip generation.

### Pass-By

Pass-by trips are those made by vehicles already on the network prior to the opening of the subject development. Pass-by rates were estimated based on data contained within the *ITE Trip Generation Handbook, 3<sup>rd</sup> Edition* for the proposed land uses and were capped at 10% of the No-Build adjacent street traffic volumes on Kiawah Island Parkway.

**Table 1.0** shows the original studied trip generation for Andell West Tract, **Table 2.0** shows the updated trip generation for the Andell West Tract, and **Table 3.0** shows the anticipated change (delta) in trip generation between the original studied trip generation compared to the updated studied trip generation for the Andell West Tract.

Table 1.0 Original Andell West Trip Generation								
Land Use	Intensity	Units	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
820 - Shopping Center	160.0	KSF	232	144	88	769	369	400
221 - Multifamily Housing (Mid-Rise)	500	DU	166	43	123	208	127	81
<b>Subtotal</b>			<b>398</b>	<b>187</b>	<b>211</b>	<b>977</b>	<b>496</b>	<b>481</b>
<b>Internal Capture</b>			<b>6</b>	<b>3</b>	<b>3</b>	<b>196</b>	<b>98</b>	<b>98</b>
<b>Pass-By</b>			<b>78</b>	<b>39</b>	<b>39</b>	<b>220</b>	<b>110</b>	<b>110</b>
<b>Network Interconnectivity (10%)</b>			<b>32</b>	<b>15</b>	<b>17</b>	<b>56</b>	<b>29</b>	<b>27</b>
<b>Pedestrian and Bike Reduction (10%)</b>			<b>32</b>	<b>15</b>	<b>17</b>	<b>56</b>	<b>29</b>	<b>27</b>
<b>Total Net New External Trips</b>			<b>250</b>	<b>115</b>	<b>135</b>	<b>449</b>	<b>230</b>	<b>219</b>

The trip generation potential in **Table 1.0** used data in the *Andell West – Traffic Impact Study* (Ramey Kemp, July 2021), with the exception of limiting the maximum internal capture to 20% of the subtotal trip generation, as well as additional assumptions for network interconnectivity and pedestrian and bicycle reductions. From the data presented in **Table 1.0**, there are anticipated to be 250 (115 In/135 Out) trips generated during the AM peak hour and 449 (230 In/219 Out) trips generated during the PM peak hour. **Table 1.0** is for the initial masterplan for the Andell West Tract.

Please note, as described in Section 3.3 in the *Kiawah Island Parkway Intersection and Corridor Study*, a 10% reduction was assumed for pedestrian and bike connectivity to the site as well as a 10% internal capture reduction for the network was assumed for the trip generation.

The older site plan for the Andell West Tract did not include interconnectivity to the Freshfields Development, thus only a 10% reduction was considered for network interconnectivity.

Table 2.0 Andell West Trip Generation New Layout								
Land Use	Intensity	Units	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
820 - Shopping Center	97.0	KSF	200	124	76	531	255	276
850 - Supermarket	63.0	KSF	241	145	96	554	283	271
945 - Gasoline/Service Station with Convenience Market (VFP)	7.0	VFP	36	18	18	98	50	48
<b>Subtotal</b>			<b>477</b>	<b>287</b>	<b>190</b>	<b>1,183</b>	<b>588</b>	<b>595</b>
<b>Internal Capture (HT Memo-Fuel Only)</b>			<b>11</b>	<b>6</b>	<b>5</b>	<b>38</b>	<b>19</b>	<b>19</b>
<b>Pass-By</b>			<b>22</b>	<b>11</b>	<b>11</b>	<b>120</b>	<b>60</b>	<b>60</b>
<b>Network Interconnectivity (20%)</b>			<b>89</b>	<b>54</b>	<b>35</b>	<b>205</b>	<b>102</b>	<b>103</b>
<b>Pedestrian and Bike Reduction (10%)</b>			<b>44</b>	<b>27</b>	<b>17</b>	<b>103</b>	<b>51</b>	<b>52</b>
<b>Total Net New External Trips</b>			<b>311</b>	<b>189</b>	<b>122</b>	<b>717</b>	<b>356</b>	<b>361</b>

As shown in **Table 2.0**, the updated Andell West Tract is anticipated to generate 311 (189 In/122 Out) trips generated during the AM peak hour and 717 (356 In/361 Out) trips generated during the PM peak hour.

Please note, Kimley-Horn has completed specific internal capture studies for Harris Teeter fuel stations and Harris Teeter grocery stores. This is represented in the internal capture for the fuel. The Harris Teeter internal capture memo is attached.

Since the updated Andell West Tract plan provides interconnectivity to Freshfields a larger reduction (20%) in the trip generation was assumed for the updated plan compared to the older plan.

Table 3.0 Trip Generation Comparison						
Trip Generation Scenario	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Updated Andell West Trip Generation	311	189	122	717	356	361
Original Andell West Trip Generation	250	115	135	449	230	219
<b>Delta (Updated – Original)</b>	<b>61</b>	<b>74</b>	<b>-13</b>	<b>268</b>	<b>126</b>	<b>142</b>

As shown in **Table 3.0**, the updated trip generation for the Andell West Tract is anticipated to generate 61 (74 In/-13 Out) AM peak hour trips and 268 (126 In/142 Out) more PM peak hour trips. Please note, that due to the change from residential land use in the older site plan to more retail in the new site plan, the internal capture significantly reduced from the old plan to the new plan during the PM peak hour. The internal capture during the PM peak hour was 196 trips in the original study and is now 38 trips with the updated site plan. Internal capture rates are not typically calculated for retail-to-retail land uses.

To understand the impact to the peak hour volumes along the corridor, **Table 4.0** shows the percent traffic increase anticipated at the Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison/Village Green Lane (roundabout) intersection and the Kiawah Island Parkway at Beachwalker Drive intersection.

Table 4.0 Percent Traffic Increase			
Trip Generation Scenario	Peak Hour	Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison Parkway/Village Green Lane (Roundabout)	Kiawah Island Parkway at Beachwalker Drive
Updated Andell West Trip Generation	2036 Build AM	155 trips added = 6% increase in traffic volumes	110 trips added = 5% increase in traffic volumes
	2036 Build PM	358 trips added = 11% increase in traffic volume	251 trips added = 12% increase in traffic volume
Original Andell West Trip Generation	2036 Build AM	126 trips added = 4% increase in traffic volume	88 trips added = 4% increase in traffic volume
	2036 Build PM	225 trips added = 7% increase in traffic volume	157 trips added = 7% increase in traffic volume

Please note a trip is defined as a vehicle entering or exiting the intersection

***Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison/Village Green Lane (Roundabout)***

From the results shown in **Table 4.0**, the updated Andell West Tract is anticipated to increase the 2036 Build Traffic volumes by 6% in the AM peak hour and 11% in the PM peak hour at the intersection of Kiawah Island Parkway/Seabrook Island Road at Betsy Kerrison/Village Green Lane (roundabout). This is 2% more in the AM peak hour and 4% more in the PM peak hour than what was previously analyzed in the *Kiawah Island Parkway Intersection and Corridor Study*.

***Kiawah Island Parkway at Beachwalker Drive***

From the results shown in **Table 4.0**, the updated Andell West Tract is anticipated to increase the 2036 Build Traffic volumes by 5% in the AM peak hour and 12% in the PM peak hour at the intersection of Kiawah Island Parkway at Beachwalker Drive. This is 1% more in the AM peak hour and 5% more in the PM peak hour than what was previously analyzed in the *Kiawah Island Parkway Intersection and Corridor Study*.

**CAPACITY ANALYSIS INTRODUCTION**

The capacity analysis at the intersection was performed using *Synchro Version 11. Highway Capacity Manual 6th Edition* (HCM 6) reports were utilized for the *Synchro* capacity analysis results and are found in **Attachment A**.

Capacity analyses were performed for the weekday AM and weekday PM hours using the *Synchro Version 11* software to determine the operating characteristics at the two two-way stop-controlled intersection and one all-way 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 under prevailing operational, geometric, and controlling conditions within a set time duration. The software program uses methodologies contained in the 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. LOS for an all-way stop-controlled (AWSC) intersection is determined by the control delay at all movements, 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.

The LOS thresholds published in HCM6 for signalized and unsignalized intersections are presented in **Table 5** for reference. Please note roundabouts are typically analyzed with the same thresholds as unsignalized intersections.

**Table 5 – HCM6 LOS Thresholds**

Level of Service	Control Delay (Seconds/Vehicle)	
	Signalized Intersections	Unsignalized Intersections
<b>A</b>	≤ 10	≤ 10
<b>B</b>	> 10 – 20	> 10 – 15
<b>C</b>	> 20 – 35	> 15 – 25
<b>D</b>	> 35 – 55	> 25 – 35
<b>E</b>	> 55 – 80	> 35 – 50
<b>F</b>	> 80	> 50

**CAPACITY ANALYSIS COMPARISON**

From the capacity analysis result tables attached in **Attachment B**, *the capacity analysis results for the short-term and long-term conditions are anticipated to be similar for the older Andell West Tract Development and Updated site plan for the Andell West Tract Development.* There are anticipated to be increases in delays and queues at the study area intersections with the traffic volumes for the original Andell West Tract trip generation versus the updated Andell West Tract trip generation.



**GEOMETRY RECOMMENDATION CHANGES**

From the updated traffic capacity analysis considering the updated Andell West Tract Trip Generation, the following conclusions/recommendations are proposed to modify the *Kiawah Island Parkway Intersection and Corridor Study*:

***Kiawah Island Parkway at Andell West Primary Access***

- A roundabout at the main Andell West Tract access will operate acceptably in the short-term horizon year (2026).
- A roundabout at the main Andell West Tract access will operate over capacity in the long-term horizon year (2036).
  - A traffic signal is anticipated to operate acceptably in the long-term conditions.
  - The long-term analysis assumes all vacant land in tracts A, B, and C will be developed. If these tracts do not develop at the same intensity assumed in the *Kiawah Island Parkway Intersection and Corridor Study*, a roundabout may operate acceptably long-term.

***Kiawah Island Parkway at Andell West Secondary Access (Right-In/Right-Out)***

- The updated site plan shows a right-in/right-out in between the Freshfields access and the main Andell West Tract access along Kiawah Island Parkway.
  - This access meets the South Carolina Department of Transportation's spacing guidelines.
  - This access is anticipated to operate acceptably during the short-term and long-term horizon years.
  - This access is recommended to be constructed with right-turn deceleration lane.
  - The intersection sight distance and stop sight distances should be confirmed by Riverstone's civil engineer for the development once the design for the project begins.

***Kiawah Island Parkway at Freshfields Access***

- With the proposed right-in/right-out to the Andell West Tract and interconnectivity to Freshfields, the previous long-term recommendation to convert the Freshfields access along Kiawah Island Parkway to a right-in/right-out is recommended to be updated to convert the Freshfields access along Kiawah Island Parkway to a left-over (i.e., left-in, right-in, and right-out; the left-out is prohibited). The left-over conversion of the Kiawah Island Parkway at Freshfields Access is a long-term recommendation.

**CONCLUSIONS**

Riverstone Properties is planning to develop a portion of the Andell West Tract to include:

- 97,000 square feet of general retail space
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These land uses and intensities differ from the analysis performed for the Andell West Tract in the *Kiawah Island Parkway Intersection and Corridor Study* (Kimley-Horn, August 2022). Therefore, an updated traffic capacity analysis was performed for the study area analyzed in the *Kiawah Island Parkway Intersection and Corridor Study*.

In general, the percent increase in traffic volumes along the study area is anticipated to be similar between the original Andell West Tract site plan and the updated Andell West Tract site plan.

From the updated traffic capacity analysis considering the updated Andell West Tract Trip Generation, the following conclusions/recommendations are being made to modify the *Kiawah Island Parkway Intersection and Corridor Study*:

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**Attachments:**

- Attachment A: Updated *Synchro* Capacity Reports
- Attachment B: Updated Capacity Analysis Results Tables
- Attachment C: Harris Teeter Internal Capture Memo
- Attachment D: Volume Development Worksheets

Attachment A:  
Updated *Synchro* Capacity Reports

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	1001	5	9	1295	31
Future Vol, veh/h	19	0	13	6	0	0	21	1001	5	9	1295	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	1076	5	10	1392	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2013	2556	713	1841	2570	541	1425	0	0	1081	0	0
Stage 1	1429	1429	-	1125	1125	-	-	-	-	-	-	-
Stage 2	584	1127	-	716	1445	-	-	-	-	-	-	-
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	26	374	47	26	485	473	-	-	641	-	-
Stage 1	142	199	-	218	278	-	-	-	-	-	-	-
Stage 2	465	278	-	387	195	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	33	24	374	43	24	485	473	-	-	641	-	-
Mov Cap-2 Maneuver	123	146	-	171	135	-	-	-	-	-	-	-
Stage 1	135	196	-	207	264	-	-	-	-	-	-	-
Stage 2	442	264	-	367	192	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	31.7		26.9		0.3		0.1	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	473	-	-	169	171	-	641	-	-
HCM Lane V/C Ratio	0.048	-	-	0.204	0.038	-	0.015	-	-
HCM Control Delay (s)	13	-	-	31.7	26.9	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	1017	1333	1
Future Vol, veh/h	1	2	2	1017	1333	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	1105	1449	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2007	725	1450	0	0
Stage 1	1450	-	-	-	-
Stage 2	557	-	-	-	-
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	52	368	463	-	-
Stage 1	182	-	-	-	-
Stage 2	537	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	51	368	463	-	-
Mov Cap-2 Maneuver	140	-	-	-	-
Stage 1	180	-	-	-	-
Stage 2	537	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	463	-	239	-	-
HCM Lane V/C Ratio	0.005	-	0.014	-	-
HCM Control Delay (s)	12.8	0.1	20.3	-	-
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	1020	1	3	1334
Future Vol, veh/h	0	1	1020	1	3	1334
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	1097	1	3	1434

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1821	549	0	0	1098
Stage 1	1098	-	-	-	-
Stage 2	723	-	-	-	-
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	480	-	-	631
Stage 1	281	-	-	-	-
Stage 2	441	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	69	480	-	-	631
Mov Cap-2 Maneuver	186	-	-	-	-
Stage 1	281	-	-	-	-
Stage 2	439	-	-	-	-

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)	-	-	480	631
HCM Lane V/C Ratio	-	-	0.002	0.005
HCM Control Delay (s)	-	-	12.5	10.7
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	962	54	36	1291	7
Future Vol, veh/h	2	0	2	44	0	30	5	962	54	36	1291	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	1046	59	39	1403	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	2018	2600	706	1836	2545	523	1411	0	0	1105	0	0
Stage 1	1485	1485	-	1056	1056	-	-	-	-	-	-	-
Stage 2	533	1115	-	780	1489	-	-	-	-	-	-	-
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	34	24	378	~ 47	27	499	479	-	-	628	-	-
Stage 1	131	187	-	241	300	-	-	-	-	-	-	-
Stage 2	498	282	-	354	186	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	30	22	378	~ 44	25	499	479	-	-	628	-	-
Mov Cap-2 Maneuver	100	102	-	145	109	-	-	-	-	-	-	-
Stage 1	130	175	-	239	297	-	-	-	-	-	-	-
Stage 2	461	279	-	330	174	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	28.4		29.9		0.1		0.3	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	479	-	-	158	145	499	628	-	-
HCM Lane V/C Ratio	0.011	-	-	0.028	0.33	0.065	0.062	-	-
HCM Control Delay (s)	12.6	-	-	28.4	41.6	12.7	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	3.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	979	92	175	883	0	163
Future Vol, veh/h	979	92	175	883	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	265	-	-	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	1031	97	184	929	0	172

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	0	0	1031	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	2.218	-
Pot Cap-1 Maneuver	-	-	674	0
Stage 1	-	-	-	0
Stage 2	-	-	-	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	674	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	35.8
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	282	-	-	674	-
HCM Lane V/C Ratio	0.608	-	-	0.273	-
HCM Control Delay (s)	35.8	-	-	12.3	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	3.7	-	-	1.1	-

Intersection						
Int Delay, s/veh	11.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	62	28	30	916	1032	69
Future Vol, veh/h	62	28	30	916	1032	69
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	65	29	32	964	1086	73

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2114	1086	1159	0	-	0
Stage 1	1086	-	-	-	-	-
Stage 2	1028	-	-	-	-	-
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	~ 51	250	596	-	-	-
Stage 1	303	-	-	-	-	-
Stage 2	324	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 48	250	596	-	-	-
Mov Cap-2 Maneuver	~ 48	-	-	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	324	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	275.2	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	596	-	48	250	-	-
HCM Lane V/C Ratio	0.053	-	1.36	0.118	-	-
HCM Control Delay (s)	11.4	-	\$ 389.9	21.3	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	6.1	0.4	-	-

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	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	3	8	7	943	1055	5
Future Vol, veh/h	3	8	7	943	1055	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	993	1111	5

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2121	1114	1116	0	-	0
Stage 1	1114	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
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	45	253	626	-	-	-
Stage 1	274	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	44	253	626	-	-	-
Mov Cap-2 Maneuver	44	-	-	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	310	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	41.5	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	626	-	110	-	-
HCM Lane V/C Ratio	0.012	-	0.105	-	-
HCM Control Delay (s)	10.8	0	41.5	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1055	8	1	940	10	3
Future Vol, veh/h	1055	8	1	940	10	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	1111	8	1	989	11	3

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1119	0	2106
Stage 1	-	-	-	-	1115
Stage 2	-	-	-	-	991
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	-	-	624	-	56
Stage 1	-	-	-	-	314
Stage 2	-	-	-	-	359
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	624	-	56
Mov Cap-2 Maneuver	-	-	-	-	56
Stage 1	-	-	-	-	314
Stage 2	-	-	-	-	358

Approach	EB	WB	NB
HCM Control Delay, s	0	0	70.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	68	-	-	624	-
HCM Lane V/C Ratio	0.201	-	-	0.002	-
HCM Control Delay (s)	70.8	-	-	10.8	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	0.7	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1055	3	0	941	0	2
Future Vol, veh/h	1055	3	0	941	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	2	2	4	2	2
Mvmt Flow	1111	3	0	991	0	2

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	557
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	-	474
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	474
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	474	-	-	-
HCM Lane V/C Ratio	0.004	-	-	-
HCM Control Delay (s)	12.6	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Intersection Delay, s/veh	27.1
Intersection LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵		↵↵	
Traffic Vol, veh/h	875	182	50	0	92	110
Future Vol, veh/h	875	182	50	0	92	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	941	196	54	0	99	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	30.9	9.5	11.7
HCM LOS	D	A	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	46%	0%	0%	100%
Vol Thru, %	0%	100%	62%	0%
Vol Right, %	54%	0%	38%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	202	583	474	50
LT Vol	92	0	0	50
Through Vol	0	583	292	0
RT Vol	110	0	182	0
Lane Flow Rate	217	627	509	54
Geometry Grp	2	7	7	5
Degree of Util (X)	0.342	0.922	0.703	0.087
Departure Headway (Hd)	5.666	5.291	4.969	5.838
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	634	684	723	609
Service Time	3.711	3.05	2.727	3.92
HCM Lane V/C Ratio	0.342	0.917	0.704	0.089
HCM Control Delay	11.7	40.8	18.7	9.5
HCM Lane LOS	B	E	C	A
HCM 95th-tile Q	1.5	12.3	5.8	0.3

HCM 6th Signalized Intersection Summary  
 12: Lot C Driveway/Andell Bluff Blvd & Seabrook Island Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↗		↖	↗	
Traffic Volume (veh/h)	42	436	28	111	386	73	38	0	150	39	0	37
Future Volume (veh/h)	42	436	28	111	386	73	38	0	150	39	0	37
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1841	1870	1870	1826	1796	1870	1870	1870	1899	1870	1699
Adj Flow Rate, veh/h	47	484	31	123	429	81	42	0	167	43	0	41
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	7	4	2	2	5	7	2	2	2	5	2	18
Cap, veh/h	470	691	44	408	870	164	381	0	331	268	0	331
Arrive On Green	0.40	0.40	0.40	0.07	0.58	0.58	0.21	0.00	0.21	0.21	0.00	0.21
Sat Flow, veh/h	855	1711	110	1781	1493	282	1366	0	1585	1237	0	1585
Grp Volume(v), veh/h	47	0	515	123	0	510	42	0	167	43	0	41
Grp Sat Flow(s),veh/h/ln	855	0	1821	1781	0	1775	1366	0	1585	1237	0	1585
Q Serve(g_s), s	2.0	0.0	13.5	2.1	0.0	9.7	1.5	0.0	5.4	1.8	0.0	1.2
Cycle Q Clear(g_c), s	2.0	0.0	13.5	2.1	0.0	9.7	2.7	0.0	5.4	7.2	0.0	1.2
Prop In Lane	1.00		0.06	1.00		0.16	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	470	0	735	408	0	1034	381	0	331	268	0	331
V/C Ratio(X)	0.10	0.00	0.70	0.30	0.00	0.49	0.11	0.00	0.50	0.16	0.00	0.12
Avail Cap(c_a), veh/h	1091	0	2058	646	0	2562	690	0	689	548	0	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.8	0.0	14.3	9.8	0.0	7.0	19.6	0.0	20.1	23.3	0.0	18.5
Incr Delay (d2), s/veh	0.1	0.0	1.2	0.4	0.0	0.4	0.1	0.0	1.2	0.3	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	4.9	0.7	0.0	2.6	0.5	0.0	1.9	0.5	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.9	0.0	15.5	10.2	0.0	7.4	19.7	0.0	21.3	23.6	0.0	18.7
LnGrp LOS	B	A	B	B	A	A	B	A	C	C	A	B
Approach Vol, veh/h		562			633			209				84
Approach Delay, s/veh		15.1			7.9			21.0				21.2
Approach LOS		B			A			C				C
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		18.0	10.3	29.2		18.0		39.5				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0	12.0	65.0		25.0		83.0				
Max Q Clear Time (g_c+l1), s		7.4	4.1	15.5		9.2		11.7				
Green Ext Time (p_c), s		0.6	0.2	7.7		0.2		7.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay												13.2
HCM 6th LOS												B

Queues

21: Kiawah Island Pkwy & Andell West/Lot B Driveway



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	149	53	65	98	109	903	50	75	1077	48
v/c Ratio	0.65	0.11	0.42	0.25	0.64	0.74	0.05	0.25	0.91	0.04
Control Delay	56.7	0.5	58.1	1.6	35.0	19.7	0.1	6.9	32.5	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	56.7	0.5	58.1	1.6	35.0	19.7	0.1	6.9	32.5	0.3
Queue Length 50th (ft)	101	0	47	0	27	463	0	15	674	0
Queue Length 95th (ft)	#168	0	95	0	#102	646	0	28	#1041	3
Internal Link Dist (ft)		599		771		1383			466	
Turn Bay Length (ft)	150		150		300		150	175		175
Base Capacity (vph)	230	469	156	385	170	1213	1079	298	1179	1170
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.65	0.11	0.42	0.25	0.64	0.74	0.05	0.25	0.91	0.04

Intersection Summary

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



HCM 6th Signalized Intersection Summary  
 21: Kiawah Island Pkwy & Andell West/Lot B Driveway



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	137	0	49	60	0	90	100	831	46	69	991	44
Future Volume (veh/h)	137	0	49	60	0	90	100	831	46	69	991	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	149	0	53	65	0	98	109	903	50	75	1077	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	239	0	330	218	0	185	234	1190	1009	341	1186	1098
Arrive On Green	0.06	0.00	0.21	0.12	0.00	0.10	0.06	0.64	0.64	0.05	0.63	0.63
Sat Flow, veh/h	1781	0	1585	1351	0	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	149	0	53	65	0	98	109	903	50	75	1077	48
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1351	0	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.0	0.0	3.3	5.4	0.0	7.0	2.4	40.7	1.4	1.6	59.5	1.2
Cycle Q Clear(g_c), s	7.0	0.0	3.3	5.4	0.0	7.0	2.4	40.7	1.4	1.6	59.5	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	239	0	330	218	0	185	234	1190	1009	341	1186	1098
V/C Ratio(X)	0.62	0.00	0.16	0.30	0.00	0.53	0.47	0.76	0.05	0.22	0.91	0.04
Avail Cap(c_a), veh/h	239	0	331	218	0	185	236	1190	1009	347	1186	1098
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.3	0.0	38.8	49.1	0.0	50.8	24.8	15.3	8.2	13.8	18.9	5.8
Incr Delay (d2), s/veh	4.9	0.0	0.2	0.8	0.0	2.8	1.4	4.6	0.1	0.3	11.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	1.3	1.9	0.0	3.0	1.9	17.2	0.5	0.7	26.9	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.2	0.0	39.1	49.9	0.0	53.6	26.2	19.9	8.3	14.1	30.6	5.9
LnGrp LOS	D	A	D	D	A	D	C	B	A	B	C	A
Approach Vol, veh/h		202			163			1062			1200	
Approach Delay, s/veh		48.0			52.1			20.0			28.6	
Approach LOS		D			D			B			C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	80.6	80.3		29.0	10.9	80.0	11.0	18.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	74.0	74.0		23.0	5.0	74.0	5.0	12.0				
Max Q Clear Time (g_c+I), s	42.7	42.7		5.3	4.4	61.5	9.0	9.0				
Green Ext Time (p_c), s	0.0	8.2		0.2	0.0	6.9	0.0	0.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											28.1	
HCM 6th LOS											C	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	1086	56	0	1058	0	18
Future Vol, veh/h	1086	56	0	1058	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1180	61	0	1150	0	20

Major/Minor	Major1	Major2	Minor1	
Conflicting Flow All	0	0	-	- 1180
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	- 0 232
Stage 1	-	-	0	- 0 -
Stage 2	-	-	0	- 0 -
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	- 232
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	232	-	-	-
HCM Lane V/C Ratio	0.084	-	-	-
HCM Control Delay (s)	21.9	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.3	-	-	-

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	1516	3	2	1248	25
Future Vol, veh/h	22	0	14	5	0	16	16	1516	3	2	1248	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	1648	3	2	1357	27

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2233	3060	692	2367	3072	826	1384	0	0	1651	0	0
Stage 1	1375	1375	-	1684	1684	-	-	-	-	-	-	-
Stage 2	858	1685	-	683	1388	-	-	-	-	-	-	-
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	~ 23	12	386	7	12	315	491	-	-	224	-	-
Stage 1	153	211	-	46	149	-	-	-	-	-	-	-
Stage 2	318	149	-	270	208	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 21	11	386	7	11	315	491	-	-	224	-	-
Mov Cap-2 Maneuver	124	109	-	41	106	-	-	-	-	-	-	-
Stage 1	148	209	-	44	144	-	-	-	-	-	-	-
Stage 2	290	144	-	257	206	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	32.8	38.2	0.1	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	491	-	-	168	41	315	224	-	-
HCM Lane V/C Ratio	0.035	-	-	0.233	0.133	0.055	0.01	-	-
HCM Control Delay (s)	12.6	-	-	32.8	105.8	17.1	21.2	-	-
HCM Lane LOS	B	-	-	D	F	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.4	0.2	0	-	-

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	3	2	1555	1272	0
Future Vol, veh/h	3	3	2	1555	1272	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	1690	1383	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2232	692	1383	0	-	0
Stage 1	1383	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	36	386	491	-	-	-
Stage 1	198	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	34	386	491	-	-	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	185	-	-	-	-	-
Stage 2	380	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.5	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	491	-	191	-	-
HCM Lane V/C Ratio	0.004	-	0.034	-	-
HCM Control Delay (s)	12.4	0.4	24.5	-	-
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	1558	1	12	1269
Future Vol, veh/h	2	2	1558	1	12	1269
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	1731	1	13	1410

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2463	866	0	0	1732
Stage 1	1732	-	-	-	-
Stage 2	731	-	-	-	-
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	25	297	-	-	327
Stage 1	128	-	-	-	-
Stage 2	437	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	24	297	-	-	327
Mov Cap-2 Maneuver	97	-	-	-	-
Stage 1	128	-	-	-	-
Stage 2	420	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	30.4	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	146	327
HCM Lane V/C Ratio	-	-	0.03	0.041
HCM Control Delay (s)	-	-	30.4	16.5
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	1.5											
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	1517	45	29	1246	3
Future Vol, veh/h	2	0	2	34	0	29	2	1517	45	29	1246	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	1667	49	32	1369	3

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2273	3155	686	2420	3107	834	1372	0	0	1716	0	0
Stage 1	1435	1435	-	1671	1671	-	-	-	-	-	-	-
Stage 2	838	1720	-	749	1436	-	-	-	-	-	-	-
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	22	11	390	~ 17	11	311	496	-	-	365	-	-
Stage 1	140	197	-	100	151	-	-	-	-	-	-	-
Stage 2	327	143	-	370	197	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	18	10	390	~ 16	10	311	496	-	-	365	-	-
Mov Cap-2 Maneuver	90	67	-	75	79	-	-	-	-	-	-	-
Stage 1	139	180	-	100	150	-	-	-	-	-	-	-
Stage 2	292	142	-	336	180	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.4	58.6	0	0.4
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	496	-	-	146	75	311	365	-	-
HCM Lane V/C Ratio	0.004	-	-	0.03	0.498	0.102	0.087	-	-
HCM Control Delay (s)	12.3	-	-	30.4	93.4	17.9	15.8	-	-
HCM Lane LOS	B	-	-	D	F	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2.1	0.3	0.3	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↘	↑		↗
Traffic Vol, veh/h	934	71	181	1334	0	142
Future Vol, veh/h	934	71	181	1334	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	265	-	-	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	983	75	191	1404	0	149

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	983	0	-
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	-	-	707	-	0
Stage 1	-	-	-	-	0
Stage 2	-	-	-	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	707	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	28.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	302	-	-	707	-
HCM Lane V/C Ratio	0.495	-	-	0.269	-
HCM Control Delay (s)	28.1	-	-	12	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2.6	-	-	1.1	-

Intersection						
Int Delay, s/veh	98.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	143	45	29	1250	971	71
Future Vol, veh/h	143	45	29	1250	971	71
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	151	47	31	1316	1022	75

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2400	1022	1097	0	-	0
Stage 1	1022	-	-	-	-	-
Stage 2	1378	-	-	-	-	-
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	~ 37	287	629	-	-	-
Stage 1	349	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 35	287	629	-	-	-
Mov Cap-2 Maneuver	~ 35	-	-	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	235	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, \$	1310.7	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	629	-	35	287	-	-
HCM Lane V/C Ratio	0.049	-	4.301	0.165	-	-
HCM Control Delay (s)	11	\$	1716.9	20	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	17.6	0.6	-	-

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	1277	1013	3
Future Vol, veh/h	2	6	6	1277	1013	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	1344	1066	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	2424	1068	1069	0	-	0
Stage 1	1068	-	-	-	-	-
Stage 2	1356	-	-	-	-	-
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	35	269	652	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	240	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	34	269	652	-	-	-
Mov Cap-2 Maneuver	34	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	240	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	44.7	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	652	-	99	-	-
HCM Lane V/C Ratio	0.01	-	0.085	-	-
HCM Control Delay (s)	10.6	0	44.7	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

**Intersection**

Int Delay, s/veh 3.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	996	23	7	1256	26	7
Future Vol, veh/h	996	23	7	1256	26	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	1048	24	7	1322	27	7

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1072
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	650
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	650
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	225.2
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	43	-	-	650	-
HCM Lane V/C Ratio	0.808	-	-	0.011	-
HCM Control Delay (s)	225.2	-	-	10.6	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	3.1	-	-	0	-

Intersection						
Int Delay, s/veh	0					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑		↑
Traffic Vol, veh/h	1000	3	0	1263	0	1
Future Vol, veh/h	1000	3	0	1263	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	1053	3	0	1329	0	1

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	528
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	-	495
Stage 1	-	-	0	-	-
Stage 2	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	495
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	495	-	-	-
HCM Lane V/C Ratio	0.002	-	-	-
HCM Control Delay (s)	12.3	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Intersection Delay, s/veh	28.3
Intersection LOS	D

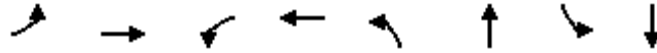
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↵		↵↵	
Traffic Vol, veh/h	879	120	81	0	195	62
Future Vol, veh/h	879	120	81	0	195	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	925	126	85	0	205	65
Number of Lanes	2	0	1	0	1	0

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	33.5	10.3	13.8
HCM LOS	D	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	76%	0%	0%	100%
Vol Thru, %	0%	100%	71%	0%
Vol Right, %	24%	0%	29%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	257	586	413	81
LT Vol	195	0	0	81
Through Vol	0	586	293	0
RT Vol	62	0	120	0
Lane Flow Rate	271	617	435	85
Geometry Grp	2	7	7	5
Degree of Util (X)	0.447	0.937	0.65	0.148
Departure Headway (Hd)	5.944	5.471	5.386	6.246
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	603	654	665	577
Service Time	4.021	3.266	3.181	4.246
HCM Lane V/C Ratio	0.449	0.943	0.654	0.147
HCM Control Delay	13.8	44.6	17.8	10.3
HCM Lane LOS	B	E	C	B
HCM 95th-tile Q	2.3	12.7	4.8	0.5

Queues

12: Lot C Driveway/Andell Bluff Blvd & Seabrook Island Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	46	573	218	651	49	173	70	51
v/c Ratio	0.17	0.88	0.54	0.62	0.18	0.25	0.28	0.08
Control Delay	14.5	34.1	10.5	10.3	28.2	0.9	29.7	0.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.5	34.1	10.5	10.3	28.2	0.9	29.7	0.3
Queue Length 50th (ft)	11	194	31	128	16	0	23	0
Queue Length 95th (ft)	34	363	64	244	55	0	73	0
Internal Link Dist (ft)		605		1382		509		600
Turn Bay Length (ft)	100		150		100		100	
Base Capacity (vph)	661	1539	566	1681	528	902	504	852
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.07	0.37	0.39	0.39	0.09	0.19	0.14	0.06

Intersection Summary

HCM 6th Signalized Intersection Summary  
 12: Lot C Driveway/Andell Bluff Blvd & Seabrook Island Rd

Kiawah Island Corridor  
 2036 Build Improvements PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	455	60	196	506	80	44	0	156	63	0	46
Future Volume (veh/h)	41	455	60	196	506	80	44	0	156	63	0	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1856	1870	1870	1870	1870	1870	1870	1870	1945	1870	1945
Adj Flow Rate, veh/h	46	506	67	218	562	89	49	0	173	70	0	51
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	3	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	436	692	92	429	982	155	332	0	299	225	0	299
Arrive On Green	0.43	0.43	0.43	0.10	0.62	0.62	0.19	0.00	0.19	0.19	0.00	0.19
Sat Flow, veh/h	781	1605	212	1781	1576	250	1354	0	1585	1260	0	1585
Grp Volume(v), veh/h	46	0	573	218	0	651	49	0	173	70	0	51
Grp Sat Flow(s),veh/h/ln	781	0	1817	1781	0	1825	1354	0	1585	1260	0	1585
Q Serve(g_s), s	2.3	0.0	16.7	3.9	0.0	13.3	2.0	0.0	6.3	3.4	0.0	1.7
Cycle Q Clear(g_c), s	3.4	0.0	16.7	3.9	0.0	13.3	3.7	0.0	6.3	9.7	0.0	1.7
Prop In Lane	1.00		0.12	1.00		0.14	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	436	0	783	429	0	1137	332	0	299	225	0	299
V/C Ratio(X)	0.11	0.00	0.73	0.51	0.00	0.57	0.15	0.00	0.58	0.31	0.00	0.17
Avail Cap(c_a), veh/h	848	0	1741	702	0	2380	608	0	622	483	0	622
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.6	0.0	15.1	10.7	0.0	7.0	23.2	0.0	23.5	28.0	0.0	21.7
Incr Delay (d2), s/veh	0.1	0.0	1.3	0.9	0.0	0.5	0.2	0.0	1.3	0.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	6.1	1.3	0.0	3.7	0.6	0.0	2.3	1.0	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	0.0	16.4	11.6	0.0	7.5	23.4	0.0	24.9	28.5	0.0	21.9
LnGrp LOS	B	A	B	B	A	A	C	A	C	C	A	C
Approach Vol, veh/h		619			869			222			121	
Approach Delay, s/veh		16.0			8.5			24.5			25.7	
Approach LOS		B			A			C			C	
Timer - Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		18.0	12.2	33.4		18.0		45.7				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		25.0	16.0	61.0		25.0		83.0				
Max Q Clear Time (g_c+I1), s		8.3	5.9	18.7		11.7		15.3				
Green Ext Time (p_c), s		0.5	0.5	8.8		0.2		10.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			14.1									
HCM 6th LOS			B									

Queues

21: Kiawah Island Pkwy & Andell West/Lot B Driveway

Kiawah Island Corridor

2036 Build Improvements PM



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	346	171	48	72	226	1229	59	89	913	110
v/c Ratio	1.08	0.32	0.43	0.27	0.82	1.04	0.06	0.67	0.82	0.09
Control Delay	123.2	5.2	76.8	2.5	42.8	65.5	0.1	49.6	32.2	1.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	123.2	5.2	76.8	2.5	42.8	65.5	0.1	49.6	32.2	1.7
Queue Length 50th (ft)	~353	0	45	0	88	~1296	0	35	684	5
Queue Length 95th (ft)	#467	41	92	0	#223	#1564	0	#117	902	21
Internal Link Dist (ft)		599		771		1383			466	
Turn Bay Length (ft)	150		150		300		150	175		175
Base Capacity (vph)	321	528	112	265	277	1179	1042	132	1107	1196
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.08	0.32	0.43	0.27	0.82	1.04	0.06	0.67	0.82	0.09

Intersection Summary

- ~ Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

HCM 6th Signalized Intersection Summary  
 21: Kiawah Island Pkwy & Andell West/Lot B Driveway

Kiawah Island Corridor  
 2036 Build Improvements PM



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	318	0	157	44	0	66	208	1131	54	82	840	101
Future Volume (veh/h)	318	0	157	44	0	66	208	1131	54	82	840	101
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	346	0	171	48	0	72	226	1229	59	89	913	110
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	328	0	380	161	0	148	307	1185	1004	131	1133	1151
Arrive On Green	0.12	0.00	0.23	0.09	0.00	0.09	0.07	0.63	0.63	0.05	0.61	0.61
Sat Flow, veh/h	1781	0	1585	1214	0	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	346	0	171	48	0	72	226	1229	59	89	913	110
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1214	0	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	18.0	0.0	13.9	5.6	0.0	6.5	7.0	95.0	2.1	3.3	56.4	3.1
Cycle Q Clear(g_c), s	18.0	0.0	13.9	5.6	0.0	6.5	7.0	95.0	2.1	3.3	56.4	3.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	328	0	380	161	0	148	307	1185	1004	131	1133	1151
V/C Ratio(X)	1.05	0.00	0.45	0.30	0.00	0.49	0.74	1.04	0.06	0.68	0.81	0.10
Avail Cap(c_a), veh/h	328	0	380	161	0	148	329	1185	1004	131	1133	1151
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	59.3	0.0	49.5	64.2	0.0	64.6	26.6	27.5	10.5	43.0	22.7	6.1
Incr Delay (d2), s/veh	64.4	0.0	0.6	0.8	0.0	1.8	7.8	36.4	0.1	13.2	6.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.0	5.7	1.8	0.0	2.7	5.5	51.3	0.8	2.6	25.7	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	123.7	0.0	50.1	64.9	0.0	66.4	34.5	63.9	10.6	56.1	28.9	6.2
LnGrp LOS	F	A	D	E	A	E	C	F	B	E	C	A
Approach Vol, veh/h		517			120			1514			1112	
Approach Delay, s/veh		99.3			65.8			57.4			28.8	
Approach LOS		F			E			E			C	
Timer - Assigned Phs	1	2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	99.0		40.0	15.1	94.9	22.0	18.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	5.0	93.0		34.0	11.0	87.0	16.0	12.0				
Max Q Clear Time (g_c+I1), s	5.3	97.0		15.9	9.0	58.4	20.0	8.5				
Green Ext Time (p_c), s	0.0	0.0		0.8	0.1	8.4	0.0	0.1				

Intersection Summary

HCM 6th Ctrl Delay	54.6
HCM 6th LOS	D



Intersection						
Int Delay, s/veh	0.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↑		↗
Traffic Vol, veh/h	969	107	0	1515	0	54
Future Vol, veh/h	969	107	0	1515	0	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	Stop
Storage Length	-	150	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1053	116	0	1647	0	59

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	-	-	- 1053
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	-	0 275
Stage 1	-	-	0	-	0
Stage 2	-	-	0	-	0
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	- 275
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	275	-	-	-
HCM Lane V/C Ratio	0.213	-	-	-
HCM Control Delay (s)	21.6	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	0.8	-	-	-

# MOVEMENT SUMMARY

Site: 101 [2036 Build AM Peak IMP\_Turbo (Site Folder: General)]

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist ft ]				
South: Village Green Lane														
3	L2	70	2.0	73	2.0	0.371	16.5	LOS C	1.3	35.3	0.79	0.87	1.08	29.7
8	T1	48	20.0	50	20.0	0.371	18.1	LOS C	1.3	35.3	0.79	0.87	1.08	29.2
18	R2	12	33.0	13	33.0	0.371	19.3	LOS C	1.3	35.3	0.79	0.87	1.08	28.0
Approach		130	11.5	135	11.5	0.371	17.4	LOS C	1.3	35.3	0.79	0.87	1.08	29.3
East: Kiawah Island Parkway														
1	L2	14	50.0	15	50.0	0.280	8.8	LOS A	1.0	28.0	0.51	0.46	0.51	34.6
6	T1	206	14.0	215	14.0	0.280	7.4	LOS A	1.0	28.0	0.51	0.46	0.51	35.3
16	R2	663	4.0	691	4.0	0.429	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.0
Approach		883	7.1	920	7.1	0.429	2.0	LOS A	1.0	28.0	0.13	0.12	0.13	37.3
North: Betsy Kerrison Parkway														
7	L2	819	5.0	853	5.0	1.033	57.9	LOS F	55.8	1451.6	1.00	2.39	4.32	19.5
4	T1	163	6.0	170	6.0	1.033	57.9	LOS F	55.8	1451.6	1.00	2.39	4.32	19.4
14	R2	331	5.0	345	5.0	0.216	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.1
Approach		1313	5.1	1368	5.1	1.033	43.3	LOS E	55.8	1451.6	0.75	1.79	3.23	22.1
West: Seabrook Island Road														
5	L2	315	2.0	328	2.0	0.625	20.7	LOS C	3.9	99.4	0.81	1.00	1.48	27.7
2	T1	239	5.0	249	5.0	0.651	22.4	LOS C	4.2	107.9	0.81	1.03	1.57	28.8
12	R2	83	1.0	86	1.0	0.651	22.1	LOS C	4.2	107.9	0.81	1.03	1.57	27.9
Approach		637	3.0	664	3.0	0.651	21.5	LOS C	4.2	107.9	0.81	1.02	1.53	28.1
All Vehicles		2963	5.5	3086	5.5	1.033	25.1	LOS D	55.8	1451.6	0.58	1.08	1.84	26.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Roundabout - Base File.sip9

# MOVEMENT SUMMARY

Site: 101 [2036 Build PM Peak IMP\_Turbo (Site Folder: General)]

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist ft ]				
South: Village Green Lane														
3	L2	83	2.0	89	2.0	0.725	34.5	LOS D	4.1	107.8	0.89	1.17	1.93	24.7
8	T1	140	9.0	151	9.0	0.725	35.1	LOS E	4.1	107.8	0.89	1.17	1.93	24.4
18	R2	29	2.0	31	2.0	0.725	34.5	LOS D	4.1	107.8	0.89	1.17	1.93	23.8
Approach		252	5.9	271	5.9	0.725	34.8	LOS D	4.1	107.8	0.89	1.17	1.93	24.4
East: Kiawah Island Parkway														
1	L2	17	50.0	18	50.0	0.438	12.5	LOS B	2.3	60.0	0.65	0.73	0.88	33.2
6	T1	297	2.0	319	2.0	0.438	10.3	LOS B	2.3	60.0	0.65	0.73	0.88	33.9
16	R2	1020	4.0	1097	4.0	0.681	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	37.7
Approach		1334	4.1	1434	4.1	0.681	2.8	LOS A	2.3	60.0	0.15	0.17	0.21	36.7
North: Betsy Kerrison Parkway														
7	L2	701	4.0	754	4.0	0.998	50.5	LOS F	39.3	1012.3	1.00	2.23	4.10	20.8
4	T1	146	3.0	157	3.0	0.998	50.4	LOS F	39.3	1012.3	1.00	2.23	4.10	20.6
14	R2	427	2.0	459	2.0	0.280	0.0	LOS A	0.0	0.0	0.00	0.00	0.00	38.2
Approach		1274	3.2	1370	3.2	0.998	33.6	LOS D	39.3	1012.3	0.66	1.48	2.72	24.3
West: Seabrook Island Road														
5	L2	375	2.0	403	2.0	0.702	23.2	LOS C	5.5	138.5	0.84	1.10	1.72	26.9
2	T1	275	4.0	296	4.0	0.671	21.8	LOS C	4.8	123.9	0.82	1.06	1.62	29.0
12	R2	76	5.0	82	5.0	0.671	21.9	LOS C	4.8	123.9	0.82	1.06	1.62	28.0
Approach		726	3.1	781	3.1	0.702	22.6	LOS C	5.5	138.5	0.83	1.08	1.67	27.8
All Vehicles		3586	3.7	3856	3.7	0.998	19.9	LOS C	39.3	1012.3	0.52	0.89	1.52	28.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Roundabout - Base File.sip9

# MOVEMENT SUMMARY

**Site: 101 [Andell West/Lot B at Kiawah Island AM (Site Folder: General)]**

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: Kiawah Island Parkway														
3	L2	100	3.0	109	3.0	1.003	48.3	LOS F	62.0	1586.2	1.00	1.97	3.30	21.0
8	T1	831	3.0	903	3.0	1.003	48.3	LOS F	62.0	1586.2	1.00	1.97	3.30	21.0
18	R2	46	3.0	50	3.0	1.003	48.3	LOS F	62.0	1586.2	1.00	1.97	3.30	20.6
Approach		977	3.0	1062	3.0	1.003	48.3	LOS E	62.0	1586.2	1.00	1.97	3.30	21.0
East: Lot B Driveway														
1	L2	60	3.0	65	3.0	0.424	17.7	LOS C	1.9	48.7	0.80	0.89	1.13	28.6
6	T1	5	3.0	5	3.0	0.424	17.7	LOS C	1.9	48.7	0.80	0.89	1.13	28.6
16	R2	90	3.0	98	3.0	0.424	17.7	LOS C	1.9	48.7	0.80	0.89	1.13	27.9
Approach		155	3.0	168	3.0	0.424	17.7	LOS C	1.9	48.7	0.80	0.89	1.13	28.2
North: Kiawah Island Parkway														
7	L2	69	3.0	75	3.0	1.081	70.1	LOS F	92.8	2375.0	1.00	2.27	3.76	17.5
4	T1	991	3.0	1077	3.0	1.081	70.1	LOS F	92.8	2375.0	1.00	2.27	3.76	17.5
14	R2	44	3.0	48	3.0	1.081	70.1	LOS F	92.8	2375.0	1.00	2.27	3.76	17.2
Approach		1104	3.0	1200	3.0	1.081	70.1	LOS F	92.8	2375.0	1.00	2.27	3.76	17.5
West: Andell West Driveway														
5	L2	137	3.0	149	3.0	0.511	20.3	LOS C	2.5	65.2	0.82	0.95	1.28	27.2
2	T1	5	3.0	5	3.0	0.511	20.3	LOS C	2.5	65.2	0.82	0.95	1.28	27.2
12	R2	49	3.0	53	3.0	0.511	20.3	LOS C	2.5	65.2	0.82	0.95	1.28	26.6
Approach		191	3.0	208	3.0	0.511	20.3	LOS C	2.5	65.2	0.82	0.95	1.28	27.0
All Vehicles		2427	3.0	2638	3.0	1.081	54.1	LOS F	92.8	2375.0	0.97	1.96	3.21	19.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Alternatives.sip9

# MOVEMENT SUMMARY

**Site: 101 [Andell West/Lot B at Kiawah Island AM\_IMP (Site Folder: General)]**

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: Kiawah Island Parkway														
3	L2	100	3.0	109	3.0	0.098	4.1	LOS A	0.4	9.9	0.35	0.22	0.35	32.9
8	T1	831	3.0	903	3.0	0.857	23.2	LOS C	27.7	707.9	0.97	1.31	2.02	27.5
18	R2	46	3.0	50	3.0	0.857	23.2	LOS C	27.7	707.9	0.97	1.31	2.02	26.8
Approach		977	3.0	1062	3.0	0.857	21.2	LOS C	27.7	707.9	0.91	1.20	1.85	27.9
East: Lot B Driveway														
1	L2	60	3.0	65	3.0	0.338	12.5	LOS B	1.3	33.7	0.72	0.78	0.91	30.6
6	T1	5	3.0	5	3.0	0.338	12.5	LOS B	1.3	33.7	0.72	0.78	0.91	30.6
16	R2	90	3.0	98	3.0	0.338	12.5	LOS B	1.3	33.7	0.72	0.78	0.91	29.8
Approach		155	3.0	168	3.0	0.338	12.5	LOS B	1.3	33.7	0.72	0.78	0.91	30.1
North: Kiawah Island Parkway														
7	L2	69	3.0	75	3.0	0.989	42.7	LOS E	64.3	1647.1	1.00	1.76	2.83	22.2
4	T1	991	3.0	1077	3.0	0.989	42.7	LOS E	64.3	1647.1	1.00	1.76	2.83	22.2
14	R2	44	3.0	48	3.0	0.039	3.2	LOS A	0.1	3.8	0.23	0.10	0.23	35.1
Approach		1104	3.0	1200	3.0	0.989	41.1	LOS E	64.3	1647.1	0.97	1.69	2.73	22.5
West: Andell West Driveway														
5	L2	137	3.0	149	3.0	0.557	23.9	LOS C	2.8	72.4	0.85	1.00	1.41	26.1
2	T1	5	3.0	5	3.0	0.557	23.9	LOS C	2.8	72.4	0.85	1.00	1.41	26.1
12	R2	49	3.0	53	3.0	0.557	23.9	LOS C	2.8	72.4	0.85	1.00	1.41	25.5
Approach		191	3.0	208	3.0	0.557	23.9	LOS C	2.8	72.4	0.85	1.00	1.41	25.9
All Vehicles		2427	3.0	2638	3.0	0.989	29.9	LOS D	64.3	1647.1	0.92	1.38	2.15	25.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Alternatives.sip9

# MOVEMENT SUMMARY

**Site: 101 [Andell West/Lot B at Kiawah Island AM 2026 (Site Folder: General)]**

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h ]	[ HV % ]	[ Total veh/h ]	[ HV % ]				[ Veh. veh ]	[ Dist ft ]				
South: Kiawah Island Parkway														
3	L2	100	3.0	109	3.0	0.084	3.5	LOS A	0.3	8.7	0.18	0.07	0.18	33.2
8	T1	630	3.0	685	3.0	0.531	8.6	LOS A	3.8	97.5	0.32	0.16	0.32	33.4
Approach		730	3.0	793	3.0	0.531	7.9	LOS A	3.8	97.5	0.30	0.15	0.30	33.4
North: Kiawah Island Parkway														
4	T1	852	3.0	926	3.0	0.744	14.5	LOS B	7.9	202.4	0.61	0.36	0.61	30.7
14	R2	44	3.0	48	3.0	0.038	3.2	LOS A	0.1	3.8	0.22	0.10	0.22	35.1
Approach		896	3.0	974	3.0	0.744	13.9	LOS B	7.9	202.4	0.59	0.35	0.59	30.9
West: Andell West Driveway														
5	L2	66	3.0	72	3.0	0.247	10.7	LOS B	1.0	24.4	0.70	0.70	0.70	31.0
12	R2	49	3.0	53	3.0	0.247	10.7	LOS B	1.0	24.4	0.70	0.70	0.70	30.1
Approach		115	3.0	125	3.0	0.247	10.7	LOS B	1.0	24.4	0.70	0.70	0.70	30.6
All Vehicles		1741	3.0	1892	3.0	0.744	11.2	LOS B	7.9	202.4	0.48	0.29	0.48	31.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).  
 Roundabout Capacity Model: US HCM 6.  
 Delay Model: HCM Delay Formula (Geometric Delay is not included).  
 Queue Model: HCM Queue Formula.  
 Gap-Acceptance Capacity: Traditional M1.  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

# MOVEMENT SUMMARY

**Site: 101 [Seabrook Island Road at Andell Bluff Boulevard  
2035 AM (Site Folder: General)]**

New Site  
Site Category: (None)  
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: Lot C Driveway														
3	L2	38	3.0	41	3.0	0.283	8.2	LOS A	1.2	31.8	0.63	0.62	0.63	27.3
8	T1	5	3.0	5	3.0	0.283	8.2	LOS A	1.2	31.8	0.63	0.62	0.63	27.0
18	R2	150	3.0	163	3.0	0.283	8.2	LOS A	1.2	31.8	0.63	0.62	0.63	26.3
Approach		193	3.0	210	3.0	0.283	8.2	LOS A	1.2	31.8	0.63	0.62	0.63	26.5
East: Seabrook Island Road														
1	L2	111	3.0	121	3.0	0.510	8.5	LOS A	3.7	95.1	0.39	0.21	0.39	30.4
6	T1	386	3.0	420	3.0	0.510	8.5	LOS A	3.7	95.1	0.39	0.21	0.39	30.2
16	R2	73	3.0	79	3.0	0.510	8.5	LOS A	3.7	95.1	0.39	0.21	0.39	29.4
Approach		570	3.0	620	3.0	0.510	8.5	LOS A	3.7	95.1	0.39	0.21	0.39	30.1
North: Andell Bluff Boulevard														
7	L2	39	3.0	42	3.0	0.121	6.2	LOS A	0.5	12.3	0.58	0.53	0.58	30.6
4	T1	5	3.0	5	3.0	0.121	6.2	LOS A	0.5	12.3	0.58	0.53	0.58	30.4
14	R2	37	3.0	40	3.0	0.121	6.2	LOS A	0.5	12.3	0.58	0.53	0.58	29.6
Approach		81	3.0	88	3.0	0.121	6.2	LOS A	0.5	12.3	0.58	0.53	0.58	30.1
West: Seabrook Island Road														
5	L2	42	3.0	46	3.0	0.490	8.7	LOS A	3.2	82.8	0.49	0.34	0.49	30.6
2	T1	436	3.0	474	3.0	0.490	8.7	LOS A	3.2	82.8	0.49	0.34	0.49	30.4
12	R2	28	3.0	30	3.0	0.490	8.7	LOS A	3.2	82.8	0.49	0.34	0.49	29.6
Approach		506	3.0	550	3.0	0.490	8.7	LOS A	3.2	82.8	0.49	0.34	0.49	30.3
All Vehicles		1350	3.0	1467	3.0	0.510	8.4	LOS A	3.7	95.1	0.47	0.34	0.47	29.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Alternatives.sip9

# MOVEMENT SUMMARY

**Site: 101 [Seabrook Island Road at Andell Bluff Boulevard  
2035 PM (Site Folder: General)]**

New Site  
Site Category: (None)  
Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: Lot C Driveway														
3	L2	44	3.0	48	3.0	0.315	9.0	LOS A	1.4	35.5	0.65	0.65	0.65	27.0
8	T1	5	3.0	5	3.0	0.315	9.0	LOS A	1.4	35.5	0.65	0.65	0.65	26.7
18	R2	156	3.0	170	3.0	0.315	9.0	LOS A	1.4	35.5	0.65	0.65	0.65	26.0
Approach		205	3.0	223	3.0	0.315	9.0	LOS A	1.4	35.5	0.65	0.65	0.65	26.2
East: Seabrook Island Road														
1	L2	196	3.0	213	3.0	0.703	13.2	LOS B	7.3	188.2	0.57	0.33	0.57	28.5
6	T1	506	3.0	550	3.0	0.703	13.2	LOS B	7.3	188.2	0.57	0.33	0.57	28.3
16	R2	80	3.0	87	3.0	0.703	13.2	LOS B	7.3	188.2	0.57	0.33	0.57	27.6
Approach		782	3.0	850	3.0	0.703	13.2	LOS B	7.3	188.2	0.57	0.33	0.57	28.3
North: Andell Bluff Boulevard														
7	L2	63	3.0	68	3.0	0.217	9.1	LOS A	0.9	21.8	0.67	0.67	0.67	29.3
4	T1	5	3.0	5	3.0	0.217	9.1	LOS A	0.9	21.8	0.67	0.67	0.67	29.1
14	R2	46	3.0	50	3.0	0.217	9.1	LOS A	0.9	21.8	0.67	0.67	0.67	28.4
Approach		114	3.0	124	3.0	0.217	9.1	LOS A	0.9	21.8	0.67	0.67	0.67	28.9
West: Seabrook Island Road														
5	L2	41	3.0	45	3.0	0.610	12.2	LOS B	6.5	166.7	0.70	0.73	0.97	29.2
2	T1	455	3.0	495	3.0	0.610	12.2	LOS B	6.5	166.7	0.70	0.73	0.97	29.0
12	R2	60	3.0	65	3.0	0.610	12.2	LOS B	6.5	166.7	0.70	0.73	0.97	28.3
Approach		556	3.0	604	3.0	0.610	12.2	LOS B	6.5	166.7	0.70	0.73	0.97	29.0
All Vehicles		1657	3.0	1801	3.0	0.703	12.1	LOS B	7.3	188.2	0.63	0.53	0.72	28.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Alternatives.sip9



# MOVEMENT SUMMARY

**Site: 101 [Andell West/Lot B at Kiawah Island PM (Site Folder: General)]**

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: Kiawah Island Parkway														
3	L2	208	3.0	226	3.0	1.714	340.0	LOS F	227.3	5817.9	1.00	6.15	13.70	5.7
8	T1	1131	3.0	1229	3.0	1.714	340.0	LOS F	227.3	5817.9	1.00	6.15	13.70	5.7
18	R2	54	3.0	59	3.0	1.714	340.0	LOS F	227.3	5817.9	1.00	6.15	13.70	5.7
Approach		1393	3.0	1514	3.0	1.714	340.0	LOS F	227.3	5817.9	1.00	6.15	13.70	5.7
East: Lot B Driveway														
1	L2	44	3.0	48	3.0	0.314	14.6	LOS B	1.2	31.7	0.77	0.81	0.91	29.8
6	T1	5	3.0	5	3.0	0.314	14.6	LOS B	1.2	31.7	0.77	0.81	0.91	29.7
16	R2	66	3.0	72	3.0	0.314	14.6	LOS B	1.2	31.7	0.77	0.81	0.91	29.0
Approach		115	3.0	125	3.0	0.314	14.6	LOS B	1.2	31.7	0.77	0.81	0.91	29.3
North: Kiawah Island Parkway														
7	L2	82	3.0	89	3.0	1.009	48.8	LOS F	70.6	1808.1	1.00	1.88	3.08	20.9
4	T1	840	3.0	913	3.0	1.009	48.8	LOS F	70.6	1808.1	1.00	1.88	3.08	20.9
14	R2	101	3.0	110	3.0	1.009	48.8	LOS F	70.6	1808.1	1.00	1.88	3.08	20.5
Approach		1023	3.0	1112	3.0	1.009	48.8	LOS E	70.6	1808.1	1.00	1.88	3.08	20.9
West: Andell West Driveway														
5	L2	318	3.0	346	3.0	1.155	120.9	LOS F	34.5	882.7	1.00	2.73	6.97	12.4
2	T1	5	3.0	5	3.0	1.155	120.9	LOS F	34.5	882.7	1.00	2.73	6.97	12.4
12	R2	157	3.0	171	3.0	1.155	120.9	LOS F	34.5	882.7	1.00	2.73	6.97	12.3
Approach		480	3.0	522	3.0	1.155	120.9	LOS F	34.5	882.7	1.00	2.73	6.97	12.4
All Vehicles		3011	3.0	3273	3.0	1.714	193.7	LOS F	227.3	5817.9	0.99	3.95	8.53	8.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Alternatives.sip9

# MOVEMENT SUMMARY

**Site: 101 [Andell West/Lot B at Kiawah Island PM \_IMP (Site Folder: General)]**

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: Kiawah Island Parkway														
3	L2	208	3.0	226	3.0	0.236	6.1	LOS A	1.0	25.7	0.50	0.42	0.50	32.0
8	T1	1131	3.0	1229	3.0	1.346	178.1	LOS F	134.5	3442.7	1.00	4.60	9.74	9.6
18	R2	54	3.0	59	3.0	1.346	178.1	LOS F	134.5	3442.7	1.00	4.60	9.74	9.5
Approach		1393	3.0	1514	3.0	1.346	152.4	LOS F	134.5	3442.7	0.92	3.98	8.36	10.7
East: Lot B Driveway														
1	L2	44	3.0	48	3.0	0.319	15.0	LOS B	1.1	29.2	0.78	0.83	0.97	29.6
6	T1	5	3.0	5	3.0	0.319	15.0	LOS B	1.1	29.2	0.78	0.83	0.97	29.6
16	R2	66	3.0	72	3.0	0.319	15.0	LOS B	1.1	29.2	0.78	0.83	0.97	28.9
Approach		115	3.0	125	3.0	0.319	15.0	LOS B	1.1	29.2	0.78	0.83	0.97	29.2
North: Kiawah Island Parkway														
7	L2	82	3.0	89	3.0	0.945	35.6	LOS E	40.5	1038.0	1.00	1.78	2.95	23.8
4	T1	840	3.0	913	3.0	0.945	35.6	LOS E	40.5	1038.0	1.00	1.78	2.95	23.8
14	R2	101	3.0	110	3.0	0.099	4.1	LOS A	0.4	10.0	0.35	0.23	0.35	34.6
Approach		1023	3.0	1112	3.0	0.945	32.5	LOS D	40.5	1038.0	0.94	1.63	2.70	24.5
West: Andell West Driveway														
5	L2	318	3.0	346	3.0	1.174	128.3	LOS F	36.3	929.7	1.00	2.82	7.30	12.0
2	T1	5	3.0	5	3.0	1.174	128.3	LOS F	36.3	929.7	1.00	2.82	7.30	11.9
12	R2	157	3.0	171	3.0	1.174	128.3	LOS F	36.3	929.7	1.00	2.82	7.30	11.8
Approach		480	3.0	522	3.0	1.174	128.3	LOS F	36.3	929.7	1.00	2.82	7.30	11.9
All Vehicles		3011	3.0	3273	3.0	1.346	102.6	LOS F	134.5	3442.7	0.93	2.88	5.99	13.9

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Geometric Delay is not included).

Queue Model: HCM Queue Formula.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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# MOVEMENT SUMMARY

**Site: 101 [Andell West/Lot B at Kiawah Island 2026 PM (Site Folder: General)]**

New Site  
 Site Category: (None)  
 Roundabout

Vehicle Movement Performance														
Mov ID	Turn	INPUT VOLUMES		DEMAND FLOWS		Deg. Satn	Aver. Delay	Level of Service	95% BACK OF QUEUE		Prop. Que	Effective Stop Rate	Aver. No. Cycles	Aver. Speed
		[ Total veh/h	HV %	[ Total veh/h	HV %				[ Veh. veh	Dist ] ft				
South: Kiawah Island Parkway														
3	L2	208	3.0	226	3.0	0.167	4.0	LOS A	0.7	18.1	0.34	0.22	0.34	32.9
8	T1	930	3.0	1011	3.0	0.699	11.6	LOS B	9.4	240.6	0.66	0.58	0.85	32.0
Approach		1138	3.0	1237	3.0	0.699	10.2	LOS B	9.4	240.6	0.60	0.51	0.76	32.2
North: Kiawah Island Parkway														
4	T1	762	3.0	828	3.0	0.577	8.8	LOS A	4.0	102.7	0.54	0.38	0.54	33.3
14	R2	101	3.0	110	3.0	0.081	3.3	LOS A	0.3	8.1	0.31	0.18	0.31	35.0
Approach		863	3.0	938	3.0	0.577	8.1	LOS A	4.0	102.7	0.51	0.36	0.51	33.5
West: Andell West Driveway														
5	L2	210	3.0	228	3.0	0.530	12.7	LOS B	3.5	89.1	0.77	0.91	1.19	30.2
12	R2	157	3.0	171	3.0	0.530	12.7	LOS B	3.5	89.1	0.77	0.91	1.19	29.4
Approach		367	3.0	399	3.0	0.530	12.7	LOS B	3.5	89.1	0.77	0.91	1.19	29.8
All Vehicles		2368	3.0	2574	3.0	0.699	9.8	LOS A	9.4	240.6	0.59	0.52	0.73	32.2

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).  
 Roundabout LOS Method: Same as Sign Control.  
 Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.  
 LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).  
 Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).  
 Roundabout Capacity Model: US HCM 6.  
 Delay Model: HCM Delay Formula (Geometric Delay is not included).  
 Queue Model: HCM Queue Formula.  
 Gap-Acceptance Capacity: Traditional M1.  
 HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Attachment B:  
Updated Capacity Analysis Results Tables

**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	
<b>AM Peak Hour</b>														
2036 Build-Out	LOS (Delay)	C (20.6)			A (2.0)			C (16.9)			E (40.4)			C (23.5)
Improved_Report	Sidra 95th Q	100'			29'			35'			1361'			1.020
2036 Build-Out	LOS (Delay)	C (21.5)			A (2.0)			C (17.4)			E (43.3)			D (25.1)
Improved_Update	Sidra 95th Q	108'			28'			36'			1452'			1.033
<b>PM Peak Hour</b>														
2036 Build-Out	LOS (Delay)	C (19.7)			A (2.5)			D (29.9)			C (23.1)			C (15.2)
Improved_Report	Sidra 95th Q	132'			48'			98'			752'			0.927
2036 Build-Out	LOS (Delay)	C (22.6)			A (2.8)			D (34.8)			D (33.6)			C (19.9)
Improved_Update	Sidra 95th Q	139'			60'			108'			1013'			0.998

**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
<b>AM Peak Hour</b>													
2036 Build-Out Improved (optional) Report	HCM 6 95th Q	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) Update	LOS (Delay)	D (31.7)			D (26.9)			A (0.3)			A (0.1)		
	HCM 6 95th Q	18'			3'			3'	0'	0'	0'	0'	0'
<b>PM Peak Hour</b>													
2036 Build-Out Improved (optional) Report	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'
2036 Build-Out Improved (optional) Update	LOS (Delay)	D (32.8)			E (38.2)			A (0.1)			A (0.0)		
	HCM 6 95th Q	23'			10'			3'	0'	0'	0'	0'	0'

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							
2036 Build-Out_Report	LOS (Delay)	C (20.1)		A (0.1)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	
2036 Build-Out_Update	LOS (Delay)	C (20.3)		A (0.1)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	
PM Peak Hour							
2036 Build-Out_Report	LOS (Delay)	C (23.6)		A (0.3)		A (0.0)	
		3'		0'		0'	
2036 Build-Out_Update	LOS (Delay)	C (24.2)		A (0.4)		A (0.0)	
	HCM 6 95th Q	3'		0'		0'	

### 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							
2036 Build- Out_Report	LOS (Delay)	B (12.5)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	0'
2036 Build- Out_Update	LOS (Delay)	B (12.5)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	0'
PM Peak Hour							
2036 Build- Out_Report	LOS (Delay)	D (29.4)		A (0.0)		A (0.2)	
	HCM 6 95th Q	3'		0'		3'	-
2036 Build- Out_Update	LOS (Delay)	D (30.4)		A (0.0)		A (0.2)	
	HCM 6 95th Q	3'		0'		3'	0'



**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
<b>AM Peak Hour</b>													
2036 Build-Out	LOS (Delay)	D (28.0)			D (29.7)			A (0.1)			A (0.3)		
Improved_Report	HCM 6 95th Q	3'			33'		5'	0'	0'	0'	5'	0'	
2036 Build-Out	LOS (Delay)	D (28.4)			D (29.9)			A (0.1)			A (0.3)		
Improved_Update	HCM 6 95th Q	3'			33'		5'	0'	0'	0'	5'	0'	
<b>PM Peak Hour</b>													
2036 Build-Out	LOS (Delay)	D (29.1)			F (54.5)			A (0.0)			A (0.4)		
Improved_Report	HCM 6 95th Q	3'			50'		8'	0'	0'	0'	8'	0'	
2036 Build-Out	LOS (Delay)	D (30.4)			F (58.6)			A (0.0)			A (0.4)		
Improved_Update	HCM 6 95th Q	3'			53'		8'	0'	0'	0'	8'	0'	

**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
<b>AM Peak Hour</b>							
2036 Build-Out Improved (RI/RO)_Report	LOS (Delay)	A (0.0)		A (0.0)		D (32.5)	
	HCM 6 95th Q	0'	0'	0'	0'	-	85'
2036 Build-Out Improved (R-Cut)_Update	SimTraffic 95th Q	A (0.0)		A (2.0)		E (35.8)	
	HCM 6 95th Q	0'	0'	28'	0'	-	93'
<b>PM Peak Hour</b>							
2036 Build-Out Improved (RI/RO)_Report	LOS (Delay)	A (0.0)		A (0.0)		C (24.7)	
	HCM 6 95th Q	0'	0'	0'	0'	-	58'
2036 Build-Out Improved (R-Cut)_Update	SimTraffic 95th Q	A (0.0)		A (1.4)		D (28.1)	
	HCM 6 95th Q	0'	0'	28'	0'	-	65'

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							
2036 Build-Out	LOS (Delay)	F (212.4)		A (0.4)		A (0.0)	
Improved_Report	HCM 6 95th Q	38'	10'	5'	0'	0'	0'
2036 Build-Out	LOS (Delay)	F (275.2)		A (0.4)		A (0.0)	
Improved_Update	HCM 6 95th Q	153'	10'	5'	0'	0'	0'
PM Peak Hour							
2036 Build-Out	LOS (Delay)	F (\$)		A (0.3)		A (0.0)	
Improved_Report	HCM 6 95th Q	380'	13'	3'	0'	0'	0'
2036 Build-Out	LOS (Delay)	F (\$)		A (0.2)		A (0.0)	
Improved_Update	HCM 6 95th Q	440'	15'	5'	0'	0'	0'

\$ - delay exceeds 300 seconds

**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
<b>AM Peak Hour</b>							
2036 Build-Out_Report	LOS (Delay)	E (40.5)		A (0.1)		A (0.0)	
	HCM 6 95th Q	8'		0'		0'	
2036 Build-Out_Update	LOS (Delay)	E (41.5)		A (0.1)		A (0.0)	
	HCM 6 95th Q	8'		0'		0'	
<b>PM Peak Hour</b>							
2036 Build-Out_Report	LOS (Delay)	E (38.8)		A (0.1)		A (0.0)	
	HCM 6 95th Q	5'		0'		0'	
2036 Build-Out_Update	LOS (Delay)	E (44.7)		A (0.0)		A (0.0)	
	HCM 6 95th Q	8'		0'		0'	

**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
<b>AM Peak Hour</b>							
2036 Build-Out_Report	LOS (Delay)	A (0.0)		A (0.0)		F (60.7)	
	HCM 6 95th Q	0'		0'		13'	
2036 Build-Out_Update	LOS (Delay)	A (0.0)		A (0.0)		F (70.8)	
	HCM 6 95th Q	0'		0'		18'	
<b>PM Peak Hour</b>							
2036 Build-Out_Report	LOS (Delay)	A (0.0)		A (0.1)		F (130.3)	
	HCM 6 95th Q	0'		0'		50'	
2036 Build-Out_Update	LOS (Delay)	A (0.0)		A (0.1)		F (225.2)	
	HCM 6 95th Q	0'		0'		78'	

**Kiawah Island Parkway at Kiawah Club & Real Estate Office LOS (Delay)**

Condition	Measure	EB (Kiawah Island Pkwy)		WB (Kiawah Island Pkwy)		NB (Club & Real Estate Office)	
		EBT	EBR	WBL	WBT	NBL	NBR
<b>AM Peak Hour</b>							
2036 Build-Out	LOS (Delay)	A (0.0)		A (0.0)		B (12.8)	
Improved_Report	HCM 6 95th Q	0'		0'	0'	3'	
2036 Build-Out	LOS (Delay)	A (0.0)		A (0.0)		B (12.6)	
Improved_Update	HCM 6 95th Q	0'		0'	0'	0'	
<b>PM Peak Hour</b>							
2036 Build-Out	LOS (Delay)	A (0.0)		A (0.0)		B (12.0)	
Improved_Report	HCM 6 95th Q	0'		0'	0'	0'	
2036 Build-Out	LOS (Delay)	A (0.0)		A (0.0)		B (12.3)	
Improved_Update	HCM 6 95th Q	0'		0'	0'	0'	

**Kiawah Island Parkway at Beachwalker Drive LOS (Delay)**

Condition	Measure	EB (Kiawah Island Pkwy)		WB (Kiawah Island Pkwy)		NB (Beachwalker Dirve)		Intersection
		EBT	EBR	WBL	WBT	NBL	NBR	
<b>AM Peak Hour</b>								
2036 Build-Out	LOS (Delay)	C (31.8)		A (9.5)		B (11.6)		D (27.9)
Improved_Report	HCM 6 95th Q	318'	148'	8'	0'	38'		
2036 Build-Out	LOS (Delay)	D (30.9)		A (9.5)		B (11.7)		D(27.1)
Improved_Update	HCM 6 95th Q	308'	145'	8'	0'	38'		
<b>PM Peak Hour</b>								
2036 Build-Out	LOS (Delay)	C (28.2)		B (10.2)		B (13.4)		C (24.2)
Improved_Report	HCM 6 95th Q	273'	105'	13'	0'	55'		
2036 Build-Out	LOS (Delay)	D (33.5)		B (10.3)		B (13.8)		D (28.3)
Improved_Update	HCM 6 95th Q	318'	120'	13'	0'	58'		

Seabrook Island Road at Andell Bluff Boulevard LOS (Delay)															
Condition	Measure	EB (Seabrook Island Road)			WB (Seabrook Island Road)			NB (Lot C Driveway)			SB (Andell Bluff Blvd)			Intersection LOS (Delay)	Intersection v/c
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
AM Peak Hour															
2036 Build-Out	LOS (Delay)	A (8.4)			A (8.6)			A (7.9)			A (6.3)			A (8.3)	0.513
Improved (RAB) Report	SIDRA 95th Q	78'			97'			32'			13'				
2036 Build-Out	LOS (Delay)	A (8.7)			A (8.5)			A (8.2)			A (6.2)			A (8.4)	0.51
Improved (RAB) Update	SIDRA 95th Q	83'			96'			32'			13'				
PM Peak Hour															
2036 Build-Out	LOS (Delay)	B (11.3)			B (12.2)			A (8.6)			A (8.7)			B (11.2)	0.671
Improved (RAB) Report	SIDRA 95th Q	137'			168'			35'			21'				
2036 Build-Out	LOS (Delay)	B (12.2)			B (13.2)			A (9.0)			A (9.1)			B (12.1)	0.703
Improved (RAB) Update	SIDRA 95th Q	167'			189'			36'			22'				



**Kiawah Island Parkway at Andell West/Lot B Driveway LOS (Delay)**

Condition	Measure	EB (Andell West)			WB (Lot B Driveway)			NB (Kiawah Island Parkway)			SB (Kiawah Island Parkway)			Intersection	Intersection v/c
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
<b>AM Peak Hour</b>															
2036 Build-Out	LOS (Delay)	D (44.6)			D (37.7)			D (40.9)			D (54.1)			D (47.1)	-
Improved (Signal) Report	Synchro 95th Q	#172'	0'		77'	0'		#291'	0'	3'	26'	#980'	8'		
2036 Build-Out	LOS (Delay)	D (48.0)			D (52.1)			B (20.0)			C (28.6)			C (28.1)	-
Improved (Signal) Update	Synchro 95th Q	#168'	0'		95'	0'		#102'	646'	0'	28'	#1041'	3'		
2036 Build-Out	LOS (Delay)	F (79.0)			C (16.4)			E (36.1)			F (135.7)			F (79.0)	1.246
(RAB) Report	SIDRA 95th Q	65'			47'			1184'			2861'				
2036 Build-Out	LOS (Delay)	C (20.3)			C (17.7)			E (48.3)			F (70.1)			F (54.1)	1.08
(RAB) Update	SIDRA 95th Q	66'			49'			1587'			2375'				
2036 Build-Out	LOS (Delay)	C (23.9)			B (12.5)			C (21.2)			E (41.1)			D (29.9)	0.99
Improved (RAB) Update IMP	SIDRA 95th Q	73'			34'			708'			1648'				
<b>PM Peak Hour</b>															
2036 Build-Out	LOS (Delay)	E (64.5)			D (37.8)			D (42.0)			D (35.4)			D (42.1)	-
Improved (Signal) Report	Synchro 95th Q	#308'	0'		60'	0'		#350'	#930'	6'	#63'	#786'	15'		
2036 Build-Out	LOS (Delay)	F (99.3)			E (65.8)			E (57.4)			C (28.8)			D (54.6)	-
Improved (Signal) Update	Synchro 95th Q	#467'	41'		92'	0'		#223'	#1564'	0'	#117'	902'	21'		
2036 Build-Out	LOS (Delay)	D (27.3)			B (14.7)			F (251.1)			F (75.1)			F (150.7)	1.515
(RAB) Report	SIDRA 95th Q	146'			32'			4840'			1962'				
2036 Build-Out	LOS (Delay)	F (120.9)			B (14.6)			F (340.0)			E (48.8)			F (193.7)	1.714
(RAB) Update	SIDRA 95th Q	883'			32'			5818'			1809'				
2036 Build-Out	LOS (Delay)	F (128.3)			B (15.0)			F (152.4)			D (32.5)			F (102.6)	1.346
Improved (RAB) Update IMP	SIDRA 95th Q	930'			30'			3443'			1038'				

**Kiawah Island Parkway at Andell West/Lot B Driveway LOS (Delay)**

Condition	Measure	EB (Kiawah Island Parkway)		WB (Kiawah Island Parkway)	NB (Andell West RI/RO)
		EBT	EBR	WBT	NBR
<b>AM Peak Hour</b>					
2036 Build-Out	LOS (Delay)	A (0.0)		A (0.0)	C (21.9)
Improved (RI/RO)	Synchro 95th Q	0'	0'	0'	8'
<b>PM Peak Hour</b>					
2036 Build-Out	LOS (Delay)	A (0.0)		A (0.0)	C (21.6)
Improved (RI/RO)	Synchro 95th Q	0'	0'	0'	20'

Attachment C:  
Harris Tetter Internal Capture Memo



## MEMORANDUM

To: Whomever It May Concern

From: Steve Blakley, PE  
Brady Finklea, PE  
Kimley-Horn

Date: September 13, 2016

Subject: ***Harris Teeter Fuel Services Trip Generation  
Local Data Collection Summary***

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The purpose for this memorandum is to summarize the projected number of new site trips that would be generated by the addition of a customer-incentive-based fuel center on site of a Harris Teeter grocery store. Due to the incentives tied between the grocery store and fuel center, the internal capture rate between these two uses is higher than the standard Institute of Transportation Engineers' (ITE) internal capture rates typically applied between two general retail uses. Therefore, the projected number of new site trips, and thus the overall traffic impact, is less than the trip generation potential provided by the standard ITE rates.

This memorandum documents the local data collected at existing Harris Teeter fuel centers to determine an alternate internal capture rate that better reflects the trip behavior of these uses.

### DATA COLLECTION

Local data was collected for the AM and PM peak hours in Myrtle Beach, South Carolina and Murrell's Inlet, South Carolina in July 2015 at existing Kroger grocery stores with operating fuel centers. The Myrtle Beach fuel center included 12 fueling positions while the Murrell's Inlet site included 10 fueling positions.

Based on the data collected at both sites, 30% of the fuel customers during the AM peak hour and 39% during the PM also entered the grocery store during the same trip. As expected, the internal capture rates collected between these two uses are higher than the standard ITE internal capture rates of 0% during the AM peak hour and 20% for the PM peak hour.

### TRIP GENERATION COMPARISON

ITE does not provide data for AM peak-hour internal capture rates. A PM peak-hour internal capture rate of 20% is recommended by ITE between two general retail uses. Based on the local data collected, an AM peak-hour internal capture rate of 30% and PM peak-hour internal capture rate of 39% could be expected between the Harris Teeter and associated fuel center. The increase in rates seems reasonable based on the incentives that tie the two uses together.

The tables below show a comparison of the trip generation calculations between the internal capture rate methods. Table 1 shows the trip generation expected when using the local data collected for internal capture, while Table 2 shows the trip generation expected by using the standard ITE method for calculating internal capture. It should be noted that the local data was not collected for the full day; only the peak hours were collected to capture the typical periods in which traffic impacts are measured. The daily internal capture shown in Table 1 used the average internal capture percentage between the AM and PM peak hours (34.5%).

Table 1 - Trip Generation with LOCALLY-COLLECTED Internal Capture								
Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Gasoline Service Station with Convenience Market	10 FP	1,628	102	51	51	135	68	67
<b>Fuel Center Subtotal</b>		<b>1,628</b>	<b>102</b>	<b>51</b>	<b>51</b>	<b>135</b>	<b>68</b>	<b>67</b>
<b>Internal Capture (30% AM, 39% PM)</b>		<b>562</b>	<b>31</b>	<b>15</b>	<b>15</b>	<b>53</b>	<b>27</b>	<b>26</b>
<b>Pass-By (62% AM, 56% PM)</b>		<b>90</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>46</b>	<b>23</b>	<b>23</b>
<b>Fuel Center Net New External Trips</b>		<b>976</b>	<b>27</b>	<b>14</b>	<b>14</b>	<b>36</b>	<b>18</b>	<b>18</b>

Table 2 - Trip Generation with ITE Internal Capture								
Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Supermarket (Used for Internal Capture Only)	100,000 SF	8,087	340	211	129	779	397	382
Gasoline Service Station with Convenience Market	10 FP	1,628	102	51	51	135	68	67
<b>Fuel Center Subtotal</b>		<b>1,628</b>	<b>102</b>	<b>51</b>	<b>51</b>	<b>135</b>	<b>68</b>	<b>67</b>
<b>Internal Capture (0% AM, 20% PM)</b>		<b>472</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>13</b>	<b>14</b>
<b>Pass-By (62% AM, 56% PM)</b>		<b>124</b>	<b>64</b>	<b>32</b>	<b>32</b>	<b>60</b>	<b>30</b>	<b>30</b>
<b>Fuel Center Net New External Trips</b>		<b>1,032</b>	<b>38</b>	<b>19</b>	<b>19</b>	<b>48</b>	<b>25</b>	<b>23</b>

## CONCLUSION

Due to the incentives tied between the grocery store and associated fuel center, the expected internal capture rate between these two uses is shown to be higher than the standard ITE internal capture rates typically applied between two general retail uses. Therefore, the projected number of new site trips, and thus the overall traffic impact, is less than the trip generation potential provided by the standard ITE rates. Specifically, based on Tables 1 and 2, the number of total new site trips is reduced by 29% and 25% during the AM and PM peak hours, respectively.

Should you have any questions or comments please do not hesitate to contact Steve Blakley or Brady Finklea at 704.333.5131.



## MEMORANDUM

To: Whomever It May Concern

From: Steve Blakley, PE  
Brady Finklea, PE  
Kimley-Horn

Date: October 11, 2018

Subject: ***Harris Teeter Fuel Services Trip Generation  
Local Data Collection Summary***

---

The purpose for this memorandum is to summarize the projected number of new site trips that would be generated by the addition of a customer-incentive-based fuel center on site of a Harris Teeter grocery store. Due to the incentives tied between the grocery store and fuel center, the internal capture rate between these two uses is higher than the standard Institute of Transportation Engineers' (ITE) internal capture rates typically applied between two general retail uses. Therefore, the projected number of new site trips, and thus the overall traffic impact, is less than the trip generation potential provided by the standard ITE rates.

This memorandum documents the local data collected at existing Harris Teeter fuel centers to determine an alternate internal capture rate that better reflects the trip behavior of these uses.

### DATA COLLECTION

Local data was collected for the AM and PM peak hours in Myrtle Beach, South Carolina and Murrell's Inlet, South Carolina in July 2015 at existing Kroger (Harris Teeter is a division) grocery stores with operating fuel centers. The Myrtle Beach fuel center included 12 fueling positions while the Murrell's Inlet site included 10 fueling positions.

Based on the data collected at both sites, 30% of the fuel customers during the AM peak hour and 39% during the PM also entered the grocery store during the same trip. As expected, the internal capture rates collected between these two uses are higher than the standard ITE internal capture rates of 0% during the AM peak hour and 20% for the PM peak hour.

### TRIP GENERATION COMPARISON

ITE does not provide data for AM peak-hour internal capture rates. A PM peak-hour internal capture rate of 20% is recommended by ITE between two general retail uses. Based on the local data collected, an AM peak-hour internal capture rate of 30% and PM peak-hour internal capture rate of 39% could be expected between the Harris Teeter and associated fuel center. The increase in rates seems reasonable based on the incentives that tie the two uses together.

The tables below show a comparison of the trip generation calculations between the internal capture rate methods. Table 1 shows the trip generation expected when using the local data collected for internal capture, while Table 2 shows the trip generation expected by using the standard ITE method for calculating internal capture. It should be noted that the local data was not collected for the full day; only the peak hours were collected to capture the typical periods in which traffic impacts are measured. The daily internal capture shown in Table 1 used the average internal capture percentage between the AM and PM peak hours (34.5%).

Table 1 - Trip Generation with LOCALLY-COLLECTED Internal Capture								
Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Gasoline Service Station with Convenience Market	14 FP	2,279	142	71	71	189	95	94
<b>Fuel Center Subtotal</b>		<b>2,279</b>	<b>142</b>	<b>71</b>	<b>71</b>	<b>189</b>	<b>95</b>	<b>94</b>
<b>Internal Capture (30% AM, 39% PM)</b>		<b>786</b>	<b>43</b>	<b>21</b>	<b>21</b>	<b>74</b>	<b>37</b>	<b>37</b>
<b>Pass-By (62% AM, 56% PM)</b>		<b>126</b>	<b>62</b>	<b>31</b>	<b>31</b>	<b>64</b>	<b>32</b>	<b>32</b>
<b>Fuel Center Net New External Trips</b>		<b>1,367</b>	<b>37</b>	<b>19</b>	<b>19</b>	<b>51</b>	<b>26</b>	<b>25</b>

Table 2 - Trip Generation with ITE Internal Capture								
Land Use	Intensity	Daily	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
Supermarket (Used for Internal Capture Only)	100,000 SF	8,087	340	211	129	779	397	382
Gasoline Service Station with Convenience Market	14 FP	2,279	142	71	71	189	95	94
<b>Fuel Center Subtotal</b>		<b>2,279</b>	<b>142</b>	<b>71</b>	<b>71</b>	<b>189</b>	<b>95</b>	<b>94</b>
<b>Internal Capture (0% AM, 20% PM)</b>		<b>661</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>19</b>
<b>Pass-By (62% AM, 56% PM)</b>		<b>172</b>	<b>88</b>	<b>44</b>	<b>44</b>	<b>84</b>	<b>42</b>	<b>42</b>
<b>Fuel Center Net New External Trips</b>		<b>1,446</b>	<b>54</b>	<b>27</b>	<b>27</b>	<b>67</b>	<b>34</b>	<b>33</b>

## CONCLUSION

Due to the incentives tied between the grocery store and associated fuel center, the expected internal capture rate between these two uses is shown to be higher than the standard ITE internal capture rates typically applied between two general retail uses. Therefore, the projected number of new site trips, and thus the overall traffic impact, is less than the trip generation potential provided by the standard ITE rates. Specifically, based on Tables 1 and 2, the number of total new site trips is reduced by 31% and 24% during the AM and PM peak hours, respectively.

Should you have any questions or comments please do not hesitate to contact Steve Blakley or Brady Finklea at 704.333.5131.

Attachment D:  
Volume Development Worksheets



**INTERSECTION TRAFFIC VOLUME DEVELOPMENT**

**INTERSECTION:** Seabrook Island Road/Kiawah Island Pkway 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 <sup>1</sup>	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
<b>AM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>138</b>	<b>63</b>	<b>68</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>313</b>	<b>0</b>	<b>55</b>	<b>41</b>	<b>6</b>	<b>0</b>	<b>539</b>	<b>140</b>	<b>187</b>
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%
<b>AM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>7</b>	<b>10</b>
<b>AM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>145</b>	<b>66</b>	<b>71</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>329</b>	<b>0</b>	<b>58</b>	<b>43</b>	<b>6</b>	<b>0</b>	<b>566</b>	<b>147</b>	<b>197</b>
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%
<b>AM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>22</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>50</b>	<b>0</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>23</b>	<b>30</b>
<b>AM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>160</b>	<b>73</b>	<b>79</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>363</b>	<b>0</b>	<b>64</b>	<b>48</b>	<b>7</b>	<b>0</b>	<b>626</b>	<b>163</b>	<b>217</b>
Approved Development 1: Andell West				47				30	31							47
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	16	0	0
Approved Development 7: Resurrection Health	0	64	0	0	0	0	0	161	0	0	0	0	0	45	0	18
20% Modal Reduction (AD 2-7)	0	-15	-5	-1	0	-1	-7	-43	0	-1	0	-1	0	-18	0	-11
<b>2026 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>62</b>	<b>68</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>60</b>	<b>204</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>118</b>	<b>0</b>	<b>44</b>
Approved Development 8: Lot A	0	23	0	0	0	0	0	45	0	0	0	0	0	37	0	18
Approved Development 9: Lot B	0	0	29	0	0	0	38	75	0	0	0	0	0	57	0	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
<b>2036 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>94</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>70</b>
<b>AM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>222</b>	<b>141</b>	<b>83</b>	<b>0</b>	<b>14</b>	<b>120</b>	<b>567</b>	<b>0</b>	<b>70</b>	<b>48</b>	<b>12</b>	<b>0</b>	<b>744</b>	<b>163</b>	<b>261</b>
<b>AM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>207</b>	<b>134</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>115</b>	<b>533</b>	<b>0</b>	<b>64</b>	<b>43</b>	<b>11</b>	<b>0</b>	<b>684</b>	<b>147</b>	<b>241</b>
<b>AM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>315</b>	<b>239</b>	<b>83</b>	<b>0</b>	<b>14</b>	<b>206</b>	<b>663</b>	<b>0</b>	<b>70</b>	<b>48</b>	<b>12</b>	<b>0</b>	<b>819</b>	<b>163</b>	<b>331</b>

**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 <sup>1</sup>	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
<b>PM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>196</b>	<b>52</b>	<b>62</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>645</b>	<b>0</b>	<b>67</b>	<b>121</b>	<b>20</b>	<b>0</b>	<b>262</b>	<b>126</b>	<b>199</b>
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%
<b>PM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>33</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>6</b>	<b>10</b>
<b>PM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>206</b>	<b>55</b>	<b>65</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>678</b>	<b>0</b>	<b>70</b>	<b>127</b>	<b>21</b>	<b>0</b>	<b>275</b>	<b>132</b>	<b>209</b>
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%
<b>PM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>32</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>10</b>	<b>104</b>	<b>0</b>	<b>11</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>20</b>	<b>32</b>
<b>PM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>228</b>	<b>60</b>	<b>72</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>749</b>	<b>0</b>	<b>78</b>	<b>140</b>	<b>23</b>	<b>0</b>	<b>304</b>	<b>146</b>	<b>231</b>
Approved Development 1: Andell West				89				90	90			0				89
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 (AD 2-7)	0	-16	-7	-1	0	-1	-5	-29	0	-1	0	-1	0	-59	0	-23
<b>2026 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>65</b>	<b>116</b>	<b>4</b>	<b>0</b>	<b>5</b>	<b>111</b>	<b>204</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>324</b>	<b>0</b>	<b>93</b>
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
<b>2036 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>82</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>116</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>103</b>
<b>PM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>293</b>	<b>176</b>	<b>76</b>	<b>0</b>	<b>17</b>	<b>181</b>	<b>953</b>	<b>0</b>	<b>83</b>	<b>140</b>	<b>29</b>	<b>0</b>	<b>628</b>	<b>146</b>	<b>324</b>
<b>PM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>271</b>	<b>171</b>	<b>69</b>	<b>0</b>	<b>16</b>	<b>174</b>	<b>882</b>	<b>0</b>	<b>75</b>	<b>127</b>	<b>27</b>	<b>0</b>	<b>599</b>	<b>132</b>	<b>302</b>
<b>PM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>375</b>	<b>275</b>	<b>76</b>	<b>0</b>	<b>17</b>	<b>297</b>	<b>1,020</b>	<b>0</b>	<b>83</b>	<b>140</b>	<b>29</b>	<b>0</b>	<b>701</b>	<b>146</b>	<b>427</b>

**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 <sup>1</sup>	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
<b>AM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>488</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>861</b>	<b>0</b>
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%
<b>AM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>
<b>AM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>513</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>905</b>	<b>0</b>
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%
<b>AM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>139</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>567</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>1,000</b>	<b>0</b>
Approved Development 1: Andell West											31				47	
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 (AD 2-7)	0	-5	0	-3	0	0	0	0	0	-5	-53	0	0	0	-26	-8
<b>2026 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>245</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>149</b>	<b>31</b>
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
<b>2036 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>812</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>1,149</b>	<b>31</b>
<b>AM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>758</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>1,054</b>	<b>31</b>
<b>AM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>1,001</b>	<b>5</b>	<b>0</b>	<b>9</b>	<b>1,295</b>	<b>31</b>

**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 <sup>1</sup>	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
<b>PM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>959</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>583</b>	<b>0</b>
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%
<b>PM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>
<b>PM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>1,008</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>613</b>	<b>0</b>
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%
<b>PM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>154</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>1,113</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>677</b>	<b>0</b>
Approved Development 1: Andell West											90				89	
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 (AD 2-7)	0	-5	0	-4	0	0	0	0	0	-4	-41	0	0	0	-77	-6
<b>2026 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>253</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>395</b>	<b>25</b>
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
<b>2036 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>176</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>1,366</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1,072</b>	<b>25</b>
<b>PM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>16</b>	<b>1,261</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1,008</b>	<b>25</b>
<b>PM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>16</b>	<b>1,516</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>1,248</b>	<b>25</b>

**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 <sup>1</sup>	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
<b>AM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>486</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>867</b>	<b>1</b>
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%
<b>AM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>
<b>AM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>511</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>911</b>	<b>1</b>
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%
<b>AM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>564</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,007</b>	<b>1</b>
Approved Development 1: Andell West											31				47	
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 (AD 2-7)	0	0	0	0	0	0	0	0	0	0	-58	0	0	0	-33	0
<b>2026 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>264</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>181</b>	<b>0</b>
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
<b>2036 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>828</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,188</b>	<b>1</b>
<b>AM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>775</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,092</b>	<b>1</b>
<b>AM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1,017</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,333</b>	<b>1</b>

**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 <sup>1</sup>	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
<b>PM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>971</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>582</b>	<b>0</b>
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%
<b>PM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>
<b>PM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1,021</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>612</b>	<b>0</b>
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%
<b>PM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>156</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1,127</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>676</b>	<b>0</b>
Approved Development 1: Andell West											90				89	
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 (AD 2-7)	0	0	0	0	0	0	0	0	0	0	-47	0	0	0	-83	0
<b>2026 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>279</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>420</b>	<b>0</b>
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
<b>2036 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>176</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1,406</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1,096</b>	<b>0</b>
<b>PM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1,300</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1,032</b>	<b>0</b>
<b>PM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1,555</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1,272</b>	<b>0</b>

**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 <sup>1</sup>	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																
<b>AM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>488</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>868</b>	<b>0</b>
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%
<b>AM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>
<b>AM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>513</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>912</b>	<b>0</b>
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%
<b>AM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>567</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1,008</b>	<b>0</b>
Approved Development 1: Andell West											31				47	
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 (AD 2-7)	0	0	0	0	0	0	0	0	0	0	-58	0	0	0	-33	0
<b>2026 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>264</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>181</b>	<b>0</b>
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
<b>2036 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>190</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>146</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>831</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1,189</b>	<b>0</b>
<b>AM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>777</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1,093</b>	<b>0</b>
<b>AM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1,020</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1,334</b>	<b>0</b>

**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 <sup>1</sup>	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	46	0
<b>PM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>973</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>580</b>	<b>0</b>
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%
<b>PM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>0</b>
<b>PM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1,023</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>610</b>	<b>0</b>
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%
<b>PM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1,130</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>673</b>	<b>0</b>
Approved Development 1: Andell West											90				89	
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 (AD 2-7)	0	0	0	0	0	0	0	0	0	0	-47	0	0	0	-83	0
<b>2026 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>279</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>420</b>	<b>0</b>
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
<b>2036 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>176</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1,409</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>1,093</b>	<b>0</b>
<b>PM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1,302</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>1,030</b>	<b>0</b>
<b>PM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>1,558</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>1,269</b>	<b>0</b>

**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 <sup>1</sup>	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																
<b>AM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>485</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>869</b>	<b>6</b>
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%
<b>AM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>
<b>AM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>510</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>913</b>	<b>6</b>
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%
<b>AM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>1</b>
<b>AM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>563</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,009</b>	<b>7</b>
Approved Development 1: Andell West											31				47	
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 (AD 2-7)	0	0	0	0	0	0	0	0	0	0	-58	0	0	0	-33	0
<b>2026 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>264</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>181</b>	<b>0</b>
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	-9	-25	0
<b>2036 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>135</b>	<b>54</b>	<b>0</b>	<b>36</b>	<b>102</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>827</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,190</b>	<b>7</b>
<b>AM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>774</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,094</b>	<b>6</b>
<b>AM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>5</b>	<b>962</b>	<b>54</b>	<b>0</b>	<b>36</b>	<b>1,291</b>	<b>7</b>

**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 <sup>1</sup>	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
<b>PM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>976</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>589</b>	<b>3</b>
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%
<b>PM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>
<b>PM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1,026</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>619</b>	<b>3</b>
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%
<b>PM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>157</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1,183</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>684</b>	<b>3</b>
Approved Development 1: Andell West											90				89	
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 (AD 2-7)	0	0	0	0	0	0	0	0	0	0	-47	0	0	0	-83	0
<b>2026 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>279</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>420</b>	<b>0</b>
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
<b>2036 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>105</b>	<b>45</b>	<b>0</b>	<b>29</b>	<b>142</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1,412</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,104</b>	<b>3</b>
<b>PM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1,305</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,039</b>	<b>3</b>
<b>PM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>2</b>	<b>1,517</b>	<b>45</b>	<b>0</b>	<b>29</b>	<b>1,246</b>	<b>3</b>

**INTERSECTION TRAFFIC VOLUME DEVELOPMENT**

**INTERSECTION:** Kiawah Island Pkway(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 <sup>1</sup>	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																
<b>AM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>530</b>	<b>78</b>	<b>0</b>	<b>134</b>	<b>313</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>127</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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%
<b>AM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>557</b>	<b>82</b>	<b>0</b>	<b>141</b>	<b>329</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>133</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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%
<b>AM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>615</b>	<b>91</b>	<b>0</b>	<b>156</b>	<b>363</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>147</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Approved Development 1: Andell West			94				61									
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 (AD 2-7)	0	0	-24	0	0	-5	-52	0	0	0	0	-4	0	0	0	0
<b>2026 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>190</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>267</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>2036 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>174</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>182</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>805</b>	<b>92</b>	<b>0</b>	<b>175</b>	<b>630</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>163</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>747</b>	<b>83</b>	<b>0</b>	<b>160</b>	<b>596</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>0</b>	<b>149</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>979</b>	<b>92</b>	<b>0</b>	<b>175</b>	<b>813</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>163</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**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 <sup>1</sup>	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
<b>PM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>274</b>	<b>60</b>	<b>0</b>	<b>137</b>	<b>624</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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%
<b>PM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>288</b>	<b>63</b>	<b>0</b>	<b>144</b>	<b>656</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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%
<b>PM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>10</b>	<b>0</b>	<b>22</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>318</b>	<b>70</b>	<b>0</b>	<b>159</b>	<b>724</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>0</b>	<b>120</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Approved Development 1: Andell West			178				180									
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 (AD 2-7)	0	0	-67	0	0	-5	-35	0	0	0	0	-6	0	0	0	0
<b>2026 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>445</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>318</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>2036 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>171</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>182</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>11</b>
<b>PM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>763</b>	<b>71</b>	<b>0</b>	<b>181</b>	<b>1,042</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>142</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>733</b>	<b>64</b>	<b>0</b>	<b>166</b>	<b>974</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>130</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>934</b>	<b>71</b>	<b>0</b>	<b>181</b>	<b>1,225</b>	<b>0</b>	<b>0</b>	<b>108</b>	<b>0</b>	<b>142</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>11</b>

**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 <sup>1</sup>	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																
<b>AM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>412</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>609</b>	<b>48</b>
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%
<b>AM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>2</b>
<b>AM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>433</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>640</b>	<b>50</b>
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%
<b>AM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>8</b>
<b>AM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>478</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>707</b>	<b>56</b>
Approved Development 1: Andell West		19								76					49	12
Approved Development 2: Kiawah Hotel										29					41	
Approved Development 3: MUSC		2								5					1	1
Approved Development 4: Senior Living										4						
Approved Development 5: Timber										30					13	
Approved Development 6: Bohicket Marina	0	0	0	0	0	0	0	0	0	51	0	0	0	0	33	0
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	161	0	0	0	0	45	0
20% Modal Reduction (AD 2-7)	0	0	0	0	0	0	0	0	0	-56	0	0	0	0	-28	0
<b>2026 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>160</b>	<b>13</b>
Approved Development 8: Lot A	0	0	0	0	0	0	0	0	0	45	0	0	0	0	37	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	57	0	0	0	0	75	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	70	0	0	0	0	94	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	-34	0	0	0	0	-41	0
<b>2036 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>778</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>867</b>	<b>69</b>
<b>AM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>733</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>800</b>	<b>63</b>
<b>AM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>916</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,032</b>	<b>69</b>

**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 <sup>1</sup>	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
<b>PM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>670</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>349</b>	<b>28</b>
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%
<b>PM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>1</b>
<b>PM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>704</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>367</b>	<b>29</b>
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%
<b>PM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>108</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>5</b>
<b>PM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>106</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>778</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>405</b>	<b>33</b>
Approved Development 1: Andell West		36								142					145	36
Approved Development 2: Kiawah Hotel	0	0	0	0	0	0	0	0	0	42	0	0	0	0	44	0
Approved Development 3: MUSC	0	1	0	0	0	0	0	0	0	2	0	0	0	0	6	3
Approved Development 4: Senior Living	0	0	0	0	0	0	0	0	0	6	0	0	0	0	6	0
Approved Development 5: Timber	0	0	0	0	0	0	0	0	0	24	0	0	0	0	24	0
Approved Development 6: Bohicket Marina	0	0	0	0	0	0	0	0	0	30	0	0	0	0	36	0
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	95	0	0	0	0	243	0
20% Modal Reduction (AD 2-7)	0	0	0	0	0	0	0	0	0	-40	0	0	0	0	-72	-1
<b>2026 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>301</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>432</b>	<b>38</b>
Approved Development 8: Lot A	0	0	0	0	0	0	0	0	0	28	0	0	0	0	23	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	68	0	0	0	0	55	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	117	0	0	0	0	89	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	-43	0	0	0	0	-33	0
<b>2036 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>170</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>143</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>1,079</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>837</b>	<b>71</b>
<b>PM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>133</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>1,005</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>799</b>	<b>67</b>
<b>PM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>143</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>1,250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>971</b>	<b>71</b>

**INTERSECTION TRAFFIC VOLUME DEVELOPMENT**

**INTERSECTION:** Kiawah Island Pkway (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 <sup>1</sup>	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																
<b>AM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>435</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>629</b>	<b>4</b>
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%
<b>AM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>
<b>AM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>457</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>661</b>	<b>4</b>
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%
<b>AM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>101</b>	<b>1</b>
<b>AM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>505</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>730</b>	<b>5</b>
Approved Development 1: Andell West											76				49	
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 (AD 2-7)	0	0	0	0	0	0	0	0	0	0	-56	0	0	0	-28	0
<b>2026 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>300</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>160</b>	<b>0</b>
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
<b>2036 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>805</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>890</b>	<b>5</b>
<b>AM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>757</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>821</b>	<b>4</b>
<b>AM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>943</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,055</b>	<b>5</b>

**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 <sup>1</sup>	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
<b>PM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>693</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>385</b>	<b>3</b>
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%
<b>PM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>
<b>PM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>728</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>405</b>	<b>3</b>
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%
<b>PM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>112</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>805</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>447</b>	<b>3</b>
Approved Development 1: Andell West											142				145	
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 (AD 2-7)	0	0	0	0	0	0	0	0	0	0	-40	0	0	0	-72	0
<b>2026 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>301</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>432</b>	<b>0</b>
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
<b>2036 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>170</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1,106</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>879</b>	<b>3</b>
<b>PM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1,029</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>837</b>	<b>3</b>
<b>PM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>1,277</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,013</b>	<b>3</b>



**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**

<b>AM 2021 EXISTING TRAFFIC</b>	<b>EBU</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBU</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBU</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBU</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
AM Adjusted Turning Movement Counts <sup>1</sup>	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																
<b>AM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>634</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>440</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
AM Heavy Vehicle Percentage	2%	2%	6%	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
<b>AM 2026 NO-BUILD TRAFFIC</b>	<b>EBU</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBU</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBU</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBU</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
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%
<b>AM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>666</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>462</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC</b>	<b>EBU</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBU</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBU</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBU</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
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%
<b>AM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>736</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>511</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Approved Development 1: Andell West			43	6			67			9						
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 (AD 2-7)	0	0	-28	0	0	0	-56	0	0	0	0	0	0	0	0	0
<b>2026 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>154</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>291</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>2036 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>890</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>802</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>820</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>753</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>1,055</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>940</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**PM Peak Hour**

<b>PM 2021 EXISTING TRAFFIC</b>	<b>EBU</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBU</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBU</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBU</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
PM Adjusted Turning Movement Counts <sup>1</sup>	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
<b>PM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>386</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>691</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
PM Heavy Vehicle Percentage	2%	2%	3%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%
<b>PM 2026 NO-BUILD TRAFFIC</b>	<b>EBU</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBU</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBU</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBU</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
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%
<b>PM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>406</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>726</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC</b>	<b>EBU</b>	<b>EBL</b>	<b>EBT</b>	<b>EBR</b>	<b>WBU</b>	<b>WBL</b>	<b>WBT</b>	<b>WBR</b>	<b>NBU</b>	<b>NBL</b>	<b>NBT</b>	<b>NBR</b>	<b>SBU</b>	<b>SBL</b>	<b>SBT</b>	<b>SBR</b>
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%
<b>PM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>111</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>448</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>802</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Approved Development 1: Andell West			127	18			124			18						
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 (AD 2-7)	0	0	-72	0	0	0	-40	0	0	0	0	0	0	0	0	0
<b>2026 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>414</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>283</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>2036 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>170</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>862</b>	<b>23</b>	<b>0</b>	<b>7</b>	<b>1,085</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>820</b>	<b>22</b>	<b>0</b>	<b>6</b>	<b>1,009</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>996</b>	<b>23</b>	<b>0</b>	<b>7</b>	<b>1,256</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**INTERSECTION TRAFFIC VOLUME DEVELOPMENT**

**INTERSECTION:** Kiawah Island Pkway (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 <sup>1</sup>	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																
<b>AM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>634</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>435</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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%
<b>AM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>666</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>457</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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%
<b>AM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>736</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>505</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Approved Development 1: Andell West			43				67									
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 (AD 2-7)	0	0	-28	0	0	0	-56	0	0	0	0	0	0	0	0	0
<b>2026 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>154</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>291</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>2036 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>165</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>138</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>890</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>796</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>820</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>748</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>1,055</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>934</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**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 <sup>1</sup>	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
<b>PM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>389</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>695</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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%
<b>PM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>409</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>730</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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%
<b>PM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>452</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>807</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Approved Development 1: Andell West			127				124									
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 (AD 2-7)	0	0	-72	0	0	0	-40	0	0	0	0	0	0	0	0	0
<b>2026 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>414</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>283</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>2036 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>134</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>170</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>866</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1,090</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>823</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1,013</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>1,000</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1,261</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**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 <sup>1</sup>	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																
<b>AM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>509</b>	<b>127</b>	<b>0</b>	<b>43</b>	<b>397</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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%
<b>AM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>535</b>	<b>133</b>	<b>0</b>	<b>45</b>	<b>417</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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%
<b>AM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>20</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>591</b>	<b>147</b>	<b>0</b>	<b>50</b>	<b>461</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Approved Development 1: Andell West			37	6			58			9						
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 (AD 2-7)	0	0	-26	-2	0	0	-51	0	0	-5	0	0	0	0	0	0
<b>2026 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>140</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>262</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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
<b>2036 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>144</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>121</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>731</b>	<b>161</b>	<b>0</b>	<b>50</b>	<b>723</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>675</b>	<b>147</b>	<b>0</b>	<b>45</b>	<b>679</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>875</b>	<b>182</b>	<b>0</b>	<b>50</b>	<b>844</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>110</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**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 <sup>1</sup>	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
<b>PM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>338</b>	<b>52</b>	<b>0</b>	<b>70</b>	<b>571</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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%
<b>PM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>355</b>	<b>55</b>	<b>0</b>	<b>74</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>130</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
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%
<b>PM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>0</b>	<b>392</b>	<b>60</b>	<b>0</b>	<b>81</b>	<b>663</b>	<b>0</b>	<b>0</b>	<b>144</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
Approved Development 1: Andell West			109	18			106			18						
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 (AD 2-7)	0	0	-65	-6	0	0	-37	0	0	-3	0	0	0	0	0	0
<b>2026 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>371</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>253</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
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
<b>2036 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>117</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>149</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>763</b>	<b>104</b>	<b>0</b>	<b>81</b>	<b>916</b>	<b>0</b>	<b>0</b>	<b>173</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>PM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>726</b>	<b>99</b>	<b>0</b>	<b>74</b>	<b>853</b>	<b>0</b>	<b>0</b>	<b>159</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>
<b>PM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>879</b>	<b>120</b>	<b>0</b>	<b>81</b>	<b>1,065</b>	<b>0</b>	<b>0</b>	<b>195</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

**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 <sup>1</sup>	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																
<b>AM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>14</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>253</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>17</b>
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%
<b>AM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>
<b>AM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>15</b>	<b>263</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>266</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>18</b>
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%
<b>AM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>2</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>
<b>AM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>16</b>	<b>290</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>294</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>20</b>
Approved Development 1: Andell West			47				30									
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 (AD 2-7)	0	-6	-14	0	0	0	-4	-6	0	0	0	0	0	-4	0	-4
<b>2026 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>26</b>	<b>105</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>
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
<b>2036 AM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>28</b>	<b>0</b>	<b>111</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>42</b>	<b>395</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>342</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>37</b>
<b>AM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>41</b>	<b>368</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>314</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>35</b>
<b>AM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>42</b>	<b>436</b>	<b>28</b>	<b>0</b>	<b>111</b>	<b>386</b>	<b>73</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>150</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>37</b>

**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 <sup>1</sup>	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
<b>PM 2021 EXISTING TRAFFIC</b>	<b>0</b>	<b>16</b>	<b>271</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>276</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>24</b>
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%
<b>PM 2026 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>
<b>PM 2026 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>17</b>	<b>285</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>290</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>25</b>
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%
<b>PM 2036 NO-BUILD TRAFFIC GROWTH</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>4</b>
<b>PM 2036 NO-BUILD TRAFFIC (No AD)</b>	<b>0</b>	<b>19</b>	<b>315</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>320</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>28</b>
Approved Development 1: Andell West			89				90									
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 (AD 2-7)	0	-5	-7	0	0	0	-18	-6	0	0	0	0	0	-4	0	-4
<b>2026 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>22</b>	<b>115</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>163</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>18</b>
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
<b>2036 PM APPROVED DEVELOPMENT TRAFFIC</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>0</b>	<b>196</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>156</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PM 2036 NO-BUILD TRAFFIC</b>	<b>0</b>	<b>41</b>	<b>430</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>483</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>46</b>
<b>PM 2026 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>39</b>	<b>400</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>453</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>43</b>
<b>PM 2036 BUILD-OUT TRAFFIC</b>	<b>0</b>	<b>41</b>	<b>455</b>	<b>60</b>	<b>0</b>	<b>196</b>	<b>506</b>	<b>80</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>156</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>46</b>