County Council of Beaufort County Planning Commission Meeting

Chairman
ED PAPPAS
Vice Chair
CECILY MCMILLAN

Commission Members
PETE COOK
JON HENNEY
EUGENE MEYERS
GLENN MILLER
GAIL MURRAY
DANIEL RIEDEL
DENNIS ROSS

County Administrator
MICHAEL MOORE

Staff Support
ROBERT MERCHANT

Administration Building
Beaufort County Government
Robert Smalls Complex
100 Ribaut Road

Contact
Post Office Drawer 1228
Beaufort, South Carolina 29901-1228
(843) 255-2147
www.beaufortcountysc.gov

Planning Commission Agenda

Monday, April 7, 2025 at 6:00 PM
Council Chambers
County Administration Building, 100 Ribaut Road, Beaufort, SC

ALL OF OUR MEETINGS ARE AVAILABLE FOR VIEWING ONLINE AT WWW.BEAUFORTCOUNTYSC.GOV AND CAN ALSO BE VIEWED ON HARGRAY CHANNELS 9 AND 113, COMCAST CHANNEL 2, AND SPECTRUM CHANNEL 1304.

1. CALL TO ORDER
2. PLEDGE OF ALLEGIANCE
3. FOIA – PUBLIC NOTIFICATION OF THIS MEETING HAS BEEN PUBLISHED, POSTED, AND DISTRIBUTED IN COMPLIANCE WITH THE SOUTH CAROLINA FREEDOM OF INFORMATION ACT
4. APPROVAL OF MEETING MINUTES – February 3, 2025 Workshop and Regular
5. APPROVAL OF AGENDA
6. CITIZEN COMMENTS – NON-AGENDA ITEMS
   (*Comments are limited to 3 minutes.)*

ACTION ITEMS

7. **CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP** FOR 11 ACRES LOCATED ON BURNT CHURCH ROAD (R600 039 000 1552 0000, R600 039 000 0056 0000, R600 039 000 0269 0000) FROM T3 HAMLET NEIGHBORHOOD(T3HN) AND T4 HAMLET CENTER (T4HC) TO T3 NEIGHBORHOOD (T3N)

8. **CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP** FOR 86.16 ACRES LOCATED AT 98 JENNINGS ROAD (R100 028 000 0264 0000) FROM T2 RURAL (T2R) TO T3 HAMLET NEIGHBORHOOD (T3HN) AND T4 HAMLET CENTER (T4HC) UTILIZING THE HAMLET PLACE TYPE OVERLAY (PTO)

DISCUSSION ITEMS

9. CHAIRMAN'S REPORT
10. ADJOURNMENT

COUNTY COUNCIL OF BEAUFORT COUNTY
Beaufort County Planning and Zoning Department
Beaufort County Government Robert Smalls Complex
Physical: Administration Building, Room 115 100 Ribaut Road
Mailing: Post Office Drawer 1228, Beaufort, SC 29901-1228
Phone: 843-255-2140

The workshop meeting of the Beaufort County Planning Commission (hereinafter "Commission") was held in the Executive Conference Room on Monday, February 3, 2025 at 5:30 p.m.

MEMBERS PRESENT:
Mr. Ed Pappas, Chairman
Mr. Pete Cook
Mr. Jon Henney
Ms. Cecily McMillan, Vice Chair
Mr. Gene Meyers
Mr. Glenn Miller
Mr. Dennis Ross

MEMBERS ABSENT:
Ms. Gail Murray
Mr. Dan Riedel

STAFF PRESENT:
Mr. Rob Merchant, Planning and Zoning Director
Ms. Kristen Forbus, Long Range Planner

CALL TO ORDER: Chairman Ed Pappas called the meeting to order at 5:35 p.m.

DISCUSSION:
There was discussion regarding the Rules of Procedures. It was recommended by staff to not duplicate language and to focus on any discrepancies.
Members had concerns regarding conditional approvals and the time given to review correspondence. This raised questions about the Chairman's discretion.
Staff will review the comments and get back with the members.

ADJOURNMENT: Chairman Pappas adjourned the meeting at 5:58 p.m.

SUBMITTED BY: Kristen Forbus
Long-Range Planner

_____
Ed Pappas
Beaufort County Planning Commission Chairman

Date: _____

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Beaufort County Planning and Zoning Department
Beaufort County Government Robert Smalls Complex
Physical: Administration Building, Room 115 100 Ribaut Road
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Phone: 843-255-2140

The regular meeting of the Beaufort County Planning Commission (hereinafter "Commission") was held in Council Chambers on Monday, February 3, 2025 at 6:00 p.m.

MEMBERS PRESENT:
Mr. Ed Pappas, Chairman
Mr. Pete Cook
Mr. Jon Henney
Ms. Cecily McMillan, Vice Chair
Mr. Gene Meyers
Mr. Glenn Miller
Mr. Dennis Ross

MEMBERS ABSENT:
Ms. Gail Murray
Mr. Dan Riedel

STAFF PRESENT:
Mr. Rob Merchant, Planning and Zoning Director
Ms. Kristen Forbus, Long Range Planner

CALL TO ORDER: Chairman Ed Pappas called the meeting to order at 6:03 p.m.

PLEDGE OF ALLEGIANCE: Chairman Pappas led those assembled in the pledge of allegiance.

REVIEW OF MEETING MINUTES: The January 6th, 2025 Planning Commission workshop and regular minutes were approved with no objections.

CITIZEN COMMENTS: Mr. Pappas asked if there were any non-agenda related citizen comments; there were none.

ACTION ITEMS:

CONSIDERATION OF A TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC): APPENDIX C.4 (BUCKWALTER PARKWAY) TO UPDATE ACCESS MANAGEMENT STANDARDS)

Mr. Merchant stated that the text amendment has been withdrawn and will come back at a later date.

CONSIDERATION OF A TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC): APPENDIX B (DAUFUSKIE ISLAND COMMUNITY DEVELOPMENT CODE) DIVISION 3 (PERMITTED USES) TO PERMIT THE USE OF ANIMAL SERVICES: CLINIC/HOSPITAL IN D2 RURAL (T2R)

Miss Forbus presented the text amendment application.
There was then discussion of conditions to the use of Animal Services: Hospital/Clinic; Mr. Merchant stated that there were not any conditions although it refers to them in the CDC. It is an error.

The applicant, Deborah Smith, spoke and discussed the need for a veterinarian on Daufuskie Island. Dr. Sandifer joined her and stated his intention to open a clinic.

Mr. Ross made a motion to recommend approval of CONSIDERATION OF A TEXT AMENDMENT TO THE COMMUNITY DEVELOPMENT CODE (CDC): APPENDIX B (DAUFUSKIE ISLAND COMMUNITY DEVELOPMENT CODE) DIVISION 3 (PERMITTED USES) TO PERMIT THE USE OF ANIMAL SERVICES: CLINIC/HOSPITAL IN D2 RURAL (T2R). Mr. Meyers seconded the motion. The motion passed 7-0.

ADJOURNMENT: Chairman Pappas adjourned the meeting at 6:28 p.m.

SUBMITTED BY: Kristen Forbus
Long Range Planner

_____
Ed Pappas
Beaufort County Planning Commission Chairman

Date: _____

MEMORANDUM

TO: Beaufort County Planning Commission

FROM: Robert Merchant, AICP, Beaufort County Planning and Zoning Department

DATE: March 21, 2025

SUBJECT: CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP FOR 11 ACRES LOCATED ON BURNT CHURCH ROAD (R600 039 000 1552 0000, R600 039 000 0056 0000, R600 039 000 0269 0000) FROM T3 HAMLET NEIGHBORHOOD (T3HN) AND T4 HAMLET CENTER (T4HC) TO T3 NEIGHBORHOOD (T3N)

STAFF REPORT:

A. BACKGROUND:

Case No.	CDPA-000047-2025
Owner:	One Devonwood LLC, Joni Strickland, Lawrence Graves Jr
Applicant:	Andrew Klosterman
Property Location:	1 Devonwood Dr, 3 Devonwood Dr, 171 Burnt Church Rd
District/Map/Parcel:	R600 039 000 1552 0000, R600 039 000 0269 0000, R600 039 000 0056 0000
Property Size:	11 acres
Current Future Land Use Designation:	Urban Mixed Use
Current Zoning District:	T3 Hamlet Neighborhood and T4 Hamlet Center
Proposed Zoning District:	T3 Neighborhood

B. SUMMARY OF REQUEST: The applicant is proposing a rezoning of three parcels from T3HN and T4HC to T3N to yield 50 single-family homes. The parcels currently contain a non-conforming mobile home park.

C. EXISTING ZONING: Currently two of the parcels are comprised of T3HN which is intended to reinforce established neighborhoods, to maintain neighborhood stability and provide a transition between the walkable neighborhood and rural areas. Also, two of the parcels are comprised of T4HC which is intended to integrate appropriate, medium-density residential building types, such as duplexes, townhouses, small courtyard housing, and mansion apartments in an environment conducive to walking and bicycling.

D. PROPOSED ZONING: The proposed zoning of T3N is intended to provide a walkable, predominantly single-family neighborhood that integrates compatible multi-family housing types, such as duplexes and cottage courts within walking distance to transit and commercial areas.

E. TRAFFIC IMPACT ANALYSIS (TIA): According to Section 6.3.20.D of the CDC, *"An application for a rezoning shall include a TIA where the particular project or zoning district may result in a development that generates 50 trips during the peak hour or will change the level of service of the affected street."* The application does not require a TIA.

F. ZONING MAP AMENDMENT REVIEW STANDARDS: In determining whether to adopt or deny a proposed Zone Map Amendment, the County Council shall weigh the relevance of and consider whether and the extent to which the proposed amendment:

1. **Is consistent with and furthers the goals, and policies of the Comprehensive Plan and the purposes of this Development Code;**
   Yes, it is consistent with the Comprehensive Plan. The future land use designation of Urban Mixed Use calls for development that is compatible with the type and mix of land currently found in the municipalities. This can be achieved through T3N as the district's primary intent is to reinforce established neighborhoods and to maintain neighborhood stability in walkable urban areas per the CDC.

2. I**s not in conflict with any provision of this Development Code, or the Code of Ordinances;**
   Yes, it is not in conflict with the CDC.

3. **Addresses a demonstrated community need;**
   No, it does not.

4. **Is required by changed conditions;**
   No, it is not.

5. **Is compatible with existing and proposed uses surrounding the land subject to the application, and is the appropriate zone and uses for the land;**
   Yes, this rezoning is compatible with the surrounding area. This proposed zoning district allows for primarily Single-Family homes with lower density Multi-family units. The

downzoning of the T4HC portion to T3N limits the use of commercial along Burnt Church Road and allows this area to be more residential as it transitions toward the May River and Allyjoy Community.

6. **Would not adversely affect nearby lands;**
   Yes, this would not adversely affect nearby lands as this rezoning will constitute in a similar intensity of the existing development. The applicant is proposing 50 single-family homes. Currently there is a mobile home park consisting of about 50 homes.

7. **Would result in a logical and orderly development pattern**;
   Yes, see 5.

8. **Would not result in adverse impacts on the natural environment – including, but not limited to, water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment:**
   Any development on the site would be required to adhere to the natural resource protection, tree protection, wetland protection, and stormwater standards in the Community Development Code and the Stormwater BMP Manual.

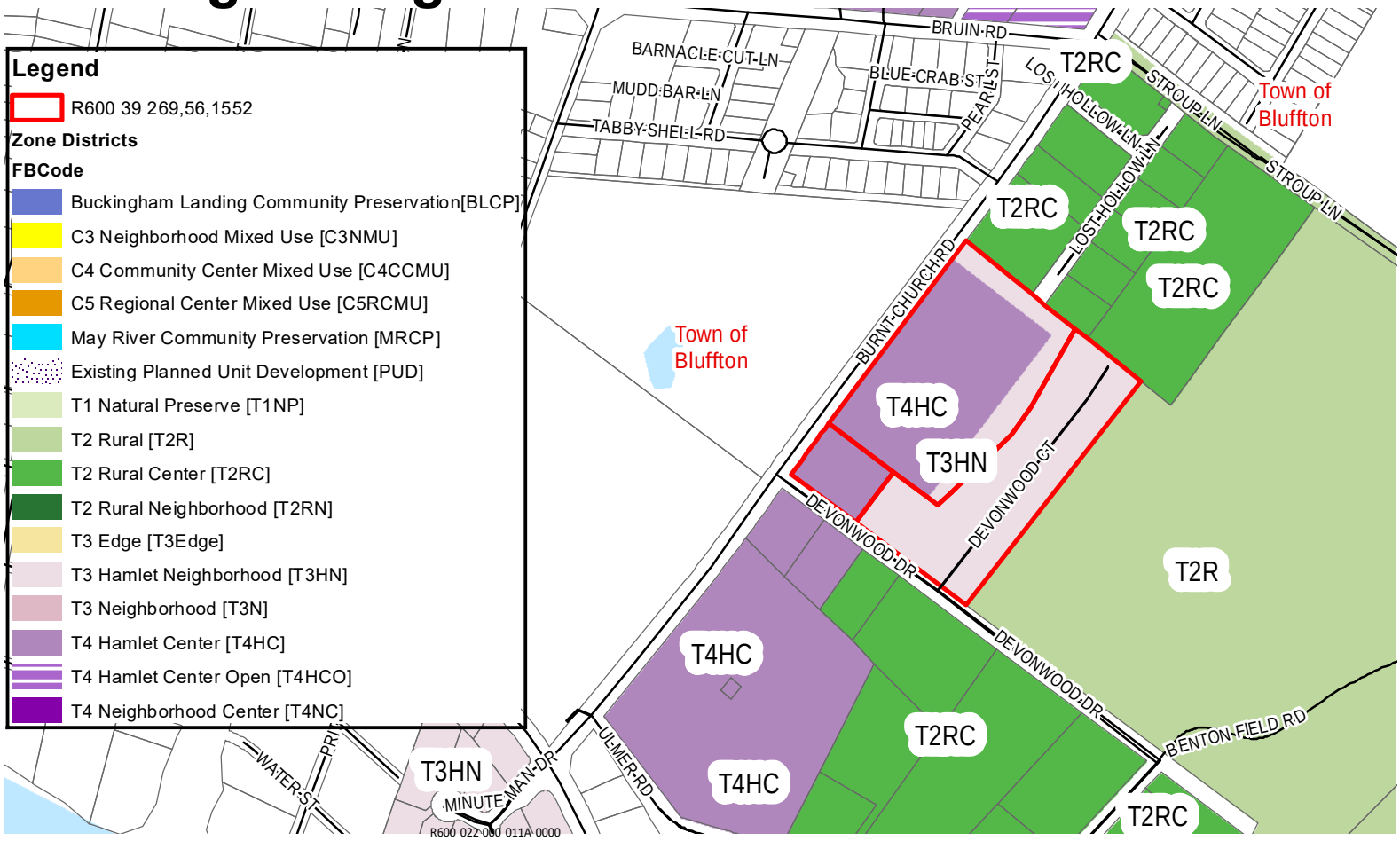
9. **Would result in development that is adequately served by public facilities (e.g.. streets, potable water, sewerage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities:**
   The school district and BJWSA have been notified.

G. STAFF RECOMMENDATION: Staff recommends approval. The property is split-zoned along current property lines. The current zoning does not allow for consistent development across the properties. This rezoning is an upzoning for 6 acres and a downzoning for 5 acres.

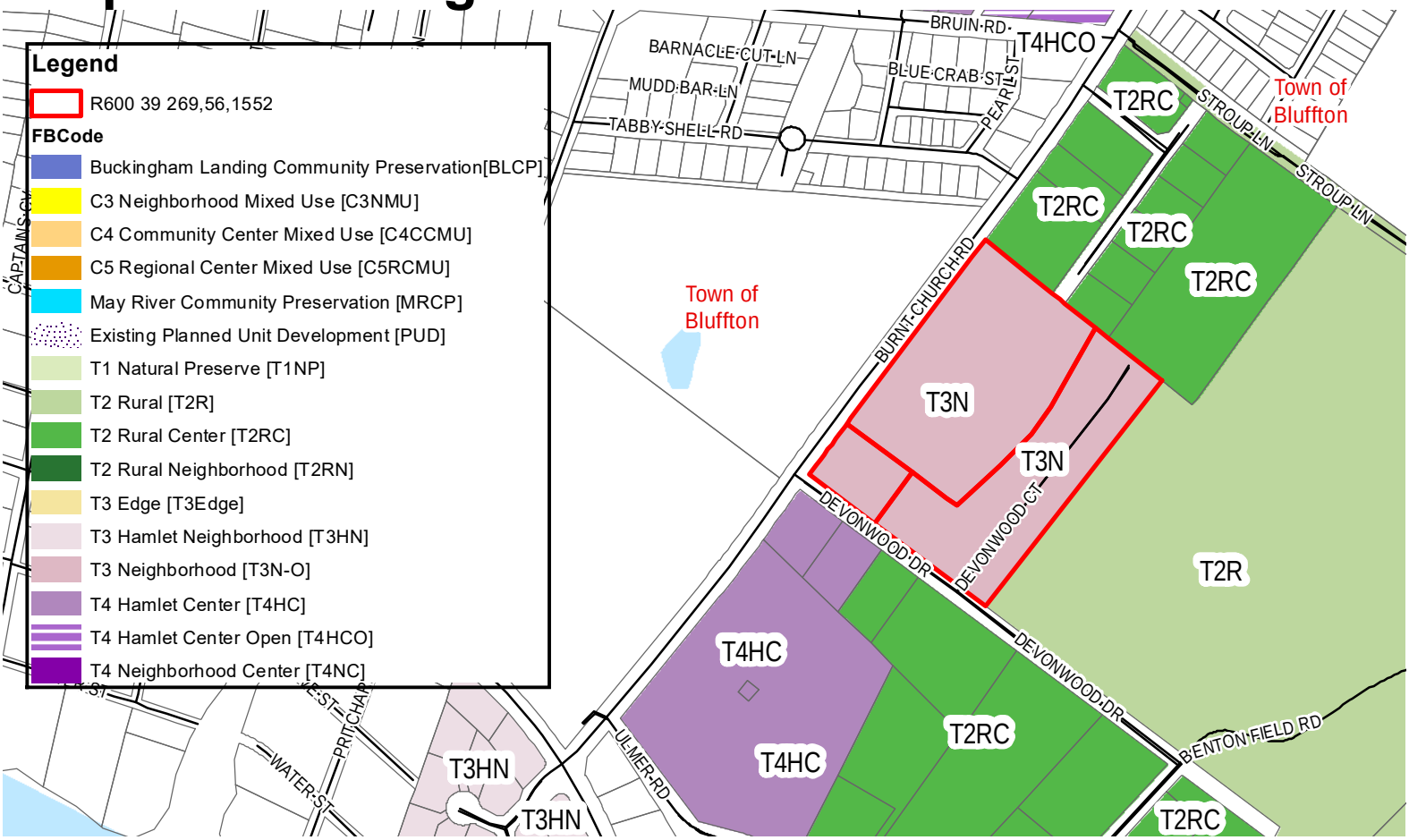
H. ATTACHMENTS

- Zoning Map (existing and proposed)
- Application

Existing Zoning



Proposed Zoning



DAVIS & FLOYD

PLAN | DESIGN | ENGINEER

February 17, 2025

Mr. Rob Merchant, AICP
Beaufort County Planning and Zoning Director
PO Drawer 1228
Beaufort, South Carolina 29902

Re: Property Rezoning for Parcels R600-039-000-0056, 0269, and 1552
171 Burnt Church Road – Proposed 50 Lot Residential Subdivision
D|F Job Number: 32210.00

To whom it may concern,

Our client, Mr. Jimmy Yirka, is proposing to develop a new 50-lot residential subdivision in downtown Bluffton located at 171 Burnt Church Road. The land is comprised of three parcels zoned T4HNC and T3HN which currently contain a non-conforming mobile home park in disarray. The three parcels have varied minimum lot and setback dimensions. To achieve a 50' x 100' minimum lot size and Village House building type, we are requesting to rezone all three parcels to T3N. The front two parcels totaling nearly 6 acres will be downzoned while the rear 5-acre parcel will be upzoned. We believe this rezone would result in a net reduction of the overall density of the development that would be allowed by-right, but is necessary to achieve a more consistent look across the development and would eliminate the complexity of designing a subdivision on a dually zoned property. T4HC allows a 50' minimum lot size with a 10' front and 5' side setback. T3HN allows a 65' minimum lot width with a 25' front and 10' side setback. We believe rezoning all parcels to T3N which allows for a 50' minimum lot width with 15' front and 7.5' side yard setbacks are an appropriate balance that would not disrupt the character of the surrounding communities and fits with the intent of the zoning map and ordinance.

Included in this submittal are the Community Development Code (CDC) Zoning Map Amendment Applications, and below are the responses to the questions listed on page 3 of the application. Beaufort County Zoning Questions are shown in Black. Davis & Floyd Responses are in Blue.

1. Is consistent with and furthers the goals, and policies of the Comprehensive Plan and the purposes of this Development Code. In areas of new development, a finding of consistency with the Comprehensive Plan shall be considered to meet the standards below, unless compelling evidence demonstrates the proposed amendment would threaten the public health, safety, and welfare if the land subject to the amendment is classified to be consistent with the Comprehensive Plan:

- The goal of this rezoning is to apply a single zoning across 3 combined parcels. The current parcels are classified as a mix of T4HC and T3HN. We are proposing a rezoning of the entire

2712 Bull Street, Suite A • Beaufort, SC 29902
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parcel to T3N which is a fair balance of the two current zones. The proposed site will be in compliance with the new T3N zoning.

2. Is not in conflict with any provision of this Development Code, or the Code of Ordinances:
- There are no known conflicts with the Development Code or Code of Ordinances for rezoning of this property.

3. Addresses a demonstrated community need:
- The goal of this project is to provide 50 single-family village houses in the heart of downtown Bluffton. The houses are anticipated to serve middle income residents which we believe is needed in the area. These houses will replace an existing non-conforming mobile home park which we feel will be welcomed by the community.

4. Is required by changed conditions:
- The rezoning is required for this property to create a uniform code across the entire development due to the current dual zoning standards.

5. Is compatible with existing and proposed uses surrounding the land subject to the application, and is the appropriate zone and uses for the land:
- The current property is zoned for residential use and will be developed as a residential neighborhood. There are several similar and larger sized residential communities in the immediate area and we believe this project will be beneficial to all surrounding properties.

6. Would not adversely impact nearby lands:
- There are no adverse impacts to the nearby lands on this project. We feel removing the existing mobile home park, which appears to be on septic, and replacing it with a new residential community on public sewer is beneficial to all nearby lands.

7. Would result in a logical and orderly development pattern:
- The proposed site plan included in this submittal shows the layout based on the requested T3N rezoning. As shown, having a uniform zoning across the site will result in a more consistent development pattern and prevent a more scattered, mixed bag of development standards.

8. Would not result in adverse impacts on the natural environment—including, but not limited to, water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment:
- There are no adverse impacts to the natural environment proposed on the site. The site will utilize a stormwater pond and infiltration BMPs to comply with the SoLoCo manual and DES-OCRM standards. As mentioned above, the existing site is somewhat in disarray, and we believe are currently on septic tanks and drainfields which will all be removed. The new development will be placed on BJWSA sewer by means of a new pump station and force main.

9. Would result in development that is adequately served by public facilities (e.g., streets, potable water, sewerage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities):

- The project is in the heart of downtown Bluffton where all the above-mentioned services are readily available. The project would not have an adverse impact or create a burden on any of these facilities.

If you have any questions, or need anything else for your review, please contact me at (843) 379-2222 or at aklosterman@davisfloyd.com.

Yours truly,

DAVIS & FLOYD
PLAN | DESIGN | ENGINEER

Andrew Klosterman PE
Senior Project Manager

R600 039 000 1552 0000
ONE DEVONWOOD LLC
1.01 ACRES

R600 039 000 0056 0000
GRAVES, LAWERENCE EARL JR
TRUSTEE
5.00 ACRES

R610 039 000 056B 0000
BEAUFORT COUNTY SCHOOL DISTRICT
7.85 ACRES

R610 039 000 0057 0000
BLUFFTON SCHOOL
3.98 ACRES

HYDRANT BL0360

HYDRANT BL2401

STOP SIGN

BURNT CHURCH ROAD
(66' R/W) (S-163) (30 MPH)

6" PVC

8" PVC

20' BUFFER

ALLEY

ROAD A

ROAD B

ROAD C

ROAD D

ROAD E

OPEN SPACE

POND

HAMLET CENTER (T4HC)

HAMLET NEIGHBORHOOD (T3HN)

CIVIC SPACE

10' BUFFER

10' BUFFER (WITH SOLID FENCE)

DEVONWOOD DRIVE
(50' R/W) (25 MPH)

DEVONWOOD
CUL-DE-SAC SIGN

R600 039 000 0206 0000
WILLIAMS, STEVEN MARK
WILLIAMS, KELLY MICHELLE
0.69 ACRES

R600 039 000 0203 0000
GORMAN, MICHAEL SR
0.69 ACRES

R600 039 000 0205 0000
CLINTON JAMES ALLEN II
LORENA B JITROS
0.69 ACRES

R600 039 000 0271 0000
ROOKER WILLIAM A
ROSA L JITROS
2.20 ACRES

R600 039 000 0269 0000
STRICKLAND, JONI
LEWIS
5.04 ACRES

R600 040 000 0003 0000
ALAN A ULMER REVOC TRUST
ULMER CHARLES ALEXANDER
115.99 ACRES

R600 039 000 0167 0000
SOUTH CAROLINA ELEC GAS CO
1.40 ACRES

R600 039 000 0852 0000
LOST HOLLOW
BUISNESS PARK
PROPERTY OWNERS
ASSOCIATION
0.83 ACRES

R600 039 000 0858 0000
WAB INDUSTRIES LLC
1.00 ACRES

R600 039 000 0448 0000
HOWES NANCY E
5.00 ACRES

CURRENT ZONING:
T4HC (HAMLET CENTER)

SETBACKS
FRONT: 10' MIN
SIDE: 5' MIN
SIDE STREET: 10' MIN
REAR: 5' MIN

LOT SIZE
WIDTH: 50' MIN
DEPTH: 75' MIN

CURRENT ZONING:
T3HN (HAMLET NEIGHBORHOOD)

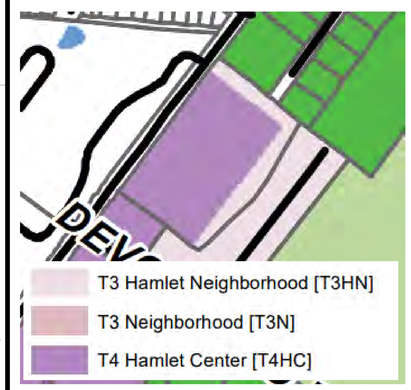
SETBACKS
FRONT: 25' MIN
SIDE: 10' MIN
SIDE STREET: 15' MIN
REAR: 15' MIN

LOT SIZE
WIDTH: 65' MIN
DEPTH: 100' MIN

REZONE ALL PARCELS TO:
T3N (NEIGHBORHOOD)

SETBACKS
FRONT: 15' MIN
SIDE: 7.5' MAIN BLDG MIN; 5' ANCILLARY BLDG MIN.
SIDE STREET: 10' MIN
REAR: 15' MAIN BLDG MIN; 5' ANCILLARY BLDG MIN.

LOT SIZE
WIDTH: 50' MIN, 100' MAX
DEPTH: 100' MIN, 200' MAX



811
Know what's below.
Call before you dig.

STATE PLANE

0 40' 80'
SCALE: 1" = 40'

PROJECT DATUM INFORMATION:
HORIZONTAL DATUM: NAD 83
VERTICAL DATUM: NAVD88

NOT FOR CONSTRUCTION

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SINCE 1954
WWW.DAVISFLOYD.COM
2712 BULL STREET, SUITE A
BEAUFORT, SOUTH CAROLINA 29902
(843) 379-2222

OWNER
CAROLINA INVESTMENTS
BLUFFTON, SOUTH CAROLINA 29910

PROJECT TITLE
171 BURNT CHURCH ROAD - LOT
RESIDENTIAL COMMUNITY

DRAWING TITLE
SITE PLAN

NO.	REVISED TO MARVEL	RELEASED	CHECKED	DATE
1			ARK	07/31/2024

JOB NO. 32210.00
DATE JULY 31, 2024
DESIGNED MSS
DRAWN MSS
CHECKED WLR
APPROVED ARK

C200

PAGE 7 OF 21

MEMORANDUM

TO: Beaufort County Planning Commission

FROM: Robert Merchant, AICP, Beaufort County Planning and Zoning Department

DATE: March 21, 2025

SUBJECT: CONSIDERATION OF AN ORDINANCE AMENDING THE ZONING MAP FOR 86.56 ACRES LOCATED AT 98 JENNINGS ROAD (R100 028 000 0264 0000) FROM T2 RURAL (T2R) TO T3 HAMLET NEIGHBORHOOD (T3HN) AND T4 HAMLET CENTER (T4HC) UTILIZING THE HAMLET PLACE TYPE OVERLAY (PTO)

STAFF REPORT:

A. BACKGROUND:

Case No.	CDPA-000048-2025
Owner:	Claire Nitze
Applicant:	Josh Tiller
Property Location:	98 Jennings Rd
District/Map/Parcel:	R100 028 000 0264 0000
Property Size:	86 acres
Current Future Land Use Designation:	Neighborhood Mixed-Use with Hamlet PTO
Current Zoning District:	T2 Rural
Proposed Zoning District:	T3 Hamlet Neighborhood and T4 Hamlet Center

B. SUMMARY OF REQUEST: The applicant previously requested a rezoning of the property to C3 to potentially accommodate 184 single-family dwelling units. The staff recommendation at that time was for denial due to it not being a Place Type. It went before the Planning Commission on March 4, 2024, with a unanimous vote of denial, Land Use Committee April 8, 2024, with a unanimous vote of denial, and one reading of County Council on May 13, 2024 with a 7-2 vote of denial. Per Section 7.4.100, if a development application requiring a public hearing is denied, no application proposing the same or similar development on all or

part of the same land shall be submitted within one year after the date of denial. However, the applicant is now submitting a Place Type Overlay which is not considered a similar development. The applicant is requesting a rezoning from T2R to T3HN and T4HC to yield 244 dwelling units consisting of single-family detached and townhomes.

The applicant has expressed interest in working with County Council on a Development Agreement that would be approved concurrently with this zoning amendment. The applicant has provided a draft attached; however, it is important to note that Council has not begun any review nor negotiation to date with respect to this Development Agreement. The applicant has expressed an interest in providing 10 units for workforce housing capped at 80-120% of AMI ($80,700-$127,700) with a closing credit/down payment assistance of up to $2,500 for those purchasing under the workforce housing process. The developer also agrees to provide up to $750 per unit toward rehabilitation of existing local structures in the vicinity of the development. The number of structures, the process, and the "vicinity" have yet to be stated.

The applicant has expressed to use the Development Agreement to vary from the CDC's architectural standards. The South Carolina Local Government Development Agreement Act states "a development agreement and authorized development must be consistent with the local government's comprehensive plan and land development regulations." Development Agreements are not meant to relax the design standards that are integral to the character that the districts are meant to facilitate.

C. EXISTING ZONING: The lot is currently zoned T2 Rural (T2R), which permits residential development at a density of one dwelling unit per three acres; this site could yield 27 homes maximum. T2 Rural also permits very limited non-residential uses. A portion of this parcel is located in Noise Zone 1 which requires notification to the Marine Corps Air Station; this portion is proposed civic space.

D. PROPOSED ZONING: Through the utilization of a Hamlet Place Type, the applicant is proposing T3HN and T4HC. T3HN is intended to reinforce established neighborhoods, to maintain neighborhood stability and provide a transition between the walkable neighborhood and rural areas. T4HC is intended to integrate appropriate, medium-density residential building types, such as duplexes, townhouses, small courtyard housing, and mansion apartments in an environment conducive to walking and bicycling.

E. TRAFFIC IMPACT ANALYSIS (TIA): According to Section 6.3.20.D of the CDC, *"An application for a rezoning shall include a TIA where the particular project or zoning district may result in a development that generates 50 trips during the peak hour or will change the level of service of the affected street."*

The Ramsey Farms TIA is complete and has been approved. Of the several intersections studied, mitigation will be required at WK Alston and Broad River Boulevard because the

Level of Service (LOS) of this intersection falls below the County's TIA ordinance standard of LOS D. The degradation of the LOS of this intersection is due to the adjacency of other approved developments including Ramsey Farms. Therefore, the methodology for funding and implementing the recommended mitigation measure will be determined by the County prior to the issuance of occupancy permits.

F. ZONING MAP AMENDMENT REVIEW STANDARDS: In determining whether to adopt or deny a proposed Zone Map Amendment, the County Council shall weigh the relevance of and consider whether and the extent to which the proposed amendment:

1. **Is consistent with and furthers the goals, and policies of the Comprehensive Plan and the purposes of this Development Code;**

   Yes, a rezoning of this property implementing the Hamlet PTO is the future land designation of this parcel.

2. I**s not in conflict with any provision of this Development Code, or the Code of Ordinances;**

   No, this application is in conflict with the provisions of the Development Code. It fails to meet section 3.8.40.E with regards to transect organization. The proposed regulating plan lacks transect organization that responds appropriately to the site's context. The applicant is proposing the highest possible district to hold their stormwater and buffer; thus, not following the intent of the Hamlet PTO. The regulating plans also fail to meet the following requirements of the CDC:

   - Townhomes facing Jennings will need to address thoroughfare standards on Jennings (2.2.50)
   - Each residential lot shall be within 1,000 feet of an existing or proposed playground (2.3.80)
   - Sites providing 100 units or more shall also provide an indoor public meeting space. This may be a freestanding building or integrated within another building. (2.3.80)
   - Identify types of civic spaces (2.8.30)

3. **Addresses a demonstrated community need;**
   The applicant has indicated through the Development Agreement to implement 10 units for workforce housing with a closing credit/down payment assistance of up to $2,500. The developer also agrees to provide up to $750 per unit toward rehabilitation of existing local structures in the vicinity of the development. The provision of Workforce Housing is a goal of the Comprehensive Plan.

4. **Is required by changed conditions;**
   No, it is not.

5. **Is compatible with existing and proposed uses surrounding the land subject to the application, and is the appropriate zone and uses for the land;**
   The character of the surrounding area is rural residential; however, it is in proximity to Battery Creek High School and Mint Farms, a similar single-family residential subdivision.

6. **Would not adversely affect nearby lands;**
   The TIA states that the proposed rezoning would generate the following peak hour trips: 152 AM PEAK, 155 SCHOOL PM PEAK, and 201 PM PEAK.

7. **Would result in a logical and orderly development pattern**;
   No, the proposed transect organization does not follow the logical and orderly pattern of a Hamlet PTO as stated in 2.

8. **Would not result in adverse impacts on the natural environment – including, but not limited to, water, air, noise, stormwater management, wildlife, vegetation, wetlands, and the natural functioning of the environment:**
   Any development on the site would be required to adhere to the natural resource protection, tree protection, wetland protection, and stormwater standards in the Community Development Code and the Stormwater BMP Manual.

9. **Would result in development that is adequately served by public facilities (e.g.. streets, potable water, sewerage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities:**
   The School District, Air Station, and BJWSA have been notified.

G. STAFF RECOMMENDATION:

Staff recommends approval under the conditions that the applicant make changes to the zoning map and layout of the transect zones to be more consistent with proposed uses and that the applicant work with County Council through a Development Agreement to best determine the need for affordable housing in the area. This process would need to ensure more affordable units at a cost obtainable to neighboring residents of the community. It is recommended that no alterations to the standards be allowed in the Development Agreement. Staff also recommends that the regulating plans address the following comments as they are requirements of the CDC:

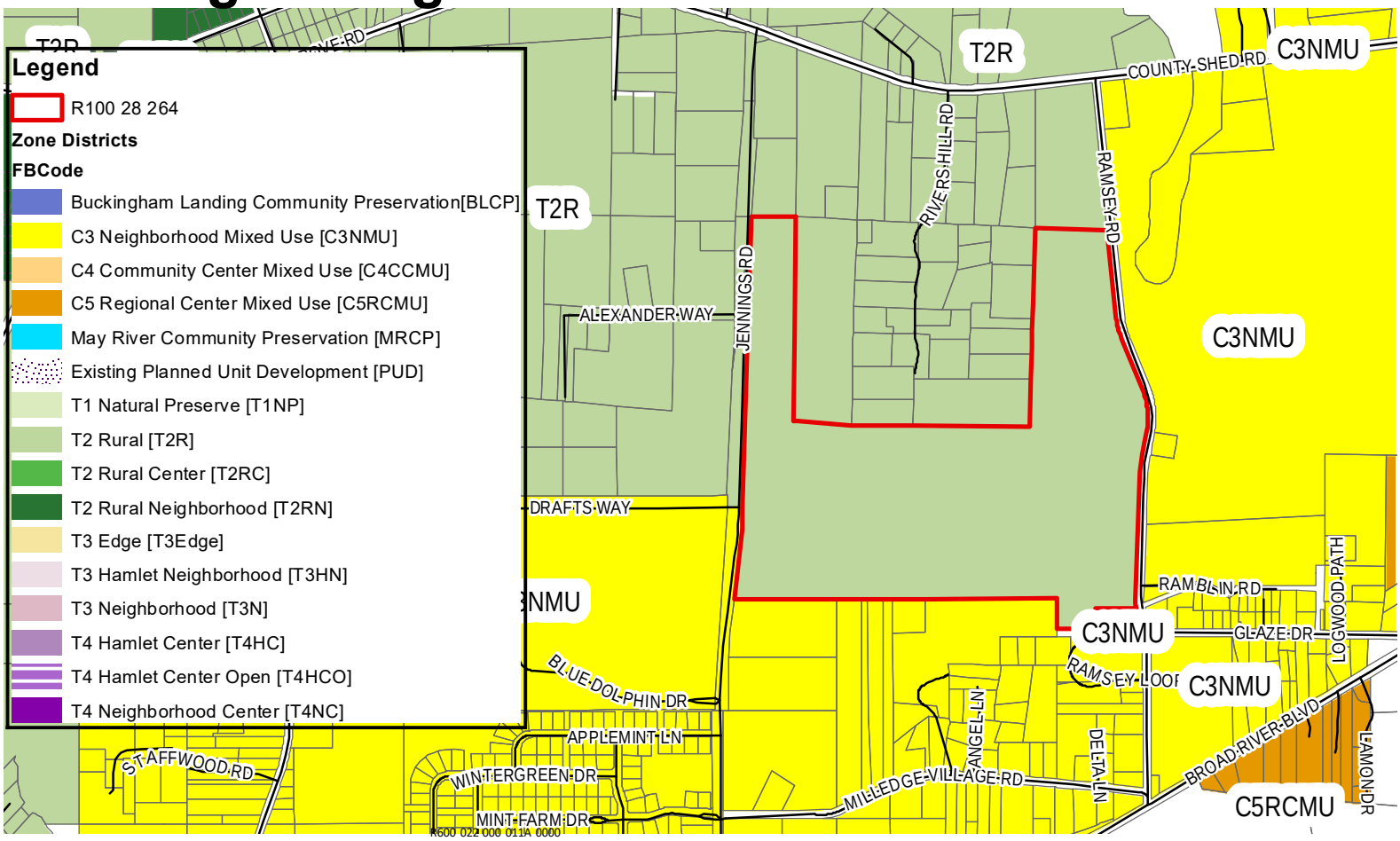
- Townhomes facing Jennings will need to address thoroughfare standards on Jennings (2.2.50)
- Each residential lot shall be within 1,000 feet of an existing or proposed playground (2.3.80)

- Sites providing 100 units or more shall also provide an indoor public meeting space. This may be a freestanding building or integrated within another building. (2.3.80)
- Identify types of civic spaces (2.8.30)

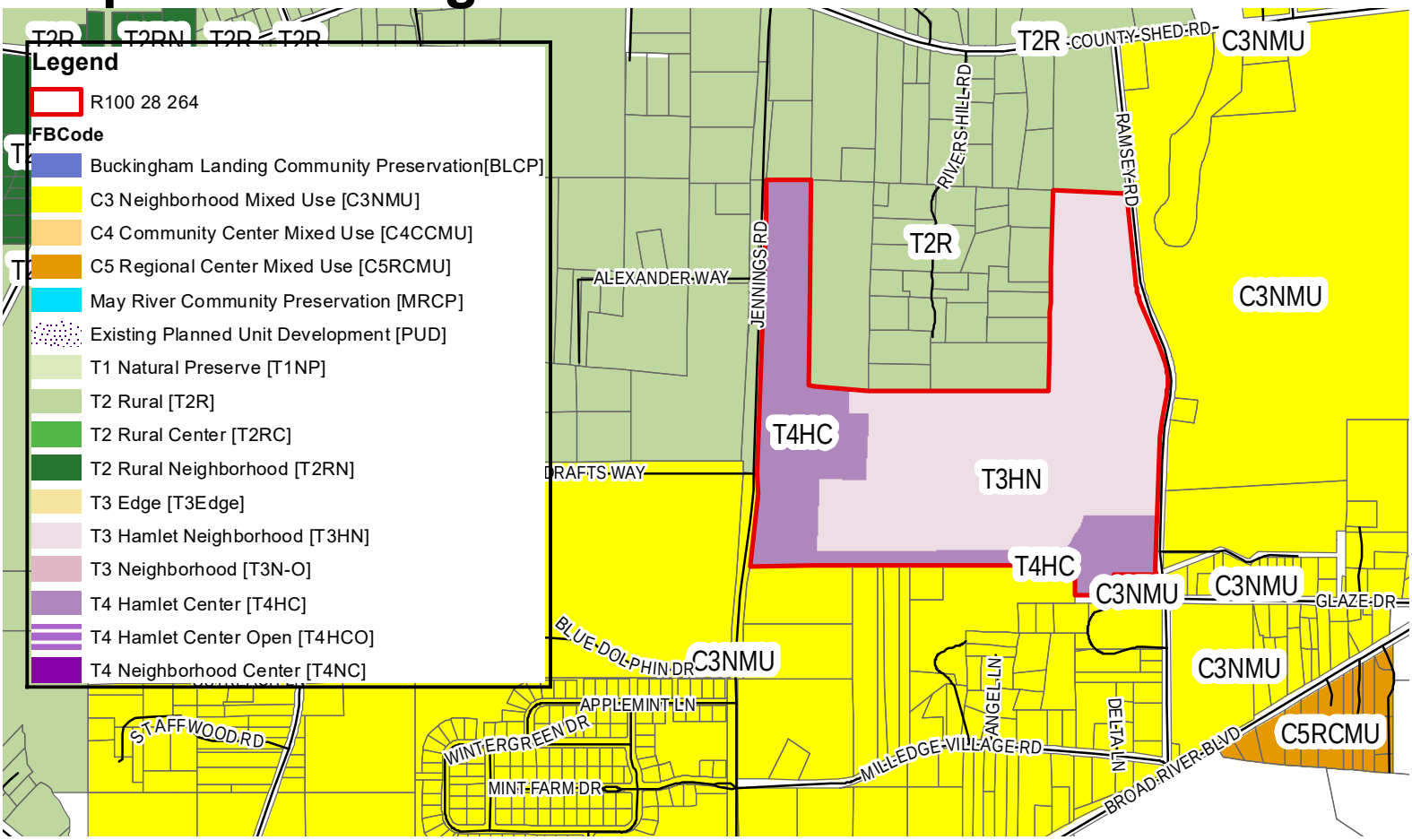
H. ATTACHMENTS

- Zoning Map (existing and proposed)
- Application
- TIA
- Development Agreement

Existing Zoning



Proposed Zoning



ZONING MAP AMENDMENT NARRATIVE
FOR
A REQUEST FOR REVIEW OF APPLICATION FOR THE ZONING MAP AMENDMENT
BY
Ramsey Farm LP
(Claire Nitze)
CONCERNING
98 Jennings Rd
(R100 028 000 0264 0000)
BEAUFORT COUNTY, SOUTH CAROLINA

This project narrative is submitted to the Beaufort County Planning Department as a portion of an application for Zoning Map Amendment of the Ramsey Farm LP's ("Owner") property at 98 Jennings Road, currently zoned Rural T2R. This narrative is submitted to the Beaufort County Planning Commission and the Beaufort County Council to explain the request and describe how the Application meets the criteria of the Section 7.3.50 [Place Type Overlay (Rezoning)] of the Community Development Code ("CDC") and to explain the reason(s) for the zoning request as required by the Application for rezoning.

Our foremost goal is to ensure that Beaufort County residents have access to affordable entry-level housing. To support this, a separate Development Agreement is being prepared in collaboration with the county and the Beaufort Jasper Housing Trust to establish the framework and details for this initiative. The agreement's details will be finalized through negotiations with county staff and the County Council's Community Services and Land Use Committee prior to the PTO's first reading at County Council.

I. NARRATIVE

a. Introduction, Background, and Request

The Property located at 98 Jennings Road is an approximately 86.16 acre parcel of real property identified by Beaufort County Tax map number R100 028 000 0264 0000, ("Property"), currently zoned Rural Neighborhood (T2R), located within the unincorporated Beaufort County and bounded to the south by several vacant and residential parcels that are zoned Neighborhood Mixed-Use (C3NMU), to east by Ramsey Road, to the west by Jennings Road, and to the north several parcels zoned Rural (T2R). The property is accessed from both Ramsey and Jennings Roads.

The existing 86.16 acre property has been used to farm planted pines over the years. Of the 86.16 acres, approximately 15.59 acres are wetlands, the largest of which occupies the southeast corner of the property.

The property owner is seeking a rezoning to a Hamlet Place Type designation of the Place Type Overlay (PTO), consisting of T4 Hamlet Center (T4HC- 30%) and T3 Hamlet Neighborhood (T3HN- 70%), aligning with the Comprehensive Plan. This parcel meets the minimum 80 Acre site requirement for theThe Hamlet Place Type designation in the Beaufort County Community Development Code. Additionally, PTO is compatible C3NMU zoning of adjacent parcels to the southwest, south, and east. This proposal is in line with the Comprehensive Plan's Future Land Use Map, designating the area as Neighborhood Mixed-Use, consistent with the existing zoning of neighboring properties to the north and west of the parcel. The expansion of mixed-use development is intended to diversify commercial and residential options, fostering a centralized development that bolsters employment opportunities while preserving the rural character of northern Beaufort County. (See Attached Transect Regulating Plan, PTO Regulating Plan, and Natural Resources, Wetlands, & Civic Space Plan)

Furthermore, there is a likelihood that the property will be developed for single-family residential use, catering to the housing needs of Marine Corps Air Station families by offering entry-level housing options.

Streets and alleys will be privately owned. All streets will be based on the Neighborhood Edge Street standards. All alleyways will have a 20’ ROW and 14’ travel lane. (See attached Thoroughfare Standards Exhibit)

Collector Street Design Standards		
Design Element	Allowed Values	When Special Exceptions are Allowed
Travel Lane Width	10'	9' allowed only when parallel streets provide alternative routes in the event of closure or blockage.
Parking	None	
Drainage	Open swale with stabilized soil shoulder.	
Street Planting	8' minimum swale; may be wider as needed for adequate stormwater collection.	
Sidewalk (Clear Width)	5' minimum	
Clear Sight Distance	40' along local street from end of curb radius	

Collector

Local

3.9.5 **Neighborhood Edge Streets:** These streets are generally the most rural in nature and are not designed to allow on-street parking. Depending on the capacity and availability of central stormwater infrastructure, these streets may feature a deeper swale for drainage than many of the streets in other transect districts.

The Owner submits this Application requesting the approval of:

An amendment to the County's Zoning Map designating the Property with the zoning district of Hamlet Place Type designation of the Plate Type Overlay zoning with land uses described listed in the CDC Division 3.4.80 and illustrated in the

attached Transect Regulating Plan and PTO Regulating Plan.

Hamlet Place Type

80 acres min., 160 acres max.
3 du./ac. max.

Hamlet Place Type		
T2 Rural (T2R)	No min.	65% max.
T3 Edge (T3E)	No min.	25% max.
T3 Hamlet Neighborhood (T3HN)	25% min.	70% max.
T4 Hamlet Center (T4HC)	10% min.	50% max.

II. REZONING CRITERIA

a. Applicability. The current zoning for the Property is Rural Neighborhood (T2R). The proposed amendment requests designating Hamlet Place Type of the Place Type Overlay District. This designation is in keeping with the Beaufort County Comprehensive Plan's provision that the PTO shall be used when the property is upzoned. Hamlets are typically larger and more intense than rural crossroads and are often located at the edge of the rural and urban condition. A hamlet often has a small, pedestrian-oriented main street with surrounding and supporting residential fabric that is scaled to the size of a pedestrian shed. The main street and surrounding residential fabric transitions quickly into agricultural uses and/or the natural environment.

b. Application Review Criteria. [CDC Division 7.3.50 – Place Type Overlay (Rezoning) Review Standards]. The Owner proposes that this Application satisfies or exceeds the requirements for a Zoning Map Amendment as set forth below.

c. Consistency with the 2040 Beaufort County Comprehensive Plan

i. NATURAL ENVIRONMENT – The distinctive charm of Beaufort County is closely tied to its abundant natural resources. The county is committed to maintaining a harmonious equilibrium between human activities and the preservation of its natural environment. Any potential

redevelopment will align with the Comprehensive Plan's objectives, specifically focusing on Water Quality and Quantity, Habitat Preservation and Protection, Environmental Education and Outreach with the Public, and the promotion of Sustainable Development. Presently utilized as a pine plantation, the property has undergone clear-cutting and replanting cycles over the past few decades. The development of the parcel will not result in adverse impacts to the natural environment or cause detrimental effects to the surrounding natural ecosystem.

ii. CULTURE– Preserving and safeguarding Beaufort County's rich cultural heritage and history remains a top priority for the county. It is crucial to acknowledge evolving socio-economic and cultural trends while actively promoting the arts. The proposed amendment aligns with the Cultural Resources element of the Comprehensive Plan, underscoring the county's commitment to these objectives.

The military presence in the area significantly influences the local economy. Given the site's proximity to the Marine Corps Air Station, the proposed rezoning presents a valuable opportunity to expand housing options for service members' families. This strategic rezoning initiative aims to address the housing needs of Beaufort County's diverse population, contributing to a more inclusive and thriving community.

iii. ECONOMY – The Comprehensive Plan underscores the importance of enhancing options for entry-level housing to address the diverse economic needs essential for sustaining the vitality of Beaufort County's community. Instead of solely focusing on attracting new businesses and industries to diversify the tax base, the establishment of entry-level housing opportunities aims to provide housing that supports the County's growing economies. This is achieved by strengthening and expanding the business tax base while simultaneously creating quality, value-added housing options for residents.

Within the framework of the Comprehensive Plan, a key objective is to ensure a sufficient supply of appropriately located land zoned for a Hamlet. This strategic allocation aims to promote the economic well-being and diversity of the region. Additionally, the Economy component of the Comprehensive Plan advocates for the planning, development, and permitting of PTO developments tailored to appeal to young professionals and military families.

In this context, the rezoning to Place Type Overlay (Hamlet Place Type designation) offers an opportunity to extend and diversify the predominantly rural residential tax base. The focus shifts towards accommodating the housing needs of the workforce, thereby creating a more resilient and inclusive foundation for Beaufort County's economic sustainability.

iv. MOBILITY – In the realm of urban planning, careful consideration is given to aspects such as land use development, mobility, public safety, infrastructure costs, environmental conservation, and the visual and

economic appeal of neighborhoods and communities. The tangible consequences of new growth, particularly in terms of diminished quality of life due to traffic congestion, underscore the importance of comprehensive planning. The introduction of the Place Type Overlay zoning, allowing for mix of residential options, not only promotes local and diverse housing options but also serves to curtail extensive vehicle travel, thereby safeguarding road capacity.

Moreover, this zoning initiative goes beyond by incorporating measures to enhance interconnectivity, introducing a secondary street infrastructure that strategically improves traffic impacts. By facilitating smoother traffic flow, these additional enhancements contribute to an overall improvement in the livability and functionality of neighborhoods. Additionally, the rezoning effort enables the establishment of housing in closer proximity to employment centers, ensuring greater accessibility for future residents and fostering a more sustainable and interconnected urban environment.

v. HOUSING – With the uptick in housing prices and a trend reflecting the migration of affluent retirees to the area, housing accessibility is becoming an increasing priority. Under the proposed zoning, suitable entry-level housing can be provided near employment opportunities. The allowed residential uses under the proposed zoning address barriers to housing accessibility, as recommended in the Comprehensive Plan. The option to provide entry-level housing on this site would mean that the County can more easily protect and preserve the family compounds prevalent in the rural areas of Northern Beaufort County.

vi. COMMUNITY FACILITIES – County departments offer a range of services, encompassing General Government, Detention Center, Emergency Management, EMS, Libraries, Park and Recreations, as well as Solid Waste/ Recycling. The suggested rezoning to Place Type Overlay (PTO) is anticipated to have no adverse effects on the mission and objectives of community facilities. Given the property's existing management under pine plantation, it already accommodates many of these services. Any alterations in land use resulting from the rezoning are expected to balance the demand by augmenting the tax revenue base. Additionally, it's worth noting that the local schools near the parcel currently operate under capacity.

vii. BUILT ENVIRONMENT – Effective land use planning serves as the cornerstone for all redevelopment initiatives within the County, ensuring a balanced and sustainable distribution of various land use categories to meet both present and future community needs. Looking ahead, growth management will persistently prioritize redevelopment, employing innovative strategies to adapt to unique conditions. The identified parcel and its adjacent area are designated as "Neighborhood Mixed-Use" and/or “Place Type Overlay” on the Future Land Use Map of the Comprehensive Plan. The current property usage falls short of aligning with the standards of neighboring development, impacting quality of life and limiting diverse housing opportunities. The proposed rezoning aims to expand the range and diversity of existing land uses in the vicinity.

The Comprehensive Plan indicates that the average population growth in this area is driven by individuals seeking retirement and economic opportunities. The relocating population tends to be well-educated, affluent, and residing in smaller households. Projections in the Comprehensive Plan foresee substantial residential growth in Northern Beaufort County, particularly in this section. Recent population trends validate these expectations. The Comprehensive Plan recommends strategies focused on creating walkable communities with a variety of housing options. The Place Type Overlay zoning, as outlined in the 2040 Beaufort County Atlas, facilitates high-quality, moderately dense residential development, incorporating denser zones for multi-family and mixed-use structures to promote walkability and affordable housing choices. Design requirements aim to cultivate a suburban character while encouraging both pedestrian and automobile access.

viii. FOCUSED PLANNING AREAS – This parcel is situated within the Beaufort & Port Royal Planning Areas. The adoption of the 2020 Beaufort County Comprehensive Plan, in conjunction with the Port Royal Comprehensive Plan, presented an opportunity to establish unified planning principles. In the Beaufort & Port Royal Focal Area, particular attention should be given to the redesign of roads for enhanced safety, multimodal accessibility, and a human-scaled environment. Prioritizing plans for a Palmetto Breeze trolley service connecting Port Royal and Downtown Beaufort is crucial, as it would significantly contribute to mobility and a cohesive sense of place.

For growth management west of Port Royal, guidance should be derived from Place Types influenced by the Greenprint Overlay Map, the existing transportation network, and the potential integration of a trolley service. Introducing a new Town Place Type along Parris Island Gateway is proposed to create a walkable destination and residential space, fostering a distinct sense of place and identity for this specific County area.

Successful execution of the Port Royal and Beaufort County plans relies on joint planning, cooperation, an annexation strategy, and shared standards for development and infrastructure services. As outlined in the Comprehensive Plan for the Beaufort & Port Royal Planning Area, the recommended future land use for this parcel is Place Type Overlay zoning.

d. Is not in conflict with any provision of this Development Code, or the Code of Ordinances. The Property is designated, according to the Future Land Use Map. In compliance with an upzoning of the property, the PTO is compatible and consistent with the adjacent properties and with the Future Land Use Map in the Comprehensive Plan.

e. Addresses a demonstrated community need. In the northern part of Beaufort County, the predominant tax base consists of rural residential areas. The suggested rezoning aims to promote a range of entry level housing options. As stated in the Comprehensive Plan, the most suitable option for the property is the

PTO, which aligns with the community's immediate needs or long-term development objectives.

f. Is required by changed conditions. The use of the property as a pine planation is no longer considered its optimal use. The prospective owners aim to align the property's zoning with the Future Land Use Map outlined in the Comprehensive Plan. They envision transforming the land into entry-level housing to meet the housing needs of the growing employment base in northern Beaufort County. Given the county's remarkable rate of growth, which is expected to persist, there is a pressing need to address the imbalance between high demand and limited supply. Rezoning this property presents an opportunity to tackle this crucial issue of accommodating the area's rapid growth.

g. Is compatible with existing and proposed uses surrounding the land subject to the application, and is the appropriate zone and uses for the land. Owing to its close proximity to neighboring parcels presently zoned as Neighborhood Mixed-Use (C3NMU) and the Future Land Use Map designating adjacent parcels as C3NMU and/or PTO, the proposed zoning aligns seamlessly with the surrounding zoning and land uses. This parcel is poised to function as a natural extension of the existing Neighborhood Mixed-Use (C3NMU) in this area. The PTO designation, as determined by the Comprehensive Plan, is the most appropriate zoning designation for the property.

h. Would not adversely impact nearby lands. The newly implemented stormwater ordinance in the County will be applicable to all forthcoming property developments. Furthermore, these future developments will incorporate open space and natural resource protection to safeguard adjacent properties against any visual impacts. The 12.2 Acres of Civic Space, and the 10% (T4HC) & 20% (T3HN) Natural Resource Protection will goes a long way towards proper stewardship of the land.

i. Would result in a logical and orderly development pattern. The location is conveniently reachable from both Jennings and Ramsey Roads, seamlessly linking to the neighboring development layout and offering the potential for a secure and pedestrian-friendly community experience.

j. Would not result in adverse impacts on the natural environment—including, but not limited to, water, air, noise, storm water management, wildlife, vegetation, wetlands, and the natural functioning of the environment. The property's future development would meet or exceed the County's current development standards for Civic Space, natural resource protection, and stormwater management.

k. Would result in development that is adequately served by public facilities (e.g., streets, potable water, sewerage, stormwater management, solid waste collection and disposal, schools, parks, police, and fire and emergency medical facilities). It is anticipated that the proposed rezoning and redevelopment will be served by existing utilities and community facilities. There is adequate space to address stormwater on site for any development. No additional roadways would be required to serve this site.

III. CONCLUSION.

a. The Owner believes the foregoing narrative and analysis demonstrates that this Application for Zoning Map Amendment is in conformance with the County's Comprehensive Plan and meets the criteria of the CDC Division 7.3.50. Accordingly, the Owner respectfully requests that the Planning Commission and County Council:

b. Review this Application and the supporting documentation.

c. Find the following:

   i. That this Application is consistent with and furthers the goals and policies of the Comprehensive Plan and the purposes of this Development Code.

   ii. That this Application is not in conflict with any provision of this Development Code, or the Code of Ordinances

   iii. That this Application addresses a demonstrated community need.

   iv. That this Application is required by changed conditions.

   v. That this Application is compatible with existing and proposed uses surrounding the land subject to the application and is the appropriate zone and uses for the land.

   vi. That this Application would not adversely impact nearby lands.

   vii. That this Application would result in a logical and orderly development pattern.

   viii. That this Application would not result in adverse impacts on the natural environment.

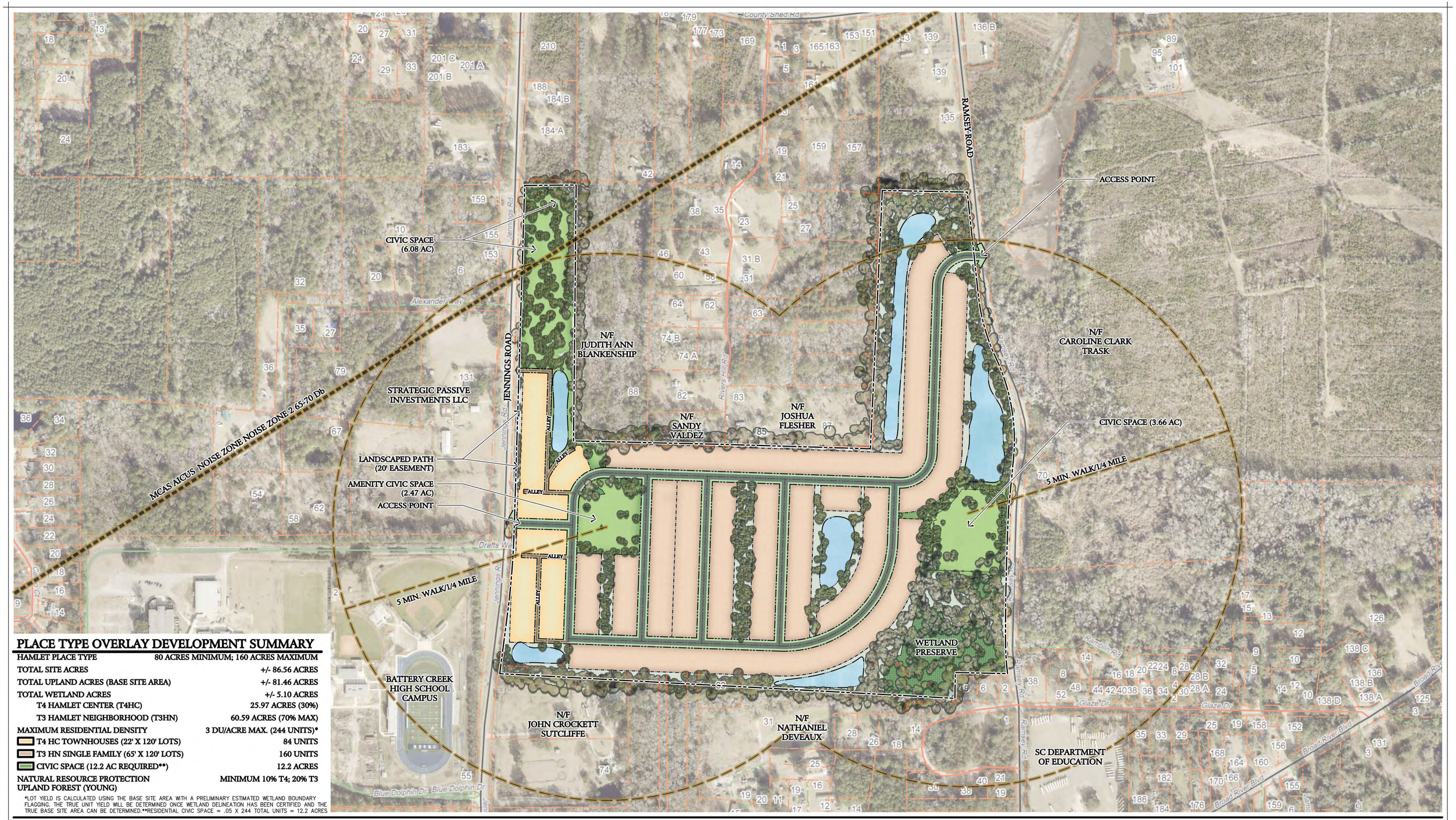
   ix. That this Application would result in development that is adequately served by public facilities.

d. Recommend approval of this Application and the rezoning of the Place Type Overlay (Hamlet Place Type designation) with the uses and density set forth in the Beaufort County Community Development Code, and in accordance with the attached Transect Regulating Plan and PTO Regulating Plan.

Respectfully submitted on behalf of the Owner this 10th day of September 2024.

Regards,

Josh K. Tiller, PLA, ASLA
President, J.K. Tiller Associates, Inc.



PLACE TYPE OVERLAY DEVELOPMENT SUMMARY

HAMLET PLACE TYPE	80 ACRES MINIMUM; 160 ACRES MAXIMUM
TOTAL SITE ACRES	+/- 86.56 ACRES
TOTAL UPLAND ACRES (BASE SITE AREA)	+/- 81.46 ACRES
TOTAL WETLAND ACRES	+/- 5.10 ACRES
T4 HAMLET CENTER (T4HC)	25.97 ACRES (30%)
T3 HAMLET NEIGHBORHOOD (T3HN)	60.59 ACRES (70% MAX)
MAXIMUM RESIDENTIAL DENSITY	3 DU/ACRE MAX. (244 UNITS)*
T4 HC TOWNHOUSES (22' X 120' LOTS)	84 UNITS
T3 HN SINGLE FAMILY (65' X 120' LOTS)	160 UNITS
CIVIC SPACE (12.2 AC REQUIRED**)	12.2 ACRES
NATURAL RESOURCE PROTECTION UPLAND FOREST (YOUNG)	MINIMUM 10% T4; 20% T3

*LOT YIELD IS CALCULATED USING THE BASE SITE AREA WITH A PRELIMINARY ESTIMATED WETLAND BOUNDARY FLAGGING. THE TRUE UNIT YIELD WILL BE DETERMINED ONCE WETLAND DELINEATION HAS BEEN CERTIFIED AND THE TRUE BASE SITE AREA CAN BE DETERMINED.**RESIDENTIAL CIVIC SPACE = .05 X 244 TOTAL UNITS = 12.2 ACRES

PREPARED FOR:
PULTE HOMES COMPANY, LLC

PREPARED BY:
J. K. TILLER ASSOCIATES, INC.
LAND PLANNING LANDSCAPE ARCHITECTURE
181 BLUFFTON ROAD, SUITE F203 BLUFFTON, SC 29910
Voice 843.815.4800 jktiller@jktiller.com Fax: 843.815.4802

RAMSEY FARM HAMLET PLACE TYPE PTO REGULATING PLAN

BEAUFORT COUNTY, SOUTH CAROLINA

SEPTEMBER 5, 2024

NORTH

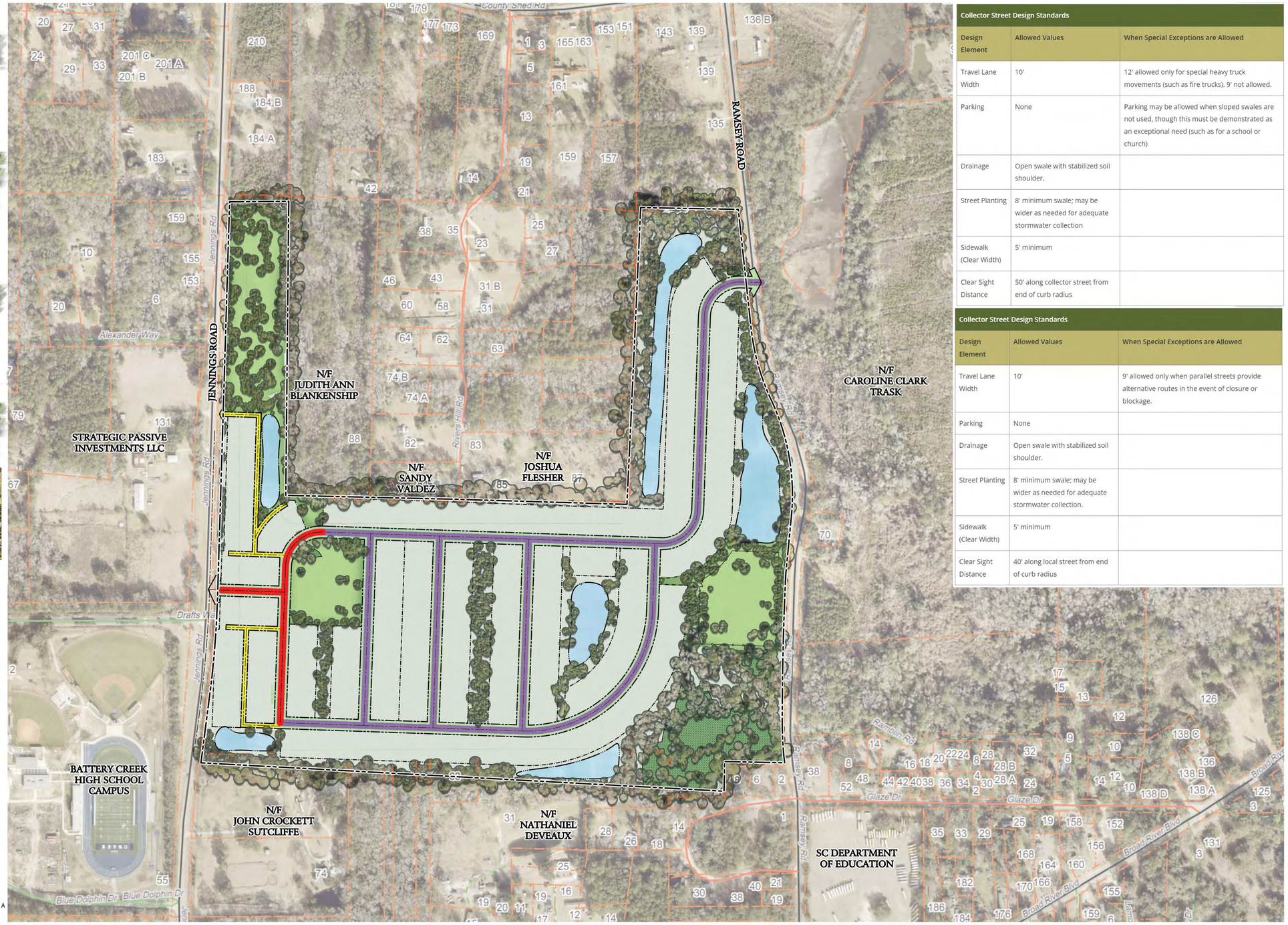
GRAPHIC SCALE 0 200' 400' 600'

JKT Job Number: 202322-01

Collector

Local

3.9.5 **Neighborhood Edge Streets:** These streets are generally the most rural in nature and are not designed to allow on-street parking. Depending on the capacity and availability of central stormwater infrastructure, these streets may feature a deeper swale for drainage than many of the streets in other transect districts.



Collector Street Design Standards		
Design Element	Allowed Values	When Special Exceptions are Allowed
Travel Lane Width	10'	12' allowed only for special heavy truck movements (such as fire trucks). 9' not allowed.
Parking	None	Parking may be allowed when sloped swales are not used, though this must be demonstrated as an exceptional need (such as for a school or church)
Drainage	Open swale with stabilized soil shoulder.	
Street Planting	8' minimum swale; may be wider as needed for adequate stormwater collection	
Sidewalk (Clear Width)	5' minimum	
Clear Sight Distance	50' along collector street from end of curb radius	

Collector Street Design Standards		
Design Element	Allowed Values	When Special Exceptions are Allowed
Travel Lane Width	10'	9' allowed only when parallel streets provide alternative routes in the event of closure or blockage.
Parking	None	
Drainage	Open swale with stabilized soil shoulder.	
Street Planting	8' minimum swale; may be wider as needed for adequate stormwater collection.	
Sidewalk (Clear Width)	5' minimum	
Clear Sight Distance	40' along local street from end of curb radius	

THOROUGHFARE STANDARDS LEGEND

NEIGHBORHOOD EDGE COLLECTOR	LOCATED IN T4HC
NEIGHBORHOOD EDGE LOCAL	LOCATED IN T3HN
ALLEY	LOCATED IN T4HC

*FOR UNITS FRONTING JENNINGS RD, THE EXISTING GRASSED SWALE PARKING WILL REMAIN. A SIDEWALK/TRAIL AND A +/-20' LINEAR LANDSCAPED FRONTAGE ADDED ALONG JENNINGS ROAD ADJACENT TO THE LOT FRONTAGES AND WITHIN THE POWERLINE EASEMENT.

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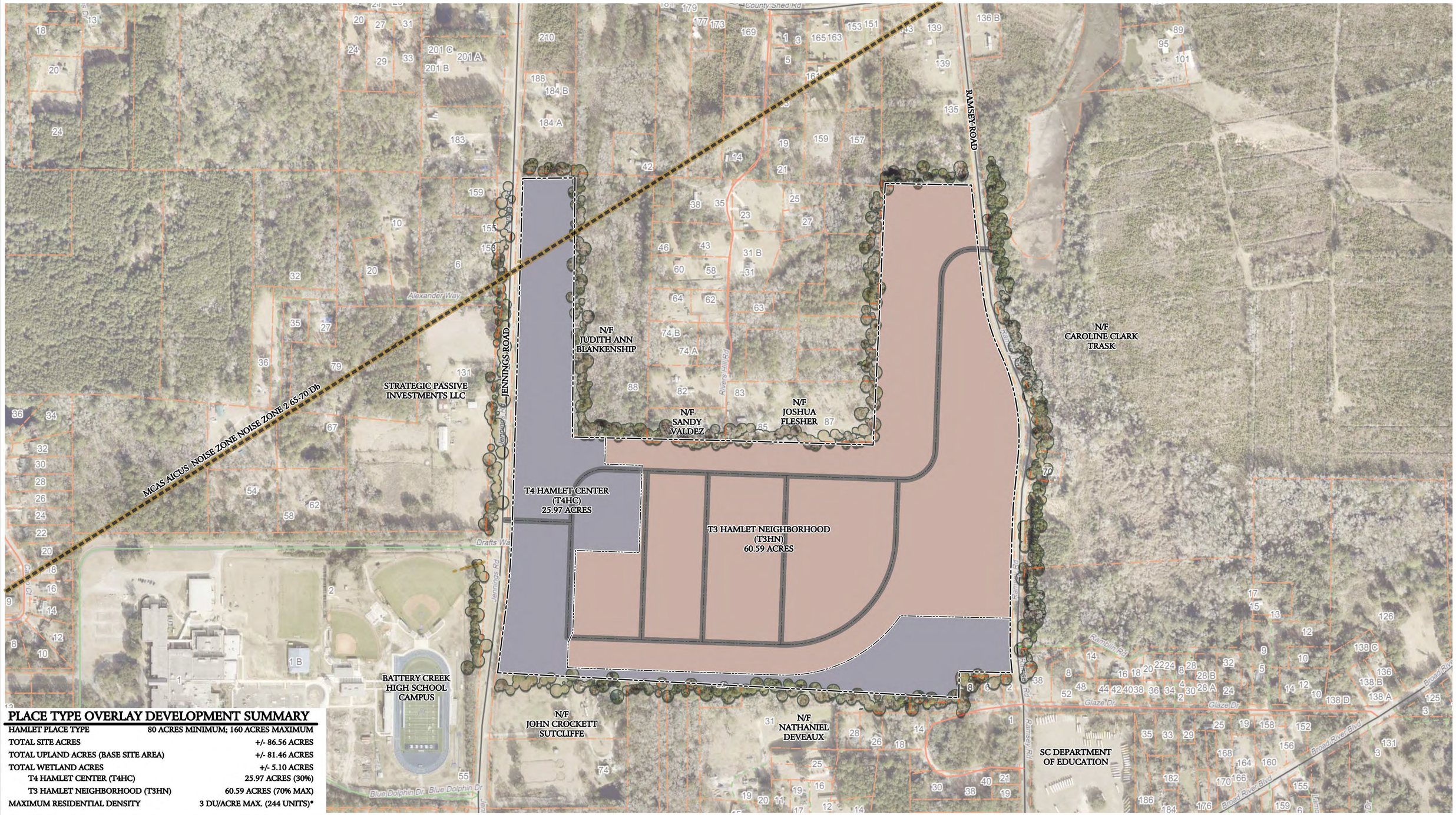
RAMSEY FARM HAMLET PLACE TYPE
THOROUGHFARE STANDARDS
BEAUFORT COUNTY, SOUTH CAROLINA
MARCH 28, 2025

GRAPHIC SCALE
NORTH 0 200' 400' 600'

JKT Job Number: 202322-01



PLACE TYPE OVERLAY DEVELOPMENT SUMMARY

HAMLET PLACE TYPE	80 ACRES MINIMUM; 160 ACRES MAXIMUM
TOTAL SITE ACRES	+/- 86.56 ACRES
TOTAL UPLAND ACRES (BASE SITE AREA)	+/- 81.46 ACRES
TOTAL WETLAND ACRES	+/- 5.10 ACRES
T4 HAMLET CENTER (T4HC)	25.97 ACRES (30%)
T3 HAMLET NEIGHBORHOOD (T3HN)	60.59 ACRES (70% MAX)
MAXIMUM RESIDENTIAL DENSITY	3 DU/ACRE MAX. (244 UNITS)*

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RAMSEY FARM HAMLET PLACE TYPE TRANSECT REGULATING PLAN

BEAUFORT COUNTY, SOUTH CAROLINA

SEPTEMBER 9, 2024

NORTH

GRAPHIC SCALE 0 200' 400' 600'

JKT Job Number: 202322-01

NATURAL RESOURCES, WETLANDS, & CIVIC SPACE

HAMLET PLACE TYPE	80 ACRES MINIMUM; 160 ACRES MAXIMUM
TOTAL SITE ACRES	+/- 86.56 ACRES
TOTAL UPLAND ACRES (BASE SITE AREA)	+/- 81.46 ACRES
NON-JURISDICTIONAL WETLANDS	+/- .40 ACRES
JURISDICTIONAL WETLANDS	+/- 3.94 ACRES
NON-JURISDICTIONAL DITCHES	+/- .76 ACRES
TOTAL WETLAND ACRES*	+/- 5.10 ACRES
CIVIC SPACE (12.2 AC REQUIRED**)	12.2 ACRES
MINIMUM REQUIRED NATURAL RESOURCE PROTECTION UPLAND FOREST (YOUNG)	10% T4HC (2.60 ACRES) 20% T3HN (12.12 ACRES)
PROVIDED NATURAL RESOURCE PROTECTION UPLAND FOREST (YOUNG)	25.6% T4HC (6.66 ACRES) 21.0% T3HN (12.5 ACRES)

*WETLAND ACRES BASED ON A 12/21/2023 WETLANDS FLAGGING MAP PREPARED BY PASSARELLA & ASSOCIATES. THE MAP WAS OVERLAYED UPON THE 09/09/2024 PLAT PREPARED BY ATLAS SURVEYING, FROM WHICH THE WETLAND ACRES WERE INTERPRETED. A FINAL CERTIFIED WETLANDS DELINEATION AND SURVEY WILL BE PREPARED AT TIME OF DEVELOPMENT PERMITTING.**RESIDENTIAL CIVIC SPACE = .05 X 244 TOTAL UNITS = 12.2 ACRES

PREPARED FOR:
PULTE HOMES COMPANY, LLC

PREPARED BY:

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RAMSEY FARM HAMLET PLACE TYPE
NATURAL RESOURCES, WETLANDS, & CIVIC SPACE PLAN
BEAUFORT COUNTY, SOUTH CAROLINA
SEPTEMBER 9, 2024

NORTH
GRAPHIC SCALE 0 200' 400' 600'

JKT Job Number: 202322-01

Ramsey Farm Residential Development

Traffic Impact Analysis

Beaufort County, South Carolina

Prepared for

Beaufort County

Prepared by

Kimley»Horn

March 2025

Ramsey Farm Residential Development

Traffic Impact Analysis

Beaufort County, South Carolina

Prepared for

Beaufort County

Prepared by

Kimley»Horn

March 2025

1080 Morrison Drive, Suite 240
Charleston, South Carolina, 29403

Table of Contents

List of Figures

List of Tables

List of Appendices

Executive Summary

The proposed Ramsey Farm Residential Development is located on Assessor's Parcel Number R100 028 000 0264 0000 northeast of the Broad River Boulevard at Jennings Road intersection in Beaufort County, South Carolina. The Ramsey Farm Residential Development is anticipated to consist of 160 single family detached units and 84 townhome units. The anticipated project traffic will access the roadway network via two proposed full-movement, stop-controlled intersections. Site Access #1 will align with the existing Jennings Road at Drafts Way intersection. Site Access #2 is located along Ramsey Road, approximately one third of a mile south of County Shed Road.

The project is proposed to be constructed and fully occupied by 2028. This study summarizes the results of the traffic analyses during the AM, School Dismissal, and PM peak hours for 2024 Existing, 2028 No-Build, 2028 Build, and 2028 Build Improved conditions at the following study intersections:

1.) Broad River Boulevard at Jennings Road
2.) County Shed Road at Jennings Road
3.) Jennings Road at Drafts Way/Site Access #1
4.) Broad River Boulevard at Ramsey Road
5.) County Shed Road at Ramsey Road
6.) Parris Island Gateway at County Shed Road/Ice House Road
7.) Broad River Boulevard at WK Alston Drive
8.) Parris Island Gateway at Broad River Boulevard/Church Access
9.) Ramsey Road at Site Access #2

Traffic operations were evaluated under 2024 Existing, 2028 No-Build, 2028 Build, and 2028 Build Improved conditions during the AM, School Dismissal, and PM peak hours of travel. With the addition of traffic associated with the proposed development, the following improvements are recommended:

Broad River Boulevard at WK Alston Drive

- Construct an eastbound right-turn lane with 200 feet of full width storage and a 150-foot taper.
    - Please note, other nearby developments are contributing to the need for this improvement in the no-build conditions

Jennings Road at Drafts Way/Site Access #1

- Please note, the capacity analysis contained within this TIA assumes Site Access #1 will align with Drafts Way. The offset intersection shown in the site plan for Site Access #1, will not be allowed by Beaufort County. The concept plan will need to be updated to show Site Access #1 aligning with Drafts Way.
- Site Access #1 is recommended to operate as full-movement, under minor street stop-control with a single ingress and a single egress lane.

Ramsey Road at Site Access #2

- Site Access #2 is recommended to operate as full-movement, under minor street stop-control
- Site Access #2 is recommended to be constructed with a single ingress and a single egress lane.

1 Introduction

The proposed Ramsey Farm Residential Development is located on Assessor's Parcel Number R100 028 000 0264 0000 northeast of the Broad River Boulevard at Jennings Road intersection in Beaufort County, South Carolina. The Ramsey Farm Residential Development is anticipated to consist of 160 single family detached units and 84 townhome units. The anticipated project traffic will access the roadway network via two proposed full-movement, stop-controlled intersections. Site Access #1 will align with the existing Jennings Road at Drafts Way intersection. Site Access #2 is located along Ramsey Road, approximately one third of a mile south of County Shed Road.

The location of the proposed development and existing lane geometry are illustrated in **Figure 1** and **Figure 2**, respectively. A conceptual site plan is provided in **Appendix A**. Please note, the capacity analysis contained within this TIA assumes Site Access #1 will align with Drafts Way. The offset intersection, shown in the site plan for Site Access #1, will not be allowed by Beaufort County. The concept plan will need to be updated to show Site Access #1 aligning with Drafts Way.

This study summarizes the results of the traffic analyses during the AM, School Dismissal, and PM peak hours for 2024 Existing, 2028 No-Build, 2028 Build, and 2028 Build Improved conditions at the following study intersections:

1.) Broad River Boulevard at Jennings Road
2.) County Shed Road at Jennings Road
3.) Jennings Road at Drafts Way/Site Access #1
4.) Broad River Boulevard at Ramsey Road
5.) County Shed Road at Ramsey Road
6.) Parris Island Gateway at County Shed Road/Ice House Road
7.) Broad River Boulevard at WK Alston Drive
8.) Parris Island Gateway at Broad River Boulevard/Church Access
9.) Ramsey Road at Site Access #2

1.1 Existing Conditions

Parris Island Gateway is a four-lane urban principal arterial, divided by a two-way left turn lane (TWLTL) and has posted speed limit of 35 miles per hour (MPH) in the vicinity of the study area. According to SCDOT count station data, Parris Island Gateway carried an annual average daily traffic (AADT) count of 18,400 vehicles per day in (VPD) 2023.

Broad River Boulevard is an undivided two-lane urban major collector with a posted speed limit of 35 MPH east of Ramsey Road and 45 MPH to the west. According to SCDOT count station data, County Shed Road carried an AADT of 7,000 VPD in 2023.

County Shed Road is an undivided two-lane urban local road with a posted speed limit of 45 MPH in the vicinity of the study area. According to SCDOT count station data, County Shed Road carried an AADT of 2,700 VPD in 2023.

Jennings Road is a two-lane urban local road with a posted speed limit of 45 MPH. SCDOT does not provide AADT data along Jennings Road.

Ramsey Road is an undivided two-lane urban local road with no posted speed limit. Based on SCDOT Road Information System (RIS) classification, the assumed speed limit is 35 MPH. SCDOT does not provide AADT data along Jennings Road.

Drafts Way is an undivided two-lane private road with no posted speed limit and serves as an access to Battery Creek High School. SCDOT does not provide AADT data along Jennings Road.

WK Alston Drive is an undivided two-lane urban local road with a posted speed limit of 35 MPH. SCDOT does not provide AADT data along Jennings Road.

Study Intersections

1.) Broad River Boulevard at Jennings Road
2.) County Shed Road at Jennings Road
3.) Jennings Road at Drafts Way/Site Access #1
4.) Broad River Boulevard at Ramsey Road
5.) County Shed Road at Ramsey Road
6.) Parris Island Gateway at County Shed Road/Ice House Road
7.) Broad River Road at WK Alston Drive
8.) Parris Island Gateway at Broad River Road/Church Access
9.) Ramsey Farm Road at Site Access #2

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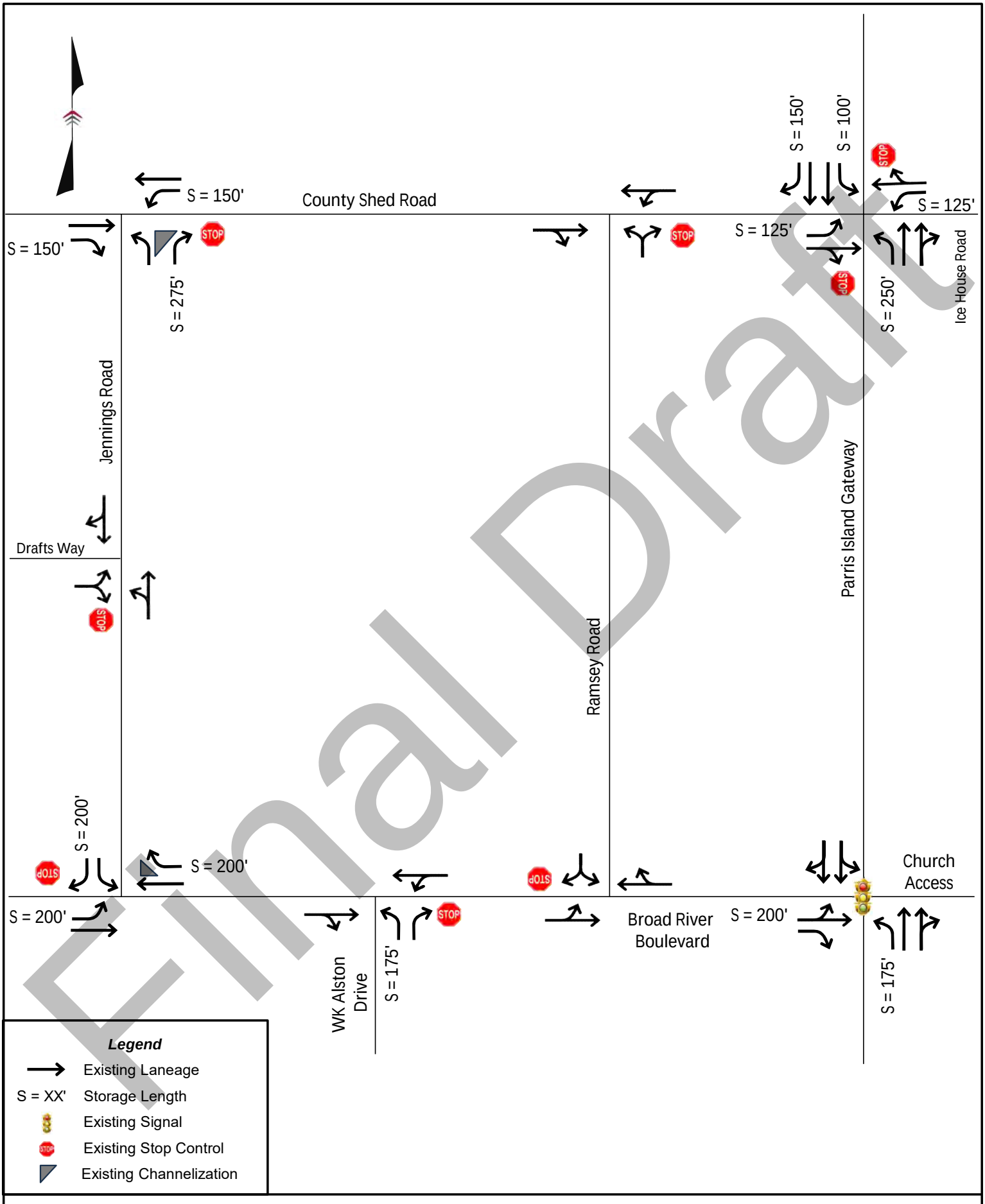
Ramsey Farm Residential Development
Figure 1 - Project Location Map



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Ramsey Farm Residential Development

Figure 2 - 2024 Existing Lane Geometry

2 Project Traffic

2.1 Trip Generation

The trip generation rates, equations, and time of day distribution tables published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual; 11th Edition* were used to estimate the trip generation potential for the development. The analysis was performed using the information for the land use code (LUC) 210 - Single-Family Detached Housing and LUC 215 - Single-Family Attached Housing. The published time of day distributions from ITE were used to develop the School Dismissal peak hour volumes.

As shown in **Table 1**, the development is anticipated to generate 152 (42 In/110 Out) AM peak hour trips, 155 (92 In/63 Out) School Dismissal peak hour trips, and 201 (124 In/77 Out) PM peak hour trips. The estimated trip generation is summarized in **Table 1**, and the trip generation calculations can be found in **Appendix B**.

Table 1 – Trip Generation Summary

Land Use	Intensity	Units	Daily	AM Peak Hour			School Dismissal Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out	Total	In	Out
210 - Single-Family Detached Housing	160	DU	1,555	114	30	84	117	68	49	155	98	57
215 - Single-Family Attached Housing	84	DU	590	38	12	26	38	24	14	46	26	20
Total Net New External Trips			2,145	152	42	110	155	92	63	201	124	77

2.2 Trip Distribution & Assignment

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

- 25% to/from the west via Broad River Boulevard
- 15% to/from the south via WK Alston Drive
- 35% to/from the south via Parris Island Gateway
- 10% to/from the west via County Shed Road
- 15% to/from the north via Parris Island Gateway

The project trip distributions and assignments are illustrated in **Figure 3** and **Figure 4**.

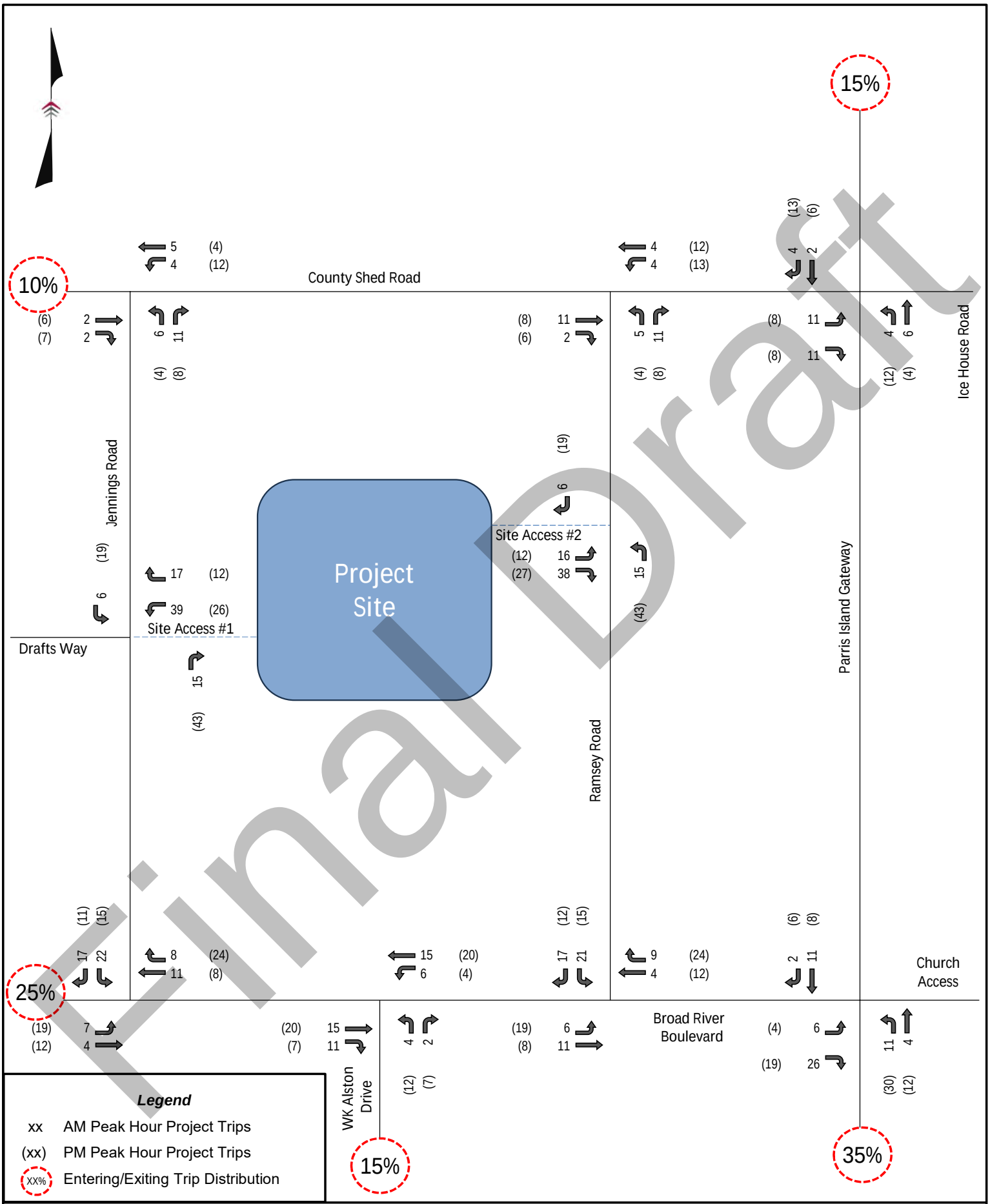

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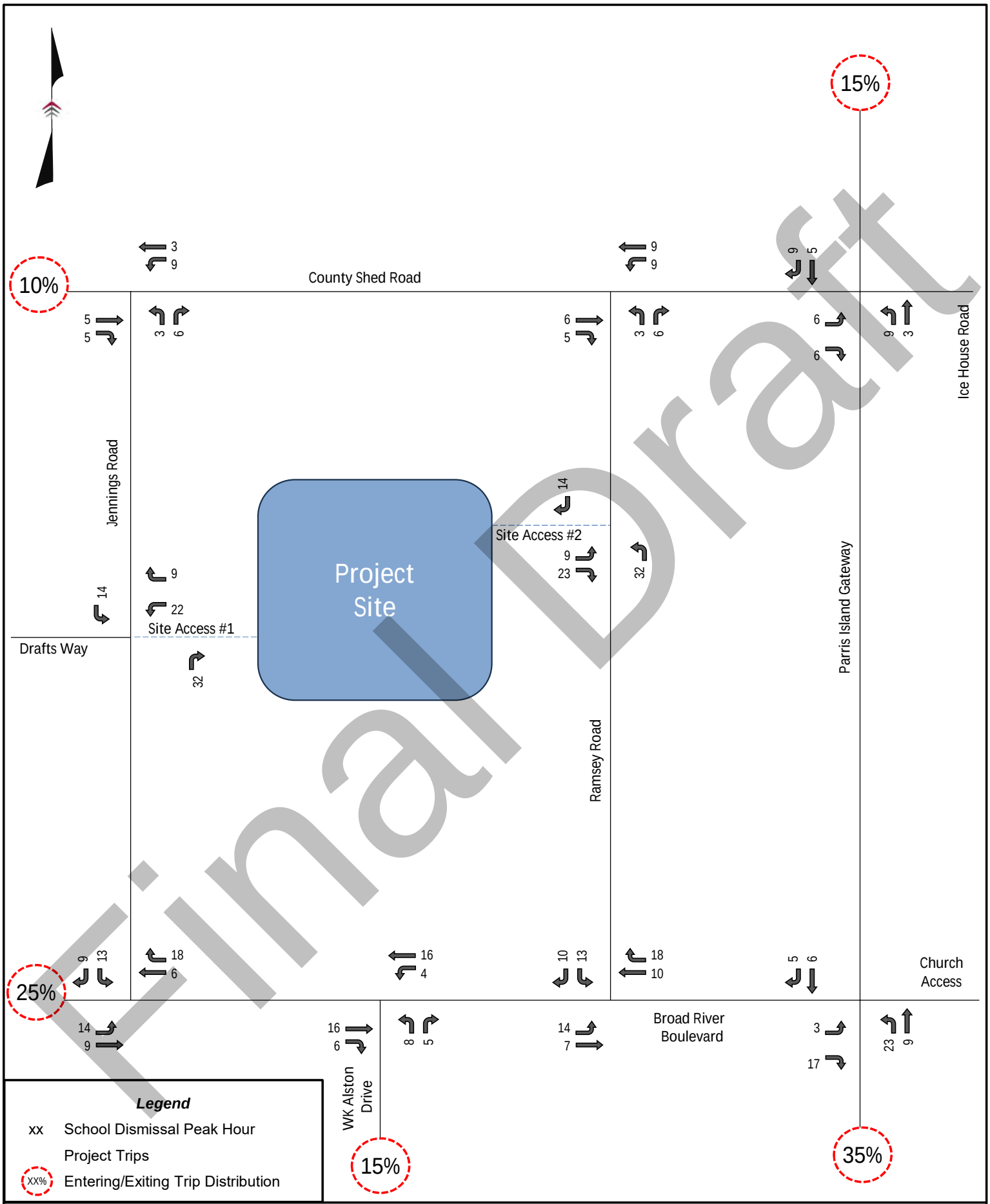
Figure 3 - AM and PM Project Trip Distribution and Assignment



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Ramsey Farm Residential Development

Figure 4 - School Dismissal Project Trip Distribution and Assignment

3 Traffic Volume Development

The 2024 Existing traffic volumes were utilized in the analysis to develop future-year traffic volumes for the projected 2028 conditions. The future-year volumes consisted of the existing traffic volumes adjusted by an annual growth rate and the anticipated traffic volumes of the proposed development. Worksheets documenting the traffic volume development are provided in **Appendix C**.

3.1 2024 Existing Traffic Development

Peak hour intersection turning movement counts were conducted in the AM peak period (6:00 AM to 9:00 AM), School Dismissal peak period (2:00 PM to 4:00 PM), and PM peak period (4:00 PM to 6:00 PM) on Thursday, November 21st, 2024, at the study area intersections.

Figure 5 illustrates the 2024 Existing AM and PM Peak Hour Traffic Volumes and **Figure 6** shows the 2024 Existing School Dismissal Peak Hour Traffic Volumes. The raw turning movement count data is included in **Appendix D**.

3.2 2028 No-Build Traffic Development

The development is anticipated to be built and operational by 2028. The future-year traffic volumes consist of the 2024 Existing traffic volumes, grown by a rate of 3% per year and incudes two approved developments to develop the 2028 No-Build traffic volumes.

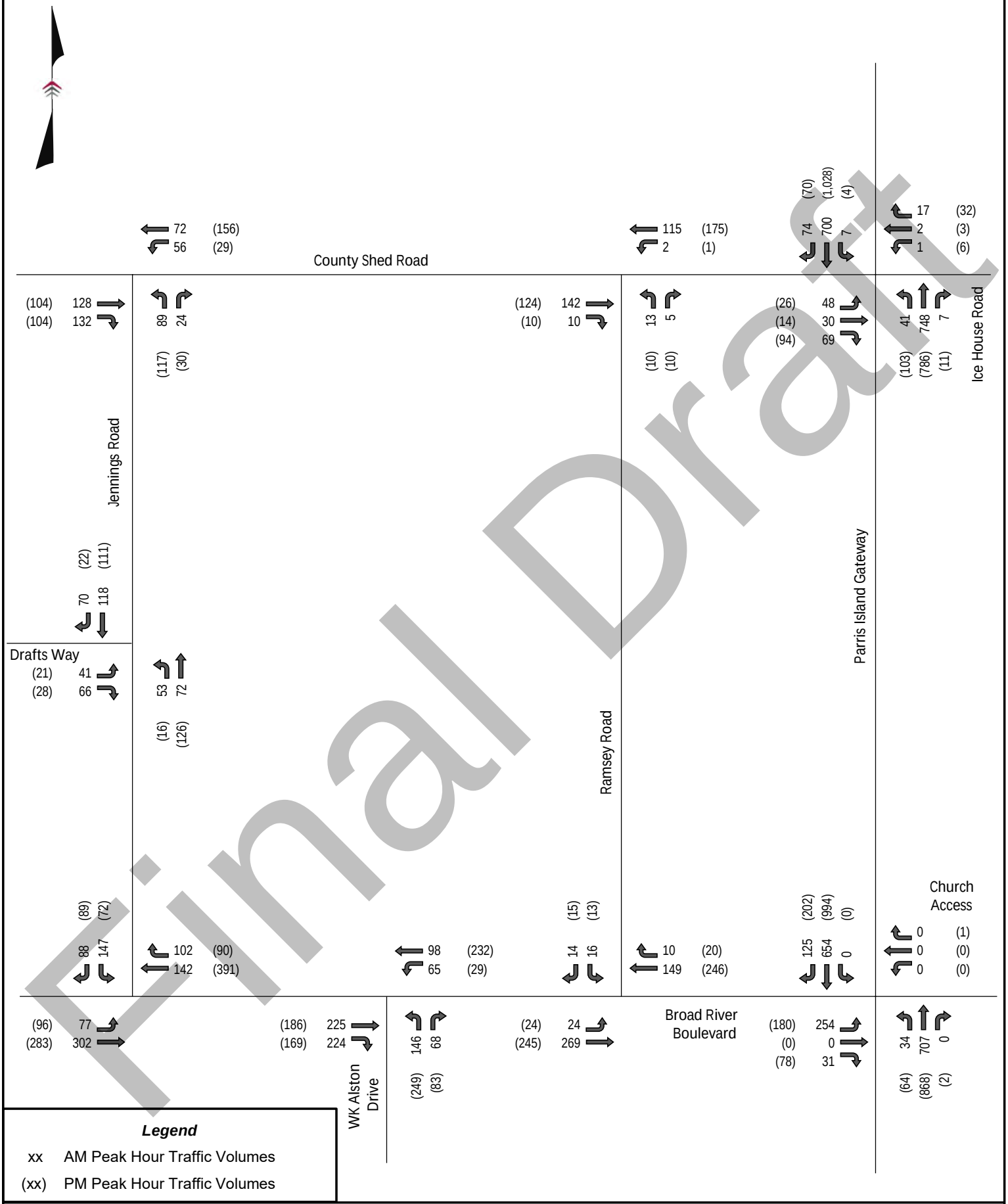
To determine the historical growth rate in the area, traffic count data was obtained from three SCDOT count stations within the study area network. The short-term and long-term growth rates were calculated to be 1.0% and 4.3%, respectively. As such, a 3% annual growth rate was utilized as part of this analysis. The 3% growth rate was approved by Beaufort County during the scoping process. Historic growth rate calculations are provided in **Appendix E**.

Burtonwood Apartments and The Grove at Broad River are two approved residential developments identified within the vicinity of the study area network. The location of the developments and the associated project trip assignments are provided in **Appendix F**.

Figure 7 illustrates the 2028 No-Build AM and PM Peak Hour Traffic Volumes and **Figure 8** shows the 2028 No-Build School Dismissal Peak Hour Traffic Volumes.

3.3 2028 Build Traffic Development

The anticipated Ramsey Farm Residential Development project traffic volumes were added to the 2028 No-Build traffic volumes to develop 2028 Build traffic volumes. **Figure 9** illustrates the 2028 Build AM and PM Peak Hour Traffic Volumes and **Figure 10** illustrates the 2028 Build School Dismissal Peak Hour Traffic Volumes.



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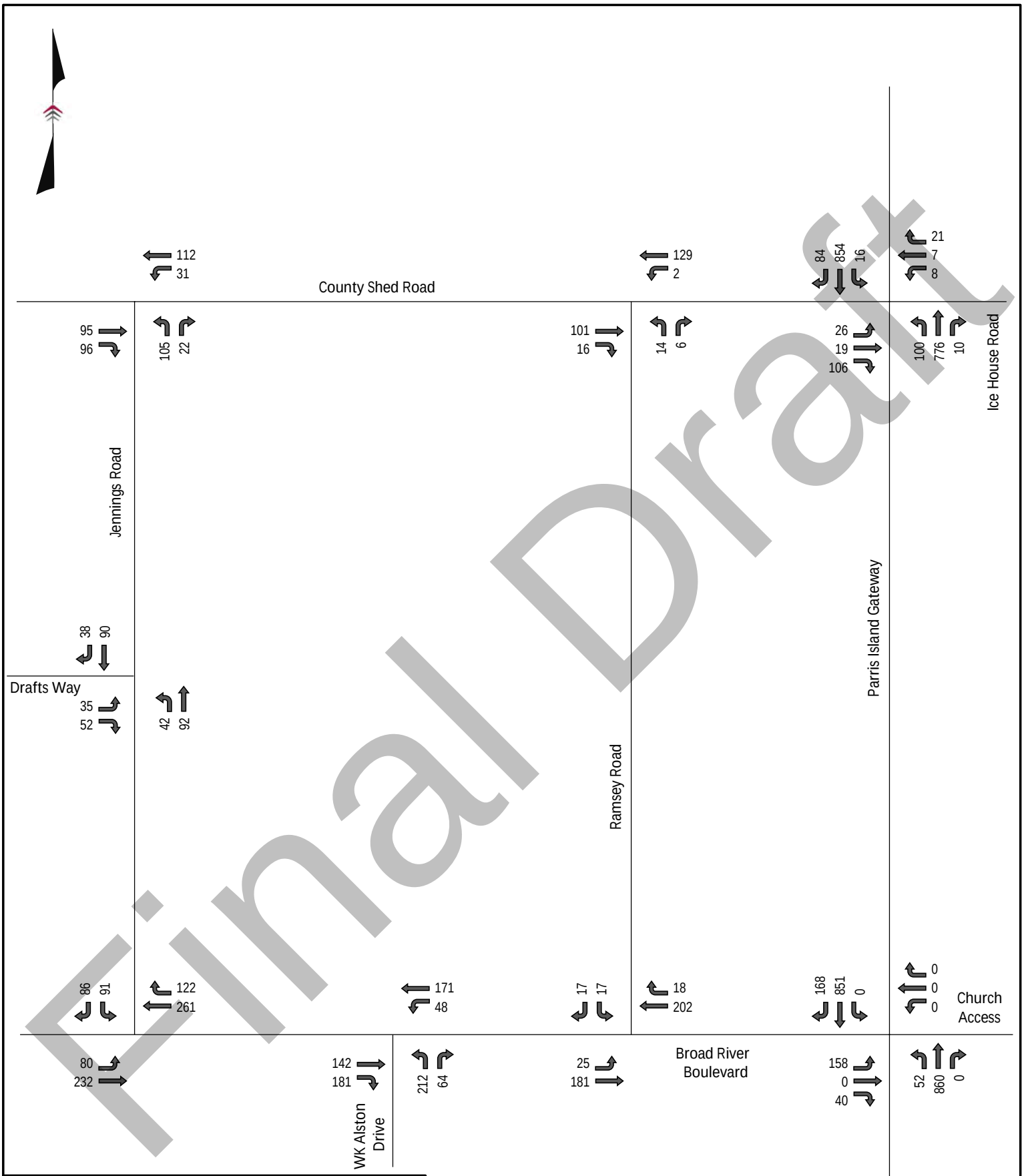
Ramsey Farm Residential Development

Figure 5 - 2024 Existing AM and PM Peak Hour Traffic Volumes



Legend

xx School Dismissal Peak Hour Traffic Volumes

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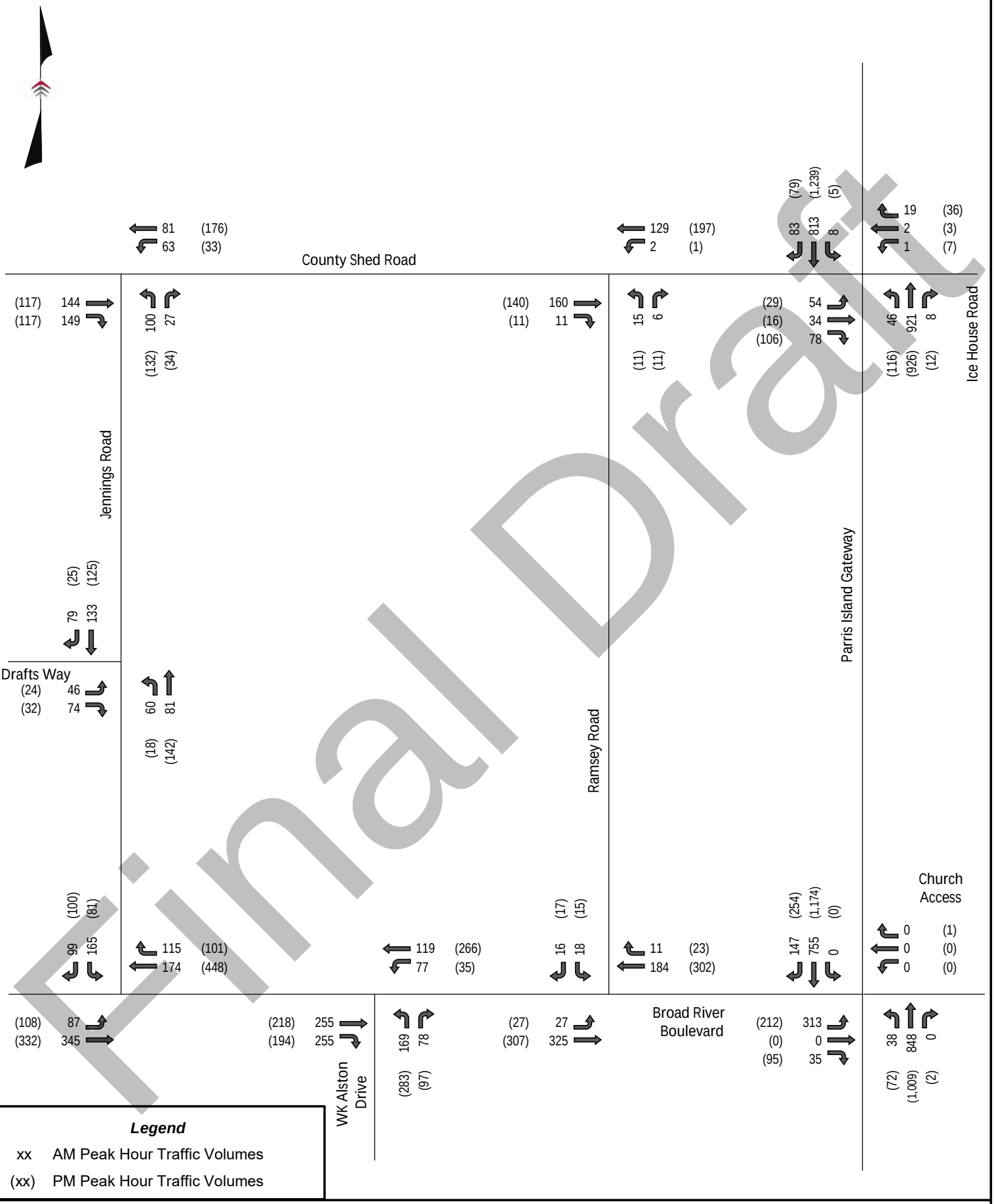
Figure 6 - 2024 Existing School Dismissal Peak Hour Traffic Volumes



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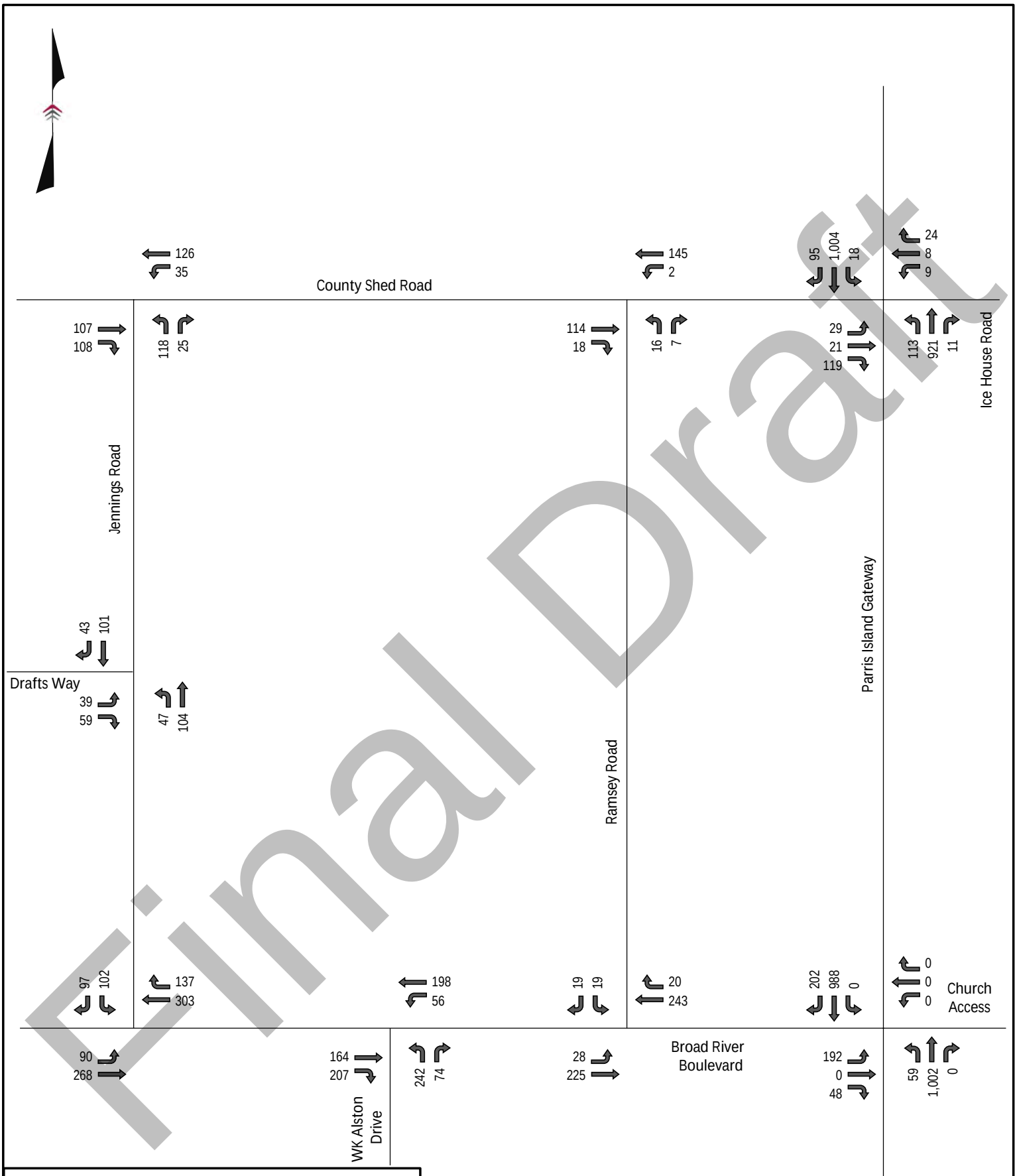
Ramsey Farm Residential Development

Figure 7 - 2028 No-Build AM and PM Peak Hour Traffic Volumes



Legend

xx School Dismissal Peak Hour Traffic Volumes

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Figure 8 - 2028 No-Build School Dismissal Peak Hour Traffic Volumes

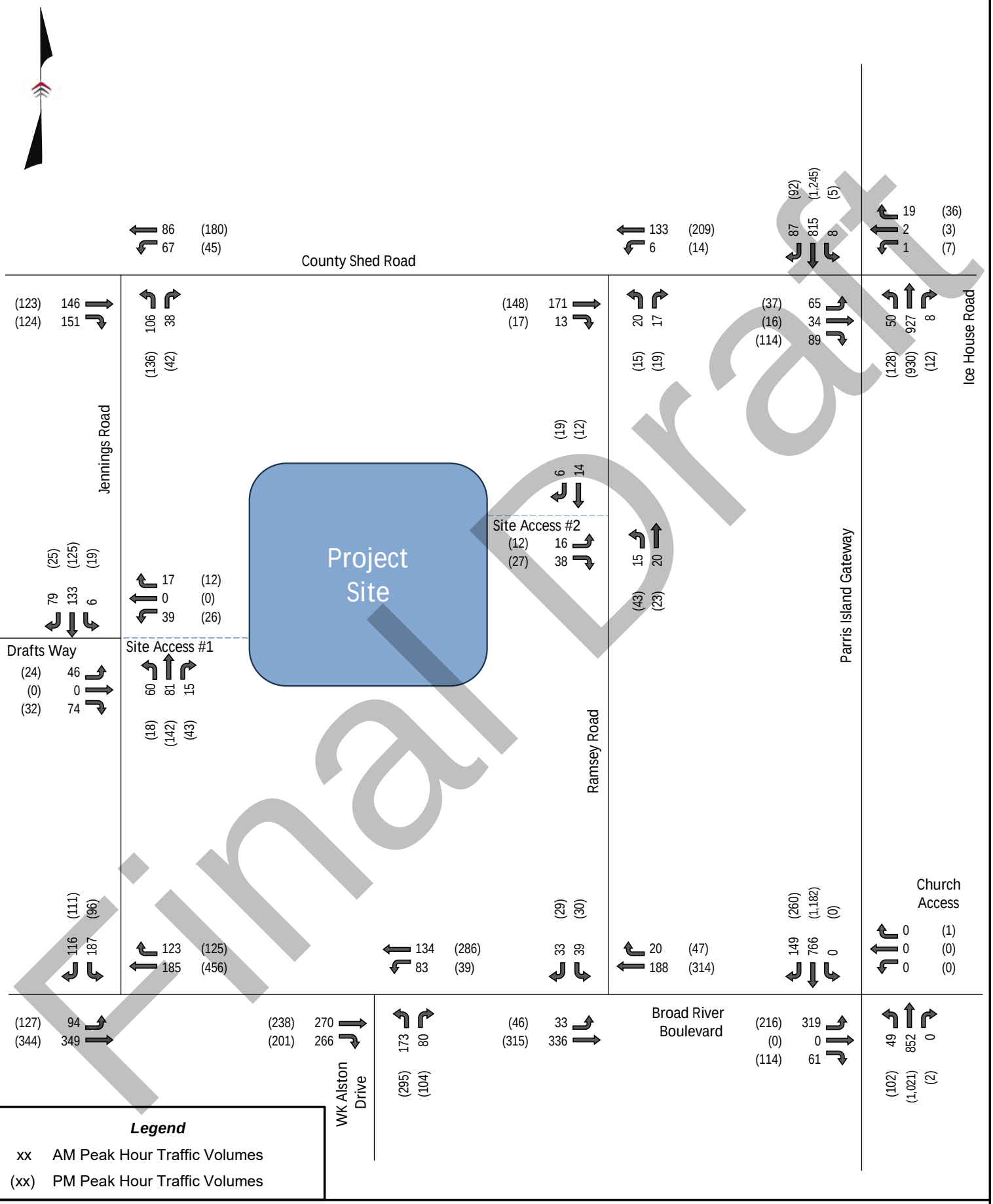

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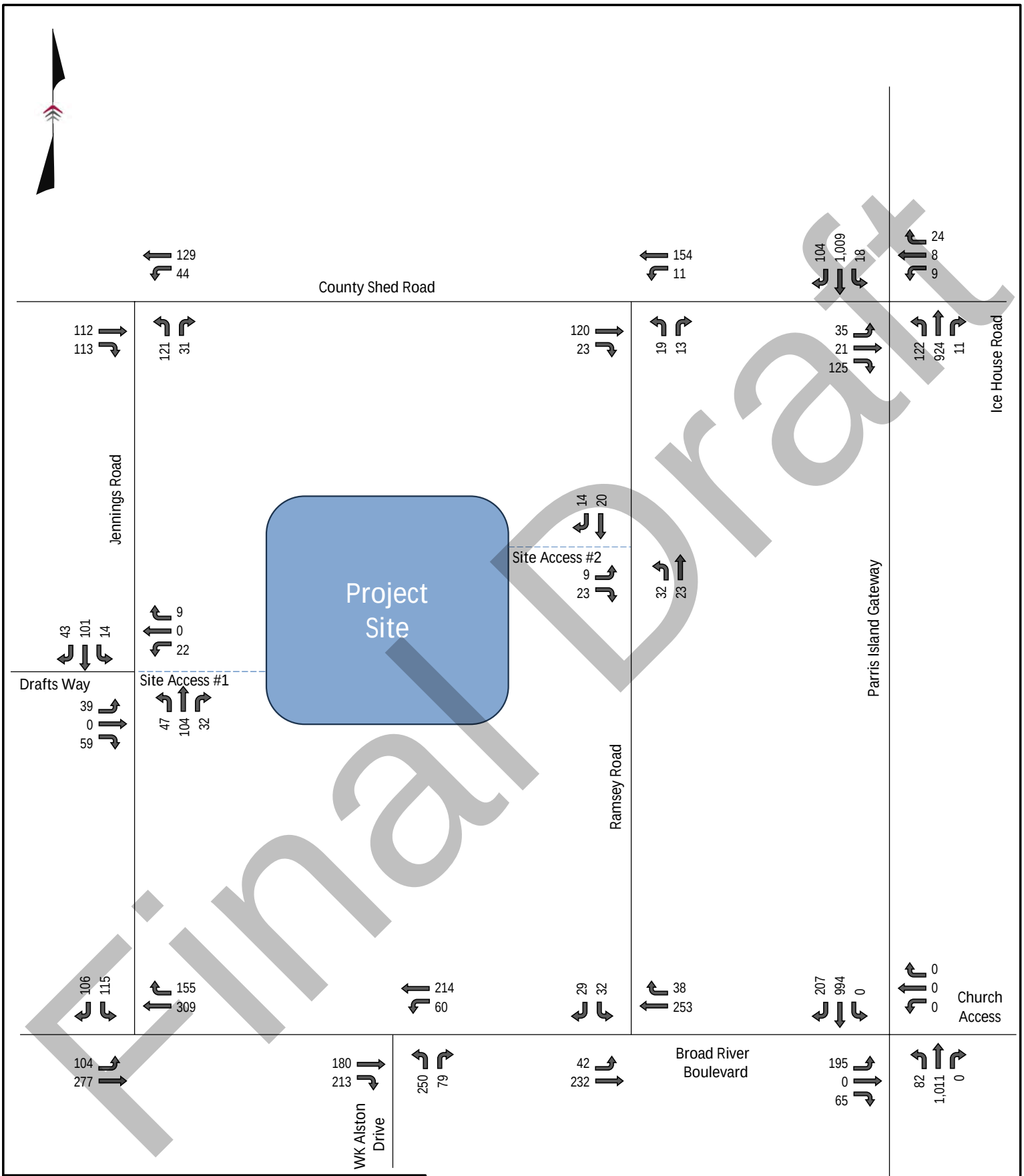
Figure 9 - 2028 Build AM and PM Peak Hour Traffic Volumes



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xx School Dismissal Peak Hour Traffic Volumes

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Ramsey Farm Residential Development

Figure 10 - 2028 Build School Dismissal Peak Hour Traffic Volumes

4 Capacity Analysis

Capacity analyses were conducted using the *Highway Capacity Manual (HCM),* 6th Edition, methodologies of the *Synchro*, Version 12, traffic analysis software. Capacity analyses were conducted for the AM, School Dismissal, and PM peak hours for the 2024 Existing, 2028 No-Build conditions, 2028 Build, and 2028 Build Improved conditions analysis scenarios.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, gridlocked conditions with high vehicular delays, and are generally considered undesirable**. Table 2** lists the LOS control delay thresholds published in the *HCM* for signalized and unsignalized intersections.

Table 2 – *HCM* Level of Service Criteria

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

As part of the capacity analysis, SCDOT's default Synchro parameters were utilized. Existing peak hour factors (PHF) were utilized for the existing and future-year scenarios for the existing intersections part of this study. Proposed intersections were assumed to have a PHF of 0.9. Existing heavy vehicle percentages were utilized for all scenarios, with a minimum of 2% considered.

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

Please note, this TIA assumes a passenger car length is 25 feet.

In the following subsections in the capacity analysis, the queues at unsignalized intersections may be longer on the side streets versus signalized intersections due to limited available gaps for these movements. A traffic signal can allow for shorter queues on the side streets because the signal forces the mainline to stop, whereas at unsignalized intersections the mainline is not forced to stop to provide gaps to the side streets.

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

4.1 Broad River Boulevard at Jennings Road

The capacity analysis results for the Broad River Boulevard at Jennings Road intersection are summarized in **Table 3**.

Table 3 – Broad River Boulevard at Jennings Road Capacity Analysis Results

Condition	Measure	Broad River Boulevard		Broad River Boulevard		Jennings Road	
		EBL	EBT	WBT	WBR	SBL	SBR
AM Peak Hour							
2024 Existing	LOS (Delay)	A (7.7)*		A (0.0)		C (17.4)	
	Synchro 95th Q	5'	0'	0'	0'	55'	10'
2028 No-Build	LOS (Delay)	A (7.8)*		A (0.0)		C (23.1)	
	Synchro 95th Q	5'	0'	0'	0'	88'	13'
2028 Build	LOS (Delay)	A (7.9)*		A (0.0)		D (29.0)	
	Synchro 95th Q	8'	0'	0'	0'	125'	15'
School Dismissal Peak Hour							
2024 Existing	LOS (Delay)	A (8.2)*		A (0.0)		C (16.1)	
	Synchro 95th Q	8'	0'	0'	0'	35'	13'
2028 No-Build	LOS (Delay)	A (8.4)*		A (0.0)		C (19.8)	
	Synchro 95th Q	8'	0'	0'	0'	53'	15'
2028 Build	LOS (Delay)	A (8.4)*		A (0.0)		C (23.6)	
	Synchro 95th Q	10'	0'	0'	0'	75'	18'
PM Peak Hour							
2024 Existing	LOS (Delay)	A (8.4)*		A (0.0)		C (16.6)	
	Synchro 95th Q	8'	0'	0'	0'	28'	13'
2028 No-Build	LOS (Delay)	A (8.7)*		A (0.0)		C (20.4)	
	Synchro 95th Q	8'	0'	0'	0'	43'	15'
2028 Build	LOS (Delay)	A (8.8)*		A (0.0)		C (24.9)	
	Synchro 95th Q	10'	0'	0'	0'	63'	18'

Notes:
* - Left turn delay for major street is reported

Based on the results presented in **Table 3**, the analyzed intersection approaches are anticipated to experience short delays in the 2024 Existing and the 2028 No-Build scenarios. With the addition of the development traffic, the intersection approaches are anticipated to continue to operate with short delays during the School Dismissal and PM peak hours but experience moderate delays on the southbound approach in the AM peak hour. During the AM peak hour, the development traffic is anticipated to increase the southbound Synchro 95th percentile queue length by less than two passenger car lengths, when compared to the 2028 No-Build condition. Unsignalized, side street movements operating over capacity are typical during peak hour conditions.

No capacity improvements are recommended at this intersection.

4.2 County Shed Road at Jennings Road

The capacity analysis results for the County Shed Road at Jennings Road intersection are summarized in **Table 4**.

Table 4 – County Shed Road at Jennings Road Capacity Analysis Results

Condition	Measure	County Shed Road		County Shed Road		Jennings Road	
		EBT	EBR	WBL	WBT	NBL	NBR
AM Peak Hour							
2024 Existing	LOS (Delay)	A (0.0)		A (8.1)*		B (11.6)	
	Synchro 95th Q	0'	0'	5'	0'	15'	3'
2028 No-Build	LOS (Delay)	A (0.0)		A (8.2)*		B (12.3)	
	Synchro 95th Q	0'	0'	5'	0'	20'	3'
2028 Build	LOS (Delay)	A (0.0)		A (8.2)*		B (12.5)	
	Synchro 95th Q	0'	0'	5'	0'	23'	5'
School Dismissal Peak Hour							
2024 Existing	LOS (Delay)	A (0.0)		A (7.9)*		B (11.9)	
	Synchro 95th Q	0'	0'	3'	0'	23'	3'
2028 No-Build	LOS (Delay)	A (0.0)		A (8.0)*		B (12.8)	
	Synchro 95th Q	0'	0'	3'	0'	28'	3'
2028 Build	LOS (Delay)	A (0.0)		A (8.1)*		B (13.4)	
	Synchro 95th Q	0'	0'	3'	0'	30'	3'
PM Peak Hour							
2024 Existing	LOS (Delay)	A (0.0)		A (7.8)*		B (11.5)	
	Synchro 95th Q	0'	0'	3'	0'	20'	3'
2028 No-Build	LOS (Delay)	A (0.0)		A (7.8)*		B (12.2)	
	Synchro 95th Q	0'	0'	3'	0'	25'	3'
2028 Build	LOS (Delay)	A (0.0)		A (7.9)*		B (12.7)	
	Synchro 95th Q	0'	0'	3'	0'	28'	5'

Notes:
* - Left turn delay for major street is reported

Based on the results presented in **Table 4**, the intersection is anticipated to operate with short delays during the analyzed scenarios. No capacity improvements are recommended at this intersection.

4.3 Jennings Road at Drafts Way/Site Access #1

The capacity analysis results for the Jennings Road at Drafts Way/Site Access #1 intersection are summarized in **Table 5**. The site access is analyzed with a single ingress and egress lane and operates as a full-movement stop-controlled approach.

Table 5 – Jennings Road at Drafts Way/Site Access #1 Capacity Analysis Results

Condition	Measure	Drafts Way			Site Access #1			Jennings Road			Jennings Road		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
2024 Existing	LOS (Delay)	B (12.8)			-			A (8.1)*			A (0.0)		
	Synchro 95th Q	25'						5'			0'		
2028 No-Build	LOS (Delay)	B (13.9)			-			A (8.3)*			A (0.0)		
	Synchro 95th Q	33'						8'			0'		
2028 Build	LOS (Delay)	C (15.4)			C (17.6)			A (8.3)*			A (7.5)*		
	Synchro 95th Q	40'			23'			8'			0'		
School Dismissal Peak Hour													
2024 Existing	LOS (Delay)	B (12.1)			-			A (8.0)*			A (0.0)		
	Synchro 95th Q	23'						5'			0'		
2028 No-Build	LOS (Delay)	B (13.0)			-			A (8.1)*			A (0.0)		
	Synchro 95th Q	28'						5'			0'		
2028 Build	LOS (Delay)	B (14.8)			C (16.3)			A (8.1)*			A (7.7)*		
	Synchro 95th Q	33'			13'			5'			3'		
PM Peak Hour													
2024 Existing	LOS (Delay)	B (10.2)			-			A (7.6)*			A (0.0)		
	Synchro 95th Q	8'						0'			0'		
2028 No-Build	LOS (Delay)	B (10.5)			-			A (7.6)*			A (0.0)		
	Synchro 95th Q	8'						0'			0'		
2028 Build	LOS (Delay)	B (11.3)			B (12.5)			A (7.6)*			A (7.7)*		
	Synchro 95th Q	10'			8'			0'			3'		

Notes:
* - Left turn delay for major street is reported

Based on the results presented in **Table 5**, the intersection approaches currently and are anticipated to continue to operate with short delays during the analyzed scenarios. With the construction of Site Access #1 as the westbound approach, the intersection approaches are anticipated to continue to operate with short delays.

An auxiliary turn lane warrant analysis was conducted at Site Access #1 for the entering northbound right-turn lane and southbound left-turn lane. SCDOT auxiliary turn lane warrants are not met; therefore, turn lanes into Site Access #1 are not recommended. The turn lane warrant analysis is provided in **Appendix H**.

No capacity improvements are recommended at this intersection. Please note, the capacity analysis contained within this TIA assumes Site Access #1 will align with Drafts Way. The offset intersection will not be allowed by Beaufort County. The concept plan will need to be updated to show Site Access #1 aligning with Drafts Way. Site Access #1 is recommended to operate as full-movement, under minor street stop-control. Site Access #1 is recommended to be constructed with a single ingress and a single egress lane.

4.4 Broad River Boulevard at Ramsey Road

The capacity analysis results for the Broad River Boulevard at Ramsey Road intersection are summarized in **Table 6**.

Table 6 – Broad River Boulevard at Ramsey Road Capacity Analysis Results

Condition	Measure	Broad River Boulevard		Broad River Boulevard		Ramsey Road	
		EBL	EBT	WBT	WBR	SBL	SBR
AM Peak Hour							
2024 Existing	LOS (Delay)	A (7.6)*		A (0.0)		B (10.9)	
	Synchro 95th Q	3'	0'	0'	0'	5'	
2028 No-Build	LOS (Delay)	A (7.7)*		A (0.0)		B (11.6)	
	Synchro 95th Q	3'	0'	0'	0'	5'	
2028 Build	LOS (Delay)	A (7.7)*		A (0.0)		B (12.6)	
	Synchro 95th Q	3'	0'	0'	0'	13'	
School Dismissal Peak Hour							
2024 Existing	LOS (Delay)	A (7.8)*		A (0.0)		B (11.0)	
	Synchro 95th Q	3'	0'	0'	0'	5'	
2028 No-Build	LOS (Delay)	A (7.9)*		A (0.0)		B (11.8)	
	Synchro 95th Q	3'	0'	0'	0'	5'	
2028 Build	LOS (Delay)	A (8.0)*		A (0.0)		B (12.9)	
	Synchro 95th Q	3'	0'	0'	0'	10'	
PM Peak Hour							
2024 Existing	LOS (Delay)	A (8.0)*		A (0.0)		B (12.3)	
	Synchro 95th Q	3'	0'	0'	0'	5'	
2028 No-Build	LOS (Delay)	A (8.2)*		A (0.0)		B (13.8)	
	Synchro 95th Q	3'	0'	0'	0'	8'	
2028 Build	LOS (Delay)	A (8.4)*		A (0.0)		C (16.4)	
	Synchro 95th Q	5'	0'	0'	0'	18'	

Notes:
* - Left turn delay for major street is reported

Based on the results presented in **Table 6**, the intersection is anticipated to operate with short delays during the analyzed scenarios. No capacity improvements are recommended at this intersection.

There is a potential cut through route for site traffic from Ramsey Road to Broad River Boulevard via Glaze Drive. However, Glaze Drive is a skewed intersection with Broad River Boulevard and is unsignalized, therefore, it is unlikely site traffic will utilize Glaze Drive as a cut through.

After the site is constructed and if cut through traffic is observed along Glaze Drive, the Ramsey Farm Development would be responsible for implementing traffic calming measures per SCDOT and/or Beaufort County guidelines.

4.5 County Shed Road at Ramsey Road

The capacity analysis results for the County Shed Road at Ramsey Road intersection are summarized in **Table 7**.

Table 7 – County Shed Road at Ramsey Road Capacity Analysis Results

Condition	Measure	County Shed Road		County Shed Road		Ramsey Road	
		EBT	EBR	WBL	WBT	NBL	NBR
AM Peak Hour							
2024 Existing	LOS (Delay)	A (0.0)		A (7.6)*		B (10.0)	
	Synchro 95th Q	0'		0'		3'	
2028 No-Build	LOS (Delay)	A (0.0)		A (7.6)*		B (10.3)	
	Synchro 95th Q	0'		0'		3'	
2028 Build	LOS (Delay)	A (0.0)		A (7.6)*		B (10.3)	
	Synchro 95th Q	0'		0'		5'	
School Dismissal Peak Hour							
2024 Existing	LOS (Delay)	A (0.0)		A (7.6)*		B (10.3)	
	Synchro 95th Q	0'		0'		3'	
2028 No-Build	LOS (Delay)	A (0.0)		A (7.6)*		B (10.6)	
	Synchro 95th Q	0'		0'		5'	
2028 Build	LOS (Delay)	A (0.0)		A (7.7)*		B (10.8)	
	Synchro 95th Q	0'		0'		5'	
PM Peak Hour							
2024 Existing	LOS (Delay)	A (0.0)		A (7.5)*		B (10.0)	
	Synchro 95th Q	0'		0'		3'	
2028 No-Build	LOS (Delay)	A (0.0)		A (7.6)*		B (10.1)	
	Synchro 95th Q	0'		0'		3'	
2028 Build	LOS (Delay)	A (0.0)		A (7.6)*		B (10.6)	
	Synchro 95th Q	0'		0'		5'	

Notes:
* - Left turn delay for major street is reported

Based on the results presented in **Table 7**, the intersection is anticipated to operate with short delays during the analyzed scenarios. No capacity improvements are recommended at this intersection.

4.6 Parris Island Gateway at County Shed Road

The capacity analysis results for the Parris Island Gateway at County Shed Road intersection are summarized in **Table 8**.

Table 8 – Parris Island Gateway at County Shed Road Capacity Analysis Results

Condition	Measure	County Shed Road			Ice House Road			Parris Island Gateway			Parris Island Gateway		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
2024 Existing	LOS (Delay)	E (44.8)			C (18.7)			A (9.8)*			A (9.5)*		
	Synchro 95th Q	53'	60'		0'	5'		5'	0'		0'	0'	0'
2028 No-Build	LOS (Delay)	F (111.0)			D (26.0)			B (10.5)*			B (10.3)*		
	Synchro 95th Q	98'	130'		3'	8'		5'	0'		0'	0'	0'
2028 Build	LOS (Delay)	F (135.4)			D (27.0)			B (10.6)*			B (10.3)*		
	Synchro 95th Q	130'	143'		3'	8'		5'	0'		0'	0'	0'
School Dismissal Peak Hour													
2024 Existing	LOS (Delay)	F (50.8)			F (52.4)			B (10.9)*			A (9.5)*		
	Synchro 95th Q	43'	78'		18'	18'		13'	0'		3'	0'	0'
2028 No-Build	LOS (Delay)	F (154.5)			F (150.8)			B (12.3)*			B (10.2)*		
	Synchro 95th Q	83'	170'		40'	33'		18'	0'		3'	0'	0'
2028 Build	LOS (Delay)	F (200.7)			F (196.5)			B (12.5)*			B (10.2)*		
	Synchro 95th Q	105'	188'		45'	38'		20'	0'		3'	0'	0'
PM Peak Hour													
2024 Existing	LOS (Delay)	F (68.2)			E (36.5)			B (12.2)*			A (9.5)*		
	Synchro 95th Q	58'	75'		13'	13'		15'	0'		0'	0'	0'
2028 No-Build	LOS (Delay)	F (247.9)			F (141.2)			B (14.6)*			B (10.2)*		
	Synchro 95th Q	98'	185'		40'	23'		23'	0'		0'	0'	0'
2028 Build	LOS (Delay)	F ($)			F (217.0)			C (15.2)*			B (10.2)*		
	Synchro 95th Q	128'	210'		43'	25'		28'	0'		0'	0'	0'

Notes:
* - Left turn delay for major street is reported
$ - Delays exceeds 300 seconds

Based on the results presented in **Table 8**, the eastbound minor street approach currently operates with moderate delays during the AM peak hour and long delays during the School Dismissal and PM peak hours. Please note, the existing capacity analysis results may have longer delays and queues, as the spillback from the US 21/Boundary Street signal is not calculated in this analysis.

In the 2028 No-Build conditions, the minor street approach is anticipated to operate with long delays in the analyzed peak hours. The minor street delay is anticipated to increase from 2028 No-Build to 2028 Build conditions, however, the 95th percentile queue is anticipated to increase by less than two passenger car lengths. Unsignalized, side street movements operating over capacity are typical during peak hour conditions.

Please note, this intersection is under study by Beaufort County as part of an overall analysis of the US 21 corridor. The intersection is proposed to operate as a right in/right out along with the realignment of County Shed Road to intersect with US 21. The county does not currently have funding for this project and therefore, the analysis reflects the traffic operations using the existing intersection geometry. The side-street delays and queues are anticipated to decrease once this

intersection is converted to a right-in/right-out by Beaufort County.

Based on the capacity analysis results presented in **Table 8**, the 2028 No-Build and 2028 Build conditions are anticipated to operate similarly; therefore, no capacity improvements are recommended at this intersection.

4.7 Broad River Boulevard at WK Alston Drive

The capacity analysis results for the Broad River Boulevard at WK Alston Drive intersection are summarized in **Table 9**.

Table 9 – Broad River Boulevard at WK Alston Drive Capacity Analysis Results

Condition	Measure	Broad River Boulevard		Broad River Boulevard		WK Alston	
		EBT	EBR	WBL	WBT	NBL	NBR
AM Peak Hour							
2024 Existing	LOS (Delay)	A (0.0)		A (8.7)*		C (18.0)	
	Synchro 95th Q	0'		5'		53'	10'
2028 No-Build	LOS (Delay)	A (0.0)		A (9.1)*		C (24.7)	
	Synchro 95th Q	0'		8'		90'	13'
2028 Build	LOS (Delay)	A (0.0)		A (9.2)*		D (29.5)	
	Synchro 95th Q	0'		8'		110'	15'
2028 Build Improved	LOS (Delay)	A (0.0)		A (9.2)*		C (20.7)	
	Synchro 95th Q	0'	0'	8'		78'	10'
School Dismissal Peak Hour							
2024 Existing	LOS (Delay)	A (0.0)		A (8.3)*		C (21.9)	
	Synchro 95th Q	0'		5'		98'	10'
2028 No-Build	LOS (Delay)	A (0.0)		A (8.5)*		E (35.6)	
	Synchro 95th Q	0'		5'		170'	10'
2028 Build	LOS (Delay)	A (0.0)		A (8.6)*		E (48.2)	
	Synchro 95th Q	0'		5'		215'	13'
2028 Build Improved	LOS (Delay)	A (0.0)		A (8.6)*		D (29.6)	
	Synchro 95th Q	0'	0'	5'		150'	10'
PM Peak Hour							
p2024 Existing	LOS (Delay)	A (0.0)		A (8.3)*		C (23.4)	
	Synchro 95th Q	0'		3'		113'	10'
2028 No-Build	LOS (Delay)	A (0.0)		A (8.5)*		E (41.0)	
	Synchro 95th Q	0'		3'		203'	15'
2028 Build	LOS (Delay)	A (0.0)		A (8.6)*		F (60.3)	
	Synchro 95th Q	0'		3'		265'	15'
2028 Build Improved	LOS (Delay)	A (0.0)		A (8.6)*		E (36.5)	
	Synchro 95th Q	0'	0'	3'		193'	13'

Notes:
* - Left turn delay for major street is reported

Based on the results presented in **Table 9**, the northbound minor street approach currently operates with short delays in the 2024 Existing scenario. During the 2028 No-Build conditions, the minor street approach is anticipated to continue to operate with short-to-moderate delays. With the addition of project traffic, the minor street approach is anticipated to operate with long delays during the PM peak hour.

A turn lane warrant analysis was conducted at WK Alston Drive for the 2028 No-Build and 2028 Build traffic conditions. SCDOT auxiliary right-turn lane warrants are met in both the 2028 No-Build and 2028 Build conditions; therefore, an eastbound right turn lane is recommended.

Based on the capacity analysis results presented in **Table 9**, improvements are needed as a result of the added project trips during the no-build and build conditions. The 2028 Build Improved

scenario includes an eastbound right-turn lane. With the eastbound right-turn lane in place, the northbound approach of the intersection is anticipated to operate with short-to-moderate delays during the analyzed peak periods. Please note, with the eastbound right-turn lane in place, the 2028 Build Improved delays are anticipated to be less than the 2028 No-Build delays for the analyzed peak hours.

Based on the turn lane warrant analysis and the capacity analysis results, an eastbound right-turn lane with 200 feet of full width storage and a 150-foot taper is recommended.

4.8 Parris Island Gateway at Broad River Boulevard/Church Access

The capacity analysis results for the Parris Island Gateway at Broad River Boulevard/Church Access intersection are summarized in **Table 10**.

Table 10 – Parris Island Gateway at Broad River Boulevard/Church Access Capacity Analysis Results

Condition	Measure	Broad River Boulevard		Church Access			Parris Island Gateway		Parris Island Gateway		Intersection
		EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	
AM Peak Hour											
2024 Existing	LOS (Delay)	B (10.4)		A (0.0)			A (6.2)		A (6.5)		A (7.0)
	Synchro 95th Q	118'	13'	0'			22'	124'	132'	0'	
2028 No-Build	LOS (Delay)	B (12.0)		A (0.0)			A (7.7)		A (8.0)		A (8.5)
	Synchro 95th Q	158'	14'	0'			27'	167'	173'	0'	
2028 Build	LOS (Delay)	B (12.4)		A (0.0)			A (7.9)		A (8.2)		A (8.8)
	Synchro 95th Q	161'	18'	0'			35'	168'	176'	0'	
School Dismissal Peak Hour											
2024 Existing	LOS (Delay)	B (12.9)		A (0.0)			A (4.6)		A (5.1)		A (5.6)
	Synchro 95th Q	94'	18'	0'			28'	128'	155'	0'	
2028 No-Build	LOS (Delay)	B (15.5)		A (0.0)			A (5.5)		A (6.0)		A (6.7)
	Synchro 95th Q	115'	20'	0'			41'	163'	202'	0'	
2028 Build	LOS (Delay)	B (19.8)		A (0.0)			A (5.7)		A (6.0)		A (7.3)
	Synchro 95th Q	184'	31'	0'			81'	236'	300'	0'	
PM Peak Hour											
2024 Existing	LOS (Delay)	B (15.1)		B (12.9)			A (5.4)		A (6.2)		A (6.8)
	Synchro 95th Q	110'	26'	0'			48'	138'	211'	0'	
2028 No-Build	LOS (Delay)	B (19.2)		B (15.9)			A (6.4)		A (8.7)		A (9.0)
	Synchro 95th Q	129'	44'	0'			#83'	168'	289'	0'	
2028 Build	LOS (Delay)	C (29.9)		C (24.5)			A (6.8)		A (7.4)		A (9.7)
	Synchro 95th Q	#246'	58'	0'			#151'	162'	273'	0'	

Notes:
* - Left turn delay for major street is reported
# - 95th percentile volume exceeds capacity; queue may be longer

Based on the results presented in **Table 10**, the intersection is anticipated to operate at LOS A during the analyzed peak hours in the 2024 Existing and 2028 No-Build scenarios. With the addition of site traffic, the intersection is anticipated to continue to operate at LOS A in the 2028 Build scenario. No capacity improvements are recommended at this intersection.

4.9 Ramsey Road at Site Access #2

The capacity analysis results for the Ramsey Road at Site Access #2 intersection are summarized in **Table 11**.

Table 11 – Ramsey Road at Site Access #2 Capacity Analysis Results

Condition	Measure	Site Access #2		Ramsey Road		Ramsey Road	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
2028 Build	LOS (Delay)	A (8.8)		A (7.3)*		A (0.0)	
	Synchro 95th Q	5'		0'		0'	
School Dismissal Peak Hour							
2028 Build	LOS (Delay)	A (8.8)		A (7.3)*		A (0.0)	
	Synchro 95th Q	3'		3'		0'	
PM Peak Hour							
2028 Build	LOS (Delay)	A (8.9)		A (7.4)*		A (0.0)	
	Synchro 95th Q	3'		3'		0'	

Notes:
* - Left turn delay for major street is reported

An auxiliary turn lane warrant analysis was conducted at Site Access #2 for the entering southbound right-turn lane and northbound left-turn lane. SCDOT auxiliary turn lane warrants are not met; therefore, turn lanes into Site Access #2 are not recommended.

Site Access #2 is recommended to operate as full-movement, under minor street stop-control. Site Access #2 is recommended to be constructed with a single ingress and a single egress lane.

5 Conclusion

The proposed Ramsey Farm Residential Development is located on Assessor's Parcel Number R100 028 000 0264 0000 northeast of the Broad River Boulevard at Jennings Road intersection in Beaufort County, South Carolina. The Ramsey Farm Residential Development is anticipated to consist of 160 single family detached units and 84 townhome units. The anticipated project traffic will access the roadway network via two proposed full-movement, stop-controlled intersections. Site Access #1 will align with the existing Jennings Road at Drafts Way intersection. Site Access #2 is located along Ramsey Road, approximately one third of a mile south of County Shed Road.

The project is proposed to be constructed and fully occupied by 2028. This study summarizes the results of the traffic analyses during the AM, School Dismissal, and PM peak hours for 2024 Existing, 2028 No-Build, 2028 Build, and 2028 Build Improved conditions at the following study intersections:

1.) Broad River Boulevard at Jennings Road
2.) County Shed Road at Jennings Road
3.) Jennings Road at Drafts Way/Site Access #1
4.) Broad River Boulevard at Ramsey Road
5.) County Shed Road at Ramsey Road
6.) Parris Island Gateway at County Shed Road/Ice House Road
7.) Broad River Boulevard at WK Alston Drive
8.) Parris Island Gateway at Broad River Boulevard/Church Access
9.) Ramsey Road at Site Access #2

Traffic operations were evaluated under 2024 Existing, 2028 No-Build, 2028 Build, and 2028 Build Improved conditions during the AM, School Dismissal, and PM peak hours of travel. With the addition of traffic associated with the proposed development, the following improvements are recommended:

Broad River Boulevard at WK Alston Drive

- Construct an eastbound right-turn lane with 200 feet of full width storage and a 150-foot taper.
    - Please note, other nearby developments are contributing to the need for this improvement in the no-build conditions

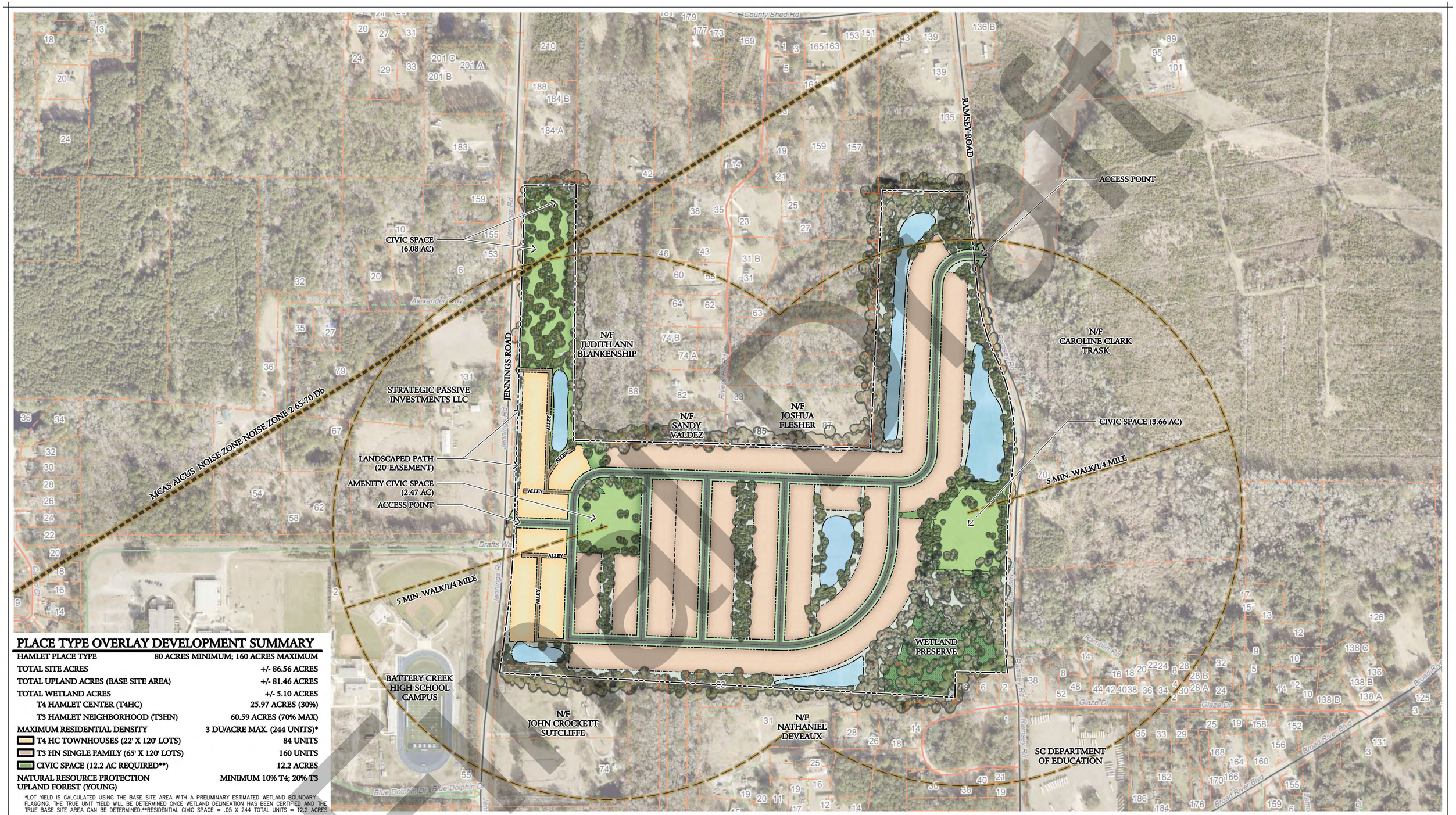
Jennings Road at Drafts Way/Site Access #1

- Please note, the capacity analysis contained within this TIA assumes Site Access #1 will align with Drafts Way. The offset intersection shown in the site plan for Site Access #1, will not be allowed by Beaufort County. The concept plan will need to be updated to show Site Access #1 aligning with Drafts Way.
- Site Access #1 is recommended to operate as full-movement, under minor street stop-control with a single ingress and a single egress lane.

Ramsey Road at Site Access #2

- Site Access #2 is recommended to operate as full-movement, under minor street stop-control
- Site Access #2 is recommended to be constructed with a single ingress and a single egress lane.

Appendix A – Conceptual Site Plan



PLACE TYPE OVERLAY DEVELOPMENT SUMMARY

HAMLET PLACE TYPE	80 ACRES MINIMUM; 160 ACRES MAXIMUM
TOTAL SITE ACRES	+/- 86.56 ACRES
TOTAL UPLAND ACRES (BASE SITE AREA)	+/- 81.46 ACRES
TOTAL WETLAND ACRES	+/- 5.10 ACRES
T4 HAMLET CENTER (T4HC)	25.97 ACRES (30%)
T3 HAMLET NEIGHBORHOOD (T3HN)	60.59 ACRES (70% MAX)
MAXIMUM RESIDENTIAL DENSITY	3 DU/ACRE MAX. (244 UNITS)*
T4 HC TOWNHOUSES (22' X 120' LOTS)	84 UNITS
T3 HN SINGLE FAMILY (65' X 120' LOTS)	160 UNITS
CIVIC SPACE (12.2 AC REQUIRED**)	12.2 ACRES
NATURAL RESOURCE PROTECTION UPLAND FOREST (YOUNG)	MINIMUM 10% T4; 20% T3

*LOT YIELD IS CALCULATED USING THE BASE SITE AREA WITH A PRELIMINARY ESTIMATED WETLAND BOUNDARY FLAGGING. THE TRUE UNIT YIELD WILL BE DETERMINED ONCE WETLAND DELINEATION HAS BEEN CERTIFIED AND THE TRUE BASE SITE AREA CAN BE DETERMINED.**RESIDENTIAL CIVIC SPACE = .05 X 244 TOTAL UNITS = 12.2 ACRES

PREPARED FOR:
PULTE HOMES COMPANY, LLC

PREPARED BY:
J. K. TILLER ASSOCIATES, INC.
LAND PLANNING LANDSCAPE ARCHITECTURE
181 BLUFFTON ROAD, SUITE F203 BLUFFTON, SC 29910
Voice 843.815.4800 jktiller@jktiller.com Fax: 843.815.4802

RAMSEY FARM HAMLET PLACE TYPE PTO REGULATING PLAN

BEAUFORT COUNTY, SOUTH CAROLINA

SEPTEMBER 5, 2024

NORTH

GRAPHIC SCALE 0 200' 400' 600'

JKT Job Number: 202322-01

S:\Projects\202322-01\DWG\PTO 04 09042024.dwg, TBLK, 8/10/2024 11:56:46 AM

Appendix B – Trip Generation Calculations

Land Use	Intensity	Units	Daily	AM Peak Hour			School Dismissal Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out	Total	In	Out
210 - Single-Family Detached Housing	160	DU	1,555	114	30	84	117	68	49	155	98	57
215 - Single-Family Attached Housing	84	DU	590	38	12	26	38	24	14	46	26	20
Total Net New External Trips			2,145	152	42	110	155	92	63	201	124	77

Note: Trip generation was calculated using the following data:

Daily Traffic Generation

Residential Land Uses

210 - Single-Family Detached Housing — ITE 210 = LN (T) = 0.92 * LN (X) + (2.68); (50 % In; 50 % Out)

215 - Single-Family Attached Housing — ITE 215 = T = 7.62 * (X) + (-50.48); (50 % In; 50 % Out)

AM Peak-Hour Traffic Generation

Residential Land Uses

210 - Single-Family Detached Housing — ITE 210 = LN (T) = 0.91 * LN (X) + (0.12); (26 % In; 74 % Out)

215 - Single-Family Attached Housing — ITE 215 = T = 0.52 * (X) + (-5.7); (31 % In; 69 % Out)

School Dismissal Peak-Hour Traffic Generation

Residential Land Uses

210 - Single-Family Detached Housing — ITE 210 = T = 0.73 * (X) ; (58 % In; 42 % Out)

215 - Single-Family Attached Housing — ITE 215 = T = 0.4 * (X); (63 % In; 37 % Out)

PM Peak-Hour Traffic Generation

Residential Land Uses

210 - Single-Family Detached Housing — ITE 210 = LN (T) = 0.94 * LN (X) + (0.27); (63 % In; 37 % Out)

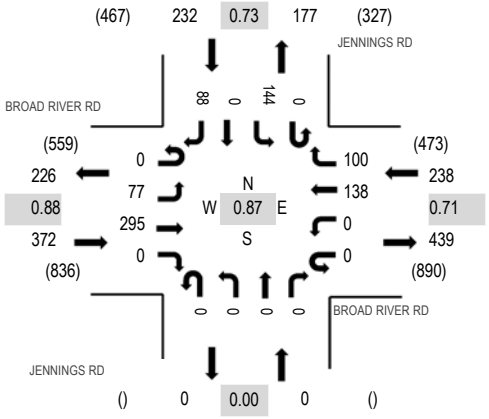
215 - Single-Family Attached Housing — ITE 215 = T = 0.6 * (X) + (-3.93); (57 % In; 43 % Out)

Appendix C – Raw Turning Movement Counts

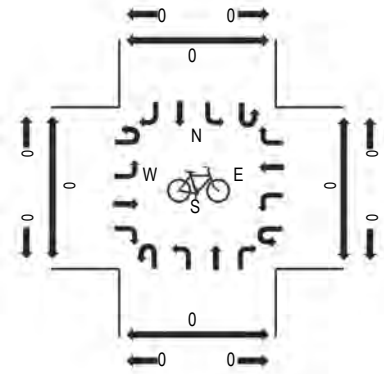
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 JENNINGS RD & BROAD RIVER RD AM
Date: Thursday, November 21, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

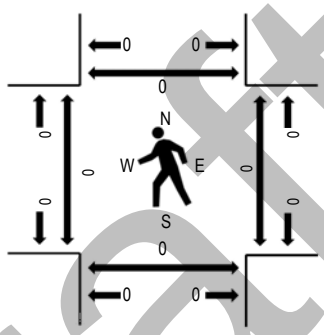
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				JENNINGS RD Northbound				JENNINGS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	4	15	0	0	0	3	0	0	0	0	0	0	3	0	13	38	270	0	0	0	0
6:15 AM	0	7	17	0	0	0	11	2	0	0	0	0	0	3	0	16	56	362	0	0	0	0
6:30 AM	0	6	19	0	0	0	13	2	0	0	0	0	0	10	0	14	64	504	0	0	0	0
6:45 AM	0	4	49	0	0	0	23	6	0	0	0	0	0	10	0	20	112	655	0	0	0	0
7:00 AM	0	15	53	0	0	0	26	6	0	0	0	0	0	9	0	21	130	751	0	0	0	0
7:15 AM	0	29	78	0	0	0	35	13	0	0	0	0	0	18	0	25	198	783	0	0	0	0
7:30 AM	0	27	92	0	0	0	45	9	0	0	0	0	0	15	0	27	215	815	0	0	0	0
7:45 AM	0	20	95	0	0	0	35	14	0	0	0	0	0	21	0	23	208	842	0	0	0	0
8:00 AM	0	12	67	0	0	0	29	12	0	0	0	0	0	21	0	21	162	755	0	0	0	0
8:15 AM	0	21	78	0	0	0	29	35	0	0	0	0	0	45	0	22	230		0	0	0	0
8:30 AM	0	24	55	0	0	0	45	39	0	0	0	0	0	57	0	22	242		0	0	0	0
8:45 AM	0	7	42	0	0	0	28	13	0	0	0	0	0	18	0	13	121		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	77	287	0	0	0	131	95	0	0	0	0	0	133	0	84	807
Mediums	0	0	8	0	0	0	6	5	0	0	0	0	0	11	0	4	34
Total	0	77	295	0	0	0	138	100	0	0	0	0	0	144	0	88	842

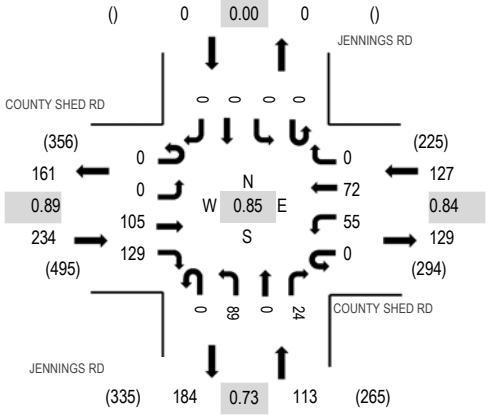
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.4%				0.0%				0.0%			0.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Peak Hour Factor		0.88				0.71				0.00				0.73			0.87
Peak Hour Factor	0.00	0.78	0.87	0.00	0.00	0.00	0.80	0.64	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.89	0.87

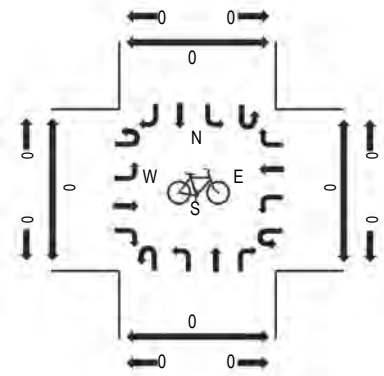
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 JENNINGS RD & COUNTY SHED RD AM
Date: Thursday, November 21, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

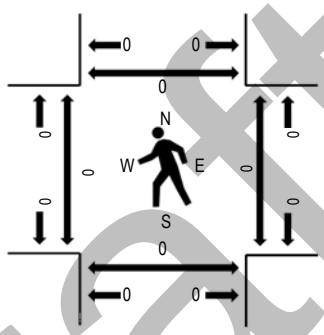
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COUNTY SHED RD Eastbound				COUNTY SHED RD Westbound				JENNINGS RD Northbound				JENNINGS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	10	7	0	1	7	0	0	5	0	0	0	0	0	0	30	158	0	0	0	0
6:15 AM	0	0	2	12	0	1	5	0	0	12	0	1	0	0	0	0	33	206	0	0	0	0
6:30 AM	0	0	14	15	0	1	7	0	0	7	0	3	0	0	0	0	47	267	0	0	0	0
6:45 AM	0	0	16	9	0	2	8	0	0	10	0	3	0	0	0	0	48	321	0	0	0	0
7:00 AM	0	0	23	22	0	5	10	0	0	14	0	4	0	0	0	0	78	393	0	0	0	0
7:15 AM	0	0	25	21	0	8	13	0	0	22	0	5	0	0	0	0	94	416	0	0	0	0
7:30 AM	0	0	25	25	0	4	13	0	0	28	0	6	0	0	0	0	101	435	0	0	0	0
7:45 AM	0	0	41	23	0	11	20	0	0	20	0	5	0	0	0	0	120	474	0	0	0	0
8:00 AM	0	0	27	26	0	9	16	0	0	21	0	2	0	0	0	0	101	434	0	0	0	0
8:15 AM	0	0	19	32	0	21	17	0	0	17	0	7	0	0	0	0	113		0	0	0	0
8:30 AM	0	0	18	48	0	14	19	0	0	31	0	10	0	0	0	0	140		0	0	0	0
8:45 AM	0	0	17	18	0	0	13	0	0	21	0	11	0	0	0	0	80		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	0	103	124	0	52	69	0	0	89	0	24	0	0	0	0	461
Mediums	0	0	2	5	0	3	2	0	0	0	0	0	0	0	0	0	12
Total	0	0	105	129	0	55	72	0	0	89	0	24	0	0	0	0	474

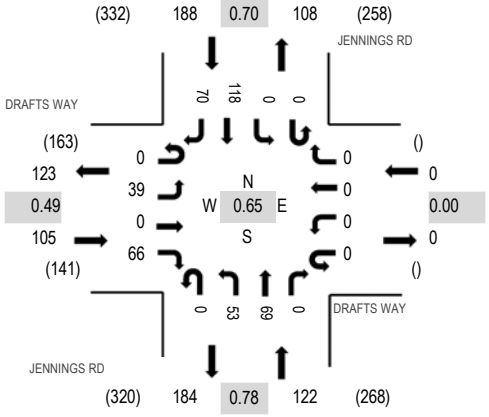
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.8%				0.0%				0.0%		0.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Peak Hour Factor			0.89				0.84				0.73				0.00		0.85
Peak Hour Factor	0.00	0.00	0.72	0.67	0.00	0.65	0.90	0.00	0.00	0.81	0.00	0.68	0.00	0.00	0.00	0.00	0.85

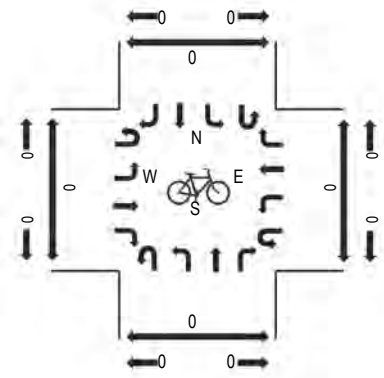
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 JENNINGS RD & DRAFTS WAY AM
Date: Thursday, November 21, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

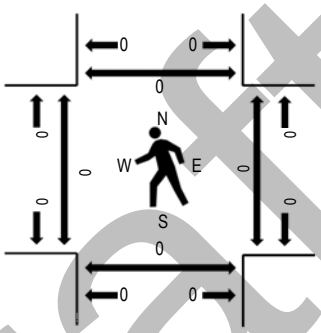
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DRAFTS WAY Eastbound				DRAFTS WAY Westbound				JENNINGS RD Northbound				JENNINGS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	1	0	0	0	0	0	0	0	0	4	0	0	0	9	0	14	94	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	13	0	0	0	12	0	26	122	0	0	0	0
6:30 AM	0	1	0	0	0	0	0	0	0	1	9	0	0	0	16	1	28	159	0	0	0	0
6:45 AM	0	1	0	1	0	0	0	0	0	3	11	0	0	0	10	0	26	200	0	0	0	0
7:00 AM	0	4	0	0	0	0	0	0	0	0	15	0	0	0	20	3	42	243	0	0	0	0
7:15 AM	0	4	0	0	0	0	0	0	0	5	25	0	0	0	26	3	63	265	0	0	0	0
7:30 AM	0	5	0	4	0	0	0	0	0	7	26	0	0	0	21	6	69	324	0	0	0	0
7:45 AM	0	6	0	6	0	0	0	0	0	8	16	0	0	0	23	10	69	415	0	0	0	0
8:00 AM	0	4	0	3	0	0	0	0	0	4	16	0	0	0	21	16	64	404	0	0	0	0
8:15 AM	0	5	0	26	0	0	0	0	0	22	18	0	0	0	33	18	122		0	0	0	0
8:30 AM	0	24	0	31	0	0	0	0	0	19	19	0	0	0	41	26	160		0	0	0	0
8:45 AM	0	11	0	3	0	0	0	0	0	8	19	0	0	0	14	3	58		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	39	0	55	0	0	0	0	0	48	69	0	0	0	114	65	390
Mediums	0	0	0	11	0	0	0	0	0	5	0	0	0	0	4	5	25
Total	0	39	0	66	0	0	0	0	0	53	69	0	0	0	118	70	415

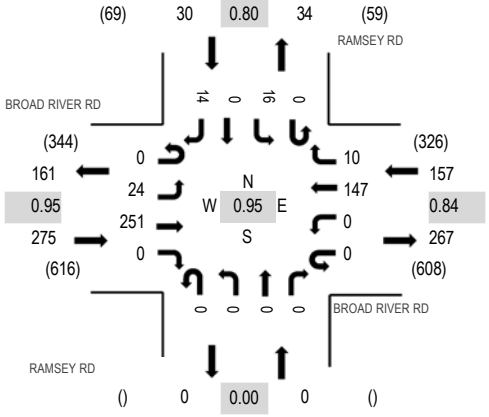
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.49				0.00				0.78				0.70			0.65
Peak Hour Factor	0.00	0.46	0.00	0.53	0.00	0.00	0.00	0.00	0.00	0.60	0.80	0.00	0.00	0.00	0.72	0.67	0.65

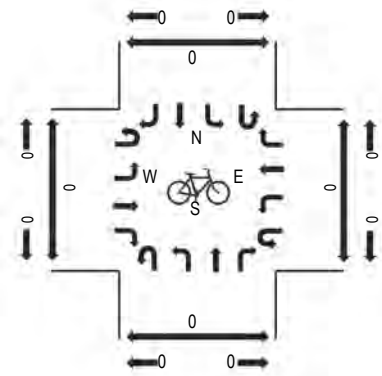
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 RAMSEY RD & BROAD RIVER RD AM
Date: Thursday, November 21, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

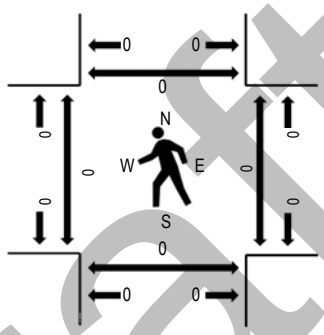
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				RAMSEY RD Northbound				RAMSEY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	13	0	0	0	3	1	0	0	0	0	0	4	0	1	22	174	0	0	0	0
6:15 AM	0	0	17	0	0	0	18	0	0	0	0	0	0	1	0	3	39	223	0	0	0	0
6:30 AM	0	0	19	0	0	0	9	2	0	0	0	0	0	2	0	6	38	290	0	0	0	0
6:45 AM	0	0	45	0	0	0	24	1	0	0	0	0	0	2	0	3	75	364	0	0	0	0
7:00 AM	0	3	40	0	0	0	19	1	0	0	0	0	0	2	0	6	71	406	0	0	0	0
7:15 AM	0	5	71	0	0	0	27	1	0	0	0	0	0	2	0	0	106	447	0	0	0	0
7:30 AM	0	3	67	0	0	0	40	0	0	0	0	0	0	1	0	1	112	453	0	0	0	0
7:45 AM	0	1	74	0	0	0	39	0	0	0	0	0	0	1	0	2	117	462	0	0	0	0
8:00 AM	0	3	64	0	0	0	33	2	0	0	0	0	0	6	0	4	112	431	0	0	0	0
8:15 AM	0	9	60	0	0	0	34	2	0	0	0	0	0	2	0	5	112		0	0	0	0
8:30 AM	0	11	53	0	0	0	41	6	0	0	0	0	0	7	0	3	121		0	0	0	0
8:45 AM	0	5	53	0	0	0	20	3	0	0	0	0	0	2	0	3	86		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	24	247	0	0	0	140	10	0	0	0	0	0	16	0	14	451
Mediums	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0	9
Total	0	24	251	0	0	0	147	10	0	0	0	0	0	16	0	14	462

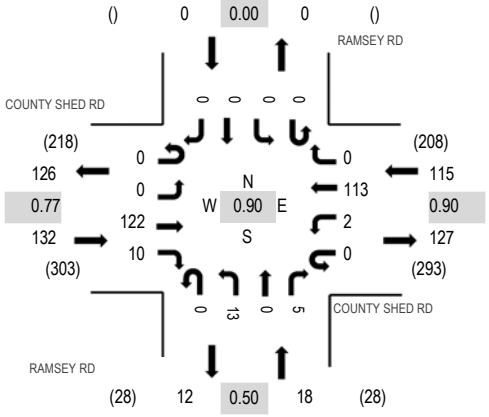
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.4%				0.6%				0.0%				0.0%			0.4%
Heavy Vehicle %	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
Peak Hour Factor		0.95				0.84				0.00				0.80			0.95
Peak Hour Factor	0.00	0.64	0.93	0.00	0.00	0.00	0.90	0.54	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.75	0.95

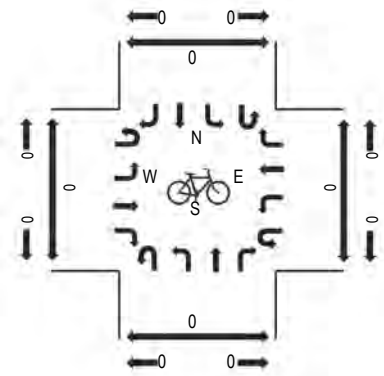
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 RAMSEY RD & COUNTY SHED RD AM
Date: Thursday, November 21, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

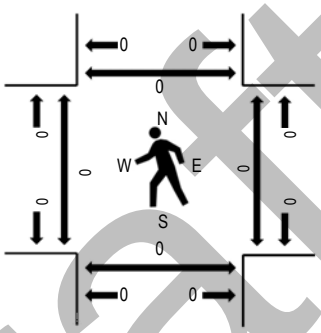
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COUNTY SHED RD Eastbound				COUNTY SHED RD Westbound				RAMSEY RD Northbound				RAMSEY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	7	1	0	0	6	0	0	1	0	0	0	0	0	0	15	86	0	0	0	0
6:15 AM	0	0	5	0	0	1	5	0	0	1	0	0	0	0	0	0	12	112	0	0	0	0
6:30 AM	0	0	17	0	0	2	7	0	0	1	0	0	0	0	0	0	27	143	0	0	0	0
6:45 AM	0	0	19	1	0	1	9	0	0	0	0	2	0	0	0	0	32	173	0	0	0	0
7:00 AM	0	0	26	2	0	1	11	0	0	1	0	0	0	0	0	0	41	215	0	0	0	0
7:15 AM	0	0	27	0	0	0	16	0	0	0	0	0	0	0	0	0	43	235	0	0	0	0
7:30 AM	0	0	31	2	0	0	21	0	0	1	0	2	0	0	0	0	57	259	0	0	0	0
7:45 AM	0	0	42	3	0	1	26	0	0	2	0	0	0	0	0	0	74	265	0	0	0	0
8:00 AM	0	0	28	5	0	0	27	0	0	1	0	0	0	0	0	0	61	238	0	0	0	0
8:15 AM	0	0	26	0	0	0	32	0	0	5	0	4	0	0	0	0	67		0	0	0	0
8:30 AM	0	0	26	2	0	1	28	0	0	5	0	1	0	0	0	0	63		0	0	0	0
8:45 AM	0	0	30	3	0	2	11	0	0	1	0	0	0	0	0	0	47		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	0	121	9	0	2	108	0	0	13	0	5	0	0	0	0	258
Mediums	0	0	1	1	0	0	4	0	0	0	0	0	0	0	0	0	6
Total	0	0	122	10	0	2	113	0	0	13	0	5	0	0	0	0	265

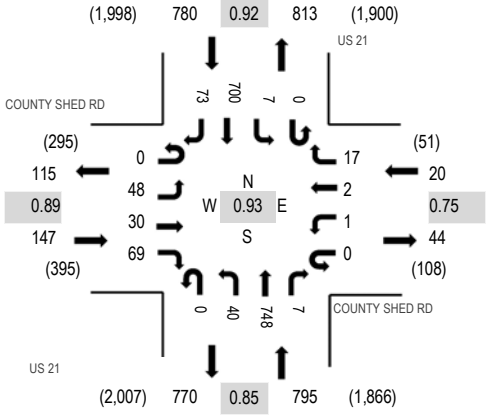
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.0%				0.9%				0.0%				0.0%		0.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
Peak Hour Factor			0.77				0.90				0.50				0.00		0.90
Peak Hour Factor	0.00	0.00	0.76	0.50	0.00	0.63	0.88	0.00	0.00	0.65	0.00	0.38	0.00	0.00	0.00	0.00	0.90

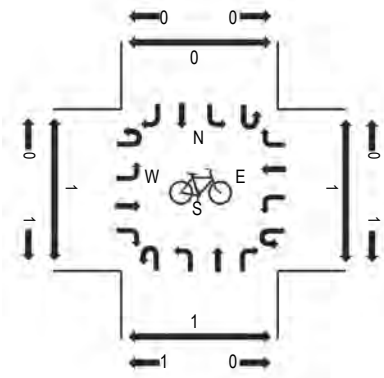
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 US 21 & COUNTY SHED RD AM
Date: Thursday, November 21, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

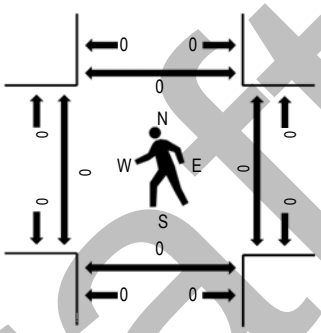
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COUNTY SHED RD Eastbound				COUNTY SHED RD Westbound				US 21 Northbound				US 21 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	6	2	10	0	1	1	1	0	7	96	1	0	0	97	4	226	1,154	0	0	0	0
6:15 AM	0	5	4	15	0	1	1	0	0	7	112	1	0	0	115	7	268	1,277	0	0	0	0
6:30 AM	0	11	5	15	0	1	0	2	0	4	113	0	0	0	129	9	289	1,453	0	0	0	0
6:45 AM	0	7	5	16	0	1	2	4	0	8	142	5	0	1	170	10	371	1,633	0	0	0	0
7:00 AM	0	10	10	15	0	0	1	1	0	11	157	0	0	1	137	6	349	1,692	0	0	0	0
7:15 AM	0	10	8	16	0	0	0	5	0	15	222	0	0	4	153	11	444	1,742	0	0	0	0
7:30 AM	0	17	6	16	0	1	0	3	0	8	201	2	0	1	188	26	469	1,664	0	0	0	0
7:45 AM	0	12	9	21	0	0	1	3	0	12	175	3	0	1	178	15	430	1,554	0	0	0	0
8:00 AM	0	9	7	16	0	0	1	6	0	5	150	2	0	1	181	21	399	1,464	0	0	0	0
8:15 AM	0	17	9	11	0	0	1	4	0	15	131	1	0	2	149	26	366		0	0	0	0
8:30 AM	0	14	4	15	0	0	2	1	0	12	127	0	0	2	165	17	359		1	0	0	0
8:45 AM	0	14	8	20	0	0	3	3	0	12	109	0	0	3	154	14	340		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	9	0	0	0	7	0	16
Lights	0	45	30	68	0	1	2	12	0	39	723	6	0	7	680	71	1,684
Mediums	0	3	0	1	0	0	0	5	0	1	16	1	0	0	13	2	42
Total	0	48	30	69	0	1	2	17	0	40	748	7	0	7	700	73	1,742

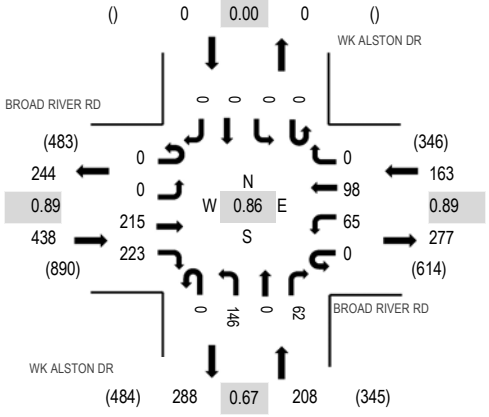
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.1%				0.9%			0.9%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	0.0%	0.0%	0.0%	1.0%	0.0%	0.9%
Peak Hour Factor		0.89				0.75				0.85				0.92			0.93
Peak Hour Factor	0.00	0.81	0.83	0.82	0.00	1.00	0.58	0.71	0.00	0.77	0.85	0.67	0.00	0.67	0.93	0.85	0.93

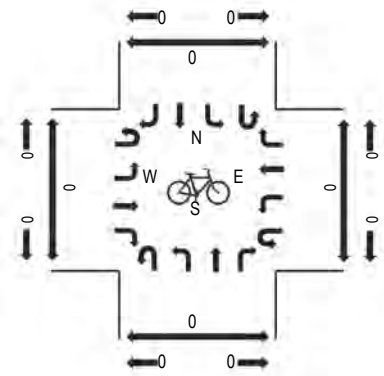
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 WK ALSTON DR & BROAD RIVER RD AM
Date: Thursday, November 21, 2024
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

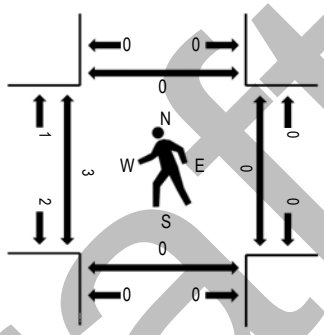
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				WK ALSTON DR Northbound				WK ALSTON DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	10	6	0	2	2	0	0	1	0	2	0	0	0	0	23	219	0	0	0	0
6:15 AM	0	0	17	5	0	6	15	0	0	2	0	0	0	0	0	0	45	300	0	0	0	0
6:30 AM	0	0	18	11	0	8	5	0	0	8	0	1	0	0	0	0	51	410	0	0	0	0
6:45 AM	0	0	45	16	0	8	21	0	0	9	0	1	0	0	0	0	100	532	0	0	0	0
7:00 AM	0	0	39	21	0	8	17	0	0	15	0	4	0	0	0	0	104	621	0	0	0	0
7:15 AM	0	0	66	28	0	3	24	0	0	22	0	12	0	0	0	0	155	674	0	0	0	0
7:30 AM	0	0	62	43	0	8	33	0	0	23	0	4	0	0	0	0	173	753	0	0	0	0
7:45 AM	0	0	72	45	0	15	26	0	0	24	0	7	0	0	0	0	189	809	2	0	0	0
8:00 AM	0	0	55	38	0	14	21	0	0	21	0	8	0	0	0	0	157	741	1	0	0	0
8:15 AM	0	0	49	74	0	20	21	0	0	44	0	26	0	0	0	0	234		0	0	0	0
8:30 AM	0	0	39	66	0	16	30	0	0	57	0	21	0	0	0	0	229		0	0	0	0
8:45 AM	0	0	46	19	0	4	19	0	0	23	0	10	0	0	0	0	121		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	0	212	206	0	63	93	0	0	139	0	61	0	0	0	0	774
Mediums	0	0	2	17	0	2	4	0	0	7	0	1	0	0	0	0	33
Total	0	0	215	223	0	65	98	0	0	146	0	62	0	0	0	0	809

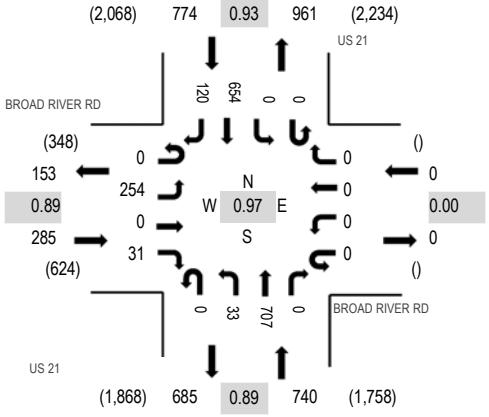
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %			0.2%				0.6%				0.0%				0.0%		0.2%
Heavy Vehicle %	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Peak Hour Factor			0.89				0.89				0.67				0.00		0.86
Peak Hour Factor	0.00	0.00	0.89	0.75	0.00	0.81	0.79	0.00	0.00	0.64	0.00	0.63	0.00	0.00	0.00	0.00	0.86

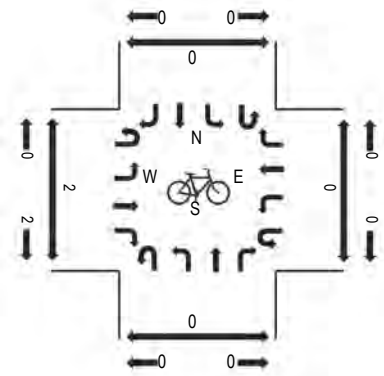
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 US 21 & BROAD RIVER RD AM
Date: Thursday, November 21, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

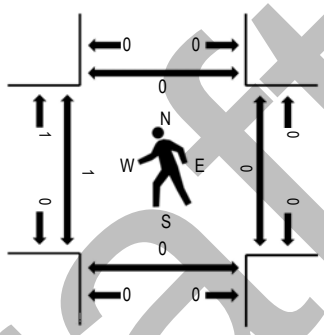
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				US 21 Northbound				US 21 Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
6:00 AM	0	13	0	1	0	0	0	0	0	3	104	0	0	0	106	2	229	1,160	0	0	0	0
6:15 AM	0	16	0	1	0	0	0	0	0	1	115	0	0	0	119	16	268	1,289	0	0	0	0
6:30 AM	0	22	0	2	0	0	0	0	0	3	109	0	0	0	144	8	288	1,478	1	0	0	0
6:45 AM	0	42	0	7	0	0	0	0	0	2	137	0	0	0	165	22	375	1,651	0	0	0	0
7:00 AM	0	36	0	5	0	0	0	0	0	2	154	0	0	0	140	21	358	1,740	0	0	0	0
7:15 AM	0	63	0	10	0	0	0	0	0	9	200	0	0	0	147	28	457	1,799	0	0	0	0
7:30 AM	0	60	0	7	0	0	0	0	0	7	189	0	0	0	170	28	461	1,735	0	0	0	0
7:45 AM	0	71	0	9	0	0	0	0	0	7	168	0	0	0	175	34	464	1,670	1	0	0	0
8:00 AM	0	60	0	5	0	0	0	0	0	10	150	0	0	0	162	30	417	1,550	0	0	0	0
8:15 AM	0	63	0	7	0	0	0	0	0	15	133	0	0	0	147	28	393		0	0	0	0
8:30 AM	0	54	0	11	0	0	0	0	0	9	124	0	0	0	164	34	396		0	0	0	0
8:45 AM	0	48	0	11	0	0	0	0	0	4	103	0	0	0	153	25	344		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	8	0	0	0	4	2	15
Lights	0	248	0	30	0	0	0	0	0	32	682	0	0	0	639	115	1,746
Mediums	0	5	0	1	0	0	0	0	0	1	17	0	0	0	11	3	38
Total	0	254	0	31	0	0	0	0	0	33	707	0	0	0	654	120	1,799

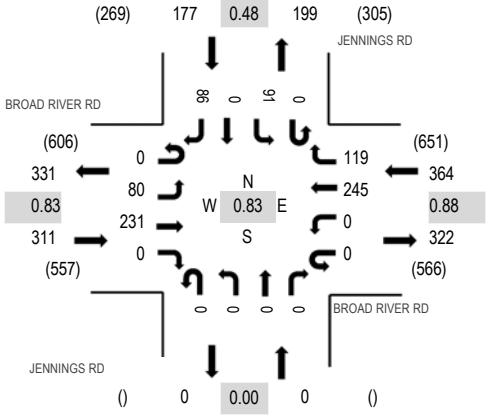
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.4%				0.0%				1.1%				0.8%			0.8%
Heavy Vehicle %	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.6%	1.7%	0.8%
Peak Hour Factor		0.89				0.00				0.89				0.93			0.97
Peak Hour Factor	0.00	0.89	0.00	0.77	0.00	0.00	0.00	0.00	0.00	0.68	0.89	0.00	0.00	0.00	0.93	0.93	0.97

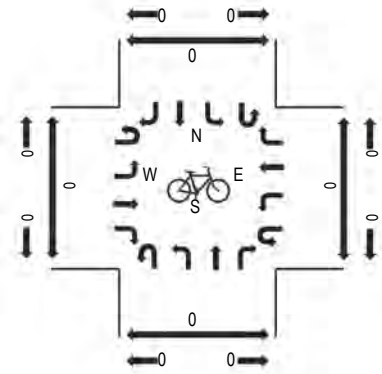
(303) 216-2439
www.alltrafficdata.net

Location: 1 JENNINGS RD & BROAD RIVER RD PM
Date: Thursday, November 21, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

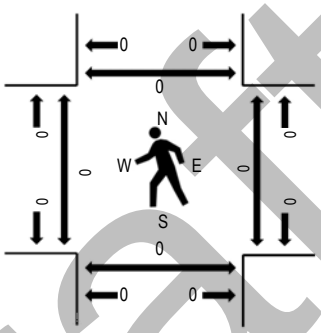
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				JENNINGS RD Northbound				JENNINGS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00 PM	0	14	60	0	0	0	59	12	0	0	0	0	0	10	0	11	166	625	0	0	0	1
2:15 PM	0	16	36	0	0	0	44	10	0	0	0	0	0	11	0	9	126	625	0	0	0	0
2:30 PM	0	13	50	0	0	0	68	18	0	0	0	0	0	15	0	5	169	716	0	0	0	0
2:45 PM	0	12	45	0	0	0	65	11	0	0	0	0	0	17	0	14	164	759	0	0	0	0
3:00 PM	0	15	53	0	0	0	52	19	0	0	0	0	0	15	0	12	166	852	0	0	0	0
3:15 PM	0	22	72	0	0	0	66	28	0	0	0	0	0	13	0	16	217		0	0	0	0
3:30 PM	0	24	57	0	0	0	64	39	0	0	0	0	0	14	0	14	212		0	0	0	0
3:45 PM	0	19	49	0	0	0	63	33	0	0	0	0	0	49	0	44	257		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	77	225	0	0	0	240	114	0	0	0	0	0	88	0	83	827
Mediums	0	3	6	0	0	0	5	5	0	0	0	0	0	3	0	3	25
Total	0	80	231	0	0	0	245	119	0	0	0	0	0	91	0	86	852

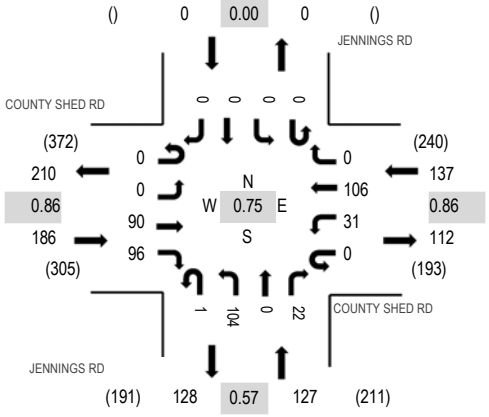
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.83				0.88				0.00				0.48			0.83
Peak Hour Factor	0.00	0.83	0.80	0.00	0.00	0.00	0.92	0.76	0.00	0.00	0.00	0.00	0.00	0.46	0.00	0.49	0.83

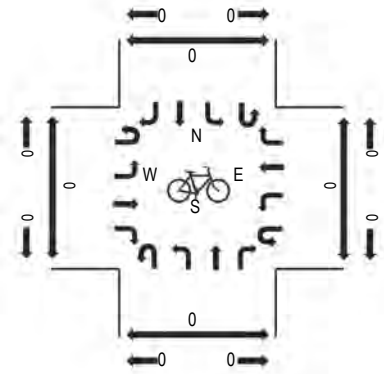
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 JENNINGS RD & COUNTY SHED RD PM
Date: Thursday, November 21, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

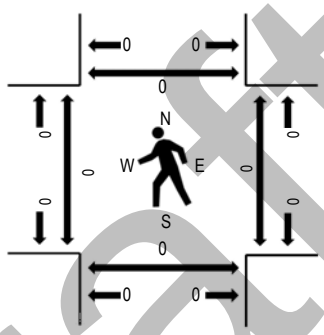
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COUNTY SHED RD Eastbound				COUNTY SHED RD Westbound				JENNINGS RD Northbound				JENNINGS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00 PM	0	0	10	9	0	7	16	0	0	20	0	1	0	0	0	0	63	306	0	0	0	0
2:15 PM	0	0	25	12	0	3	27	0	0	13	0	5	0	0	0	0	85	341	0	0	0	0
2:30 PM	0	0	20	14	0	1	26	0	0	19	0	6	0	0	0	0	86	349	0	0	0	0
2:45 PM	0	0	13	16	0	1	22	0	0	19	0	1	0	0	0	0	72	372	0	0	0	0
3:00 PM	0	0	23	23	0	3	28	0	0	20	0	1	0	0	0	0	98	450	0	0	0	0
3:15 PM	0	0	21	23	0	7	24	0	0	18	0	0	0	0	0	0	93		0	0	0	0
3:30 PM	0	0	15	27	0	15	20	0	1	26	0	5	0	0	0	0	109		0	0	0	0
3:45 PM	0	0	31	23	0	6	34	0	0	40	0	16	0	0	0	0	150		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	86	93	0	29	106	0	1	101	0	20	0	0	0	0	436
Mediums	0	0	4	3	0	2	0	0	0	3	0	2	0	0	0	0	14
Total	0	0	90	96	0	31	106	0	1	104	0	22	0	0	0	0	450

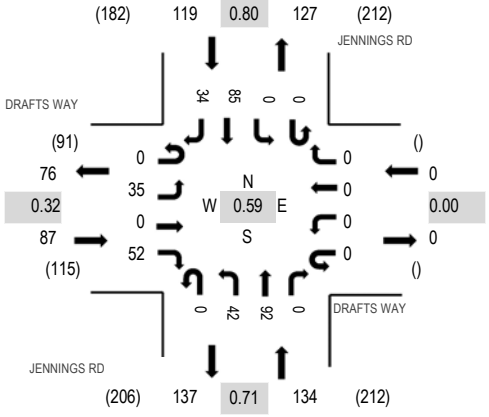
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.86				0.86				0.57				0.00			0.75
Peak Hour Factor	0.00	0.00	0.73	0.89	0.00	0.52	0.78	0.00	0.25	0.65	0.00	0.34	0.00	0.00	0.00	0.00	0.75

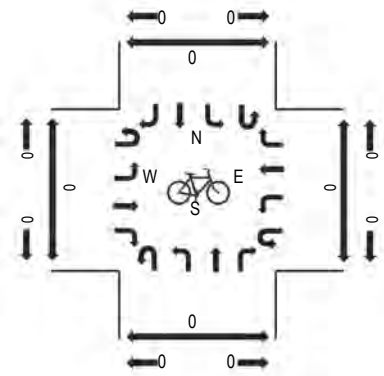
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 JENNINGS RD & DRAFTS WAY PM
Date: Thursday, November 21, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

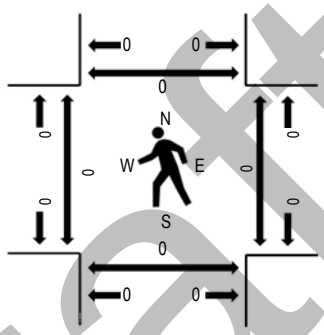
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DRAFTS WAY Eastbound				DRAFTS WAY Westbound				JENNINGS RD Northbound				JENNINGS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00 PM	0	0	0	3	0	0	0	0	0	4	22	0	0	0	13	2	44	169	0	0	0	0
2:15 PM	0	7	0	4	0	0	0	0	0	3	10	0	0	0	11	2	37	174	0	0	0	0
2:30 PM	0	6	0	3	0	0	0	0	0	1	18	0	0	0	14	2	44	193	0	0	0	0
2:45 PM	0	3	0	2	0	0	0	0	0	1	19	0	0	0	19	0	44	239	0	0	0	0
3:00 PM	0	2	0	2	0	0	0	0	0	3	19	0	0	0	18	5	49	340	0	0	0	0
3:15 PM	0	1	0	2	0	0	0	0	0	9	16	0	0	0	21	7	56		0	0	0	0
3:30 PM	0	6	0	7	0	0	0	0	0	17	23	0	0	0	25	12	90		0	0	0	0
3:45 PM	0	26	0	41	0	0	0	0	0	13	34	0	0	0	21	10	145		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	31	0	46	0	0	0	0	0	36	90	0	0	0	84	30	317
Mediums	0	4	0	6	0	0	0	0	0	6	2	0	0	0	1	4	23
Total	0	35	0	52	0	0	0	0	0	42	92	0	0	0	85	34	340

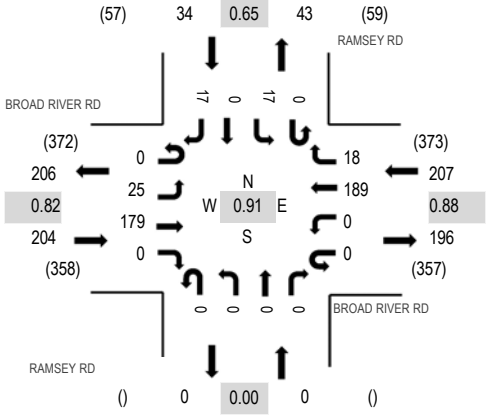
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.32				0.00				0.71				0.80			0.59
Peak Hour Factor	0.00	0.34	0.00	0.32	0.00	0.00	0.00	0.00	0.00	0.62	0.68	0.00	0.00	0.00	0.85	0.71	0.59

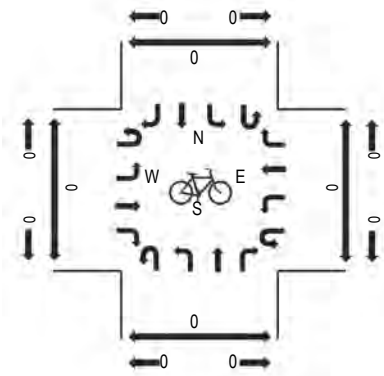
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 RAMSEY RD & BROAD RIVER RD PM
Date: Thursday, November 21, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

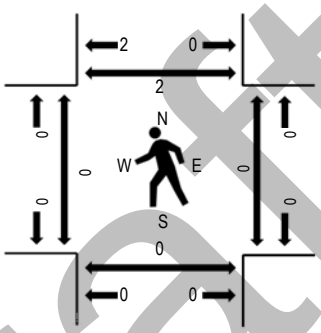
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				RAMSEY RD Northbound				RAMSEY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00 PM	0	1	42	0	0	0	38	1	0	0	0	0	0	3	0	0	85	343	0	0	0	0
2:15 PM	0	2	33	0	0	0	31	3	0	0	0	0	0	3	0	4	76	348	0	0	0	0
2:30 PM	0	0	39	0	0	0	39	3	0	0	0	0	0	3	0	6	90	389	0	0	0	0
2:45 PM	0	3	34	0	0	0	48	3	0	0	0	0	0	4	0	0	92	415	0	0	0	0
3:00 PM	0	4	35	0	0	0	43	4	0	0	0	0	0	3	0	1	90	445	0	0	0	0
3:15 PM	0	4	52	0	0	0	51	2	0	0	0	0	0	4	0	4	117		0	0	0	0
3:30 PM	0	4	43	0	0	0	55	5	0	0	0	0	0	3	0	6	116		0	0	0	0
3:45 PM	0	13	49	0	0	0	40	7	0	0	0	0	0	7	0	6	122		0	0	0	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Lights	0	24	173	0	0	0	184	18	0	0	0	0	0	17	0	16	432
Mediums	0	1	6	0	0	0	4	0	0	0	0	0	0	0	0	1	12
Total	0	25	179	0	0	0	189	18	0	0	0	0	0	17	0	17	445

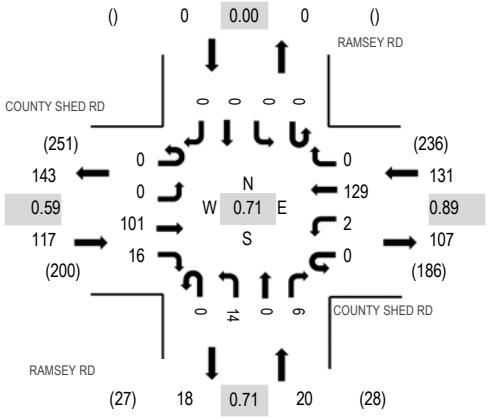
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.5%				0.0%				0.0%			0.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Peak Hour Factor		0.82				0.88				0.00				0.65			0.91
Peak Hour Factor	0.00	0.48	0.86	0.00	0.00	0.00	0.90	0.64	0.00	0.00	0.00	0.00	0.00	0.61	0.00	0.71	0.91

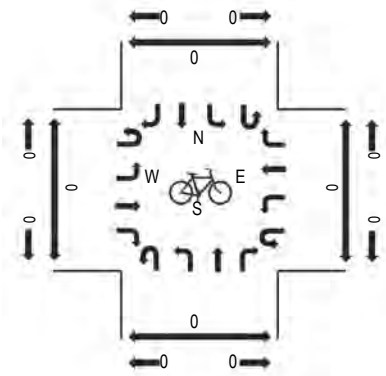
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 RAMSEY RD & COUNTY SHED RD PM
Date: Thursday, November 21, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

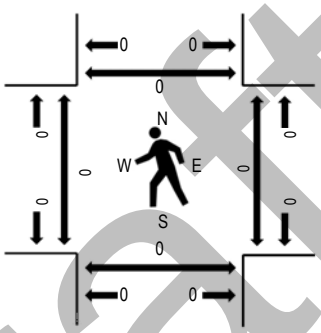
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COUNTY SHED RD Eastbound				COUNTY SHED RD Westbound				RAMSEY RD Northbound				RAMSEY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00 PM	0	0	15	0	0	0	22	0	0	0	0	0	0	0	0	0	37	196	0	0	0	0
2:15 PM	0	0	25	3	0	0	30	0	0	2	0	2	0	0	0	0	62	217	0	0	0	0
2:30 PM	0	0	25	3	0	2	30	0	0	1	0	1	0	0	0	0	62	213	0	0	0	0
2:45 PM	0	0	11	1	0	0	21	0	0	2	0	0	0	0	0	0	35	209	0	0	0	0
3:00 PM	0	0	25	0	0	0	28	0	0	3	0	2	0	0	0	0	58	268	0	0	0	0
3:15 PM	0	0	17	4	0	0	33	0	0	2	0	2	0	0	0	0	58		0	0	0	0
3:30 PM	0	0	15	6	0	1	32	0	0	2	0	2	0	0	0	0	58		0	0	0	0
3:45 PM	0	0	44	6	0	1	36	0	0	7	0	0	0	0	0	0	94		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	97	14	0	2	127	0	0	14	0	6	0	0	0	0	260
Mediums	0	0	4	2	0	0	2	0	0	0	0	0	0	0	0	0	8
Total	0	0	101	16	0	2	129	0	0	14	0	6	0	0	0	0	268

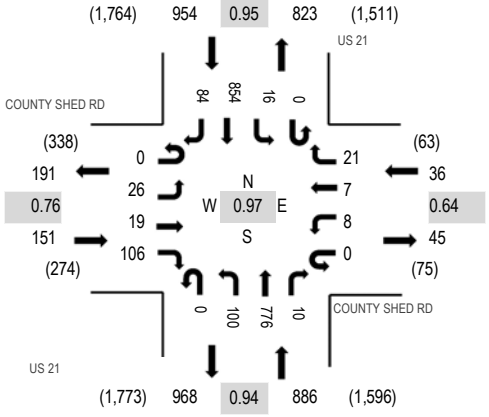
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.59				0.89				0.71				0.00			0.71
Peak Hour Factor	0.00	0.00	0.57	0.67	0.00	0.25	0.90	0.00	0.00	0.50	0.00	0.75	0.00	0.00	0.00	0.00	0.71

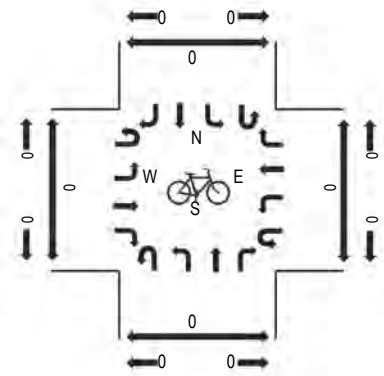
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 US 21 & COUNTY SHED RD PM
Date: Thursday, November 21, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

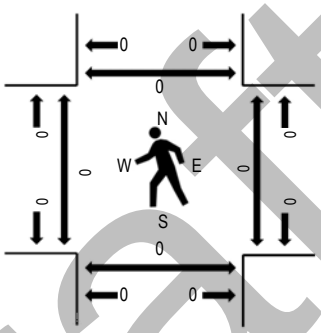
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COUNTY SHED RD Eastbound				COUNTY SHED RD Westbound				US 21 Northbound				US 21 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00 PM	0	9	6	14	0	1	1	2	0	19	158	0	0	2	158	13	383	1,670	0	0	0	0
2:15 PM	0	10	5	19	0	2	1	5	0	17	149	0	0	2	190	27	427	1,774	0	0	0	0
2:30 PM	0	10	11	20	0	2	0	6	0	20	154	0	0	1	188	18	430	1,852	0	0	0	0
2:45 PM	0	8	0	11	0	1	1	5	0	20	172	1	0	2	199	10	430	1,946	0	0	0	0
3:00 PM	0	6	3	27	0	1	1	3	0	24	181	4	0	4	219	14	487	2,027	0	0	0	0
3:15 PM	0	7	2	24	0	2	1	6	0	27	187	2	0	4	224	19	505		0	0	0	0
3:30 PM	0	4	4	24	0	5	3	6	0	27	197	2	0	3	220	29	524		0	0	0	0
3:45 PM	0	9	10	31	0	0	2	6	0	22	211	2	0	5	191	22	511		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9
Lights	0	25	18	105	0	7	7	21	0	100	751	8	0	16	825	81	1,964
Mediums	0	1	1	1	0	1	0	0	0	0	21	2	0	0	24	3	54
Total	0	26	19	106	0	8	7	21	0	100	776	10	0	16	854	84	2,027

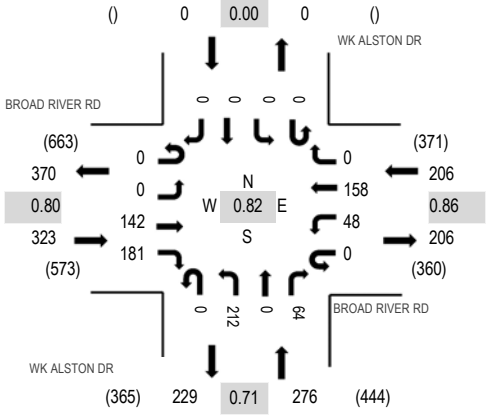
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.5%				0.5%			0.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.6%	0.0%	0.4%
Peak Hour Factor		0.76				0.64				0.94				0.95			0.97
Peak Hour Factor	0.00	0.93	0.50	0.85	0.00	0.45	0.58	0.88	0.00	0.93	0.92	0.63	0.00	0.80	0.96	0.72	0.97

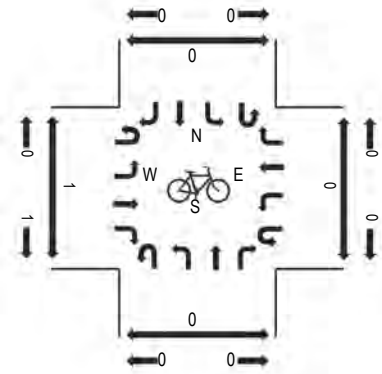
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 WK ALSTON DR & BROAD RIVER RD PM
Date: Thursday, November 21, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:45 PM - 04:00 PM

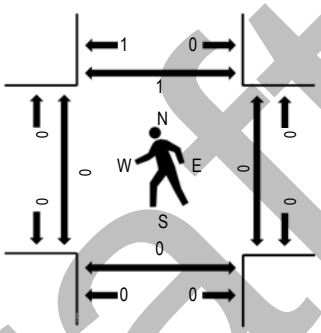
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				WK ALSTON DR Northbound				WK ALSTON DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00 PM	0	0	34	38	0	1	38	0	0	33	0	8	0	0	0	0	152	583	0	0	0	0
2:15 PM	0	0	33	17	0	6	28	0	0	30	0	3	0	0	0	0	117	595	0	0	0	0
2:30 PM	0	0	32	36	0	3	42	0	0	41	0	7	0	0	0	0	161	681	0	0	0	0
2:45 PM	0	0	29	31	0	4	43	0	0	38	0	8	0	0	0	0	153	714	0	0	0	0
3:00 PM	0	0	31	38	0	16	30	0	0	41	0	8	0	0	0	0	164	805	0	0	0	0
3:15 PM	0	0	43	41	0	8	46	0	0	52	0	13	0	0	0	0	203		0	0	0	0
3:30 PM	0	0	35	34	0	14	46	0	0	54	0	11	0	0	0	0	194		0	0	0	0
3:45 PM	0	0	33	68	0	10	36	0	0	65	0	32	0	0	0	0	244		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	0	0	141	173	0	45	156	0	0	203	0	58	0	0	0	0	776
Mediums	0	0	1	8	0	3	2	0	0	8	0	6	0	0	0	0	28
Total	0	0	142	181	0	48	158	0	0	212	0	64	0	0	0	0	805

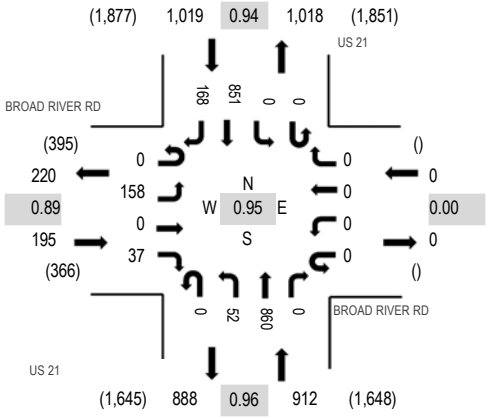
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.4%				0.0%			0.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Peak Hour Factor		0.80				0.86				0.71				0.00			0.82
Peak Hour Factor	0.00	0.00	0.83	0.67	0.00	0.75	0.90	0.00	0.00	0.82	0.00	0.50	0.00	0.00	0.00	0.00	0.82

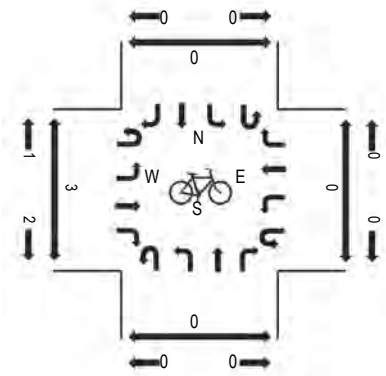
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 US 21 & BROAD RIVER RD PM
Date: Thursday, November 21, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

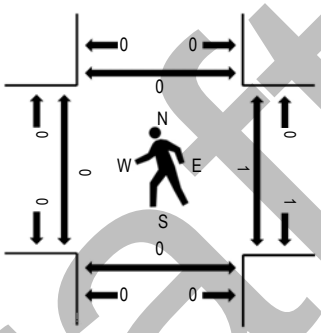
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				US 21 Northbound				US 21 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
2:00 PM	0	44	0	9	0	0	0	0	0	10	156	0	0	0	161	34	414	1,765	0	0	0	0
2:15 PM	0	30	0	7	0	0	0	0	0	6	175	0	0	0	184	30	432	1,864	0	0	0	0
2:30 PM	0	35	0	7	0	0	0	0	0	12	166	0	0	0	181	29	430	1,973	1	1	0	0
2:45 PM	0	29	0	10	0	0	0	0	0	13	198	0	0	0	198	41	489	2,105	0	1	0	0
3:00 PM	0	28	0	9	0	0	0	0	0	7	221	0	0	0	213	35	513	2,126	0	0	0	0
3:15 PM	0	44	0	11	0	0	0	0	0	15	207	0	0	0	224	40	541		0	0	0	0
3:30 PM	0	46	0	6	0	0	0	0	0	12	225	0	0	0	213	60	562		0	0	0	0
3:45 PM	0	40	0	11	0	0	0	0	0	18	207	0	0	0	201	33	510		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	3	1	8
Lights	0	152	0	36	0	0	0	0	0	52	835	0	0	0	825	164	2,064
Mediums	0	6	0	1	0	0	0	0	0	0	21	0	0	0	23	3	54
Total	0	158	0	37	0	0	0	0	0	52	860	0	0	0	851	168	2,126

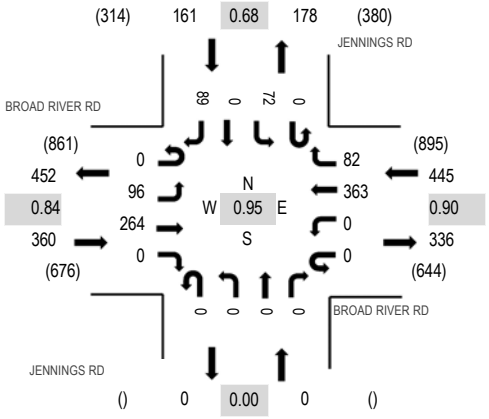
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.4%				0.4%			0.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.4%	0.6%	0.4%
Peak Hour Factor		0.89				0.00				0.96				0.94			0.95
Peak Hour Factor	0.00	0.86	0.00	0.84	0.00	0.00	0.00	0.00	0.00	0.72	0.96	0.00	0.00	0.00	0.95	0.73	0.95

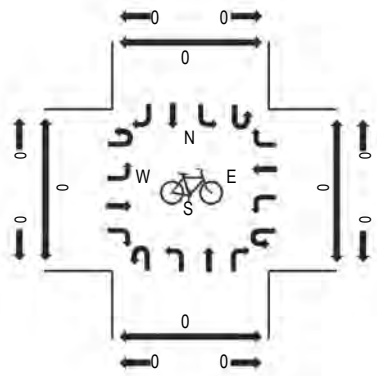
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 JENNINGS RD & BROAD RIVER RD PM
Date: Thursday, November 21, 2024
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

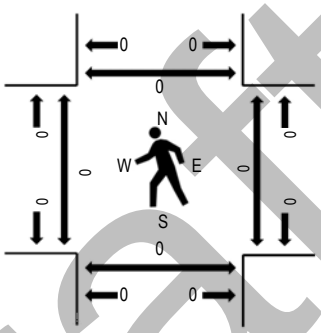
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				JENNINGS RD Northbound				JENNINGS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	13	54	0	0	0	84	36	0	0	0	0	0	27	0	33	247	939	0	0	0	0
4:15 PM	0	14	45	0	0	0	80	30	0	0	0	0	0	17	0	15	201	941	0	0	0	0
4:30 PM	0	26	81	0	0	0	80	18	0	0	0	0	0	13	0	19	237	966	0	0	0	0
4:45 PM	0	28	60	0	0	0	101	26	0	0	0	0	0	17	0	22	254	957	0	0	0	0
5:00 PM	0	26	61	0	0	0	94	15	0	0	0	0	0	28	0	25	249	946	0	0	0	0
5:15 PM	0	16	62	0	0	0	88	23	0	0	0	0	0	14	0	23	226		0	0	0	0
5:30 PM	0	24	78	0	0	0	79	20	0	0	0	0	0	14	0	13	228		0	0	0	0
5:45 PM	0	32	56	0	0	0	88	33	0	0	0	0	0	17	0	17	243		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	0	96	260	0	0	0	360	82	0	0	0	0	0	72	0	88	958
Mediums	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	1	6
Total	0	96	264	0	0	0	363	82	0	0	0	0	0	72	0	89	966

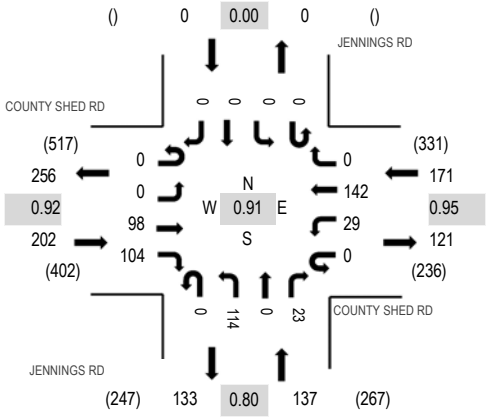
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.3%				0.2%				0.0%				0.0%			0.2%
Heavy Vehicle %	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Peak Hour Factor		0.84				0.90				0.00				0.68			0.95
Peak Hour Factor	0.00	0.77	0.81	0.00	0.00	0.00	0.90	0.76	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.67	0.95

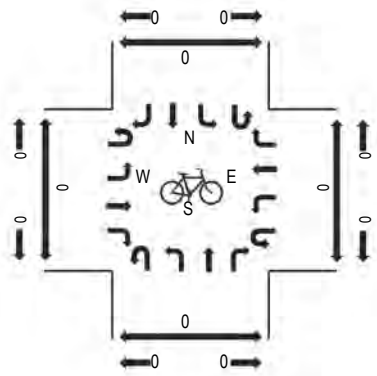
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 JENNINGS RD & COUNTY SHED RD PM
Date: Thursday, November 21, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

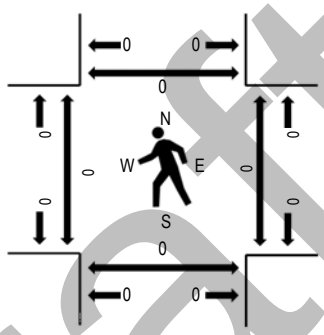
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COUNTY SHED RD Eastbound				COUNTY SHED RD Westbound				JENNINGS RD Northbound				JENNINGS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	26	28	0	8	35	0	0	33	0	10	0	0	0	0	140	510	0	0	0	0
4:15 PM	0	0	24	26	0	7	33	0	0	22	0	6	0	0	0	0	118	495	0	0	0	0
4:30 PM	0	0	25	24	0	7	36	0	0	29	0	2	0	0	0	0	123	494	0	0	0	0
4:45 PM	0	0	23	26	0	7	38	0	0	30	0	5	0	0	0	0	129	479	0	0	0	0
5:00 PM	0	0	25	30	0	4	30	0	0	32	0	4	0	0	0	0	125	490	0	0	0	0
5:15 PM	0	0	26	23	0	7	34	0	0	26	0	1	0	0	0	0	117		0	0	0	0
5:30 PM	0	0	29	19	0	5	32	0	0	22	0	1	0	0	0	0	108		0	0	0	0
5:45 PM	0	0	26	22	0	4	44	0	0	41	0	3	0	0	0	0	140		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	95	102	0	28	140	0	0	112	0	23	0	0	0	0	500
Mediums	0	0	3	2	0	1	2	0	0	2	0	0	0	0	0	0	10
Total	0	0	98	104	0	29	142	0	0	114	0	23	0	0	0	0	510

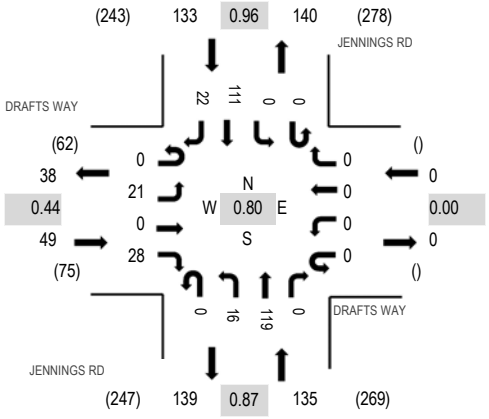
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.92				0.95				0.80				0.00			0.91
Peak Hour Factor	0.00	0.00	0.91	0.88	0.00	0.91	0.93	0.00	0.00	0.74	0.00	0.58	0.00	0.00	0.00	0.00	0.91

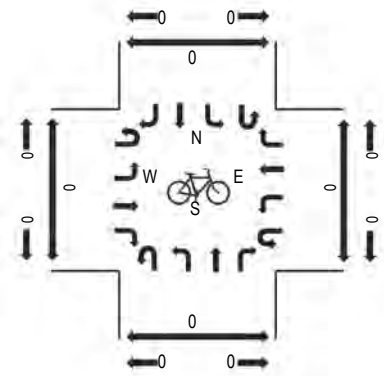
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 JENNINGS RD & DRAFTS WAY PM
Date: Thursday, November 21, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

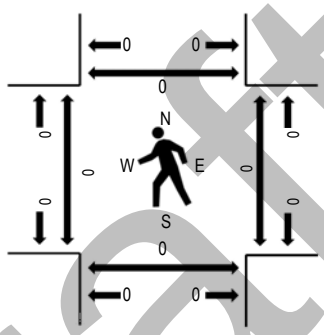
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	DRAFTS WAY Eastbound				DRAFTS WAY Westbound				JENNINGS RD Northbound				JENNINGS RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	13	0	15	0	0	0	0	0	7	32	0	0	0	27	5	99	317	0	0	0	0
4:15 PM	0	3	0	3	0	0	0	0	0	4	25	0	0	0	29	5	69	303	0	0	0	0
4:30 PM	0	2	0	6	0	0	0	0	0	0	29	0	0	0	25	7	69	296	0	0	0	0
4:45 PM	0	3	0	4	0	0	0	0	0	5	33	0	0	0	30	5	80	277	0	0	0	0
5:00 PM	0	7	0	9	0	0	0	0	0	6	29	0	0	0	29	5	85	270	0	0	0	0
5:15 PM	0	4	0	3	0	0	0	0	0	1	25	0	0	0	25	4	62		0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	1	25	0	0	0	21	3	50		0	0	0	0
5:45 PM	0	3	0	0	0	0	0	0	0	2	45	0	0	0	21	2	73		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	21	0	27	0	0	0	0	0	16	118	0	0	0	108	22	312
Mediums	0	0	0	1	0	0	0	0	0	0	1	0	0	0	3	0	5
Total	0	21	0	28	0	0	0	0	0	16	119	0	0	0	111	22	317

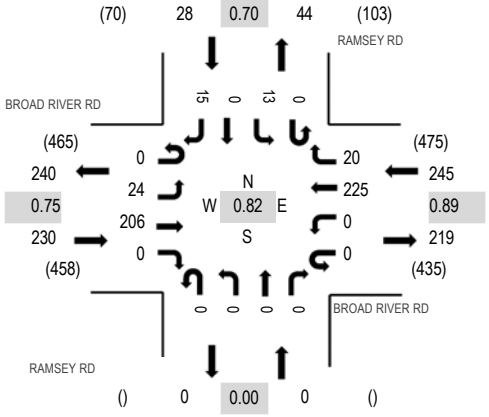
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.44				0.00				0.87				0.96			0.80
Peak Hour Factor	0.00	0.40	0.00	0.47	0.00	0.00	0.00	0.00	0.00	0.57	0.69	0.00	0.00	0.00	0.94	0.79	0.80

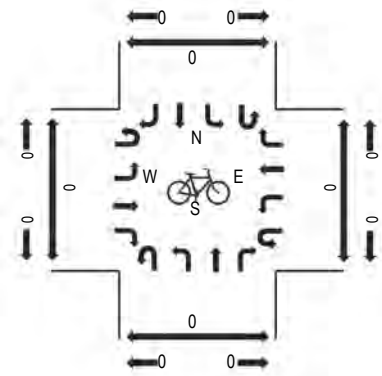
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 RAMSEY RD & BROAD RIVER RD PM
Date: Thursday, November 21, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

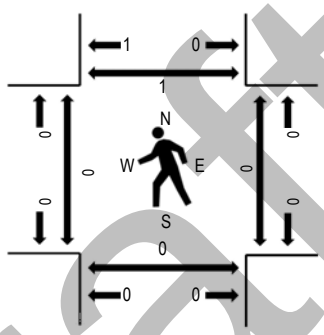
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				RAMSEY RD Northbound				RAMSEY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	11	66	0	0	0	62	7	0	0	0	0	0	3	0	5	154	503	0	0	0	0
4:15 PM	0	1	46	0	0	0	53	3	0	0	0	0	0	2	0	3	108	480	0	0	0	0
4:30 PM	0	6	48	0	0	0	53	6	0	0	0	0	0	5	0	3	121	484	0	0	0	0
4:45 PM	0	6	46	0	0	0	57	4	0	0	0	0	0	3	0	4	120	487	0	0	0	1
5:00 PM	0	6	56	0	0	0	54	6	0	0	0	0	0	5	0	4	131	500	0	0	0	0
5:15 PM	0	3	45	0	0	0	48	8	0	0	0	0	0	5	0	3	112		0	0	0	0
5:30 PM	0	12	46	0	0	0	52	4	0	0	0	0	0	4	0	6	124		0	0	0	0
5:45 PM	0	12	48	0	0	0	50	8	0	0	0	0	0	7	0	8	133		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	24	205	0	0	0	224	20	0	0	0	0	0	13	0	13	499
Mediums	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	4
Total	0	24	206	0	0	0	225	20	0	0	0	0	0	13	0	15	503

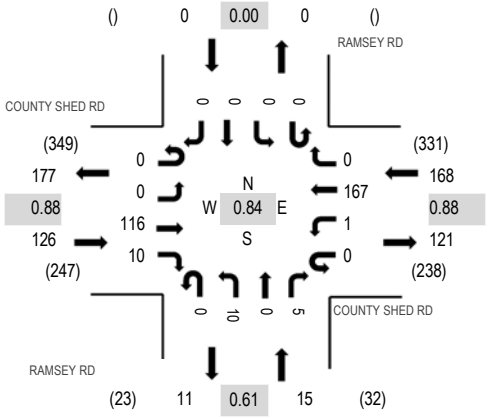
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.75				0.89				0.00				0.70			0.82
Peak Hour Factor	0.00	0.69	0.78	0.00	0.00	0.00	0.91	0.81	0.00	0.00	0.00	0.00	0.00	0.75	0.00	0.66	0.82

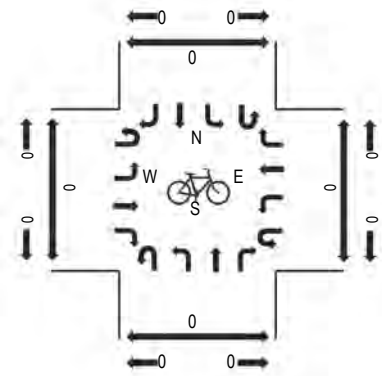
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 RAMSEY RD & COUNTY SHED RD PM
Date: Thursday, November 21, 2024
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:45 PM - 06:00 PM

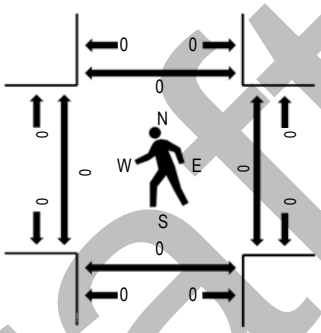
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COUNTY SHED RD Eastbound				COUNTY SHED RD Westbound				RAMSEY RD Northbound				RAMSEY RD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	34	2	0	1	40	0	0	6	0	1	0	0	0	0	84	301	0	0	0	0
4:15 PM	0	0	29	3	0	3	35	0	0	2	0	0	0	0	0	0	72	281	0	0	0	0
4:30 PM	0	0	23	1	0	0	43	0	0	1	0	1	0	0	0	0	69	284	0	0	0	0
4:45 PM	0	0	29	0	0	2	39	0	0	6	0	0	0	0	0	0	76	293	0	0	0	0
5:00 PM	0	0	24	1	0	1	36	0	0	2	0	0	0	0	0	0	64	309	0	0	0	0
5:15 PM	0	0	29	3	0	0	41	0	0	2	0	0	0	0	0	0	75		0	0	0	0
5:30 PM	0	0	30	3	0	0	42	0	0	2	0	1	0	0	0	0	78		0	0	0	0
5:45 PM	0	0	33	3	0	0	48	0	0	4	0	4	0	0	0	0	92		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	116	10	0	1	166	0	0	10	0	5	0	0	0	0	308
Mediums	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	116	10	0	1	167	0	0	10	0	5	0	0	0	0	309

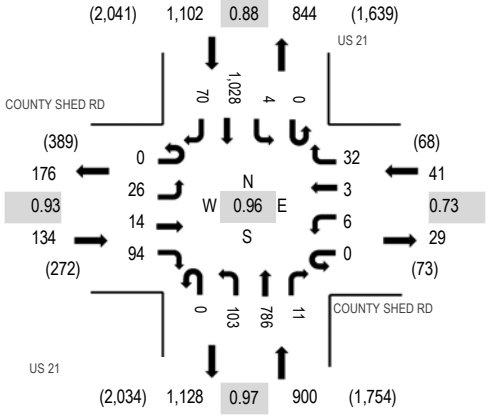
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.0%				0.0%			0.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Peak Hour Factor		0.88				0.88				0.61				0.00			0.84
Peak Hour Factor	0.00	0.00	0.88	0.83	0.00	0.50	0.87	0.00	0.00	0.63	0.00	0.31	0.00	0.00	0.00	0.00	0.84

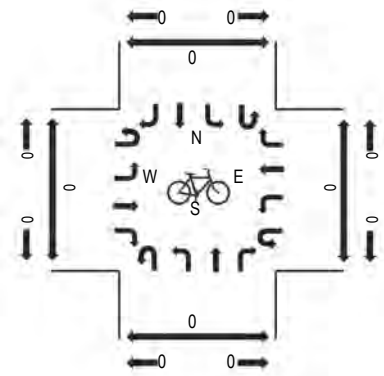
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 US 21 & COUNTY SHED RD PM
Date: Thursday, November 21, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:15 PM - 04:30 PM

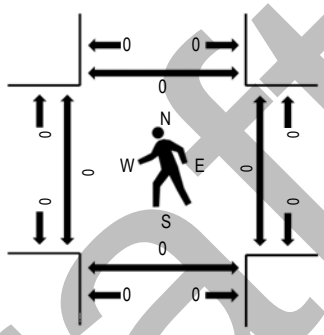
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	COUNTY SHED RD Eastbound				COUNTY SHED RD Westbound				US 21 Northbound				US 21 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	8	3	28	0	3	0	6	0	27	198	4	0	0	260	12	549	2,177	0	0	0	0
4:15 PM	0	4	5	22	0	0	0	6	0	19	192	4	0	1	290	21	564	2,097	0	0	0	0
4:30 PM	0	5	3	19	0	1	2	11	0	26	205	1	0	2	243	20	538	2,025	0	0	0	0
4:45 PM	0	9	3	25	0	2	1	9	0	31	191	2	0	1	235	17	526	1,992	0	0	0	0
5:00 PM	1	4	12	15	0	0	2	6	0	23	185	1	0	2	200	18	469	1,958	0	0	0	0
5:15 PM	0	4	5	28	0	0	3	4	0	19	179	1	0	3	217	29	492		0	0	0	0
5:30 PM	0	8	5	19	0	0	2	3	0	29	190	1	0	1	218	29	505		0	0	0	0
5:45 PM	0	10	9	18	0	0	2	5	0	28	197	1	0	3	191	28	492		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	8
Lights	0	26	14	93	0	6	3	30	0	103	770	10	0	4	1,004	70	2,133
Mediums	0	0	0	1	0	0	0	2	0	0	12	1	0	0	20	0	36
Total	0	26	14	94	0	6	3	32	0	103	786	11	0	4	1,028	70	2,177

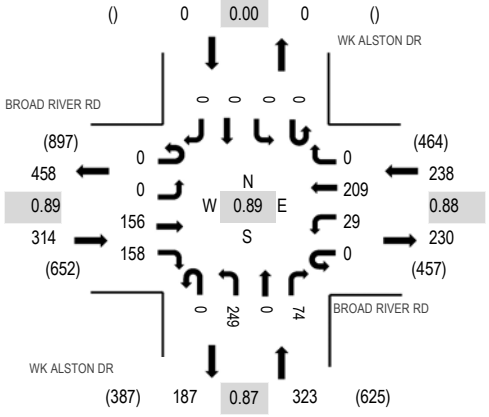
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.4%				0.4%			0.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.4%	0.0%	0.4%
Peak Hour Factor		0.93				0.73				0.97				0.88			0.96
Peak Hour Factor	0.25	0.65	0.65	0.84	0.00	0.50	0.75	0.73	0.00	0.83	0.96	0.69	0.00	0.75	0.89	0.90	0.96

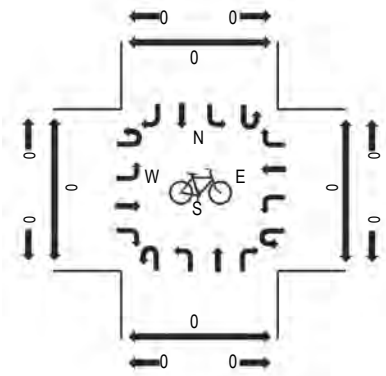
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 WK ALSTON DR & BROAD RIVER RD PM
Date: Thursday, November 21, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

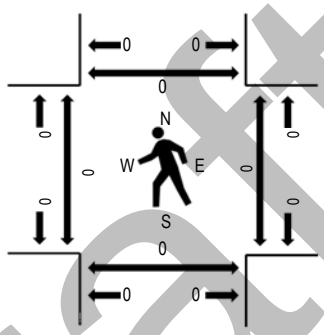
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				WK ALSTON DR Northbound				WK ALSTON DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	0	48	38	0	12	56	0	0	66	0	26	0	0	0	0	246	875	0	0	0	0
4:15 PM	0	0	34	26	0	6	49	0	0	58	0	13	0	0	0	0	186	855	0	0	0	0
4:30 PM	0	0	40	50	0	6	51	0	0	52	0	15	0	0	0	0	214	863	0	0	0	0
4:45 PM	0	0	34	44	0	5	53	0	0	73	0	20	0	0	0	0	229	869	0	0	0	0
5:00 PM	0	0	50	43	0	8	50	0	0	61	0	14	0	0	0	0	226	866	0	0	0	0
5:15 PM	0	0	34	38	0	5	48	0	0	57	0	12	0	0	0	0	194		0	0	0	0
5:30 PM	0	0	42	53	0	8	50	0	0	49	0	18	0	0	0	0	220		0	0	0	0
5:45 PM	0	0	40	38	0	7	50	0	0	74	0	17	0	0	0	0	226		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
Lights	0	0	155	156	0	27	208	0	0	246	0	74	0	0	0	0	866
Mediums	0	0	1	2	0	2	1	0	0	2	0	0	0	0	0	0	8
Total	0	0	156	158	0	29	209	0	0	249	0	74	0	0	0	0	875

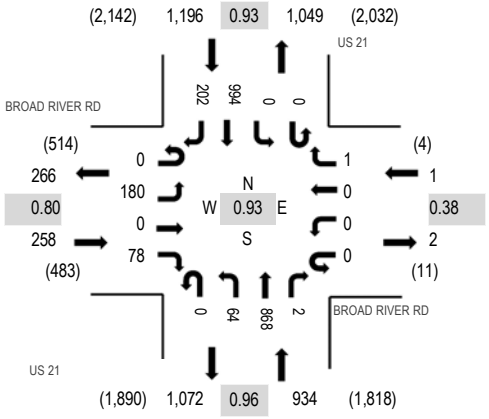
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.3%				0.0%			0.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Peak Hour Factor		0.89				0.88				0.87				0.00			0.89
Peak Hour Factor	0.00	0.00	0.83	0.84	0.00	0.60	0.93	0.00	0.00	0.85	0.00	0.71	0.00	0.00	0.00	0.00	0.89

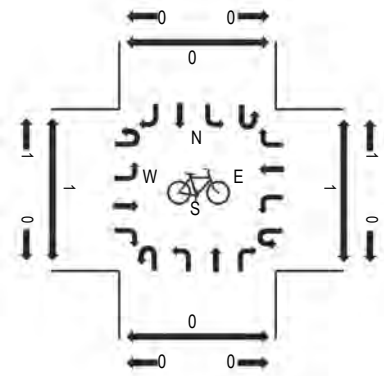
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 US 21 & BROAD RIVER RD PM
Date: Thursday, November 21, 2024
Peak Hour: 04:00 PM - 05:00 PM
Peak 15-Minutes: 04:00 PM - 04:15 PM

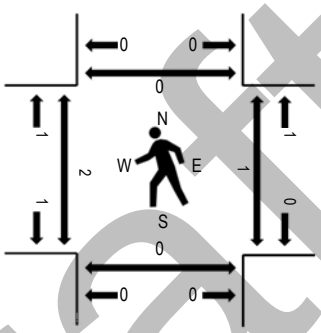
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BROAD RIVER RD Eastbound				BROAD RIVER RD Westbound				US 21 Northbound				US 21 Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	53	0	28	0	0	0	1	0	16	220	0	0	0	258	64	640	2,389	1	1	0	0
4:15 PM	0	36	0	15	0	0	0	0	0	13	228	1	0	0	269	49	611	2,252	0	0	0	0
4:30 PM	0	48	0	14	0	0	0	0	0	18	209	1	0	0	236	45	571	2,146	0	0	0	0
4:45 PM	0	43	0	21	0	0	0	0	0	17	211	0	0	0	231	44	567	2,119	1	0	0	0
5:00 PM	0	34	0	21	0	0	0	0	0	15	202	0	0	0	184	47	503	2,058	0	1	0	0
5:15 PM	0	44	1	14	0	0	0	2	0	14	182	3	0	1	195	49	505		0	0	0	0
5:30 PM	0	34	0	12	0	0	0	0	0	14	224	1	0	0	208	51	544		1	0	0	0
5:45 PM	0	48	0	17	0	1	0	0	0	13	213	3	0	0	166	45	506		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	4	0	0	0	5	0	10
Lights	0	179	0	77	0	0	0	1	0	63	851	2	0	0	966	201	2,340
Mediums	0	1	0	1	0	0	0	0	0	0	13	0	0	0	23	1	39
Total	0	180	0	78	0	0	0	1	0	64	868	2	0	0	994	202	2,389

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				0.5%				0.4%			0.4%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.5%	0.0%	0.0%	0.0%	0.5%	0.0%	0.4%
Peak Hour Factor		0.80				0.38				0.96				0.93			0.93
Peak Hour Factor	0.00	0.85	0.25	0.70	0.00	0.25	0.00	0.25	0.00	0.89	0.95	0.58	0.00	0.25	0.92	0.79	0.93

Appendix D – Traffic Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Broad River Boulevard at Jennings Road
COUNT DATE: November 21, 2024
AM PEAK HOUR FACTOR: 0.87 **AM FUTURE PEAK HOUR FACTOR:** 0.87
PM PEAK HOUR FACTOR: 0.95 **PM FUTURE PEAK HOUR FACTOR:** 0.95

AM Peak Hour

AM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	77	295	0	0	0	138	100	0	0	0	0	0	144	0	88
AM Volume Balancing	0	0	7	0	0	0	4	2	0	0	0	0	0	3	0	0
AM 2024 EXISTING TRAFFIC	**0**	**77**	**302**	**0**	**0**	**0**	**142**	**102**	**0**	**0**	**0**	**0**	**0**	**147**	**0**	**88**
AM Heavy Vehicle Percentage	2%	2%	3%	2%	2%	2%	5%	5%	2%	2%	2%	2%	2%	8%	2%	5%
AM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	10	38	0	0	0	18	13	0	0	0	0	0	18	0	11
AM 2028 NO-BUILD TRAFFIC (No AD)	0	87	340	0	0	0	160	115	0	0	0	0	0	165	0	99
Approved Development 1: Burtonwoods Apartments			3				10									
Approved Development 2: The Grove at Broad River			2				4									
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	5	0	0	0	14	0	0	0	0	0	0	0	0	0
AM 2028 NO-BUILD TRAFFIC	**0**	**87**	**345**	**0**	**0**	**0**	**174**	**115**	**0**	**0**	**0**	**0**	**0**	**165**	**0**	**99**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		15%	10%					20%								
Distribution	Exiting							10%							20%		15%

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	7	4	0	0	0	11	8	0	0	0	0	0	22	0	17
AM TOTAL PROJECT TRIPS		**0**	**7**	**4**	**0**	**0**	**0**	**11**	**8**	**0**	**0**	**0**	**0**	**0**	**22**	**0**	**17**
AM 2028 BUILD-OUT TRAFFIC		**0**	**94**	**349**	**0**	**0**	**0**	**185**	**123**	**0**	**0**	**0**	**0**	**0**	**187**	**0**	**116**

PM Peak Hour

PM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	96	264	0	0	0	363	82	0	0	0	0	0	72	0	89
PM Volume Balancing	0	0	19	0	0	0	28	8	0	0	0	0	0	0	0	0
PM 2024 EXISTING TRAFFIC	**0**	**96**	**283**	**0**	**0**	**0**	**391**	**90**	**0**	**0**	**0**	**0**	**0**	**72**	**0**	**89**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	12	36	0	0	0	49	11	0	0	0	0	0	9	0	11
Approved Development 1: Burtonwoods Apartments			8				5									
Approved Development 2: The Grove at Broad River			5				3									
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	13	0	0	0	8	0	0	0	0	0	0	0	0	0
PM 2028 NO-BUILD TRAFFIC	**0**	**108**	**332**	**0**	**0**	**0**	**448**	**101**	**0**	**0**	**0**	**0**	**0**	**81**	**0**	**100**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		15%	10%					20%								
Distribution	Exiting							10%							20%		15%

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	19	12	0	0	0	8	24	0	0	0	0	0	15	0	11
PM TOTAL PROJECT TRIPS		**0**	**19**	**12**	**0**	**0**	**0**	**8**	**24**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**11**
PM 2028 BUILD-OUT TRAFFIC		**0**	**127**	**344**	**0**	**0**	**0**	**456**	**125**	**0**	**0**	**0**	**0**	**0**	**96**	**0**	**111**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: County Shed Road at Jennings Road
COUNT DATE: November 21, 2024
AM PEAK HOUR FACTOR: 0.85 **AM FUTURE PEAK HOUR FACTOR:** 0.85
PM PEAK HOUR FACTOR: 0.91 **PM FUTURE PEAK HOUR FACTOR:** 0.91

AM Peak Hour

AM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	105	129	0	55	72	0	0	89	0	24	0	0	0	0
AM Volume Balancing	0	0	23	3	0	1	0	0	0	0	0	0	0	0	0	0
AM 2024 EXISTING TRAFFIC	**0**	**0**	**128**	**132**	**0**	**56**	**72**	**0**	**0**	**89**	**0**	**24**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	4%	2%	5%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	0	16	17	0	7	9	0	0	11	0	3	0	0	0	0
AM 2028 NO-BUILD TRAFFIC (No AD)	0	0	144	149	0	63	81	0	0	100	0	27	0	0	0	0
Approved Development 1: Burtonwoods Apartments																
Approved Development 2: The Grove at Broad River																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2028 NO-BUILD TRAFFIC	**0**	**0**	**144**	**149**	**0**	**63**	**81**	**0**	**0**	**100**	**0**	**27**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering			5%	5%		10%										
Distribution	Exiting							5%			5%		10%				

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	2	2	0	4	5	0	0	6	0	11	0	0	0	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**2**	**2**	**0**	**4**	**5**	**0**	**0**	**6**	**0**	**11**	**0**	**0**	**0**	**0**
AM 2028 BUILD-OUT TRAFFIC		**0**	**0**	**146**	**151**	**0**	**67**	**86**	**0**	**0**	**106**	**0**	**38**	**0**	**0**	**0**	**0**

PM Peak Hour

PM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	98	104	0	29	142	0	0	114	0	23	0	0	0	0
PM Volume Balancing	0	0	6	0	0	0	14	0	0	3	0	7	0	0	0	0
PM 2024 EXISTING TRAFFIC	**0**	**0**	**104**	**104**	**0**	**29**	**156**	**0**	**0**	**117**	**0**	**30**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	3%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	0	13	13	0	4	20	0	0	15	0	4	0	0	0	0
Approved Development 1: Burtonwoods Apartments																
Approved Development 2: The Grove at Broad River																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2028 NO-BUILD TRAFFIC	**0**	**0**	**117**	**117**	**0**	**33**	**176**	**0**	**0**	**132**	**0**	**34**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering			5%	5%		10%										
Distribution	Exiting							5%			5%		10%				

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	6	7	0	12	4	0	0	4	0	8	0	0	0	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**6**	**7**	**0**	**12**	**4**	**0**	**0**	**4**	**0**	**8**	**0**	**0**	**0**	**0**
PM 2028 BUILD-OUT TRAFFIC		**0**	**0**	**123**	**124**	**0**	**45**	**180**	**0**	**0**	**136**	**0**	**42**	**0**	**0**	**0**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennings Road at Drafts Way/Site Access #1
COUNT DATE: November 21, 2024
AM PEAK HOUR FACTOR: 0.65 **AM FUTURE PEAK HOUR FACTOR:** 0.65
PM PEAK HOUR FACTOR: 0.80 **PM FUTURE PEAK HOUR FACTOR:** 0.80

AM Peak Hour

AM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	39	0	66	0	0	0	0	0	53	69	0	0	0	118	70
AM Volume Balancing	0	2	0	0	0	0	0	0	0	0	3	0	0	0	0	0
AM 2024 EXISTING TRAFFIC	**0**	**41**	**0**	**66**	**0**	**0**	**0**	**0**	**0**	**53**	**72**	**0**	**0**	**0**	**118**	**70**
AM Heavy Vehicle Percentage	2%	2%	2%	17%	2%	2%	2%	2%	2%	9%	2%	2%	2%	2%	3%	7%

AM 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	5	0	8	0	0	0	0	0	7	9	0	0	0	15	9
AM 2028 NO-BUILD TRAFFIC (No AD)	0	46	0	74	0	0	0	0	0	60	81	0	0	0	133	79
Approved Development 1: Burtonwoods Apartments																
Approved Development 2: The Grove at Broad River																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2028 NO-BUILD TRAFFIC	**0**	**46**	**0**	**74**	**0**	**0**	**0**	**0**	**0**	**60**	**81**	**0**	**0**	**0**	**133**	**79**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering												35%		15%		
Distribution	Exiting						35%		15%								

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	39	0	17	0	0	0	15	0	6	0	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**39**	**0**	**17**	**0**	**0**	**0**	**15**	**0**	**6**	**0**	**0**
AM 2028 BUILD-OUT TRAFFIC		**0**	**46**	**0**	**74**	**0**	**39**	**0**	**17**	**0**	**60**	**81**	**15**	**0**	**6**	**133**	**79**

PM Peak Hour

PM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	21	0	28	0	0	0	0	0	16	119	0	0	0	111	22
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0
PM 2024 EXISTING TRAFFIC	**0**	**21**	**0**	**28**	**0**	**0**	**0**	**0**	**0**	**16**	**126**	**0**	**0**	**0**	**111**	**22**
PM Heavy Vehicle Percentage	2%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%

PM 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	3	0	4	0	0	0	0	0	2	16	0	0	0	14	3
Approved Development 1: Burtonwoods Apartments																
Approved Development 2: The Grove at Broad River																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2028 NO-BUILD TRAFFIC	**0**	**24**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**18**	**142**	**0**	**0**	**0**	**125**	**25**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering												35%		15%		
Distribution	Exiting						35%		15%								

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	26	0	12	0	0	0	43	0	19	0	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**26**	**0**	**12**	**0**	**0**	**0**	**43**	**0**	**19**	**0**	**0**
PM 2028 BUILD-OUT TRAFFIC		**0**	**24**	**0**	**32**	**0**	**26**	**0**	**12**	**0**	**18**	**142**	**43**	**0**	**19**	**125**	**25**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Broad River Boulevard at Ramsey Road
COUNT DATE: November 21, 2024
AM PEAK HOUR FACTOR: 0.95 **AM FUTURE PEAK HOUR FACTOR:** 0.95
PM PEAK HOUR FACTOR: 0.82 **PM FUTURE PEAK HOUR FACTOR:** 0.82

AM Peak Hour

AM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	24	251	0	0	0	147	10	0	0	0	0	0	16	0	14
AM Volume Balancing	0	0	18	0	0	0	2	0	0	0	0	0	0	0	0	0
AM 2024 EXISTING TRAFFIC	**0**	**24**	**269**	**0**	**0**	**0**	**149**	**10**	**0**	**0**	**0**	**0**	**0**	**16**	**0**	**14**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	2%	2%	2%	2%	2%	2%

AM 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	3	34	0	0	0	19	1	0	0	0	0	0	2	0	2
AM 2028 NO-BUILD TRAFFIC (No AD)	0	27	303	0	0	0	168	11	0	0	0	0	0	18	0	16
Approved Development 1: Burtonwoods Apartments			19				8									
Approved Development 2: The Grove at Broad River			3				8									
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	22	0	0	0	16	0	0	0	0	0	0	0	0	0
AM 2028 NO-BUILD TRAFFIC	**0**	**27**	**325**	**0**	**0**	**0**	**184**	**11**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**16**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		15%					10%	20%								
	Exiting			10%											20%		15%

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	6	11	0	0	0	4	9	0	0	0	0	0	21	0	17
AM TOTAL PROJECT TRIPS		**0**	**6**	**11**	**0**	**0**	**0**	**4**	**9**	**0**	**0**	**0**	**0**	**0**	**21**	**0**	**17**
AM 2028 BUILD-OUT TRAFFIC		**0**	**33**	**336**	**0**	**0**	**0**	**188**	**20**	**0**	**0**	**0**	**0**	**0**	**39**	**0**	**33**

PM Peak Hour

PM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	24	206	0	0	0	225	20	0	0	0	0	0	13	0	15
PM Volume Balancing	0	0	39	0	0	0	21	0	0	0	0	0	0	0	0	0
PM 2024 EXISTING TRAFFIC	**0**	**24**	**245**	**0**	**0**	**0**	**246**	**20**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**15**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	13%

PM 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	3	31	0	0	0	31	3	0	0	0	0	0	2	0	2
Approved Development 1: Burtonwoods Apartments			22				20									
Approved Development 2: The Grove at Broad River			9				5									
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	31	0	0	0	25	0	0	0	0	0	0	0	0	0
PM 2028 NO-BUILD TRAFFIC	**0**	**27**	**307**	**0**	**0**	**0**	**302**	**23**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**17**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering		15%					10%	20%								
	Exiting			10%											20%		15%

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	19	8	0	0	0	12	24	0	0	0	0	0	15	0	12
PM TOTAL PROJECT TRIPS		**0**	**19**	**8**	**0**	**0**	**0**	**12**	**24**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**12**
PM 2028 BUILD-OUT TRAFFIC		**0**	**46**	**315**	**0**	**0**	**0**	**314**	**47**	**0**	**0**	**0**	**0**	**0**	**30**	**0**	**29**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: County Shed Road at Ramsey Road
COUNT DATE: November 21, 2024
AM PEAK HOUR FACTOR: 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.84 **PM FUTURE PEAK HOUR FACTOR:** 0.84

AM Peak Hour

AM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	122	10	0	2	113	0	0	13	0	5	0	0	0	0
AM Volume Balancing	0	0	20	0	0	0	2	0	0	0	0	0	0	0	0	0
AM 2024 EXISTING TRAFFIC	**0**	**0**	**142**	**10**	**0**	**2**	**115**	**0**	**0**	**13**	**0**	**5**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	10%	2%	2%	4%	2%	2%	2%	2%	2%	2%	2%	2%	2%

AM 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	0	18	1	0	0	14	0	0	2	0	1	0	0	0	0
AM 2028 NO-BUILD TRAFFIC (No AD)	0	0	160	11	0	2	129	0	0	15	0	6	0	0	0	0
Approved Development 1: Burtonwoods Apartments																
Approved Development 2: The Grove at Broad River																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2028 NO-BUILD TRAFFIC	**0**	**0**	**160**	**11**	**0**	**2**	**129**	**0**	**0**	**15**	**0**	**6**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering				5%		10%	10%									
Distribution	Exiting			10%							5%		10%				

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	11	2	0	4	4	0	0	5	0	11	0	0	0	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**11**	**2**	**0**	**4**	**4**	**0**	**0**	**5**	**0**	**11**	**0**	**0**	**0**	**0**
AM 2028 BUILD-OUT TRAFFIC		**0**	**0**	**171**	**13**	**0**	**6**	**133**	**0**	**0**	**20**	**0**	**17**	**0**	**0**	**0**	**0**

PM Peak Hour

PM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	116	10	0	1	167	0	0	10	0	5	0	0	0	0
PM Volume Balancing	0	0	8	0	0	0	8	0	0	0	0	5	0	0	0	0
PM 2024 EXISTING TRAFFIC	**0**	**0**	**124**	**10**	**0**	**1**	**175**	**0**	**0**	**10**	**0**	**10**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

PM 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	0	16	1	0	0	22	0	0	1	0	1	0	0	0	0
Approved Development 1: Burtonwoods Apartments																
Approved Development 2: The Grove at Broad River																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2028 NO-BUILD TRAFFIC	**0**	**0**	**140**	**11**	**0**	**1**	**197**	**0**	**0**	**11**	**0**	**11**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering				5%		10%	10%									
Distribution	Exiting			10%							5%		10%				

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	8	6	0	13	12	0	0	4	0	8	0	0	0	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**8**	**6**	**0**	**13**	**12**	**0**	**0**	**4**	**0**	**8**	**0**	**0**	**0**	**0**
PM 2028 BUILD-OUT TRAFFIC		**0**	**0**	**148**	**17**	**0**	**14**	**209**	**0**	**0**	**15**	**0**	**19**	**0**	**0**	**0**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Parris Island Gateway at County Shed Road
COUNT DATE: November 21, 2024
AM PEAK HOUR FACTOR: 0.93 **AM FUTURE PEAK HOUR FACTOR:** 0.93
PM PEAK HOUR FACTOR: 0.96 **PM FUTURE PEAK HOUR FACTOR:** 0.96

AM Peak Hour

AM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	48	30	69	0	1	2	17	0	40	748	7	0	7	700	73
AM Volume Balancing	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
AM 2024 EXISTING TRAFFIC	**0**	**48**	**30**	**69**	**0**	**1**	**2**	**17**	**0**	**41**	**748**	**7**	**0**	**7**	**700**	**74**
AM Heavy Vehicle Percentage	2%	6%	2%	2%	2%	2%	2%	29%	2%	3%	3%	14%	2%	2%	3%	3%
AM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	6	4	9	0	0	0	2	0	5	94	1	0	1	88	9
AM 2028 NO-BUILD TRAFFIC (No AD)	0	54	34	78	0	1	2	19	0	46	842	8	0	8	788	83
Approved Development 1: Burtonwoods Apartments											37				11	
Approved Development 2: The Grove at Broad River											42				14	
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	79	0	0	0	25	0
AM 2028 NO-BUILD TRAFFIC	**0**	**54**	**34**	**78**	**0**	**1**	**2**	**19**	**0**	**46**	**921**	**8**	**0**	**8**	**813**	**83**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering										**10%**					**5%**	**10%**
Distribution	Exiting		**10%**		**10%**							**5%**					

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**11**	0	**11**	0	0	0	0	0	**4**	**6**	0	0	0	**2**	**4**
AM TOTAL PROJECT TRIPS		**0**	**11**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**4**	**6**	**0**	**0**	**0**	**2**	**4**
AM 2028 BUILD-OUT TRAFFIC		**0**	**65**	**34**	**89**	**0**	**1**	**2**	**19**	**0**	**50**	**927**	**8**	**0**	**8**	**815**	**87**

PM Peak Hour

PM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	26	14	94	0	6	3	32	0	103	786	11	0	4	1,028	70
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2024 EXISTING TRAFFIC	**0**	**26**	**14**	**94**	**0**	**6**	**3**	**32**	**0**	**103**	**786**	**11**	**0**	**4**	**1,028**	**70**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	6%	2%	2%	2%	9%	2%	2%	2%	2%
PM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	3	2	12	0	1	0	4	0	13	99	1	0	1	129	9
Approved Development 1: Burtonwoods Apartments											15				37	
Approved Development 2: The Grove at Broad River											26				45	
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	41	0	0	0	82	0
PM 2028 NO-BUILD TRAFFIC	**0**	**29**	**16**	**106**	**0**	**7**	**3**	**36**	**0**	**116**	**926**	**12**	**0**	**5**	**1,239**	**79**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering										**10%**					**5%**	**10%**
Distribution	Exiting		**10%**		**10%**							**5%**					

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**8**	0	**8**	0	0	0	0	0	**12**	**4**	0	0	0	**6**	**13**
PM TOTAL PROJECT TRIPS		**0**	**8**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**12**	**4**	**0**	**0**	**0**	**6**	**13**
PM 2028 BUILD-OUT TRAFFIC		**0**	**37**	**16**	**114**	**0**	**7**	**3**	**36**	**0**	**128**	**930**	**12**	**0**	**5**	**1,245**	**92**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Broad River Boulevard at WK Alston Drive
COUNT DATE: November 21, 2024
AM PEAK HOUR FACTOR: 0.86 **AM FUTURE PEAK HOUR FACTOR:** 0.86
PM PEAK HOUR FACTOR: 0.89 **PM FUTURE PEAK HOUR FACTOR:** 0.89

AM Peak Hour

AM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	215	223	0	65	98	0	0	146	0	62	0	0	0	0
AM Volume Balancing	0	0	10	1	0	0	0	0	0	0	0	6	0	0	0	0
AM 2024 EXISTING TRAFFIC	**0**	**0**	**225**	**224**	**0**	**65**	**98**	**0**	**0**	**146**	**0**	**68**	**0**	**0**	**0**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	8%	2%	3%	5%	2%	2%	5%	2%	2%	2%	2%	2%	2%
AM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	0	28	28	0	8	12	0	0	18	0	9	0	0	0	0
AM 2028 NO-BUILD TRAFFIC (No AD)	0	0	253	252	0	73	110	0	0	164	0	77	0	0	0	0
Approved Development 1: Burtonwoods Apartments				3			5			5						
Approved Development 2: The Grove at Broad River			2			4	4					1				
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	2	3	0	4	9	0	0	5	0	1	0	0	0	0
AM 2028 NO-BUILD TRAFFIC	**0**	**0**	**255**	**255**	**0**	**77**	**119**	**0**	**0**	**169**	**0**	**78**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering			10%				10%			10%		5%				
Distribution	Exiting			10%	10%		5%	10%									

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	**15**	**11**	0	**6**	**15**	0	0	**4**	0	**2**	0	0	0	0
AM TOTAL PROJECT TRIPS		**0**	**0**	**15**	**11**	**0**	**6**	**15**	**0**	**0**	**4**	**0**	**2**	**0**	**0**	**0**	**0**
AM 2028 BUILD-OUT TRAFFIC		**0**	**0**	**270**	**266**	**0**	**83**	**134**	**0**	**0**	**173**	**0**	**80**	**0**	**0**	**0**	**0**

PM Peak Hour

PM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	156	158	0	29	209	0	0	249	0	74	0	0	0	0
PM Volume Balancing	0	0	30	11	0	0	23	0	0	0	0	9	0	0	0	0
PM 2024 EXISTING TRAFFIC	**0**	**0**	**186**	**169**	**0**	**29**	**232**	**0**	**0**	**249**	**0**	**83**	**0**	**0**	**0**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	7%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	0	23	21	0	4	29	0	0	31	0	10	0	0	0	0
Approved Development 1: Burtonwoods Apartments			4	4			2			3						
Approved Development 2: The Grove at Broad River			5			2	3					4				
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	9	4	0	2	5	0	0	3	0	4	0	0	0	0
PM 2028 NO-BUILD TRAFFIC	**0**	**0**	**218**	**194**	**0**	**35**	**266**	**0**	**0**	**283**	**0**	**97**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering			10%				10%			10%		5%				
Distribution	Exiting			10%	10%		5%	10%									

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	**20**	**7**	0	**4**	**20**	0	0	**12**	0	**7**	0	0	0	0
PM TOTAL PROJECT TRIPS		**0**	**0**	**20**	**7**	**0**	**4**	**20**	**0**	**0**	**12**	**0**	**7**	**0**	**0**	**0**	**0**
PM 2028 BUILD-OUT TRAFFIC		**0**	**0**	**238**	**201**	**0**	**39**	**286**	**0**	**0**	**295**	**0**	**104**	**0**	**0**	**0**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Parris Island Gateway at Broad River Boulevard/Church Access
COUNT DATE: November 21, 2024
AM PEAK HOUR FACTOR: 0.97 **AM FUTURE PEAK HOUR FACTOR:** 0.97
PM PEAK HOUR FACTOR: 0.93 **PM FUTURE PEAK HOUR FACTOR:** 0.93

AM Peak Hour

AM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	254	0	31	0	0	0	0	0	33	707	0	0	0	654	120
AM Volume Balancing	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	5
AM 2024 EXISTING TRAFFIC	**0**	**254**	**0**	**31**	**0**	**0**	**0**	**0**	**0**	**34**	**707**	**0**	**0**	**0**	**654**	**125**
AM Heavy Vehicle Percentage	2%	2%	2%	3%	2%	2%	2%	2%	2%	3%	4%	2%	2%	2%	2%	4%
AM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	32	0	4	0	0	0	0	0	4	89	0	0	0	82	16
AM 2028 NO-BUILD TRAFFIC (No AD)	0	286	0	35	0	0	0	0	0	38	796	0	0	0	736	141
Approved Development 1: Burtonwoods Apartments		19									18				8	3
Approved Development 2: The Grove at Broad River		8									34				11	3
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	27	0	0	0	0	0	0	0	0	52	0	0	0	19	6
AM 2028 NO-BUILD TRAFFIC	**0**	**313**	**0**	**35**	**0**	**0**	**0**	**0**	**0**	**38**	**848**	**0**	**0**	**0**	**755**	**147**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering										**25%**	**10%**					**5%**
Distribution	Exiting		**5%**		**25%**											**10%**	

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**6**	0	**26**	0	0	0	0	0	**11**	**4**	0	0	0	**11**	**2**
AM TOTAL PROJECT TRIPS		**0**	**6**	**0**	**26**	**0**	**0**	**0**	**0**	**0**	**11**	**4**	**0**	**0**	**0**	**11**	**2**
AM 2028 BUILD-OUT TRAFFIC		**0**	**319**	**0**	**61**	**0**	**0**	**0**	**0**	**0**	**49**	**852**	**0**	**0**	**0**	**766**	**149**

PM Peak Hour

PM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	180	0	78	0	0	0	1	0	64	868	2	0	0	994	202
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2024 EXISTING TRAFFIC	**0**	**180**	**0**	**78**	**0**	**0**	**0**	**1**	**0**	**64**	**868**	**2**	**0**	**0**	**994**	**202**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	3%	2%
PM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	23	0	10	0	0	0	0	0	8	109	0	0	0	125	25
Approved Development 1: Burtonwoods Apartments		4		7							11				19	18
Approved Development 2: The Grove at Broad River		5									21				36	9
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	9	0	7	0	0	0	0	0	0	32	0	0	0	55	27
PM 2028 NO-BUILD TRAFFIC	**0**	**212**	**0**	**95**	**0**	**0**	**0**	**1**	**0**	**72**	**1,009**	**2**	**0**	**0**	**1,174**	**254**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering										**25%**	**10%**					**5%**
Distribution	Exiting		**5%**		**25%**											**10%**	

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**4**	0	**19**	0	0	0	0	0	**30**	**12**	0	0	0	**8**	**6**
PM TOTAL PROJECT TRIPS		**0**	**4**	**0**	**19**	**0**	**0**	**0**	**0**	**0**	**30**	**12**	**0**	**0**	**0**	**8**	**6**
PM 2028 BUILD-OUT TRAFFIC		**0**	**216**	**0**	**114**	**0**	**0**	**0**	**1**	**0**	**102**	**1,021**	**2**	**0**	**0**	**1,182**	**260**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Ramsey Road at Site Access #2
COUNT DATE: November 21, 2024
AM PEAK HOUR FACTOR: 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
PM PEAK HOUR FACTOR: 0.90 **PM FUTURE PEAK HOUR FACTOR:** 0.90

AM Peak Hour

AM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM Volume Balancing	0	0	0	0	0	0	0	0	0	0	18	0	0	0	12	0
AM 2024 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**18**	**0**	**0**	**0**	**12**	**0**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
AM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
AM 2028 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0
AM 2028 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	20	0	0	0	14	0
Approved Development 1: Burtonwoods Apartments																
Approved Development 2: The Grove at Broad River																
TOTAL AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM 2028 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**14**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										35%						15%
	Exiting		15%		35%												

"AM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	16	0	38	0	0	0	0	0	15	0	0	0	0	0	6
AM TOTAL PROJECT TRIPS		**0**	**16**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**15**	**0**	**0**	**0**	**0**	**0**	**6**
AM 2028 BUILD-OUT TRAFFIC		**0**	**16**	**0**	**38**	**0**	**0**	**0**	**0**	**0**	**15**	**20**	**0**	**0**	**0**	**14**	**6**

PM Peak Hour

PM 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
PM Adjusted Turning Movement Counts[1]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM Volume Balancing	0	0	0	0	0	0	0	0	0	0	20	0	0	0	11	0
PM 2024 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**11**	**0**
PM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
PM 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
PM 2028 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0
Approved Development 1: Burtonwoods Apartments																
Approved Development 2: The Grove at Broad River																
TOTAL PM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM 2028 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**12**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New Distribution	Entering										35%						15%
	Exiting		15%		35%												

"PM PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	12	0	27	0	0	0	0	0	43	0	0	0	0	0	19
PM TOTAL PROJECT TRIPS		**0**	**12**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**43**	**0**	**0**	**0**	**0**	**0**	**19**
PM 2028 BUILD-OUT TRAFFIC		**0**	**12**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**43**	**23**	**0**	**0**	**0**	**12**	**19**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Broad River Boulevard at Jennings Road
COUNT DATE: November 21, 2024
MIDDAY PEAK HOUR FACTOR: 0.83 **MIDDAY FUTURE PEAK HOUR FACT** 0.83

Midday Peak Hour

School Dismissal 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
School Dismissal Adjusted Turning Movement Counts1	0	80	231	0	0	0	245	119	0	0	0	0	0	91	0	86
School Dismissal Volume Balancing	0	0	1	0	0	0	16	3	0	0	0	0	0	0	0	0
School Dismissal 2024 EXISTING TRAFFIC	**0**	**80**	**232**	**0**	**0**	**0**	**261**	**122**	**0**	**0**	**0**	**0**	**0**	**91**	**0**	**86**
School Dismissal Heavy Vehicle Percentage	2%	4%	3%	2%	2%	2%	2%	4%	2%	2%	2%	2%	2%	3%	2%	3%
School Dismissal 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
School Dismissal 2028 NO-BUILD TRAFFIC GROWTH	0	10	29	0	0	0	33	15	0	0	0	0	0	11	0	11
School Dismissal 2028 NO-BUILD TRAFFIC (No AD)	0	90	261	0	0	0	294	137	0	0	0	0	0	102	0	97
Approved Development 1: Burtonwoods Apartments		0	4	0	0	0	6	0	0	0	0	0	0	0	0	0
Approved Development 2: The Grove at Broad River		0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
TOTAL SD APPROVED DEVELOPMENT TRAFFIC	0	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0
School Dismissal 2028 NO-BUILD TRAFFIC	**0**	**90**	**268**	**0**	**0**	**0**	**303**	**137**	**0**	**0**	**0**	**0**	**0**	**102**	**0**	**97**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		**15%**	**10%**					**20%**								
Distribution	Exiting							**10%**							**20%**		**15%**

"School Dismissal PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	**14**	**9**	0	0	0	**6**	**18**	0	0	0	0	0	**13**	0	**9**
School Dismissal TOTAL PROJECT TRIPS		**0**	**14**	**9**	**0**	**0**	**0**	**6**	**18**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**9**
School Dismissal 2028 BUILD-OUT TRAFFIC		**0**	**104**	**277**	**0**	**0**	**0**	**309**	**155**	**0**	**0**	**0**	**0**	**0**	**115**	**0**	**106**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: County Shed Road at Jennings Road
COUNT DATE: November 21, 2024
MIDDAY PEAK HOUR FACTOR: 0.75 **MIDDAY FUTURE PEAK HOUR FACT** 0.75

Midday Peak Hour

School Dismissal 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
School Dismissal Adjusted Turning Movement Counts1	0	0	90	96	0	31	106	0	0	104	0	22	0	0	0	0
School Dismissal Volume Balancing	0	0	5	0	0	0	6	0	0	1	0	0	0	0	0	0
School Dismissal 2024 EXISTING TRAFFIC	**0**	**0**	**95**	**96**	**0**	**31**	**112**	**0**	**0**	**105**	**0**	**22**	**0**	**0**	**0**	**0**
School Dismissal Heavy Vehicle Percentage	2%	2%	4%	3%	2%	6%	2%	2%	2%	3%	2%	9%	2%	2%	2%	2%

School Dismissal 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
School Dismissal 2028 NO-BUILD TRAFFIC GROWTH	0	0	12	12	0	4	14	0	0	13	0	3	0	0	0	0
School Dismissal 2028 NO-BUILD TRAFFIC (No AD)	0	0	107	108	0	35	126	0	0	118	0	25	0	0	0	0
Approved Development 1: Burtonwoods Apartments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development 2: The Grove at Broad River		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL SD APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Dismissal 2028 NO-BUILD TRAFFIC	**0**	**0**	**107**	**108**	**0**	**35**	**126**	**0**	**0**	**118**	**0**	**25**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering			5%	5%		10%										
Distribution	Exiting							5%			5%		10%				

"School Dismissal PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	5	5	0	9	3	0	0	3	0	6	0	0	0	0
School Dismissal TOTAL PROJECT TRIPS		**0**	**0**	**5**	**5**	**0**	**9**	**3**	**0**	**0**	**3**	**0**	**6**	**0**	**0**	**0**	**0**
School Dismissal 2028 BUILD-OUT TRAFFIC		**0**	**0**	**112**	**113**	**0**	**44**	**129**	**0**	**0**	**121**	**0**	**31**	**0**	**0**	**0**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Jennings Road at Drafts Way/Site Access #1
COUNT DATE: November 21, 2024
MIDDAY PEAK HOUR FACTOR: 0.59 **MIDDAY FUTURE PEAK HOUR FACT** 0.59

Midday Peak Hour

School Dismissal 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
School Dismissal Adjusted Turning Movement Counts1	0	35	0	52	0	0	0	0	0	42	92	0	0	0	85	34
School Dismissal Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	4
School Dismissal 2024 EXISTING TRAFFIC	**0**	**35**	**0**	**52**	**0**	**0**	**0**	**0**	**0**	**42**	**92**	**0**	**0**	**0**	**90**	**38**
School Dismissal Heavy Vehicle Percentage	2%	11%	2%	12%	2%	2%	2%	2%	2%	14%	2%	2%	2%	2%	2%	12%
School Dismissal 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
School Dismissal 2028 NO-BUILD TRAFFIC GROWTH	0	4	0	7	0	0	0	0	0	5	12	0	0	0	11	5
School Dismissal 2028 NO-BUILD TRAFFIC (No AD)	0	39	0	59	0	0	0	0	0	47	104	0	0	0	101	43
Approved Development 1: Burtonwoods Apartments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development 2: The Grove at Broad River		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL SD APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Dismissal 2028 NO-BUILD TRAFFIC	**0**	**39**	**0**	**59**	**0**	**0**	**0**	**0**	**0**	**47**	**104**	**0**	**0**	**0**	**101**	**43**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering												35%		15%		
Distribution	Exiting						35%		15%								

"School Dismissal PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	0	0	0	22	0	9	0	0	0	32	0	14	0	0
School Dismissal TOTAL PROJECT TRIPS		**0**	**0**	**0**	**0**	**0**	**22**	**0**	**9**	**0**	**0**	**0**	**32**	**0**	**14**	**0**	**0**
School Dismissal 2028 BUILD-OUT TRAFFIC		**0**	**39**	**0**	**59**	**0**	**22**	**0**	**9**	**0**	**47**	**104**	**32**	**0**	**14**	**101**	**43**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Broad River Boulevard at Ramsey Road
COUNT DATE: November 21, 2024
MIDDAY PEAK HOUR FACTOR: 0.91 **MIDDAY FUTURE PEAK HOUR FACT** 0.91

Midday Peak Hour

School Dismissal 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
School Dismissal Adjusted Turning Movement Counts1	0	25	179	0	0	0	189	18	0	0	0	0	0	17	0	17
School Dismissal Volume Balancing	0	0	2	0	0	0	13	0	0	0	0	0	0	0	0	0
School Dismissal 2024 EXISTING TRAFFIC	**0**	**25**	**181**	**0**	**0**	**0**	**202**	**18**	**0**	**0**	**0**	**0**	**0**	**17**	**0**	**17**
School Dismissal Heavy Vehicle Percentage	2%	4%	3%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%	2%	2%	6%
School Dismissal 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
School Dismissal 2028 NO-BUILD TRAFFIC GROWTH	0	3	23	0	0	0	25	2	0	0	0	0	0	2	0	2
School Dismissal 2028 NO-BUILD TRAFFIC (No AD)	0	28	204	0	0	0	227	20	0	0	0	0	0	19	0	19
Approved Development 1: Burtonwoods Apartments		0	16	0	0	0	11	0	0	0	0	0	0	0	0	0
Approved Development 2: The Grove at Broad River		0	5	0	0	0	5	0	0	0	0	0	0	0	0	0
TOTAL SD APPROVED DEVELOPMENT TRAFFIC	0	0	21	0	0	0	16	0	0	0	0	0	0	0	0	0
School Dismissal 2028 NO-BUILD TRAFFIC	**0**	**28**	**225**	**0**	**0**	**0**	**243**	**20**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**19**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering		15%					10%	20%								
Distribution	Exiting			10%											20%		15%

"School Dismissal PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	14	7	0	0	0	10	18	0	0	0	0	0	13	0	10
School Dismissal TOTAL PROJECT TRIPS		**0**	**14**	**7**	**0**	**0**	**0**	**10**	**18**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**10**
School Dismissal 2028 BUILD-OUT TRAFFIC		**0**	**42**	**232**	**0**	**0**	**0**	**253**	**38**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**29**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: County Shed Road at Ramsey Road
COUNT DATE: November 21, 2024
MIDDAY PEAK HOUR FACTOR: 0.71 **MIDDAY FUTURE PEAK HOUR FACT** 0.71

Midday Peak Hour

School Dismissal 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
School Dismissal Adjusted Turning Movement Counts1	0	0	101	16	0	2	129	0	0	14	0	6	0	0	0	0
School Dismissal Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Dismissal 2024 EXISTING TRAFFIC	**0**	**0**	**101**	**16**	**0**	**2**	**129**	**0**	**0**	**14**	**0**	**6**	**0**	**0**	**0**	**0**
School Dismissal Heavy Vehicle Percentage	2%	2%	4%	13%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%

School Dismissal 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
School Dismissal 2028 NO-BUILD TRAFFIC GROWTH	0	0	13	2	0	0	16	0	0	2	0	1	0	0	0	0
School Dismissal 2028 NO-BUILD TRAFFIC (No AD)	0	0	114	18	0	2	145	0	0	16	0	7	0	0	0	0
Approved Development 1: Burtonwoods Apartments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development 2: The Grove at Broad River		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL SD APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Dismissal 2028 NO-BUILD TRAFFIC	**0**	**0**	**114**	**18**	**0**	**2**	**145**	**0**	**0**	**16**	**0**	**7**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering				5%		10%	10%									
Distribution	Exiting			10%							5%		10%				

"School Dismissal PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	6	5	0	9	9	0	0	3	0	6	0	0	0	0
School Dismissal TOTAL PROJECT TRIPS		**0**	**0**	**6**	**5**	**0**	**9**	**9**	**0**	**0**	**3**	**0**	**6**	**0**	**0**	**0**	**0**
School Dismissal 2028 BUILD-OUT TRAFFIC		**0**	**0**	**120**	**23**	**0**	**11**	**154**	**0**	**0**	**19**	**0**	**13**	**0**	**0**	**0**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Parris Island Gateway at County Shed Road
COUNT DATE: November 21, 2024
MIDDAY PEAK HOUR FACTOR: 0.97 **MIDDAY FUTURE PEAK HOUR FACT** 0.97

Midday Peak Hour

School Dismissal 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
School Dismissal Adjusted Turning Movement Counts1	0	26	19	106	0	8	7	21	0	100	776	10	0	16	854	84
School Dismissal Volume Balancing	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Dismissal 2024 EXISTING TRAFFIC	**0**	**26**	**19**	**106**	**0**	**8**	**7**	**21**	**0**	**100**	**776**	**10**	**0**	**16**	**854**	**84**
School Dismissal Heavy Vehicle Percentage	2%	4%	5%	2%	2%	13%	2%	2%	2%	2%	3%	20%	2%	2%	3%	4%
School Dismissal 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
School Dismissal 2028 NO-BUILD TRAFFIC GROWTH	0	3	2	13	0	1	1	3	0	13	97	1	0	2	107	11
School Dismissal 2028 NO-BUILD TRAFFIC (No AD)	0	29	21	119	0	9	8	24	0	113	873	11	0	18	961	95
Approved Development 1: Burtonwoods Apartments		0	0	0	0	0	0	0	0	0	21	0	0	0	19	0
Approved Development 2: The Grove at Broad River		0	0	0	0	0	0	0	0	0	27	0	0	0	24	0
TOTAL SD APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	48	0	0	0	43	0
School Dismissal 2028 NO-BUILD TRAFFIC	**0**	**29**	**21**	**119**	**0**	**9**	**8**	**24**	**0**	**113**	**921**	**11**	**0**	**18**	**1,004**	**95**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering										10%					5%	10%
Distribution	Exiting		10%		10%							5%					

"School Dismissal PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	6	0	6	0	0	0	0	0	9	3	0	0	0	5	9
School Dismissal TOTAL PROJECT TRIPS		**0**	**6**	**0**	**6**	**0**	**0**	**0**	**0**	**0**	**9**	**3**	**0**	**0**	**0**	**5**	**9**
School Dismissal 2028 BUILD-OUT TRAFFIC		**0**	**35**	**21**	**125**	**0**	**9**	**8**	**24**	**0**	**122**	**924**	**11**	**0**	**18**	**1,009**	**104**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Broad River Boulevard at WK Alston Drive
COUNT DATE: November 21, 2024
MIDDAY PEAK HOUR FACTOR: 0.82 **MIDDAY FUTURE PEAK HOUR FACT** 0.82

Midday Peak Hour

School Dismissal 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
School Dismissal Adjusted Turning Movement Counts1	0	0	142	181	0	48	158	0	0	212	0	64	0	0	0	0
School Dismissal Volume Balancing	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	0
School Dismissal 2024 EXISTING TRAFFIC	**0**	**0**	**142**	**181**	**0**	**48**	**171**	**0**	**0**	**212**	**0**	**64**	**0**	**0**	**0**	**0**
School Dismissal Heavy Vehicle Percentage	2%	2%	2%	4%	2%	6%	2%	2%	2%	4%	2%	9%	2%	2%	2%	2%
School Dismissal 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
School Dismissal 2028 NO-BUILD TRAFFIC GROWTH	0	0	18	23	0	6	21	0	0	27	0	8	0	0	0	0
School Dismissal 2028 NO-BUILD TRAFFIC (No AD)	0	0	160	204	0	54	192	0	0	239	0	72	0	0	0	0
Approved Development 1: Burtonwoods Apartments		0	2	3	0	0	3	0	0	3	0	0	0	0	0	0
Approved Development 2: The Grove at Broad River		0	3	0	0	2	3	0	0	0	0	2	0	0	0	0
TOTAL SD APPROVED DEVELOPMENT TRAFFIC	0	0	4	3	0	2	6	0	0	3	0	2	0	0	0	0
School Dismissal 2028 NO-BUILD TRAFFIC	**0**	**0**	**164**	**207**	**0**	**56**	**198**	**0**	**0**	**242**	**0**	**74**	**0**	**0**	**0**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering			10%				10%			10%		5%				
Distribution	Exiting			10%	10%		5%	10%									

"School Dismissal PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	0	16	6	0	4	16	0	0	8	0	5	0	0	0	0
School Dismissal TOTAL PROJECT TRIPS		**0**	**0**	**16**	**6**	**0**	**4**	**16**	**0**	**0**	**8**	**0**	**5**	**0**	**0**	**0**	**0**
School Dismissal 2028 BUILD-OUT TRAFFIC		**0**	**0**	**180**	**213**	**0**	**60**	**214**	**0**	**0**	**250**	**0**	**79**	**0**	**0**	**0**	**0**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Parris Island Gateway at Broad River Boulevard/Church Access
COUNT DATE: November 21, 2024
MIDDAY PEAK HOUR FACTOR: 0.95 **MIDDAY FUTURE PEAK HOUR FACT** 0.95

Midday Peak Hour

School Dismissal 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
School Dismissal Adjusted Turning Movement Counts1	0	158	0	37	0	0	0	0	0	52	860	0	0	0	851	168
School Dismissal Volume Balancing	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
School Dismissal 2024 EXISTING TRAFFIC	**0**	**158**	**0**	**40**	**0**	**0**	**0**	**0**	**0**	**52**	**860**	**0**	**0**	**0**	**851**	**168**
School Dismissal Heavy Vehicle Percentage	2%	4%	2%	3%	2%	2%	2%	2%	2%	2%	3%	2%	2%	2%	3%	2%

School Dismissal 2028 NO-BUILD TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
School Dismissal 2028 NO-BUILD TRAFFIC GROWTH	0	20	0	5	0	0	0	0	0	7	108	0	0	0	107	21
School Dismissal 2028 NO-BUILD TRAFFIC (No AD)	0	178	0	45	0	0	0	0	0	59	968	0	0	0	958	189
Approved Development 1: Burtonwoods Apartments		9	0	3	0	0	0	0	0	0	12	0	0	0	11	8
Approved Development 2: The Grove at Broad River		5	0	0	0	0	0	0	0	0	22	0	0	0	19	5
TOTAL SD APPROVED DEVELOPMENT TRAFFIC	0	14	0	3	0	0	0	0	0	0	34	0	0	0	30	13
School Dismissal 2028 NO-BUILD TRAFFIC	**0**	**192**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**59**	**1,002**	**0**	**0**	**0**	**988**	**202**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering										25%	10%					5%
Distribution	Exiting		5%		25%											10%	

"School Dismissal PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	3	0	17	0	0	0	0	0	23	9	0	0	0	6	5
School Dismissal TOTAL PROJECT TRIPS		**0**	**3**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**23**	**9**	**0**	**0**	**0**	**6**	**5**
School Dismissal 2028 BUILD-OUT TRAFFIC		**0**	**195**	**0**	**65**	**0**	**0**	**0**	**0**	**0**	**82**	**1,011**	**0**	**0**	**0**	**994**	**207**

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

INTERSECTION: Ramsey Road at Site Access #2
COUNT DATE: November 21, 2024
MIDDAY PEAK HOUR FACTOR: 0.90 **MIDDAY FUTURE PEAK HOUR FACT** 0.90

Midday Peak Hour

School Dismissal 2024 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
School Dismissal Adjusted Turning Movement Counts1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Dismissal Volume Balancing	0	0	0	0	0	0	0	0	0	0	20	0	0	0	18	0
School Dismissal 2024 EXISTING TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**18**	**0**
School Dismissal Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
School Dismissal 2028 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
School Dismissal 2028 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0
School Dismissal 2028 NO-BUILD TRAFFIC (No AD)	0	0	0	0	0	0	0	0	0	0	23	0	0	0	20	0
Approved Development 1: Burtonwoods Apartments		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approved Development 2: The Grove at Broad River		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL SD APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Dismissal 2028 NO-BUILD TRAFFIC	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**20**	**0**

"SITE TRAFFIC DISTRUBUTION"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Net New	Entering										35%						15%
Distribution	Exiting		15%		35%												

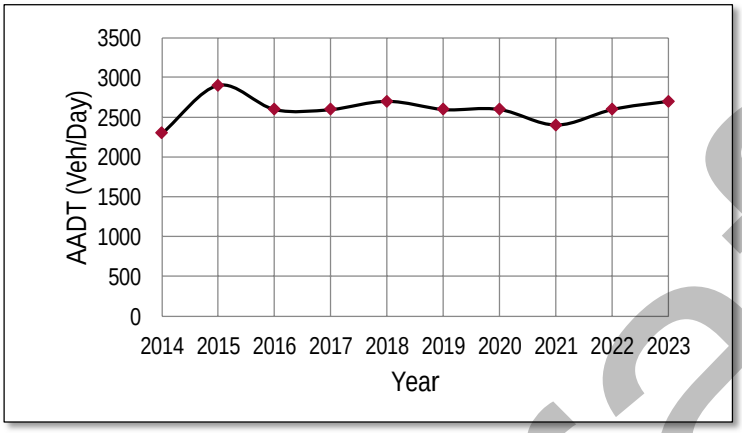
"School Dismissal PROJECT TRIPS"

LAND USE	TYPE	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Project Trip	Net New	0	9	0	23	0	0	0	0	0	32	0	0	0	0	0	14
School Dismissal TOTAL PROJECT TRIPS		**0**	**9**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**32**	**0**	**0**	**0**	**0**	**0**	**14**
School Dismissal 2028 BUILD-OUT TRAFFIC		**0**	**9**	**0**	**23**	**0**	**0**	**0**	**0**	**0**	**32**	**23**	**0**	**0**	**0**	**20**	**14**

Appendix E – Historic Growth Rate Calculations

Index 1
Station ID 07-0509
Location S-73 : US 21 (PARRIS ISLAND GTWY) TO S- 390 (STANLEY RD), L- 390

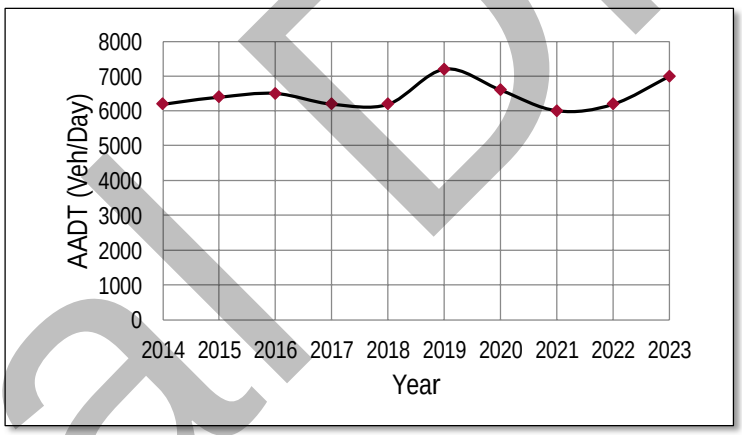
Year	AADT
2014	2300
2015	2900
2016	2600
2017	2600
2018	2700
2019	2600
2020	2600
2021	2400
2022	2600
2023	2700



Short-Term Growth for Station 07-0509 is 0.0% per year.
Long-Term Growth for Station 07-0509 is 1.8% per year.

Index 2
Station ID 07-0251
Location S-20 : S- 40 (COLONIAL AVE) TO US 21 (PARRIS ISLAND GTWY), L- 3759

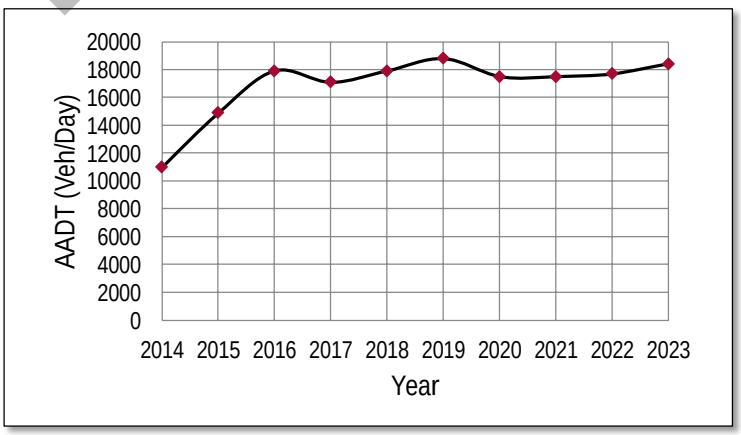
Year	AADT
2014	6200
2015	6400
2016	6500
2017	6200
2018	6200
2019	7200
2020	6600
2021	6000
2022	6200
2023	7000



Short-Term Growth for Station 07-0251 is 2.5% per year.
Long-Term Growth for Station 07-0251 is 1.4% per year.

Index 3
Station ID 07-0199
Location US21 : SC 170 (ROBERT SMALLS PKWY) TO US 21 BUS (BOUNDARY ST)

Year	AADT
2014	11000
2015	14900
2016	17900
2017	17100
2018	17900
2019	18800
2020	17500
2021	17500
2022	17700
2023	18400



Short-Term Growth for Station 07-0199 is 0.6% per year.
Long-Term Growth for Station 07-0199 is 5.9% per year.

Appendix F – Approved Developments

N

NOT TO SCALE

Figure 1

SITE LOCATION MAP

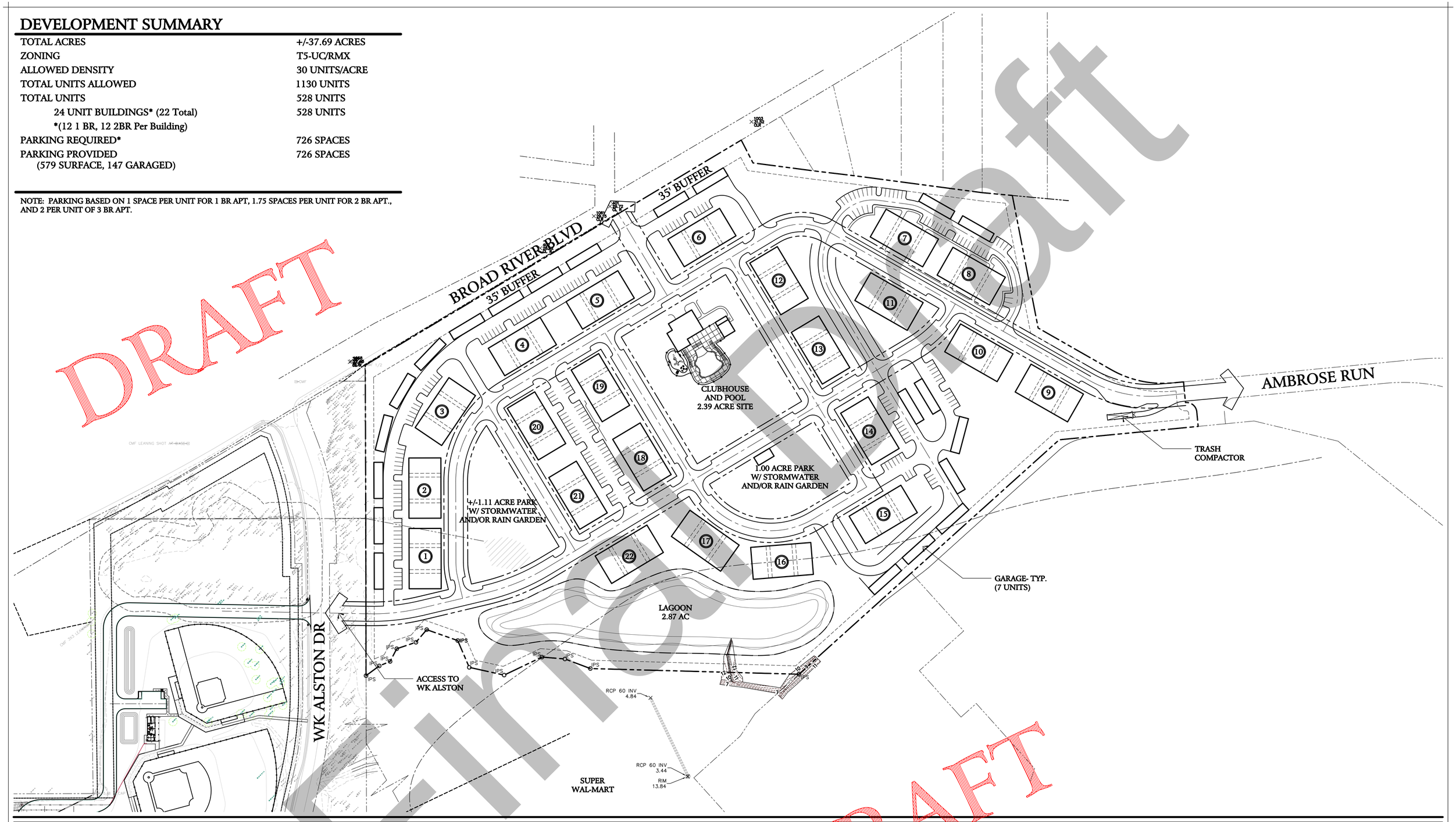
Burtonwoods Residential
Beaufort County, SC

EPC, LLC

DEVELOPMENT SUMMARY

TOTAL ACRES	+/-37.69 ACRES
ZONING	T5-UC/RMX
ALLOWED DENSITY	30 UNITS/ACRE
TOTAL UNITS ALLOWED	1130 UNITS
TOTAL UNITS	528 UNITS
24 UNIT BUILDINGS* (22 Total) *(12 1 BR, 12 2BR Per Building)	528 UNITS
PARKING REQUIRED*	726 SPACES
PARKING PROVIDED (579 SURFACE, 147 GARAGED)	726 SPACES

NOTE: PARKING BASED ON 1 SPACE PER UNIT FOR 1 BR APT, 1.75 SPACES PER UNIT FOR 2 BR APT., AND 2 PER UNIT OF 3 BR APT.



PREPARED FOR:
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PREPARED BY:
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GRAY 37.69 AC TRACT
MULTI-FAMILY CONCEPT PLAN 2

CITY OF BEAUFORT, SOUTH CAROLINA

MARCH 21, 2021

NORTH

GRAPHIC SCALE 0 100' 200' 300'

JKT Job Number: 202107-01

S:\Projects\202107-01\DWG\Concept\03.dwg, 24x36_land, 5/21/2021 1:50:14 AM

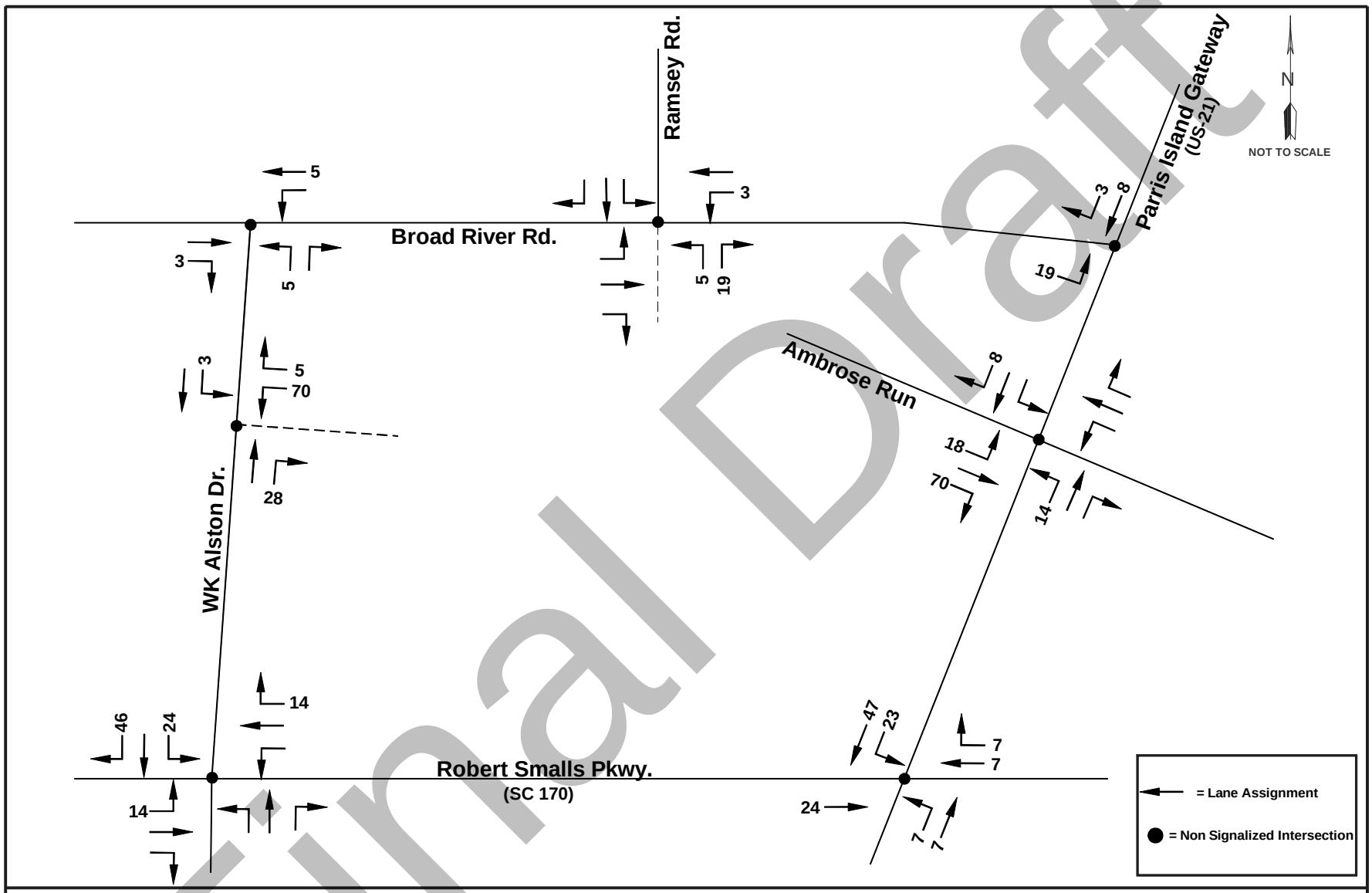


Figure 8

SITE GENERATED TRAFFIC VOLUMES
AM PEAK HOUR

Burtonwoods Apartments, City of Beaufort/Beaufort County, S.C.

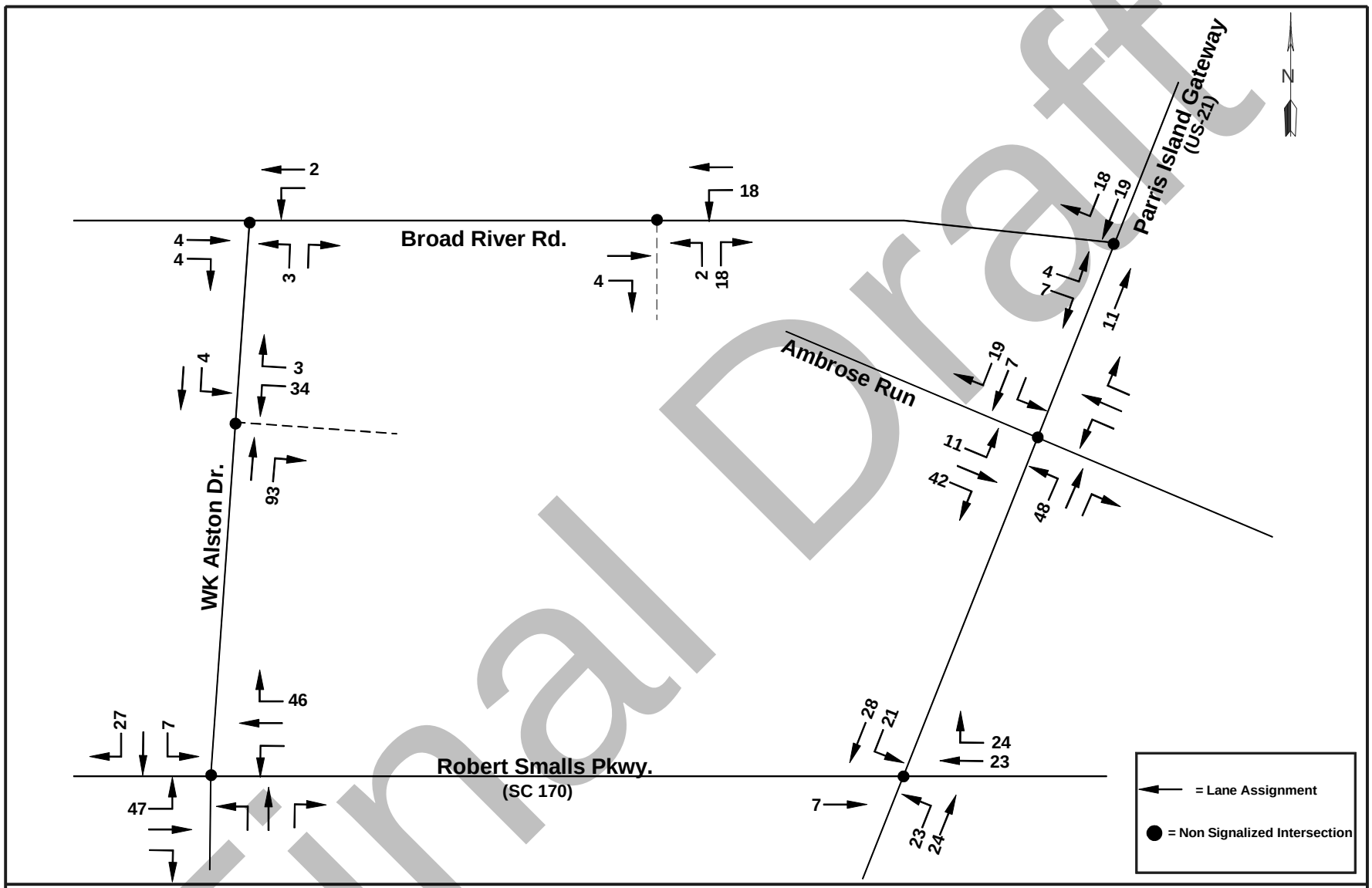
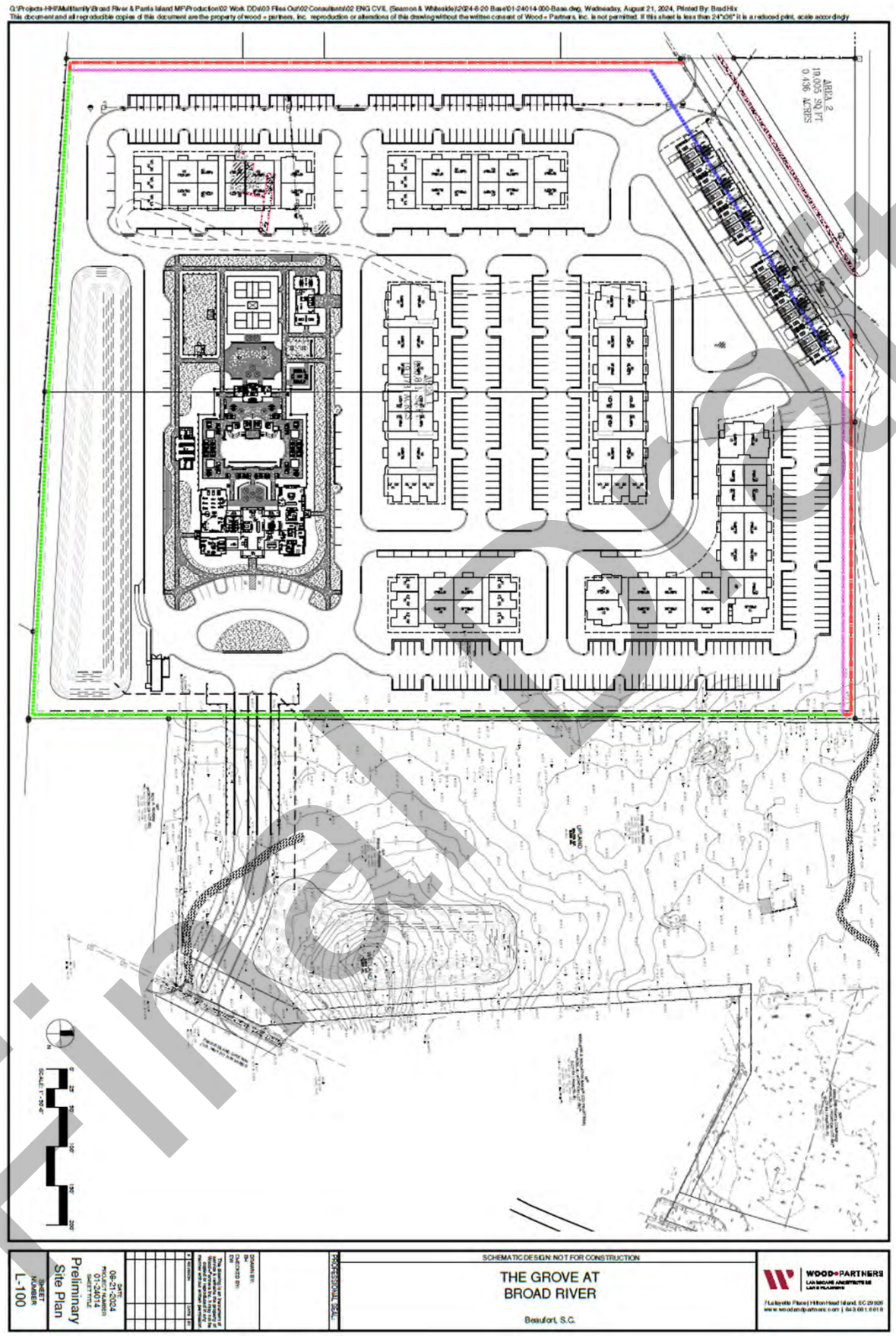


Figure 9

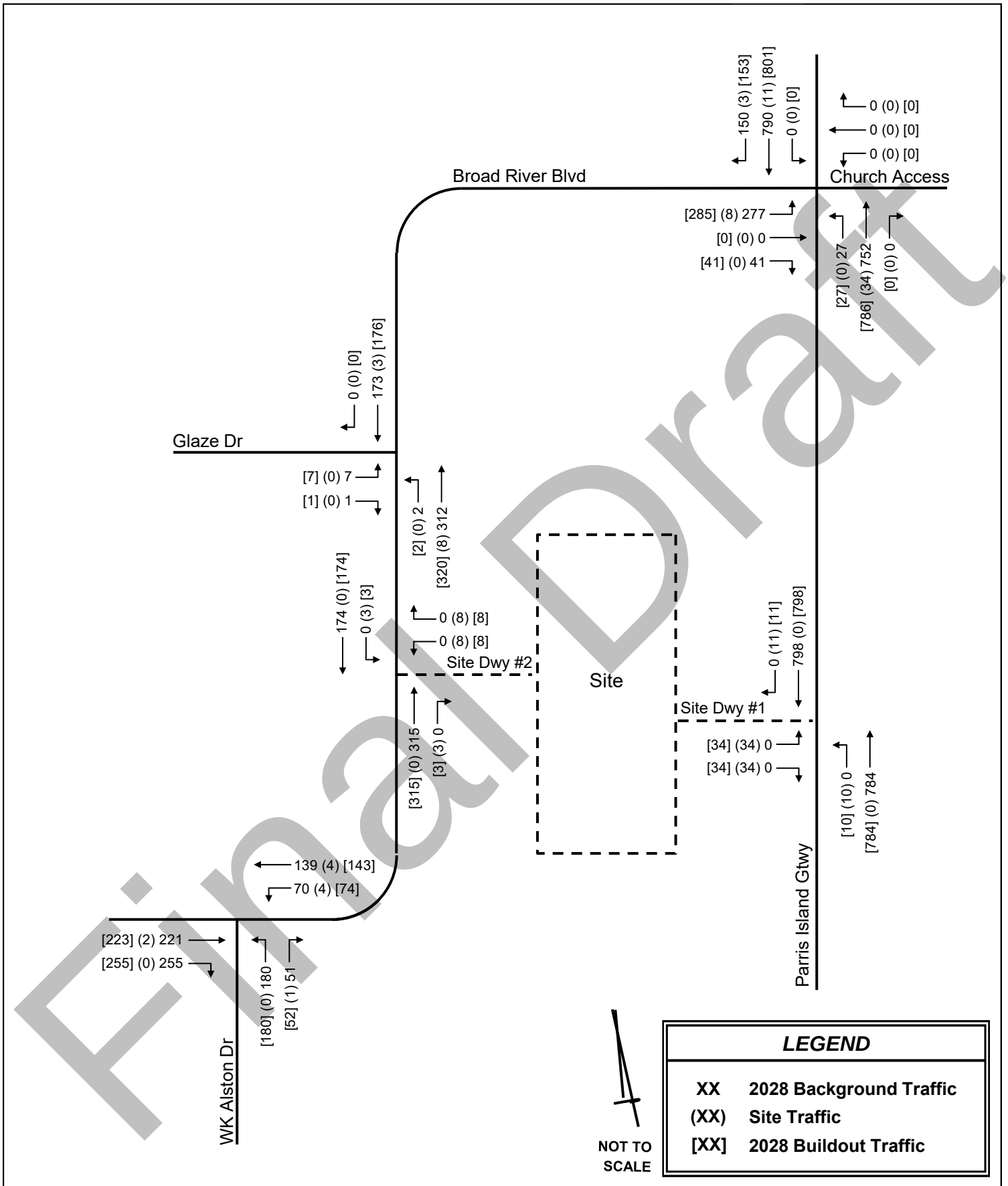
SITE GENERATED TRAFFIC VOLUMES
PM PEAK HOUR

Burtonwoods Apartments, City of Beaufort/Beaufort County, S.C.

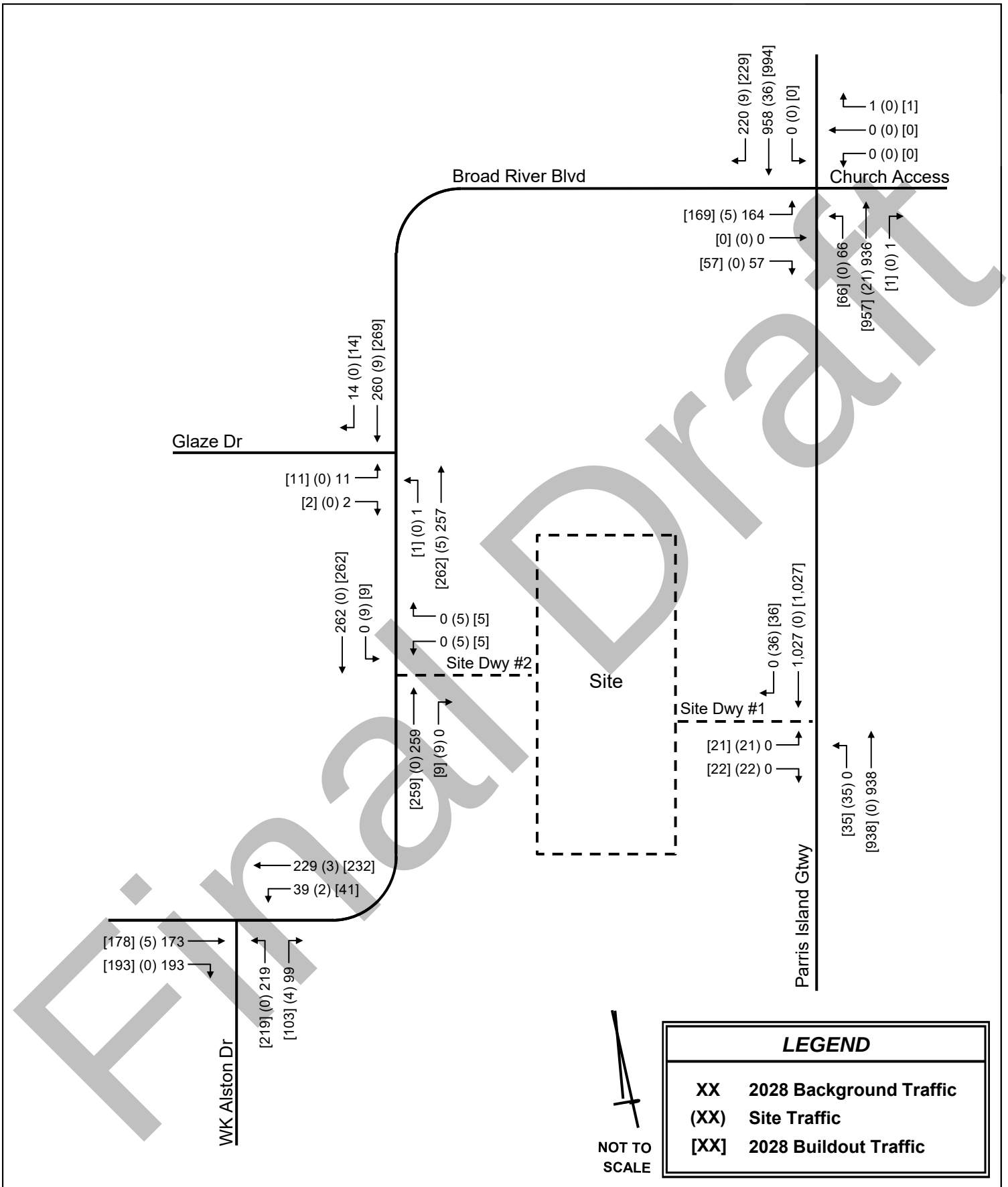
BIHL ENGINEERING	The Grove at Broad River Traffic Impact Analysis	Site Location	Figure 1



Source: Wood + Partners	The Grove at Broad River Traffic Impact Analysis	Conceptual Site Plan	Figure 2



BIHL ENGINEERING	The Grove at Broad River Traffic Impact Analysis	2028 AM Peak Traffic Volumes	Figure 6



BIHL ENGINEERING	The Grove at Broad River Traffic Impact Analysis	2028 PM Peak Traffic Volumes	Figure 7

Appendix G – Capacity Analysis Worksheets

2024 Existing Conditions

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	77	302	142	102	147	88
Future Vol, veh/h	77	302	142	102	147	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	200	-	-	200	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	3	5	5	8	5
Mvmt Flow	89	347	163	117	169	101

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	163	0	-	0	688	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	525	-
Critical Hdwy	4.12	-	-	-	6.48	6.25
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.218	-	-	-	3.572	3.345
Pot Cap-1 Maneuver	1416	-	-	-	403	874
Stage 1	-	-	-	-	852	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1416	-	-	-	378	874
Mov Cap-2 Maneuver	-	-	-	-	378	-
Stage 1	-	-	-	-	798	-
Stage 2	-	-	-	-	581	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.6	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1416	-	-	-	378	874
HCM Lane V/C Ratio	0.063	-	-	-	0.447	0.116
HCM Control Delay (s/veh)	7.7	-	-	-	22	9.7
HCM Lane LOS	A	-	-	-	C	A
HCM 95th %tile Q (veh)	0.2	-	-	-	2.2	0.4

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	128	132	56	72	89	24
Future Vol, veh/h	128	132	56	72	89	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	0	275
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	4	5	4	2	2
Mvmt Flow	151	155	66	85	105	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	306	0	368	151
Stage 1	-	-	-	-	151	-
Stage 2	-	-	-	-	217	-
Critical Hdwy	-	-	4.15	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.245	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1238	-	632	895
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	819	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1238	-	599	895
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	877	-
Stage 2	-	-	-	-	776	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.5	11.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	895	-	-	1238	-
HCM Lane V/C Ratio	0.175	0.032	-	-	0.053	-
HCM Control Delay (s/veh)	12.3	9.2	-	-	8.1	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q (veh)	0.6	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	66	53	72	118	70
Future Vol, veh/h	41	66	53	72	118	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	65	65	65	65	65	65
Heavy Vehicles, %	2	17	9	2	3	7
Mvmt Flow	63	102	82	111	182	108

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	511	236	290	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Critical Hdwy	6.42	6.37	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.453	2.281	-	-	-
Pot Cap-1 Maneuver	523	767	1233	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	486	767	1233	-	-	-
Mov Cap-2 Maneuver	486	-	-	-	-	-
Stage 1	746	-	-	-	-	-
Stage 2	771	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.8	3.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1233	-	628	-	-
HCM Lane V/C Ratio	0.066	-	0.262	-	-
HCM Control Delay (s/veh)	8.1	0	12.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.2	-	1	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	269	149	10	16	14
Future Vol, veh/h	24	269	149	10	16	14
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, %	2	2	5	2	2	2
Mvmt Flow	25	283	157	11	17	15

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	168	0	-	0	496	163
Stage 1	-	-	-	-	163	-
Stage 2	-	-	-	-	333	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1410	-	-	-	533	882
Stage 1	-	-	-	-	866	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1410	-	-	-	522	882
Mov Cap-2 Maneuver	-	-	-	-	522	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.6	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1410	-	-	-	645
HCM Lane V/C Ratio	0.018	-	-	-	0.049
HCM Control Delay (s/veh)	7.6	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	142	10	2	115	13	5
Future Vol, veh/h	142	10	2	115	13	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	10	2	4	2	2
Mvmt Flow	158	11	2	128	14	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	169	0	296	164
Stage 1	-	-	-	-	164	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1409	-	695	881
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1409	-	694	881
Mov Cap-2 Maneuver	-	-	-	-	694	-
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	892	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.1	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	737	-	-	1409	-
HCM Lane V/C Ratio	0.027	-	-	0.002	-
HCM Control Delay (s/veh)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	30	69	1	2	17	41	748	7	7	700	74
Future Vol, veh/h	48	30	69	1	2	17	41	748	7	7	700	74
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	125	-	-	125	-	-	250	-	-	100	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	6	2	2	2	2	29	3	3	14	2	3	3
Mvmt Flow	52	32	74	1	2	18	44	804	8	8	753	80

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1260	1669	377	1305	1745	406	833	0	0	812	0	0
Stage 1	769	769	-	896	896	-	-	-	-	-	-	-
Stage 2	491	900	-	409	849	-	-	-	-	-	-	-
Critical Hdwy	7.62	6.54	6.94	7.54	6.54	7.48	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.62	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.62	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4.02	3.32	3.52	4.02	3.59	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	123	95	621	118	85	525	789	-	-	810	-	-
Stage 1	351	409	-	301	357	-	-	-	-	-	-	-
Stage 2	517	355	-	590	375	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	110	89	621	71	79	525	789	-	-	810	-	-
Mov Cap-2 Maneuver	110	89	-	71	79	-	-	-	-	-	-	-
Stage 1	331	405	-	284	337	-	-	-	-	-	-	-
Stage 2	468	335	-	473	371	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	44.8	18.7	0.5	0.1
HCM LOS	E	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	789	-	-	110	221	71	329	810	-	-
HCM Lane V/C Ratio	0.056	-	-	0.469	0.482	0.015	0.062	0.009	-	-
HCM Control Delay (s/veh)	9.8	-	-	63.8	35.6	56.5	16.7	9.5	-	-
HCM Lane LOS	A	-	-	F	E	F	C	A	-	-
HCM 95th %tile Q (veh)	0.2	-	-	2.1	2.4	0	0.2	0	-	-

Intersection	
Int Delay, s/veh	5.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	225	224	65	98	146	68
Future Vol, veh/h	225	224	65	98	146	68
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	8	3	5	5	2
Mvmt Flow	262	260	76	114	170	79

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	522	0	658	392
Stage 1	-	-	-	-	392	-
Stage 2	-	-	-	-	266	-
Critical Hdwy	-	-	4.13	-	6.45	6.22
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.227	-	3.545	3.318
Pot Cap-1 Maneuver	-	-	1039	-	424	657
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	772	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1039	-	391	657
Mov Cap-2 Maneuver	-	-	-	-	391	-
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.5	18
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	391	657	-	-	1039	-
HCM Lane V/C Ratio	0.434	0.12	-	-	0.073	-
HCM Control Delay (s/veh)	21.1	11.2	-	-	8.7	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q (veh)	2.1	0.4	-	-	0.2	-

Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	262	32	35	729	803
v/c Ratio	0.58	0.06	0.14	0.46	0.50
Control Delay (s/veh)	17.3	4.8	9.9	9.7	9.5
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	17.3	4.8	9.9	9.7	9.5
Queue Length 50th (ft)	40	0	4	50	53
Queue Length 95th (ft)	118	13	22	124	132
Internal Link Dist (ft)	3589			656	1937
Turn Bay Length (ft)			175		
Base Capacity (vph)	829	935	387	2389	2385
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.32	0.03	0.09	0.31	0.34

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	254	0	31	0	0	0	34	707	0	0	654	125
Future Volume (veh/h)	254	0	31	0	0	0	34	707	0	0	654	125
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	1856	1870	1870	1870	1856	1841	1870	1870	1870	1841
Adj Flow Rate, veh/h	262	0	32	0	0	0	35	729	0	0	674	129
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	3	2	2	2	3	4	2	2	2	4
Cap, veh/h	605	0	404	0	480	0	428	1544	0	0	1314	251
Arrive On Green	0.26	0.00	0.26	0.00	0.00	0.00	0.44	0.44	0.00	0.00	0.44	0.44
Sat Flow, veh/h	1418	0	1572	0	1870	0	672	3589	0	0	3069	569
Grp Volume(v), veh/h	262	0	32	0	0	0	35	729	0	0	402	401
Grp Sat Flow(s),veh/h/ln	1418	0	1572	0	1870	0	672	1749	0	0	1777	1768
Q Serve(g_s), s	5.0	0.0	0.5	0.0	0.0	0.0	1.2	4.4	0.0	0.0	4.9	4.9
Cycle Q Clear(g_c), s	5.0	0.0	0.5	0.0	0.0	0.0	6.1	4.4	0.0	0.0	4.9	4.9
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.32
Lane Grp Cap(c), veh/h	605	0	404	0	480	0	428	1544	0	0	785	781
V/C Ratio(X)	0.43	0.00	0.08	0.00	0.00	0.00	0.08	0.47	0.00	0.00	0.51	0.51
Avail Cap(c_a), veh/h	1358	0	1239	0	1474	0	751	3225	0	0	1638	1630
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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	10.1	0.0	8.4	0.0	0.0	0.0	8.2	5.9	0.0	0.0	6.0	6.0
Incr Delay (d2), s/veh	0.5	0.0	0.1	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.5	0.5
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	1.1	0.0	0.1	0.0	0.0	0.0	0.1	0.7	0.0	0.0	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	10.6	0.0	8.5	0.0	0.0	0.0	8.3	6.1	0.0	0.0	6.5	6.5
LnGrp LOS	B		A				A	A			A	A
Approach Vol, veh/h		294			0			764			803	
Approach Delay, s/veh		10.4			0.0			6.2			6.5	
Approach LOS		B						A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		17.7		12.2		17.7		12.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		27.5		23.5		27.5		23.5				
Max Q Clear Time (g_c+I1), s		8.1		7.0		6.9		0.0				
Green Ext Time (p_c), s		5.1		1.4		5.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			7.0									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	80	232	261	122	91	86
Future Vol, veh/h	80	232	261	122	91	86
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	200	-	-	200	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	2	4	3	3
Mvmt Flow	96	280	314	147	110	104

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	314	0	-	0	786	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	472	-
Critical Hdwy	4.14	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.236	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1235	-	-	-	360	724
Stage 1	-	-	-	-	738	-
Stage 2	-	-	-	-	626	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1235	-	-	-	332	724
Mov Cap-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	626	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.1	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1235	-	-	-	332	724
HCM Lane V/C Ratio	0.078	-	-	-	0.33	0.143
HCM Control Delay (s/veh)	8.2	-	-	-	21.1	10.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q (veh)	0.3	-	-	-	1.4	0.5

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	95	96	31	112	105	22
Future Vol, veh/h	95	96	31	112	105	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	0	275
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	4	3	6	2	3	9
Mvmt Flow	127	128	41	149	140	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	255	0	358	127
Stage 1	-	-	-	-	127	-
Stage 2	-	-	-	-	231	-
Critical Hdwy	-	-	4.16	-	6.43	6.29
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.254	-	3.527	3.381
Pot Cap-1 Maneuver	-	-	1287	-	638	905
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	805	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1287	-	618	905
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	779	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.7	11.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	618	905	-	-	1287	-
HCM Lane V/C Ratio	0.227	0.032	-	-	0.032	-
HCM Control Delay (s/veh)	12.5	9.1	-	-	7.9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q (veh)	0.9	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	35	52	42	92	90	38
Future Vol, veh/h	35	52	42	92	90	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	59	59	59	59	59	59
Heavy Vehicles, %	11	12	14	2	2	12
Mvmt Flow	59	88	71	156	153	64

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	483	185	217	0	-	0
Stage 1	185	-	-	-	-	-
Stage 2	298	-	-	-	-	-
Critical Hdwy	6.51	6.32	4.24	-	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.408	2.326	-	-	-
Pot Cap-1 Maneuver	527	832	1285	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	495	832	1285	-	-	-
Mov Cap-2 Maneuver	495	-	-	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	12.1	2.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1285	-	653	-	-
HCM Lane V/C Ratio	0.055	-	0.226	-	-
HCM Control Delay (s/veh)	8	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.2	-	0.9	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	25	181	202	18	17	17
Future Vol, veh/h	25	181	202	18	17	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	3	3	2	2	6
Mvmt Flow	27	199	222	20	19	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	242	0	-	0	485	232
Stage 1	-	-	-	-	232	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	4.14	-	-	-	6.42	6.26
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.354
Pot Cap-1 Maneuver	1313	-	-	-	541	797
Stage 1	-	-	-	-	807	-
Stage 2	-	-	-	-	789	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1313	-	-	-	529	797
Mov Cap-2 Maneuver	-	-	-	-	529	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	789	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.9	0	11
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1313	-	-	-	636
HCM Lane V/C Ratio	0.021	-	-	-	0.059
HCM Control Delay (s/veh)	7.8	0	-	-	11
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	101	16	2	129	14	6
Future Vol, veh/h	101	16	2	129	14	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	4	13	2	2	2	2
Mvmt Flow	142	23	3	182	20	8

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	165	0	342	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	188	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1413	-	654	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	844	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1413	-	653	892
Mov Cap-2 Maneuver	-	-	-	-	653	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	842	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	710	-	-	1413	-
HCM Lane V/C Ratio	0.04	-	-	0.002	-
HCM Control Delay (s/veh)	10.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	19	106	8	7	21	100	776	10	16	854	84
Future Vol, veh/h	26	19	106	8	7	21	100	776	10	16	854	84
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	125	-	-	125	-	-	250	-	-	100	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	5	2	13	2	2	2	3	20	2	3	4
Mvmt Flow	27	20	109	8	7	22	103	800	10	16	880	87

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1522	1928	440	1493	2010	405	967	0	0	810	0	0
Stage 1	912	912	-	1011	1011	-	-	-	-	-	-	-
Stage 2	610	1016	-	482	999	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.6	6.94	7.76	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.58	5.6	-	6.76	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.6	-	6.76	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.05	3.32	3.63	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	80	63	565	77	58	595	708	-	-	812	-	-
Stage 1	291	344	-	237	315	-	-	-	-	-	-	-
Stage 2	443	307	-	507	319	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	60	53	565	39	49	595	708	-	-	812	-	-
Mov Cap-2 Maneuver	60	53	-	39	49	-	-	-	-	-	-	-
Stage 1	249	337	-	203	269	-	-	-	-	-	-	-
Stage 2	355	262	-	378	313	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	50.8	52.4	1.2	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	708	-	-	60	229	39	157	812	-	-
HCM Lane V/C Ratio	0.146	-	-	0.447	0.563	0.211	0.184	0.02	-	-
HCM Control Delay (s/veh)	10.9	-	-	106.5	39.2	120.5	33	9.5	-	-
HCM Lane LOS	B	-	-	F	E	F	D	A	-	-
HCM 95th %tile Q (veh)	0.5	-	-	1.7	3.1	0.7	0.7	0.1	-	-

Intersection	
Int Delay, s/veh	7.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	142	181	48	171	212	64
Future Vol, veh/h	142	181	48	171	212	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	4	6	2	4	9
Mvmt Flow	173	221	59	209	259	78

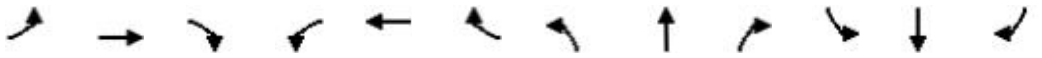
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	394	0	611	284
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	327	-
Critical Hdwy	-	-	4.16	-	6.44	6.29
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.254	-	3.536	3.381
Pot Cap-1 Maneuver	-	-	1143	-	454	739
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	726	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1143	-	428	739
Mov Cap-2 Maneuver	-	-	-	-	428	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	684	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.8	21.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	428	739	-	-	1143	-
HCM Lane V/C Ratio	0.604	0.106	-	-	0.051	-
HCM Control Delay (s/veh)	25.4	10.4	-	-	8.3	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q (veh)	3.9	0.4	-	-	0.2	-

Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	166	42	55	905	1073
v/c Ratio	0.48	0.10	0.20	0.41	0.49
Control Delay (s/veh)	20.0	6.4	8.7	6.8	7.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.0	6.4	8.7	6.8	7.1
Queue Length 50th (ft)	30	0	6	58	69
Queue Length 95th (ft)	94	18	28	128	155
Internal Link Dist (ft)	3589			656	1937
Turn Bay Length (ft)			175		
Base Capacity (vph)	627	734	328	2707	2657
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.26	0.06	0.17	0.33	0.40

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	0	40	0	0	0	52	860	0	0	851	168
Future Volume (veh/h)	158	0	40	0	0	0	52	860	0	0	851	168
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	1841	1870	1856	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	166	0	42	0	0	0	55	905	0	0	896	177
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	2	3	2	2	2	2	3	2	2	3	2
Cap, veh/h	458	0	260	0	310	0	412	1957	0	0	1629	322
Arrive On Green	0.17	0.00	0.17	0.00	0.00	0.00	0.56	0.56	0.00	0.00	0.56	0.56
Sat Flow, veh/h	1418	0	1572	0	1870	0	526	3618	0	0	3027	579
Grp Volume(v), veh/h	166	0	42	0	0	0	55	905	0	0	538	535
Grp Sat Flow(s),veh/h/ln	1418	0	1572	0	1870	0	526	1763	0	0	1763	1751
Q Serve(g_s), s	3.6	0.0	0.7	0.0	0.0	0.0	2.4	5.0	0.0	0.0	6.3	6.3
Cycle Q Clear(g_c), s	3.6	0.0	0.7	0.0	0.0	0.0	8.7	5.0	0.0	0.0	6.3	6.3
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.33
Lane Grp Cap(c), veh/h	458	0	260	0	310	0	412	1957	0	0	978	972
V/C Ratio(X)	0.36	0.00	0.16	0.00	0.00	0.00	0.13	0.46	0.00	0.00	0.55	0.55
Avail Cap(c_a), veh/h	1037	0	903	0	1045	0	651	3556	0	0	1778	1766
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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.7	0.0	11.5	0.0	0.0	0.0	7.4	4.3	0.0	0.0	4.6	4.6
Incr Delay (d2), s/veh	0.5	0.0	0.3	0.0	0.0	0.0	0.1	0.2	0.0	0.0	0.5	0.5
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	0.9	0.0	0.2	0.0	0.0	0.0	0.2	0.6	0.0	0.0	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	13.2	0.0	11.8	0.0	0.0	0.0	7.5	4.5	0.0	0.0	5.1	5.1
LnGrp LOS	B		B				A	A			A	A
Approach Vol, veh/h		208			0			960			1073	
Approach Delay, s/veh		12.9			0.0			4.6			5.1	
Approach LOS		B						A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.4		9.8		22.4		9.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		32.5		18.5		32.5		18.0				
Max Q Clear Time (g_c+I1), s		10.7		5.6		8.3		0.0				
Green Ext Time (p_c), s		7.2		0.8		7.6		0.0				

Intersection Summary												
HCM 6th Ctrl Delay, s/veh			5.6									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	96	283	391	90	72	89
Future Vol, veh/h	96	283	391	90	72	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	200	-	-	200	0	175
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	2	2	2
Mvmt Flow	101	298	412	95	76	94

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	412	0	-	0	912	412
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	500	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1147	-	-	-	304	640
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	609	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1147	-	-	-	277	640
Mov Cap-2 Maneuver	-	-	-	-	277	-
Stage 1	-	-	-	-	610	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.1	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1147	-	-	-	277	640
HCM Lane V/C Ratio	0.088	-	-	-	0.274	0.146
HCM Control Delay (s/veh)	8.4	-	-	-	22.8	11.6
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q (veh)	0.3	-	-	-	1.1	0.5

Intersection	
Int Delay, s/veh	3.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	104	104	29	156	117	30
Future Vol, veh/h	104	104	29	156	117	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	0	275
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	2	3	2	2	2
Mvmt Flow	114	114	32	171	129	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	228	0	349	114
Stage 1	-	-	-	-	114	-
Stage 2	-	-	-	-	235	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1334	-	648	939
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	804	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1334	-	632	939
Mov Cap-2 Maneuver	-	-	-	-	632	-
Stage 1	-	-	-	-	911	-
Stage 2	-	-	-	-	785	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.2	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	632	939	-	-	1334	-
HCM Lane V/C Ratio	0.203	0.035	-	-	0.024	-
HCM Control Delay (s/veh)	12.1	9	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q (veh)	0.8	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	28	16	126	111	22
Future Vol, veh/h	21	28	16	126	111	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	2	4	2	2	3	2
Mvmt Flow	26	35	20	158	139	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	351	153	167	0	-	0
Stage 1	153	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Critical Hdwy	6.42	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	646	888	1411	-	-	-
Stage 1	875	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	636	888	1411	-	-	-
Mov Cap-2 Maneuver	636	-	-	-	-	-
Stage 1	861	-	-	-	-	-
Stage 2	835	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.2	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1411	-	759	-	-
HCM Lane V/C Ratio	0.014	-	0.081	-	-
HCM Control Delay (s/veh)	7.6	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	245	246	20	13	15
Future Vol, veh/h	24	245	246	20	13	15
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	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	13
Mvmt Flow	29	299	300	24	16	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	324	0	-	0	669	312
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	357	-
Critical Hdwy	4.12	-	-	-	6.42	6.33
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.417
Pot Cap-1 Maneuver	1236	-	-	-	423	703
Stage 1	-	-	-	-	742	-
Stage 2	-	-	-	-	708	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1236	-	-	-	411	703
Mov Cap-2 Maneuver	-	-	-	-	411	-
Stage 1	-	-	-	-	721	-
Stage 2	-	-	-	-	708	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.7	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1236	-	-	-	529
HCM Lane V/C Ratio	0.024	-	-	-	0.065
HCM Control Delay (s/veh)	8	0	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	124	10	1	175	10	10
Future Vol, veh/h	124	10	1	175	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	148	12	1	208	12	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	160	0	364	154
Stage 1	-	-	-	-	154	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1419	-	635	892
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1419	-	634	892
Mov Cap-2 Maneuver	-	-	-	-	634	-
Stage 1	-	-	-	-	874	-
Stage 2	-	-	-	-	824	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	741	-	-	1419	-
HCM Lane V/C Ratio	0.032	-	-	0.001	-
HCM Control Delay (s/veh)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	14	94	6	3	32	103	786	11	4	1028	70
Future Vol, veh/h	26	14	94	6	3	32	103	786	11	4	1028	70
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	125	-	-	125	-	-	250	-	-	100	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	6	2	2	9	2	2	2
Mvmt Flow	27	15	98	6	3	33	107	819	11	4	1071	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1704	2123	536	1590	2191	415	1144	0	0	830	0	0
Stage 1	1079	1079	-	1039	1039	-	-	-	-	-	-	-
Stage 2	625	1044	-	551	1152	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	7.02	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	3.36	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	59	49	489	72	45	575	606	-	-	798	-	-
Stage 1	233	293	-	247	306	-	-	-	-	-	-	-
Stage 2	439	304	-	486	270	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	45	40	489	36	37	575	606	-	-	798	-	-
Mov Cap-2 Maneuver	45	40	-	36	37	-	-	-	-	-	-	-
Stage 1	192	292	-	203	252	-	-	-	-	-	-	-
Stage 2	336	250	-	367	269	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	68.2	36.5	1.4	0
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	606	-	-	45	199	36	256	798	-	-
HCM Lane V/C Ratio	0.177	-	-	0.602	0.565	0.174	0.142	0.005	-	-
HCM Control Delay (s/veh)	12.2	-	-	167.7	44.3	124.9	21.4	9.5	-	-
HCM Lane LOS	B	-	-	F	E	F	C	A	-	-
HCM 95th %tile Q (veh)	0.6	-	-	2.3	3	0.5	0.5	0	-	-

Intersection	
Int Delay, s/veh	8.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	186	169	29	232	249	83
Future Vol, veh/h	186	169	29	232	249	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	7	2	2	2
Mvmt Flow	209	190	33	261	280	93

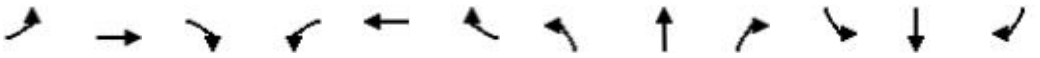
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	399	0	631	304
Stage 1	-	-	-	-	304	-
Stage 2	-	-	-	-	327	-
Critical Hdwy	-	-	4.17	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.263	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1133	-	445	736
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	731	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1133	-	430	736
Mov Cap-2 Maneuver	-	-	-	-	430	-
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	706	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.9	23.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	430	736	-	-	1133	-
HCM Lane V/C Ratio	0.651	0.127	-	-	0.029	-
HCM Control Delay (s/veh)	27.7	10.6	-	-	8.3	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q (veh)	4.5	0.4	-	-	0.1	-

Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	194	84	1	69	935	1286
v/c Ratio	0.54	0.18	0.00	0.35	0.41	0.57
Control Delay (s/veh)	23.0	5.9	0.0	13.8	7.0	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	23.0	5.9	0.0	13.8	7.0	8.2
Queue Length 50th (ft)	46	0	0	9	70	105
Queue Length 95th (ft)	110	26	0	48	138	211
Internal Link Dist (ft)	3589		231		656	1937
Turn Bay Length (ft)				175		
Base Capacity (vph)	568	687	718	221	2563	2496
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.12	0.00	0.31	0.36	0.52

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	0	78	0	0	1	64	868	2	0	994	202
Future Volume (veh/h)	180	0	78	0	0	1	64	868	2	0	994	202
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	1856	1870
Adj Flow Rate, veh/h	194	0	84	0	0	1	69	933	2	0	1069	217
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	3	2
Cap, veh/h	455	0	306	0	0	306	326	2109	5	0	1693	342
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.19	0.58	0.58	0.58	0.00	0.58	0.58
Sat Flow, veh/h	1413	0	1585	0	0	1585	430	3638	8	0	3014	591
Grp Volume(v), veh/h	194	0	84	0	0	1	69	456	479	0	644	642
Grp Sat Flow(s),veh/h/ln	1413	0	1585	0	0	1585	430	1777	1869	0	1763	1749
Q Serve(g_s), s	5.1	0.0	1.8	0.0	0.0	0.0	5.0	5.7	5.7	0.0	9.6	9.7
Cycle Q Clear(g_c), s	5.1	0.0	1.8	0.0	0.0	0.0	14.7	5.7	5.7	0.0	9.6	9.7
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h	455	0	306	0	0	307	326	1030	1083	0	1022	1014
V/C Ratio(X)	0.43	0.00	0.27	0.00	0.00	0.00	0.21	0.44	0.44	0.00	0.63	0.63
Avail Cap(c_a), veh/h	824	0	720	0	0	720	434	1479	1556	0	1467	1456
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	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	13.6	0.0	0.0	12.9	10.4	4.7	4.7	0.0	5.5	5.5
Incr Delay (d2), s/veh	0.6	0.0	0.5	0.0	0.0	0.0	0.3	0.3	0.3	0.0	0.6	0.7
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	1.4	0.0	0.6	0.0	0.0	0.0	0.4	1.0	1.1	0.0	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.6	0.0	14.1	0.0	0.0	12.9	10.7	5.0	5.0	0.0	6.2	6.2
LnGrp LOS	B		B			B	B	A	A		A	A
Approach Vol, veh/h		278			1			1004			1286	
Approach Delay, s/veh		15.1			12.9			5.4			6.2	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.5		12.2		27.5		12.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		16.7		7.1		11.7		2.0				
Green Ext Time (p_c), s		6.3		0.9		9.2		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			6.8									
HCM 6th LOS			A									

2028 No-Build Conditions

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	87	345	174	115	165	99
Future Vol, veh/h	87	345	174	115	165	99
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	200	-	-	200	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	3	5	5	8	5
Mvmt Flow	100	397	200	132	190	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	200	0	-	0	797	200
Stage 1	-	-	-	-	200	-
Stage 2	-	-	-	-	597	-
Critical Hdwy	4.12	-	-	-	6.48	6.25
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.218	-	-	-	3.572	3.345
Pot Cap-1 Maneuver	1372	-	-	-	347	833
Stage 1	-	-	-	-	820	-
Stage 2	-	-	-	-	538	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1372	-	-	-	322	833
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	760	-
Stage 2	-	-	-	-	538	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.6	0	23.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1372	-	-	-	322	833
HCM Lane V/C Ratio	0.073	-	-	-	0.589	0.137
HCM Control Delay (s/veh)	7.8	-	-	-	31	10
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q (veh)	0.2	-	-	-	3.5	0.5

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	144	149	63	81	100	27
Future Vol, veh/h	144	149	63	81	100	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	0	275
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	4	5	4	2	2
Mvmt Flow	169	175	74	95	118	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	344	0	412	169
Stage 1	-	-	-	-	169	-
Stage 2	-	-	-	-	243	-
Critical Hdwy	-	-	4.15	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.245	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1198	-	596	875
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	797	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1198	-	559	875
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	861	-
Stage 2	-	-	-	-	748	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.6	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	559	875	-	-	1198	-
HCM Lane V/C Ratio	0.21	0.036	-	-	0.062	-
HCM Control Delay (s/veh)	13.1	9.3	-	-	8.2	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q (veh)	0.8	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	4.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	74	60	81	133	79
Future Vol, veh/h	46	74	60	81	133	79
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	65	65	65	65	65	65
Heavy Vehicles, %	2	17	9	2	3	7
Mvmt Flow	71	114	92	125	205	122

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	575	266	327	0	-	0
Stage 1	266	-	-	-	-	-
Stage 2	309	-	-	-	-	-
Critical Hdwy	6.42	6.37	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.453	2.281	-	-	-
Pot Cap-1 Maneuver	480	738	1194	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	745	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	440	738	1194	-	-	-
Mov Cap-2 Maneuver	440	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	745	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13.9	3.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1194	-	586	-	-
HCM Lane V/C Ratio	0.077	-	0.315	-	-
HCM Control Delay (s/veh)	8.3	0	13.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.3	-	1.3	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	325	184	11	18	16
Future Vol, veh/h	27	325	184	11	18	16
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, %	2	2	5	2	2	2
Mvmt Flow	28	342	194	12	19	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	206	0	-	0	598	200
Stage 1	-	-	-	-	200	-
Stage 2	-	-	-	-	398	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1365	-	-	-	465	841
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	678	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1365	-	-	-	453	841
Mov Cap-2 Maneuver	-	-	-	-	453	-
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	678	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.6	0	11.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1365	-	-	-	579
HCM Lane V/C Ratio	0.021	-	-	-	0.062
HCM Control Delay (s/veh)	7.7	0	-	-	11.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	160	11	2	129	15	6
Future Vol, veh/h	160	11	2	129	15	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	10	2	4	2	2
Mvmt Flow	178	12	2	143	17	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	190	0	331	184
Stage 1	-	-	-	-	184	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1384	-	664	858
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	880	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1384	-	663	858
Mov Cap-2 Maneuver	-	-	-	-	663	-
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	878	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	709	-	-	1384	-
HCM Lane V/C Ratio	0.033	-	-	0.002	-
HCM Control Delay (s/veh)	10.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	9.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	54	34	78	1	2	19	46	921	8	8	813	83
Future Vol, veh/h	54	34	78	1	2	19	46	921	8	8	813	83
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	125	-	-	125	-	-	250	-	-	100	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	6	2	2	2	2	29	3	3	14	2	3	3
Mvmt Flow	58	37	84	1	2	20	49	990	9	9	874	89

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1486	1989	437	1567	2074	500	963	0	0	999	0	0
Stage 1	892	892	-	1093	1093	-	-	-	-	-	-	-
Stage 2	594	1097	-	474	981	-	-	-	-	-	-	-
Critical Hdwy	7.62	6.54	6.94	7.54	6.54	7.48	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.62	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.62	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4.02	3.32	3.52	4.02	3.59	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	83	60	567	75	53	451	704	-	-	689	-	-
Stage 1	295	358	-	229	288	-	-	-	-	-	-	-
Stage 2	449	287	-	540	326	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	72	55	567	28	49	451	704	-	-	689	-	-
Mov Cap-2 Maneuver	72	55	-	28	49	-	-	-	-	-	-	-
Stage 1	274	353	-	213	268	-	-	-	-	-	-	-
Stage 2	396	267	-	407	322	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	111	26	0.5	0.1
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	704	-	-	72	148	28	253	689	-	-
HCM Lane V/C Ratio	0.07	-	-	0.806	0.814	0.038	0.089	0.012	-	-
HCM Control Delay (s/veh)	10.5	-	-	153	90.7	138.6	20.6	10.3	-	-
HCM Lane LOS	B	-	-	F	F	F	C	B	-	-
HCM 95th %tile Q (veh)	0.2	-	-	3.9	5.2	0.1	0.3	0	-	-

Intersection	
Int Delay, s/veh	7.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	255	255	77	119	169	78
Future Vol, veh/h	255	255	77	119	169	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	8	3	5	5	2
Mvmt Flow	297	297	90	138	197	91

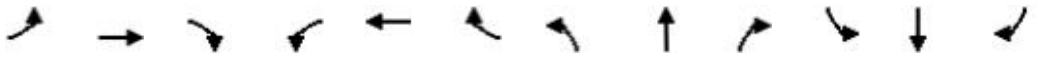
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	594	0	764	446
Stage 1	-	-	-	-	446	-
Stage 2	-	-	-	-	318	-
Critical Hdwy	-	-	4.13	-	6.45	6.22
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.227	-	3.545	3.318
Pot Cap-1 Maneuver	-	-	977	-	368	612
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	731	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	977	-	331	612
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	639	-
Stage 2	-	-	-	-	658	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.6	24.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	331	612	-	-	977	-
HCM Lane V/C Ratio	0.594	0.148	-	-	0.092	-
HCM Control Delay (s/veh)	30.6	11.9	-	-	9.1	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q (veh)	3.6	0.5	-	-	0.3	-

Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	323	36	39	874	930
v/c Ratio	0.66	0.06	0.20	0.57	0.60
Control Delay (s/veh)	20.1	4.8	12.6	11.8	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.1	4.8	12.6	11.8	11.6
Queue Length 50th (ft)	62	0	5	77	78
Queue Length 95th (ft)	158	14	27	167	173
Internal Link Dist (ft)	3589			656	1937
Turn Bay Length (ft)			175		
Base Capacity (vph)	807	912	267	2149	2148
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.04	0.15	0.41	0.43

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	313	0	35	0	0	0	38	848	0	0	755	147
Future Volume (veh/h)	313	0	35	0	0	0	38	848	0	0	755	147
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	1856	1870	1870	1870	1856	1841	1870	1870	1870	1841
Adj Flow Rate, veh/h	323	0	36	0	0	0	39	874	0	0	778	152
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	3	2	2	2	3	4	2	2	2	4
Cap, veh/h	621	0	470	0	560	0	352	1592	0	0	1349	264
Arrive On Green	0.30	0.00	0.30	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.46	0.46
Sat Flow, veh/h	1418	0	1572	0	1870	0	597	3589	0	0	3057	579
Grp Volume(v), veh/h	323	0	36	0	0	0	39	874	0	0	466	464
Grp Sat Flow(s),veh/h/ln	1418	0	1572	0	1870	0	597	1749	0	0	1777	1766
Q Serve(g_s), s	7.6	0.0	0.6	0.0	0.0	0.0	1.9	6.7	0.0	0.0	7.1	7.1
Cycle Q Clear(g_c), s	7.6	0.0	0.6	0.0	0.0	0.0	9.0	6.7	0.0	0.0	7.1	7.1
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.33
Lane Grp Cap(c), veh/h	621	0	470	0	560	0	352	1592	0	0	809	804
V/C Ratio(X)	0.52	0.00	0.08	0.00	0.00	0.00	0.11	0.55	0.00	0.00	0.58	0.58
Avail Cap(c_a), veh/h	1144	0	1051	0	1250	0	512	2529	0	0	1285	1277
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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	0.0	9.2	0.0	0.0	0.0	10.7	7.2	0.0	0.0	7.4	7.4
Incr Delay (d2), s/veh	0.7	0.0	0.1	0.0	0.0	0.0	0.1	0.3	0.0	0.0	0.7	0.7
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	1.8	0.0	0.2	0.0	0.0	0.0	0.2	1.5	0.0	0.0	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.3	0.0	9.3	0.0	0.0	0.0	10.8	7.5	0.0	0.0	8.0	8.0
LnGrp LOS	B		A				B	A			A	A
Approach Vol, veh/h		359			0			913			930	
Approach Delay, s/veh		12.0			0.0			7.7			8.0	
Approach LOS		B						A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.2		15.5		21.2		15.5				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		26.5		24.5		26.5		24.5				
Max Q Clear Time (g_c+I1), s		11.0		9.6		9.1		0.0				
Green Ext Time (p_c), s		5.7		1.7		5.6		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			8.5									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	268	303	137	102	97
Future Vol, veh/h	90	268	303	137	102	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	200	-	-	200	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	2	4	3	3
Mvmt Flow	108	323	365	165	123	117

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	365	0	-	0	904	365
Stage 1	-	-	-	-	365	-
Stage 2	-	-	-	-	539	-
Critical Hdwy	4.14	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.236	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1183	-	-	-	306	678
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	583	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1183	-	-	-	278	678
Mov Cap-2 Maneuver	-	-	-	-	278	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	583	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.1	0	19.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1183	-	-	-	278	678
HCM Lane V/C Ratio	0.092	-	-	-	0.442	0.172
HCM Control Delay (s/veh)	8.4	-	-	-	27.8	11.4
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q (veh)	0.3	-	-	-	2.1	0.6

Intersection	
Int Delay, s/veh	4.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	107	108	35	126	118	25
Future Vol, veh/h	107	108	35	126	118	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	0	275
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	4	3	6	2	3	9
Mvmt Flow	143	144	47	168	157	33

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	287	0	405	143
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	-	-	4.16	-	6.43	6.29
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.254	-	3.527	3.381
Pot Cap-1 Maneuver	-	-	1252	-	600	886
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	780	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1252	-	577	886
Mov Cap-2 Maneuver	-	-	-	-	577	-
Stage 1	-	-	-	-	882	-
Stage 2	-	-	-	-	750	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.7	12.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	577	886	-	-	1252	-
HCM Lane V/C Ratio	0.273	0.038	-	-	0.037	-
HCM Control Delay (s/veh)	13.6	9.2	-	-	8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q (veh)	1.1	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	59	47	104	101	43
Future Vol, veh/h	39	59	47	104	101	43
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	59	59	59	59	59	59
Heavy Vehicles, %	11	12	14	2	2	12
Mvmt Flow	66	100	80	176	171	73

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	544	208	244	0	-	0
Stage 1	208	-	-	-	-	-
Stage 2	336	-	-	-	-	-
Critical Hdwy	6.51	6.32	4.24	-	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.408	2.326	-	-	-
Pot Cap-1 Maneuver	485	808	1255	-	-	-
Stage 1	806	-	-	-	-	-
Stage 2	704	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	451	808	1255	-	-	-
Mov Cap-2 Maneuver	451	-	-	-	-	-
Stage 1	749	-	-	-	-	-
Stage 2	704	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	13	2.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1255	-	614	-	-
HCM Lane V/C Ratio	0.063	-	0.271	-	-
HCM Control Delay (s/veh)	8.1	0	13	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.2	-	1.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	225	243	20	19	19
Future Vol, veh/h	28	225	243	20	19	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	3	3	2	2	6
Mvmt Flow	31	247	267	22	21	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	289	0	-	0	587	278
Stage 1	-	-	-	-	278	-
Stage 2	-	-	-	-	309	-
Critical Hdwy	4.14	-	-	-	6.42	6.26
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.354
Pot Cap-1 Maneuver	1262	-	-	-	472	751
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	745	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1262	-	-	-	459	751
Mov Cap-2 Maneuver	-	-	-	-	459	-
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	745	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.9	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1262	-	-	-	570
HCM Lane V/C Ratio	0.024	-	-	-	0.073
HCM Control Delay (s/veh)	7.9	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	114	18	2	145	16	7
Future Vol, veh/h	114	18	2	145	16	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	71	71	71	71	71	71
Heavy Vehicles, %	4	13	2	2	2	2
Mvmt Flow	161	25	3	204	23	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	186	0	384	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	210	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1388	-	619	869
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	825	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1388	-	618	869
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	823	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.1	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	678	-	-	1388	-
HCM Lane V/C Ratio	0.048	-	-	0.002	-
HCM Control Delay (s/veh)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	14.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	21	119	9	8	24	113	921	11	18	1004	95
Future Vol, veh/h	29	21	119	9	8	24	113	921	11	18	1004	95
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	125	-	-	125	-	-	250	-	-	100	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	5	2	13	2	2	2	3	20	2	3	4
Mvmt Flow	30	22	123	9	8	25	116	949	11	19	1035	98

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1784	2265	518	1754	2358	480	1133	0	0	960	0	0
Stage 1	1073	1073	-	1187	1187	-	-	-	-	-	-	-
Stage 2	711	1192	-	567	1171	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.6	6.94	7.76	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.58	5.6	-	6.76	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.6	-	6.76	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.05	3.32	3.63	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	50	39	502	48	35	532	612	-	-	712	-	-
Stage 1	232	288	-	183	260	-	-	-	-	-	-	-
Stage 2	385	253	-	449	265	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	31	502	14	28	532	612	-	-	712	-	-
Mov Cap-2 Maneuver	31	31	-	14	28	-	-	-	-	-	-	-
Stage 1	188	280	-	148	211	-	-	-	-	-	-	-
Stage 2	286	205	-	305	258	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	154.5	150.8	1.3	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	612	-	-	31	153	14	97	712	-	-
HCM Lane V/C Ratio	0.19	-	-	0.964	0.943	0.663	0.34	0.026	-	-
HCM Control Delay (s/veh)	12.3	-	-	$ 337.8	116.5	$ 473.4	60.1	10.2	-	-
HCM Lane LOS	B	-	-	F	F	F	F	B	-	-
HCM 95th %tile Q (veh)	0.7	-	-	3.3	6.8	1.6	1.3	0.1	-	-

Intersection	
Int Delay, s/veh	12.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	164	207	56	198	242	74
Future Vol, veh/h	164	207	56	198	242	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	4	6	2	4	9
Mvmt Flow	200	252	68	241	295	90

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	452	0	703	326
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	-	-	4.16	-	6.44	6.29
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.254	-	3.536	3.381
Pot Cap-1 Maneuver	-	-	1088	-	401	699
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	689	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1088	-	372	699
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	727	-
Stage 2	-	-	-	-	639	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.9	35.6
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	372	699	-	-	1088	-
HCM Lane V/C Ratio	0.793	0.129	-	-	0.063	-
HCM Control Delay (s/veh)	43.1	10.9	-	-	8.5	0
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q (veh)	6.8	0.4	-	-	0.2	-

Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	202	51	62	1055	1253
v/c Ratio	0.59	0.12	0.36	0.53	0.63
Control Delay (s/veh)	24.9	6.3	14.5	8.3	9.1
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	24.9	6.3	14.5	8.3	9.1
Queue Length 50th (ft)	46	0	8	83	101
Queue Length 95th (ft)	115	20	41	163	202
Internal Link Dist (ft)	3589			656	1937
Turn Bay Length (ft)			175		
Base Capacity (vph)	500	599	200	2325	2292
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.40	0.09	0.31	0.45	0.55

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	192	0	48	0	0	0	59	1002	0	0	988	202
Future Volume (veh/h)	192	0	48	0	0	0	59	1002	0	0	988	202
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	1841	1870	1856	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	202	0	51	0	0	0	62	1055	0	0	1040	213
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	2	3	2	2	2	2	3	2	2	3	2
Cap, veh/h	453	0	304	0	361	0	335	2054	0	0	1699	347
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.00	0.58	0.58	0.00	0.00	0.58	0.58
Sat Flow, veh/h	1418	0	1572	0	1870	0	443	3618	0	0	3008	595
Grp Volume(v), veh/h	202	0	51	0	0	0	62	1055	0	0	628	625
Grp Sat Flow(s),veh/h/ln	1418	0	1572	0	1870	0	443	1763	0	0	1763	1748
Q Serve(g_s), s	5.4	0.0	1.1	0.0	0.0	0.0	4.2	7.2	0.0	0.0	9.3	9.3
Cycle Q Clear(g_c), s	5.4	0.0	1.1	0.0	0.0	0.0	13.6	7.2	0.0	0.0	9.3	9.3
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.34
Lane Grp Cap(c), veh/h	453	0	304	0	361	0	335	2054	0	0	1027	1019
V/C Ratio(X)	0.45	0.00	0.17	0.00	0.00	0.00	0.19	0.51	0.00	0.00	0.61	0.61
Avail Cap(c_a), veh/h	815	0	705	0	839	0	441	2898	0	0	1449	1437
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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	13.5	0.0	0.0	0.0	9.9	5.0	0.0	0.0	5.4	5.4
Incr Delay (d2), s/veh	0.7	0.0	0.3	0.0	0.0	0.0	0.3	0.2	0.0	0.0	0.6	0.6
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	1.5	0.0	0.3	0.0	0.0	0.0	0.3	1.2	0.0	0.0	1.7	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	15.9	0.0	13.8	0.0	0.0	0.0	10.1	5.2	0.0	0.0	6.0	6.0
LnGrp LOS	B		B				B	A			A	A
Approach Vol, veh/h		253			0			1117			1253	
Approach Delay, s/veh		15.5			0.0			5.5			6.0	
Approach LOS		B						A			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	27.9	12.3	27.9	12.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	33.0	18.0	33.0	18.0
Max Q Clear Time (g_c+I1), s	15.6	7.4	11.3	0.0
Green Ext Time (p_c), s	7.8	0.9	9.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	6.7
HCM 6th LOS	A

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	108	332	448	101	81	100
Future Vol, veh/h	108	332	448	101	81	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	200	-	-	200	0	175
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	2	2	2
Mvmt Flow	114	349	472	106	85	105

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	472	0	-	0	1049	472
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	577	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1090	-	-	-	252	592
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	562	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1090	-	-	-	226	592
Mov Cap-2 Maneuver	-	-	-	-	226	-
Stage 1	-	-	-	-	562	-
Stage 2	-	-	-	-	562	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.1	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1090	-	-	-	226	592
HCM Lane V/C Ratio	0.104	-	-	-	0.377	0.178
HCM Control Delay (s/veh)	8.7	-	-	-	30.3	12.4
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q (veh)	0.3	-	-	-	1.7	0.6

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	117	117	33	176	132	34
Future Vol, veh/h	117	117	33	176	132	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	0	275
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	2	3	2	2	2
Mvmt Flow	129	129	36	193	145	37

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	258	0	394	129
Stage 1	-	-	-	-	129	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1301	-	611	921
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	779	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1301	-	594	921
Mov Cap-2 Maneuver	-	-	-	-	594	-
Stage 1	-	-	-	-	897	-
Stage 2	-	-	-	-	757	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.2	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	594	921	-	-	1301	-
HCM Lane V/C Ratio	0.244	0.041	-	-	0.028	-
HCM Control Delay (s/veh)	13	9.1	-	-	7.8	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q (veh)	1	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	32	18	142	125	25
Future Vol, veh/h	24	32	18	142	125	25
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	80	80	80	80	80	80
Heavy Vehicles, %	2	4	2	2	3	2
Mvmt Flow	30	40	23	178	156	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	396	172	187	0	-	0
Stage 1	172	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.42	6.24	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.336	2.218	-	-	-
Pot Cap-1 Maneuver	609	866	1387	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	813	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	598	866	1387	-	-	-
Mov Cap-2 Maneuver	598	-	-	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	813	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.5	0.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1387	-	726	-	-
HCM Lane V/C Ratio	0.016	-	0.096	-	-
HCM Control Delay (s/veh)	7.6	0	10.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	27	307	302	23	15	17
Future Vol, veh/h	27	307	302	23	15	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	13
Mvmt Flow	33	374	368	28	18	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	396	0	-	0	822	382
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	440	-
Critical Hdwy	4.12	-	-	-	6.42	6.33
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.417
Pot Cap-1 Maneuver	1163	-	-	-	344	642
Stage 1	-	-	-	-	690	-
Stage 2	-	-	-	-	649	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1163	-	-	-	332	642
Mov Cap-2 Maneuver	-	-	-	-	332	-
Stage 1	-	-	-	-	665	-
Stage 2	-	-	-	-	649	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.7	0	13.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1163	-	-	-	447
HCM Lane V/C Ratio	0.028	-	-	-	0.087
HCM Control Delay (s/veh)	8.2	0	-	-	13.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	140	11	1	197	11	11
Future Vol, veh/h	140	11	1	197	11	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	167	13	1	235	13	13

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	180	0	411	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1396	-	597	869
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1396	-	596	869
Mov Cap-2 Maneuver	-	-	-	-	596	-
Stage 1	-	-	-	-	856	-
Stage 2	-	-	-	-	801	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	707	-	-	1396	-
HCM Lane V/C Ratio	0.037	-	-	0.001	-
HCM Control Delay (s/veh)	10.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	17.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	29	16	106	7	3	36	116	926	12	5	1239	79
Future Vol, veh/h	29	16	106	7	3	36	116	926	12	5	1239	79
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	125	-	-	125	-	-	250	-	-	100	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	6	2	2	9	2	2	2
Mvmt Flow	30	17	110	7	3	38	121	965	13	5	1291	82

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2027	2521	646	1878	2597	489	1373	0	0	978	0	0
Stage 1	1301	1301	-	1214	1214	-	-	-	-	-	-	-
Stage 2	726	1220	-	664	1383	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	7.02	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	3.36	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	34	28	414	44	25	514	496	-	-	701	-	-
Stage 1	170	229	-	193	253	-	-	-	-	-	-	-
Stage 2	382	251	-	416	209	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 22	21	414	9	19	514	496	-	-	701	-	-
Mov Cap-2 Maneuver	~ 22	21	-	9	19	-	-	-	-	-	-	-
Stage 1	129	227	-	146	191	-	-	-	-	-	-	-
Stage 2	263	190	-	281	208	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	247.9	141.2	1.6	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	496	-	-	22	120	9	171	701	-	-
HCM Lane V/C Ratio	0.244	-	-	1.373	1.059	0.81	0.238	0.007	-	-
HCM Control Delay (s/veh)	14.6	-	-	$ 581.5	168.6	$ 746.6	32.5	10.2	-	-
HCM Lane LOS	B	-	-	F	F	F	D	B	-	-
HCM 95th %tile Q (veh)	0.9	-	-	3.9	7.4	1.6	0.9	0	-	-

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

Intersection	
Int Delay, s/veh	14.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	218	194	35	266	283	97
Future Vol, veh/h	218	194	35	266	283	97
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	7	2	2	2
Mvmt Flow	245	218	39	299	318	109

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	463	0	731	354
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	377	-
Critical Hdwy	-	-	4.17	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.263	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1072	-	389	690
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	694	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1072	-	372	690
Mov Cap-2 Maneuver	-	-	-	-	372	-
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	663	-

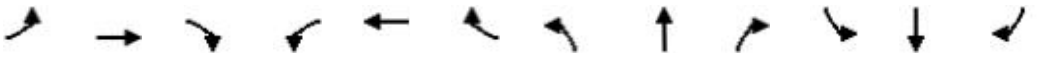
Approach	EB	WB	NB
HCM Control Delay, s/v	0	1	41
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	372	690	-	-	1072	-
HCM Lane V/C Ratio	0.855	0.158	-	-	0.037	-
HCM Control Delay (s/veh)	51.2	11.2	-	-	8.5	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q (veh)	8.1	0.6	-	-	0.1	-

Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	228	102	1	77	1087	1535
v/c Ratio	0.66	0.24	0.00	0.57	0.52	0.75
Control Delay (s/veh)	28.2	11.0	0.0	32.0	8.4	11.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.2	11.0	0.0	32.0	8.4	11.7
Queue Length 50th (ft)	68	14	0	14	97	162
Queue Length 95th (ft)	129	44	0	#83	168	289
Internal Link Dist (ft)	3589		571		656	1937
Turn Bay Length (ft)				175		
Base Capacity (vph)	463	553	582	139	2155	2107
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.18	0.00	0.55	0.50	0.73

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	212	0	95	0	0	1	72	1009	2	0	1174	254
Future Volume (veh/h)	212	0	95	0	0	1	72	1009	2	0	1174	254
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	1856	1870
Adj Flow Rate, veh/h	228	0	102	0	0	1	77	1085	2	0	1262	273
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	3	2
Cap, veh/h	437	0	331	0	0	331	246	2234	4	0	1774	379
Arrive On Green	0.21	0.00	0.21	0.00	0.00	0.21	0.61	0.61	0.61	0.00	0.61	0.61
Sat Flow, veh/h	1413	0	1585	0	0	1585	338	3639	7	0	2982	617
Grp Volume(v), veh/h	228	0	102	0	0	1	77	530	557	0	764	771
Grp Sat Flow(s),veh/h/ln	1413	0	1585	0	0	1585	338	1777	1869	0	1763	1744
Q Serve(g_s), s	7.7	0.0	2.8	0.0	0.0	0.0	10.4	8.3	8.3	0.0	15.0	15.6
Cycle Q Clear(g_c), s	7.7	0.0	2.8	0.0	0.0	0.0	25.9	8.3	8.3	0.0	15.0	15.6
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	0.00		0.35
Lane Grp Cap(c), veh/h	437	0	331	0	0	331	246	1091	1147	0	1082	1071
V/C Ratio(X)	0.52	0.00	0.31	0.00	0.00	0.00	0.31	0.49	0.49	0.00	0.71	0.72
Avail Cap(c_a), veh/h	643	0	562	0	0	562	258	1154	1214	0	1145	1133
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	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	17.0	0.0	0.0	15.9	15.8	5.4	5.4	0.0	6.7	6.8
Incr Delay (d2), s/veh	1.0	0.0	0.5	0.0	0.0	0.0	0.7	0.3	0.3	0.0	1.9	2.1
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	2.3	0.0	0.9	0.0	0.0	0.0	0.7	1.9	2.0	0.0	3.7	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	19.9	0.0	17.5	0.0	0.0	15.9	16.5	5.7	5.7	0.0	8.6	8.9
LnGrp LOS	B		B			B	B	A	A		A	A
Approach Vol, veh/h		330			1			1164			1535	
Approach Delay, s/veh		19.2			15.9			6.4			8.7	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.7		15.1		35.7		15.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		33.0		18.0		33.0		18.0				
Max Q Clear Time (g_c+I1), s		27.9		9.7		17.6		2.0				
Green Ext Time (p_c), s		3.3		1.0		9.4		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.0									
HCM 6th LOS			A									

2028 Build Conditions

Intersection	
Int Delay, s/veh	9.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	94	349	185	123	187	116
Future Vol, veh/h	94	349	185	123	187	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	200	-	-	200	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	3	5	5	8	5
Mvmt Flow	108	401	213	141	215	133

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	213	0	-	0	830	213
Stage 1	-	-	-	-	213	-
Stage 2	-	-	-	-	617	-
Critical Hdwy	4.12	-	-	-	6.48	6.25
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.218	-	-	-	3.572	3.345
Pot Cap-1 Maneuver	1357	-	-	-	332	820
Stage 1	-	-	-	-	808	-
Stage 2	-	-	-	-	527	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1357	-	-	-	305	820
Mov Cap-2 Maneuver	-	-	-	-	305	-
Stage 1	-	-	-	-	743	-
Stage 2	-	-	-	-	527	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.7	0	29
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1357	-	-	-	305	820
HCM Lane V/C Ratio	0.08	-	-	-	0.705	0.163
HCM Control Delay (s/veh)	7.9	-	-	-	40.7	10.2
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q (veh)	0.3	-	-	-	5	0.6

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	146	151	67	86	106	38
Future Vol, veh/h	146	151	67	86	106	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	0	275
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	4	5	4	2	2
Mvmt Flow	172	178	79	101	125	45

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	350	0	431	172
Stage 1	-	-	-	-	172	-
Stage 2	-	-	-	-	259	-
Critical Hdwy	-	-	4.15	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.245	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1192	-	581	872
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	784	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1192	-	543	872
Mov Cap-2 Maneuver	-	-	-	-	543	-
Stage 1	-	-	-	-	858	-
Stage 2	-	-	-	-	732	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.6	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	543	872	-	-	1192	-
HCM Lane V/C Ratio	0.23	0.051	-	-	0.066	-
HCM Control Delay (s/veh)	13.6	9.4	-	-	8.2	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q (veh)	0.9	0.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	0	74	39	0	17	60	81	15	6	133	79
Future Vol, veh/h	46	0	74	39	0	17	60	81	15	6	133	79
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	65	65	65	65	65	65	65	65	65	65	65	65
Heavy Vehicles, %	2	2	17	2	2	2	9	2	2	2	3	7
Mvmt Flow	71	0	114	60	0	26	92	125	23	9	205	122

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	618	616	266	662	666	137	327	0	0	148	0	0
Stage 1	284	284	-	321	321	-	-	-	-	-	-	-
Stage 2	334	332	-	341	345	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.37	7.12	6.52	6.22	4.19	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.453	3.518	4.018	3.318	2.281	-	-	2.218	-	-
Pot Cap-1 Maneuver	402	406	738	375	380	911	1194	-	-	1434	-	-
Stage 1	723	676	-	691	652	-	-	-	-	-	-	-
Stage 2	680	644	-	674	636	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	363	369	738	295	345	911	1194	-	-	1434	-	-
Mov Cap-2 Maneuver	363	369	-	295	345	-	-	-	-	-	-	-
Stage 1	662	671	-	633	597	-	-	-	-	-	-	-
Stage 2	605	590	-	565	631	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	15.4	17.6	3.2	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1194	-	-	529	371	1434	-	-
HCM Lane V/C Ratio	0.077	-	-	0.349	0.232	0.006	-	-
HCM Control Delay (s/veh)	8.3	0	-	15.4	17.6	7.5	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q (veh)	0.3	-	-	1.6	0.9	0	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	33	336	188	20	39	33
Future Vol, veh/h	33	336	188	20	39	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	5	2	2	2
Mvmt Flow	35	354	198	21	41	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	219	0	-	0	633	209
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	424	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1350	-	-	-	444	831
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	660	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1350	-	-	-	430	831
Mov Cap-2 Maneuver	-	-	-	-	430	-
Stage 1	-	-	-	-	800	-
Stage 2	-	-	-	-	660	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.7	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1350	-	-	-	552
HCM Lane V/C Ratio	0.026	-	-	-	0.137
HCM Control Delay (s/veh)	7.7	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.5

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	171	13	6	133	20	17
Future Vol, veh/h	171	13	6	133	20	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	10	2	4	2	2
Mvmt Flow	190	14	7	148	22	19

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	359	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	162	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1368	-	640	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	867	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1368	-	636	844
Mov Cap-2 Maneuver	-	-	-	-	636	-
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	862	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.3	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	717	-	-	1368	-
HCM Lane V/C Ratio	0.057	-	-	0.005	-
HCM Control Delay (s/veh)	10.3	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	12.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	65	34	89	1	2	19	50	927	8	8	815	87
Future Vol, veh/h	65	34	89	1	2	19	50	927	8	8	815	87
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	125	-	-	125	-	-	250	-	-	100	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	6	2	2	2	2	29	3	3	14	2	3	3
Mvmt Flow	70	37	96	1	2	20	54	997	9	9	876	94

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1502	2008	438	1585	2098	503	970	0	0	1006	0	0
Stage 1	894	894	-	1110	1110	-	-	-	-	-	-	-
Stage 2	608	1114	-	475	988	-	-	-	-	-	-	-
Critical Hdwy	7.62	6.54	6.94	7.54	6.54	7.48	4.16	-	-	4.14	-	-
Critical Hdwy Stg 1	6.62	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.62	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.56	4.02	3.32	3.52	4.02	3.59	2.23	-	-	2.22	-	-
Pot Cap-1 Maneuver	81	59	567	73	51	448	700	-	-	684	-	-
Stage 1	294	358	-	223	283	-	-	-	-	-	-	-
Stage 2	440	282	-	539	323	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 69	54	567	26	46	448	700	-	-	684	-	-
Mov Cap-2 Maneuver	~ 69	54	-	26	46	-	-	-	-	-	-	-
Stage 1	271	353	-	206	261	-	-	-	-	-	-	-
Stage 2	384	260	-	396	319	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	135.4	27	0.5	0.1
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	700	-	-	69	156	26	245	684	-	-
HCM Lane V/C Ratio	0.077	-	-	1.013	0.848	0.041	0.092	0.013	-	-
HCM Control Delay (s/veh)	10.6	-	-	214.3	93.7	149.4	21.2	10.3	-	-
HCM Lane LOS	B	-	-	F	F	F	C	B	-	-
HCM 95th %tile Q (veh)	0.2	-	-	5.2	5.7	0.1	0.3	0	-	-

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

Intersection	
Int Delay, s/veh	8.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	266	83	134	173	80
Future Vol, veh/h	270	266	83	134	173	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	8	3	5	5	2
Mvmt Flow	314	309	97	156	201	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	623	0	819	469
Stage 1	-	-	-	-	469	-
Stage 2	-	-	-	-	350	-
Critical Hdwy	-	-	4.13	-	6.45	6.22
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.227	-	3.545	3.318
Pot Cap-1 Maneuver	-	-	953	-	341	594
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	707	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	953	-	303	594
Mov Cap-2 Maneuver	-	-	-	-	303	-
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	629	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.5	29.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	303	594	-	-	953	-
HCM Lane V/C Ratio	0.664	0.157	-	-	0.101	-
HCM Control Delay (s/veh)	37.5	12.2	-	-	9.2	0
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q (veh)	4.4	0.6	-	-	0.3	-

Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	329	63	51	878	944
v/c Ratio	0.67	0.11	0.28	0.57	0.61
Control Delay (s/veh)	20.3	4.1	14.5	11.9	11.8
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	20.3	4.1	14.5	11.9	11.8
Queue Length 50th (ft)	65	0	7	79	82
Queue Length 95th (ft)	161	18	35	168	176
Internal Link Dist (ft)	3594			656	1937
Turn Bay Length (ft)			175		
Base Capacity (vph)	801	918	258	2133	2134
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.41	0.07	0.20	0.41	0.44

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	319	0	61	0	0	0	49	852	0	0	766	149
Future Volume (veh/h)	319	0	61	0	0	0	49	852	0	0	766	149
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	1856	1870	1870	1870	1856	1841	1870	1870	1870	1841
Adj Flow Rate, veh/h	329	0	63	0	0	0	51	878	0	0	790	154
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	3	2	2	2	3	4	2	2	2	4
Cap, veh/h	618	0	478	0	568	0	344	1616	0	0	1370	267
Arrive On Green	0.30	0.00	0.30	0.00	0.00	0.00	0.46	0.46	0.00	0.00	0.46	0.46
Sat Flow, veh/h	1418	0	1572	0	1870	0	589	3589	0	0	3059	578
Grp Volume(v), veh/h	329	0	63	0	0	0	51	878	0	0	473	471
Grp Sat Flow(s),veh/h/ln	1418	0	1572	0	1870	0	589	1749	0	0	1777	1766
Q Serve(g_s), s	8.1	0.0	1.1	0.0	0.0	0.0	2.7	6.9	0.0	0.0	7.5	7.5
Cycle Q Clear(g_c), s	8.1	0.0	1.1	0.0	0.0	0.0	10.2	6.9	0.0	0.0	7.5	7.5
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.33
Lane Grp Cap(c), veh/h	618	0	478	0	568	0	344	1616	0	0	821	816
V/C Ratio(X)	0.53	0.00	0.13	0.00	0.00	0.00	0.15	0.54	0.00	0.00	0.58	0.58
Avail Cap(c_a), veh/h	1091	0	1002	0	1192	0	478	2411	0	0	1225	1218
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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.1	0.0	9.7	0.0	0.0	0.0	11.3	7.4	0.0	0.0	7.6	7.6
Incr Delay (d2), s/veh	0.7	0.0	0.1	0.0	0.0	0.0	0.2	0.3	0.0	0.0	0.6	0.6
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	2.0	0.0	0.3	0.0	0.0	0.0	0.3	1.6	0.0	0.0	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	12.8	0.0	9.8	0.0	0.0	0.0	11.5	7.7	0.0	0.0	8.2	8.2
LnGrp LOS	B		A				B	A			A	A
Approach Vol, veh/h		392			0			929			944	
Approach Delay, s/veh		12.4			0.0			7.9			8.2	
Approach LOS		B						A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.3		16.2		22.3		16.2				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		26.5		24.5		26.5		24.5				
Max Q Clear Time (g_c+I1), s		12.2		10.1		9.5		0.0				
Green Ext Time (p_c), s		5.6		1.8		5.6		0.0				

Intersection Summary	
HCM 6th Ctrl Delay, s/veh	8.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	38	15	20	14	6
Future Vol, veh/h	16	38	15	20	14	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	42	17	22	16	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	76	20	23	0	-	0
Stage 1	20	-	-	-	-	-
Stage 2	56	-	-	-	-	-
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	927	1058	1592	-	-	-
Stage 1	1003	-	-	-	-	-
Stage 2	967	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	917	1058	1592	-	-	-
Mov Cap-2 Maneuver	917	-	-	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	967	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.8	3.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1592	-	1012	-	-
HCM Lane V/C Ratio	0.01	-	0.059	-	-
HCM Control Delay (s/veh)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	104	277	309	155	115	106
Future Vol, veh/h	104	277	309	155	115	106
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	200	-	-	200	0	175
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	4	3	2	4	3	3
Mvmt Flow	125	334	372	187	139	128

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	372	0	-	0	956	372
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	584	-
Critical Hdwy	4.14	-	-	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.236	-	-	-	3.527	3.327
Pot Cap-1 Maneuver	1176	-	-	-	285	672
Stage 1	-	-	-	-	695	-
Stage 2	-	-	-	-	555	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1176	-	-	-	255	672
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	621	-
Stage 2	-	-	-	-	555	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.3	0	23.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1176	-	-	-	255	672
HCM Lane V/C Ratio	0.107	-	-	-	0.543	0.19
HCM Control Delay (s/veh)	8.4	-	-	-	34.7	11.6
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q (veh)	0.4	-	-	-	3	0.7

Intersection	
Int Delay, s/veh	4.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	112	113	44	129	121	31
Future Vol, veh/h	112	113	44	129	121	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	0	275
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	4	3	6	2	3	9
Mvmt Flow	149	151	59	172	161	41

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	300	0	439	149
Stage 1	-	-	-	-	149	-
Stage 2	-	-	-	-	290	-
Critical Hdwy	-	-	4.16	-	6.43	6.29
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.254	-	3.527	3.381
Pot Cap-1 Maneuver	-	-	1239	-	573	879
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	757	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1239	-	545	879
Mov Cap-2 Maneuver	-	-	-	-	545	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	2	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	545	879	-	-	1239	-
HCM Lane V/C Ratio	0.296	0.047	-	-	0.047	-
HCM Control Delay (s/veh)	14.4	9.3	-	-	8.1	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q (veh)	1.2	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	39	0	59	22	0	9	47	104	32	14	101	43
Future Vol, veh/h	39	0	59	22	0	9	47	104	32	14	101	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	59	59	59	59	59	59	59	59	59	59	59	59
Heavy Vehicles, %	11	2	12	2	2	2	14	2	2	2	2	12
Mvmt Flow	66	0	100	37	0	15	80	176	54	24	171	73

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	627	646	208	669	655	203	244	0	0	230	0	0
Stage 1	256	256	-	363	363	-	-	-	-	-	-	-
Stage 2	371	390	-	306	292	-	-	-	-	-	-	-
Critical Hdwy	7.21	6.52	6.32	7.12	6.52	6.22	4.24	-	-	4.12	-	-
Critical Hdwy Stg 1	6.21	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.21	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.599	4.018	3.408	3.518	4.018	3.318	2.326	-	-	2.218	-	-
Pot Cap-1 Maneuver	384	390	808	371	386	838	1255	-	-	1338	-	-
Stage 1	729	696	-	656	625	-	-	-	-	-	-	-
Stage 2	631	608	-	704	671	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	350	354	808	302	350	838	1255	-	-	1338	-	-
Mov Cap-2 Maneuver	350	354	-	302	350	-	-	-	-	-	-	-
Stage 1	675	681	-	607	579	-	-	-	-	-	-	-
Stage 2	574	563	-	604	657	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	14.8	16.3	2.1	0.7
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1255	-	-	531	371	1338	-	-
HCM Lane V/C Ratio	0.063	-	-	0.313	0.142	0.018	-	-
HCM Control Delay (s/veh)	8.1	0	-	14.8	16.3	7.7	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q (veh)	0.2	-	-	1.3	0.5	0.1	-	-

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	232	253	38	32	29
Future Vol, veh/h	42	232	253	38	32	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	4	3	3	2	2	6
Mvmt Flow	46	255	278	42	35	32

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	320	0	-	0	646	299
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	347	-
Critical Hdwy	4.14	-	-	-	6.42	6.26
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.236	-	-	-	3.518	3.354
Pot Cap-1 Maneuver	1229	-	-	-	436	731
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	716	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1229	-	-	-	417	731
Mov Cap-2 Maneuver	-	-	-	-	417	-
Stage 1	-	-	-	-	719	-
Stage 2	-	-	-	-	716	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.2	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1229	-	-	-	524
HCM Lane V/C Ratio	0.038	-	-	-	0.128
HCM Control Delay (s/veh)	8	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q (veh)	0.1	-	-	-	0.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	23	11	154	19	13
Future Vol, veh/h	120	23	11	154	19	13
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	71	71	71	71	71	71
Heavy Vehicles, %	4	13	2	2	2	2
Mvmt Flow	169	32	15	217	27	18

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	201	0	432	185
Stage 1	-	-	-	-	185	-
Stage 2	-	-	-	-	247	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1371	-	581	857
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	794	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1371	-	574	857
Mov Cap-2 Maneuver	-	-	-	-	574	-
Stage 1	-	-	-	-	847	-
Stage 2	-	-	-	-	784	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.5	10.8
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	663	-	-	1371	-
HCM Lane V/C Ratio	0.068	-	-	0.011	-
HCM Control Delay (s/veh)	10.8	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	19.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	35	21	125	9	8	24	122	924	11	18	1009	104
Future Vol, veh/h	35	21	125	9	8	24	122	924	11	18	1009	104
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	125	-	-	125	-	-	250	-	-	100	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	4	5	2	13	2	2	2	3	20	2	3	4
Mvmt Flow	36	22	129	9	8	25	126	953	11	19	1040	107

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1811	2294	520	1780	2396	482	1147	0	0	964	0	0
Stage 1	1078	1078	-	1211	1211	-	-	-	-	-	-	-
Stage 2	733	1216	-	569	1185	-	-	-	-	-	-	-
Critical Hdwy	7.58	6.6	6.94	7.76	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.58	5.6	-	6.76	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.58	5.6	-	6.76	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.54	4.05	3.32	3.63	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	48	37	501	46	33	530	605	-	-	710	-	-
Stage 1	230	287	-	177	253	-	-	-	-	-	-	-
Stage 2	374	246	-	448	261	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 28	29	501	11	25	530	605	-	-	710	-	-
Mov Cap-2 Maneuver	~ 28	29	-	11	25	-	-	-	-	-	-	-
Stage 1	182	279	-	140	200	-	-	-	-	-	-	-
Stage 2	271	195	-	299	254	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	200.7	196.5	1.4	0.2
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	605	-	-	28	150	11	88	710	-	-
HCM Lane V/C Ratio	0.208	-	-	1.289	1.003	0.843	0.375	0.026	-	-
HCM Control Delay (s/veh)	12.5	-	-	$ 479.2	133.9	$ 651.3	68.6	10.2	-	-
HCM Lane LOS	B	-	-	F	F	F	F	B	-	-
HCM 95th %tile Q (veh)	0.8	-	-	4.2	7.5	1.8	1.5	0.1	-	-

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

Intersection	
Int Delay, s/veh	16.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	213	60	214	250	79
Future Vol, veh/h	180	213	60	214	250	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	4	6	2	4	9
Mvmt Flow	220	260	73	261	305	96

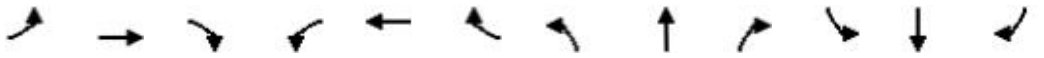
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	480	0	757	350
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	407	-
Critical Hdwy	-	-	4.16	-	6.44	6.29
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.254	-	3.536	3.381
Pot Cap-1 Maneuver	-	-	1062	-	373	678
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	668	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1062	-	343	678
Mov Cap-2 Maneuver	-	-	-	-	343	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	615	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.9	48.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	343	678	-	-	1062	-
HCM Lane V/C Ratio	0.889	0.142	-	-	0.069	-
HCM Control Delay (s/veh)	59.9	11.2	-	-	8.6	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q (veh)	8.6	0.5	-	-	0.2	-

Lane Group	EBT	EBR	NBL	NBT	SBT
Lane Group Flow (vph)	205	68	86	1064	1264
v/c Ratio	0.55	0.14	0.51	0.52	0.63
Control Delay (s/veh)	28.3	7.3	22.3	9.5	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	28.3	7.3	22.3	9.5	10.7
Queue Length 50th (ft)	56	0	15	101	128
Queue Length 95th (ft)	184	31	81	236	300
Internal Link Dist (ft)	3594			656	1937
Turn Bay Length (ft)			175		
Base Capacity (vph)	1095	1256	281	3383	3301
Starvation Cap Reductn	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0
Reduced v/c Ratio	0.19	0.05	0.31	0.31	0.38

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	195	0	65	0	0	0	82	1011	0	0	994	207
Future Volume (veh/h)	195	0	65	0	0	0	82	1011	0	0	994	207
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	1841	1870	1856	1870	1870	1870	1870	1856	1870	1870	1856	1870
Adj Flow Rate, veh/h	205	0	68	0	0	0	86	1064	0	0	1046	218
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	2	3	2	2	2	2	3	2	2	3	2
Cap, veh/h	419	0	310	0	369	0	323	2218	0	0	1829	380
Arrive On Green	0.20	0.00	0.20	0.00	0.00	0.00	0.63	0.63	0.00	0.00	0.63	0.63
Sat Flow, veh/h	1418	0	1572	0	1870	0	439	3618	0	0	2999	604
Grp Volume(v), veh/h	205	0	68	0	0	0	86	1064	0	0	633	631
Grp Sat Flow(s),veh/h/ln	1418	0	1572	0	1870	0	439	1763	0	0	1763	1747
Q Serve(g_s), s	7.0	0.0	1.9	0.0	0.0	0.0	7.3	8.3	0.0	0.0	10.8	10.9
Cycle Q Clear(g_c), s	7.0	0.0	1.9	0.0	0.0	0.0	18.2	8.3	0.0	0.0	10.8	10.9
Prop In Lane	1.00		1.00	0.00		0.00	1.00		0.00	0.00		0.35
Lane Grp Cap(c), veh/h	419	0	310	0	369	0	323	2218	0	0	1109	1099
V/C Ratio(X)	0.49	0.00	0.22	0.00	0.00	0.00	0.27	0.48	0.00	0.00	0.57	0.57
Avail Cap(c_a), veh/h	1408	0	1408	0	1675	0	760	5736	0	0	2868	2842
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	0.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	17.5	0.0	0.0	0.0	10.9	5.1	0.0	0.0	5.6	5.6
Incr Delay (d2), s/veh	0.9	0.0	0.4	0.0	0.0	0.0	0.4	0.2	0.0	0.0	0.5	0.5
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	2.1	0.0	0.6	0.0	0.0	0.0	0.6	1.8	0.0	0.0	2.4	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	20.4	0.0	17.8	0.0	0.0	0.0	11.3	5.3	0.0	0.0	6.0	6.1
LnGrp LOS	C		B				B	A			A	A
Approach Vol, veh/h		273			0			1150			1264	
Approach Delay, s/veh		19.8			0.0			5.7			6.0	
Approach LOS		B						A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		37.2		14.8		37.2		14.8				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		84.5		46.5		84.5		46.5				
Max Q Clear Time (g_c+I1), s		20.2		9.0		12.9		0.0				
Green Ext Time (p_c), s		12.4		1.4		12.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			7.3									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	23	32	23	20	14
Future Vol, veh/h	9	23	32	23	20	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	26	36	26	22	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	128	30	38	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	98	-	-	-	-	-
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	866	1044	1572	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	926	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	846	1044	1572	-	-	-
Mov Cap-2 Maneuver	846	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	926	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.8	4.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1572	-	980	-	-
HCM Lane V/C Ratio	0.023	-	0.036	-	-
HCM Control Delay (s/veh)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	127	344	456	125	96	111
Future Vol, veh/h	127	344	456	125	96	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	Yield	-	None
Storage Length	200	-	-	200	0	175
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	2	2	2
Mvmt Flow	134	362	480	132	101	117

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	480	0	-	0	1110	480
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	630	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1082	-	-	-	232	586
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	531	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1082	-	-	-	203	586
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	531	-

Approach	EB	WB	SB
HCM Control Delay, s/v	2.4	0	24.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1082	-	-	-	203	586
HCM Lane V/C Ratio	0.124	-	-	-	0.498	0.199
HCM Control Delay (s/veh)	8.8	-	-	-	39.1	12.7
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q (veh)	0.4	-	-	-	2.5	0.7

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	123	124	45	180	136	42
Future Vol, veh/h	123	124	45	180	136	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	150	150	-	0	275
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	3	2	3	2	2	2
Mvmt Flow	135	136	49	198	149	46

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	271	0	431	135
Stage 1	-	-	-	-	135	-
Stage 2	-	-	-	-	296	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1287	-	581	914
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1287	-	559	914
Mov Cap-2 Maneuver	-	-	-	-	559	-
Stage 1	-	-	-	-	891	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.6	12.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	559	914	-	-	1287	-
HCM Lane V/C Ratio	0.267	0.05	-	-	0.038	-
HCM Control Delay (s/veh)	13.8	9.1	-	-	7.9	-
HCM Lane LOS	B	A	-	-	A	-
HCM 95th %tile Q (veh)	1.1	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	0	32	26	0	12	18	142	43	19	125	25
Future Vol, veh/h	24	0	32	26	0	12	18	142	43	19	125	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	2	2	4	2	2	2	2	2	2	2	3	2
Mvmt Flow	30	0	40	33	0	15	23	178	54	24	156	31

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	479	498	172	491	486	205	187	0	0	232	0	0
Stage 1	220	220	-	251	251	-	-	-	-	-	-	-
Stage 2	259	278	-	240	235	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.24	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.336	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	497	474	866	488	481	836	1387	-	-	1336	-	-
Stage 1	782	721	-	753	699	-	-	-	-	-	-	-
Stage 2	746	680	-	763	710	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	474	456	866	452	462	836	1387	-	-	1336	-	-
Mov Cap-2 Maneuver	474	456	-	452	462	-	-	-	-	-	-	-
Stage 1	767	707	-	739	686	-	-	-	-	-	-	-
Stage 2	719	667	-	713	696	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	11.3	12.5	0.7	0.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1387	-	-	639	529	1336	-	-
HCM Lane V/C Ratio	0.016	-	-	0.11	0.09	0.018	-	-
HCM Control Delay (s/veh)	7.6	0	-	11.3	12.5	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.4	0.3	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	46	315	314	47	30	29
Future Vol, veh/h	46	315	314	47	30	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	2	2	2	2	13
Mvmt Flow	56	384	383	57	37	35

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	440	0	-	0	908	412
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	496	-
Critical Hdwy	4.12	-	-	-	6.42	6.33
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.417
Pot Cap-1 Maneuver	1120	-	-	-	306	617
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	612	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1120	-	-	-	286	617
Mov Cap-2 Maneuver	-	-	-	-	286	-
Stage 1	-	-	-	-	626	-
Stage 2	-	-	-	-	612	-

Approach	EB	WB	SB
HCM Control Delay, s/v	1.1	0	16.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1120	-	-	-	388
HCM Lane V/C Ratio	0.05	-	-	-	0.185
HCM Control Delay (s/veh)	8.4	0	-	-	16.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q (veh)	0.2	-	-	-	0.7

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	148	17	14	209	15	19
Future Vol, veh/h	148	17	14	209	15	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	176	20	17	249	18	23

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	196	0	469	186
Stage 1	-	-	-	-	186	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1377	-	553	856
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	765	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1377	-	545	856
Mov Cap-2 Maneuver	-	-	-	-	545	-
Stage 1	-	-	-	-	846	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.5	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	684	-	-	1377	-
HCM Lane V/C Ratio	0.059	-	-	0.012	-
HCM Control Delay (s/veh)	10.6	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q (veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	26.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	16	114	7	3	36	128	930	12	5	1245	92
Future Vol, veh/h	37	16	114	7	3	36	128	930	12	5	1245	92
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	125	-	-	125	-	-	250	-	-	100	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	6	2	2	9	2	2	2
Mvmt Flow	39	17	119	7	3	38	133	969	13	5	1297	96

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2059	2555	649	1909	2645	491	1393	0	0	982	0	0
Stage 1	1307	1307	-	1242	1242	-	-	-	-	-	-	-
Stage 2	752	1248	-	667	1403	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	7.02	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	3.36	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	~ 32	26	412	41	23	513	487	-	-	699	-	-
Stage 1	169	228	-	185	245	-	-	-	-	-	-	-
Stage 2	368	243	-	414	205	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 20	19	412	~ 6	17	513	487	-	-	699	-	-
Mov Cap-2 Maneuver	~ 20	19	-	~ 6	17	-	-	-	-	-	-	-
Stage 1	123	226	-	134	178	-	-	-	-	-	-	-
Stage 2	244	177	-	271	204	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	$ 347.2	217	1.8	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	487	-	-	20	116	6	158	699	-	-
HCM Lane V/C Ratio	0.274	-	-	1.927	1.167	1.215	0.257	0.007	-	-
HCM Control Delay (s/veh)	15.2	-	-	$ 840.4	206.8	$ 1228.3	35.5	10.2	-	-
HCM Lane LOS	C	-	-	F	F	F	E	B	-	-
HCM 95th %tile Q (veh)	1.1	-	-	5.1	8.4	1.7	1	0	-	-

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

Intersection	
Int Delay, s/veh	21

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	238	201	39	286	295	104
Future Vol, veh/h	238	201	39	286	295	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	7	2	2	2
Mvmt Flow	267	226	44	321	331	117

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	493	0	789	380
Stage 1	-	-	-	-	380	-
Stage 2	-	-	-	-	409	-
Critical Hdwy	-	-	4.17	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.263	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1045	-	359	667
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1045	-	341	667
Mov Cap-2 Maneuver	-	-	-	-	341	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	637	-

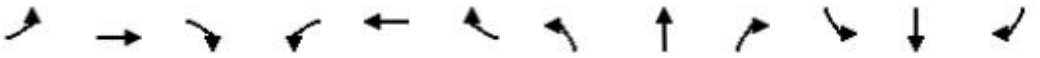
Approach	EB	WB	NB
HCM Control Delay, s/v	0	1	60.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	341	667	-	-	1045	-
HCM Lane V/C Ratio	0.972	0.175	-	-	0.042	-
HCM Control Delay (s/veh)	77.5	11.5	-	-	8.6	0
HCM Lane LOS	F	B	-	-	A	A
HCM 95th %tile Q (veh)	10.6	0.6	-	-	0.1	-

Lane Group	EBT	EBR	WBT	NBL	NBT	SBT
Lane Group Flow (vph)	232	123	1	110	1100	1551
v/c Ratio	0.76	0.29	0.00	0.83	0.48	0.69
Control Delay (s/veh)	47.8	12.5	0.0	60.8	7.0	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.8	12.5	0.0	60.8	7.0	9.3
Queue Length 50th (ft)	110	11	0	36	125	211
Queue Length 95th (ft)	#246	58	0	#151	162	273
Internal Link Dist (ft)	3594		422		656	1937
Turn Bay Length (ft)				175		
Base Capacity (vph)	376	492	529	168	2942	2851
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.62	0.25	0.00	0.65	0.37	0.54

Intersection Summary

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	216	0	114	0	0	1	102	1021	2	0	1182	260
Future Volume (veh/h)	216	0	114	0	0	1	102	1021	2	0	1182	260
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	1856	1870
Adj Flow Rate, veh/h	232	0	123	0	0	1	110	1098	2	0	1271	280
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	3	2
Cap, veh/h	370	0	308	0	0	308	240	2497	5	0	1976	430
Arrive On Green	0.19	0.00	0.19	0.00	0.00	0.19	0.69	0.69	0.69	0.00	0.69	0.69
Sat Flow, veh/h	1413	0	1585	0	0	1585	333	3639	7	0	2972	626
Grp Volume(v), veh/h	232	0	123	0	0	1	110	536	564	0	772	779
Grp Sat Flow(s),veh/h/ln	1413	0	1585	0	0	1585	333	1777	1869	0	1763	1743
Q Serve(g_s), s	11.9	0.0	5.1	0.0	0.0	0.0	21.1	10.2	10.2	0.0	18.4	19.1
Cycle Q Clear(g_c), s	11.9	0.0	5.1	0.0	0.0	0.0	40.2	10.2	10.2	0.0	18.4	19.1
Prop In Lane	1.00		1.00	0.00		1.00	1.00		0.00	0.00		0.36
Lane Grp Cap(c), veh/h	370	0	308	0	0	308	240	1219	1283	0	1210	1196
V/C Ratio(X)	0.63	0.00	0.40	0.00	0.00	0.00	0.46	0.44	0.44	0.00	0.64	0.65
Avail Cap(c_a), veh/h	443	0	390	0	0	390	288	1476	1553	0	1464	1448
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	0.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	29.3	0.0	26.5	0.0	0.0	24.5	18.1	5.3	5.3	0.0	6.6	6.7
Incr Delay (d2), s/veh	2.0	0.0	0.8	0.0	0.0	0.0	1.4	0.3	0.2	0.0	0.7	0.8
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	4.0	0.0	1.9	0.0	0.0	0.0	1.5	2.8	2.9	0.0	5.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	31.3	0.0	27.3	0.0	0.0	24.5	19.5	5.6	5.5	0.0	7.3	7.5
LnGrp LOS	C		C			C	B	A	A		A	A
Approach Vol, veh/h		355			1			1210			1551	
Approach Delay, s/veh		29.9			24.5			6.8			7.4	
Approach LOS		C			C			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		56.1		19.1		56.1		19.1				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		62.5		18.5		62.5		18.5				
Max Q Clear Time (g_c+I1), s		42.2		13.9		21.1		2.0				
Green Ext Time (p_c), s		9.5		0.7		16.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay, s/veh			9.7									
HCM 6th LOS			A									

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	27	43	23	12	19
Future Vol, veh/h	12	27	43	23	12	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	30	48	26	13	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	146	24	34	0	-	0
Stage 1	24	-	-	-	-	-
Stage 2	122	-	-	-	-	-
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	846	1052	1578	-	-	-
Stage 1	999	-	-	-	-	-
Stage 2	903	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	820	1052	1578	-	-	-
Mov Cap-2 Maneuver	820	-	-	-	-	-
Stage 1	968	-	-	-	-	-
Stage 2	903	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	8.9	4.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1578	-	968	-	-
HCM Lane V/C Ratio	0.03	-	0.045	-	-
HCM Control Delay (s/veh)	7.4	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.1	-	-

2028 Build Improved Conditions

Intersection	
Int Delay, s/veh	6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	270	266	83	134	173	80
Future Vol, veh/h	270	266	83	134	173	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	8	3	5	5	2
Mvmt Flow	314	309	97	156	201	93

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	623	0	664	314
Stage 1	-	-	-	-	314	-
Stage 2	-	-	-	-	350	-
Critical Hdwy	-	-	4.13	-	6.45	6.22
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	-	-	2.227	-	3.545	3.318
Pot Cap-1 Maneuver	-	-	953	-	421	726
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	707	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	953	-	374	726
Mov Cap-2 Maneuver	-	-	-	-	374	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	629	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	3.5	20.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	374	726	-	-	953	-
HCM Lane V/C Ratio	0.538	0.128	-	-	0.101	-
HCM Control Delay (s/veh)	25.3	10.7	-	-	9.2	0
HCM Lane LOS	D	B	-	-	A	A
HCM 95th %tile Q (veh)	3.1	0.4	-	-	0.3	-

Intersection	
Int Delay, s/veh	10.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	213	60	214	250	79
Future Vol, veh/h	180	213	60	214	250	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	2	4	6	2	4	9
Mvmt Flow	220	260	73	261	305	96

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	480	0	627	220
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	407	-
Critical Hdwy	-	-	4.16	-	6.44	6.29
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.254	-	3.536	3.381
Pot Cap-1 Maneuver	-	-	1062	-	444	802
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	668	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1062	-	408	802
Mov Cap-2 Maneuver	-	-	-	-	408	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	615	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.9	29.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	408	802	-	-	1062	-
HCM Lane V/C Ratio	0.747	0.12	-	-	0.069	-
HCM Control Delay (s/veh)	35.7	10.1	-	-	8.6	0
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q (veh)	6	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	12.8

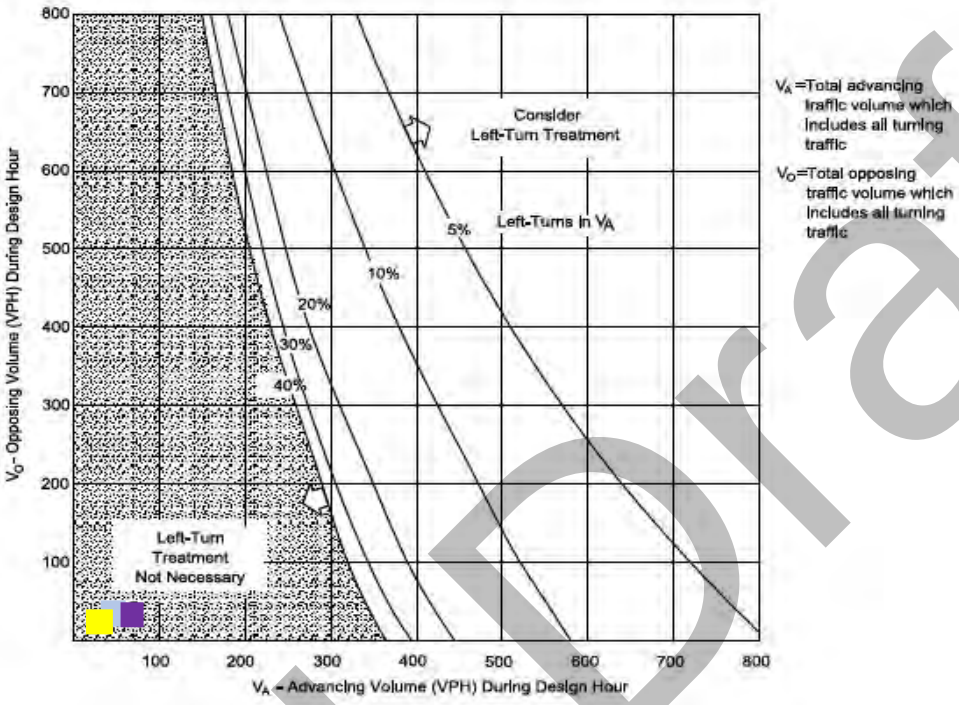
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	238	201	39	286	295	104
Future Vol, veh/h	238	201	39	286	295	104
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	200	-	-	175	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	7	2	2	2
Mvmt Flow	267	226	44	321	331	117

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	493	0	676	267
Stage 1	-	-	-	-	267	-
Stage 2	-	-	-	-	409	-
Critical Hdwy	-	-	4.17	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.263	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1045	-	419	772
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	671	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1045	-	398	772
Mov Cap-2 Maneuver	-	-	-	-	398	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	637	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1	36.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	398	772	-	-	1045	-
HCM Lane V/C Ratio	0.833	0.151	-	-	0.042	-
HCM Control Delay (s/veh)	45.7	10.5	-	-	8.6	0
HCM Lane LOS	E	B	-	-	A	A
HCM 95th %tile Q (veh)	7.7	0.5	-	-	0.1	-

Appendix H – Turn Lane Warrant Analysis



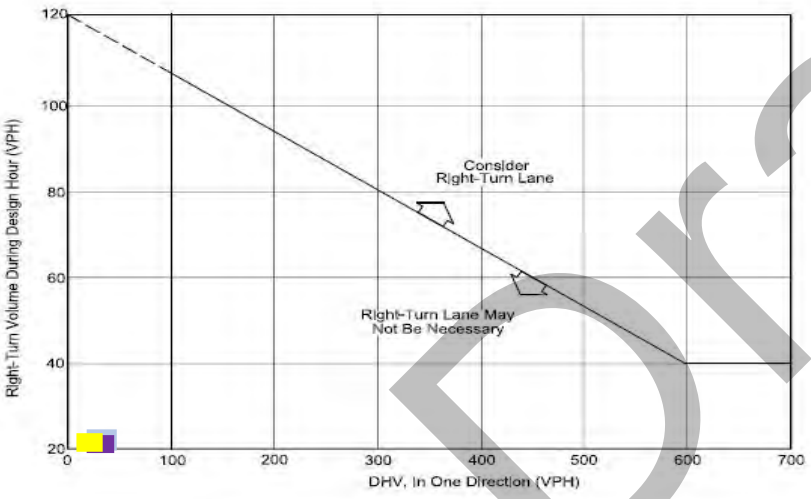
Instructions:

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

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

Ramsey Road at Site Access #2

Northbound	Scenario	Va	Vo	LTs	LT %
	2028 Build AM	35	20	15	42.9%
	2028 Build MD	55	34	32	58.2%
	2028 Build PM	66	31	43	65.2%



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given: Design Speed = 35 miles per hour
DHV = 250 vehicles per hour
Right Turns = 100 vehicles per hour

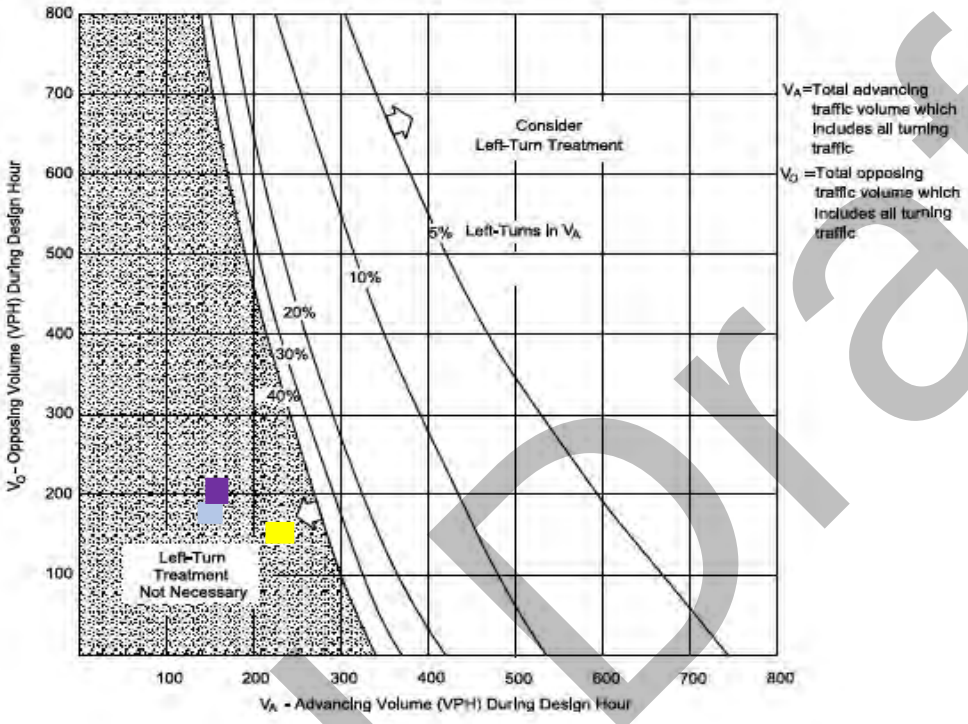
Problem: Determine if a right-turn lane is necessary.

Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

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

Ramsey Road at Site Access #2

Southbound	Scenario	Va	RTs
	2028 Build AM	20	6
	2028 Build MD	34	14
	2028 Build PM	31	19



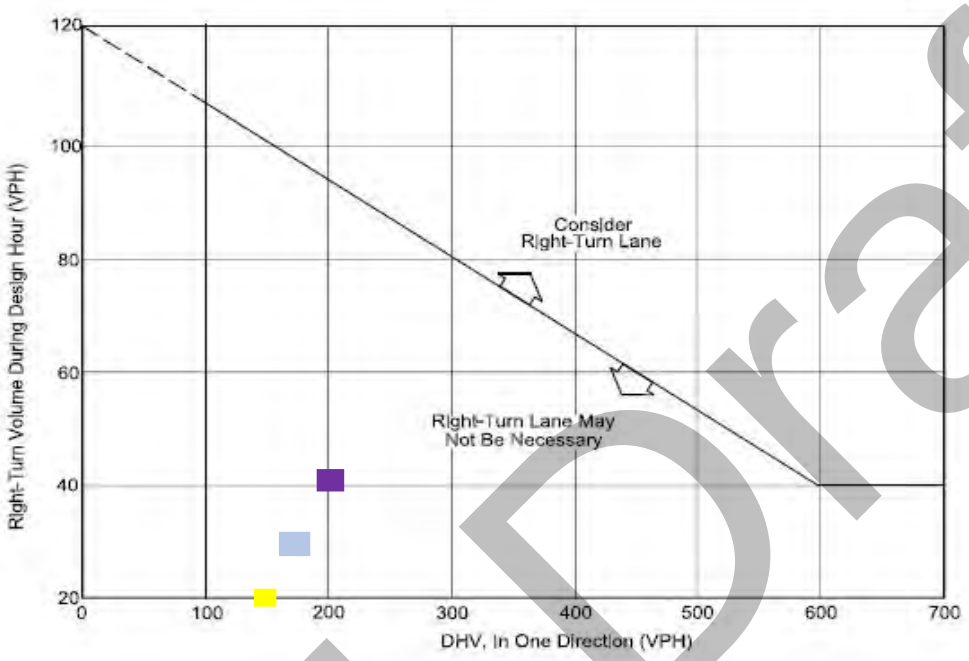
Instructions:

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

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph)
Figure 9.5-F

Jennings Road at Drafts Way/Site Access #1

Southbound	Scenario	Va	Vo	LTs	LT %
	2028 Build AM	218	157	6	2.8%
	2028 Build MD	158	183	14	8.9%
	2028 Build PM	169	203	19	11.2%



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given:	Design Speed	=	35 miles per hour
	DHV	=	250 vehicles per hour
	Right Turns	=	100 vehicles per hour

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

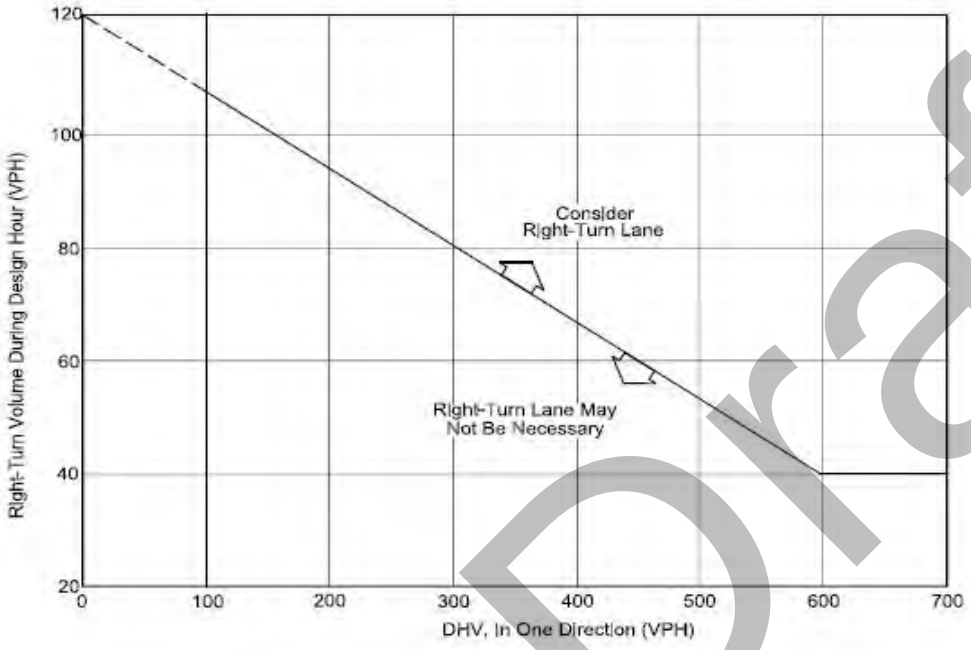
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

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

Jennings Road at Drafts Way/Site Access #1

Northbound	Scenario	Va	RTs
	2028 Build AM	156	15
	2028 Build MD	183	32
	2028 Build PM	203	43

Please note, right turn volumes exceed graph limits



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

Example

Given: Design Speed = 35 miles per hour
DHV = 250 vehicles per hour
Right Turns = 100 vehicles per hour

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

Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

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

Broad River Road at WK Alston Drive

Eastbound	Scenario	Va	RTs
	2028 No-Build AM	510	255
	2028 No-Build MD	371	207
	2028 No-Build PM	412	194
	2028 Build AM	536	266
	2028 Build MD	393	213
	2028 Build PM	439	201

Prepared By and After Recording Return To:
Walter J. Nester, III
Burr & Forman LLP
23-B Shelter Cove Lane, Suite 400
Hilton Head Island, SC 29928

Development Agreement
For
Ramsey Farms

Beaufort County, South Carolina

_____, 2025

STATE OF SOUTH CAROLINA	**)**	**DEVELOPMENT AGREEMENT**
	)	**FOR**
COUNTY OF BEAUFORT	**)**	**RAMSEY FARMS**

THIS DEVELOPMENT AGREEMENT ("**Agreement**" or "**Development Agreement**") is made and entered as of and on the date last executed by a party (the "**Effective Date**"), by and between **Pulte Home Company, LLC**, a Michigan limited liability company authorized to conduct business in South Carolina, its successors and assigns (the "**Owner**") and Beaufort County, South Carolina, a political subdivision of the State of South Carolina ("**County** " or "**Beaufort County**").

WHEREAS, the legislature of the State of South Carolina has enacted the "South Carolina Local Government Development Agreement Act" (the "**Act**") as set forth in Sections 6-31-10 through 6-31-160 of the South Carolina Code of Laws (1976), as amended; and,

WHEREAS, the Act recognizes that "[t]he lack of certainty in the approval of development can result in a waste of economic and land resources, can discourage sound capital improvement planning and financing, can cause the cost of housing and development to escalate, and can discourage commitment to comprehensive planning." [Section 6-31-10 (B)(1)]; and,

WHEREAS, the Act further recognizes that: "[d]evelopment agreements will encourage the vesting of property rights by protecting such rights from the effect of subsequently enacted local legislation or from the effects of changing policies and procedures of local government agencies which may conflict with any term or provision of the Development Agreement or in any way hinder, restrict, or prevent the development of the project. Development Agreements will provide a reasonable certainty as to the lawful requirements that must be met in protecting vested property rights, while maintaining the authority and duty of government to enforce laws and regulations which promote the public safety, health, and general welfare of the citizens of our State." [Section 6-31-10 (B)(6)]; and,

WHEREAS, the Act further authorizes local governments, including county governments, to enter development agreements with land owners to accomplish these and other goals described in Section 6-31-10 of the Act; and,

WHEREAS, the land that is subject to this Development Agreement includes one (1) tract of land bearing Beaufort County Tax Map number **R100 028 000 0264 0000** consisting of approximately eighty six point one six (86.16) acres as more fully described in **Exhibit "A"** attached hereto and incorporated by reference (hereinafter referred to as the "**Property**"); and

WHEREAS, the Property is currently zoned Rural [T2R] and is largely undeveloped with the historical uses of portions of the Property including farming of planted pines; and

WHEREAS, Owner seeks to rezone the to a Hamlet Plat Type designation of the Place Type Overlay (PTO) described in Section 7.3.50 of the CDC, consisting of T4 Hamlet Center (T4HC) and T3 Hamlet Neighborhood (T3HN) in conformance with the Comprehensive Plan; and

WHEREAS, the County's Comprehensive Plan identifies the Property as within a PTO zone and specifically as a Hamlet Place Type, all as described in the Application for Rezoning for the Property (the "**ZMA**") submitted by the Owner; and

WHEREAS, development of the Property is depicted on a proposed Regulating Plan (defined below) included with the ZMA and this Agreement and attached hereto as **Exhibit "B"** and incorporated by reference; and

WHEREAS, development of the Property includes streets and roads depicted on the **Exhibit "B"** Regulating Plan with entrance points from Ramsey Road and Jennings Road. The final location of the access points shall be determined at the time of development plan submittal; and

WHEREAS, Owner is the contract purchaser of the Property and desires to provide additional development standards for the Property (the "**Project**"), all as more particularly described herein, to provide for and achieve the successful development of the Project pursuant to and as shown in Regulating Plan for the Property in accordance with the CDC and this Agreement; and

WHEREAS, Owner intends to develop a portion of the Property in coordination with the Beaufort Jasper Housing Trust ("**BJHT**") to provide affordable housing to Beaufort County residents; and

WHEREAS, the development of the Property results in the imposition of certain impact fees (collectively, and not intending to be limiting, hereinafter "impact fees") in accordance with applicable Beaufort County ordinances and state law to the extent the development creates new impacts; and

WHEREAS, Owner has agreed to the construction of road infrastructure on and adjacent to the Property and the dedication of rights-of-way where such road infrastructure has been or shall be constructed on the Property in partial consideration of credits against any impact fees due to the increase in impacts resulting from the development during the term of this Agreement; and

WHEREAS, Beaufort County seeks to protect and preserve the natural environment and to secure for its citizens quality, well planned and designed development and a stable and viable tax base; and

WHEREAS, Beaufort County finds the Project is consistent with Beaufort County's comprehensive land use plan and shall further the health, safety, welfare and economic well-being of Beaufort County and its citizens; and

WHEREAS, the plan for the Project presents Beaufort County with an exceptional opportunity to secure quality planning and a well-constructed residential, mixed-use development; provides for the enhanced protection of the environment; and strengthens and revitalizes the County's tax base; and

WHEREAS, this Development Agreement is being made and entered between Owner and Beaufort County, under the terms of the Act for the purpose of providing assurances to Owner that it may proceed with its development of the Project under the terms hereof, generally in conformance with the Regulating Plan, without encountering future changes in law which would materially affect the ability to complete the proposed development of the Project pursuant to the Regulating Plan, and for the purpose of providing important protection to the natural environment and long term financial stability and a viable tax base to Beaufort County.

NOW THEREFORE, in consideration of the terms and conditions set forth herein, and other good and valuable consideration, including the potential economic benefits to both Beaufort County and Owner by entering this Agreement, and to encourage well planned development by Owner, the receipt and sufficiency of such consideration being hereby acknowledged, Beaufort County and Owner hereby agree as follows:

I. INCORPORATION.

The above recitals are hereby incorporated into and are made a part of this Agreement, together with the South Carolina General Assembly findings as set forth under Section 6-31-10(B) of the Act.

II. DEFINITIONS.

As used herein, the following terms mean:

"Act" means the South Carolina Local Government Development Agreement Act, as codified in Sections 6-31-10 through 6-31-160 of the Code of Laws of South Carolina (1976), as amended.

"County" or **"Beaufort County"** means the government of Beaufort County, South Carolina, a political subdivision of the State of South Carolina.

"DHEC" or **"SCDHEC"** means the South Carolina Department of Health and Environmental Control.

"Developer" means Owner and its successors and/or assigns or lessees of Owner, any of whom undertake Development of all or any portion of the Property or who are assigned Development Rights.

"Development" shall have the meaning ascribed to "Development" in Section 10.1.40-D of the CDC.

"Development Agreement Ordinance" means all terms and conditions of this Development Agreement and all the attachments thereto, including but not being limited to the Regulating Plan and the ZMA and all narratives, applications, site development, plans, standards, exhibits and applicable ordinances as same may be hereafter adopted or amended by mutual agreement of Beaufort County and Owner. Specifically, it is noted that the adoption of the Development Agreement Ordinance after public hearings shall constitute a properly adopted land use ordinance. To the extent that any provision of the Development Agreement Ordinance may be deemed to be a modification of presently existing Beaufort County law, such modification is hereby approved, ratified and adopted as binding upon the Property and the parties hereto by the approval of this Development Agreement.

"Development Fees" means any and all road facilities development impact fees incurred in connection with the Development of all or any portion of the Property, whether or not such road facilities or system improvements are currently identified in the County's adopted road capital improvement plans or other adopted plans, and/or any other similar fee now existing or hereinafter adopted by Beaufort County.

"Development Rights" means the vested land use and the rights for the Development of the Property or portions thereof, to be undertaken by Owner in accordance with the Development Agreement Ordinance and the Regulating Plan.

"Effective Date" means the date of complete execution of this Agreement after the approval by the County of the Development Agreement Ordinance.

"Community Development Code of Beaufort County" or **"CDC"** means the Development Code of Beaufort County last modified _____, and as existing as of the Effective Date. References in the CDC to the latest version of County manuals shall mean and refer to the latest version of such manual as of the Effective Date of this Agreement, and shall include any and all zoning ordinances subsequently adopted or approved by Beaufort County.

"Ramsey Farms" means the Project.

"Lot" or **"Lots"** means a parcel or parcels of land depicted in a subdivision plat for all or portions of the Property prepared in conformance with the Regulating Plan, this Development Agreement or a development plan approved by the County.

"Owner" means Pulte Home Company, LLC a Michigan limited partnership and its successors, successors in interest, assigns and or any other person, organization or company holding title to all or a portion of the Property.

"Parcel" means the Property.

"Place Type Overlay" or "PTO" means the proposed zoning for the Property as described in the Application for a Zoning Map Amendment submitted by the Owner concurrent with this Development Agreement. The PTO is described in Section 7.3.50 of the CDC.

"Project" means the Development of the Property as contemplated in this Development Agreement and the Regulating Plan.

"Property" means the tract of land depicted and legally described on **Exhibits "A"** attached hereto and made a part hereof.

"Regulating Plan" means that certain site plan for the Property prepared by J.K. Tiller Associates, Inc. dated September 5, 2024, and related material and exhibits, depicting proposed parcels and other infrastructure for the Property's proposed development and which constitute vested Development Rights (as

hereinafter defined) under this Agreement and the Act with respect to all applicable zoning and land development requirements under the County Land Development Regulations and the CDC, and which have been reviewed and approved by the County in conjunction with the approval of this Development Agreement, which Regulating Plan is attached hereto as **Exhibit "B"** and made a part hereof. The Regulating Plan depicts the individual Parcels and describes the development rights for each Parcel on the Property. Development of the Property shall generally be in conformance with the Regulating Plan but the Applicant reserves the right to revise based on site, development and economic conditions during the Term of this Agreement.

"Traffic Impact Analysis" or **"TIA"** means

"Term" means a period of five (5) years and two (2) additional five (5) year Terms, if extended as set forth in S.C. Code Section 6-31-40 and Article III of this Agreement**.**

"ZMA" or **"Zoning Map Amendment"** means the application for the rezoning of the Property submitted by the Owner concurrent with and intending to be approved together with this Development Agreement.

III. TERM.

The Term of this Agreement shall commence on the Effective Date and terminate five (5) years thereafter; provided that the Term shall without notice from any Party be renewed for up to two (2) additional periods of five (5) years each (each a "**Renewal Term**") unless the County delivers written notice to the Owner at least ninety (90), and no more than one hundred eighty (180), days prior to the expiration of the then-current Term or Renewal Term of its good faith basis objection to the renewal and the reasonable action(s) necessary to be taken to renew (an "**Objection Notice**"), or unless the Owner or its assignee delivers written notice to Beaufort County not less than ninety (90) days prior to the expiration of the then-current Term or Renewal Term, as applicable, of its intent to terminate this Agreement. In the event that the County delivers an Objection Notice as set forth herein, Owner shall have no less than ninety (90) days to cure such objection, and provided that so long as Owner is diligently proceeding to cure the objection, Owner shall be entitled to extensions of time as reasonably necessary to effect such cure. During such cure period the Term shall continue and upon completion of such cure the Renewal Term will commence. During the Term, the provisions of this Development Agreement shall be vested against any future changes to applicable Beaufort County land development regulations and law or ordinances which would affect the ability of Owner to carry out the development approved in this Development Agreement. Further, at the end of the five (5) year period, the provisions of this Development Agreement shall be vested against any applicable future changes to

Beaufort County law or ordinances if Owner shall have achieved Substantial Development. "**Substantial Development**" shall mean the construction of at least **(For Discussion)** single or multifamily units. The foregoing obligation to achieve Substantial Development within five (5) years shall be tolled during any period of Force Majeure.

IV. DEVELOPMENT OF THE PROPERTY.

A. The Property shall be developed in accordance with this Development Agreement, the Regulating Plan, and as described in the ZMA. Except as otherwise set forth herein Development of the Property shall be in accordance with consistent with the PTO as set forth in the CDC as of the date hereof.

B. Beaufort County agrees that Owner shall develop the Project in phases in accordance with the Development Schedule (as hereinafter defined).

C. To the extent allowed by applicable law, Owner may submit these items for concurrent review by Beaufort County and other governmental authorities.

V. CHANGES TO THE CDC.

Any amendment or modification to the CDC, including any new or successor zoning and development standards ordinances adopted by Beaufort County, shall not be applicable to the Property without the express prior written consent of Owner and any Developer; provided, however, that the subsequently adopted laws and/or ordinances will apply to the Property if enacted pursuant to all proper procedures set forth in applicable statutes and ordinances, including but not limited to requisite notices, required hearings and making required findings that : (a) the amendments or modifications are not in conflict with laws governing this Agreement and do not prevent the Development approved in this Agreement; (b) the amendments or modifications are essential to public health, safety or welfare, and the subsequently adopted laws and/or ordinances expressly state that they apply to the Development of the Property; (c) the amendments or modifications are specifically anticipated and provided for in the Development Agreement; (d) the County has demonstrated that substantial changes have occurred to pertinent conditions regarding the Property existing as of the Effective Date and if not addressed by the County would pose a serious health risk to the public health, safety and welfare of its citizens; or (e) the Development Agreement is based on substantially inaccurate information supplied by Owner. If the CDC or any new or successor zoning and development standards ordinances are adopted by Beaufort County after the date of this Agreement that would materially adversely affect Developer's right to use the Property as set forth in this Agreement or the

Regulating Plan, or that would appreciably increase Developer's cost to use the Property, such provisions shall not apply with respect to the Property. Owner does, for itself and its successors and assigns, and notwithstanding the CDC, agree to be bound by the following:

A. Owner shall be required to notify Beaufort County, in writing, as and when all or a portion of the Development Rights granted or created by this Agreement are transferred to any Developer. Such information shall include the identity and address of the Transferee (as hereinafter defined), a proper contact individual, and the location and number of acres of the Property for which Development Rights are being transferred. Developers transferring Development Rights to any other party shall be subject to this requirement of notification, and any entity acquiring Development Rights hereunder shall be subject to the requirements of **Article XVIIG**.

B. Owner agrees that all Development on the Property, with the exception of irrigation and incidental maintenance facilities, shall be served by potable water and sewer prior to occupancy, except for temporary use. Wells for potable water and septic facilities for sewer will be permitted and constructed in accordance with applicable DHEC standards.

VI. DEVELOPMENT SCHEDULE.

The Project shall be developed in accordance with the development schedule, attached hereto as **Exhibit "C"** and made a part hereof (the "**Development Schedule**"), as the same may be modified or amended by Owner or any Developer(s) in the future to reflect market conditions as determined in the sole discretion of Owner or any Developer with respect to assigned Development Rights. The Property is intended to be developed in multiple phases based on economic and sales and development conditions. In accordance with the Act, the failure of Owner or any Developer with assigned Development Rights to meet the Development Schedule shall not, in and of itself, constitute a material breach of this Agreement. The failure to meet the Development Schedule shall be judged by the totality of circumstances, including but not limited to Owner's and/or Developer's good faith efforts to attain compliance with the Development Schedule, matters Force Majeure and similar events. The fact that Development of the Property may take place at a different pace, based on future market conditions, as determined in the sole reasonable discretion of Owner or any Developer with respect to assigned Development Rights, is expected and shall not be a default hereunder. Furthermore, periodic adjustments to the Development Schedule, which may be submitted to the County by Owner or Developer(s) in the future, shall not be considered a major or material amendment or breach of this Agreement.

VII. DENSITY AND USE.

Beaufort County and the Owner agree that the Property may be developed with uses and densities set forth in the Regulating Plan and described in the ZMA. All types of residential uses allowed in the PTO described in the ZMA are permitted for purposes of this conversion.

VIII. ACCESS, TRAFFIC, SYSTEM IMPROVEMENTS, CREDITS AND CONTRIBUTIONS.

In addition to all other covenants, conditions and agreements set forth in this Agreement, the following are hereby agreed upon by the parties:

A. Access. All public roads outside the Property that serve the Property with the exception of Jennings Road, which is owned by the Beaufort County School Board, are owned and maintained by the South Carolina Department of Transportation ("**SCDOT**") and all ordinances, codes and regulations of the State of South Carolina and Beaufort County, as applicable, regarding access and use of such public roads shall apply. The roads and alleyways within the Property will be private roads. Further, except for Jennings Road, the County shall not be responsible for construction or maintenance of the public roads which now or hereafter serve the Property, unless otherwise agreed by the County in writing. The County's acceptance of any proffered dedication of a road as a public road shall be subject to compliance with the County's procedures for dedication and road acceptance, as such may be adopted and revised from time to time by the County.

B. System Improvements. Additional public roads within or serving the Property may be planned in the future, subject to written agreement between the affected Owners and the County. The affected Owners shall have the right to design and construct, upon obtaining permits from applicable governmental authorities, roadways designated at the development plan stage, provided such design is in conformance with and capable of absorbing the traffic loading created by the Development within an approved development plan within the Property. To the extent practical, Owners will utilize construction access points and temporary construction roads to minimize the use by construction vehicles and construction supply trucks of the public roads to be constructed, to avoid undue wear and tear. Access points must meet the requirements of the SCDOT and the County and will be based upon Traffic Impact Analysis during the development plan approval for specific areas or phases of the Property.

C. Credits and Contributions.

1. **Dedications**. The County's acceptance of any proffered dedication of a road as a public road shall be subject to compliance with the County's procedures for dedication and road acceptance, as such may be adopted and revised from time to time by the County.

2. **No Other Dedications or Conveyances**. Except with respect to the dedications and/or conveyances of the properties referred to in this Article VIII, no other dedications or conveyances of lands for public facilities shall be required in connection with the development of the property.

3. **Development Fees**.

(i) Beaufort County acknowledges that in partial consideration of the cost of the Road Facilities Improvements thereon as described in Article VIII herein (collectively herein the "**System Improvements**") and notwithstanding any provision to the contrary contained within this Agreement, Owner shall receive a credit against the cost of any and all Development Fees up to the total value of the System Improvements.

(ii) Beaufort County or other governing body shall not be precluded by this Agreement from charging fees for delivery of services to citizens or residents (i.e., an EMS response fee or the like), nor from charging fees statutorily authorized in the future (i.e., a real estate transfer fee or the like) which are not collected as a prerequisite to approval of a plat, plan or construction permit and not otherwise contemplated hereunder.

(iii) The Development Fees are vested for the entire Property and no other Development Fee or obligation regarding Development is imposed in connection with the Property.

IX. EFFECT OF FUTURE LAWS.

Owner and Developer(s) shall have vested rights to undertake Development of any portion or all of the Property in accordance with the Development Agreement Ordinance. Future enactments of, or changes or amendments to Beaufort County ordinances, including the CDC, shall not apply to the Property unless the

same are adopted in accordance with Article V of this Development Agreement or unless Owner and any Developer(s) consent to such enactment, change or amendment.

Beaufort County agrees that the Regulating Plan for the Project and ZMA have been approved and Owner's rights to develop the Property in accordance with this Development Agreement are fully vested with regard to intensity, density, Development Fees, uses, height, restrictions, setbacks, parking and signage as set forth in the Regulating Plan and the Development Agreement Ordinance, and Owner shall not have any obligations to Beaufort County for on or off site transportation or other facilities or improvements other than as specifically provided in this Agreement and its related documents such as the Development Agreement Ordinance. Beaufort County shall not impose additional development obligations or regulations in connection with the ownership or development of the Property, except in accordance with the procedures and provisions of § 6-31-80 (B) of the Act, which the Owner shall have the right to challenge.

The parties specifically acknowledge that this Agreement shall not prohibit the application of any present standard building, housing, electrical, plumbing or gas codes or future codes in compliance with Section 6-31-160 of the Act, or any tax or fee of general application throughout Beaufort County. No future development and/or aid to construction, impact fees or Property-specific special assessments imposed by Beaufort County shall apply to the Property or the Project without the consent of the Owner.

X. INFRASTRUCTURE AND SERVICES.

Beaufort County and Owner recognize that the majority of the direct costs associated with the development of the Property will be borne by Owner with respect to their respective portions thereof but that other necessary services for landowners and residents within the Property shall be provided by other governmental or quasi-governmental entities, and not by Beaufort County. For clarification, the parties acknowledge the following:

A. **Private Roads.** Any roads proposed to be constructed within the Property shall be constructed by Owner and/or Developers, and dedicated for maintenance to other appropriate entities such as a property or homeowners association formed for all or portions of the Property. Beaufort County shall not be responsible for the construction or maintenance of any roads within the Property, unless the County specifically agrees to do so in the future.

B. **Public Roads.**

(i) The Property shall be served by direct access from Jennings Road and Ramsey Road as shown on the Regulating Plan.

(ii) The location of public access points to the Property, median cuts in the right-of-way, and signage shall be as set forth in the Regulating Plan or any revisions thereto at the time of any development plan review for any Phase of the Property by the County.

C. **Potable Water.** Owner and/or Developers, to the extent necessary and not currently existing, may construct or cause to be constructed all necessary water service infrastructure within the Property at Owner's and/or Developer's cost, which infrastructure shall be owned and maintained by Owner or Beaufort Jasper Water and Sewer Authority ("**BJWSA**") and may be conveyed to BJWSA as may be required by BJWSA.

D. **Sewage Treatment and Disposal.** Sewage treatment and disposal may be provided by BJWSA. Owner and/or Developers, to the extent necessary and not currently existing, shall construct or cause to be constructed all necessary sanitary sewer service infrastructure within the Property at Owner's and/or Developer's cost, which infrastructure shall be owned and maintained by Owner or BJWSA and may be conveyed to BJWSA as may be required by BJWSA. Septic facilities for sewer shall be authorized for the PTO subject to applicable DHEC regulations and permitting.

E. **Stormwater Treatment and Disposal.** Stormwater treatment and disposal shall be in accordance with the applicable law and regulations existing as of the date of this Agreement.

F. **Public Financing**. Owner (for itself or in concert with other Developers or interested parties) reserves the right to engage in joint planning and financing of public infrastructure for the mutual benefit of the County and Owner. The details of such public infrastructure may be included in the ZMA, this Development Agreement or other agreement as mutually agreed to by the County and Owner.

G. **Other Services / Future Agreements.** Development within the Property shall be served and entitled to any and all Beaufort County services, such as fire protection and police protection, provided to other property within the County, with the understanding that the Property, except as otherwise herein provided, shall be subject to all Beaufort County taxes of universal application, as well as any special service district taxes which may apply to all other existing properties and development within the area. Normal and customary County services shall be provided to owners and residents within the Property on the same basis as all other property in Beaufort County.

XI. DEVELOPMENT STANDARDS.

Development standards for the Project shall be as set forth in the Regulating Plan, the ZMA and this Agreement.

A. **Criteria for approval.**

Section 7-3-40 of the CDC sets forth the criteria for approval of an amendment to the Beaufort County Zoning Map. No petition to change the text of the CDC or Zoning Map applicable to the Property shall succeed except:

(i) Where necessary to implement the land use plan update;

(ii) To correct an original mistake or a manifest error in the regulations or map;

(iii) To recognize substantial change or changing conditions or circumstances in a particular locality; or

(iv) To recognize changes in technology, the style of living, or the manner of doing business.

Owners may apply for variances to the Zoning Map through the application process set forth in the CDC from time to time and those applications are not governed by this Agreement or any document under the Development Agreement Ordinance.

B. **Use Restrictions**.

Upon approval of this Agreement and prior to the approval of any development on the Property the Owner shall record restrictive land use covenants concerning certain uses on all or portions of the Property. These restrictions shall be covenants running with the land and title thereto enforceable by any owner, the County or any property owner association to be formed to manage the Property or portions thereof.

(i) Workforce Housing: 10 single family units within the Property shall be developed for workforce housing and capped at 80-120% of area median income.

(ii) Restrictive Covenants. Property subject to the workforce housing requirement will be conveyed subject to restrictions as described in **Exhibit "D"** attached hereto and incorporated herein.

(iii) First Time Homebuyer Credit. Property subject to the workforce housing requirement will also require a closing credit/down payment assistance be applied to first time homebuyers in the amount of up to $2,500.00. This credit shall be paid in coordination with BJHT. BJHT shall screen all first time homebuyers to ensure compliance with the criteria for workforce housing.

(iv) Rehabilitation Fees. Developer agrees to provide up to $750.00 per unit towards rehabilitation of existing local structures in the vicinity of the development. Rehabilitation fees shall be paid to BJHT by the Developer upon issuance of a building permit.

XII. OWNER ENTITLEMENTS, VESTED RIGHTS. NOTE: FOR DISCUSSION

Beaufort County acknowledges that Owner is vested with the following approvals:

A. **Development Standards**. Subject to the terms and conditions of this Agreement, Beaufort County agrees that the Property is vested with the various rights set forth in this Agreement, the ZMA and the Regulating Plan, and that the density, uses, buffers, access and all other matters shown and described therein and in this Agreement, are approved.

B. **Approved Variances from the CDC**.

(i) Architectural Standards.

(1) **T4HC**: Approved architectural standards for the T4HC portions of the Property shall comply with the "XXXX" standards described in **Exhibit "E"** attached hereto and incorporated herein;

(2) T3HC: Approved architectural standards for the T3HC portions of the Property shall comply with the following standards: "XXXX" attached hereto as **Exhibit "F-1"**, "XXXX" attached hereto as **Exhibit "F-2"**, "XXXX" attached hereto as **Exhibit "F-3"**, "XXXX" attached hereto as **Exhibit "F-4"**, "XXXX" attached hereto as **Exhibit "F-5"**, and "XXXX" attached hereto as **Exhibit "F-6"**.

(ii) Back Streets.

C. **Access**. Beaufort County hereby approves the location of points of access to the Property as shown in the Regulating Plan, subject to SCDOT permitting and approval, if any.

D. **Other Services**. Beaufort County services, including, but not limited to, police, fire, and other governmental services shall be supplied to the Property in the same manner and to the same extent as provided **to** other properties within Beaufort County. In the event Owner requires enhanced services beyond those which are routinely provided within Beaufort County, Beaufort County agrees that upon the written request of Owner, it shall negotiate in good faith with Owner to provide such enhanced services to the Property.

D. Vested Rights. Beaufort County agrees that the Property is approved and fully vested for intensity, commercial density, Development Fees, uses and height, setbacks, parking and signage as set forth in the Development Plan and the Development Agreement Ordinance, and shall not have any obligations for on or off site transportation or other facilities or improvements other than as specifically provided in this Agreement, but shall adhere to the Regulating Plan. Beaufort County shall not impose additional development obligations or regulations in connection with the ownership or development of the Property, except in accordance with the procedures and provisions of § 6-31-80 (B) of the Act, which Owner shall have the right to challenge.

XIII. DEFAULTS.

The failure of Owner, the Developer or Beaufort County to comply with the terms of this Agreement shall constitute a default, entitling the non-defaulting party to pursue such remedies as deemed appropriate, including specific performance and the termination of this Development Agreement in accordance with the Act; provided however no termination of this Development Agreement may be declared by Beaufort County absent affording Owner and any applicable Developer the notice, hearing and opportunity to cure in accordance with the Act; and provided further that nothing herein shall be deemed or construed to preclude Beaufort County or its designee from issuing stop work orders or voiding permits issued for Development when such Development contravenes the provisions of the Development Agreement Ordinance. Owner, or its designee, shall meet with Beaufort County's Planning Director and Economic Development Director, at least once per year, at a time reasonably agreeable to the parties, during the Term of this Agreement to review development completed in the prior year and the development anticipated to be commenced or completed in the ensuing year. Owner, or its designee, shall be required to provide such information as may reasonably be requested, to include, but not be limited to, commercial square footage completed, residential dwelling units

completed, and any relevant information regarding the Development. This compliance review shall be in addition to, and not in lieu of, any other reporting or filing required by this Agreement, if any. If, as a result of a compliance review, Beaufort County determines that Owner has committed a material breach of the terms of this Development Agreement, Beaufort County shall serve such party in writing notice of such breach pursuant to the procedures set forth in Section 6-31-90 (B) of the Act, affording the breaching party the opportunity to respond as set forth in Section 6-31-90 (C) of said Act.

XIV. MODIFICATION OF AGREEMENT.

This Development Agreement may be modified or amended only by the written agreement of Beaufort County and Owner and Developer, as applicable pursuant to the requirements for amendments to development agreements. No statement, action or agreement hereafter made shall be effective to change, amend, waive, modify, discharge, terminate or effect an abandonment of this Agreement in whole or in part unless such statement, action or agreement is in writing and signed by the party against whom such change, amendment, waiver, modification, discharge, termination or abandonment is sought to be enforced.

XV. NOTICES.

Any notice, demand, request, consent, approval or communication which a signatory party is required to or may give to another signatory party hereunder shall be in writing and shall be delivered or addressed to the other at the address below set forth or to such other address as such party may from time to time direct by written notice given in the manner herein prescribed, and such notice or communication shall be deemed to have been given or made when received if delivered by personal delivery or by independent courier service or if by mail on the third (3rd) business day after the deposit thereof in the United States Mail, postage prepaid, registered or certified, addressed as hereinafter provided or the next business day if sent by recognized natural overnight courier such as FedEx. All notices, demands, requests, consents, approvals or communications shall be addressed as follows:

To Beaufort County:
Office of Beaufort County Administrator
c/o County Administrator
Beaufort County Administration Building
100 Ribaut Road
Beaufort, SC 29902

With Copy To:
Beaufort County Legal Department
c/o County Attorney
102 Industrial Village, Bldg. 2
Beaufort, SC 29901

And to Owner: Pulte Home Company, LLC
c/o PulteGroup Inc.
Attn: Graham Hawkins
4401 Leeds Avenue, Suite 400
North Charleston, SC 29405

With Copy To: Walter J. Nester, III
Burr & Forman LLP
23-B Shelter Cove Lane, Suite 400
Hilton Head Island, SC 29928

XVI. ENFORCEMENT.

Any party hereto shall have the right to enforce the terms, provisions and conditions of the Agreement by any remedies available at law or in equity, including specific performance.

XVII. GENERAL.

A. **Subsequent Laws.** In the event state or federal laws or regulations are enacted after the execution of this Development Agreement or decisions are issued by a court of competent jurisdiction which prevent or preclude compliance with the Act or one or more provisions of this Agreement ("**New Laws**"), the provisions of this Agreement shall be modified or suspended as may be necessary to comply with such New Laws. Immediately after enactment of any such New Laws, or court decision, Owner and any Developer (with respect to assigned rights) and Beaufort County shall meet and confer in good faith in order to agree upon such modification or suspension based on the effect such New Laws would have on the purposes and intent of this Agreement. During the time that these parties are conferring on such modification or suspension or challenging the New Laws, Beaufort County may take reasonable action to comply with such New Laws. Should these parties be unable to agree to a modification or suspension, either party may petition a court of competent jurisdiction for an appropriate modification or suspension of this Agreement. In addition, Owner and any Developer with respect to assigned rights, and Beaufort County each shall have the right to challenge the New Laws preventing compliance with the terms of this Agreement. In the event that such challenge is successful, this Agreement shall remain unmodified and in full force and effect.

B. **Estoppel Certificate.** Beaufort County and Owner may, at any time, and from time to time, deliver written notice to the other applicable party requesting such party to certify in writing:

(i) that this Agreement is in full force and effect,

(ii) that this Agreement has not been amended or modified, or if so amended, identifying the amendments,

(iii) whether, to the knowledge of such party, the requesting party is in default or claimed default in the performance of its obligations under this Agreement, and, if so, describing the nature and amount, if any, of any such default or claimed default, and

(iv) whether, to the knowledge of such party, any event has occurred or failed to occur which, with the passage of time or the giving of notice, or both, would constitute a default and, if so, specifying each such event.

C. **Entire Agreement.** This Agreement sets forth, and incorporates by reference all of the agreements, conditions and understandings between Beaufort County and Owner relative to the Property and its Development and there are no promises, agreements, conditions or understandings, oral or written, expressed or implied, among these parties relative to the matters addressed herein other than as set forth or as referred to herein.

D. **No Partnership or Joint Venture**. Nothing in this Agreement shall be deemed to create a partnership or joint venture between Beaufort County and Owner or to render such party liable in any manner for the debts or obligations of another party.

E. **Exhibits**. All exhibits attached hereto and/or referred to in this Agreement are incorporated herein as though set forth in full.

F. **Successors and Assigns**.

(i) **Binding Effect.** This Agreement shall be binding upon Owner's successors and assigns in the ownership or Development of any portion of the Property. Except for Owner's continuing obligation as specifically stated in Article XVIIG(ii)(1) and (G)(iii) below, a purchaser or a party acquiring title to any portion of the Property or a party to whom Owner assigns Development Rights with respect to any portion of the Property (herein collectively referred to as a "**Transferee**") shall, during the Term of this Agreement, be solely responsible for the performance of Owner's obligations and entitled to the assigned Development Rights under this Development Agreement applicable to the portion of the Property transferred, or for which

Development Rights are transferred. Each Transferee shall be required to execute a written acknowledgement assuming Owner's obligations under this Agreement, which are directly applicable to such portion of the Property. Such acknowledgment shall be in the form provided in **Exhibit "G"** attached hereto and made a part hereof (the "**Notice of Transfer**"), and provided to Beaufort County at the time of recording any instrument transferring title, and development rights, of the Property or any portion of the Property. This Section shall not be construed to prevent Owner from obtaining indemnification of liability to Beaufort County from Transferees. Except as specifically set forth in Article XVIII G (ii)(1) and G (iii) below, and in accordance with applicable law, upon transfer to a Transferee, Owner shall be released of all obligations assumed by such Transferee as to such portion of the Property.

(ii) **Transfer of all of the Property.** Owner shall be entitled to transfer all or any portion of the Property to a Transferee subject to the following requirements:

(1) **Notification to County.** When Owner transfers all or any portion of the Property to a Transferee, Owner shall be responsible for delivering, or causing to be delivered, to Beaufort County the Notice of Transfer together with the name, address, telephone number, e-mail address and contact person for the Transferee.

(2) **Assignment of Development Rights.** Any and all conveyances of all or any portion of the Property to a Transferee shall be by a recordable instrument with a covenant running with the land expressly stating the precise amount of density assigned to the Transferee, in a form similar to **Exhibit "G"** attached hereto and incorporated herein.

(iii) **Mortgage Lenders.** Notwithstanding anything to the contrary contained herein, the requirements to transfer contained in this Article XVIII(G) concerning successors and assigns shall apply: (i) to any mortgage lender upon acquiring title to the Property or any portion thereof, either as a result of foreclosure of mortgage secured by any portion of the Property or to any other transfer in lieu of foreclosure; (ii) to any third-party purchaser at such foreclosure; or (iii) to any third-party purchaser of such mortgage lender's interest subsequent to the mortgage lender's acquiring

ownership of any portion of the Property. Nothing contained herein shall prevent, hinder, or delay any transfer of any portion of the Property to any such mortgage lender or subsequent purchaser.

G. **Assignment**. Subject to the terms hereof, Owner may assign its rights and responsibilities hereunder to subsequent land owners and Developers.

H. **Governing Law.** This Agreement shall be governed by the laws of the State of South Carolina.

I. **Counterparts**. This Agreement may be executed in several counterparts, each of which shall be deemed an original, and such counterparts shall constitute but one and the same instrument.

J. **Eminent Domain.** Nothing contained in this Agreement shall limit, impair or restrict Beaufort County's right and power of eminent domain under the laws of the State of South Carolina.

K. **No Third Party Beneficiaries**. The provisions of this Agreement may be enforced only by Beaufort County, Owner and Developers. No other persons shall have any rights hereunder.

L. **Attorneys' Fees and Costs**. Each party to this Agreement agrees to pay their own fees and costs incurred by them.

XVIII. STATEMENT OF REQUIRED PROVISIONS.

A. **Specific Statements.** The Act requires that a development agreement must include certain mandatory provisions, pursuant to Section 6-31-60 (A). Although certain of these items are addressed elsewhere in this Agreement, the following listing of the required provisions is set forth for convenient reference. The numbering below corresponds to the numbering utilized under Section 6-31-60 (A) for the required items:

(i) **Legal Description of Property**. The legal description of the Property is set forth in Exhibit "A" attached hereto and made a part hereof.

(ii) **Duration of Agreement**. The duration of this Agreement is five (5) years.

(iii) **Permitted Uses, Densities, Building Heights and Intensities**. A complete listing and description of permitted uses, population densities, building intensities and heights, as well as other development-related standards, are contained in the Development Agreement Ordinance.

(iv) **Required Public Facilities**. The utility services that will be available to the Property are described in Article X. The mandatory procedures of the Development Agreement Ordinance will ensure availability of public access and utilities to serve the Property.

(v) **Local Development Permits**. The Development standards for the Property shall be as set forth in the Development Agreement Ordinance. Specific permits must be obtained prior to commencing Development, consistent with the standards set forth in the Development Agreement Ordinance. Building Permits must be obtained under applicable law for any construction. It is specifically understood that the failure of this Agreement to address a particular permit, condition, term or restriction does not relieve Owner or its successors and assigns of the necessity of complying with the law governing the permitting requirements, conditions, terms or restrictions, unless otherwise provided in the Development Agreement Ordinance.

(vi) **Comprehensive Plan and Development Agreement**. Beaufort County agrees that the Development permitted and proposed under the Development Agreement Ordinance is consistent with the Comprehensive Plan and with the development regulations of Beaufort County, South Carolina, in effect as of the date of this Agreement.

(vii) **Terms for Public Health, Safety and Welfare**. The Council for Beaufort County finds that all issues relating to public health, safety and welfare have been adequately considered and appropriately addressed under the terms of the Development Agreement Ordinance and existing laws.

(viii) **Historical Structures**. No historical structures or features are present on the Property and therefore no specific terms relating to historical structures are pertinent to this Development Agreement.

[Signatures on following pages]

IN WITNESS WHEREOF, the parties hereby set their hands and seals, effective as of the Effective Date.

WITNESSES:

_____

_____

OWNER:

PULTE HOME COMPANY, LLC
a Michigan limited liability company authorized to conduct business in South Carolina

_____
By:
Its:

STATE OF _____)
) ACKNOWLEDGMENT
COUNTY OF _____)

I HEREBY CERTIFY, that on this ____ day of _____, 20___, before me, the undersigned Notary Public of the State and County stated below, personally appeared _____ known to me (or satisfactorily proven) to be the person whose name is subscribed to the within document, who acknowledged the due execution of the foregoing document in the capacity indicated.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year last above mentioned.

_____
Notary Public for _____
My Commission Expires: _____

(Affix Notary Seal)

WITNESSES:

_____

_____

BEAUFORT COUNTY, SOUTH CAROLINA

_____

By:
Its:

STATE OF SOUTH CAROLINA.)
)
COUNTY OF BEAUFORT)

ACKNOWLEDGMENT

I HEREBY CERTIFY, that on this ____ day of _____, 20___, before me, the undersigned Notary Public of the State and County aforesaid, personally appeared _____, known to me (or satisfactorily proven) to be the person whose name is subscribed to the within document, as the appropriate official of Beaufort County, South Carolina, who acknowledged the due execution of the foregoing document.

IN WITNESS WHEREOF, I have hereunto set my hand and official seal the day and year last above mentioned.

_____
Notary Public for South Carolina
My Commission Expires: _____

(Affix Notary Seal)

EXHIBIT "A"

Property Description

EXHIBIT "B"

Regulating Plan

EXHIBIT "C"

Development Schedule

Development of the Property is expected to occur in Phases over the Term of the Development Agreement, with the sequence and timing of development activity to be dictated largely by market conditions.

YEAR	RESIDENTIAL (DWELLING UNITS)
2027	90
2028	84
2029	70

EXHIBIT "D"

BJHT RESTRICTIVE COVENANT

EXHIBIT "E"

ARCHITECTURAL GUIDELINES – XXXX

EXHIBIT "F"

ARCHITECTURAL GUIDELINES – XXXX

EXHIBIT "F-1"

ARCHITECTURAL GUIDELINES – XXXX

EXHIBIT "F-2"

ARCHITECTURAL GUIDELINES – XXXX

EXHIBIT "F-3"

ARCHITECTURAL GUIDELINES – XXXX

EXHIBIT "F-4"

ARCHITECTURAL GUIDELINES – XXXX

EXHIBIT "F-5"

ARCHITECTURAL GUIDELINES – XXXX

EXHIBIT "F-6"

ARCHITECTURAL GUIDELINES – XXXX

EXHIBIT "G"

STATE OF SOUTH CAROLINA	**)**	**NOTICE OF TRANSFER AND**
	)	**PARTIAL ASSIGNMENT AND ASSUMPTION**
	)	**OF RIGHTS AND OBLIGATIONS UNDER**
COUNTY OF BEAUFORT	**)**	**DEVELOPMENT AGREEMENT**

THIS NOTICE OF TRANSFER AND PARTIAL ASSIGNMENT AND ASSUMPTION OF RIGHTS AND OBLIGATIONS UNDER DEVELOPMENT AGREEMENT ("**Partial Assignment**" is dated this ____ day of _____, 20___, by and between Pulte Home Company, LLC, a Michigan limited liability company authorized to conduct business in South Carolina ("**Assignor**"), and _____ _____, a _____ ("**Assignee**").

WITNESSETH:

WHEREAS, on or about the _____ day of _____, 20___, Assignor entered into a Development Agreement ("**Development Agreement**") with Beaufort County, South Carolina, incident to the development of certain real property known as Project _____, which Development Agreement, as amended, controls the Property (as defined herein); and

WHEREAS, Assignor entered into an Agreement For Purchase And Sale ("**Agreement**") with Assignee dated _____, 20___ providing for the sale by Assignor and the purchase by Assignee of certain real property being more particularly described on **Exhibit "A"** attached hereto and made a part hereof (the "**Propert**y"); and

WHEREAS, an integral part of the conveyance of the Property by Assignor to Assignee, it is the desire and intention of Assignor to assign to Assignee, and it is the desire and intention of Assignee to assume, certain rights, privileges, and obligations under the terms of the Development Agreement applicable to the Property, thus necessitating the preparation and execution of this Partial Assignment.

NOW, THEREFORE, for good and valuable consideration, the receipt and adequacy whereof is herewith acknowledged, parties hereby agree as follows, to writ:

1. Partial Assignment and Assumption of Rights, Privileges and Obligations Applicable to the Property Pursuant to the Development Agreement. Assignor does hereby transfer, assign, convey and deliver unto Assignee, its successors and assigns, such rights for the land uses on the Property that are defined in the Development Agreement (the "**Assigned Land Use**"). Assignee shall be entitled to all of the privileges and obligations as described in the Development Agreement applicable for the Assigned Land Use to the Property except for those certain excluded obligations, rights and privileges ("**Excluded Obligations**") identified herein below, if any. Assignor is hereby released from and Assignee hereby assumes and agrees to perform all of Assignor's rights, privileges and obligations as described in the Development Agreement applicable to

the Assigned Land Use for the Property, except for the Excluded Obligations, if any. Assignee acknowledges receipt of the Development Agreement and all Exhibits thereto and with respect to the Assigned Land Use and the Property agrees to be bound by the terms thereof, and to develop the Property in accordance with such terms. The rights and obligations hereby assigned and assumed shall be covenants running with the land, binding upon the parties hereto and their successors and assigns.

2. Estoppel Certificate. Pursuant to Article XVIII of the Development Agreement, Assignor hereby certifies the following, to wit:

a. that the Development Agreement, as amended, is in full force and effect;

b. that the Development Agreement has not been further amended or modified (or if it has the date of such amendment or modification);

c. that to the best knowledge of Assignor, all parties to the Development Agreement are in full compliance with all obligations there under as of the date hereof; and

d. that to the best knowledge of Assignor, no event has occurred or failed to occur which, with the passage of time or the giving of notice, or both, would constitute an event of default under the terms of the Development Agreement.

3. Notices. Any notice, demand, request, consent, approval, or communication among any of the parties hereto or Beaufort County shall be in writing and shall be delivered as provided under Article XVI of the Development Agreement and shall be addressed as follows:

To Assignor: Pulte Home Company, LLC
c/o PulteGroup Inc.
Attn: Graham Hawkins
4401 Leeds Avenue, Suite 400
North Charleston, SC 29405

With A Required Copy To: Walter J. Nester, III
Burr & Forman LLP
23-B Shelter Cove Lane, Suite 400
Hilton Head Island, SC 29928

To Assignee: _____
_____
_____
_____

With a required copy to: _____
_____
_____
_____

4. Delivery. Assignor covenants and agrees to deliver a copy of this Partial Assignment to Beaufort County and cause the original to be recorded on the land records.

5. Binding Effect. This Partial Assignment shall inure to the benefit of and be binding upon the respective parties hereto, their successors and assigns.

6. Governing Law. The within Partial Assumption shall be interpreted and constructed and conform to the laws of the state of South Carolina.

[Reminder of page left intentionally blank.]

IN WITNESS WHEREOF, the parties have caused this Partial Assignment to be duly executed as of the ____ day of _____, 20___.

WITNESSES:

_____

_____

ASSIGNOR:

Pulte Home Company, LLC
a Michigan limited liability company authorized to conduct business in South Carolina

_____
By:
Its:

STATE OF _____)
)
COUNTY OF _____)

ACKNOWLEDGMENT

I, the undersigned Notary Public for _____, do hereby certify that _____, as _____ of Pulte Home Company, LLC, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal this _____ day of _____, 20___.

Notary Public for _____
My Commission Expires: _____(Seal)

WITNESSES:

_____

_____

ASSIGNEE:

_____

_____
By:
Its:

STATE OF _____)
)
COUNTY OF _____)

ACKNOWLEDGMENT

I, the undersigned Notary Public for _____, do hereby certify that _____, as _____ of _____, personally appeared before me this day and acknowledged the due execution of the foregoing instrument.

Witness my hand and official seal this _____ day of _____, 20___.

Notary Public for _____
My Commission Expires: _____(Seal)