Midtown Homes

Kershaw County, SC

PREPARED FOR: Yellowfin Capital, LLC

Original: June 14, 2023

PROJECT # 235100

TRANSPORTATION **IMPACT ANALYSIS**

Celebrating 20 YEARS

DAVENPORT

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Transportation Impact Analysis

Midtown Homes
Kershaw County, SC

Prepared for
Yellowfin Capital, LLC

June 14, 2023

Analysis and Graphics by: Dylan Coley, PE

Reviewed by: Erin Govea, PE
AJ Anastopoulo, PE

Sealed by: AJ Anastopoulo, PE

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EXECUTIVE SUMMARY

The proposed Midtown Homes development is located on the east side of Roy Truesdell Road, northwest of Boulware Road in Kershaw County, SC. It will consist of 40 duplexes, for a total of 80 dwelling units. One full movement access point is proposed on Roy Truesdell Road, aligned with Sam Street to create a four-way intersection. The expected build-out year for this development is 2025. Information regarding the property was provided by Heritage Engineering, Inc. and Yellowfin Capital LLC.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of the new development traffic.

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with Kershaw County. This site has a trip generation potential of 559 daily trips, 36 trips in the AM peak hour, and 44 trips in the PM peak hour.

In conclusion, this study has determined the potential traffic impacts of this development and determined that no improvements are necessary to mitigate the impacts of future traffic. The proposed site is not expected to have a detrimental effect on transportation capacity and mobility in the study area. The site access recommendations summarized in Figure A and in Table A should be constructed to comply with applicable state and local standards.

Table A – Recommended Improvements

INTERSECTION	RECOMMENDATIONS
Roy Truesdell Road and Sam Street/Future Site Access 1	• Design site access in accordance with applicable SCDOT *ARMS Manual* and/or local standards • No other improvements are recommended.
Roy Truesdell Road and Boulware Road	• No improvements are recommended.
Boulware Road and Ridgeway Road	• No improvements are recommended.

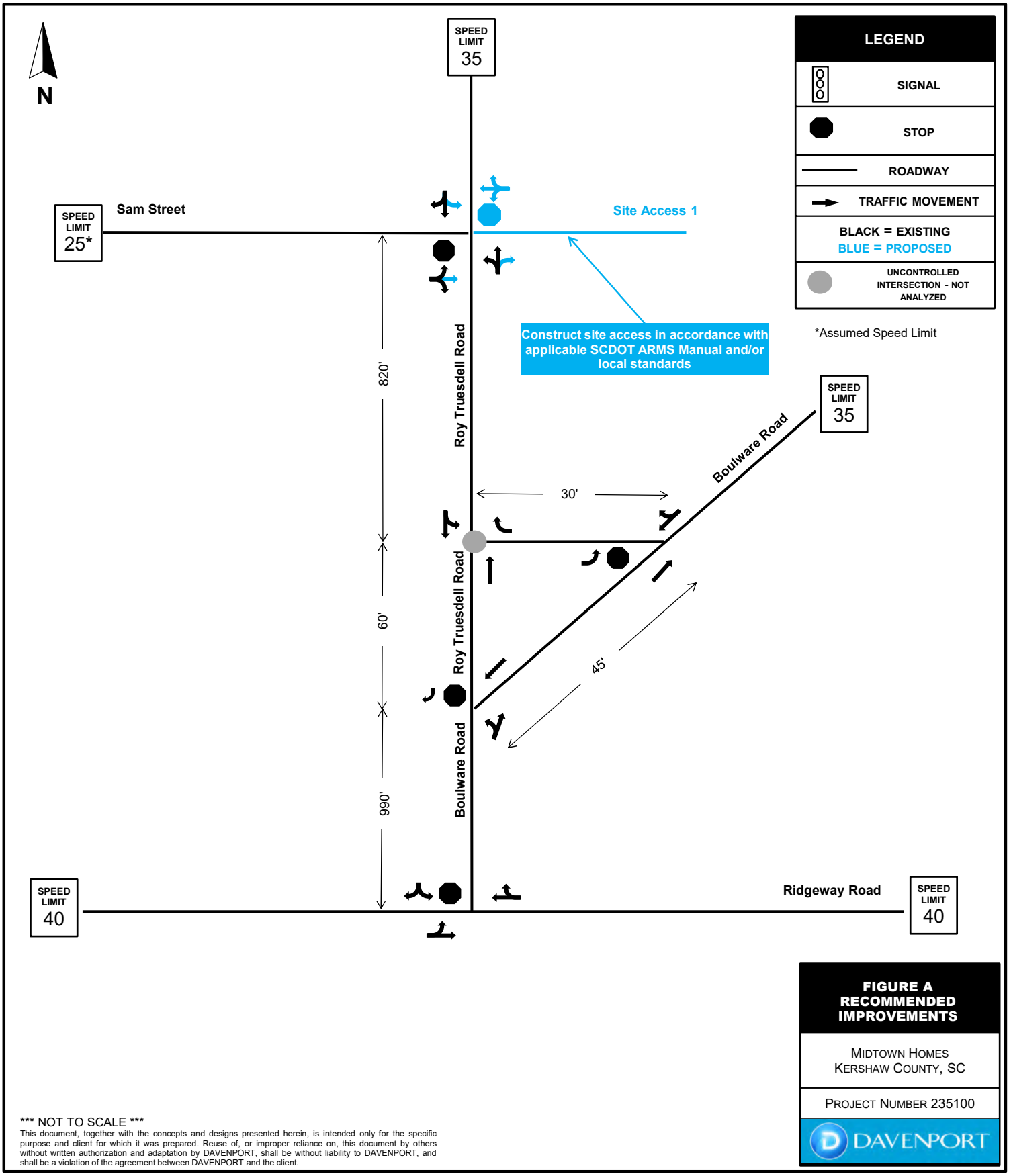

FIGURE A
RECOMMENDED IMPROVEMENTS

MIDTOWN HOMES
KERSHAW COUNTY, SC

PROJECT NUMBER 235100

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*** NOT TO SCALE ***

Table of Contents

1.0 Introduction

The proposed Midtown Homes development is located on the east side of Roy Truesdell Road, northwest of Boulware Road in Kershaw County, SC. It will consist of 40 duplexes, for a total of 80 dwelling units. One full movement access point is proposed on Roy Truesdell Road, aligned with Sam Street to create a four-way intersection. The expected build-out year for this development is 2025. Information regarding the property was provided by Heritage Engineering, Inc. and Yellowfin Capital LLC.

A conceptual site plan is shown in Figure 1, and a site location map and a vicinity map are provided in Figures 2A and 2B, respectively.

DAVENPORT was retained to determine the potential traffic impacts of this development and to identify transportation improvements that may be required to accommodate the impacts of the new development traffic. The following intersections are included in the study:

1. Roy Truesdell Road and Sam Street/Future Site Access 1 (unsignalized)
2. Roy Truesdell Road and Boulware Road (unsignalized)
3. Boulware Road and Ridgeway Road (unsignalized)

These intersections were analyzed during the AM and PM peaks for the following conditions:

- 2023 Existing Conditions
- 2025 Future No Build Conditions
- 2025 Future Build Conditions
- 2025 Future Build Conditions + Improvements (as necessary)

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with Kershaw County. It was conducted according to the standards and best practices of the transportation engineering profession.

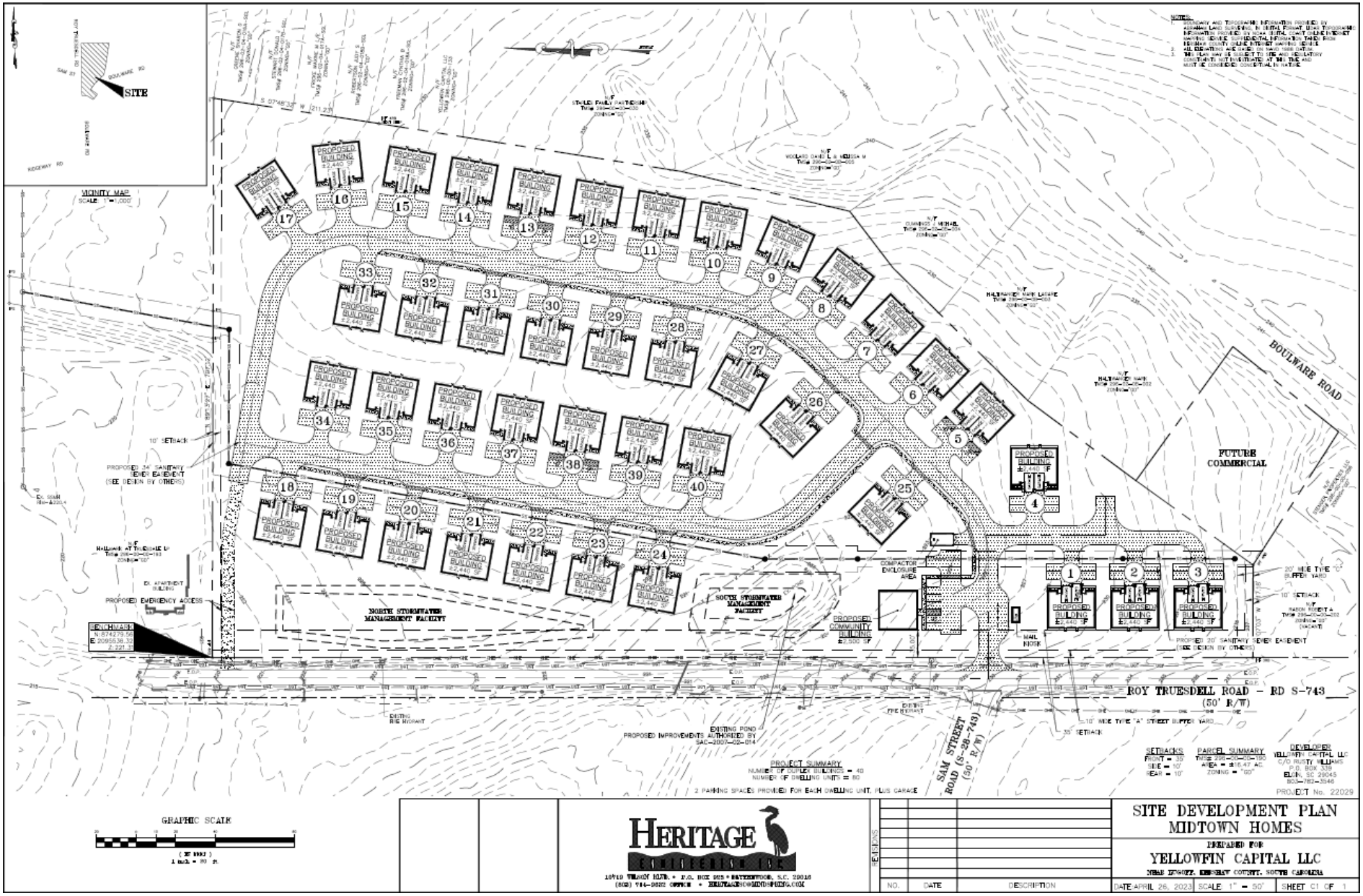

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FIGURE 1
CONCEPTUAL SITE PLAN

Midtown Homes
Project Number 235100

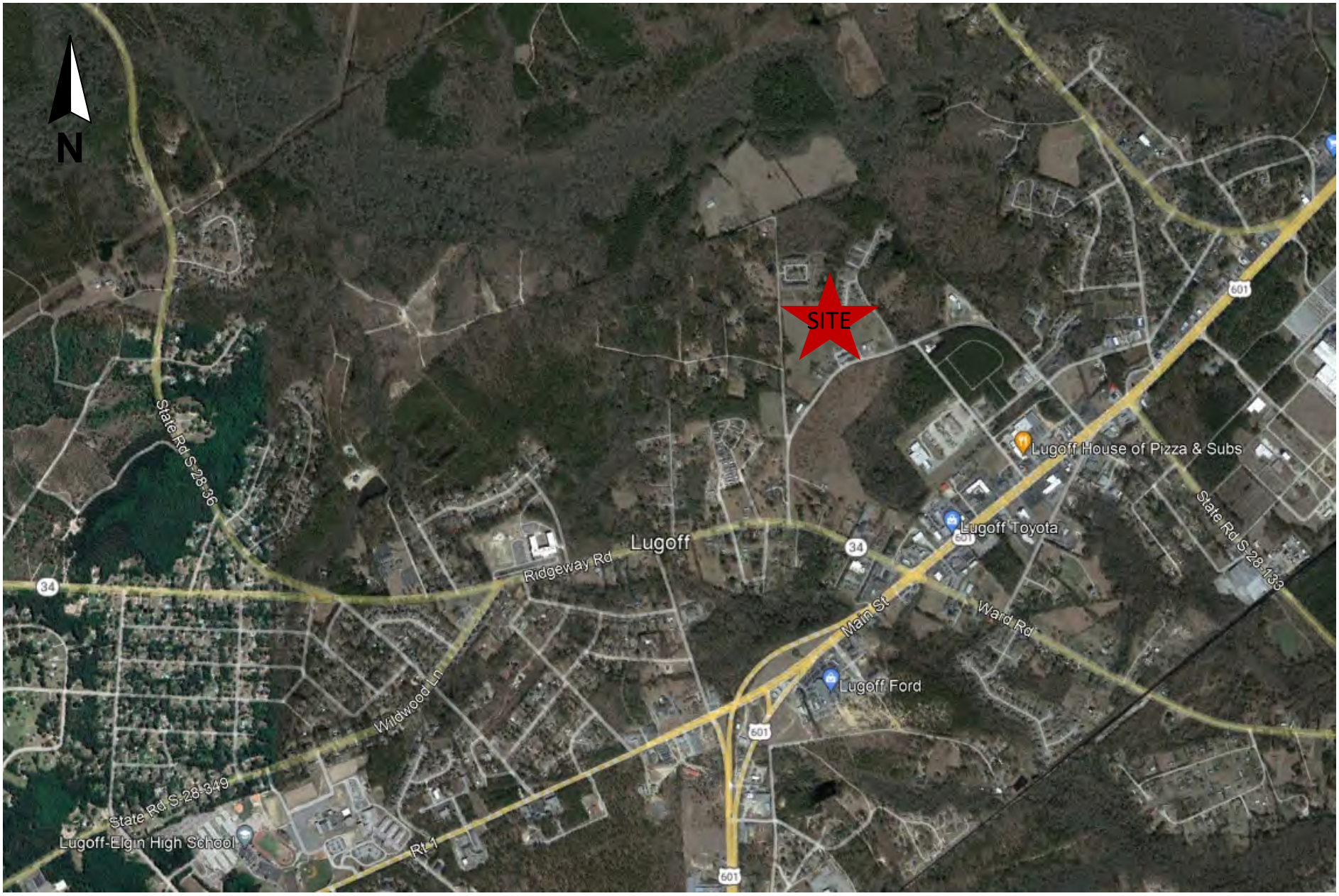

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FIGURE 2A
SITE LOCATION MAP

SITE INDICATOR

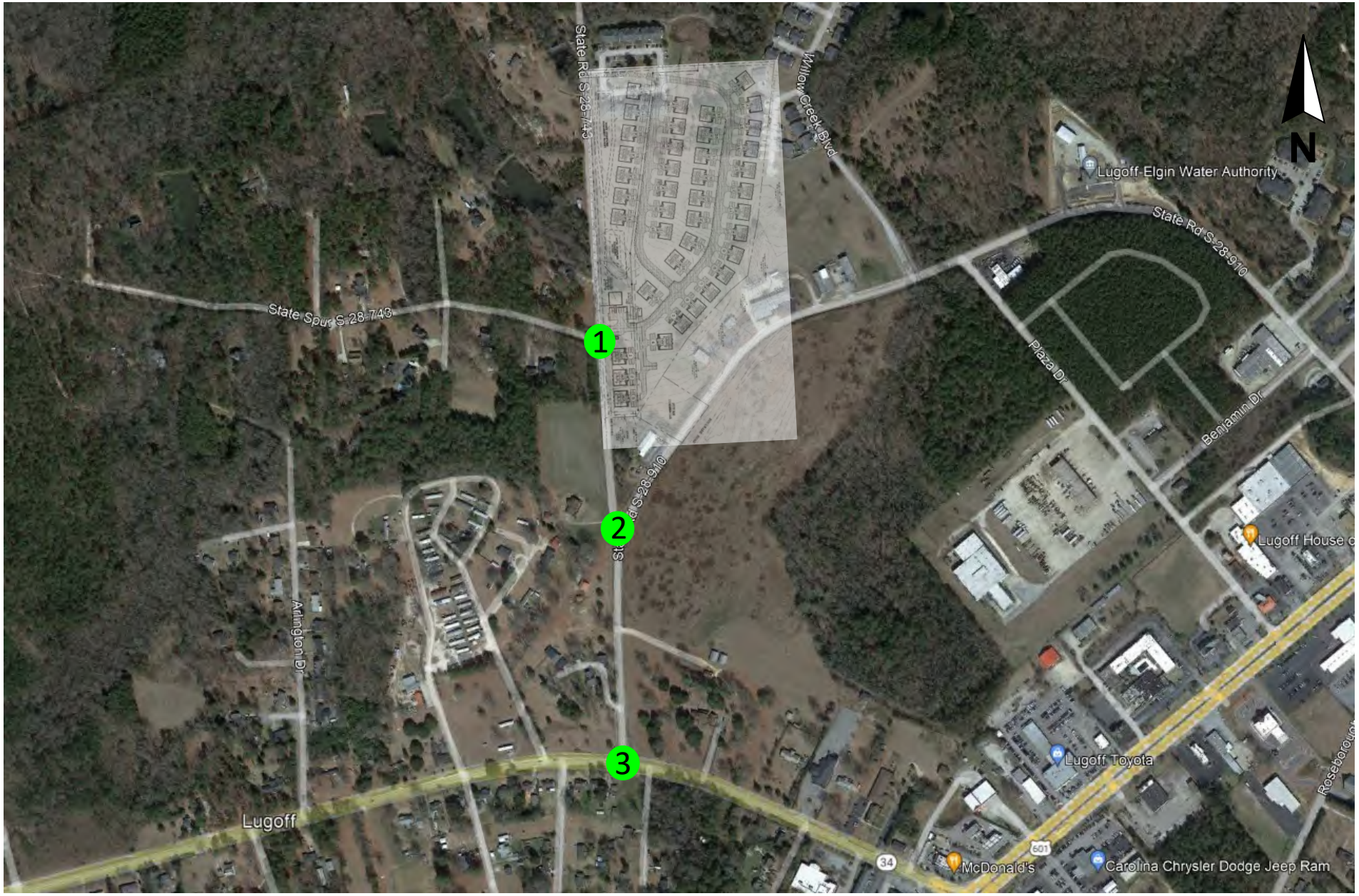

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FIGURE 2B
PROPOSED STUDY INTERSECTIONS

STUDY INTERSECTIONS
EXISTING
PROPOSED

2.0 Existing Conditions

2.1 Inventory

Table 2.1 presents a summary of the study area roadway conditions. Figure 3 shows the existing lane geometry.

Table 2.1 - Street Inventory						
Facility Name	**Route #**	**AADT (vpd)**	**Typical Cross Section**	**Pavement Width**	**Speed Limit (MPH)**	**Maintained By**
Roy Truesdell Road	State Road S-28-743	Not reported	2-lane undivided	9-foot lanes	35	SCDOT
Boulware Road	State Road S-28-910	Not reported	2-lane undivided	11-foot lanes	35	SCDOT
Sam Street	State Spur S-28-743	Not reported	2-lane undivided	9-foot lanes	25*	SCDOT
Ridgeway Road	SC 34	7,300	2-lane undivided	12-foot lanes	40	SCDOT

*Assumed speed limit

2.2 Existing Traffic Volumes

Turning movement counts for this project were collected by Quality Counts, LLC when schools were in session. Table 2.2 contains the location, dates, and times these counts were conducted. The traffic volumes were not balanced between the study intersections since the existing driveways and land uses account for the imbalance. The peak hour for each individual intersection was used. At the triangular shaped intersection of Roy Truesdell Road and Boulware Road, all turning vehicles were assumed to turn at the first opportunity to do so. The existing AM and PM peak hour volumes are shown in Figure 4. Traffic count data are provided in the Appendix.

Table 2.2 - Traffic Volume Data		
Count Location	**Date Taken**	**Hours**
Roy Truesdell Road at Sam Street (unsignalized)	Tuesday, May 16, 2023	7-9 AM, 4-6 PM
Roy Truesdell Road at Boulware Road (unsignalized)	Tuesday, May 16, 2023	7-9 AM, 4-6 PM
Boulware Road at Ridgeway Road (unsignalized)	Tuesday, May 16, 2023	7-9 AM, 4-6 PM

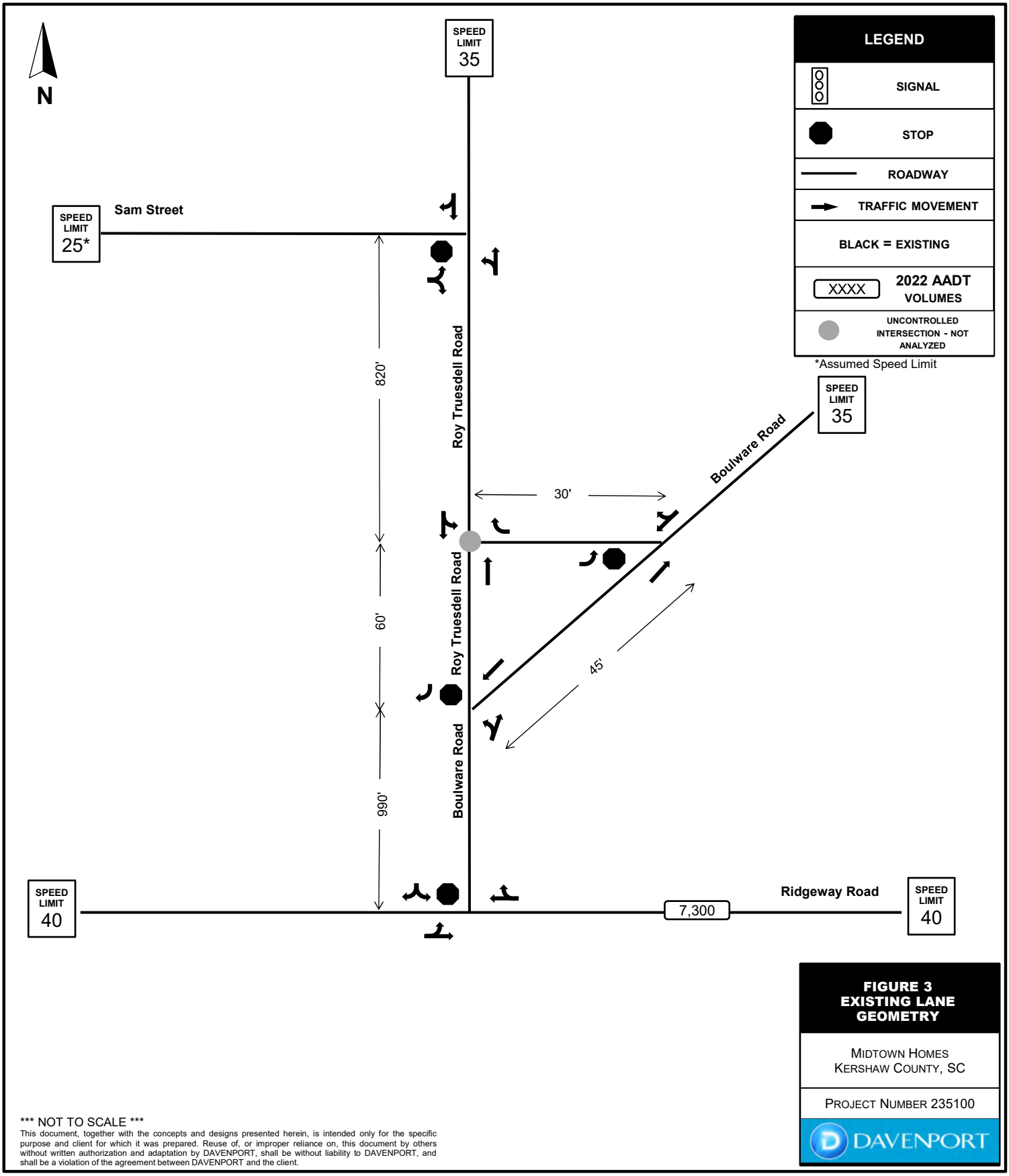

FIGURE 3
EXISTING LANE GEOMETRY

MIDTOWN HOMES
KERSHAW COUNTY, SC

PROJECT NUMBER 235100

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*** NOT TO SCALE ***

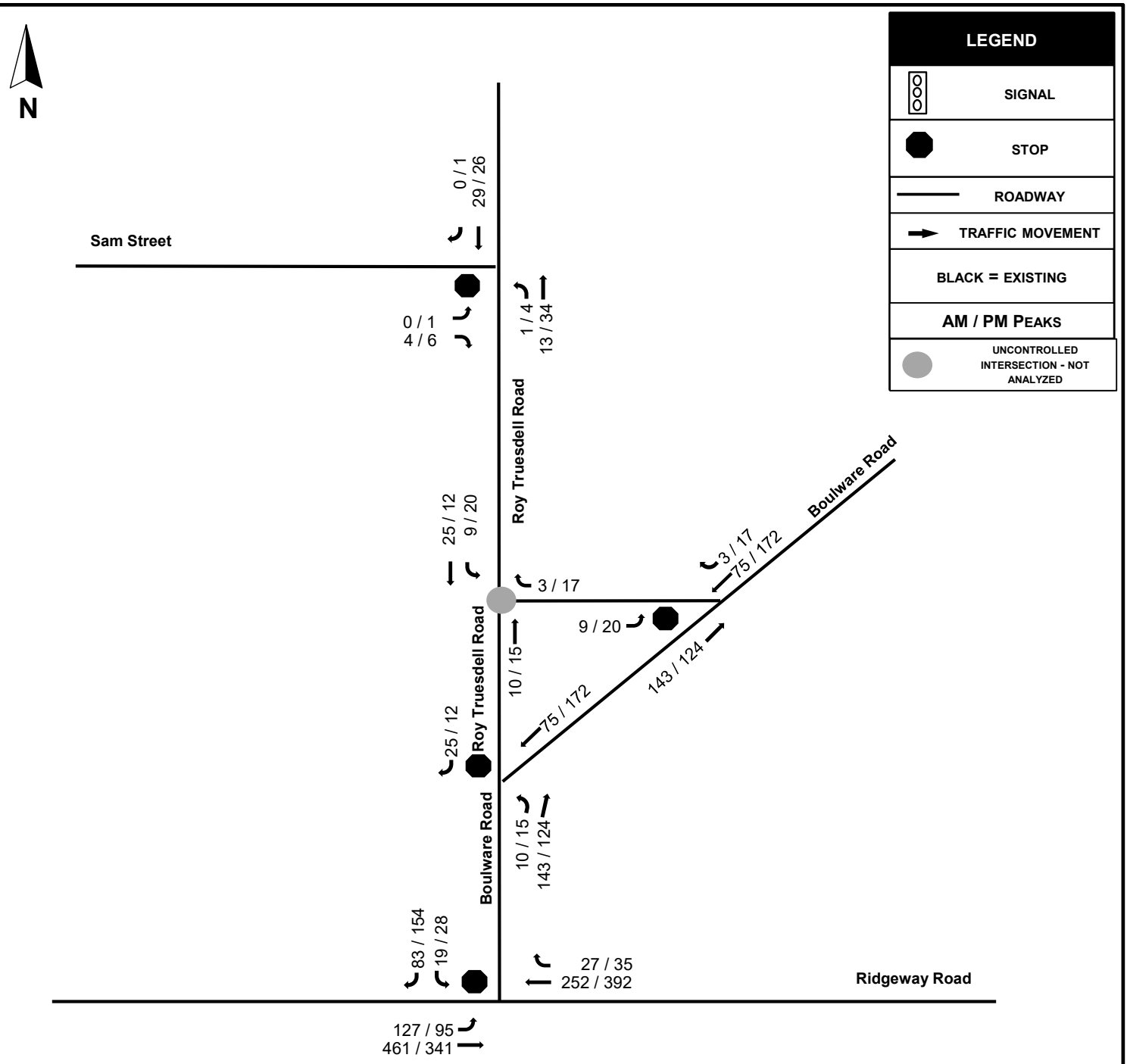

FIGURE 4 2023 EXISTING TRAFFIC VOLUMES

MIDTOWN HOMES
KERSHAW COUNTY, SC

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3.0 Approved Development and Committed Improvements

3.1 Approved Developments

Approved developments are developments that have been recently approved in the area but are not yet constructed. Per the approved scoping document, there are no approved developments to consider for this study site.

3.2 Committed Improvements

Committed improvements are improvements that are planned by SCDOT, Kershaw County, or that are associated with a prior approved development in the area but are not yet constructed. Per the approved scoping document, there are no committed improvements to be included in this study.

4.0 Methodology

4.1 Base Assumptions and Standards

In general, the analysis for this project was conducted utilizing commonly accepted SCDOT standards. Table 4.1 contains a summary of the base assumptions.

Table 4.1 - Assumptions	
Annual Growth Rate	1%
Analysis Software	Synchro/SimTraffic (Version 11)
Lane Widths	12 feet
Peak Hour Factor	0.90
Truck Percentage	2%

4.2 Future No Build Volumes

The 2025 future no build traffic volumes were computed by applying a one percent (1%) compounded annual growth rate to the 2023 existing traffic volumes. Figure 5 shows 2025 future no build traffic volumes for AM and PM peaks.

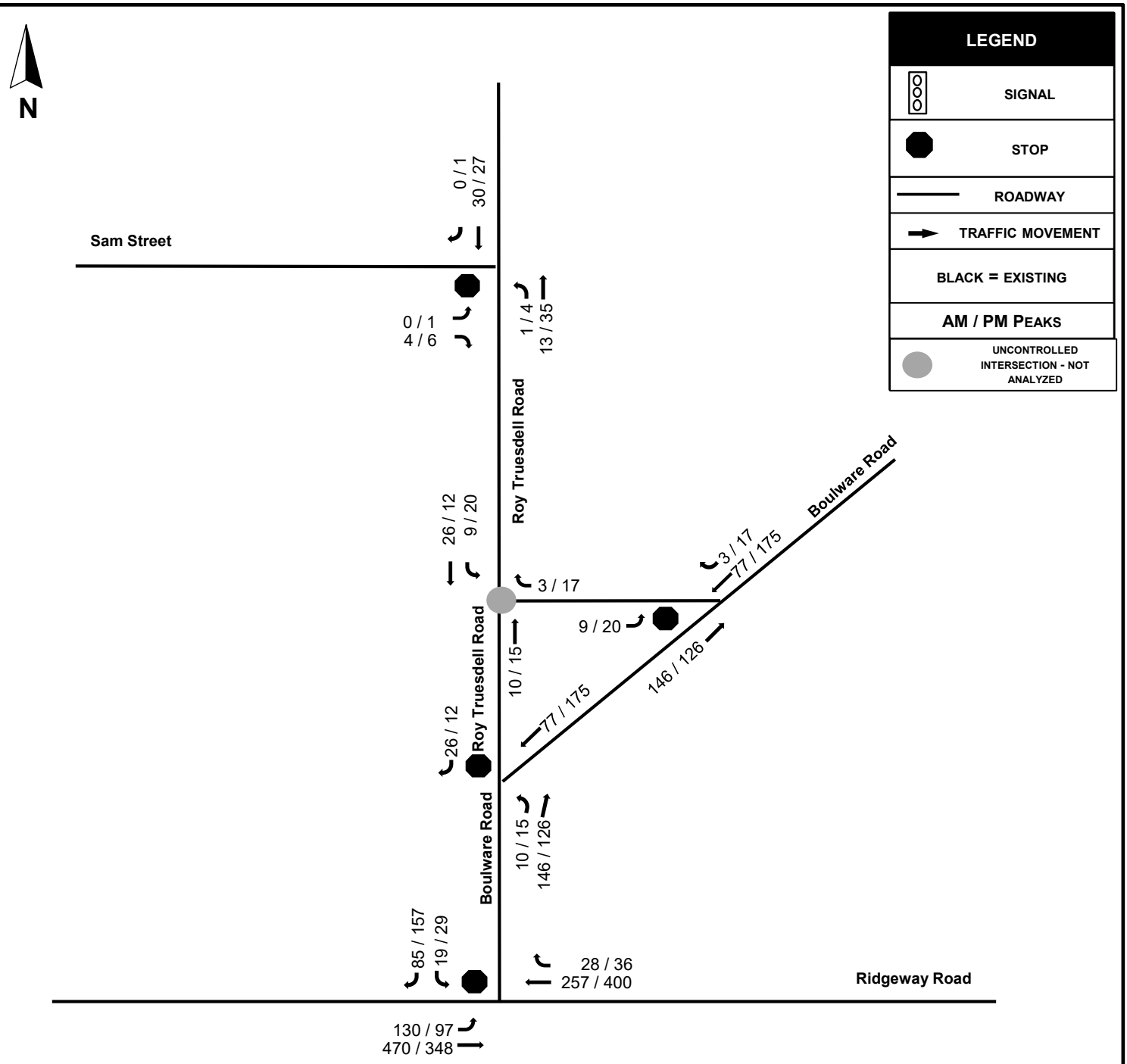

FIGURE 5 2025 FUTURE NO BUILD VOLUMES

MIDTOWN HOMES
KERSHAW COUNTY, SC

PROJECT NUMBER 235100

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4.3 Trip Generation

The proposed development will contain 40 duplexes, for a total of 80 dwelling units. The trip generation potential of this site was projected based on the 11th Edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Table 4.2 presents the results.

Table 4.2 - ITE 11th Edition Trip Generation

Average Weekday Driveway Volumes					24-Hour Two-Way	AM Peak Hour			PM Peak Hour		
Land Use	ITE Land Use Code	Size		Data Source	Volume	Enter	Exit	Total	Enter	Exit	Total
Single-Family Attached Housing	215	80	Dwelling Units	Adjacent-Equation	559	9	27	36	26	18	44
Total Primary Trips					**559**	**9**	**27**	**36**	**26**	**18**	**44**

4.4 Trip Distribution and Assignment

Site trips for this proposed development were distributed based on the existing traffic patterns and engineering judgment. The trip distribution model is shown in Figure 6. The directional distribution for new site trips is:

- 40% to/from the east via Boulware Road
- 40% to/from the west via Ridgeway Road
- 20% to/from the east via Ridgeway Road

4.5 Future Build Volumes

Site trip volumes were added to the future no build volumes to compute the 2025 future build volumes. Site trips are shown in Figure 7 and future build volumes are shown in Figure 8.

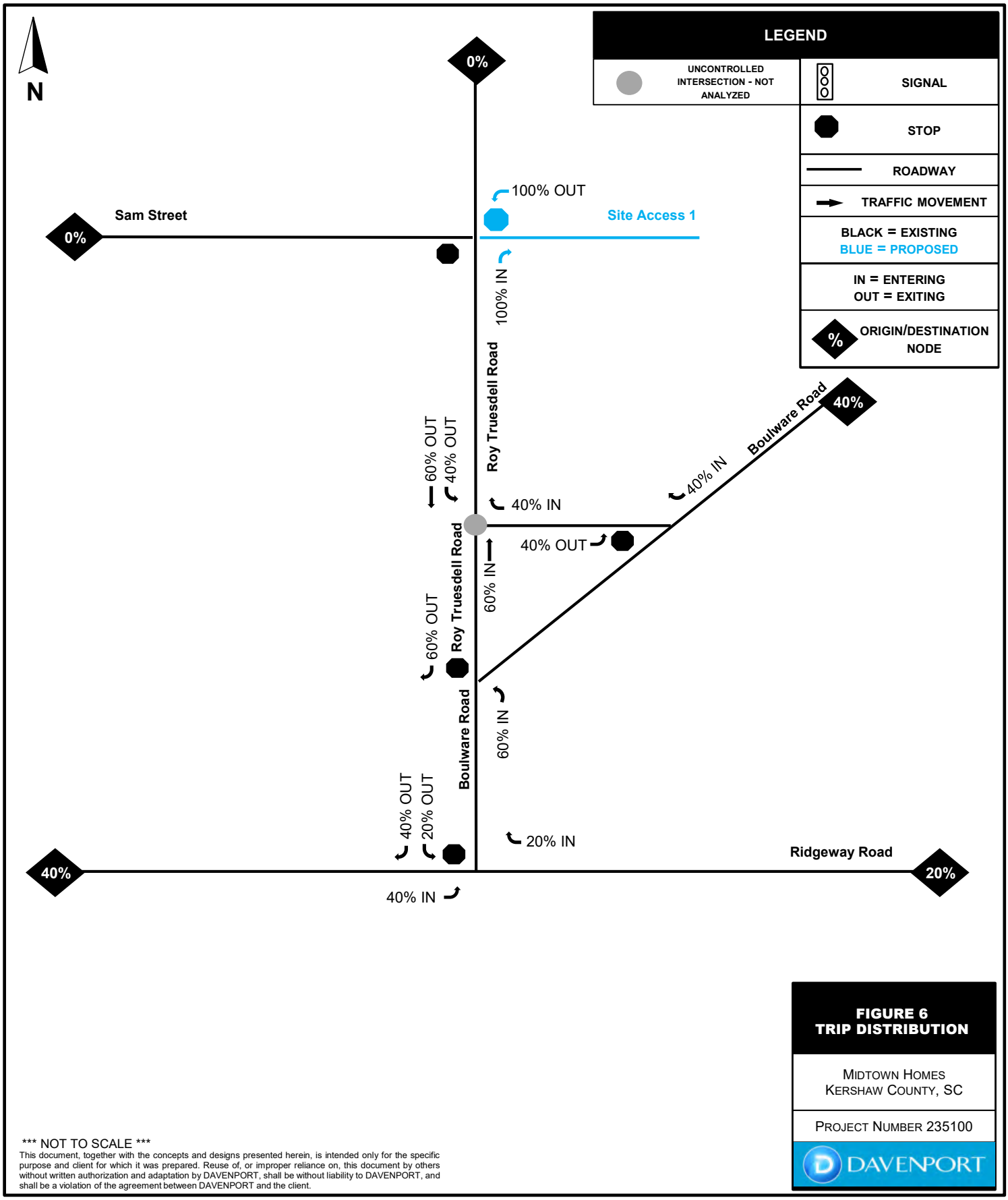

FIGURE 6
TRIP DISTRIBUTION

MIDTOWN HOMES
KERSHAW COUNTY, SC

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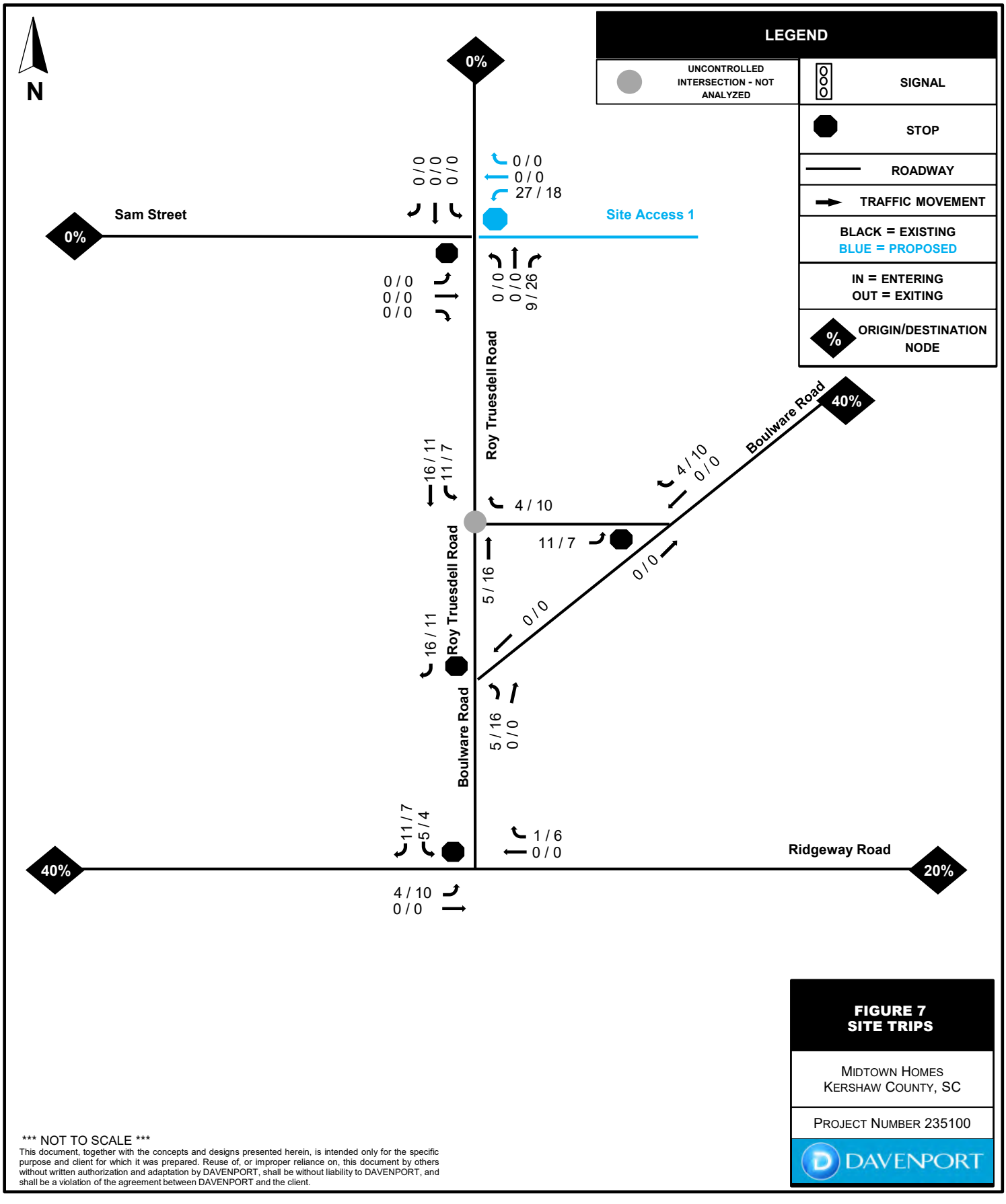

FIGURE 7
SITE TRIPS

MIDTOWN HOMES
KERSHAW COUNTY, SC

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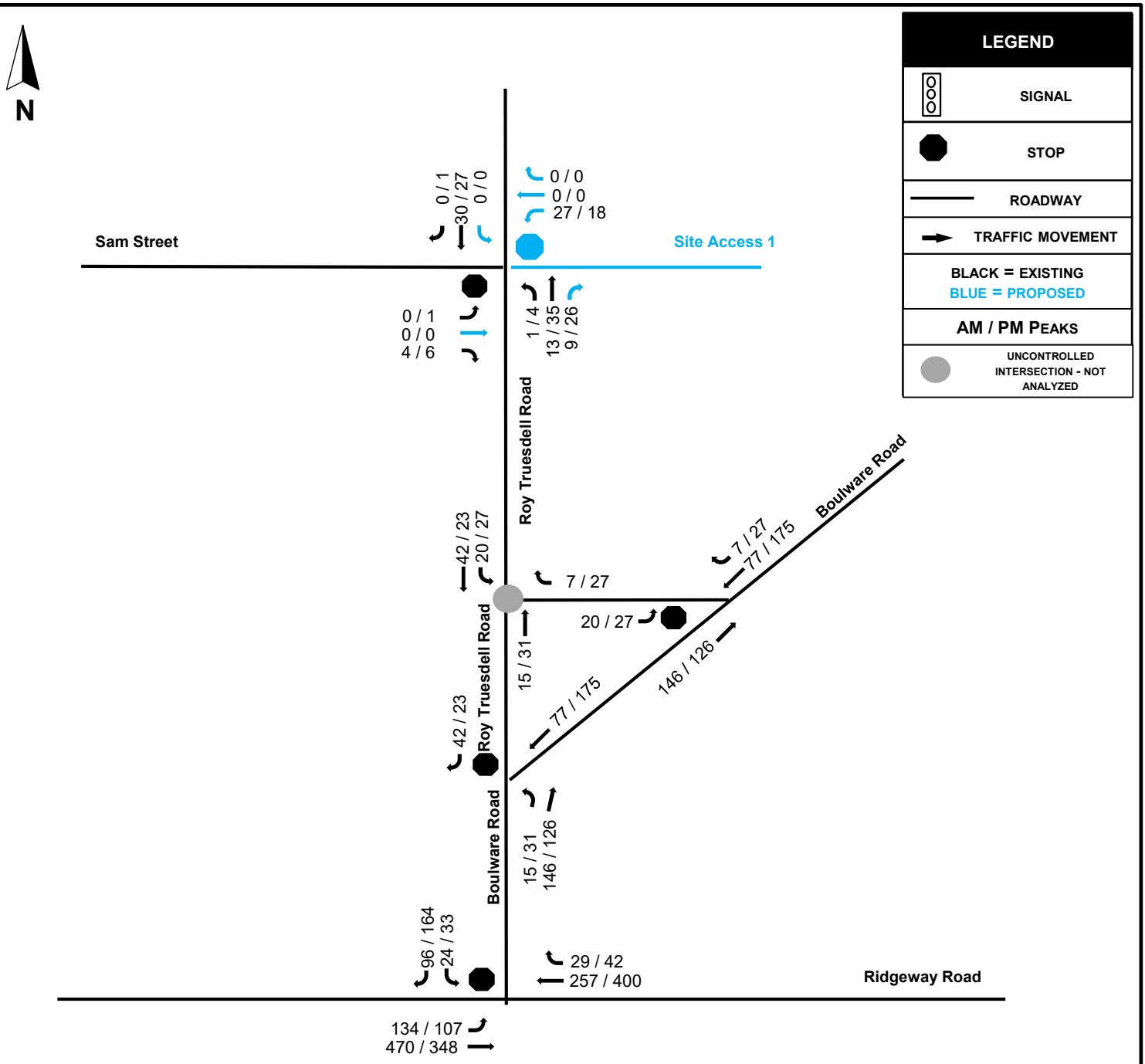

FIGURE 8 2025 FUTURE BUILD VOLUMES

MIDTOWN HOMES
KERSHAW COUNTY, SC

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5.0 Capacity Analysis

5.1 Level of Service Evaluation Criteria

The Transportation Research Board's *Highway Capacity Manual* (HCM) utilizes a term "level of service" (LOS) to measure how traffic operates in intersections and on roadway segments. There are six levels of service ranging from A to F as shown in Table 5.1. Level of service "A" represents low-volume traffic operations and level of service "F" represents high-volume, oversaturated traffic operations. Synchro traffic modeling software is used to determine the LOS and delay for study intersections. Synchro analysis worksheet reports are provided in the Appendix.

Table 5.1 – Highway Capacity Manual

Levels of Service and Control Delay Criteria			
Signalized Intersection		**Unsignalized Intersection**	
Level of Service	Control Delay Per vehicle (seconds)	Level of Service	Delay Range (seconds)
A	≤ 10	A	≤ 10
B	> 10 and ≤ 20	B	> 10 and ≤ 15
C	> 20 and ≤ 35	C	> 15 and ≤ 25
D	> 35 and ≤ 55	D	> 25 and ≤ 35
E	> 55 and ≤ 80	E	> 35 and ≤ 50
F	> 80	F	> 50

5.2 Level of Service Results

The results of the capacity analyses are discussed by intersection in the following paragraphs. The LOS and delay results are summarized in Tables 5.2 to 5.4.

Roy Truesdell Road and Sam Street/Future Site Access 1 (unsignalized)

The approaches operate at LOS A in existing, future no build, and future build scenarios for AM and PM peak hours. The need for a right-turn lane was reviewed based on the SCDOT *ARMS Manual*. Based on projected volumes, an auxiliary right-turn lane was not warranted. No trips are expected to enter the site by making a southbound left-turn into the site access, therefore, an auxiliary left-turn lane was not warranted. The site access should be designed in accordance with applicable SCDOT *ARMS Manual* and local standards. No other improvements are recommended.

Table 5.2 – Roy Truesdell Road and Sam Street/Future Site Access 1

Scenario	LOS of Worst Approach	Level of Service by Approach (delay in seconds/vehicle)			
		Eastbound	Westbound	Northbound	Southbound
AM Peak Hour					
2023 Existing	EB Approach A (8.5)	A (8.5)		A (0.5)	A (0.0)
2025 Future No Build	EB Approach A (8.5)	A (8.5)		A (0.5)	A (0.0)
2025 Future Build	WB Approach A (9.0)	A (8.5)	A (9.0)	A (0.3)	A (0.0)
PM Peak Hour					
2023 Existing	EB Approach A (8.5)	A (8.5)		A (0.8)	A (0.0)
2025 Future No Build	EB Approach A (8.5)	A (8.5)		A (0.7)	A (0.0)
2025 Future Build	WB Approach A (9.2)	A (8.6)	A (9.2)	A (0.4)	A (0.0)

Roy Truesdell Road and Boulware Road (unsignalized)

All approaches operate at LOS B or better in existing, future no-build, and future build conditions for AM and PM peak hours. No improvements are recommended.

Table 5.3 – Roy Truesdell Road and Boulware Road					
Scenario	LOS of Worst Approach	Level of Service by Approach (delay in seconds/vehicle)			
		Eastbound	Westbound	Northbound	Southbound
AM Peak Hour					
2023 Existing	EB Approach A (9.9)	A (9.9)		A (0.5)	A (0.0)
2025 Future No Build	EB Approach A (9.9)	A (9.9)		A (0.5)	A (0.0)
2025 Future Build	EB Approach B (10.0)	B (10.0)		A (0.7)	A (0.0)
PM Peak Hour					
2023 Existing	EB Approach B (10.7)	B (10.7)		A (0.8)	A (0.0)
2025 Future No Build	EB Approach B (10.7)	B (10.7)		A (0.8)	A (0.0)
2025 Future Build	EB Approach B (10.8)	B (10.8)		A (1.5)	A (0.0)

Boulware Road and Ridgeway Road (unsignalized)

Under existing and no build conditions, all approaches operate at LOS B or better in the AM peak hour and at LOS C or better in the PM peak hour. Under future build conditions, all approaches operate at LOS C or better for the AM and PM peak hours. No improvements are recommended.

Table 5.4 –Boulware Road and Ridgeway Road					
Scenario	LOS of Worst Approach	Level of Service by Approach (delay in seconds/vehicle)			
		Eastbound	Westbound	Northbound	Southbound
AM Peak Hour					
2023 Existing	SB Approach B (14.4)	A (1.8)	A (0.0)		B (14.4)
2025 Future No Build	SB Approach B (14.7)	A (1.8)	A (0.0)		B (14.7)
2025 Future Build	SB Approach C (15.8)	A (1.8)	A (0.0)		C (15.8)
PM Peak Hour					
2023 Existing	SB Approach C (17.9)	A (1.9)	A (0.0)		C (17.9)
2025 Future No Build	SB Approach C (18.6)	A (1.9)	A (0.0)		C (18.6)
2025 Future Build	SB Approach C (20.3)	A (2.1)	A (0.0)		C (20.3)

6.0 Summary and Conclusion

The proposed Midtown Homes development is located on the east side of Roy Truesdell Road, northwest of Boulware Road in Kershaw County, SC. It will consist of 40 duplexes, for a total of 80 dwelling units. One full movement access point is proposed on Roy Truesdell Road, aligned with Sam Street to create a four-way intersection. The expected build-out year for this development is 2025. Information regarding the property was provided by Heritage Engineering, Inc. and Yellowfin Capital LLC.

The Transportation Impact Analysis (TIA) was performed based on the scope agreed upon with Kershaw County. This site has a trip generation potential of 559 daily trips, 36 trips in the AM peak hour, and 44 trips in the PM peak hour.

In conclusion, this study has determined the potential traffic impacts of this development. No improvements are recommended to accommodate the impacts of new development traffic. Table 6.1 summarizes the recommended improvements, which are also reflected in Figure 9.

Table 6.1 – Summary of Recommended Improvements

INTERSECTION	RECOMMENDATIONS
Roy Truesdell Road and Sam Street/Future Site Access 1	• Design site access in accordance with applicable SCDOT *ARMS Manual* and/or local standards • No other improvements are recommended.
Roy Truesdell Road and Boulware Road	• No improvements are recommended.
Boulware Road and Ridgeway Road	• No improvements are recommended.

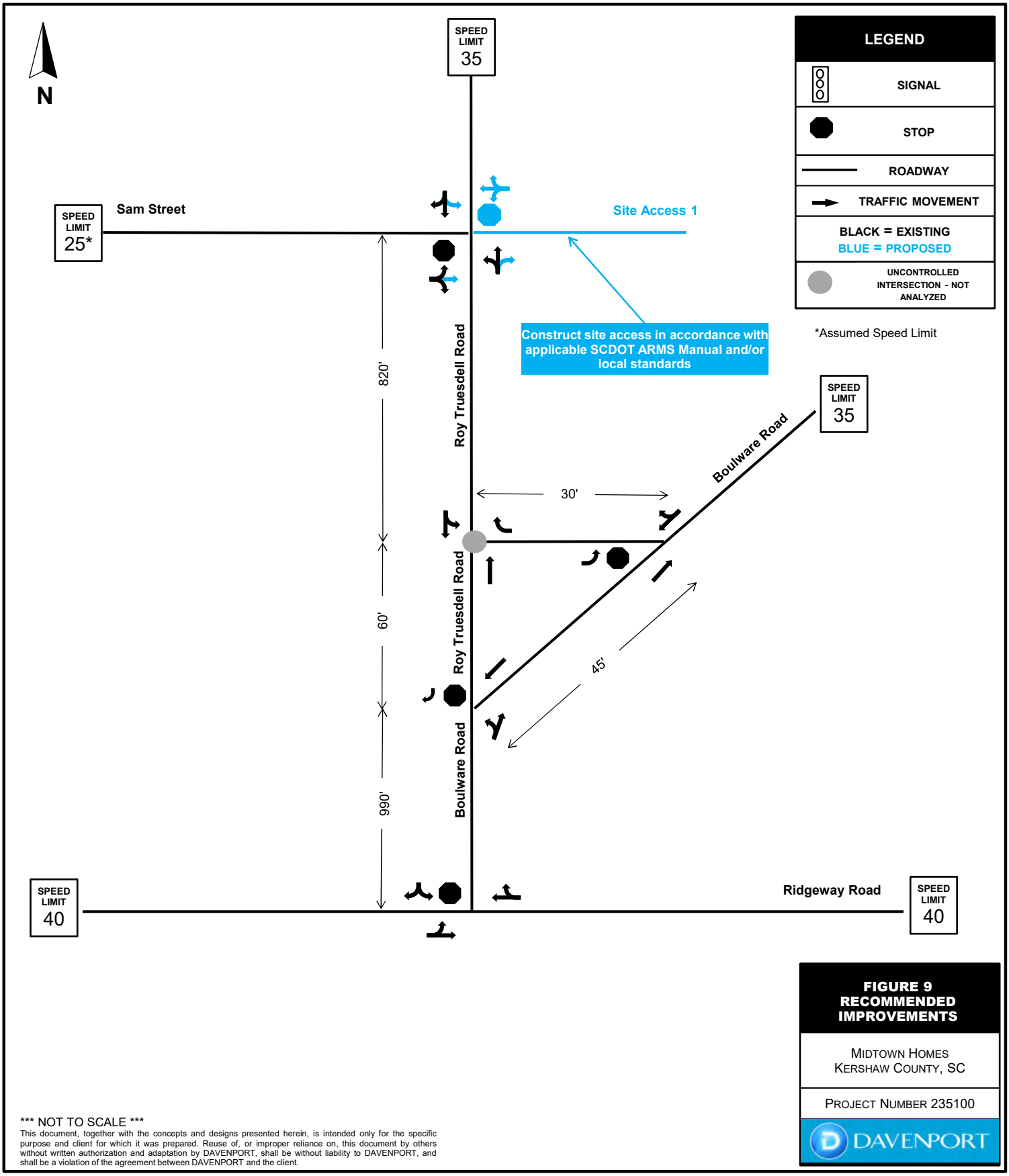

FIGURE 9
RECOMMENDED IMPROVEMENTS

MIDTOWN HOMES
KERSHAW COUNTY, SC

PROJECT NUMBER 235100

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Appendix

Approved Scoping Documents

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May 17, 2023

Joey Adams-Raczkowski
Planning and Zoning Director
Kershaw Couny, SC
515 Walnut Street
Camden, SC 29020

RE: Pre-Submission checklist for Midtown Homes project to be located in Kershaw County, SC (DAVENPORT Project Number **235100**)

Dear Mr. Adams-Raczkowski:

I am pleased to submit this Pre-Submission checklist for the proposed Midtown Homes project in Kershaw County, SC. The transportation impact analysis will be prepared in accordance with the SCDOT and Kershaw County guidelines for traffic impact studies and the following proposed scoping items. Please advise if any of these items should be adjusted:

- **Site Location** – East of Roy Truesdall Road and north of Boulware Road
- **Site Layout –** (See attached site plan)
- **Trip Generation** – (see table below)
    - LUC 215 – Single-Family Attached Housing - 40 duplexes, 80 total units

Table 4.2 - ITE 11th Edition Trip Generation

Average Weekday Driveway Volumes					24-Hour Two-Way	AM Peak Hour			PM Peak Hour		
Land Use	ITE Land Use Code	Size		Data Source	Volume	Enter	Exit	Total	Enter	Exit	Total
Single-Family Attached Housing	215	80	Dwelling Units	Adjacent-Equation	559	9	27	36	26	18	44
Total Primary Trips					**559**	**9**	**27**	**36**	**26**	**18**	**44**

- **Proposed analysis software** - Synchro Traffic Modeling Software (Version 11)
- **Proposed Study Intersections –**
    - Roy Truesdell Road and Sam Street/Future Site Access 1 (unsignalized)
    - Roy Truesdell Road and Boulware Road (unsignalized)
    - Boulware Road and Ridgeway Road (unsignalized)
- **Proposed build year** – 2025
- **Proposed analysis year** – 2025

- **Proposed annual growth rate** – 1%, 5-year data (Ridgeway Road Wilson Blvd from Baldwin Avenue to US-1):
    - Station ID 28-0175: 2022 – 7,300 ADT
    - Station ID 28-0175:2021 – 7,100 ADT
    - Station ID 28-0175:2020 – 6,600 ADT
    - Station ID 28-0175: 2019 – 7,500 ADT
    - Station ID 28-0175: 2018 – 7,500 ADT

- **Proposed Study Scenarios:** AM (7-9 am) and PM (4-6 pm) peaks for the following:
    - 2023 Existing Conditions
    - 2025 Future No-Build Conditions
    - 2025 Future Build Conditions
    - 2025 Future Build Conditions + Improvements (as necessary)

- **Approved Developments** – N/A, to be determined by Kershaw County

- **Committed Improvements** – N/A, to be determined by Kershaw County

Please feel free to contact me with any questions at 910-338-0743. Thank you and we look forward to working with you on this project.

Sincerely,

AJ Anastopoulo, PE

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Charlotte, NC 28273
Main: 704.200.2864

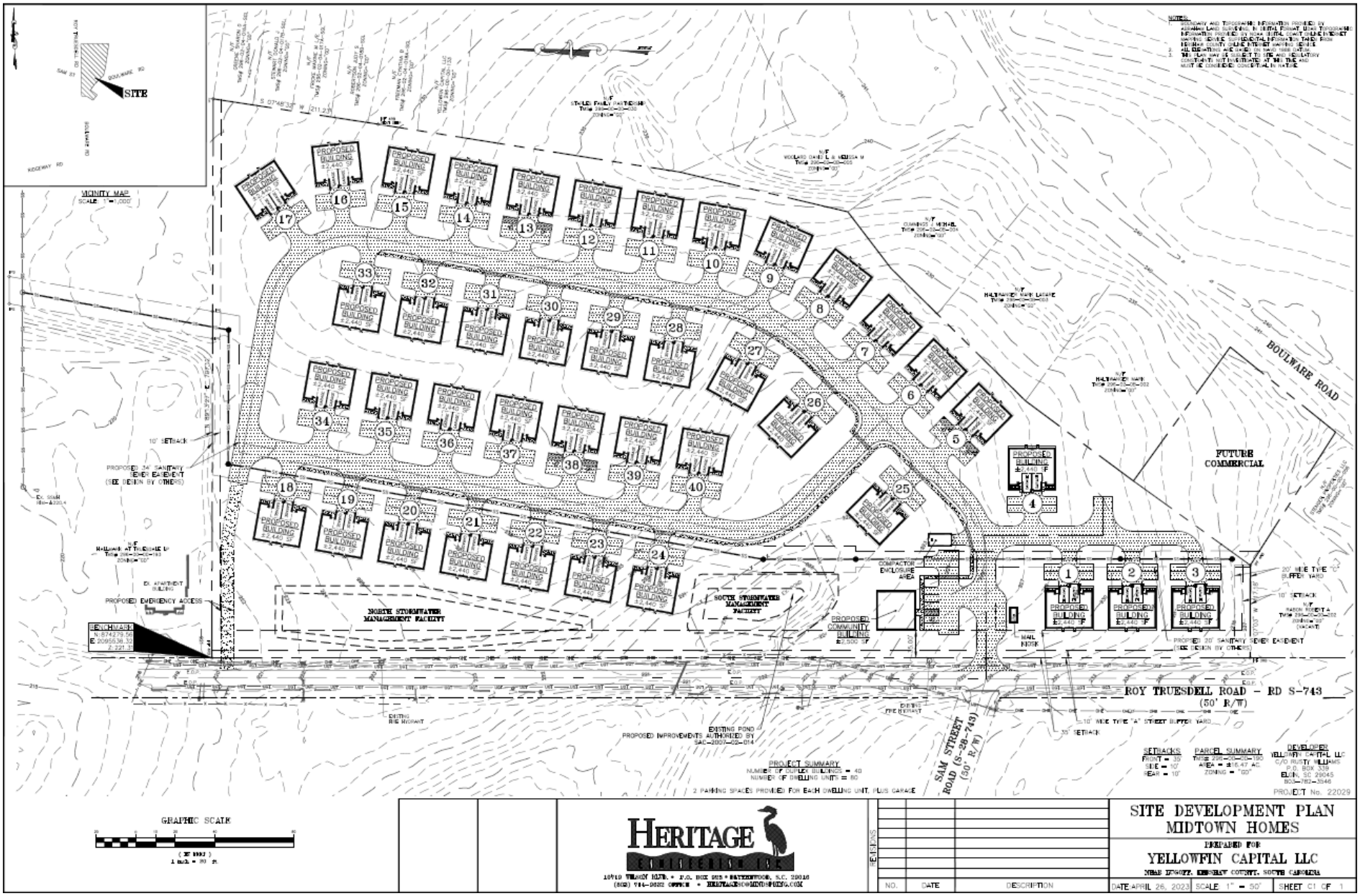

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FIGURE 1
CONCEPTUAL SITE PLAN

Midtown Homes
Project Number 235100

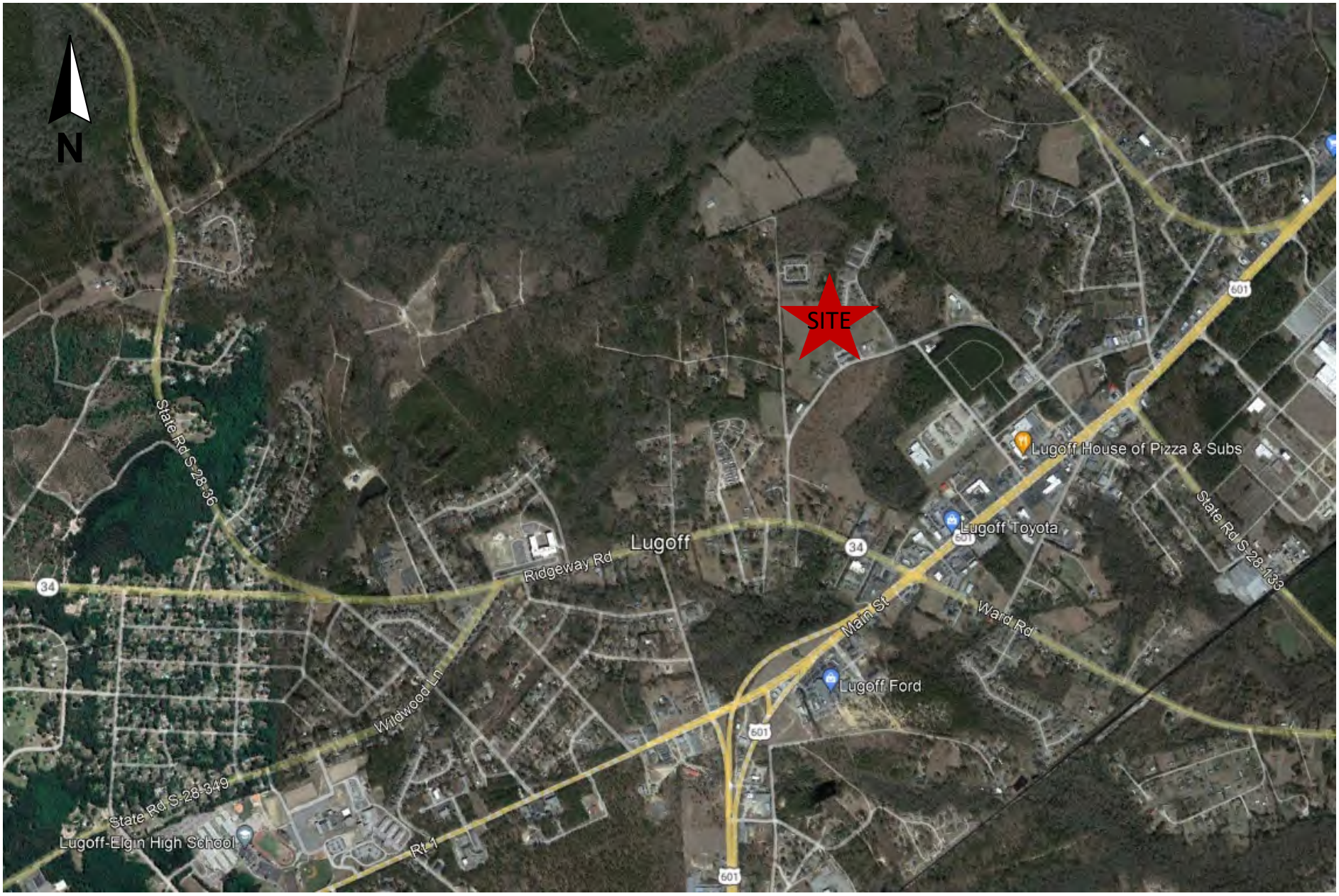

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FIGURE 2A
SITE LOCATION MAP

SITE INDICATOR

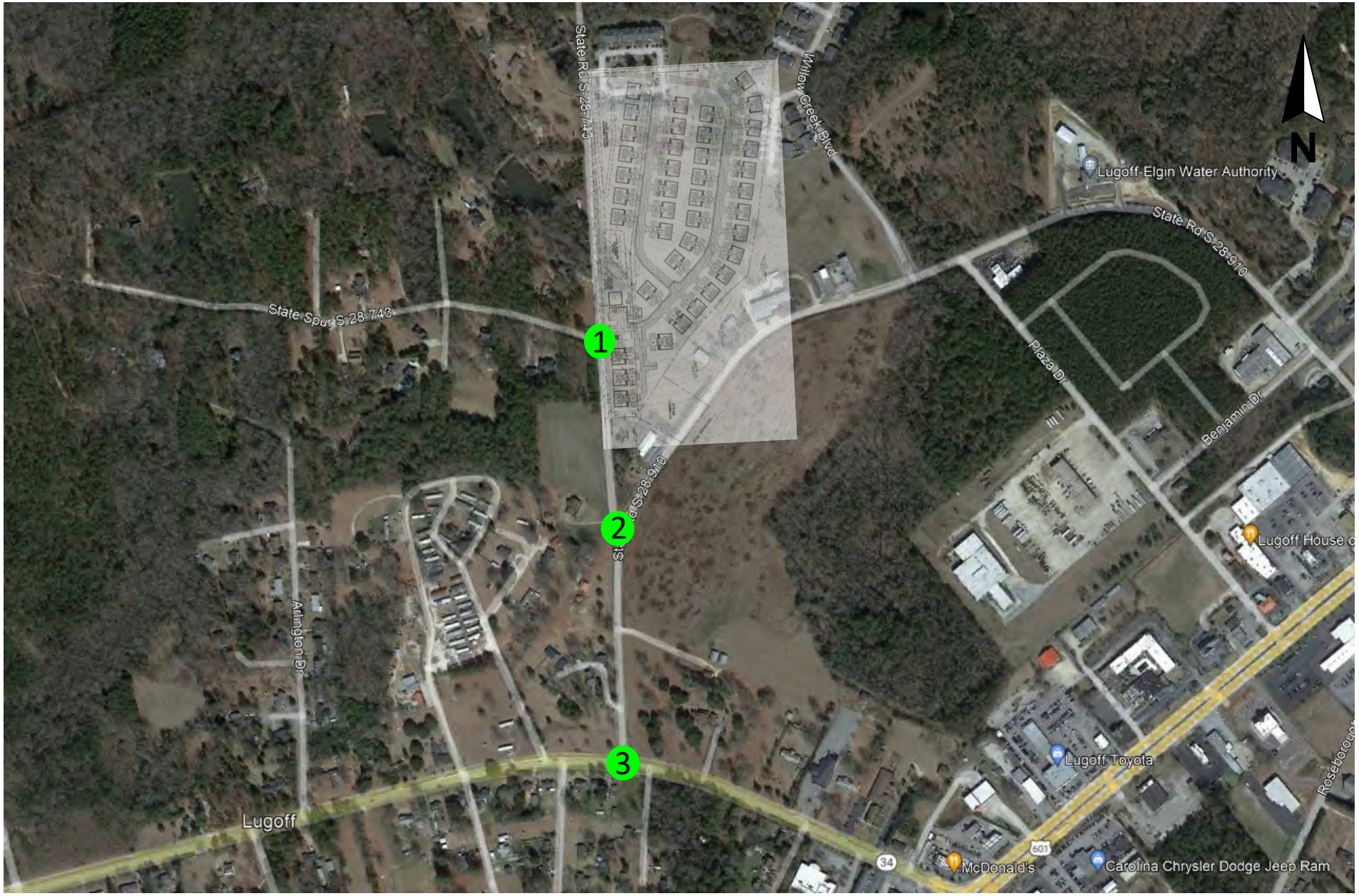

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FIGURE 2B
PROPOSED STUDY INTERSECTIONS

STUDY INTERSECTIONS
EXISTING
PROPOSED

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE :
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

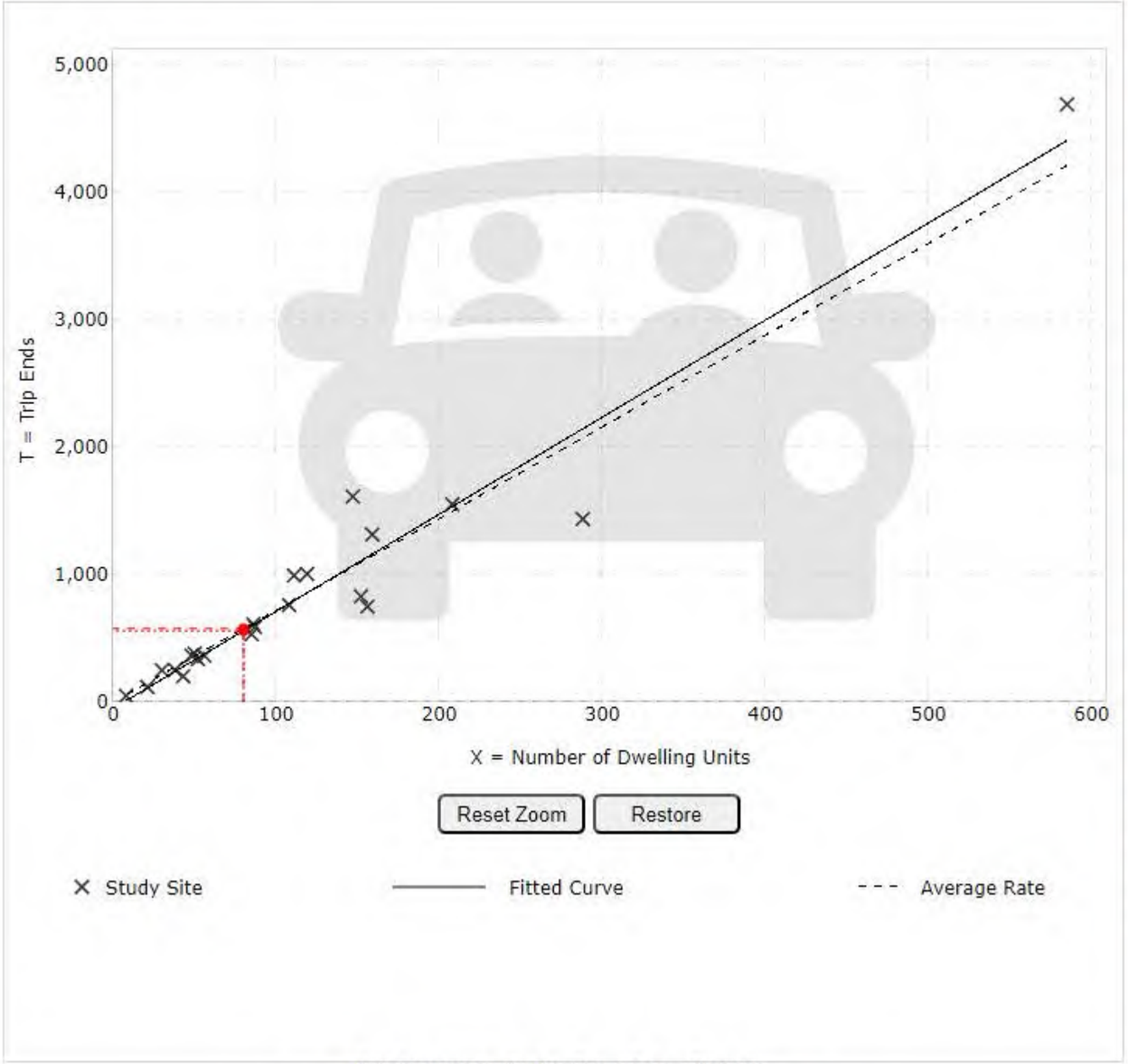
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
80 Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
22

Avg. Num. of Dwelling Units:
120

Average Rate:
7.20

Range of Rates:
4.70 - 10.97

Standard Deviation:
1.61

Fitted Curve Equation:
T = 7.62(X) - 50.48

R^2:
0.94

Directional Distribution:
50% entering, 50% exiting

Calculated Trip Ends:
Average Rate: 576 (Total), 288 (Entry), 288 (Exit)
Fitted Curve: 559 (Total), 280 (Entry), 279 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE :
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

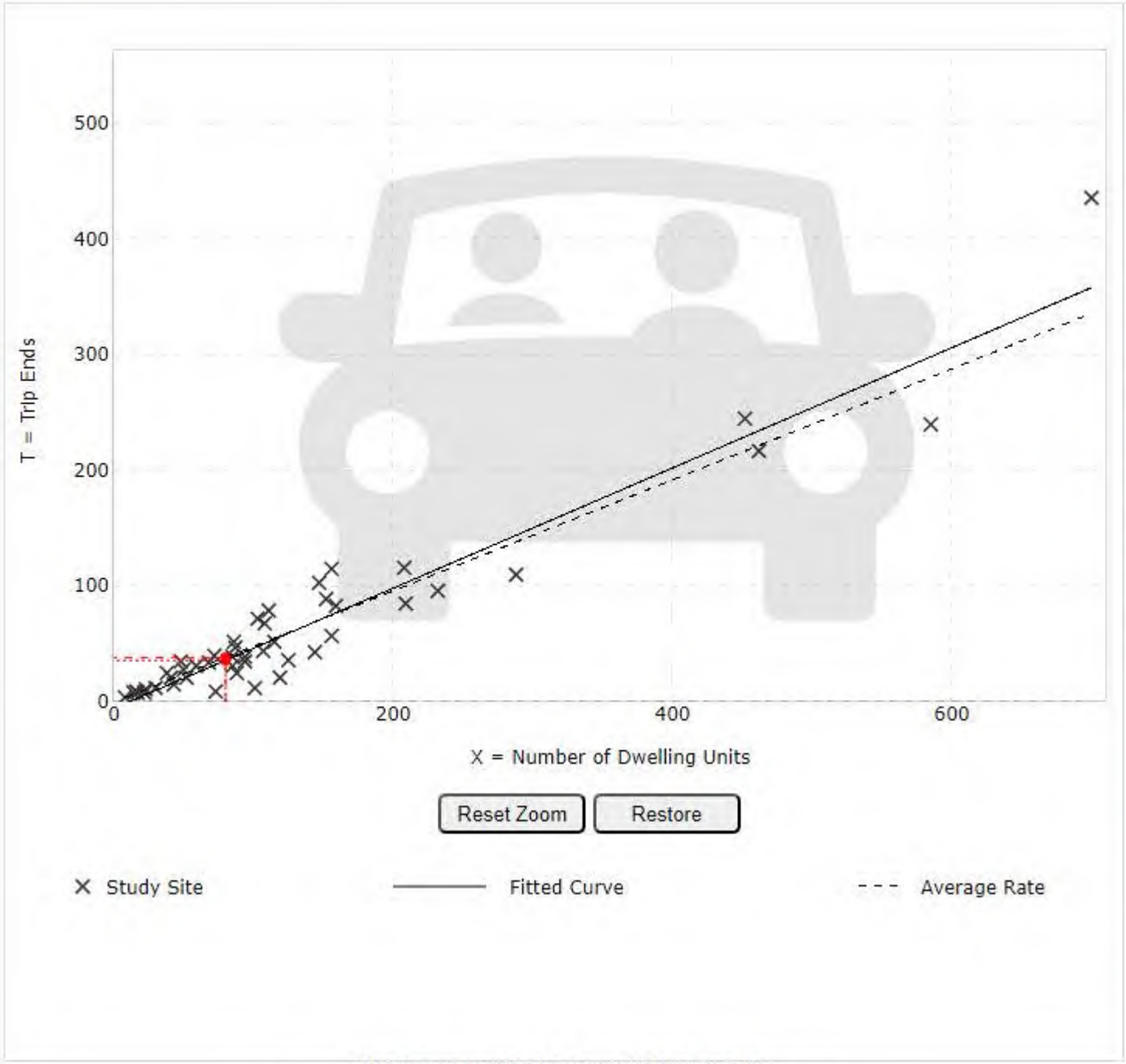
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
80
Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 7 and 9 a.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
46

Avg. Num. of Dwelling Units:
135

Average Rate:
0.48

Range of Rates:
0.12 - 0.74

Standard Deviation:
0.14

Fitted Curve Equation:
T = 0.52(X) - 5.70

R^2:
0.92

Directional Distribution:
25% entering, 75% exiting

Calculated Trip Ends:
Average Rate: 38 (Total), 10 (Entry), 28 (Exit)
Fitted Curve: 36 (Total), 9 (Entry), 27 (Exit)

Query | Filter

DATA SOURCE:
Trip Generation Manual, 11th Ed

SEARCH BY LAND USE CODE:
215

LAND USE GROUP:
(200-299) Residential

LAND USE :
215 - Single-Family Attached Housing

LAND USE SUBCATEGORY:
All Sites

SETTING/LOCATION:
General Urban/Suburban

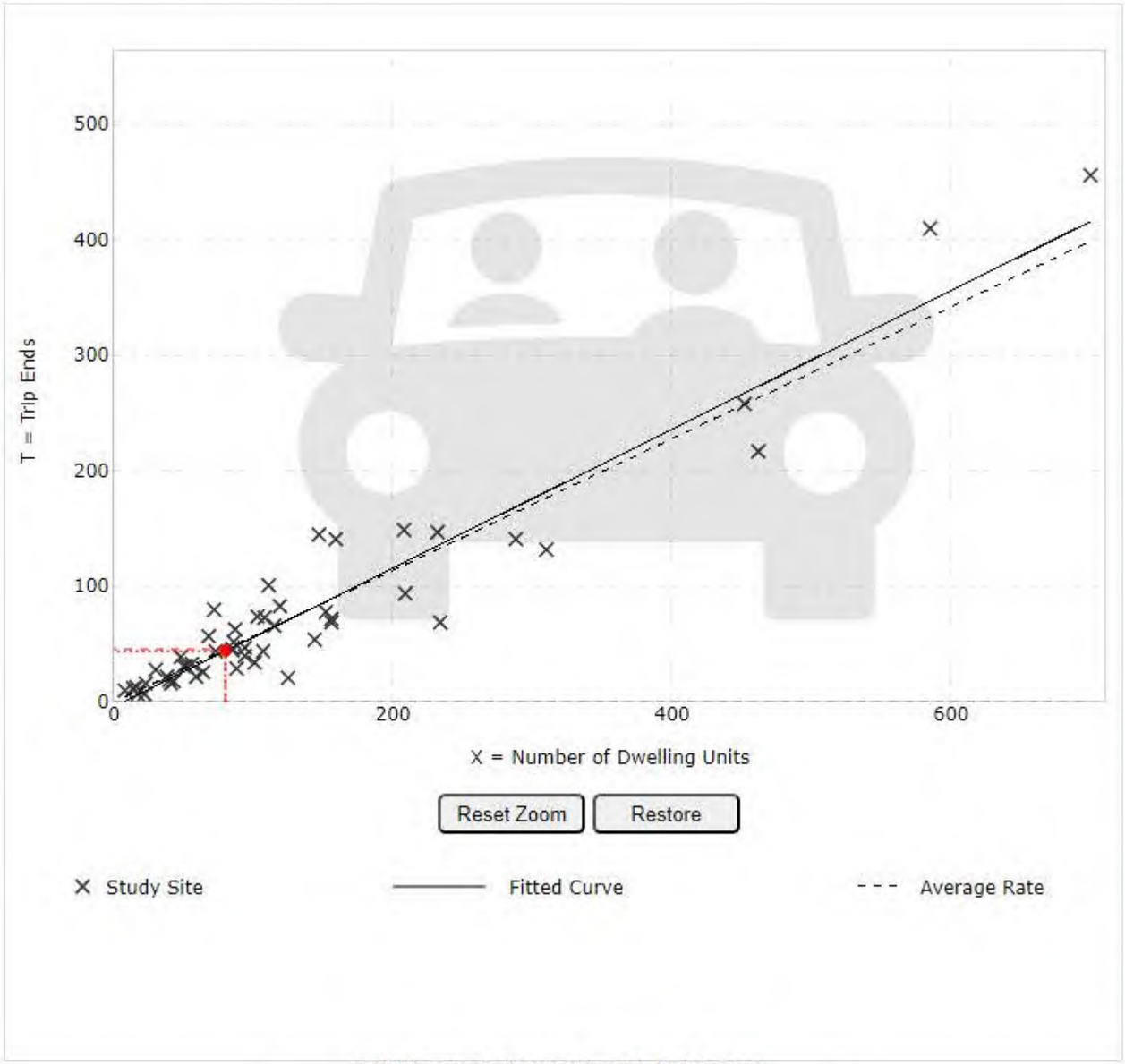
INDEPENDENT VARIABLE (IV):
Dwelling Units

TIME PERIOD:
Weekday, Peak Hour of Adjacent Street Traffic

TRIP TYPE:
Vehicle

ENTER IV VALUE TO CALCULATE TRIPS:
80
Calculate

Data Plot and Equation



Use the mouse wheel to Zoom Out or Zoom In.
Hover the mouse pointer on data points to view X and T values.

DATA STATISTICS

Land Use:
Single-Family Attached Housing (215) Click for Description and Data Plots

Independent Variable:
Dwelling Units

Time Period:
Weekday
Peak Hour of Adjacent Street Traffic
One Hour Between 4 and 6 p.m.

Setting/Location:
General Urban/Suburban

Trip Type:
Vehicle

Number of Studies:
51

Avg. Num. of Dwelling Units:
136

Average Rate:
0.57

Range of Rates:
0.17 - 1.25

Standard Deviation:
0.18

Fitted Curve Equation:
T = 0.60(X) - 3.93

R^2:
0.91

Directional Distribution:
59% entering, 41% exiting

Calculated Trip Ends:
Average Rate: 46 (Total), 27 (Entry), 19 (Exit)
Fitted Curve: 44 (Total), 26 (Entry), 18 (Exit)

Site SC34 : S- 318 (BALDWIN AVE) TO US 1 (HIGHWAY 1 SOUTH), S- 38

<< < **2020** > >>

January

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

February

Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

March

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

April

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30		

May

Su	Mo	Tu	We	Th	Fr	Sa
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31						

June

Su	Mo	Tu	We	Th	Fr	Sa
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

July

Su	Mo	Tu	We	Th	Fr	Sa
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

August

Su	Mo	Tu	We	Th	Fr	Sa
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

September

Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

October

Su	Mo	Tu	We	Th	Fr	Sa
				1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	31

November

Su	Mo	Tu	We	Th	Fr	Sa
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30					

December

Su	Mo	Tu	We	Th	Fr	Sa
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31		

Data Partial Data Zero Flow

Available Data Oct 30 2018 - Jul 1 2020

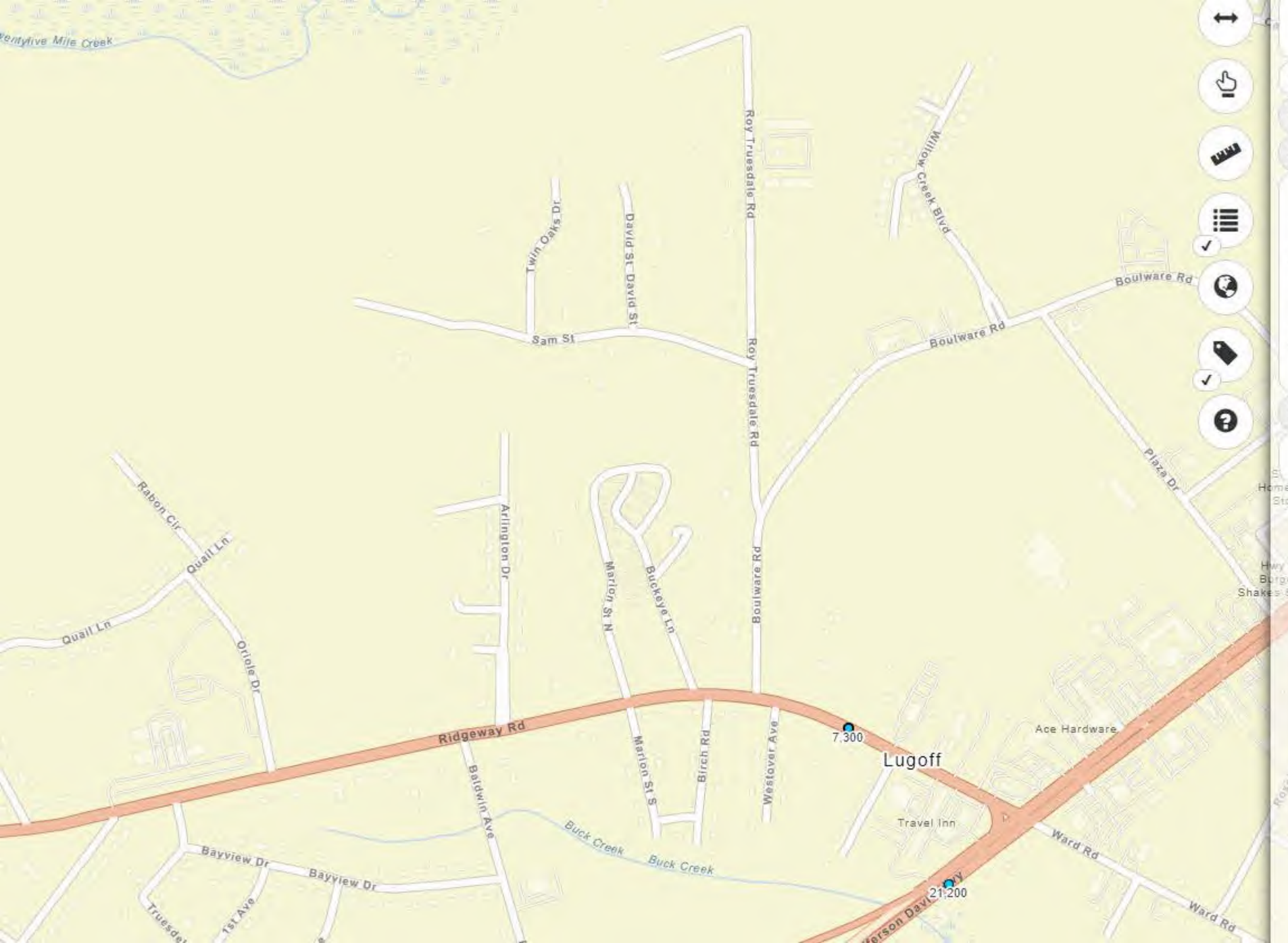
Selected Dates May 15 2023 May 15 2023

Stats | Volume | Class | Speed

	AADT	SU AADT	CU AADT	K-Factor	D-Factor
2022	7300	343	364	0.1	0.65
2021	7100	258	312	0.09	0.56
2020	6600	240	290	0.09	0.56
2019	7500	210	368	0.1	0.6
2018	7500	315	300	0.1	0.6
2017	6900	-	-	-	-
2016	6400	-	-	-	-
2015	6300	-	-	-	-
2014	5900	-	-	-	-
2013	6300	-	-	-	-
2012	6300	-	-	-	-

Annual Stats

Help



SCDOT

28-0175 - SC34 : S- 318 (BALDWIN AV...

Site Details

Site Summary

	2022	2021	2020
AADT	7,300	7,100	6,600
Single Unit AADT	343	258	240
Combo Unit AADT	364	312	290
Truck %	10%	8%	8%

Reports

Provided by Drakewell

Capacity Analysis
Synchro Worksheets

Existing Conditions

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	127	461	252	27	19	83
Future Vol, veh/h	127	461	252	27	19	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	-	-	-	-	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	141	512	280	30	21	92

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	310	0	-	0	1089	295
Stage 1	-	-	-	-	295	-
Stage 2	-	-	-	-	794	-
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	1250	-	-	-	238	744
Stage 1	-	-	-	-	755	-
Stage 2	-	-	-	-	445	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1250	-	-	-	200	744
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	445	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	14.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1250	-	-	-	494
HCM Lane V/C Ratio	0.113	-	-	-	0.229
HCM Control Delay (s)	8.2	0	-	-	14.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.9

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	25	10	143	75	0
Future Vol, veh/h	0	25	10	143	75	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	28	11	159	83	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	83	83	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	976	1514	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	976	1514	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1514	-	976	-
HCM Lane V/C Ratio	0.007	-	0.028	-
HCM Control Delay (s)	7.4	0	8.8	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	0	0	143	75	3
Future Vol, veh/h	9	0	0	143	75	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	0	159	83	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	244	85	86	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	159	-	-	-	-	-
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	744	974	1510	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	870	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	744	974	1510	-	-	-
Mov Cap-2 Maneuver	744	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	870	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1510	-	744	-	-
HCM Lane V/C Ratio	-	-	0.013	-	-
HCM Control Delay (s)	0	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	1	13	29	0
Future Vol, veh/h	0	4	1	13	29	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	1	14	32	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	48	32	32	0	-	0
Stage 1	32	-	-	-	-	-
Stage 2	16	-	-	-	-	-
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	962	1042	1580	-	-	-
Stage 1	991	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	961	1042	1580	-	-	-
Mov Cap-2 Maneuver	961	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1580	-	1042	-	-
HCM Lane V/C Ratio	0.001	-	0.004	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	10	0	9	25
Future Vol, veh/h	0	3	10	0	9	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	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	11	0	10	28

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	11	0	-	11	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	1070	-	0	1608	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	1070	-	-	1608	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	1070	1608	-
HCM Lane V/C Ratio	-	0.003	0.006	-
HCM Control Delay (s)	-	8.4	7.3	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0	0	-

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	95	341	392	35	28	154
Future Vol, veh/h	95	341	392	35	28	154
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	106	379	436	39	31	171

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	475	0	-	0	1047	456
Stage 1	-	-	-	-	456	-
Stage 2	-	-	-	-	591	-
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	1087	-	-	-	253	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	553	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	1087	-	-	-	222	604
Mov Cap-2 Maneuver	-	-	-	-	222	-
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	553	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1087	-	-	-	478
HCM Lane V/C Ratio	0.097	-	-	-	0.423
HCM Control Delay (s)	8.7	0	-	-	17.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	2.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	15	124	172	0
Future Vol, veh/h	0	12	15	124	172	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	17	138	191	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	191	191	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	851	1383	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	851	1383	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1383	-	851	-
HCM Lane V/C Ratio	0.012	-	0.016	-
HCM Control Delay (s)	7.6	0	9.3	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	124	172	17
Future Vol, veh/h	20	0	0	124	172	17
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	22	0	0	138	191	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	339	201	210	0	-	0
Stage 1	201	-	-	-	-	-
Stage 2	138	-	-	-	-	-
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	657	840	1361	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	657	840	1361	-	-	-
Mov Cap-2 Maneuver	657	-	-	-	-	-
Stage 1	833	-	-	-	-	-
Stage 2	889	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1361	-	657	-	-
HCM Lane V/C Ratio	-	-	0.034	-	-
HCM Control Delay (s)	0	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	4	34	26	1
Future Vol, veh/h	1	6	4	34	26	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	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	1	7	4	38	29	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	76	30	30	0	-	0
Stage 1	30	-	-	-	-	-
Stage 2	46	-	-	-	-	-
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	1044	1583	-	-	-
Stage 1	993	-	-	-	-	-
Stage 2	976	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	924	1044	1583	-	-	-
Mov Cap-2 Maneuver	924	-	-	-	-	-
Stage 1	990	-	-	-	-	-
Stage 2	976	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1583	-	1025	-	-
HCM Lane V/C Ratio	0.003	-	0.008	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	17	15	0	20	12
Future Vol, veh/h	0	17	15	0	20	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
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	0	19	17	0	22	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	17	0	-	17	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	1062	-	0	1600	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	1062	-	-	1600	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	4.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	1062	1600	-
HCM Lane V/C Ratio	-	0.018	0.014	-
HCM Control Delay (s)	-	8.5	7.3	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0.1	0	-

Future No Build Conditions

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	130	470	257	28	19	85
Future Vol, veh/h	130	470	257	28	19	85
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	144	522	286	31	21	94

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	317	0	-	0	1112	302
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	810	-
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	1243	-	-	-	231	738
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	438	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1243	-	-	-	193	738
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	438	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1243	-	-	-	487
HCM Lane V/C Ratio	0.116	-	-	-	0.237
HCM Control Delay (s)	8.3	0	-	-	14.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.9

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	26	10	146	77	0
Future Vol, veh/h	0	26	10	146	77	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	29	11	162	86	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	86	86	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	973	1510	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	973	1510	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1510	-	973	-
HCM Lane V/C Ratio	0.007	-	0.03	-
HCM Control Delay (s)	7.4	0	8.8	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	0	0	146	77	3
Future Vol, veh/h	9	0	0	146	77	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	0	0	162	86	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	250	88	89	0	-	0
Stage 1	88	-	-	-	-	-
Stage 2	162	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	739	970	1506	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	739	970	1506	-	-	-
Mov Cap-2 Maneuver	739	-	-	-	-	-
Stage 1	935	-	-	-	-	-
Stage 2	867	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1506	-	739	-	-
HCM Lane V/C Ratio	-	-	0.014	-	-
HCM Control Delay (s)	0	-	9.9	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	4	1	13	30	0
Future Vol, veh/h	0	4	1	13	30	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	4	1	14	33	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	49	33	33	0	-	0
Stage 1	33	-	-	-	-	-
Stage 2	16	-	-	-	-	-
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	960	1041	1579	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	1007	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	959	1041	1579	-	-	-
Mov Cap-2 Maneuver	959	-	-	-	-	-
Stage 1	988	-	-	-	-	-
Stage 2	1007	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1579	-	1041	-	-
HCM Lane V/C Ratio	0.001	-	0.004	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	10	0	9	26
Future Vol, veh/h	0	3	10	0	9	26
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	0	3	11	0	10	29

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	11	0	-	11	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	1070	-	0	1608	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	1070	-	-	1608	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	1.9
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	1070	1608	-
HCM Lane V/C Ratio	-	0.003	0.006	-
HCM Control Delay (s)	-	8.4	7.3	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0	0	-

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	97	348	400	36	29	157
Future Vol, veh/h	97	348	400	36	29	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	108	387	444	40	32	174

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	484	0	-	0	1067	464
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	603	-
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	1079	-	-	-	246	598
Stage 1	-	-	-	-	633	-
Stage 2	-	-	-	-	546	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1079	-	-	-	215	598
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	553	-
Stage 2	-	-	-	-	546	-

Approach	EB	WB	SB
HCM Control Delay, s	1.9	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1079	-	-	-	468
HCM Lane V/C Ratio	0.1	-	-	-	0.442
HCM Control Delay (s)	8.7	0	-	-	18.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	2.2

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	12	15	126	175	0
Future Vol, veh/h	0	12	15	126	175	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	17	140	194	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	194	194	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	847	1379	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	847	1379	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1379	-	847	-
HCM Lane V/C Ratio	0.012	-	0.016	-
HCM Control Delay (s)	7.6	0	9.3	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	126	175	17
Future Vol, veh/h	20	0	0	126	175	17
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	22	0	0	140	194	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	344	204	213	0	-	0
Stage 1	204	-	-	-	-	-
Stage 2	140	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	652	837	1357	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	652	837	1357	-	-	-
Mov Cap-2 Maneuver	652	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1357	-	652	-	-
HCM Lane V/C Ratio	-	-	0.034	-	-
HCM Control Delay (s)	0	-	10.7	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	4	35	27	1
Future Vol, veh/h	1	6	4	35	27	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	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	1	7	4	39	30	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	78	31	31	0	-	0
Stage 1	31	-	-	-	-	-
Stage 2	47	-	-	-	-	-
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	925	1043	1582	-	-	-
Stage 1	992	-	-	-	-	-
Stage 2	975	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	922	1043	1582	-	-	-
Mov Cap-2 Maneuver	922	-	-	-	-	-
Stage 1	989	-	-	-	-	-
Stage 2	975	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.5	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1582	-	1024	-	-
HCM Lane V/C Ratio	0.003	-	0.008	-	-
HCM Control Delay (s)	7.3	0	8.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	17	15	0	20	12
Future Vol, veh/h	0	17	15	0	20	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
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	0	19	17	0	22	13

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	17	0	-	17	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	1062	-	0	1600	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	1062	-	-	1600	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.5	0	4.6
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	1062	1600	-
HCM Lane V/C Ratio	-	0.018	0.014	-
HCM Control Delay (s)	-	8.5	7.3	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0.1	0	-

Future Build Conditions

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	134	470	257	29	24	96
Future Vol, veh/h	134	470	257	29	24	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	149	522	286	32	27	107

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	318	0	-	0	1122	302
Stage 1	-	-	-	-	302	-
Stage 2	-	-	-	-	820	-
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	1242	-	-	-	228	738
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	433	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1242	-	-	-	189	738
Mov Cap-2 Maneuver	-	-	-	-	189	-
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	433	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	15.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1242	-	-	-	467
HCM Lane V/C Ratio	0.12	-	-	-	0.286
HCM Control Delay (s)	8.3	0	-	-	15.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	1.2

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	42	15	146	77	0
Future Vol, veh/h	0	42	15	146	77	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	47	17	162	86	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	86	86	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	973	1510	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	973	1510	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	0.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1510	-	973	-
HCM Lane V/C Ratio	0.011	-	0.048	-
HCM Control Delay (s)	7.4	0	8.9	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0	-	0.2	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	0	0	146	77	7
Future Vol, veh/h	20	0	0	146	77	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	22	0	0	162	86	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	252	90	94	0	-	0
Stage 1	90	-	-	-	-	-
Stage 2	162	-	-	-	-	-
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	737	968	1500	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	867	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	737	968	1500	-	-	-
Mov Cap-2 Maneuver	737	-	-	-	-	-
Stage 1	934	-	-	-	-	-
Stage 2	867	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1500	-	737	-	-
HCM Lane V/C Ratio	-	-	0.03	-	-
HCM Control Delay (s)	0	-	10	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	4	27	0	0	1	13	9	0	30	0
Future Vol, veh/h	0	0	4	27	0	0	1	13	9	0	30	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	30	0	0	1	14	10	0	33	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	54	59	33	56	54	19	33	0	0	24	0	0
Stage 1	33	33	-	21	21	-	-	-	-	-	-	-
Stage 2	21	26	-	35	33	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	944	832	1041	941	837	1059	1579	-	-	1591	-	-
Stage 1	983	868	-	998	878	-	-	-	-	-	-	-
Stage 2	998	874	-	981	868	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	943	831	1041	936	836	1059	1579	-	-	1591	-	-
Mov Cap-2 Maneuver	943	831	-	936	836	-	-	-	-	-	-	-
Stage 1	982	868	-	997	877	-	-	-	-	-	-	-
Stage 2	997	873	-	977	868	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.5	9	0.3	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1579	-	-	1041	936	1591	-	-
HCM Lane V/C Ratio	0.001	-	-	0.004	0.032	-	-	-
HCM Control Delay (s)	7.3	0	-	8.5	9	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	7	15	0	20	42
Future Vol, veh/h	0	7	15	0	20	42
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	0	8	17	0	22	47

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	17	0	-	17	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	1062	-	0	1600	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	1062	-	-	1600	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.4	0	2.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	1062	1600	-
HCM Lane V/C Ratio	-	0.007	0.014	-
HCM Control Delay (s)	-	8.4	7.3	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0	0	-

Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	107	348	400	42	33	164
Future Vol, veh/h	107	348	400	42	33	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	119	387	444	47	37	182

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	491	0	-	0	1093	468
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	625	-
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	1072	-	-	-	237	595
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	534	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1072	-	-	-	204	595
Mov Cap-2 Maneuver	-	-	-	-	204	-
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	534	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1072	-	-	-	450
HCM Lane V/C Ratio	0.111	-	-	-	0.486
HCM Control Delay (s)	8.8	0	-	-	20.3
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	2.6

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	23	31	126	175	0
Future Vol, veh/h	0	23	31	126	175	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	26	34	140	194	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	194	194	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	4.12	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	0	847	1379	-	-	0
Stage 1	0	-	-	-	-	0
Stage 2	0	-	-	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	847	1379	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.4	1.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1379	-	847	-
HCM Lane V/C Ratio	0.025	-	0.03	-
HCM Control Delay (s)	7.7	0	9.4	-
HCM Lane LOS	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	27	0	0	126	175	27
Future Vol, veh/h	27	0	0	126	175	27
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	30	0	0	140	194	30

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	349	209	224	0	-	0
Stage 1	209	-	-	-	-	-
Stage 2	140	-	-	-	-	-
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	648	831	1345	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	887	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	648	831	1345	-	-	-
Mov Cap-2 Maneuver	648	-	-	-	-	-
Stage 1	826	-	-	-	-	-
Stage 2	887	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1345	-	648	-	-
HCM Lane V/C Ratio	-	-	0.046	-	-
HCM Control Delay (s)	0	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	0	6	18	0	0	4	35	26	0	27	1
Future Vol, veh/h	1	0	6	18	0	0	4	35	26	0	27	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	0	7	20	0	0	4	39	29	0	30	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	93	107	31	96	93	54	31	0	0	68	0	0
Stage 1	31	31	-	62	62	-	-	-	-	-	-	-
Stage 2	62	76	-	34	31	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	891	783	1043	887	797	1013	1582	-	-	1533	-	-
Stage 1	986	869	-	949	843	-	-	-	-	-	-	-
Stage 2	949	832	-	982	869	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	889	781	1043	879	795	1013	1582	-	-	1533	-	-
Mov Cap-2 Maneuver	889	781	-	879	795	-	-	-	-	-	-	-
Stage 1	983	869	-	946	840	-	-	-	-	-	-	-
Stage 2	946	830	-	976	869	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	8.6	9.2	0.4	0
HCM LOS	A	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1582	-	-	1018	879	1533	-	-
HCM Lane V/C Ratio	0.003	-	-	0.008	0.023	-	-	-
HCM Control Delay (s)	7.3	0	-	8.6	9.2	0	-	-
HCM Lane LOS	A	A	-	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	27	31	0	27	23
Future Vol, veh/h	0	27	31	0	27	23
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	0	30	34	0	30	26

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	34	0	-	34	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	4.12	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	0	1039	-	0	1578	-
Stage 1	0	-	-	0	-	-
Stage 2	0	-	-	0	-	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	1039	-	-	1578	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	4
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	WBLn1	SBL	SBT
Capacity (veh/h)	-	1039	1578	-
HCM Lane V/C Ratio	-	0.029	0.019	-
HCM Control Delay (s)	-	8.6	7.3	0
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	0.1	0.1	-

Turning Movement Counts

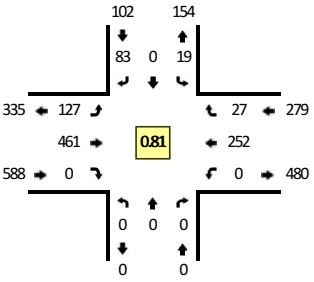
Type of peak hour being reported: Intersection Peak

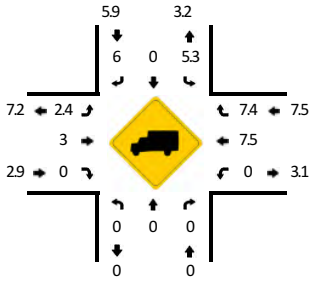
Method for determining peak hour: Total Entering Volume

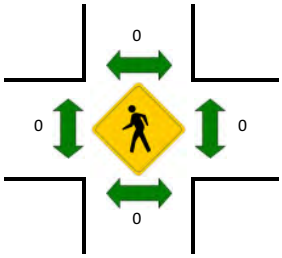
LOCATION: State Rd S-28-910 -- Ridgeway Rd
CITY/STATE: Lugoff, SC

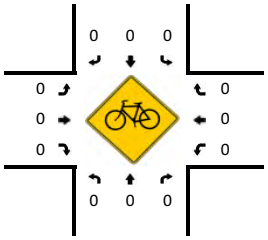
QC JOB #: 16216505
DATE: Tue, May 16 2023

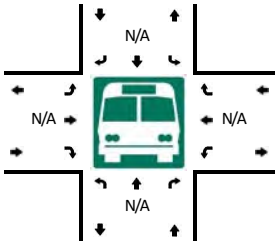
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:15 AM -- 7:30 AM

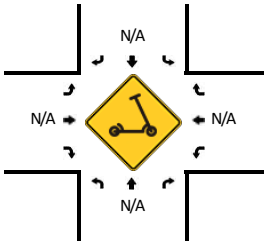












15-Min Count Period Beginning At	State Rd S-28-910 (Northbound)				State Rd S-28-910 (Southbound)				Ridgeway Rd (Eastbound)				Ridgeway Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	7	0	22	0	22	108	0	0	0	84	2	0	245	
7:15 AM	0	0	0	0	3	0	30	0	41	134	0	0	0	82	9	0	299	
7:30 AM	0	0	0	0	4	0	11	0	31	124	0	0	0	42	8	0	220	
7:45 AM	0	0	0	0	5	0	20	0	33	95	0	0	0	44	8	0	205	969
8:00 AM	0	0	0	0	4	0	10	0	23	82	0	0	0	37	4	0	160	884
8:15 AM	0	0	0	0	2	0	9	0	21	71	0	0	0	47	8	0	158	743
8:30 AM	0	0	0	0	2	0	9	0	12	75	0	0	0	36	2	0	136	659
8:45 AM	0	0	0	0	3	0	6	0	18	59	0	0	0	58	8	0	152	606

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	12	0	120	0	164	536	0	0	0	328	36	0	1196
Heavy Trucks	0	0	0		0	0	16		4	16	0		0	24	0		60
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

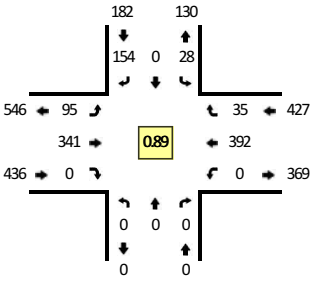
Report generated on 5/24/2023 8:57 AM

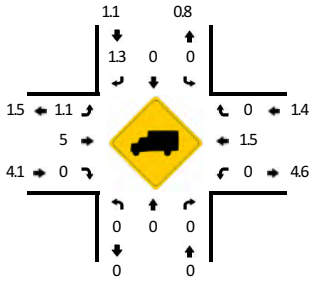
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

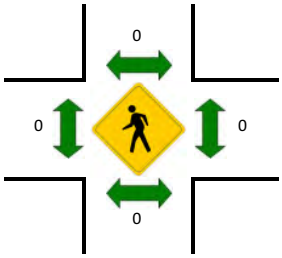
Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

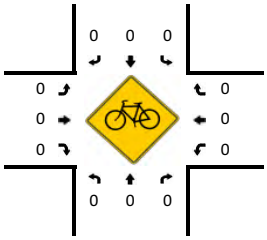
LOCATION: State Rd S-28-910 -- Ridgeway Rd | **QC JOB #:** 16216506
CITY/STATE: Lugoff, SC | **DATE:** Tue, May 16 2023

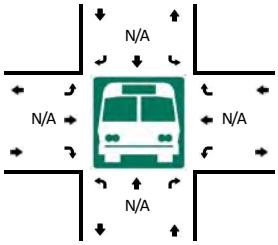
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

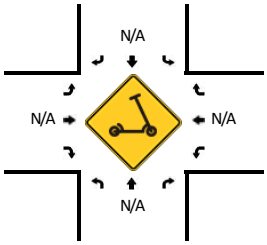












15-Min Count Period Beginning At	State Rd S-28-910 (Northbound)				State Rd S-28-910 (Southbound)				Ridgeway Rd (Eastbound)				Ridgeway Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	6	0	24	0	26	65	0	0	0	64	9	0	194	
4:15 PM	0	0	0	0	6	0	28	0	28	83	0	0	0	86	8	0	239	
4:30 PM	0	0	0	0	5	0	46	0	25	69	0	0	0	80	18	0	243	
4:45 PM	0	0	0	0	6	0	25	0	14	62	0	0	0	102	9	0	218	894
5:00 PM	0	0	0	0	11	0	33	0	26	80	0	0	0	108	11	0	269	969
5:15 PM	0	0	0	0	9	0	46	0	26	80	0	0	0	88	9	0	258	988
5:30 PM	0	0	0	0	2	0	50	0	23	93	0	0	0	117	7	0	292	1037
5:45 PM	0	0	0	0	6	0	25	0	20	88	0	0	0	79	8	0	226	1045

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	8	0	200	0	92	372	0	0	0	468	28	0	1168
Heavy Trucks	0	0	0		0	0	0		0	16	0		0	8	0		24
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/24/2023 8:57 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

LOCATION: State Rd S-28-910 -- State Rd S-28-743

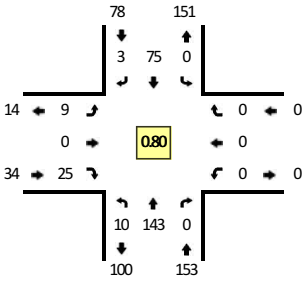
QC JOB #: 16216503

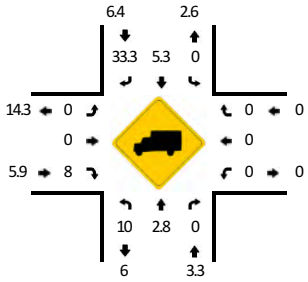
CITY/STATE: Lugoff, SC

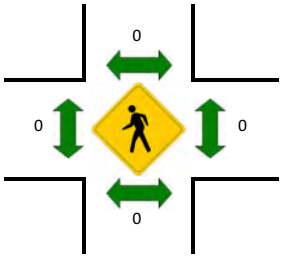
DATE: Tue, May 16 2023

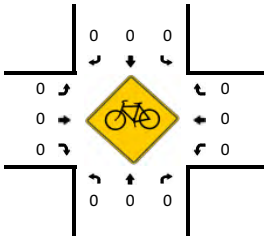
Peak-Hour: 7:00 AM -- 8:00 AM

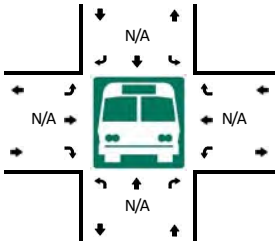
Peak 15-Min: 7:15 AM -- 7:30 AM

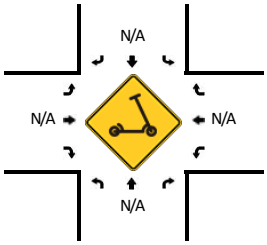












15-Min Count Period Beginning At	State Rd S-28-910 (Northbound)				State Rd S-28-910 (Southbound)				State Rd S-28-743 (Eastbound)				State Rd S-28-743 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	22	0	0	0	16	1	0	0	0	11	1	0	0	0	0	54	
7:15 AM	3	43	0	0	0	27	1	0	2	0	7	0	0	0	0	0	83	
7:30 AM	3	40	0	0	0	12	1	0	5	0	4	0	0	0	0	0	65	
7:45 AM	1	38	0	0	0	20	0	0	1	0	3	0	0	0	0	0	63	265
8:00 AM	0	27	0	0	0	11	2	0	1	0	1	0	0	0	0	0	42	253
8:15 AM	2	27	0	0	0	11	1	1	2	0	0	0	0	0	0	0	44	214
8:30 AM	0	15	0	0	0	8	4	0	4	0	3	0	0	0	0	0	34	183
8:45 AM	0	25	0	0	0	8	2	0	4	0	1	0	0	0	0	0	40	160

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	12	172	0	0	0	108	4	0	8	0	28	0	0	0	0	0	332
Heavy Trucks	0	0	0		0	8	0		0	0	8		0	0	0		16
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

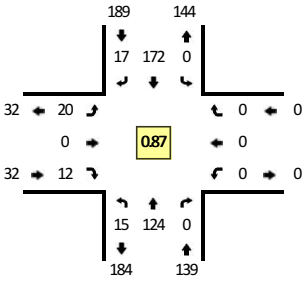
Report generated on 5/24/2023 8:57 AM

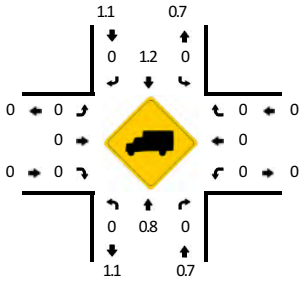
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak | Method for determining peak hour: Total Entering Volume

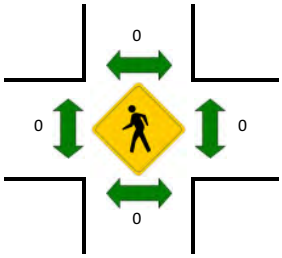
LOCATION: State Rd S-28-910 -- State Rd S-28-743 | **QC JOB #:** 16216504
CITY/STATE: Lugoff, SC | **DATE:** Tue, May 16 2023

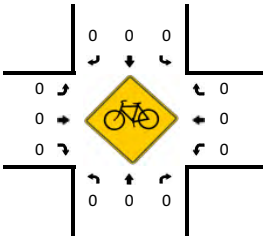
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

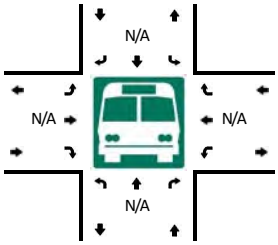


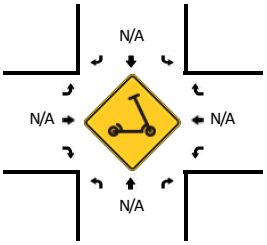


Quality Counts
DATA THAT DRIVES COMMUNITIES









15-Min Count Period Beginning At	State Rd S-28-910 (Northbound)				State Rd S-28-910 (Southbound)				State Rd S-28-743 (Eastbound)				State Rd S-28-743 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	6	27	0	0	0	25	3	0	2	0	5	0	0	0	0	0	68	
4:15 PM	3	32	0	0	0	27	4	0	1	0	3	0	0	0	0	0	70	
4:30 PM	4	40	0	0	0	48	2	0	4	0	4	0	0	0	0	0	102	
4:45 PM	2	21	0	0	0	28	9	0	2	0	2	0	0	0	0	0	64	304
5:00 PM	2	35	0	0	0	42	4	0	6	0	2	0	0	0	0	0	91	327
5:15 PM	7	28	0	0	0	54	2	0	8	0	4	0	0	0	0	0	103	360
5:30 PM	6	24	0	0	0	43	7	0	2	0	7	0	0	0	0	0	89	347
5:45 PM	3	25	0	0	0	29	2	0	2	0	4	0	0	0	0	0	65	348

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	112	0	0	0	216	8	0	32	0	16	0	0	0	0	0	412
Heavy Trucks	0	4	0		0	4	0		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/24/2023 8:57 AM | SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

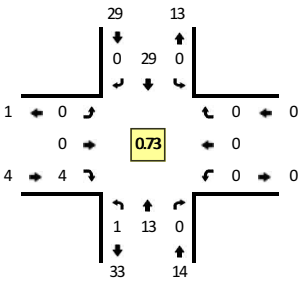
Type of peak hour being reported: Intersection Peak

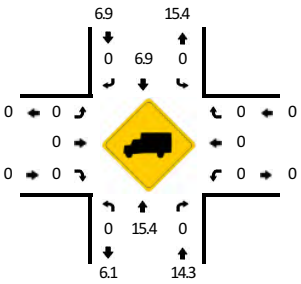
Method for determining peak hour: Total Entering Volume

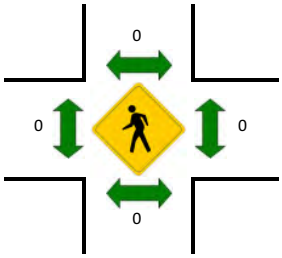
LOCATION: State Rd S-28-743 -- State Spur S-28-743
CITY/STATE: Lugoff, SC

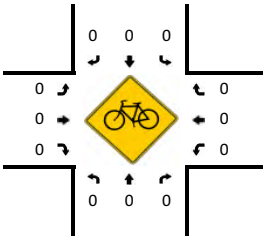
QC JOB #: 16216501
DATE: Tue, May 16 2023

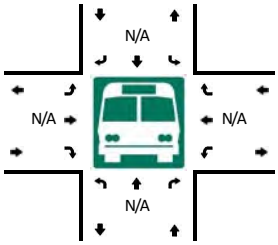
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:00 AM -- 7:15 AM

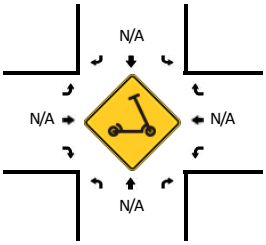












15-Min Count Period Beginning At	State Rd S-28-743 (Northbound)				State Rd S-28-743 (Southbound)				State Spur S-28-743 (Eastbound)				State Spur S-28-743 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	5	0	0	0	9	0	0	0	0	2	0	0	0	0	0	16	
7:15 AM	1	3	0	0	0	9	0	0	0	0	1	0	0	0	0	0	14	
7:30 AM	0	4	0	0	0	7	0	0	0	0	1	0	0	0	0	0	12	
7:45 AM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5	47
8:00 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	35
8:15 AM	0	3	0	0	0	1	0	0	0	0	1	0	0	0	0	0	5	26
8:30 AM	1	3	0	0	0	7	0	0	0	0	2	0	0	0	0	0	13	27
8:45 AM	0	2	0	0	0	1	1	0	0	0	2	0	0	0	0	0	6	28

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	20	0	0	0	36	0	0	0	0	8	0	0	0	0	0	64
Heavy Trucks	0	8	0		0	0	0		0	0	0		0	0	0		8
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

Comments:

Report generated on 5/24/2023 8:57 AM

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

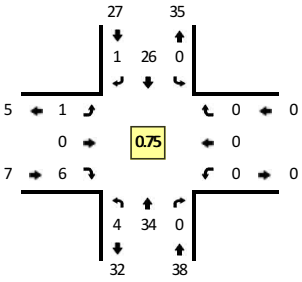
Type of peak hour being reported: Intersection Peak

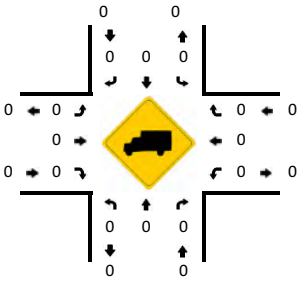
Method for determining peak hour: Total Entering Volume

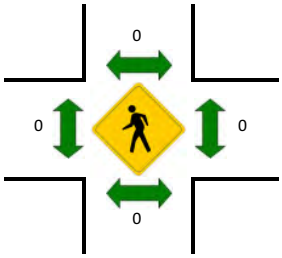
LOCATION: State Rd S-28-743 -- State Spur S-28-743
CITY/STATE: Lugoff, SC

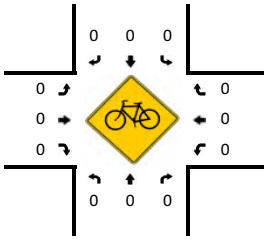
QC JOB #: 16216502
DATE: Tue, May 16 2023

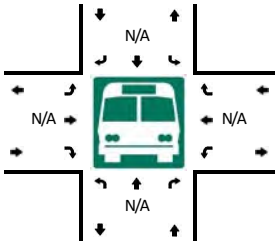
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:30 PM -- 5:45 PM

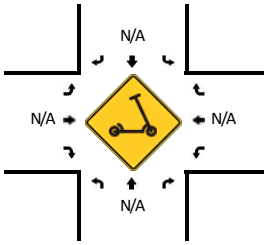












15-Min Count Period Beginning At	State Rd S-28-743 (Northbound)				State Rd S-28-743 (Southbound)				State Spur S-28-743 (Eastbound)				State Spur S-28-743 (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	3	5	0	1	0	4	0	0	0	0	2	0	0	0	0	0	15	
4:15 PM	2	5	0	0	0	4	0	0	0	0	0	0	0	0	0	0	11	
4:30 PM	1	5	0	0	0	7	0	0	0	0	2	0	0	0	0	0	15	
4:45 PM	0	11	0	0	0	3	0	0	0	0	0	0	0	0	0	0	14	55
5:00 PM	2	3	0	0	0	7	0	0	0	0	1	0	0	0	0	0	13	53
5:15 PM	1	8	0	0	0	8	0	0	0	0	4	0	0	0	0	0	21	63
5:30 PM	1	12	0	0	0	8	1	0	1	0	1	0	0	0	0	0	24	72
5:45 PM	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0	0	12	70

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	48	0	0	0	32	4	0	4	0	4	0	0	0	0	0	96
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Buses																	
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Scooters																	

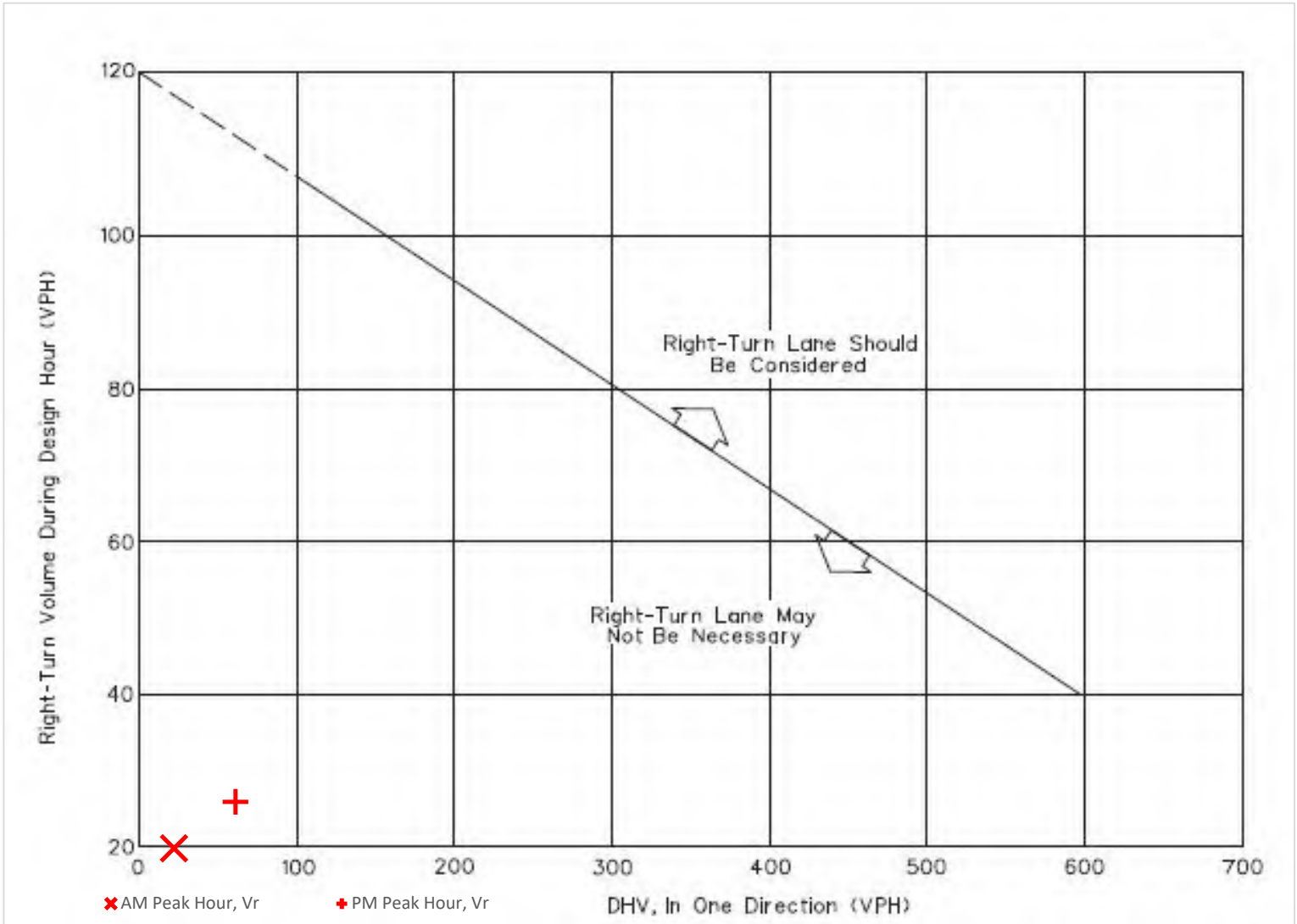
Comments:

Report generated on 5/24/2023 8:57 AM

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

Supporting Documentation

Peak Hour	Volumes	
	DHV	Rights
AM	22	9
PM	61	26



DAVENPORT

TURN LANE WARRANT SUMMARY

SITE ACCESS 1