



Town of Ravenel

5962 Highway 165, Suite 100

Ravenel, SC 29470

Office: (843) 889-8732

Fax: (843) 889-8727

March 5, 2024

To: Town Council of the Town of Ravenel
Interested Media and Public

Via: email, website, and public posting

Re: MA2024-01 Rezoning Request by Tumbleston Trust

To all concerned,

At the Ravenel Council Meeting on January 30, the consideration of the Ordinance to Rezone the property of the Tumbleston Trust was tabled. A Workshop was scheduled for February 15, 2024 in order that Council could receive and review additional information concerning this rezoning. On February 6, the Town received a letter from the property owners stating that they would be providing additional information to the public in the coming weeks. With this, I cancelled the proposed Workshop pending receipt of this additional information.

Today, the Town has received information via email, with the attachments to this letter, from Nicole Scott, attorney for the Tumbleston Trust. With this information, the Trust has requested that the rezoning request be placed on the agenda for first reading at the next regular meeting of Town Council on March 26, 2024.

With this information, I am rescheduling the Workshop of Council for Thursday, March 14 at 6:00 pm. This will be a presentation by the Tumbleston Trust and a discussion by Council. Public input will be received only in writing, received by the Town Administrator by Monday, March 11 at 3:00 pm. All writings received will be submitted to all Council members.

I am also calling for a Public Comment Session to be held at Town Hall on Wednesday, March 20 at 6:00 pm, to be attended by all members of Council. Members of the public who wish to speak at this Public Comment Session must register their name and address with the Town Administrator by Monday, March 18 at 3:00 pm.

First reading of the Ordinance rezoning this property to an R-3 Zoning District will be on the agenda for the Regular Town Council meeting on March 26, 2024 at 6:00 pm.



W. Buckey Waters
Mayor Pro Tem - Town of Ravenel, SC

CC: Town Attorney William B. Harvey, III



Town of Ravenel
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Ravenel, SC 29470
Office: (843) 889-8732
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Town of Ravenel Council Workshop

March 14, 2024, at 6:00 p.m.

Council Chambers at Town Hall - 5962 Highway 165, Ravenel, SC 29470

LIVESTREAM VIDEO WILL BE AVAILABLE FOR VIEWING VIA
THE TOWN OF RAVENEL FACEBOOK PAGE

IF YOU HAVE ANY COMMENT ON ANY ITEM ON THIS AGENDA EMAIL:

TOWNADMINISTRATOR@TOWNOFRAVENEL.COM

AGENDA

Town Council Workshop Meeting:

6:00 p.m.

1. Call to Order / Roll Call
2. Invocation & Pledge of Allegiance
3. Mayor Pro-Tem Comments
4. Discussion of Rezoning Request MA2024-01
 - a. Presentation from Property Owner Representatives
5. Adjournment

With regard to the above-referenced rezoning request, please find attached for Council's review a copy of the Traffic Impact Study (TIS) prepared for the site, as well as a proposed site plan. The plan contemplates 120 single-family detached residential units with an average lot size of 14,320 sq. ft., 50% open space, a 100' buffer along property lines adjacent to developed property, and recreation space in the form of parks, a nature trail, community pavilion and a community fishing dock.

While the Town cannot impose conditions on a rezoning request, the Trust has agreed to place voluntary restrictive covenants on the property as follows:

- o A maximum density of 120 dwelling units
- o 100' minimum buffers at property lines adjacent to developed property (including Rice Hope, Drayton Street, and Mellard Street
- o A designation of the entrance off of Drayton Street as green space/passive park and a prohibition against residential development.

The family is willing to put those restrictive covenants in place concurrently with the granting of the rezoning request.

The summary of findings from the attached TIS provides:

6. SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact study was conducted for the proposed Tumbleston Tract residential community in Ravenel, South Carolina in accordance with SCDOT guidelines. The development is to be located south of Drayton Street (S-10-477) and Mellard Street in Ravenel, South Carolina. The development is planned to have 120 single family homes. The development will have one access on Drayton Street and one access that will be an extension of Conners Street.

The site accesses can function adequately with one ingress and one egress lane. Based on the 2028 anticipated build out volumes, auxiliary turn-lanes on Drayton Street are not warranted at the site accesses. The site accesses should be designed to provide proper sight distances and meet SCDOT design criteria.

With construction of the project, all the study intersections should continue to function adequately; no changes are recommended.

Please note that final comments, if any, from SCDOT have not yet been received but are anticipated by the regular March council meeting.

I hope the above addresses the Council's concerns, and I request that the previously postponed workshop move forward at the Council's earliest convenience.

Do not hesitate to call if I can be of assistance,

Nicole

Nicole A Scott

Of Counsel | Real Estate

P: (843) 720-1701

NScott@maynardnexsen.com

205 King Street Suite 400

Charleston, South Carolina 29401



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SITE INFORMATION

Ravenel, SC	TMS: 188-00-00-116	
Property Area	99.7 Acres	
Wetland Area	12.8 Acres	13% of Total Area
Developable Area	86.8 Acres	87% of Total Area
Stormwater Ponds	8.9 Acres	9% of Total Area
ROW (50')	9.5 Acres	10% of Total Area
Open Space	50.7 Acres	51% of Total Area
Total Lot Area	39.4 Acres	40% of Total Area
Total Lot Count	120 Lots	
Average Lot Area	14,320 SF	12,500 Min SF



TRAFFIC IMPACT STUDY

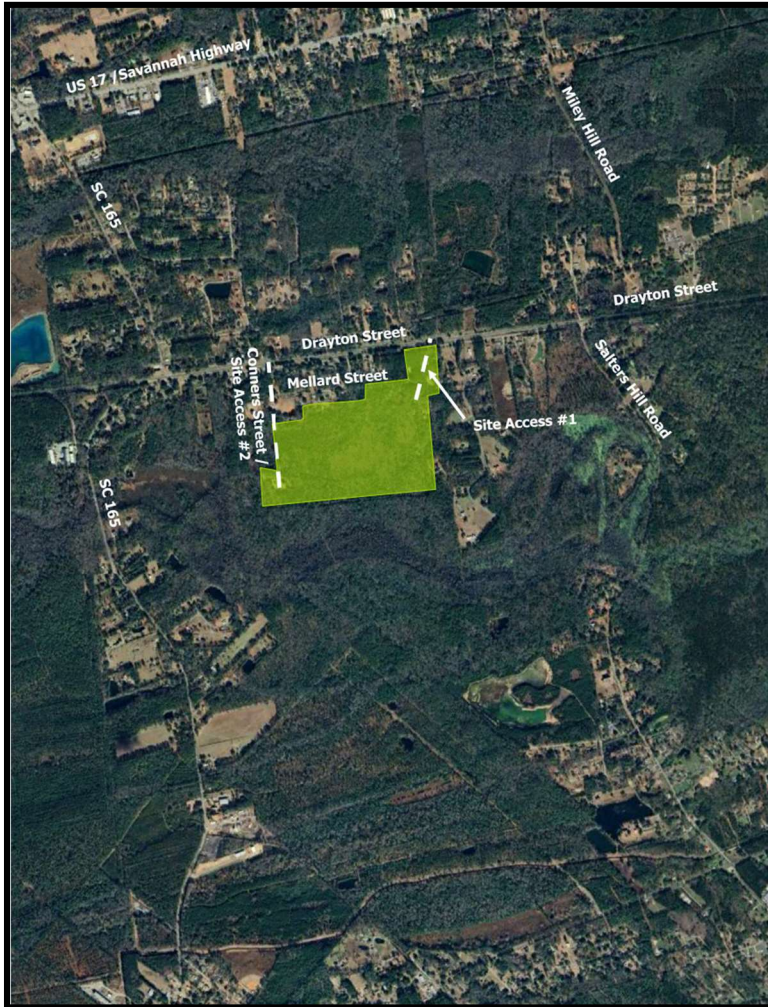
for the

Tumbleston Tract Residential Development

Located in
Ravenel, South Carolina

Prepared for
Tumbleston Family Trust

Prepared by
Access Engineering LLC



Project #24007



EXECUTIVE SUMMARY

A traffic impact study was conducted for the proposed Tumbleston Tract residential community in Ravenel, South Carolina in accordance with SCDOT guidelines. The development is to be located south of Drayton Street (S-10-477) and Mellard Street in Ravenel, South Carolina. The development is planned to have 120 single family homes with one access on Drayton Street and one access that will be an extension of Conners Street.

The site accesses can function adequately with one ingress and one egress lane. Based on the 2028 anticipated build out volumes, auxiliary turn-lanes on Drayton Street are not warranted at the site accesses. The site accesses should be designed to provide proper sight distances and meet SCDOT design criteria.

With construction of the project, all the study intersections should continue to function adequately; no changes are recommended.



1. INTRODUCTION

This report will document a traffic impact study for the proposed Tumbleston Tract residential community in Ravenel, South Carolina in accordance with SCDOT guidelines. The development is to be located south of Drayton Street (S-10-477) and Mellard Street in Ravenel, South Carolina.

The development is planned to have 120 single family homes and will have one access on Drayton Street and one access that will be an extension of Conners Street.

The traffic impact study considers the weekday AM peak period (between 7:00 AM and 9:00 AM) and the weekday PM peak period (between 4:00 PM and 6:00 PM) as the study time frames. As directed by SCDOT, the following intersections are studied:

- SC 165 & Drayton Street
- SC 165 & Salters Hill Road (S-10-92)
- Drayton Street & Site Access #1
- Drayton Street & Conners Street / Site Access #2

Future-year analyses assume 2028 conditions as the Build scenario. Scoping correspondence is included in **Appendix A**.

The site location is shown in **Figure 1** and the conceptual site plan is shown in **Figure 2**.





Tumbleston Tract Residential - Traffic Impact Study

Figure 1 - Project Location Map

2. EXISTING CONDITIONS

Roadway Inventory

The existing roadway conditions are summarized in **Table 1**. **Figure 3** illustrates the existing lane geometry.

Table 1 – Roadway Inventory

Facility	Route #	Typical Cross Section	Posted Speed Limit	Maintained By	2022 AADT
Highway 165	SC 165	2-lane undivided	30 MPH	SCDOT	3,500 ¹
Drayton Street	S-10-477	2-lane undivided	35 MPH	SCDOT	N/A
Salters Hill Road	S-10-92	2-lane undivided	NP	SCDOT	1,050 ²
Conners Street	--	2-lane undivided	30 MPH	Local	N/A

¹SCDOT Count Station 10-0229, ²SCDOT Count Station 10-0541

Current Traffic Volumes

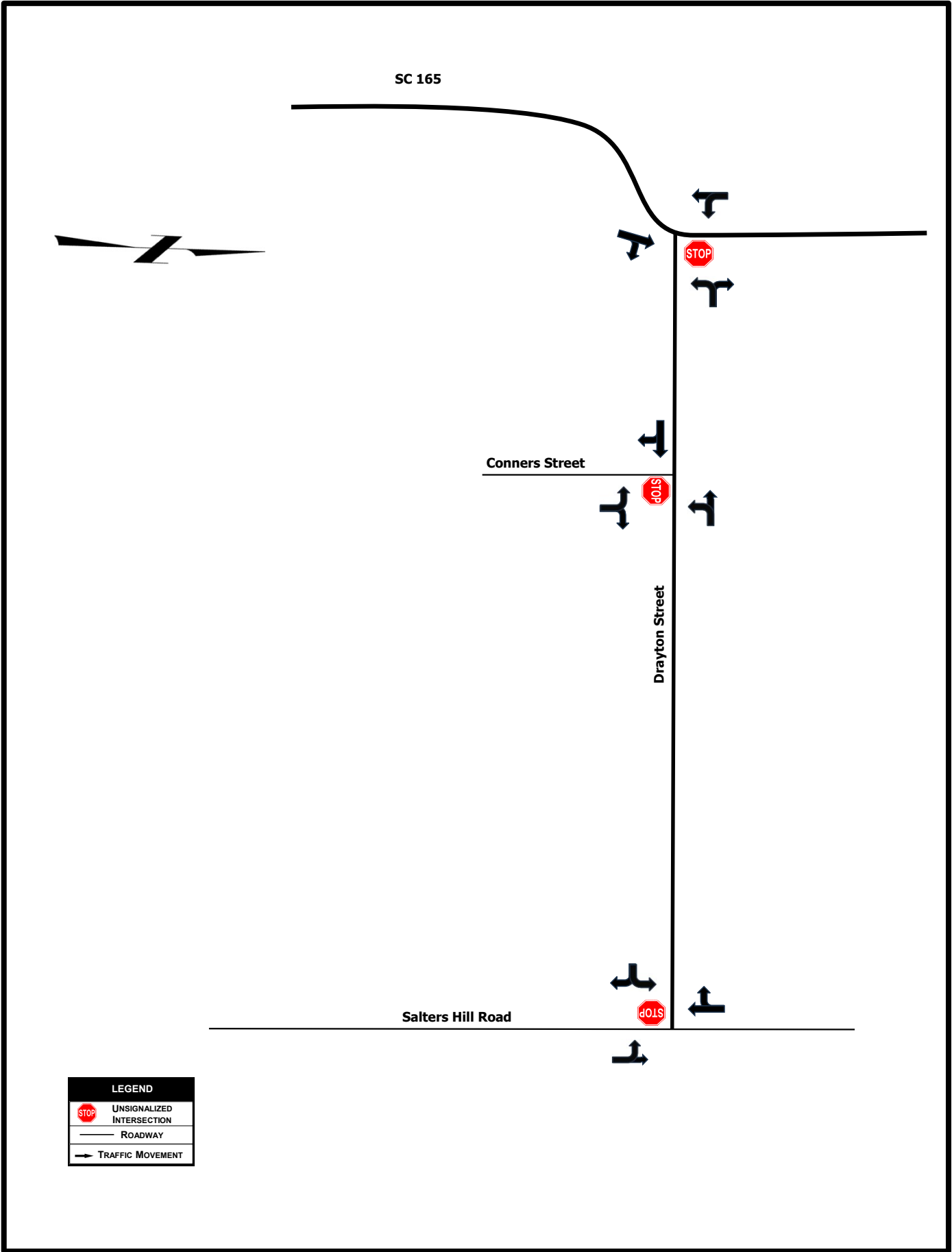
Vehicle turning movement counts were collected for this study by Short Counts. **Table 2** contains the count location and date.

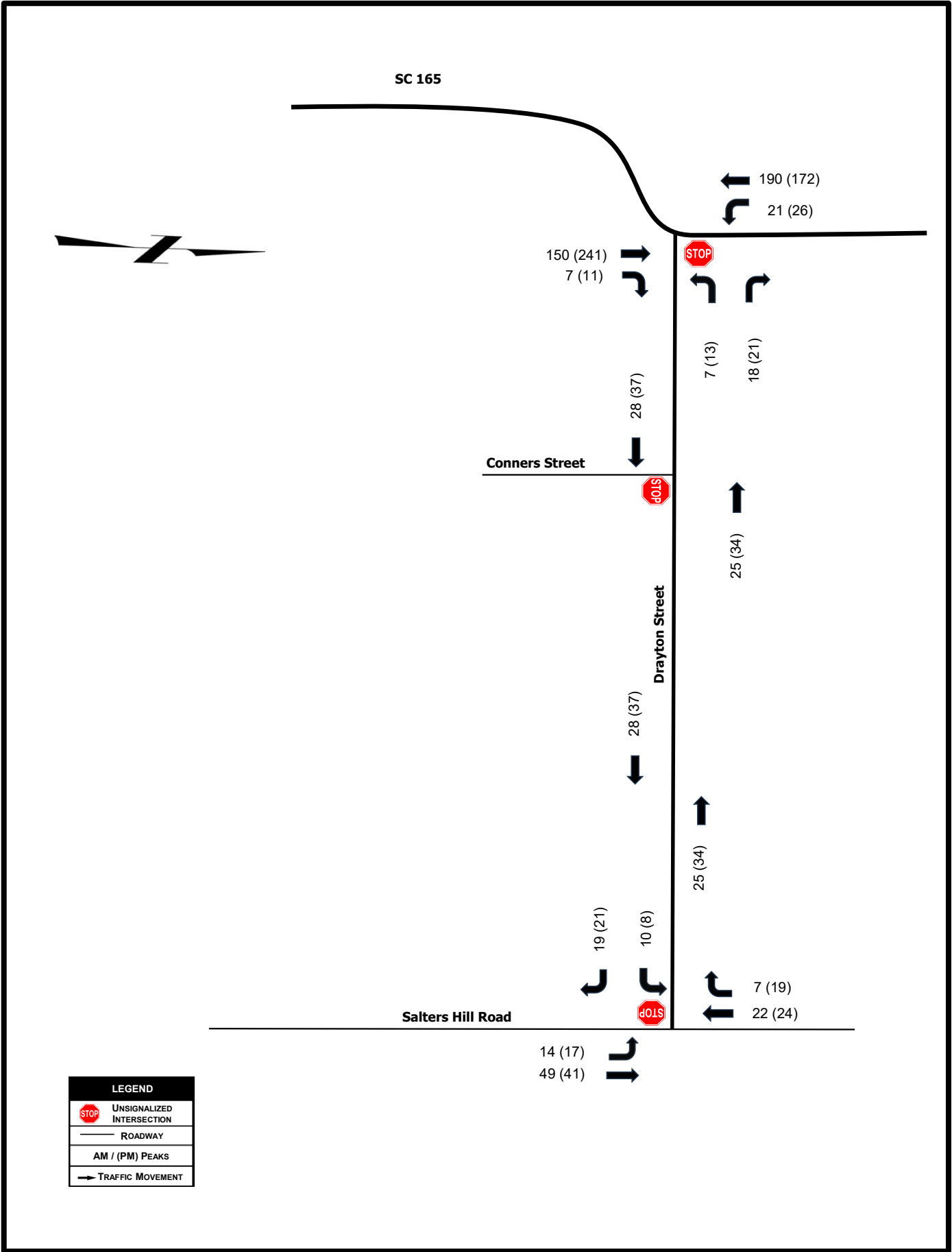
Table 2 – Traffic Data Collection

Count Location	Date
SC 165 & Drayton Road	2/14/24
Drayton Road & Salters Hill Road	2/14/24

All counts were conducted while the local school district was in session. Existing traffic volumes are illustrated in **Figure 4**. The 2024 raw traffic volumes are provided in **Appendix B**.







3. PROJECT DEVELOPMENT

The planned residential community is to be located south of Drayton Street and south of Mellard Street in Ravenel, South Carolina. The development is planned to have 120 single family homes. The project site is currently undeveloped.

Proposed Access Points

The development is expected to have one access on Drayton Street and one access will be an extension of Conners Street. The proposed driveways appear to meet the SCDOT ARMS spacing requirements.

Trip Generation Estimates

The trip generation potential was estimated based on the most recent edition of the ITE *Trip Generation Manual*. Land Use Code (LUC) 210 - Single-Family Detached Housing was used, the trip generation estimates for the weekday daily, the weekday AM peak-hour of the adjacent street, and the weekday PM peak-hour of the adjacent street time periods are shown in **Table 3**.

Table 3 – ITE Trip Generation Estimates

Land Use	ITE LUC	Size	Unit	24 Hour Two-Way	AM Peak			PM Peak		
					Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached Housing	210	120	DU	1,193	22	66	88	74	44	118
Daily Trips: $\ln(T)=0.92 \ln(X)+2.68$ (50% In; 50% Out) AM Peak Hour Trips: $\ln(T)=0.91 \ln(X)+0.12$ (25% In; 75% Out) PM Peak Hour Trips: $\ln(T)=0.94 \ln(X)+0.27$ (63% In; 37% Out)										

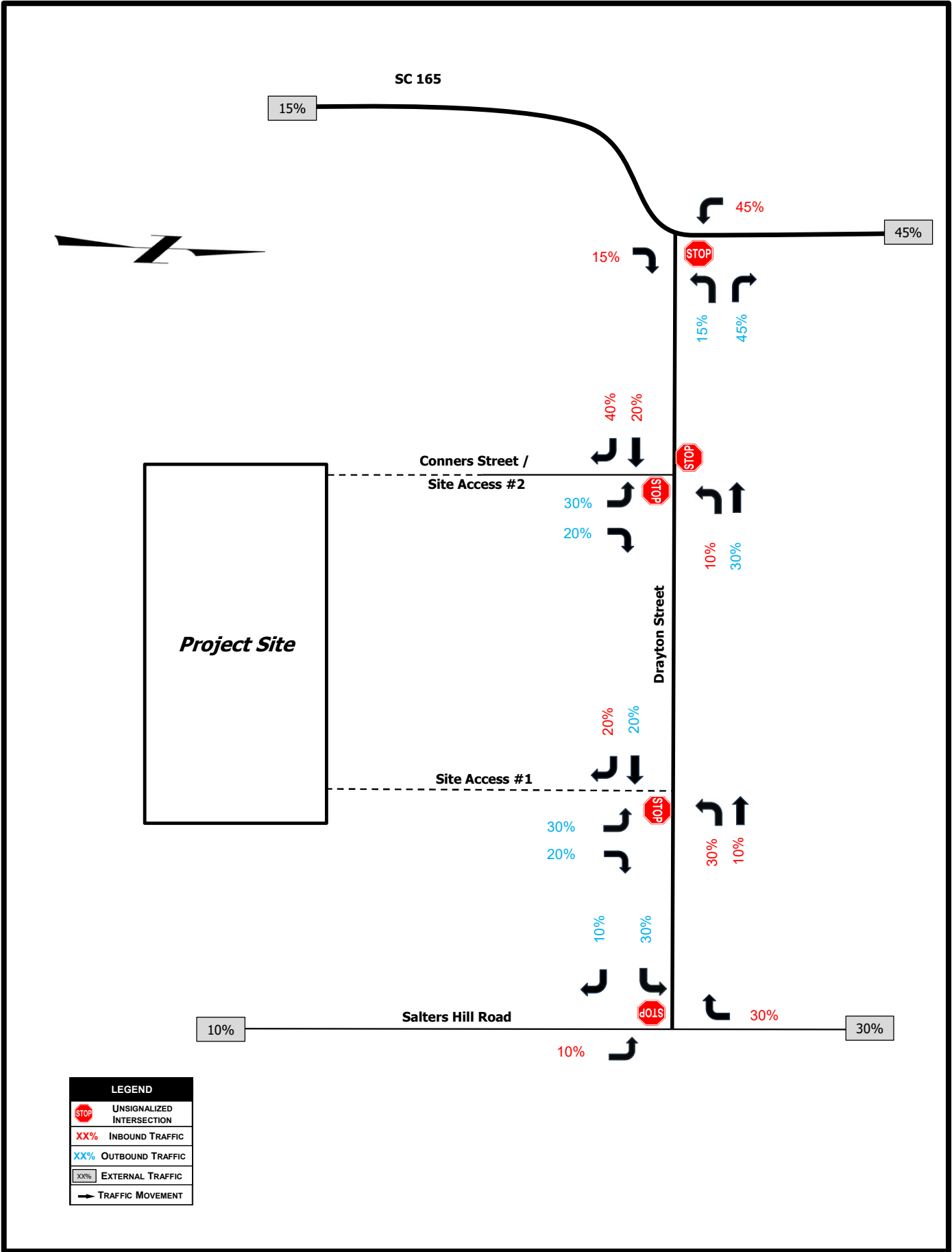
Trip Distribution & Assignment

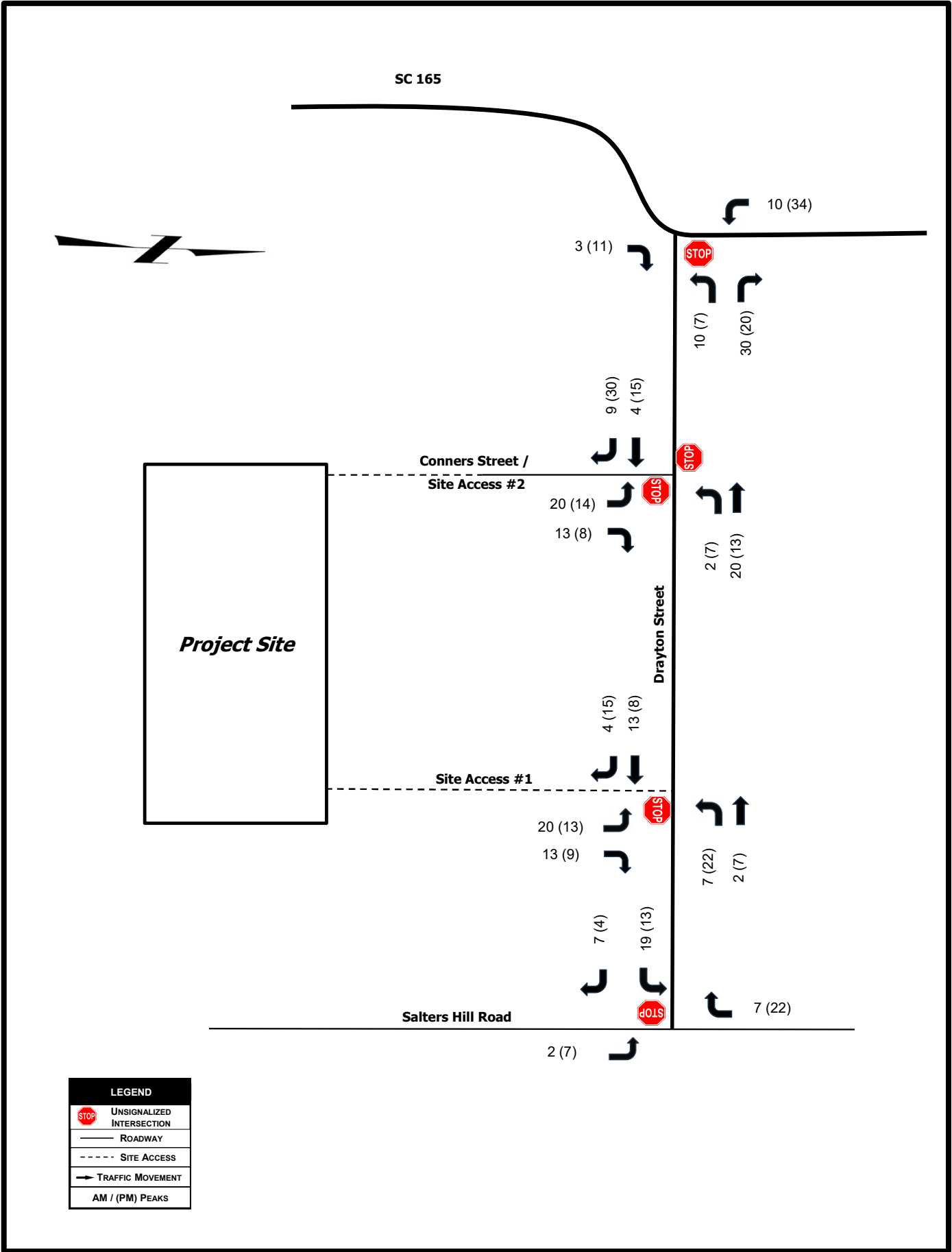
New external traffic expected to be generated was distributed and assigned to the roadway network based on the existing patterns and surrounding land uses. The general distribution of new external project trips was assumed to be:

- 45% to/from the north via SC 165
- 30% to/from the north via Salters Hill Road
- 15% to/from the south via SC 165
- 10% to/from the south via Salters Hill Road

The directional distribution assumptions are shown in **Figure 5**. The assignment of the project traffic is shown in **Figure 6**.







4. TRAFFIC VOLUMES

Background Conditions

The 2028 future No-Build traffic volumes were developed using a 3% annual background growth rate. This growth rate was adopted from reviewing historic count data at SCDOT Count Stations 10-0229, 10-0289, and 10-0541 and observations of the growth pattern in the surrounding area. The 2028 No-Build traffic volumes are shown in *Figure 7*.

Build Out Traffic Volumes

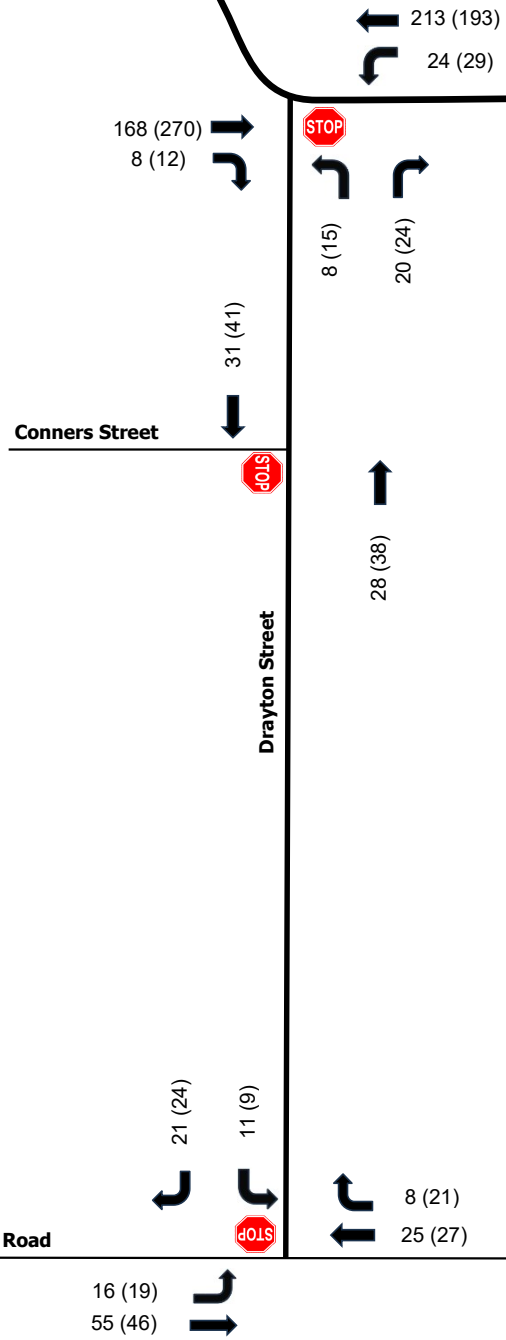
The 2028 Build traffic volumes were developed by adding the site generated traffic volumes to the 2028 No-Build traffic volumes. The 2028 Build volumes are illustrated in *Figure 8*.

Volume development worksheets are included in *Appendix C*.

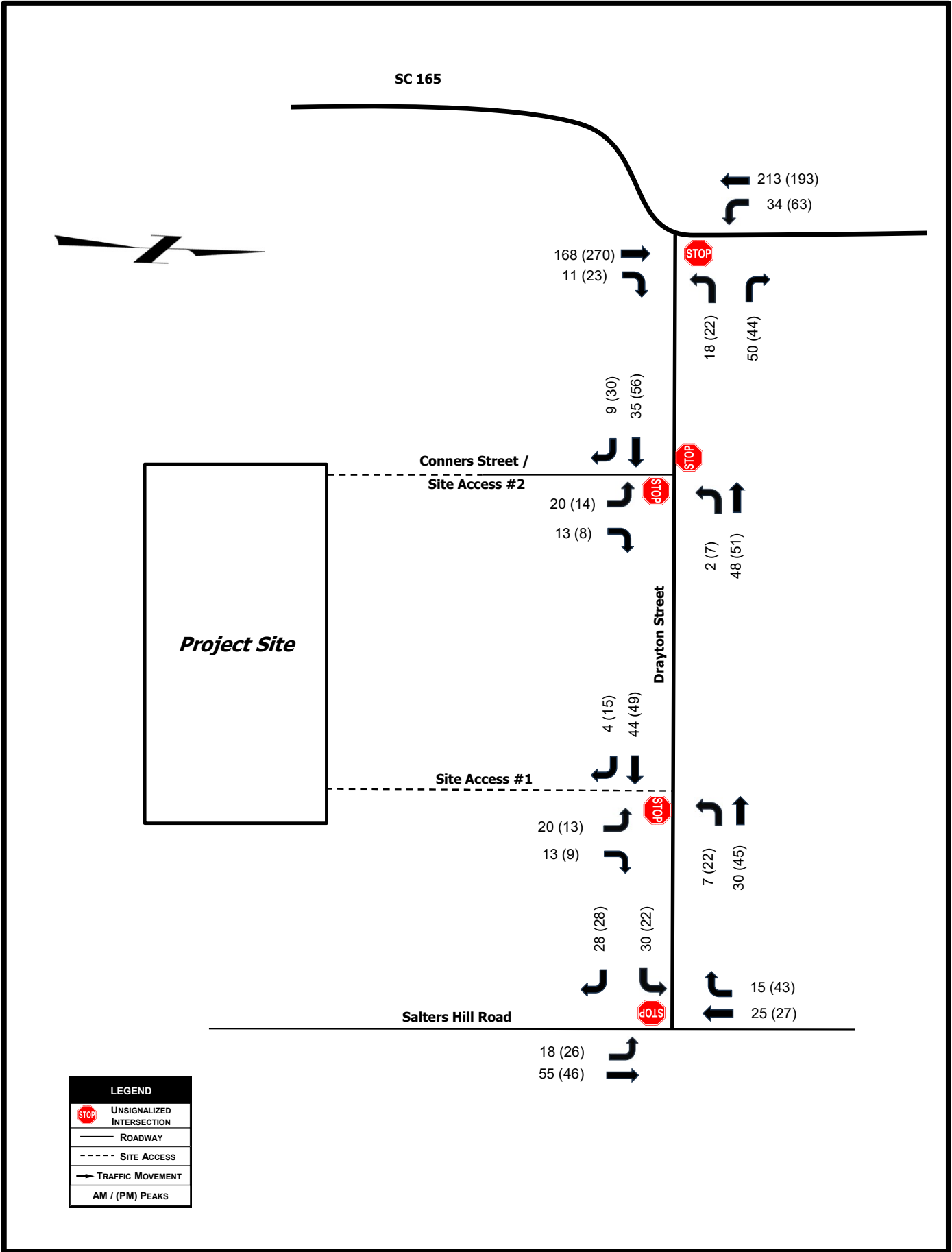




SC 165



LEGEND	
	UNSIGNALIZED INTERSECTION
	ROADWAY
	AM / (PM) PEAKS
	TRAFFIC MOVEMENT



5. TRAFFIC IMPACT ANALYSIS

Auxiliary Turn-Lane Analysis

Auxiliary turn-lane analyses were conducted using the 2028 Build volumes. Turn-lane analyses were considered based on the SCDOT Roadway Design Manual (RDM) Section 9.5.1.

Based on the anticipated build-out volumes, auxiliary turn-lanes on SC 165, Salters Hill Road, and Drayton Street are not warranted. Turn-lane analyses are provided in **Appendix D**.

Level of Service Criteria

The Transportation Research Board’s Highway Capacity Manual (HCM) utilizes a term “level of service” to measure how traffic operates in intersections and on roadway segments. There are currently six levels of service ranging from A to F. Level of service “A” represents the best conditions and Level of Service “F” represents the worst. Synchro Traffic Modeling software was used to determine the level of service for studied intersections. Note for unsignalized intersection analysis, the level of service noted is for the worst approach of the intersection. This is typically the left turn movement for the side street approach, due to the number of opposing movements.

The Highway Capacity Manual thresholds are shown in **Table 4**.

Table 4 – HCM 6th Edition LOS Criteria for Unsignalized Intersections

LOS	Control Delay per Vehicle (seconds)
	Unsignalized Intersections
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50



Intersection Capacity Analysis

Capacity analyses were conducted using *Synchro*, Version 11 software for the study intersections considering 2024 Existing conditions, 2028 No-Build conditions, and 2028 Build conditions.

As part of the capacity analysis, SCDOT’s default *Synchro* parameters were utilized. A constant PHF of 0.92 was applied for future year analysis. Existing heavy vehicle percentages were utilized for all analysis scenarios, with a minimum percentage of 2% considered. Using the *Synchro* software, intersection analyses were conducted for the weekday AM peak-hour and weekday PM peak-hour time periods.

The results of the intersection capacity analyses are summarized in **Table 5**.

Table 5 – Intersection Capacity Analysis Results

Intersection	Approach	LOS/Delay (seconds)					
		2024 Existing Conditions		2028 No-Build Conditions		2028 Build Conditions	
		AM	PM	AM	PM	AM	PM
SC 165 & Drayton Street	WB ²	A/9.9	B/10.9	A/10.1	B/11.4	B/10.5	B/12.1
	SB ¹	A/7.6	A/7.9	A/7.7	A/8.0	A/7.7	A/8.1
Drayton Street & Salters Hill Road	EB ²	A/8.8	A/8.8	A/8.8	A/8.9	A/9.2	A/9.2
	NB ¹	A/7.3	A/7.3	A/7.3	A/7.3	A/7.3	A/7.4
Drayton Street & Site Access #1	WB ¹	--	--	--	--	A/7.3	A/7.4
	NB ²	--	--	--	--	A/9.0	A/9.2
Drayton Street & Conners Street / Site Access #2	WB ¹	--	--	--	--	A/7.3	A/7.4
	NB ²	--	--	--	--	A/9.0	A/9.2

¹LOS for major street left-turn movement; ²LOS for minor street approach

Site Accesses on Drayton Street

Both site access points should function with minimal delays. Accesses should be designed in accordance with SCDOT standards and with one ingress and one egress lane.

Drayton Street intersections with SC 165 & Salters Hill Road

Both intersections should operate with minimal delays. No changes are recommended.

Recommendations

Based on the capacity analysis, no changes are recommended for any of the project intersections. All site accesses can function adequately with one ingress and egress.

Capacity analysis worksheets are provided in **Appendix E**.



6. SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact study was conducted for the proposed Tumbleston Tract residential community in Ravenel, South Carolina in accordance with SCDOT guidelines. The development is to be located south of Drayton Street (S-10-477) and Mellard Street in Ravenel, South Carolina. The development is planned to have 120 single family homes. The development will have one access on Drayton Street and one access that will be an extension of Conners Street.

The site accesses can function adequately with one ingress and one egress lane. Based on the 2028 anticipated build out volumes, auxiliary turn-lanes on Drayton Street are not warranted at the site accesses. The site accesses should be designed to provide proper sight distances and meet SCDOT design criteria.

With construction of the project, all the study intersections should continue to function adequately; no changes are recommended.



APPENDIX A

Scoping Correspondence



Michael Dennis

From: Johnson, Joshua A. <JohnsonJA@scdot.org>
Sent: Monday, February 12, 2024 9:26 AM
To: Katelyn Love
Cc: Jeff Ingham; Michael Dennis
Subject: RE: Drayton Street TIS

Katelyn, That scope is sufficient. There are no other developments necessary to include. Thanks

Josh Johnson, PE, PTOE
District Traffic Engineer | SCDOT District 6



From: Katelyn Love <klove@acesstrafficsc.com>
Sent: Thursday, February 8, 2024 9:23 AM
To: Johnson, Joshua A. <JohnsonJA@scdot.org>
Cc: Jeff Ingham <jingham@acesstrafficsc.com>; Michael Dennis <mdennis@acesstrafficsc.com>
Subject: Drayton Street TIS

***** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. *****

Good morning Josh,

We have been requested to provide a TIS for 120 homes in Ravenel. The attached site plan shows two points of access: one access on Drayton Street (approximately 760 feet west of Golden Rice Lane) and one connecting to the existing Conners Street. Are counts at SC 165 & Drayton Street and Drayton Street & Salters Hill Road sufficient? Are there any other considerations we should include in our study?

Thank you,
Katelyn

Katelyn Love, PE, PTOE
Access Engineering LLC
Traffic Engineer
803-385-7494
KLove@acesstrafficsc.com



APPENDIX B

Traffic Count Data



SHORT COUNTS

Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Drayton St @ SC 165
Site Code :
Start Date : 02/14/2024
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	SC 165 Southbound				Drayton St Westbound				Northbound				SC 165 Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	1	0	42	0	0	1	6	0	0	0	0	0	27	0	0	0	77
07:15	6	0	57	0	0	1	6	0	0	0	0	0	26	0	0	0	96
07:30	7	0	50	0	0	5	5	0	0	0	0	0	39	1	0	0	107
07:45	4	0	50	0	0	0	5	0	0	0	0	0	43	4	0	0	106
Total	18	0	199	0	0	7	22	0	0	0	0	0	135	5	0	0	386
08:00	4	0	33	0	0	1	2	0	0	0	0	0	42	2	0	0	84
08:15	3	0	28	0	0	0	4	0	0	0	0	0	30	1	0	0	66
08:30	5	0	31	0	0	1	5	0	0	0	0	0	20	4	0	0	66
08:45	3	0	24	0	0	1	7	0	0	0	0	0	35	0	0	0	70
Total	15	0	116	0	0	3	18	0	0	0	0	0	127	7	0	0	286
16:00	6	0	38	0	0	2	3	0	0	0	0	0	45	1	0	0	95
16:15	8	0	42	0	0	0	1	0	0	0	0	0	41	2	0	0	94
16:30	8	0	54	0	0	5	6	0	0	0	0	0	57	3	0	0	133
16:45	4	0	41	0	0	1	7	0	0	0	0	0	83	3	0	0	139
Total	26	0	175	0	0	8	17	0	0	0	0	0	226	9	0	0	461
17:00	6	0	35	0	0	7	7	0	0	0	0	0	60	3	0	0	118
17:15	7	0	47	0	0	1	3	0	0	0	0	0	25	3	0	0	86
17:30	10	1	44	0	0	4	3	0	0	0	0	0	33	1	0	0	96
17:45	10	0	39	0	0	3	6	0	0	0	0	0	26	5	0	0	89
Total	33	1	165	0	0	15	19	0	0	0	0	0	144	12	0	0	389
Grand Total	92	1	655	0	0	33	76	0	0	0	0	0	632	33	0	0	1522
Apprch %	12.3	0.1	87.6	0	0	30.3	69.7	0	0	0	0	0	95	5	0	0	
Total %	6	0.1	43	0	0	2.2	5	0	0	0	0	0	41.5	2.2	0	0	
Passenger Vehicles	89	1	637	0	0	33	75	0	0	0	0	0	614	33	0	0	1482
% Passenger Vehicles	96.7	100	97.3	0	0	100	98.7	0	0	0	0	0	97.2	100	0	0	97.4
Heavy Vehicles	3	0	16	0	0	0	1	0	0	0	0	0	14	0	0	0	34
% Heavy Vehicles	3.3	0	2.4	0	0	0	1.3	0	0	0	0	0	2.2	0	0	0	2.2
Buses	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	6
% Buses	0	0	0.3	0	0	0	0	0	0	0	0	0	0.6	0	0	0	0.4

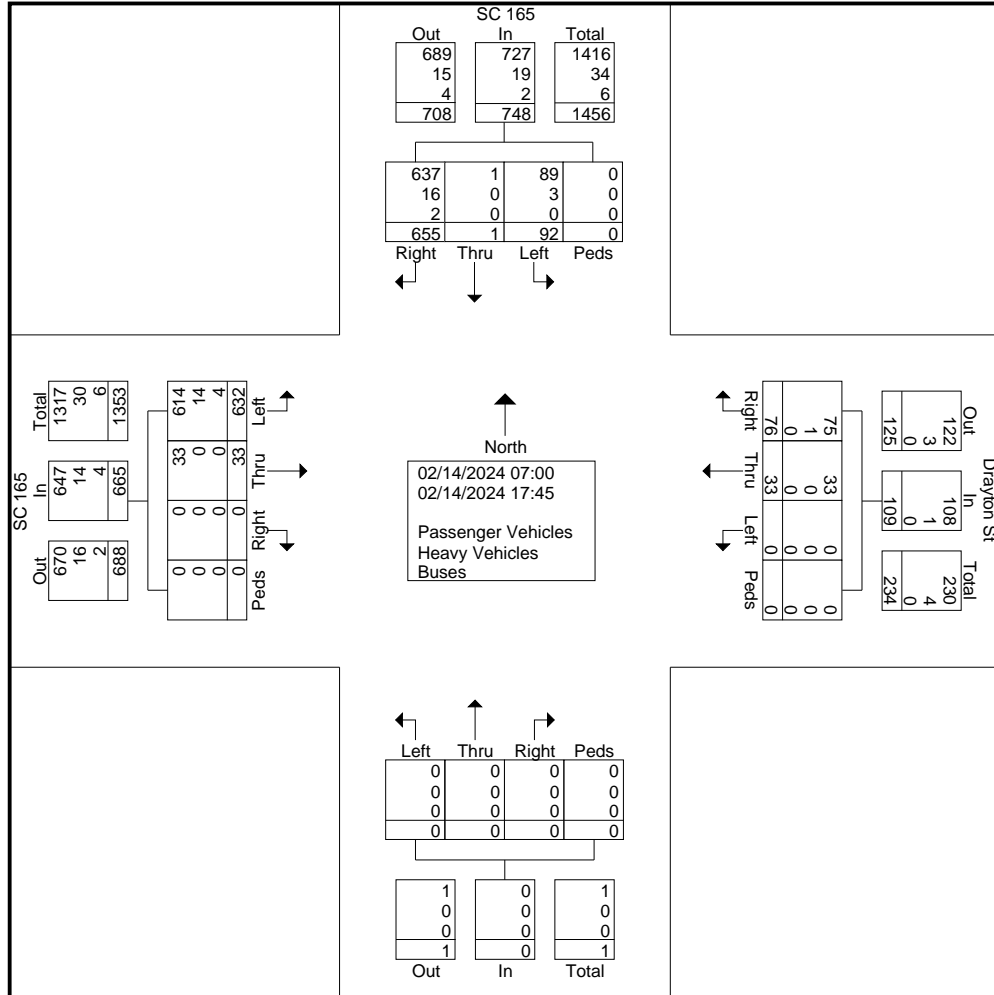
SHORT COUNTS



TRAFFIC DATA SPECIALISTS

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File Name : Drayton St @ SC 165
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 Start Date : 02/14/2024
 Page No : 2



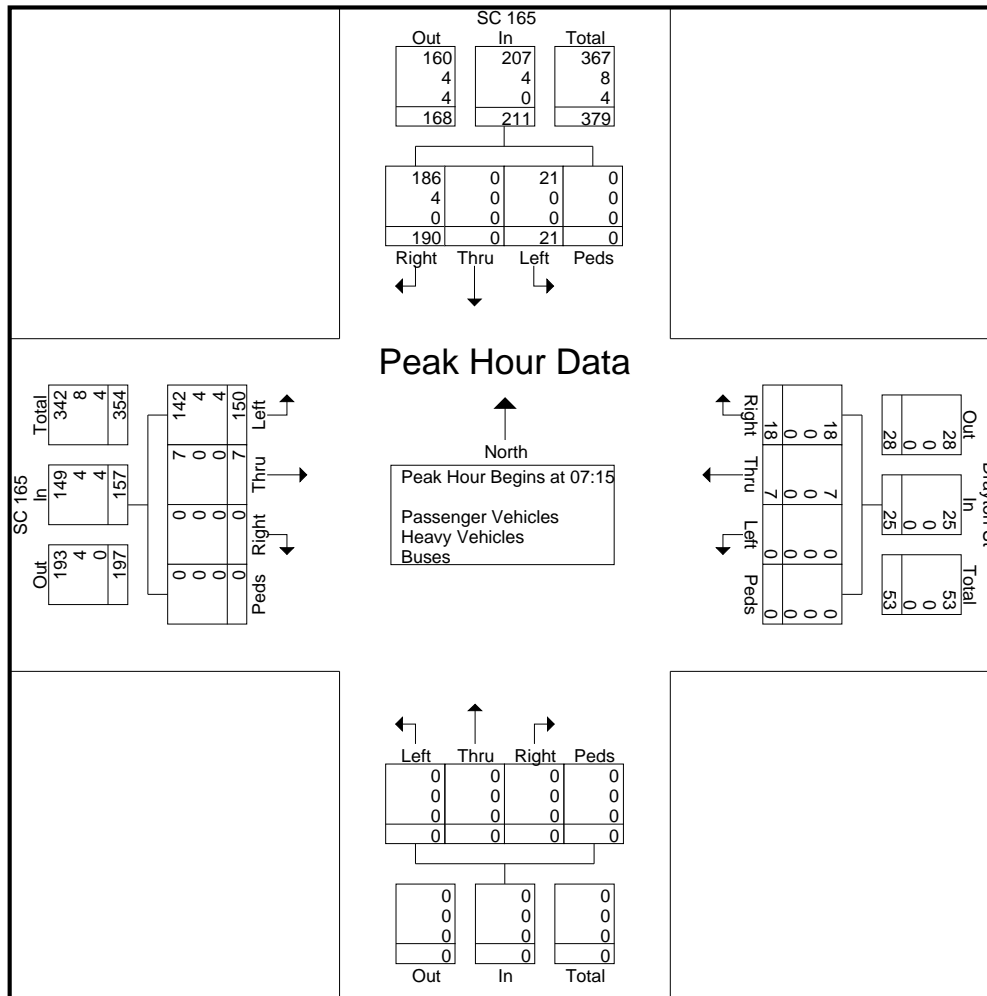
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File Name : Drayton St @ SC 165
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Start Time	SC 165 Southbound					Drayton St Westbound					Northbound					SC 165 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	6	0	57	0	63	0	1	6	0	7	0	0	0	0	0	26	0	0	0	26	96
07:30	7	0	50	0	57	0	5	5	0	10	0	0	0	0	0	39	1	0	0	40	107
07:45	4	0	50	0	54	0	0	5	0	5	0	0	0	0	0	43	4	0	0	47	106
08:00	4	0	33	0	37	0	1	2	0	3	0	0	0	0	0	42	2	0	0	44	84
Total Volume	21	0	190	0	211	0	7	18	0	25	0	0	0	0	0	150	7	0	0	157	393
% App. Total	10	0	90	0		0	28	72	0		0	0	0	0		95.5	4.5	0	0		
PHF	.750	.000	.833	.000	.837	.000	.350	.750	.000	.625	.000	.000	.000	.000	.000	.872	.438	.000	.000	.835	.918
Passenger Vehicles	21	0	186	0	207	0	7	18	0	25	0	0	0	0	0	142	7	0	0	149	381
% Passenger Vehicles																					
Heavy Vehicles	0	0	4	0	4	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	8
% Heavy Vehicles	0	0	2.1	0	1.9	0	0	0	0	0	0	0	0	0	0	2.7	0	0	0	2.5	2.0
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	4
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2.7	0	0	0	2.5	1.0



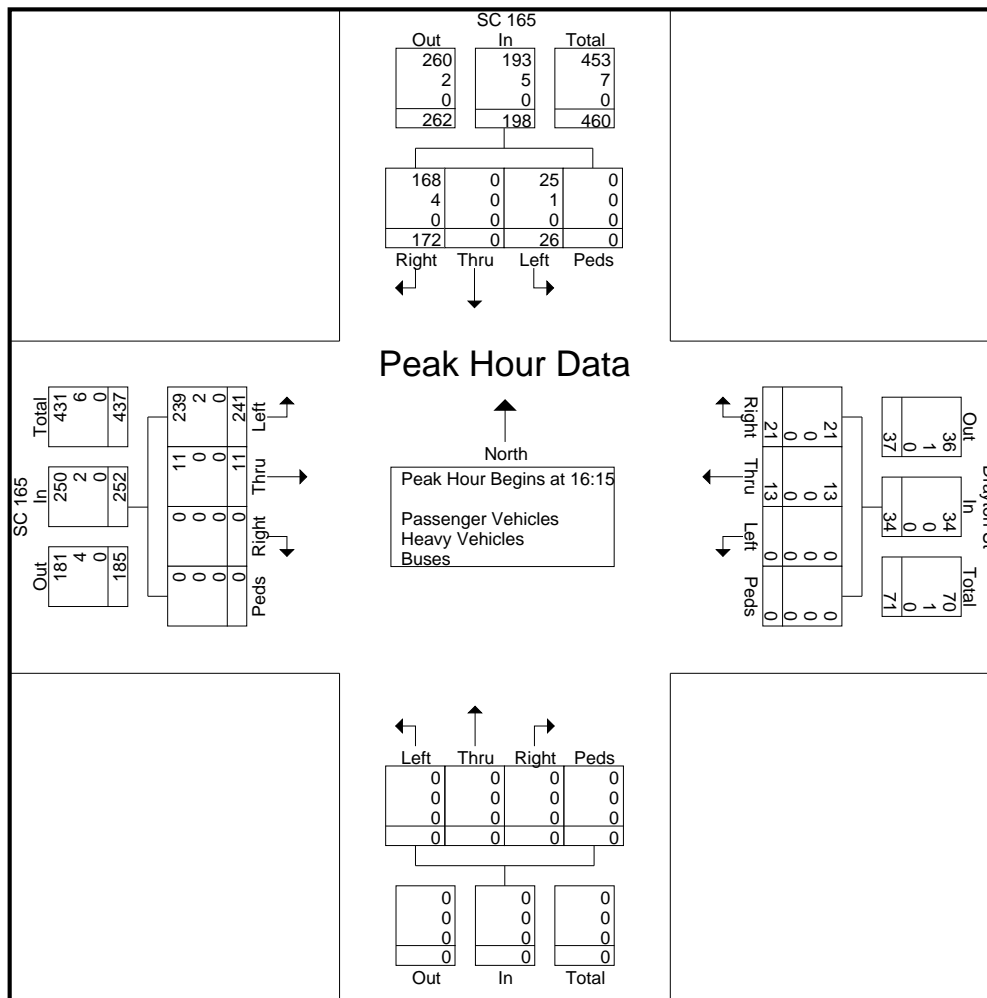
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	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:15																					
16:15	8	0	42	0	50	0	0	1	0	1	0	0	0	0	0	41	2	0	0	43	94
16:30	8	0	54	0	62	0	5	6	0	11	0	0	0	0	0	57	3	0	0	60	133
16:45	4	0	41	0	45	0	1	7	0	8	0	0	0	0	0	83	3	0	0	86	139
17:00	6	0	35	0	41	0	7	7	0	14	0	0	0	0	0	60	3	0	0	63	118
Total Volume	26	0	172	0	198	0	13	21	0	34	0	0	0	0	0	241	11	0	0	252	484
% App. Total	13.1	0	86.9	0		0	38.2	61.8	0		0	0	0	0		95.6	4.4	0	0		
PHF	.813	.000	.796	.000	.798	.000	.464	.750	.000	.607	.000	.000	.000	.000	.000	.726	.917	.000	.000	.733	.871
Passenger Vehicles	25	0	168	0	193	0	13	21	0	34	0	0	0	0	0	239	11	0	0	250	477
% Passenger Vehicles																					
Heavy Vehicles	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	7
% Heavy Vehicles	3.8	0	2.3	0	2.5	0	0	0	0	0	0	0	0	0	0	0.8	0	0	0	0.8	1.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



SHORT COUNTS

Traffic Data Specialists


735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Drayton St @ Salters Hill Rd
Site Code :
Start Date : 02/14/2024
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Salters Hill Rd Southbound				Westbound				Salters Hill Rd Northbound				Drayton St Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
07:00	0	1	1	0	0	0	0	0	2	5	0	0	2	0	2	0	13
07:15	0	4	1	0	0	0	0	0	4	10	0	0	1	0	6	0	26
07:30	0	5	2	0	0	0	0	0	3	13	0	0	5	0	6	0	34
07:45	0	6	2	0	0	0	0	0	6	16	0	0	3	0	4	0	37
Total	0	16	6	0	0	0	0	0	15	44	0	0	11	0	18	0	110
08:00	0	7	2	0	0	0	0	0	1	10	0	0	1	0	3	0	24
08:15	0	4	4	0	0	0	0	0	4	7	0	0	4	0	3	0	26
08:30	0	3	2	0	0	0	0	0	2	2	0	0	6	0	5	0	20
08:45	0	6	1	0	0	0	0	0	3	4	0	0	0	0	3	0	17
Total	0	20	9	0	0	0	0	0	10	23	0	0	11	0	14	0	87
16:00	0	4	0	0	0	0	0	0	0	9	0	0	3	0	4	0	20
16:15	0	5	2	0	0	0	0	0	4	3	0	0	0	0	4	0	18
16:30	0	4	9	0	0	0	0	0	3	9	0	0	2	0	8	0	35
16:45	0	1	1	0	0	0	0	0	5	8	0	0	4	0	3	0	22
Total	0	14	12	0	0	0	0	0	12	29	0	0	9	0	19	0	95
17:00	0	4	7	1	0	0	0	0	4	14	0	0	2	0	4	0	36
17:15	0	15	2	0	0	0	0	0	5	10	0	0	0	0	6	0	38
17:30	0	5	3	0	0	0	0	0	5	5	0	0	2	0	6	0	26
17:45	0	3	3	0	0	0	0	0	2	7	0	0	2	0	7	0	24
Total	0	27	15	1	0	0	0	0	16	36	0	0	6	0	23	0	124
Grand Total	0	77	42	1	0	0	0	0	53	132	0	0	37	0	74	0	416
Apprch %	0	64.2	35	0.8	0	0	0	0	28.6	71.4	0	0	33.3	0	66.7	0	
Total %	0	18.5	10.1	0.2	0	0	0	0	12.7	31.7	0	0	8.9	0	17.8	0	
Passenger Vehicles	0	77	41	1	0	0	0	0	53	127	0	0	37	0	71	0	407
% Passenger Vehicles	0	100	97.6	100	0	0	0	0	100	96.2	0	0	100	0	95.9	0	97.8
Heavy Vehicles	0	0	1	0	0	0	0	0	0	4	0	0	0	0	3	0	8
% Heavy Vehicles	0	0	2.4	0	0	0	0	0	0	3	0	0	0	0	4.1	0	1.9
Buses	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0.8	0	0	0	0	0	0	0.2

SHORT COUNTS

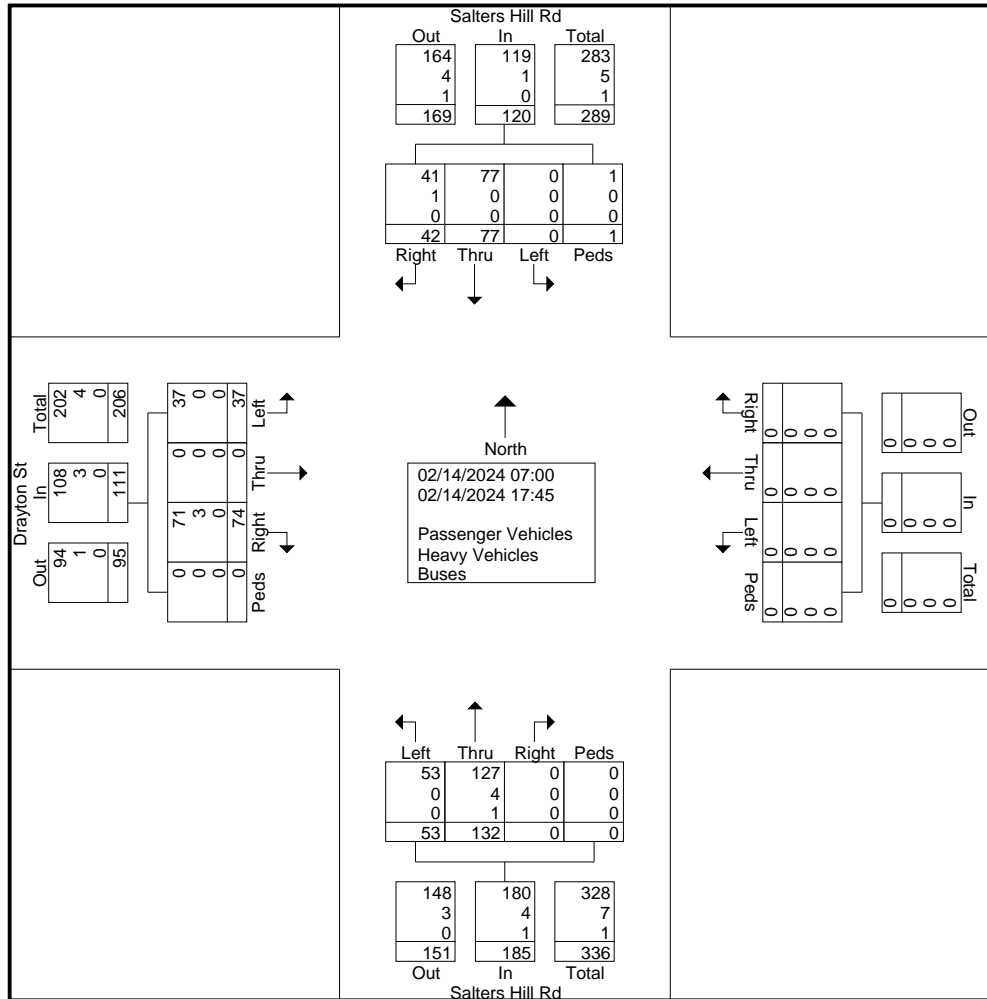


COUNTS

Traffic Data Specialists

735 Maryland St
 Columbia, SC 29201
 We Can't say we're the Best, but you Can!

File Name : Drayton St @ Salters Hill Rd
 Site Code :
 Start Date : 02/14/2024
 Page No : 2



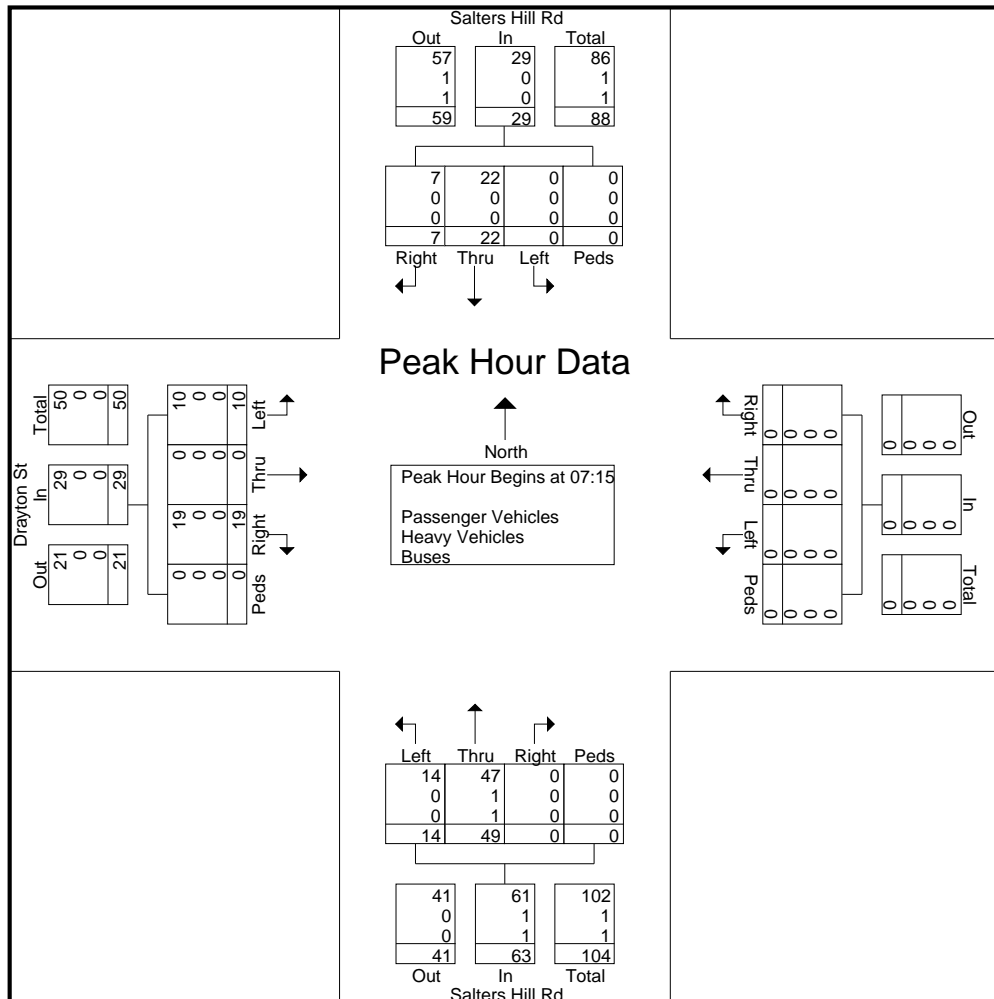
SHORT COUNTS

Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Drayton St @ Salters Hill Rd
Site Code :
Start Date : 02/14/2024
Page No : 3

Start Time	Salters Hill Rd Southbound					Westbound					Salters Hill Rd Northbound					Drayton St Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15																					
07:15	0	4	1	0	5	0	0	0	0	0	4	10	0	0	14	1	0	6	0	7	26
07:30	0	5	2	0	7	0	0	0	0	0	3	13	0	0	16	5	0	6	0	11	34
07:45	0	6	2	0	8	0	0	0	0	0	6	16	0	0	22	3	0	4	0	7	37
08:00	0	7	2	0	9	0	0	0	0	0	1	10	0	0	11	1	0	3	0	4	24
Total Volume	0	22	7	0	29	0	0	0	0	0	14	49	0	0	63	10	0	19	0	29	121
% App. Total	0	75.9	24.1	0		0	0	0	0	0	22.2	77.8	0	0		34.5	0	65.5	0		
PHF	.000	.786	.875	.000	.806	.000	.000	.000	.000	.000	.583	.766	.000	.000	.716	.500	.000	.792	.000	.659	.818
Passenger Vehicles	0	22	7	0	29	0	0	0	0	0	14	47	0	0	61	10	0	19	0	29	119
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2.0	0	0	1.6	0	0	0	0	0	0.8
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	2.0	0	0	1.6	0	0	0	0	0	0.8



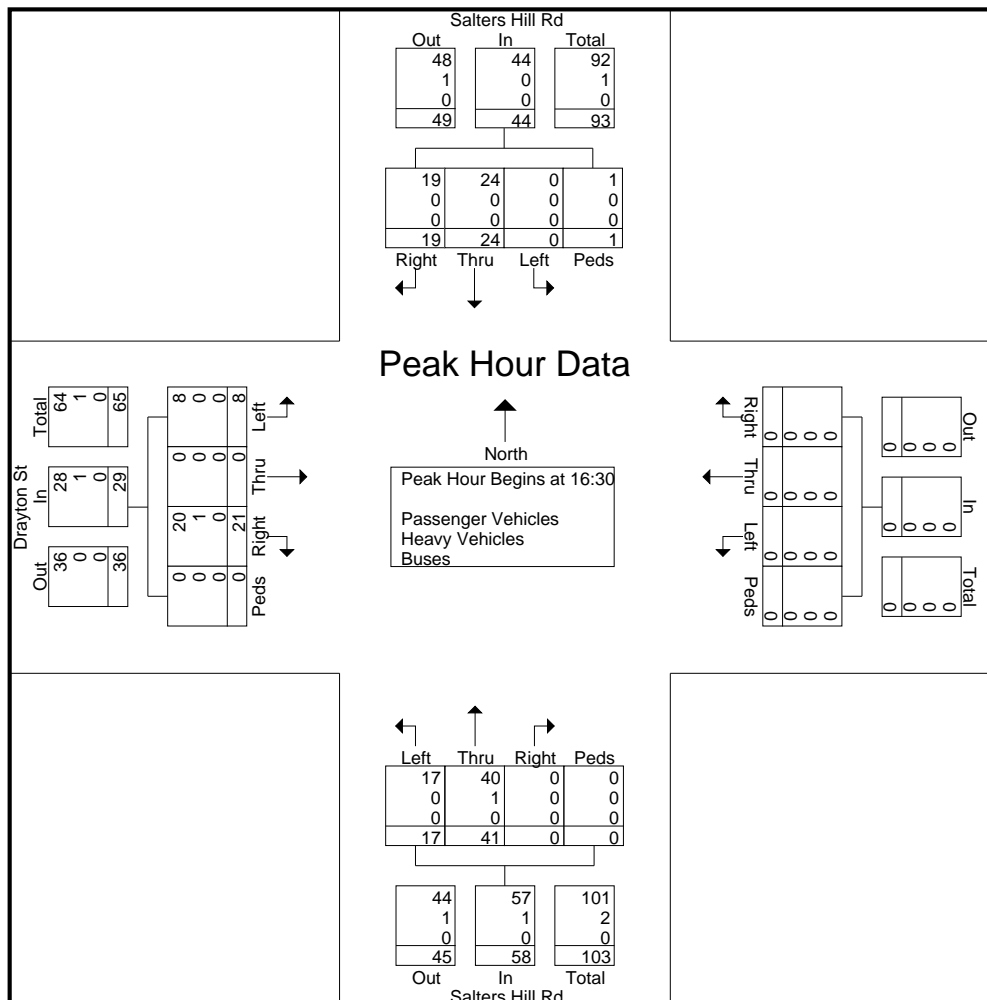
SHORT COUNTS

Traffic Data Specialists

735 Maryland St
Columbia, SC 29201
We Can't say we're the Best, but you Can!

File Name : Drayton St @ Salters Hill Rd
Site Code :
Start Date : 02/14/2024
Page No : 4

Start Time	Salters Hill Rd Southbound					Westbound					Salters Hill Rd Northbound					Drayton St Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	0	4	9	0	13	0	0	0	0	0	3	9	0	0	12	2	0	8	0	10	35
16:45	0	1	1	0	2	0	0	0	0	0	5	8	0	0	13	4	0	3	0	7	22
17:00	0	4	7	1	12	0	0	0	0	0	4	14	0	0	18	2	0	4	0	6	36
17:15	0	15	2	0	17	0	0	0	0	0	5	10	0	0	15	0	0	6	0	6	38
Total Volume	0	24	19	1	44	0	0	0	0	0	17	41	0	0	58	8	0	21	0	29	131
% App. Total	0	54.5	43.2	2.3		0	0	0	0	0	29.3	70.7	0	0		27.6	0	72.4	0		
PHF	.000	.400	.528	.250	.647	.000	.000	.000	.000	.000	.850	.732	.000	.000	.806	.500	.000	.656	.000	.725	.862
Passenger Vehicles	0	24	19	1	44	0	0	0	0	0	17	40	0	0	57	8	0	20	0	28	129
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	2
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	2.4	0	0	1.7	0	0	4.8	0	3.4	1.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



APPENDIX C

Traffic Volume Development Worksheets



INTERSECTION TRAFFIC VOLUME DEVELOPMENT

SC 165 & Drayton Street

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: Wednesday, February 14, 2024

AM PEAK HOUR (7:30-8:30 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2024 TRAFFIC VOLUMES		150	7	21	190		7		18			
Heavy Vehicle Percentage		5%	2%	2%	2%		2%		2%			
Years To Buildout (2028)		4	4	4	4		4		4			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		18	1	3	23		1		2			
2028 NO-BUILD TRAFFIC VOLUMES		168	8	24	213		8		20			
Inbound Trip Distribution Percentage			15%	45%								
Outbound Trip Distribution Percentage							15%		45%			
Inbound New Project Traffic			3	10								
Outbound New Project Traffic							10		30			
Total New Project Traffic			3	10			10		30			
2028 BUILD TRAFFIC VOLUMES		168	11	34	213		18		50			

PM PEAK HOUR (5:00-6:00 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2024 TRAFFIC VOLUMES		241	11	26	172		13		21			
Heavy Vehicle Percentage		2%	2%	4%	2%		2%		2%			
Years To Buildout (2028)		4	4	4	4		4		4			
Yearly Growth Rate		3.0%	3.0%	3.0%	3.0%		3.0%		3.0%			
Background Traffic Growth		29	1	3	21		2		3			
2028 NO-BUILD TRAFFIC VOLUMES		270	12	29	193		15		24			
Inbound Trip Distribution Percentage			15%	45%								
Outbound Trip Distribution Percentage							15%		45%			
Inbound New Project Traffic			11	34								
Outbound New Project Traffic							7		20			
Total New Project Traffic			11	34			7		20			
2028 BUILD TRAFFIC VOLUMES		270	23	63	193		22		44			

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Drayton Street & Salters Hill Road

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: Wednesday, February 14, 2024

AM PEAK HOUR (7:30-8:30 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2024 TRAFFIC VOLUMES	14	49			22	7				10		19
Heavy Vehicle Percentage	2%	2%			2%	2%				2%		2%
Years To Buildout (2028)	4	4			4	4				4		4
Yearly Growth Rate	3.0%	3.0%			3.0%	3.0%				3.0%		3.0%
Background Traffic Growth	2	6			3	1				1		2
2028 NO-BUILD TRAFFIC VOLUMES	16	55			25	8				11		21
Inbound Trip Distribution Percentage	10%					30%						
Outbound Trip Distribution Percentage										30%		10%
Inbound New Project Traffic	2					7						
Outbound New Project Traffic										19		7
Total New Project Traffic	2					7				19		7
2028 BUILD TRAFFIC VOLUMES	18	55			25	15				30		28

PM PEAK HOUR (5:00-6:00 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2024 TRAFFIC VOLUMES	17	41			24	19				8		21
Heavy Vehicle Percentage	2%	2%			2%	2%				2%		5%
Years To Buildout (2028)	4	4			4	4				4		4
Yearly Growth Rate	3.0%	3.0%			3.0%	3.0%				3.0%		3.0%
Background Traffic Growth	2	5			3	2				1		3
2028 NO-BUILD TRAFFIC VOLUMES	19	46			27	21				9		24
Inbound Trip Distribution Percentage	10%					30%						
Outbound Trip Distribution Percentage										30%		10%
Inbound New Project Traffic	7					22						
Outbound New Project Traffic										13		4
Total New Project Traffic	7					22				13		4
2028 BUILD TRAFFIC VOLUMES	26	46			27	43				22		28

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Drayton Street & Site Access #1

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: N/A

AM PEAK HOUR (7:30-8:30 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2024 TRAFFIC VOLUMES	0		0				0	25			28	0
Heavy Vehicle Percentage	2%		2%				2%	2%			2%	2%
Years To Buildout (2028)	4		4				4	4			4	4
Yearly Growth Rate	3.0%		3.0%				3.0%	3.0%			3.0%	3.0%
Background Traffic Growth	0		0				0	3			3	0
2028 NO-BUILD TRAFFIC VOLUMES	0		0				0	28			31	0
Inbound Trip Distribution Percentage							30%	10%				20%
Outbound Trip Distribution Percentage	30%		20%								20%	
Inbound New Project Traffic							7	2				4
Outbound New Project Traffic	20		13								13	
Total New Project Traffic	20		13				7	2			13	4
2028 BUILD TRAFFIC VOLUMES	20		13				7	30			44	4

PM PEAK HOUR (5:00-6:00 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2024 TRAFFIC VOLUMES	0		0				0	34			37	0
Heavy Vehicle Percentage	2%		2%				2%	2%			2%	2%
Years To Buildout (2028)	4		4				4	4			4	4
Yearly Growth Rate	3.0%		3.0%				3.0%	3.0%			3.0%	3.0%
Background Traffic Growth	0		0				0	4			4	0
2028 NO-BUILD TRAFFIC VOLUMES	0		0				0	38			41	0
Inbound Trip Distribution Percentage							30%	10%				20%
Outbound Trip Distribution Percentage	30%		20%								20%	
Inbound New Project Traffic							22	7				15
Outbound New Project Traffic	13		9								8	
Total New Project Traffic	13		9				22	7			8	15
2028 BUILD TRAFFIC VOLUMES	13		9				22	45			49	15

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

Drayton Street & Conners Street/Site Access #2

TRAFFIC CONTROL: Unsignalized

DATE COUNTED: N/A

AM PEAK HOUR (7:30-8:30 AM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2024 TRAFFIC VOLUMES	0		0				0	25			28	0
Heavy Vehicle Percentage	2%		2%				2%	2%			2%	2%
Years To Buildout (2028)	4		4				4	4			4	4
Yearly Growth Rate	3.0%		3.0%				3.0%	3.0%			3.0%	3.0%
Background Traffic Growth	0		0				0	3			3	0
2028 NO-BUILD TRAFFIC VOLUMES	0		0				0	28			31	0
Inbound Trip Distribution Percentage							10%				20%	40%
Outbound Trip Distribution Percentage	30%		20%					30%				
Inbound New Project Traffic							2				4	9
Outbound New Project Traffic	20		13					20				
Total New Project Traffic	20		13				2	20			4	9
2028 BUILD TRAFFIC VOLUMES	20		13				2	48			35	9

PM PEAK HOUR (5:00-6:00 PM)	NBL	NBT	NBR	SBL	SBT	SBR	WBL	WBT	WBR	EBL	EBT	EBR
2024 TRAFFIC VOLUMES	0		0				0	34			37	0
Heavy Vehicle Percentage	2%		2%				2%	2%			2%	2%
Years To Buildout (2028)	4		4				4	4			4	4
Yearly Growth Rate	3.0%		3.0%				3.0%	3.0%			3.0%	3.0%
Background Traffic Growth	0		0				0	4			4	0
2028 NO-BUILD TRAFFIC VOLUMES	0		0				0	38			41	0
Inbound Trip Distribution Percentage							10%				20%	40%
Outbound Trip Distribution Percentage	30%		20%					30%				
Inbound New Project Traffic							7				15	30
Outbound New Project Traffic	14		8					13				
Total New Project Traffic	14		8				7	13			15	30
2028 BUILD TRAFFIC VOLUMES	14		8				7	51			56	30

Single-Family Detached Housing (210)

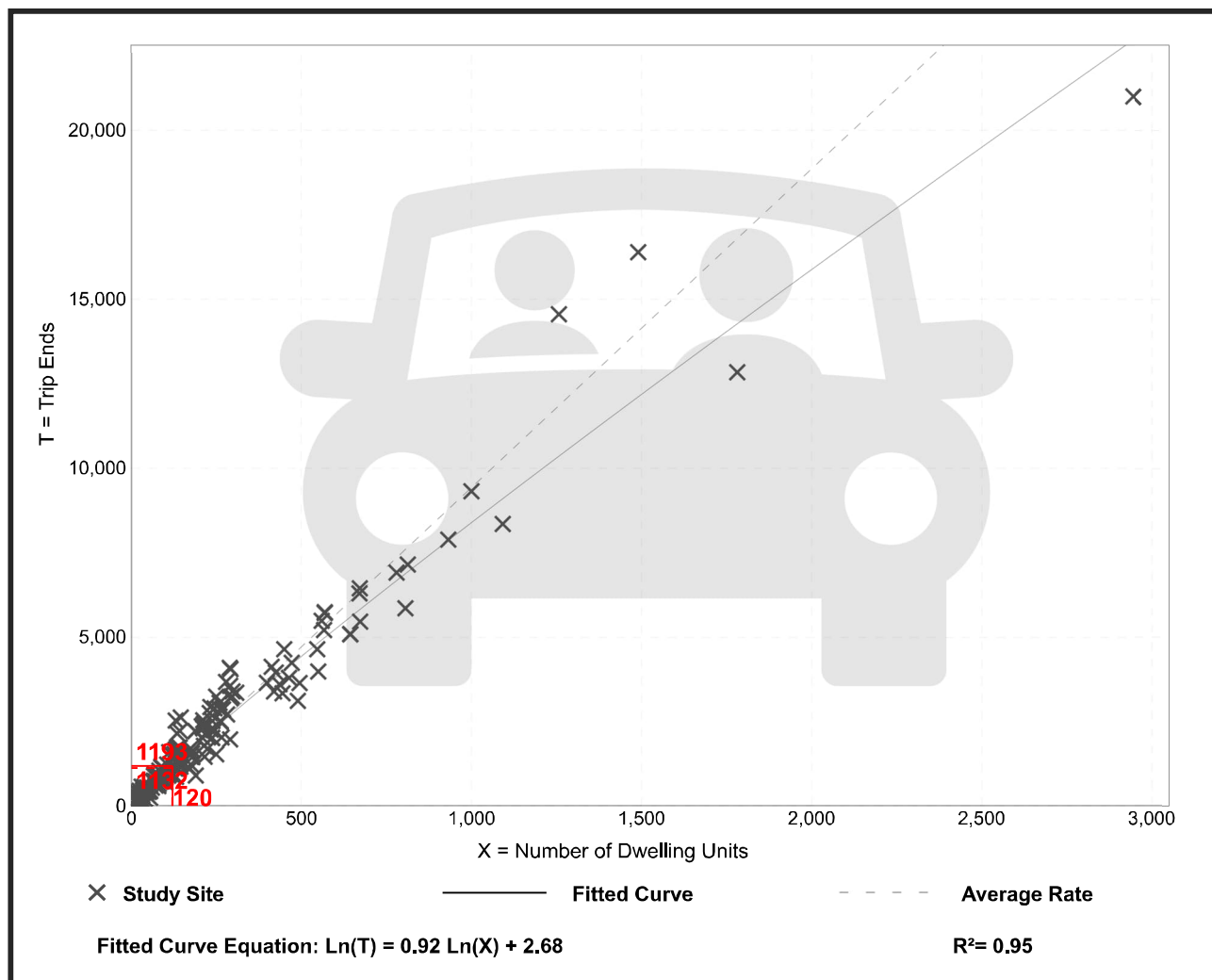
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

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

Setting/Location: General Urban/Suburban

Number of Studies: 192

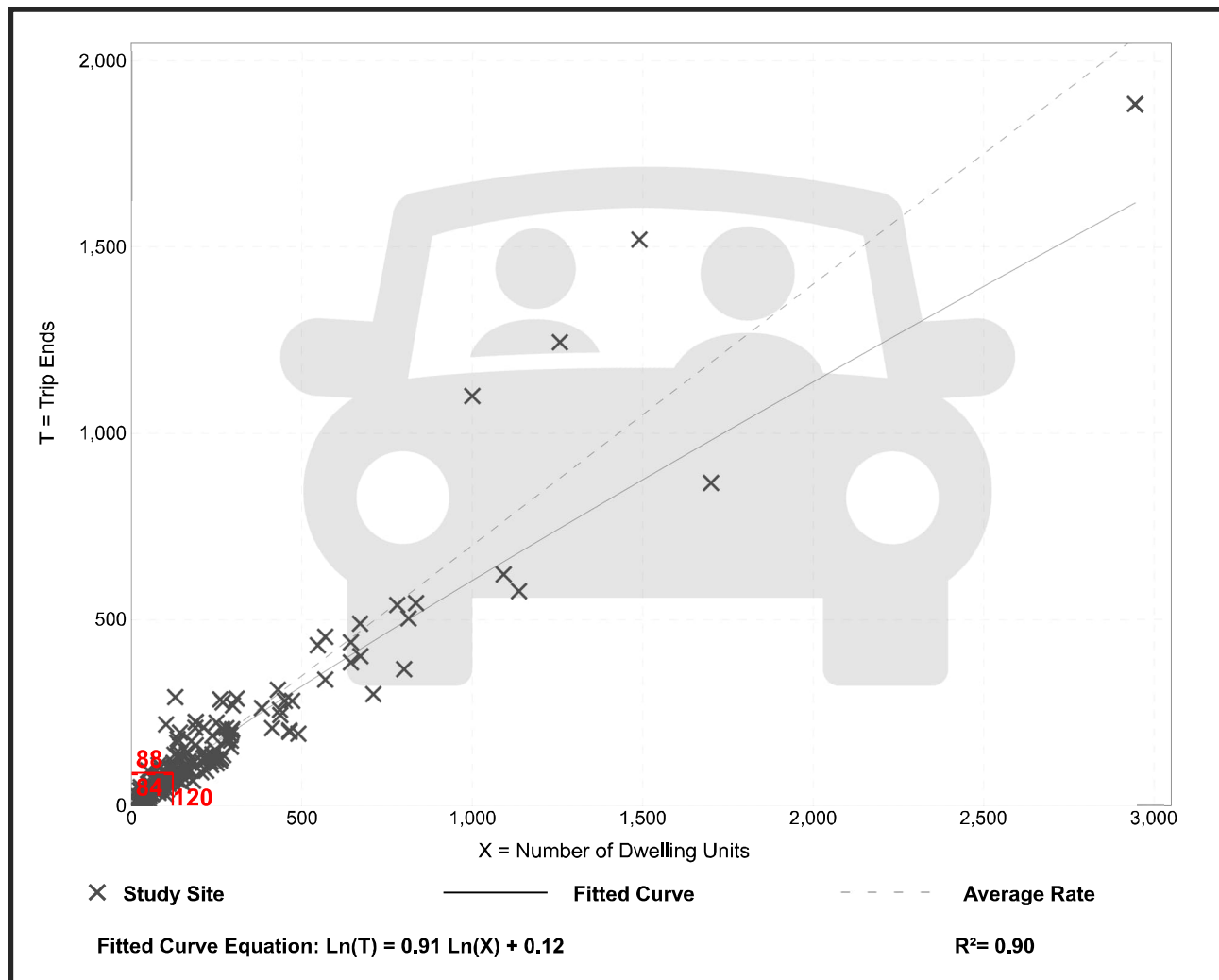
Avg. Num. of Dwelling Units: 226

Directional Distribution: 25% entering, 75% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Single-Family Detached Housing (210)

Vehicle Trip Ends vs: Dwelling Units

On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Setting/Location: General Urban/Suburban

Number of Studies: 208

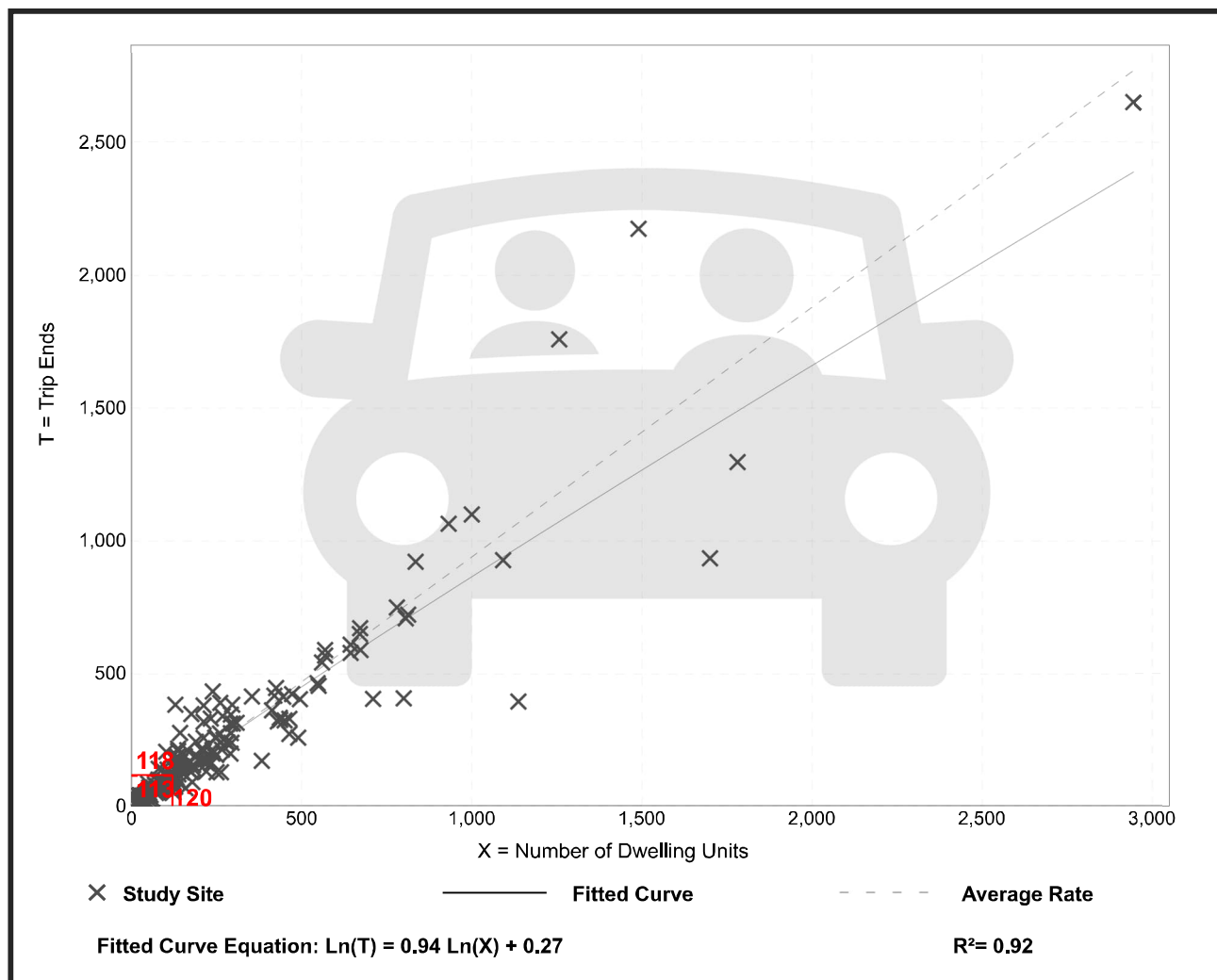
Avg. Num. of Dwelling Units: 248

Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



APPENDIX D

Turn Lane Analysis Worksheets

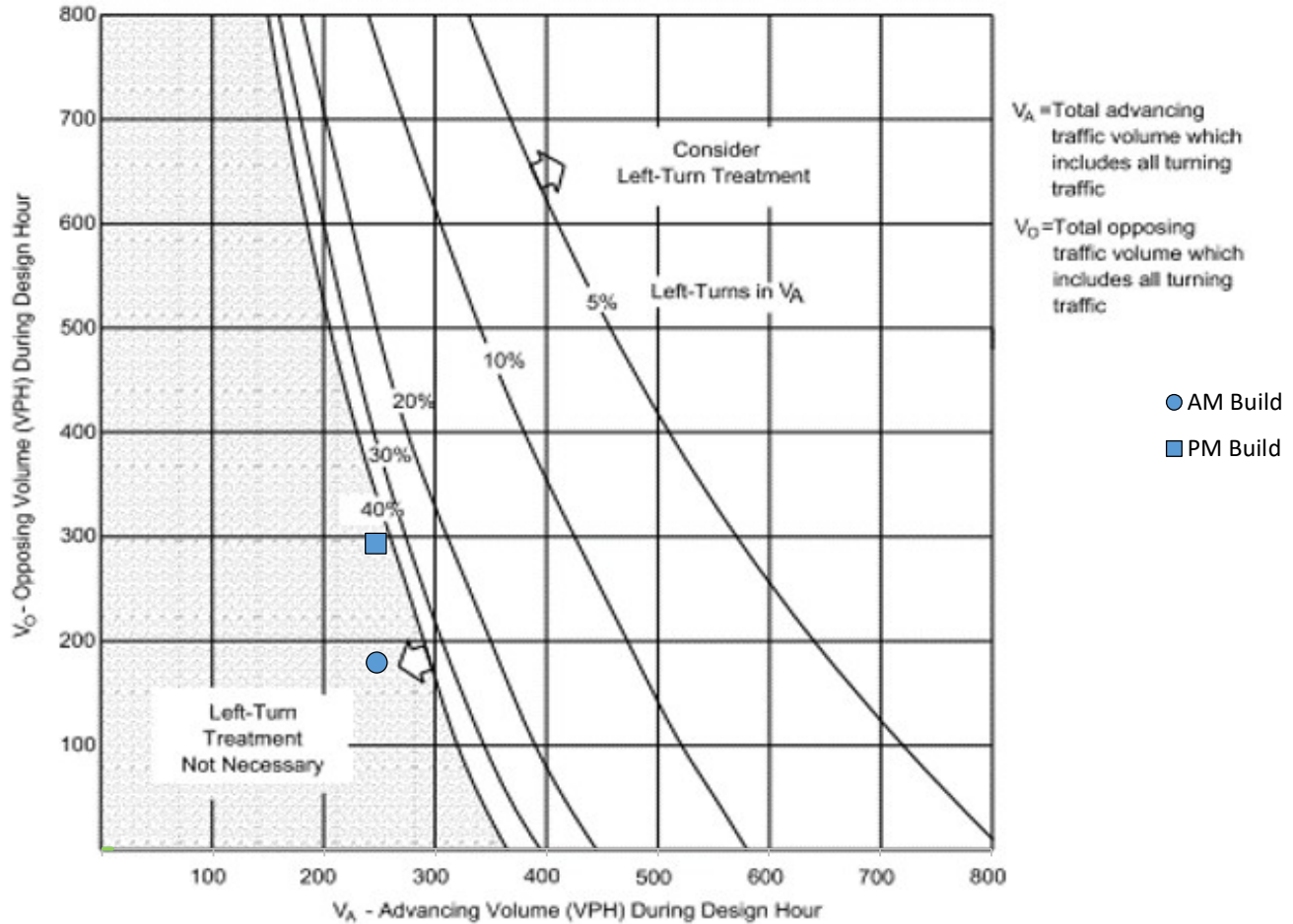


Tumbleston Tract Residential
LEFT-TURN LANE WARRANT REVIEW

March 2017

INTERSECTIONS

9.5-9



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)
Figure 9.5-G

INTERSECTION: SC 165 & Drayton Street

MOVEMENT: Southbound left turn

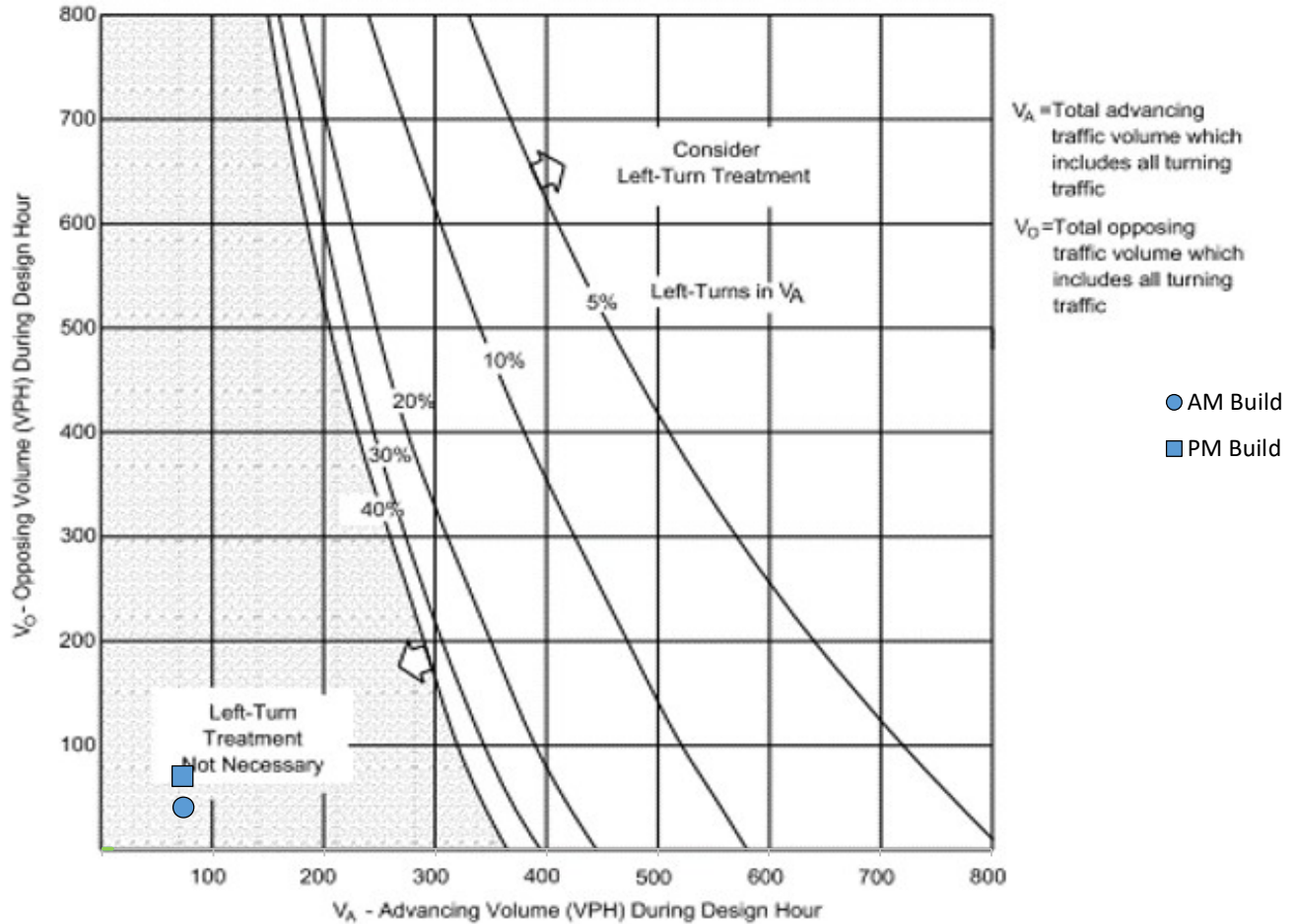
SCENARIO	Advancing Volume (V_a)	Southbound left turn	Opposing Volume (V_o)	Left Turn % of V_a	Symbol
AM Build	247	34	179	13.8%	●
PM Build	246	63	293	25.6%	■

Tumbleston Tract Residential
LEFT-TURN LANE WARRANT REVIEW

March 2017

INTERSECTIONS

9.5-9



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)

Figure 9.5-G

INTERSECTION: Salters Hill Road & Drayton Street

MOVEMENT: Northbound left turn

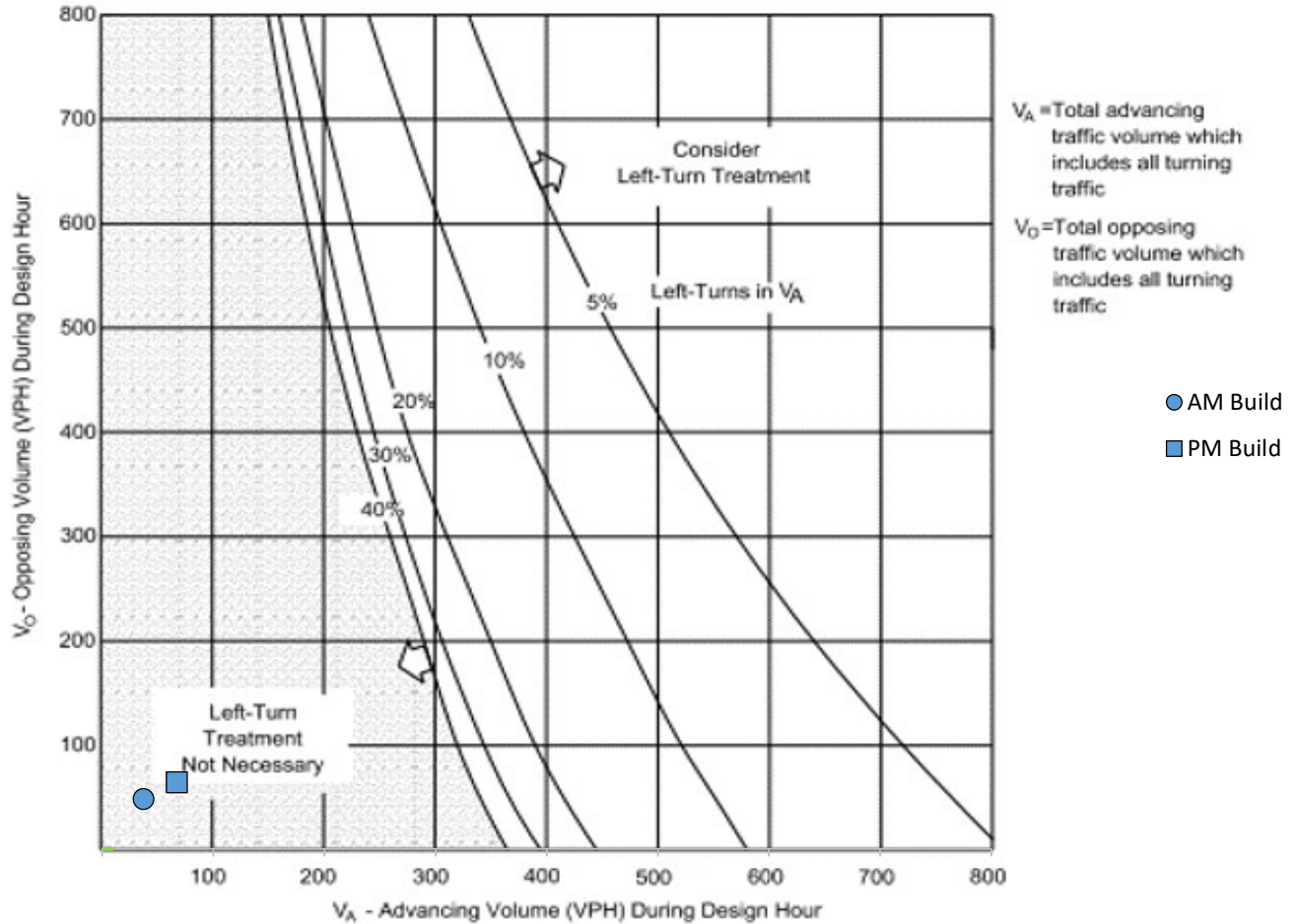
SCENARIO	Advancing Volume (V_a)	Northbound left turn	Opposing Volume (V_o)	Left Turn % of V_a	Symbol
AM Build	73	18	40	24.7%	●
PM Build	72	26	70	36.1%	■

Tumbleston Tract Residential
LEFT-TURN LANE WARRANT REVIEW

March 2017

INTERSECTIONS

9.5-9



VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)
Figure 9.5-G

INTERSECTION: Drayton Street & Access #1

MOVEMENT: Westbound left turn

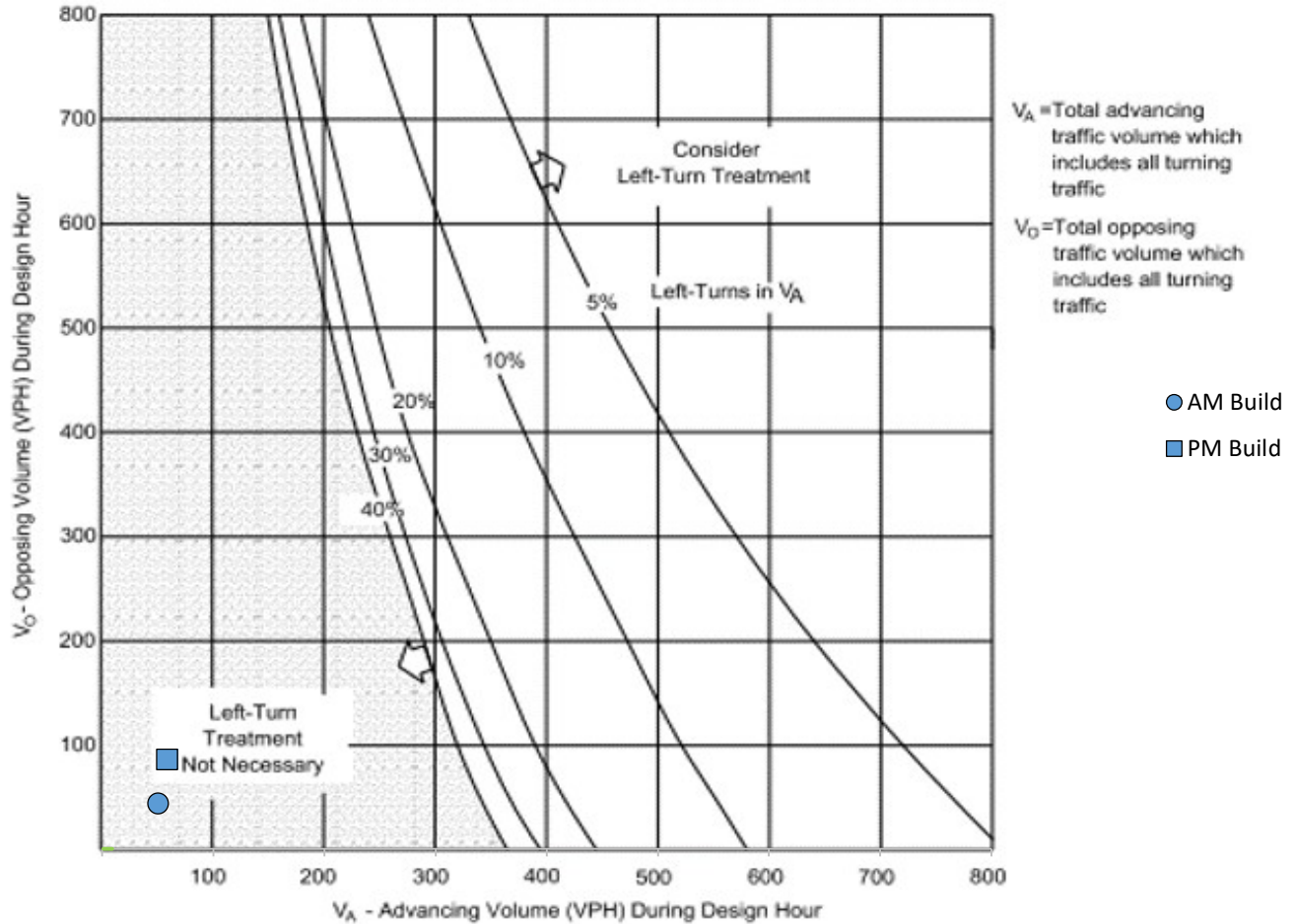
SCENARIO	Advancing Volume (V_a)	Westbound left turn	Opposing Volume (V_o)	Left Turn % of V_a	Symbol
AM Build	37	7	48	18.9%	●
PM Build	67	22	64	32.8%	■

Tumbleston Tract Residential
LEFT-TURN LANE WARRANT REVIEW

March 2017

INTERSECTIONS

9.5-9



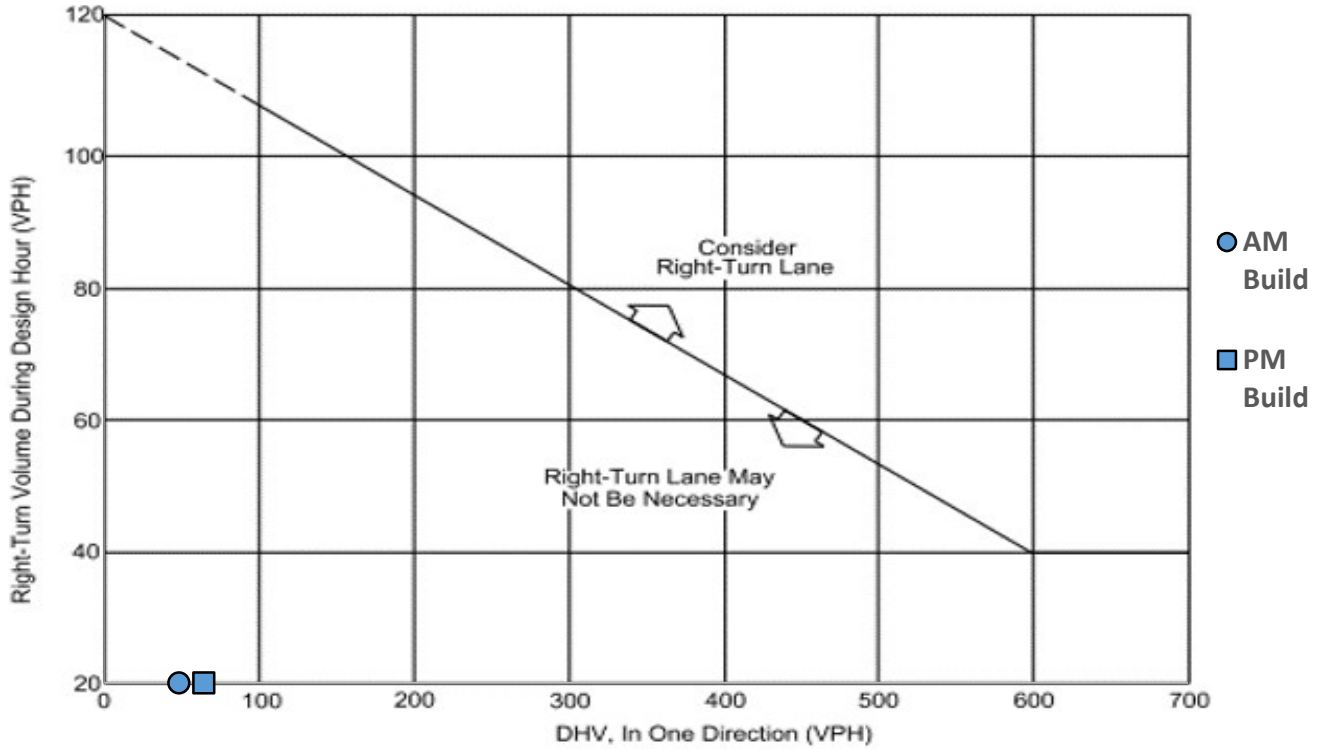
VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)
Figure 9.5-G

INTERSECTION: Drayton Street & Access #2

MOVEMENT: Westbound left turn

SCENARIO	Advancing Volume (V_a)	Westbound left turn	Opposing Volume (V_o)	Left Turn % of V_a	Symbol
AM Build	50	2	44	4.0%	●
PM Build	58	7	86	12.1%	■

Tumbleston Tract Residential
RIGHT-TURN LANE WARRANT REVIEW



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.

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS
 ON TWO-LANE HIGHWAYS**

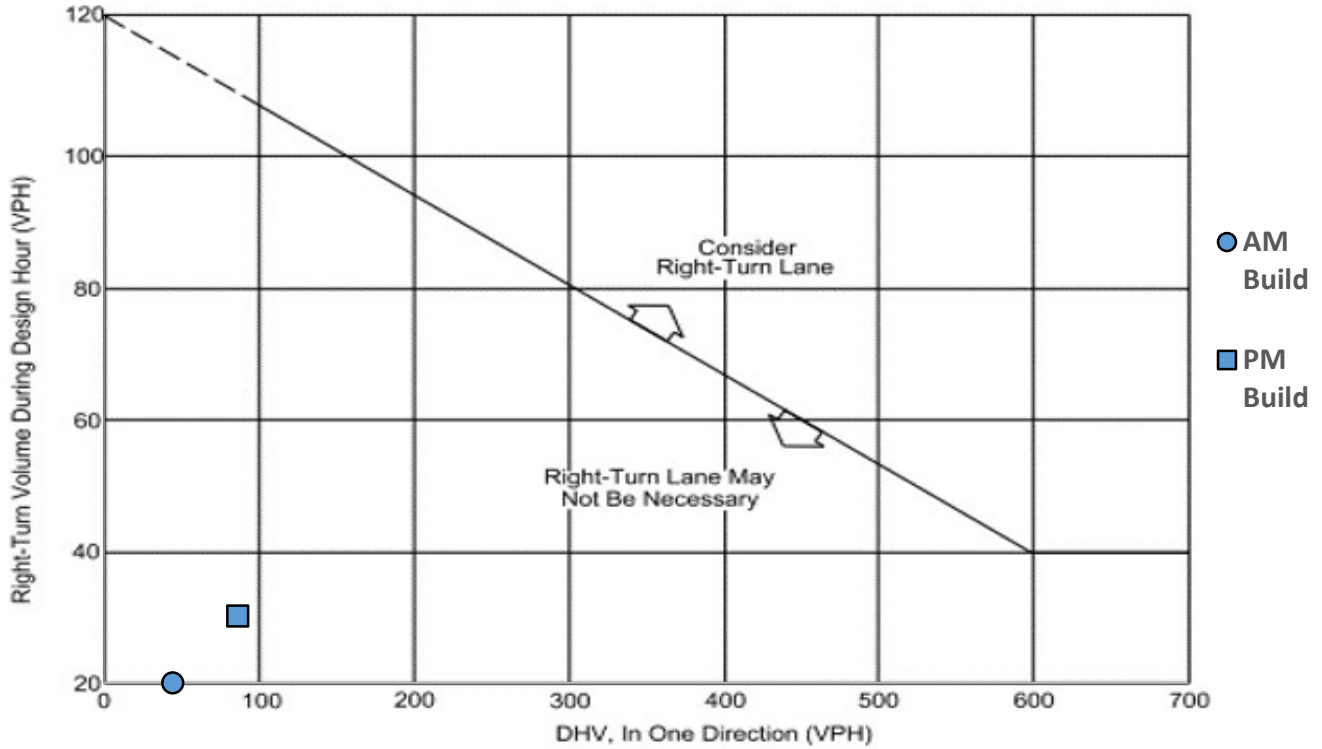
Figure 9.5-A

INTERSECTION: Drayton Street & Access #1

MOVEMENT: Eastbound right turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	48	4	●
PM Build	64	15	■

Tumbleston Tract Residential
RIGHT-TURN LANE WARRANT REVIEW



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.

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS
ON TWO-LANE HIGHWAYS**

Figure 9.5-A

INTERSECTION: Drayton Street & Access #2

MOVEMENT: Eastbound right turn

SCENARIO	Design Hour Volume	Right Turn Volume	Symbol
AM Build	44	9	●
PM Build	86	30	■

APPENDIX E

Capacity Analysis



2024 Existing Conditions



Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	18	150	7	21	190
Future Vol, veh/h	7	18	150	7	21	190
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	8	20	163	8	23	207

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	420	167	0	0	171	0
Stage 1	167	-	-	-	-	-
Stage 2	253	-	-	-	-	-
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	590	877	-	-	1406	-
Stage 1	863	-	-	-	-	-
Stage 2	789	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	579	877	-	-	1406	-
Mov Cap-2 Maneuver	579	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	775	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.9	0	0.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	767	1406
HCM Lane V/C Ratio	-	-	0.035	0.016
HCM Control Delay (s)	-	-	9.9	7.6
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	19	14	49	22	7
Future Vol, veh/h	10	19	14	49	22	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	21	15	53	24	8

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	111	28	32	0	-	0
Stage 1	28	-	-	-	-	-
Stage 2	83	-	-	-	-	-
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	886	1047	1580	-	-	-
Stage 1	995	-	-	-	-	-
Stage 2	940	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	877	1047	1580	-	-	-
Mov Cap-2 Maneuver	877	-	-	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	940	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1580	-	981	-	-
HCM Lane V/C Ratio	0.01	-	0.032	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	21	241	11	26	172
Future Vol, veh/h	13	21	241	11	26	172
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2
Mvmt Flow	14	23	262	12	28	187

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	511	268	0	0	274	0
Stage 1	268	-	-	-	-	-
Stage 2	243	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	523	771	-	-	1278	-
Stage 1	777	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	510	771	-	-	1278	-
Mov Cap-2 Maneuver	510	-	-	-	-	-
Stage 1	777	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	645	1278
HCM Lane V/C Ratio	-	-	0.057	0.022
HCM Control Delay (s)	-	-	10.9	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	21	17	41	24	19
Future Vol, veh/h	8	21	17	41	24	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	92	92	92	92	92	92
Heavy Vehicles, %	2	5	2	2	2	2
Mvmt Flow	9	23	18	45	26	21

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	118	37	47	0	-	0
Stage 1	37	-	-	-	-	-
Stage 2	81	-	-	-	-	-
Critical Hdwy	6.42	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	878	1027	1560	-	-	-
Stage 1	985	-	-	-	-	-
Stage 2	942	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	867	1027	1560	-	-	-
Mov Cap-2 Maneuver	867	-	-	-	-	-
Stage 1	973	-	-	-	-	-
Stage 2	942	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1560	-	977	-	-
HCM Lane V/C Ratio	0.012	-	0.032	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

2028 No-Build Conditions



Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	8	20	168	8	24	213
Future Vol, veh/h	8	20	168	8	24	213
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	9	22	183	9	26	232

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	472	188	0	0	192	0
Stage 1	188	-	-	-	-	-
Stage 2	284	-	-	-	-	-
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	551	854	-	-	1381	-
Stage 1	844	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	539	854	-	-	1381	-
Mov Cap-2 Maneuver	539	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.1	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	732	1381
HCM Lane V/C Ratio	-	-	0.042	0.019
HCM Control Delay (s)	-	-	10.1	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	11	21	16	55	25	8
Future Vol, veh/h	11	21	16	55	25	8
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	23	17	60	27	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	126	32	36	0	0
Stage 1	32	-	-	-	-
Stage 2	94	-	-	-	-
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	869	1042	1575	-	-
Stage 1	991	-	-	-	-
Stage 2	930	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	859	1042	1575	-	-
Mov Cap-2 Maneuver	859	-	-	-	-
Stage 1	980	-	-	-	-
Stage 2	930	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	1.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1575	-	971	-	-
HCM Lane V/C Ratio	0.011	-	0.036	-	-
HCM Control Delay (s)	7.3	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	24	270	12	29	193
Future Vol, veh/h	15	24	270	12	29	193
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2
Mvmt Flow	16	26	293	13	32	210

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	574	300	0	0	306	0
Stage 1	300	-	-	-	-	-
Stage 2	274	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236	-
Pot Cap-1 Maneuver	480	740	-	-	1243	-
Stage 1	752	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	466	740	-	-	1243	-
Mov Cap-2 Maneuver	466	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	750	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	604	1243
HCM Lane V/C Ratio	-	-	0.07	0.025
HCM Control Delay (s)	-	-	11.4	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	24	19	46	27	21
Future Vol, veh/h	9	24	19	46	27	21
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	92	92	92	92	92	92
Heavy Vehicles, %	2	5	2	2	2	2
Mvmt Flow	10	26	21	50	29	23

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	133	41	52	0	0
Stage 1	41	-	-	-	-
Stage 2	92	-	-	-	-
Critical Hdwy	6.42	6.25	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.345	2.218	-	-
Pot Cap-1 Maneuver	861	1022	1554	-	-
Stage 1	981	-	-	-	-
Stage 2	932	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	849	1022	1554	-	-
Mov Cap-2 Maneuver	849	-	-	-	-
Stage 1	967	-	-	-	-
Stage 2	932	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	2.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1554	-	968	-	-
HCM Lane V/C Ratio	0.013	-	0.037	-	-
HCM Control Delay (s)	7.3	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

2028 Build Conditions



Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W	W	T	T	T	T
Traffic Vol, veh/h	18	50	168	11	34	213
Future Vol, veh/h	18	50	168	11	34	213
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	20	54	183	12	37	232

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	495	189	0	0	195
Stage 1	189	-	-	-	-
Stage 2	306	-	-	-	-
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	534	853	-	-	1378
Stage 1	843	-	-	-	-
Stage 2	747	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	517	853	-	-	1378
Mov Cap-2 Maneuver	517	-	-	-	-
Stage 1	843	-	-	-	-
Stage 2	724	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.5	0	1.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	728	1378
HCM Lane V/C Ratio	-	-	0.102	0.027
HCM Control Delay (s)	-	-	10.5	7.7
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection						
Int Delay, s/veh	3.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	30	28	18	55	25	15
Future Vol, veh/h	30	28	18	55	25	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	33	30	20	60	27	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	135	35	43	0	0
Stage 1	35	-	-	-	-
Stage 2	100	-	-	-	-
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	859	1038	1566	-	-
Stage 1	987	-	-	-	-
Stage 2	924	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	848	1038	1566	-	-
Mov Cap-2 Maneuver	848	-	-	-	-
Stage 1	974	-	-	-	-
Stage 2	924	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1566	-	930	-	-
HCM Lane V/C Ratio	0.012	-	0.068	-	-
HCM Control Delay (s)	7.3	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	4	7	30	20	13
Future Vol, veh/h	44	4	7	30	20	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	4	8	33	22	14

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	52	0	99
Stage 1	-	-	-	-	50
Stage 2	-	-	-	-	49
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1554	-	900
Stage 1	-	-	-	-	972
Stage 2	-	-	-	-	973
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1554	-	896
Mov Cap-2 Maneuver	-	-	-	-	896
Stage 1	-	-	-	-	972
Stage 2	-	-	-	-	968

Approach	EB	WB	NB
HCM Control Delay, s	0	1.4	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	940	-	-	1554	-
HCM Lane V/C Ratio	0.038	-	-	0.005	-
HCM Control Delay (s)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	2.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	9	2	48	20	13
Future Vol, veh/h	35	9	2	48	20	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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	10	2	52	22	14

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	48	0	99
Stage 1	-	-	-	-	43
Stage 2	-	-	-	-	56
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1559	-	900
Stage 1	-	-	-	-	979
Stage 2	-	-	-	-	967
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1559	-	899
Mov Cap-2 Maneuver	-	-	-	-	899
Stage 1	-	-	-	-	979
Stage 2	-	-	-	-	966

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	945	-	-	1559	-
HCM Lane V/C Ratio	0.038	-	-	0.001	-
HCM Control Delay (s)	9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	44	270	23	63	193
Future Vol, veh/h	22	44	270	23	63	193
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	4	2
Mvmt Flow	24	48	293	25	68	210

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	652	306	0	0	318
Stage 1	306	-	-	-	-
Stage 2	346	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.14
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.236
Pot Cap-1 Maneuver	433	734	-	-	1231
Stage 1	747	-	-	-	-
Stage 2	716	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	406	734	-	-	1231
Mov Cap-2 Maneuver	406	-	-	-	-
Stage 1	747	-	-	-	-
Stage 2	671	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.1	0	2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	578	1231
HCM Lane V/C Ratio	-	-	0.124	0.056
HCM Control Delay (s)	-	-	12.1	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.2

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	22	28	26	46	27	43
Future Vol, veh/h	22	28	26	46	27	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	92	92	92	92	92	92
Heavy Vehicles, %	2	5	2	2	2	2
Mvmt Flow	24	30	28	50	29	47

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	159	53	76	0	0
Stage 1	53	-	-	-	-
Stage 2	106	-	-	-	-
Critical Hdwy	6.42	6.25	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.345	2.218	-	-
Pot Cap-1 Maneuver	832	1006	1523	-	-
Stage 1	970	-	-	-	-
Stage 2	918	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	816	1006	1523	-	-
Mov Cap-2 Maneuver	816	-	-	-	-
Stage 1	952	-	-	-	-
Stage 2	918	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.2	2.7	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1523	-	913	-	-
HCM Lane V/C Ratio	0.019	-	0.06	-	-
HCM Control Delay (s)	7.4	0	9.2	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection						
Int Delay, s/veh	2.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	49	15	22	45	13	9
Future Vol, veh/h	49	15	22	45	13	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	53	16	24	49	14	10

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	69	0	158
Stage 1	-	-	-	-	61
Stage 2	-	-	-	-	97
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1532	-	833
Stage 1	-	-	-	-	962
Stage 2	-	-	-	-	927
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1532	-	820
Mov Cap-2 Maneuver	-	-	-	-	820
Stage 1	-	-	-	-	962
Stage 2	-	-	-	-	912

Approach	EB	WB	NB
HCM Control Delay, s	0	2.4	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	886	-	-	1532	-
HCM Lane V/C Ratio	0.027	-	-	0.016	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection						
Int Delay, s/veh	1.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	56	30	7	51	14	8
Future Vol, veh/h	56	30	7	51	14	8
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	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	61	33	8	55	15	9

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	94	0	149 78
Stage 1	-	-	-	-	78 -
Stage 2	-	-	-	-	71 -
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	-	-	1500	-	843 983
Stage 1	-	-	-	-	945 -
Stage 2	-	-	-	-	952 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1500	-	838 983
Mov Cap-2 Maneuver	-	-	-	-	838 -
Stage 1	-	-	-	-	945 -
Stage 2	-	-	-	-	946 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	885	-	-	1500	-
HCM Lane V/C Ratio	0.027	-	-	0.005	-
HCM Control Delay (s)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-