Kiawah Island Parkway Intersection and Corridor Study

Prepared for

Prepared by

Kimley»Horn

May 2022

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Kiawah Island Parkway Intersection and Corridor Study

Prepared for

TOWN of KIAWAH ISLAND
ESTABLISHED 1988

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May 2022

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1 Executive Summary

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

The intersections analyzed in this study were:

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

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

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

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

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

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

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

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

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

Short-Term Recommendations

1. *Kiawah Island Parkway at Beachwalker Drive*

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

2. *Kiawah Island Parkway at the Real Estate Office*

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

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

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

4. *Kiawah Island Parkway at Freshfields Drive*

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

Long-Term Recommendations

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

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

2. *Kiawah Island Parkway at Old Cedar Lane*

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

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

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

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

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

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

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

Figure 1
Study Area Map

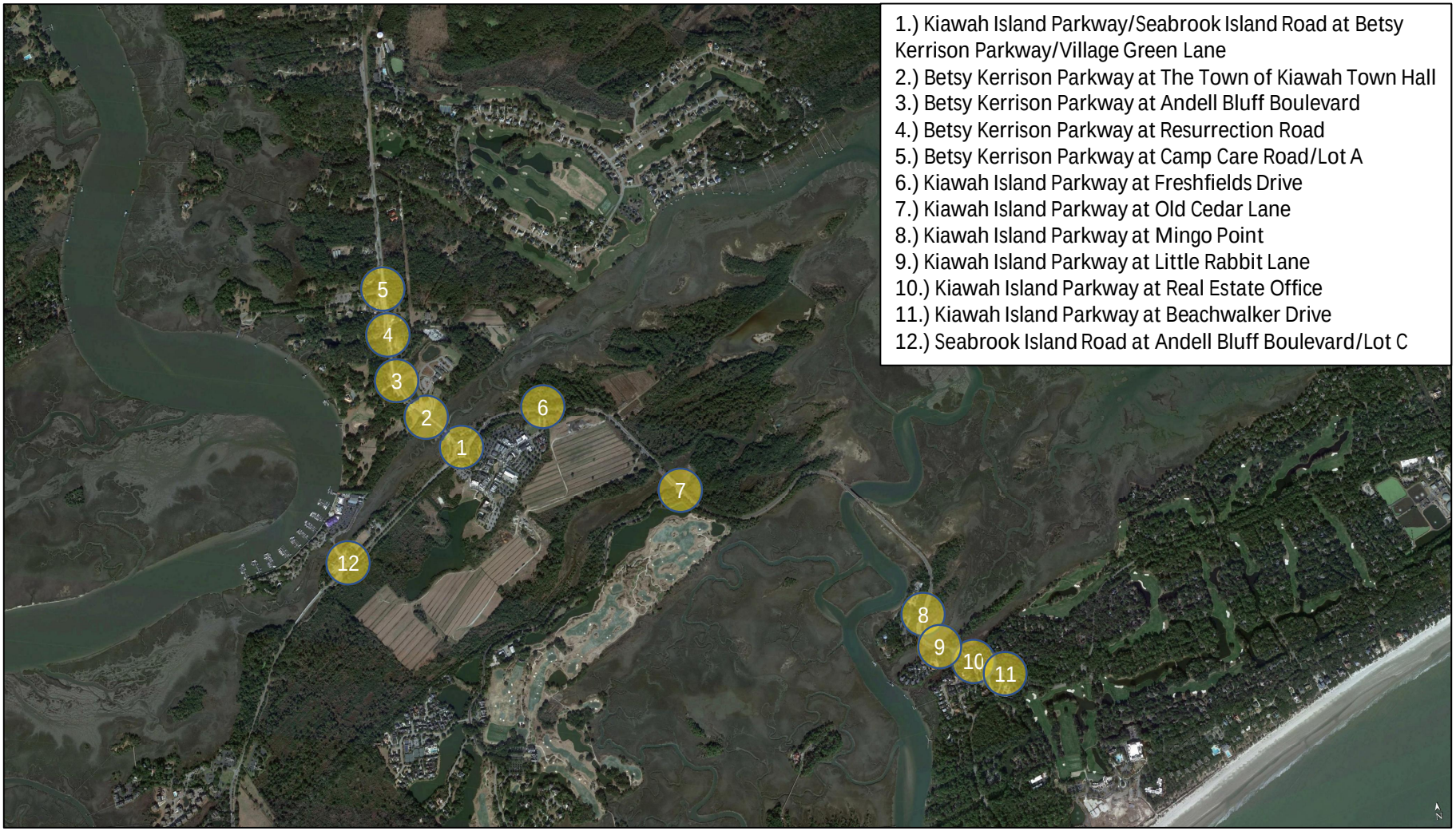


Figure 2
Short Term Development Locations

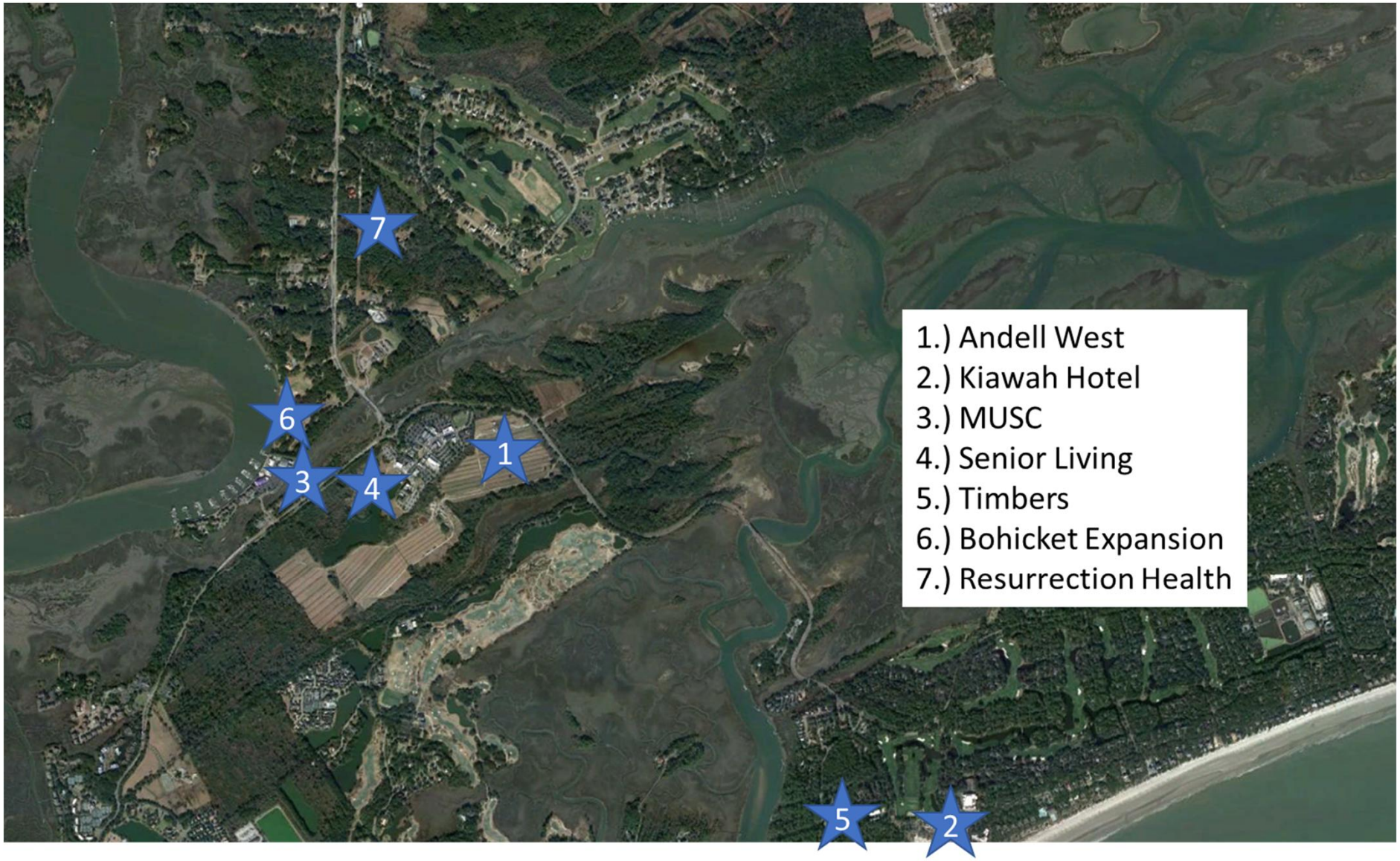


Figure 3

Long Term Development Locations

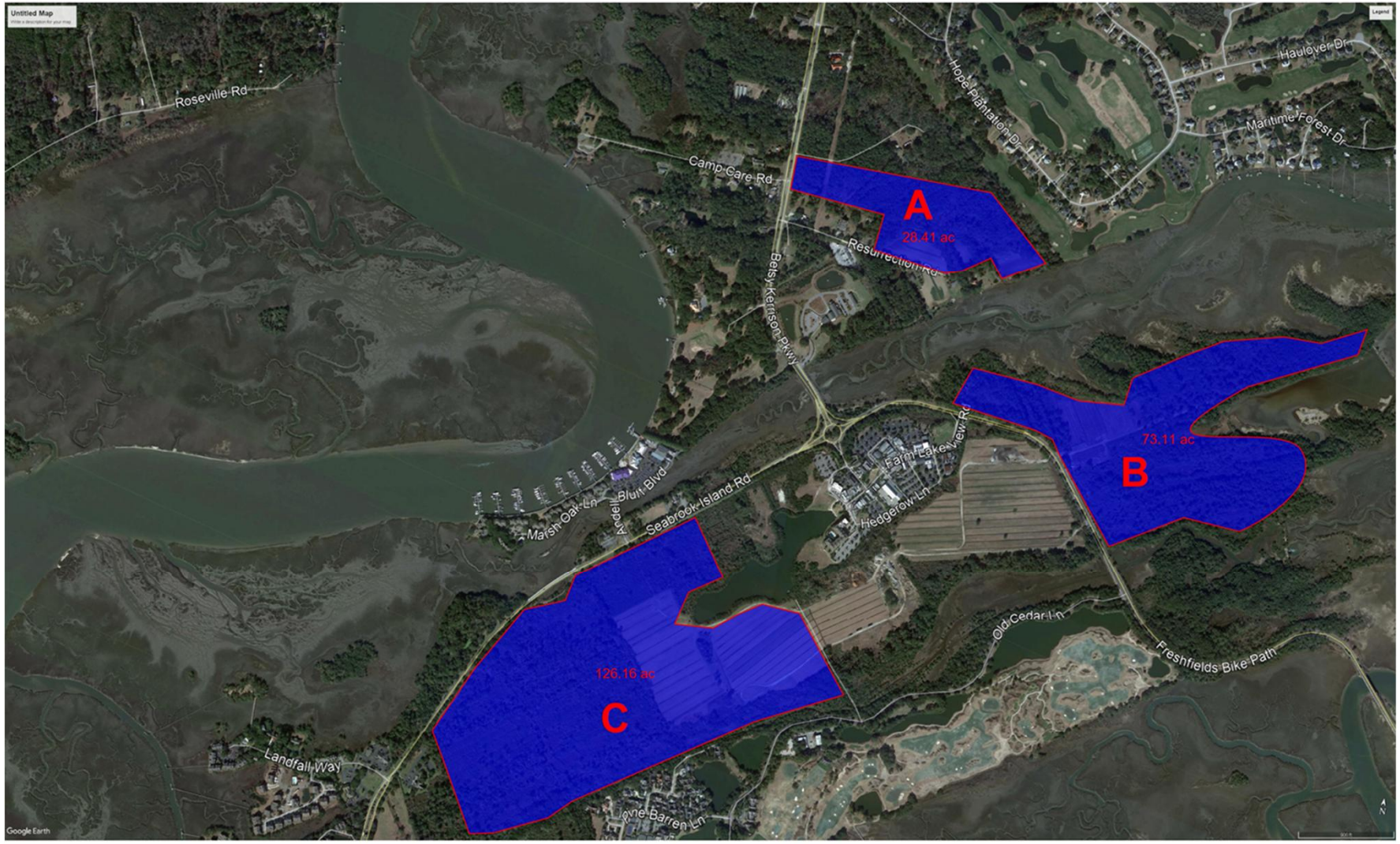
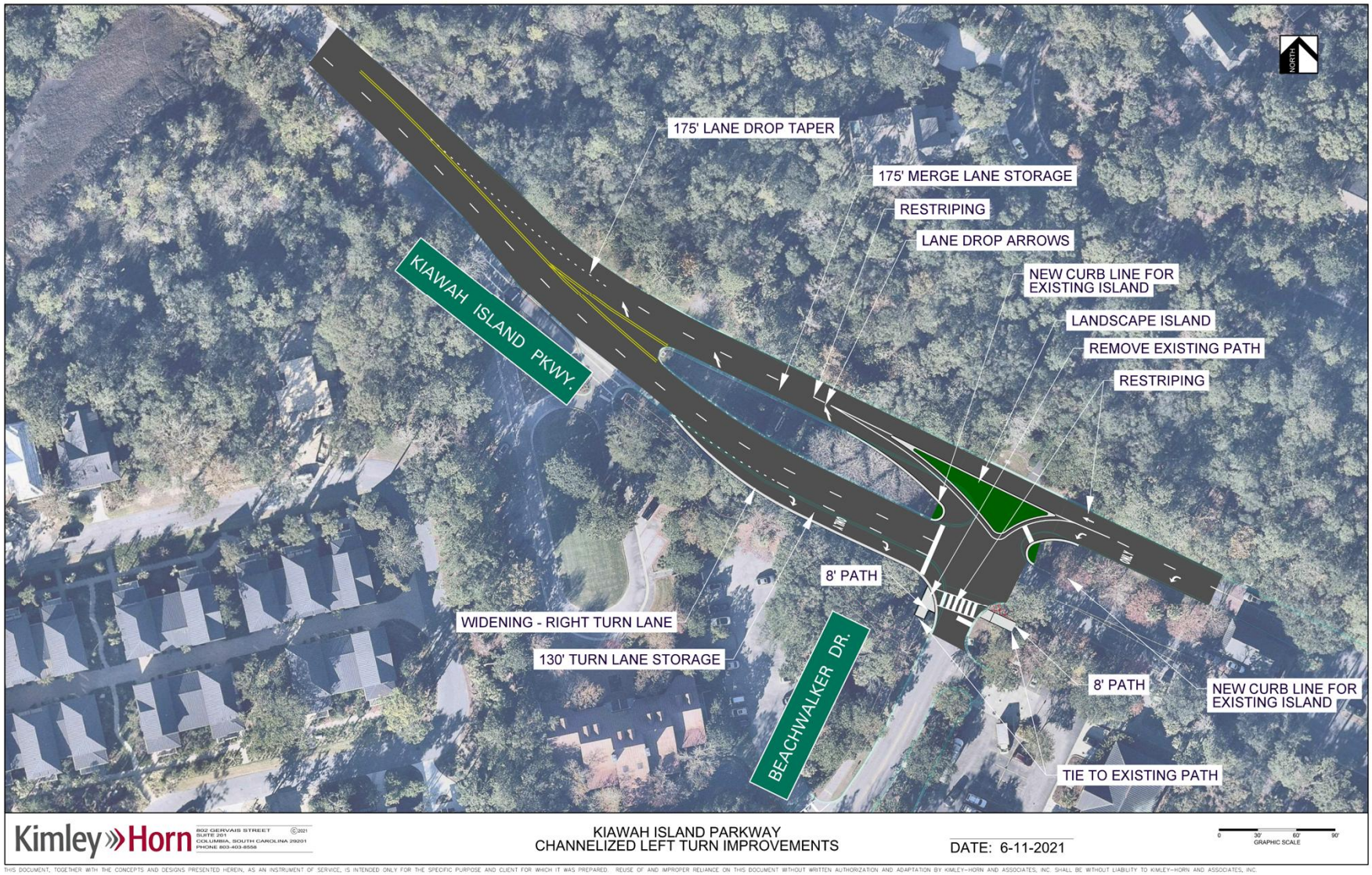


Figure 4: Kiawah Island Parkway at Beachwalker Drive Concept *(Short-Term)*



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Figure 5: Seabrook Island Road at Andell West/Lot B Concept *(Short-Term)*



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



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

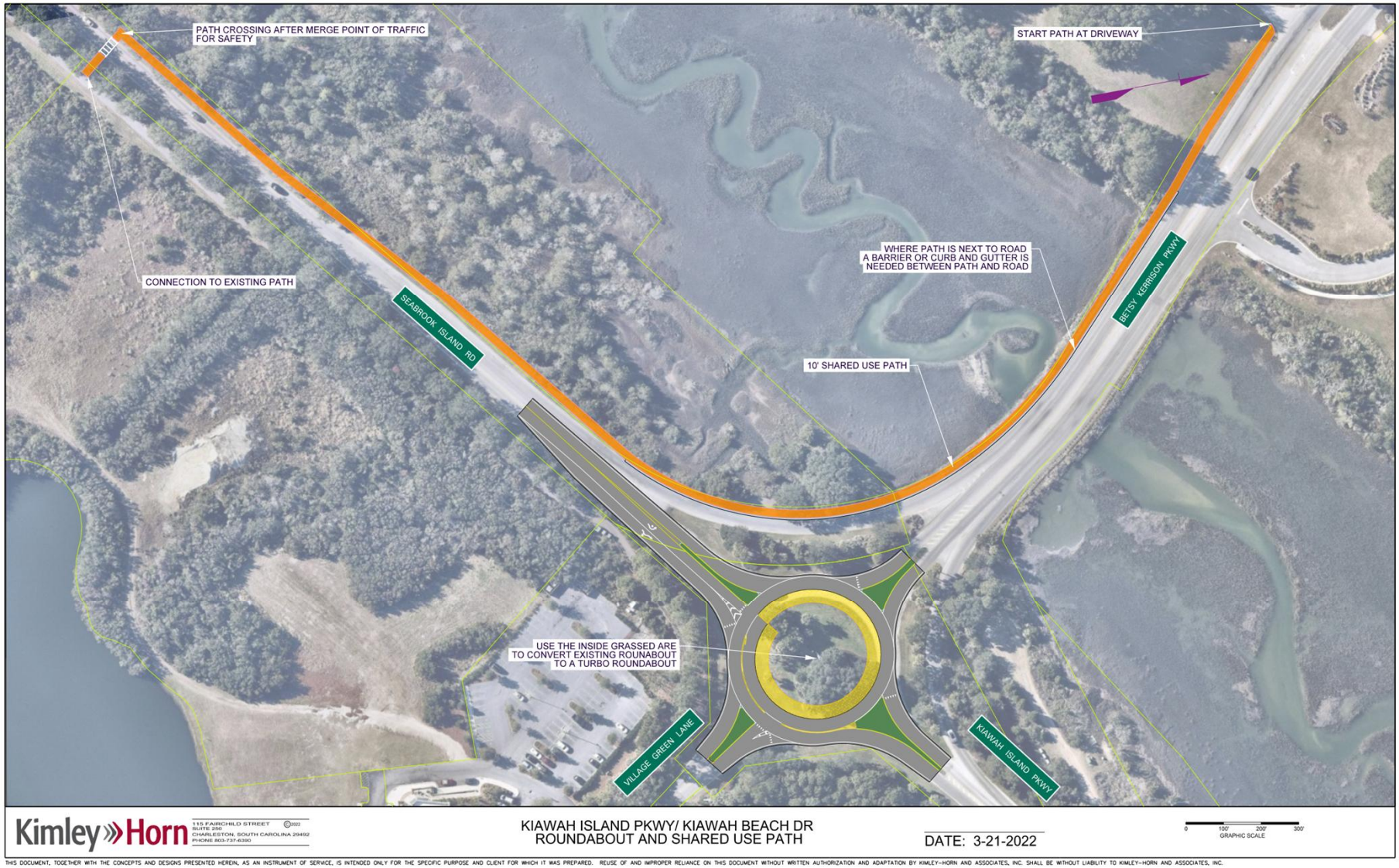
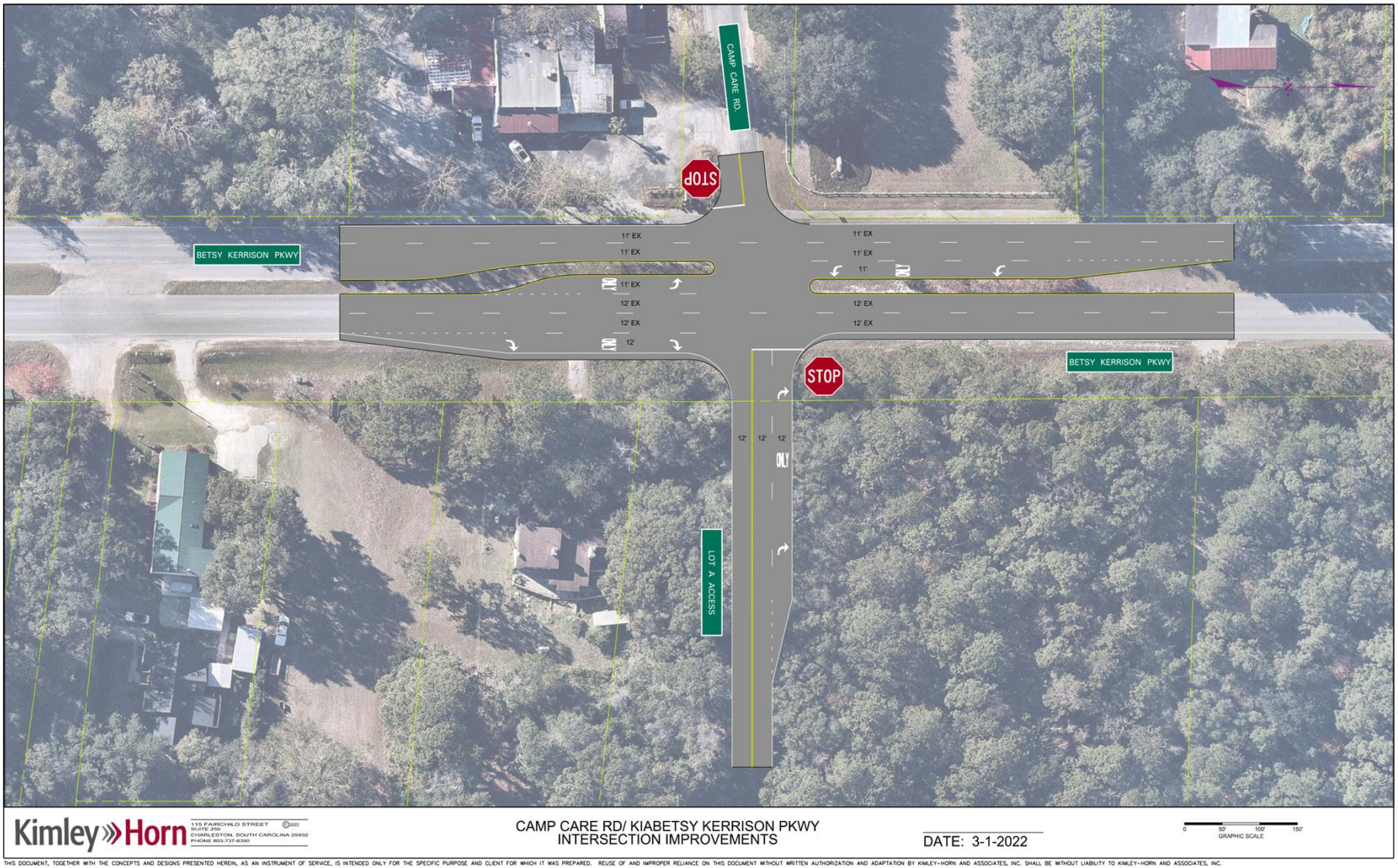


Figure 8: Kiawah Island Parkway at Old Cedar Lane Concept *(Long-Term)*



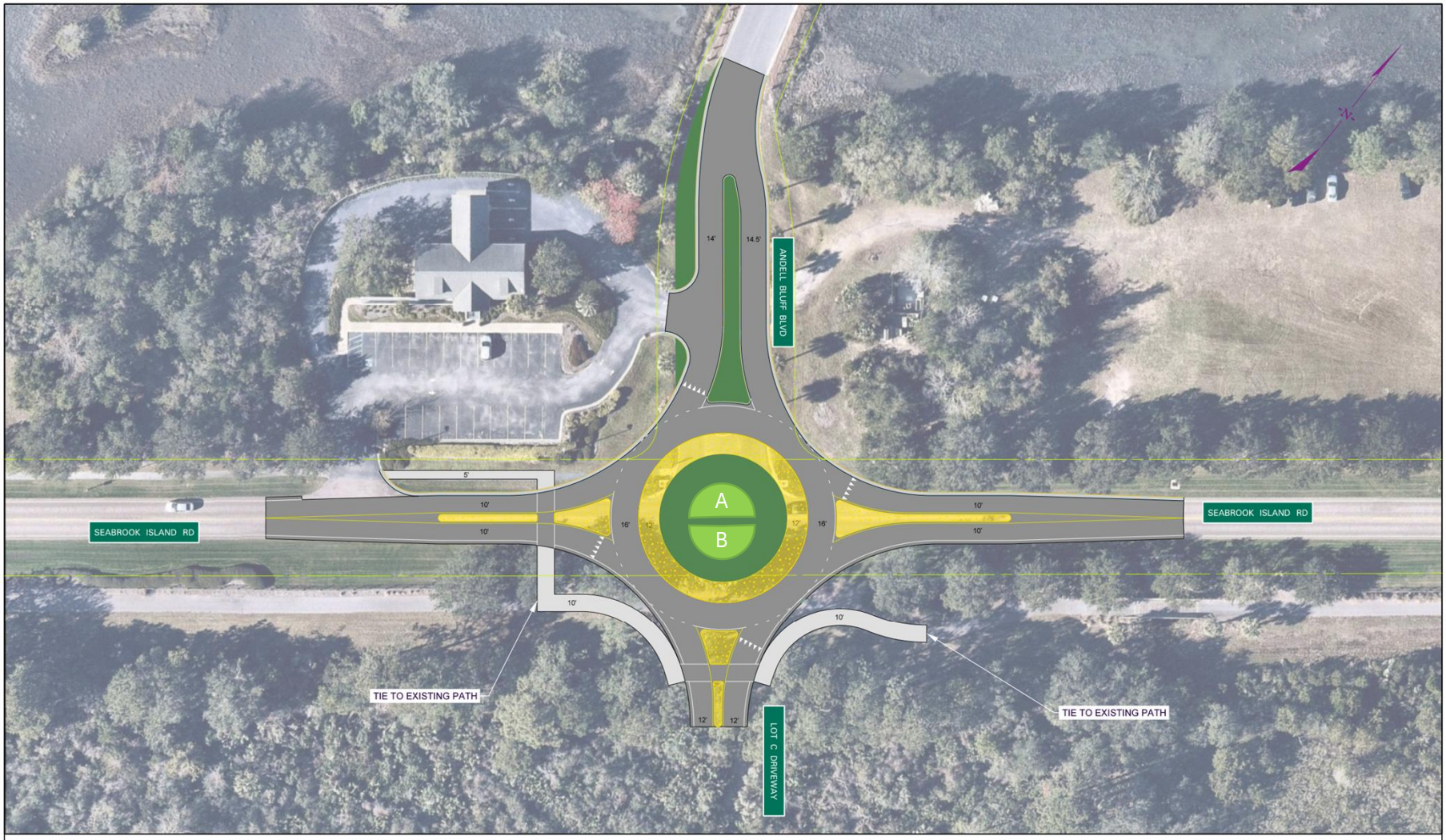
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Figure 9: Betsy Kerrison Parkway at Camp Care Road/Lot A Concept *(Long-Term)*



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



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1 Study Approach

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

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

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

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

2 Data Collection

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

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

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

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

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

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

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

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

Table 1 - Tube Count Summary

Table 1: Tube Count Summary				
Count Location 1:		**Seabrook Island Road, east of Andell Bluff Road**		
		AM Peak	**Midday Peak**	**PM Peak**
Thursday	Time	10:30-11:30	12:00-1:00	3:15-4:15
	Volume	563	672	631
Friday	Time	10:30-11:30	12:15-1:15	2:30-3:330
	Volume	584	665	594
Saturday	Time	10:00-11:00	12:30-1:30	4:30-5:30
	Volume	460	533	459
Count Location 2:		**Betsy Kerrison Parkway, north of Camp Care Road**		
		AM Peak	**Midday Peak**	**PM Peak**
Thursday	Time	8:30-9:30	12:00-1:00	3:30-4:30
	Volume	1348	1281	1502
Friday	Time	8:45-9:45	12:15-1:15	3:30-4:30
	Volume	1420	1291	1432
Saturday	Time	9:45-10:45	1:00-2:00	3:15-4:15
	Volume	1054	1095	1191
Count Location 3:		**Beachwalker Drive, south of Kiawah Island Parkway**		
		AM Peak	**Midday Peak**	**PM Peak**
Thursday	Time	9:30-10:30	11:30-12:30	3:30-4:30
	Volume	296	327	292
Friday	Time	10:00-11:00	12:15-1:15	3:30-4:30
	Volume	290	303	280
Saturday	Time	10:00-11:00	1:00-2:00	3:00-4:00
	Volume	258	289	297
Count Location 4:		**Kiawah Island Parkway, east of Betsy Kerrison Parkway**		
		AM Peak	**Midday Peak**	**PM Peak**
Thursday	Time	9:15-10:15	12:00-1:00	3:45-4:45
	Volume	1016	1059	1069
Friday	Time	9:00-10:00	11:45-12:45	3:30-4:30
	Volume	1003	1066	1038
Saturday	Time	10:00-11:00		
	Volume	851	833	927
Summary		**Summary**		
		AM Peak	**Midday Peak**	**PM Peak**
Thursday	Time	9:30-10:30	12:00-1:00	3:15-4:15
	Volume	4981	5591	5616
Friday	Time	9:15-10:15	12:15-12:30	2:30-3:30
	Volume	5135	5555	5310
Saturday	Time	10:00-11:00	1:00-2:00	3:00-4:00
	Volume	2612	2732	2840

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

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

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

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

3 Trip Generation

3.1 Short-Term Trip Generations

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

The Town of Kiawah Island determined there were seven short-term developments that were considered for the 2026 short term horizon year:

1. Andell West:
    a. 500 multifamily mid-rise dwelling units
    b. 160,000 square feet of shopping center space
2. Kiawah Island Hotel off of Kiawah Beach Drive
    a. 150 Room Resort Hotel
3. MUSC Medial Office Building
    a. 22,800 square feet of medical office building space
4. Seafields – Kiawah Island Senior Living Community
    a. 98 senior adult housing dwelling units
    b. 16 assisted living dwelling units

5. The Timbers and Parcels 13a/13b
    a. 141 Multifamily (Mid-Rise)
        i. The 141 multifamily mid-rise units are the units that are expected to access Duneside Drive and Southern Pines Lane
6. Bohicket Marina Expansion
    a. 25,000 square feet of shopping center space
    b. 20 single family dwelling units
        i. These units are planned to be short-term rentals
    c. 115 Boat dry stack expansion
        i. This was assumed to be a 10,000 square-foot warehouse because a boat dry stack is not a use in the ITE *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers 2017)
7. Renaissance Health Facility
    a. 198,400 square feet of medical office building space

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

Table 2 – Andell West Trip Generation

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

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

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

Table 3 – Kiawah Island Hotel off of Kiawah Beach Drive

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

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

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

Table 4 – MUSC Medical Office Building

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

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

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

Table 5 – Seafields – Kiawah Island Senior Living Community

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

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

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

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

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

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

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

Table 7 – Bohicket Marinia Expansion

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

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

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

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

Table 8 – Renaissance Health Facility

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

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

3.2 Long-Term Trip Generations

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

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

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

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

Table 9 – Lot A Trip Generation

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

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

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

Table 10 – Lot B Trip Generation

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

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

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

Table 11 – Lot C Trip Generation

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

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

3.3 Bike and Pedestrian Reduction + Study Area Internal Capture

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

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

internal capture.

3.4 Site Trip Distribution and Assignment

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

4 Future Traffic Volume Development

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

4.1 2021 Existing Traffic

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

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

4.2 Future-Year No-Build Traffic Development

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

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

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

4.3 Future-Year Build Traffic Development

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

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

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

5 Capacity Analysis

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

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

Table 12 – *HCM* Level of Service Criteria

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

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

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

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

Legend for Cut Sheets:

LOS A-C 

LOS D-E 

LOS F 

XX – AM Peak Hour Volume

(XX) – PM Peak Hour Volume

Stop Sign 

Traffic Signal 

Roundabout 

Turning Movement 

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

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

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

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

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

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

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

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

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

Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



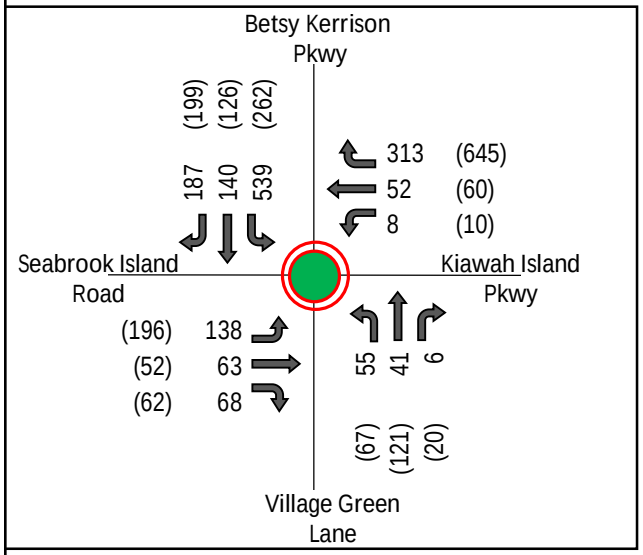
Existing LOS Conditions



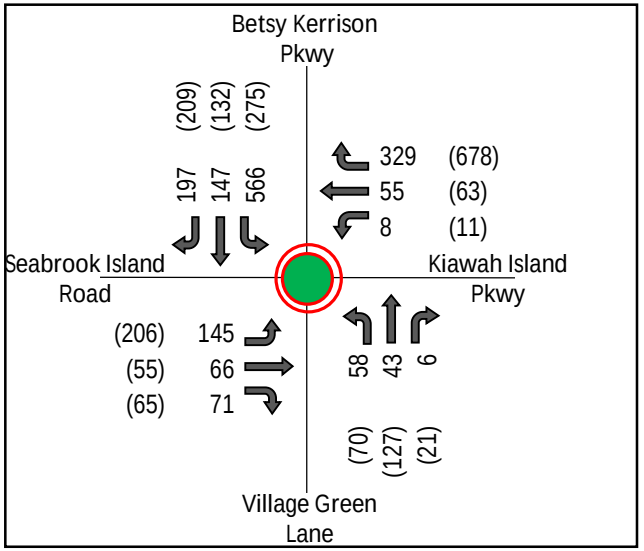
2026 No Build LOS Conditions



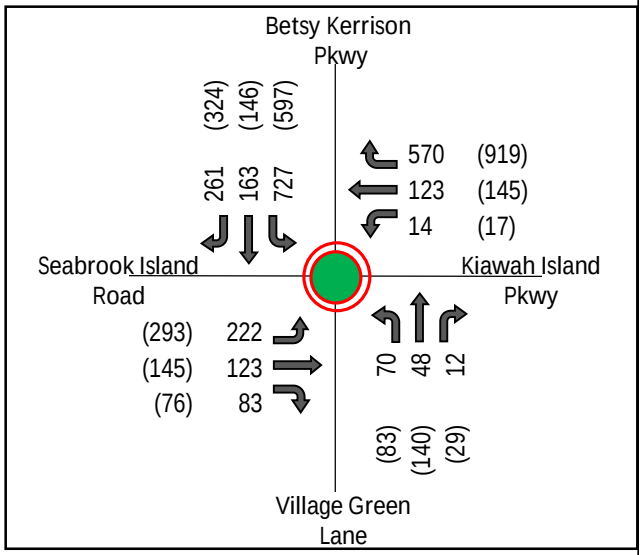
2036 No Build LOS Conditions



Existing Volumes



2026 No Build Volumes



2036 No Build Volumes

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

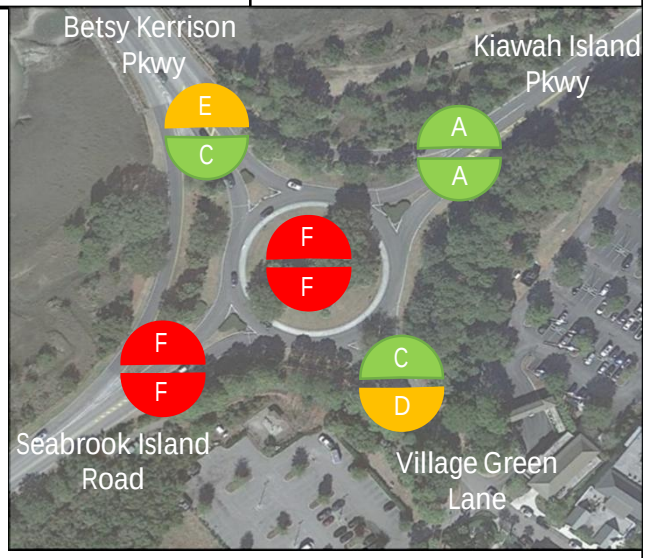
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



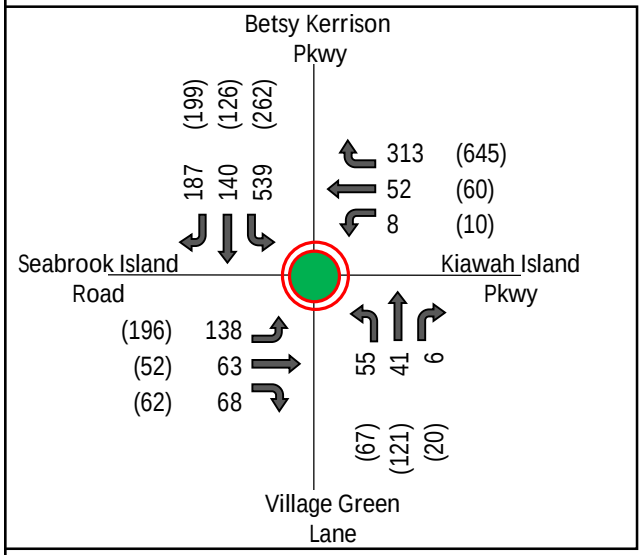
Existing LOS Conditions



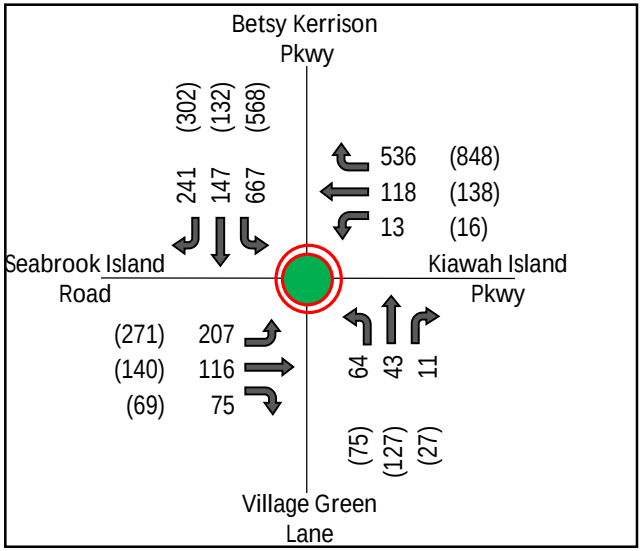
2026 Build-Out LOS Conditions



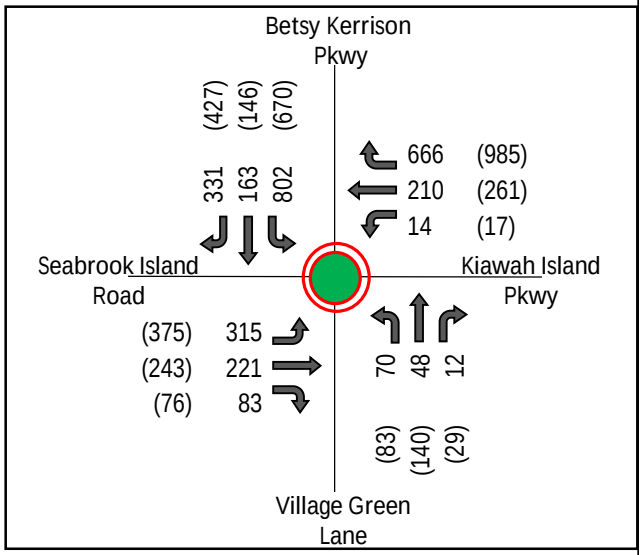
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



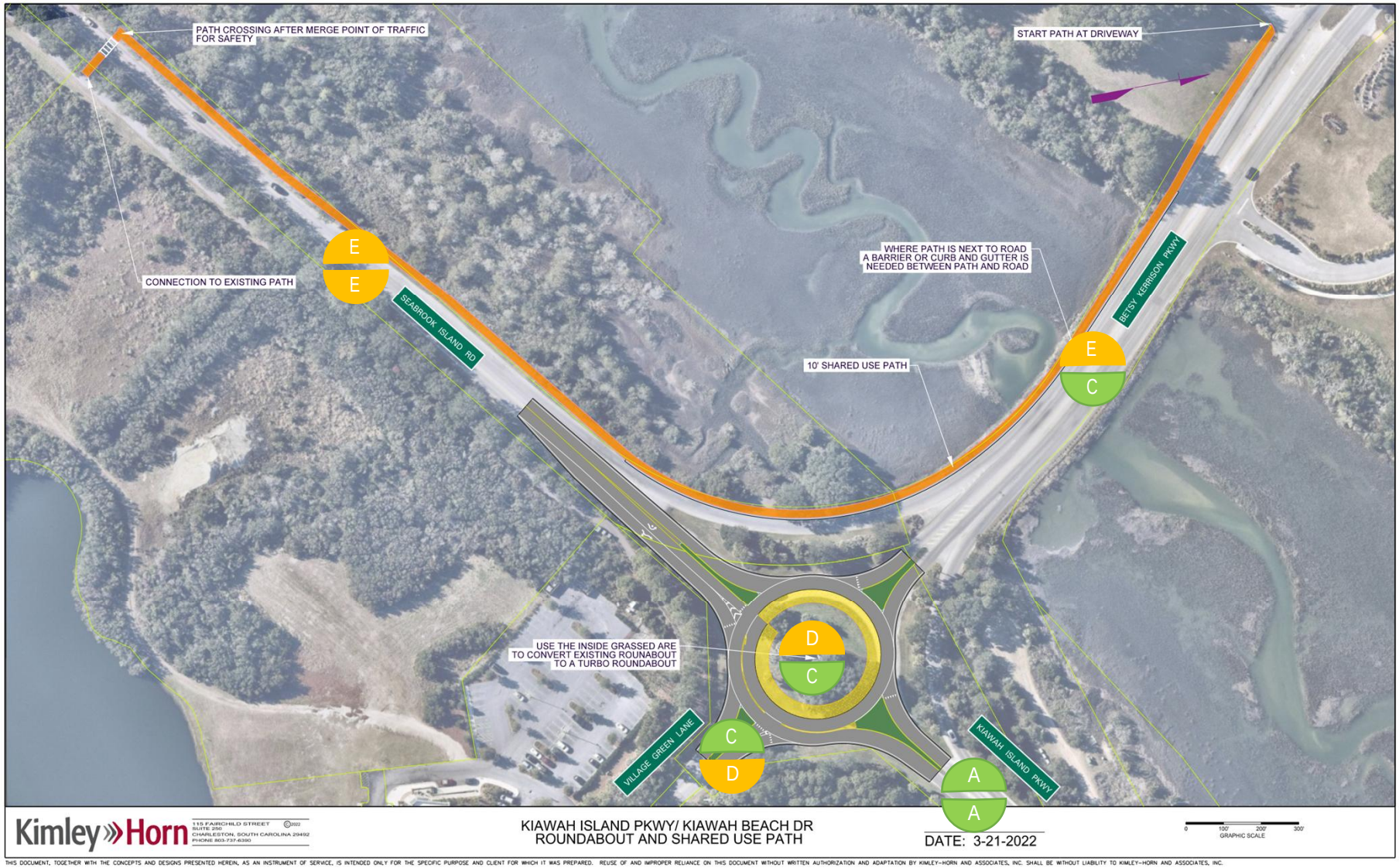
2036 Build-Out Volumes

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

Legend:

AM
PM

xx AM Vol.
(xx) PM Vol.



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5.2 Betsy Kerrison Parkway at Town of Kiawah Island Town Hall

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

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

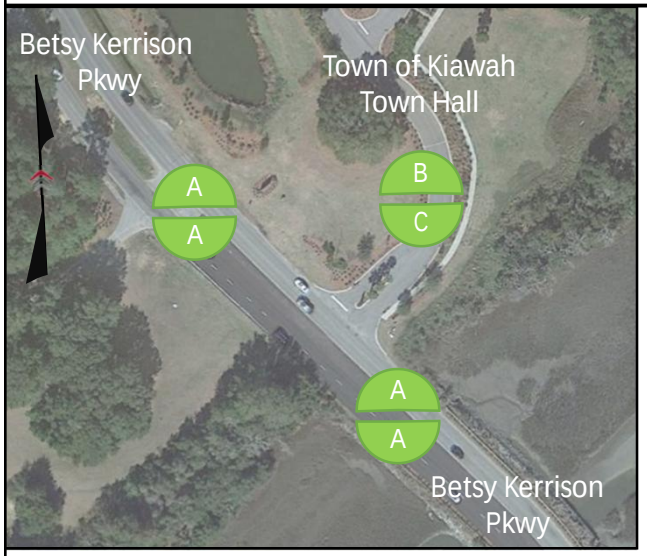
Betsy Kerrison Parkway at Town of Kiawah Town Hall LOS (Delay)													
Condition	Measure	EB (Marina Driveway)			WB (Kiawah Town Hall)			NB (Betsy Kerrison Pkwy)			SB (Betsy Kerrison Pkwy)		
		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
AM Peak Hour													
Existing	LOS (Delay)	-			B (13.4)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

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

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

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

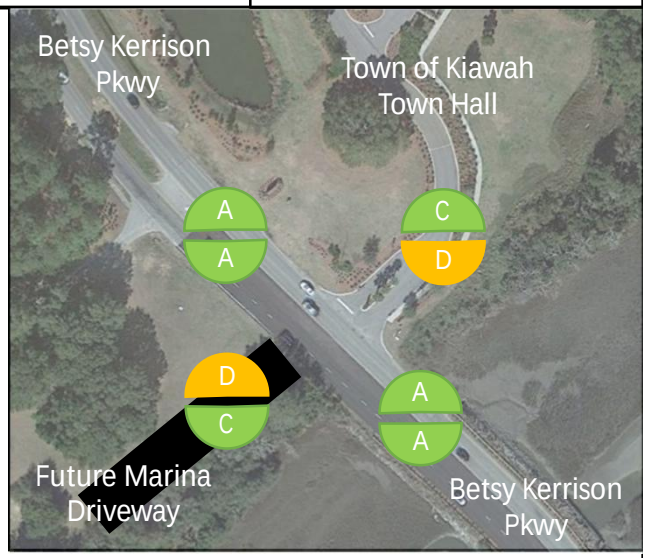
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



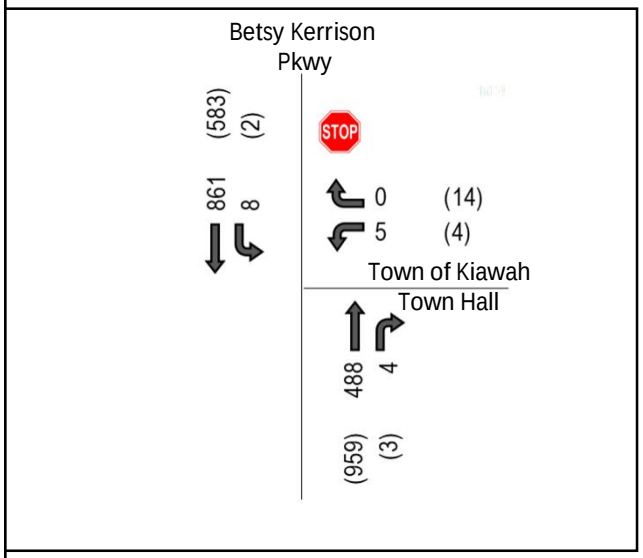
Existing LOS Conditions



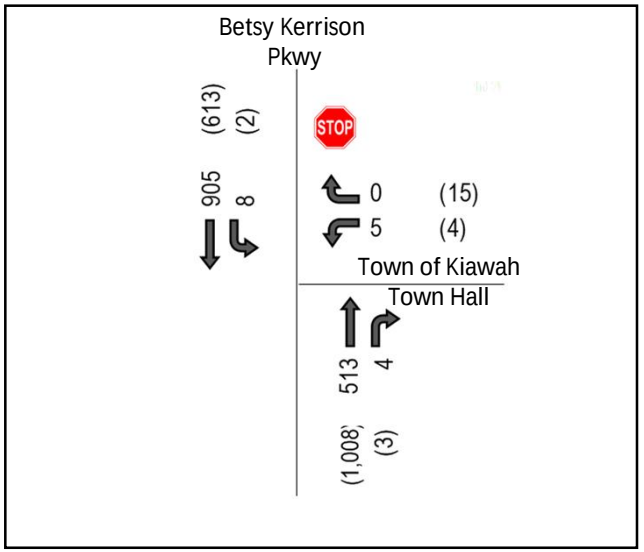
2026 No Build LOS Conditions



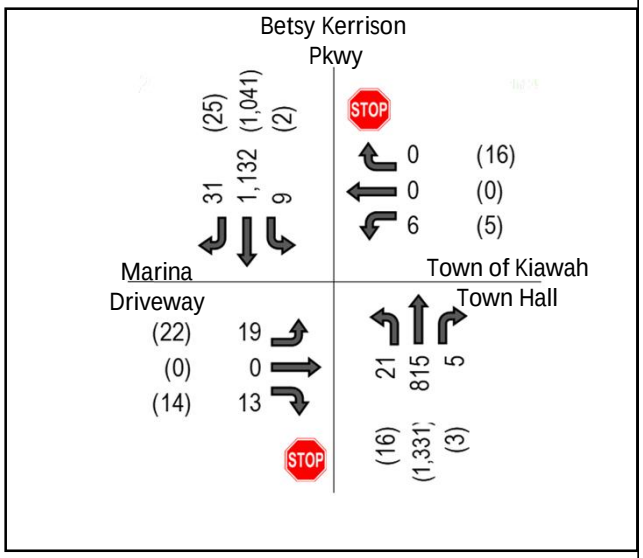
2036 No Build LOS Conditions



Existing Volumes



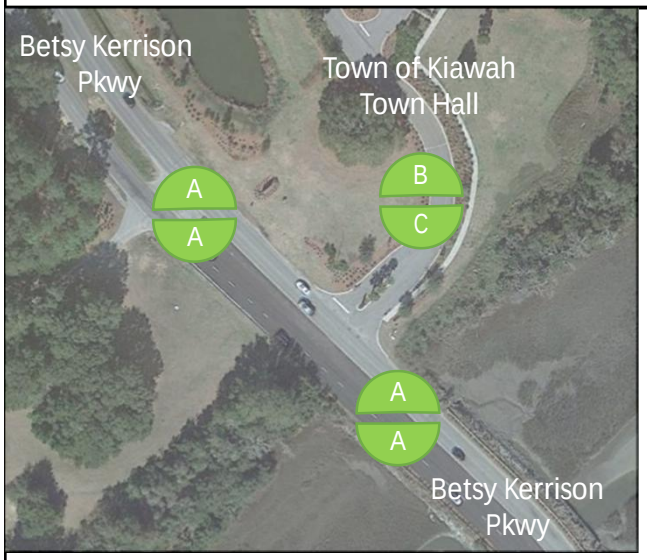
2026 No Build Volumes



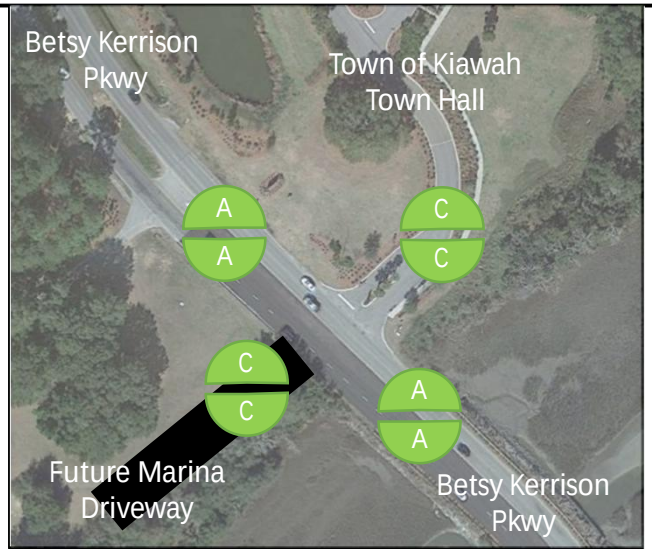
2036 No Build Volumes

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

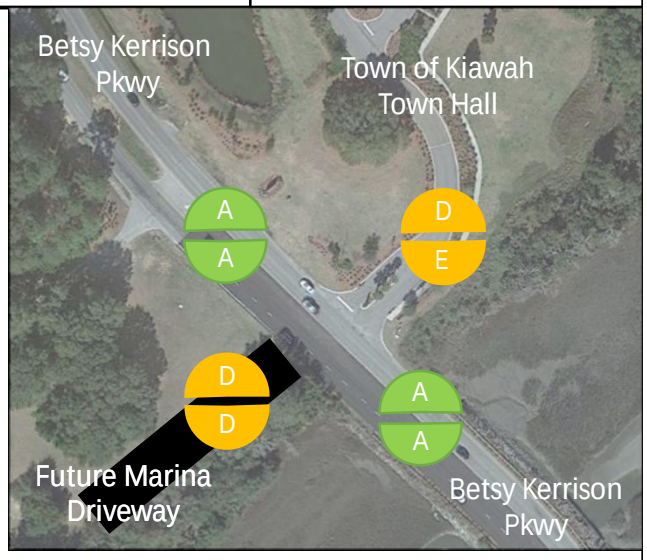
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



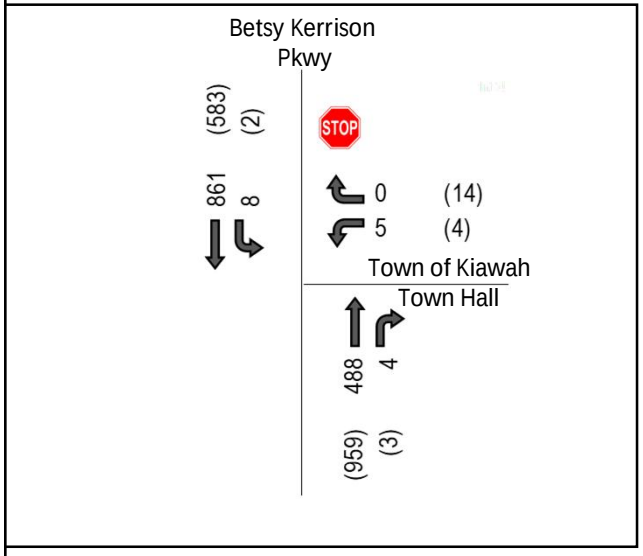
Existing LOS Conditions



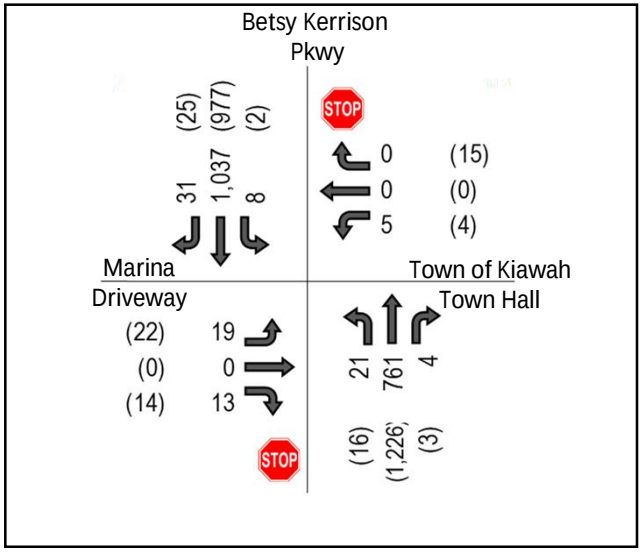
2026 Build-Out LOS Conditions



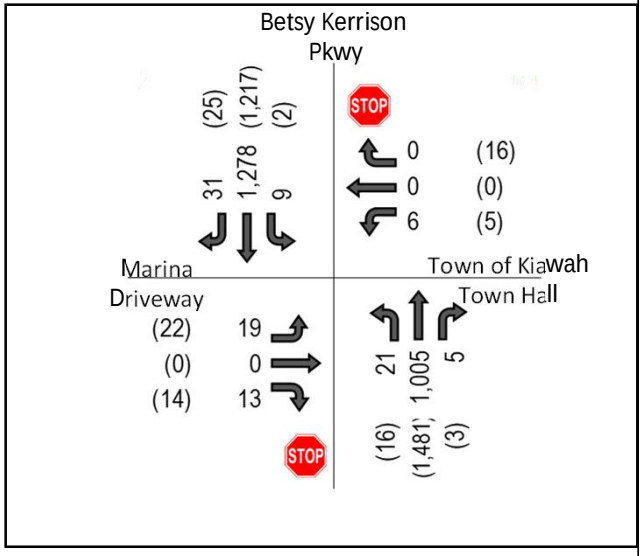
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



2036 Build-Out Volumes

5.3 Betsy Kerrison Parkway at Andell Bluff Boulevard

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

Table 15 – Betsy Kerrison Parkway at Andell Bluff Boulevard

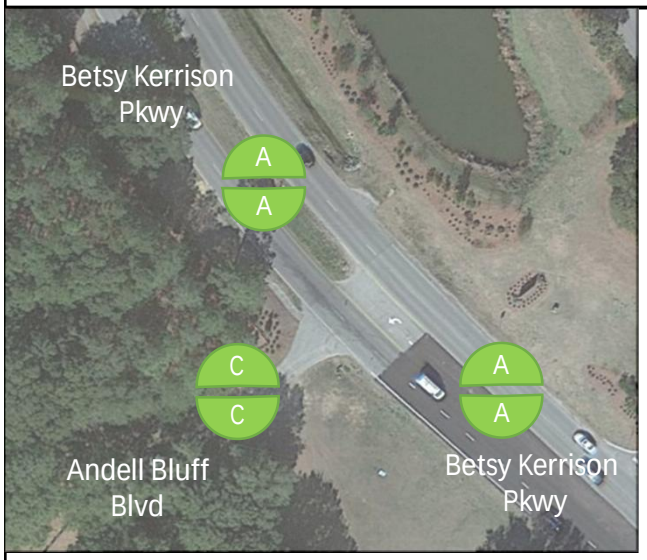
Betsy Kerrison Parkway at Andell's Bluff LOS (Delay)							
Condition	Measure	EB (Andell Bluff Blvd)		NB (Betsy Kerrison Pkwy)		SB (Betsy Kerrison Pkwy)	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
Existing	LOS (Delay)	C (13.9)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	
2026 No Build	LOS (Delay)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

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

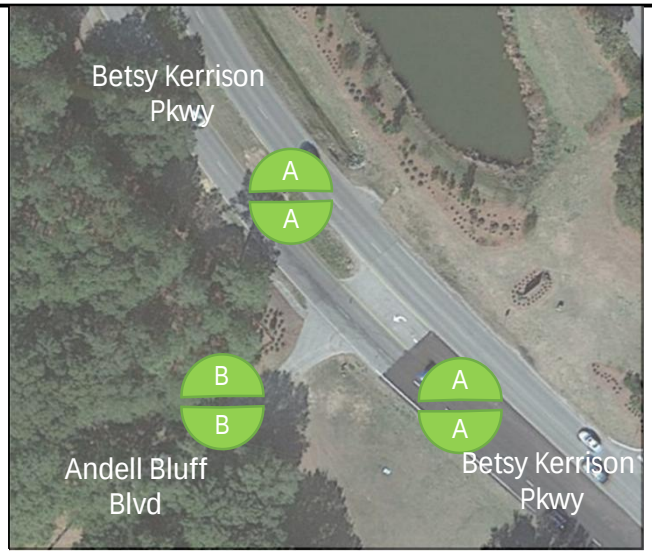
If the property on the eastbound approach is rezoned and/or a denser development occurs than what is existing, a formal traffic impact study should be performed.

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

Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



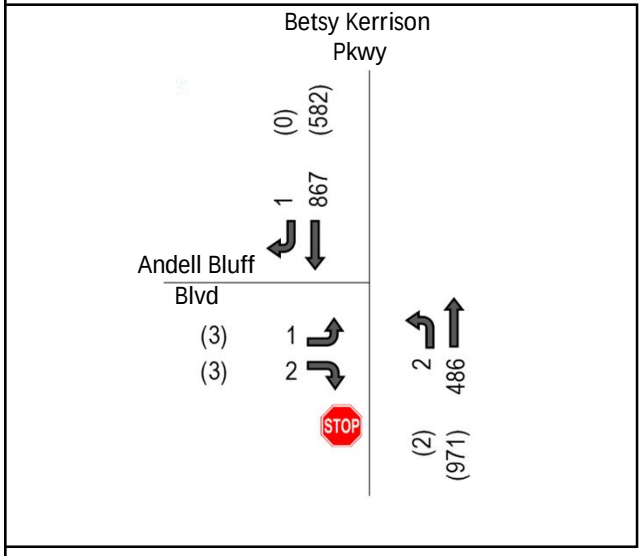
Existing LOS Conditions



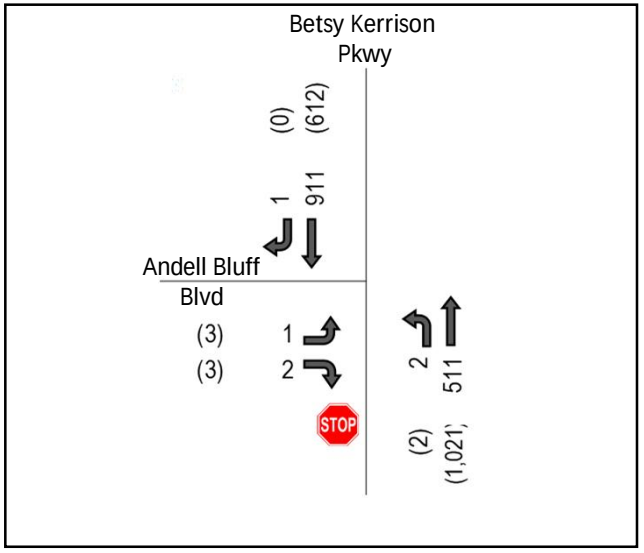
2026 No Build LOS Conditions



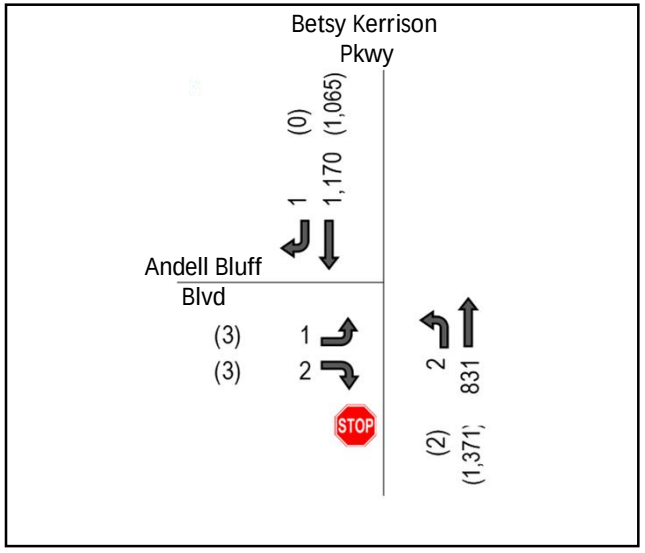
2036 No Build LOS Conditions



Existing Volumes



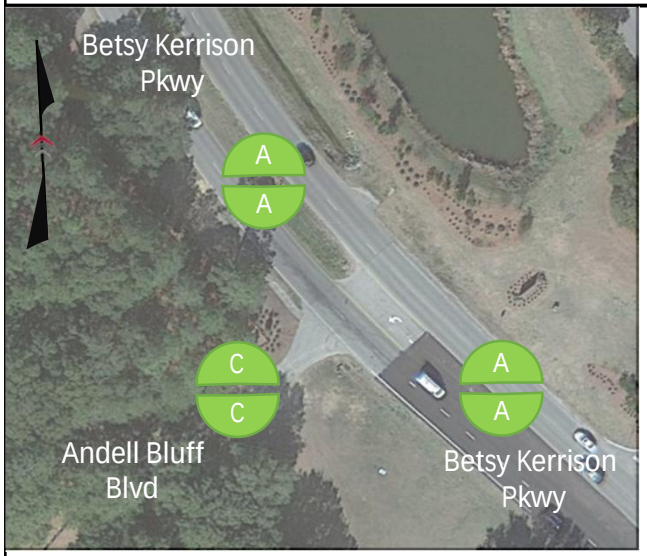
2026 No Build Volumes



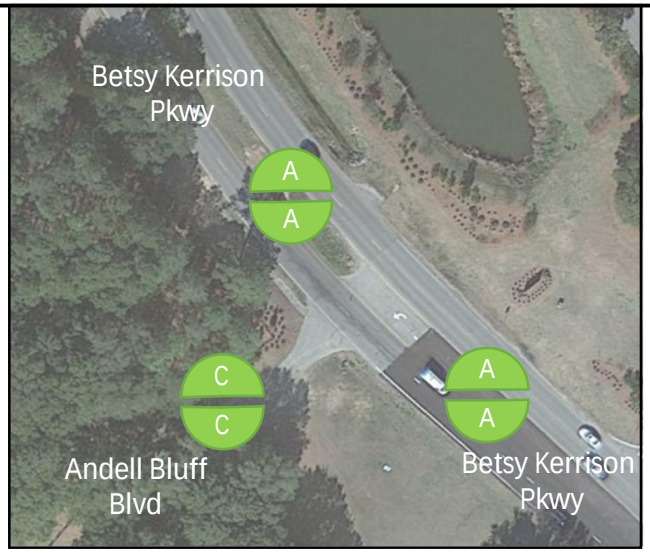
2036 No Build Volumes

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

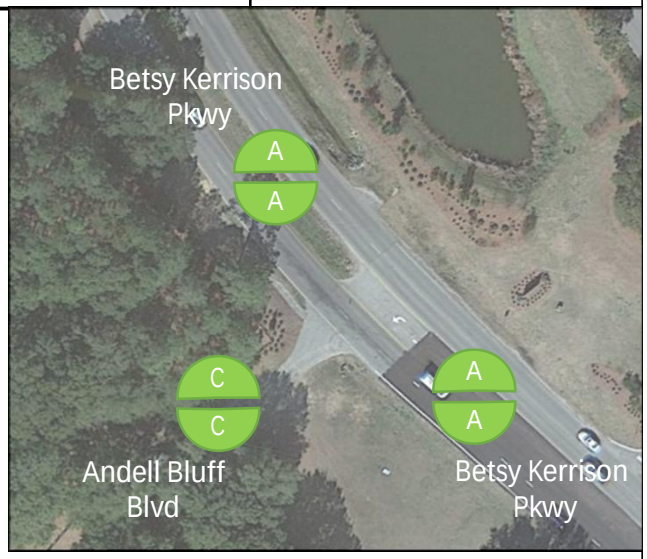
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



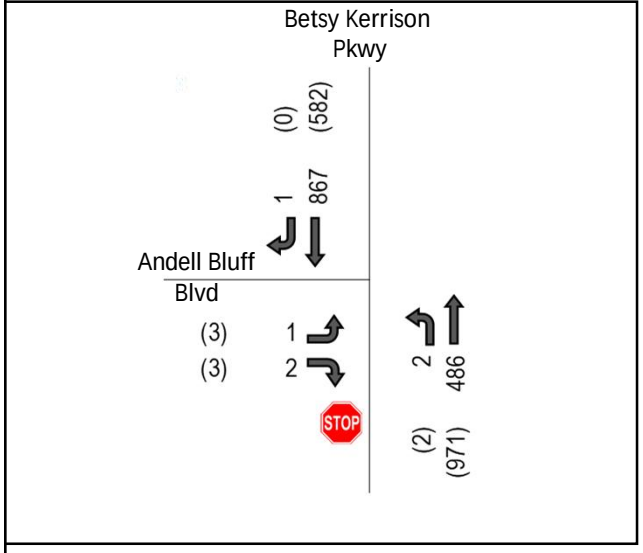
Existing LOS Conditions



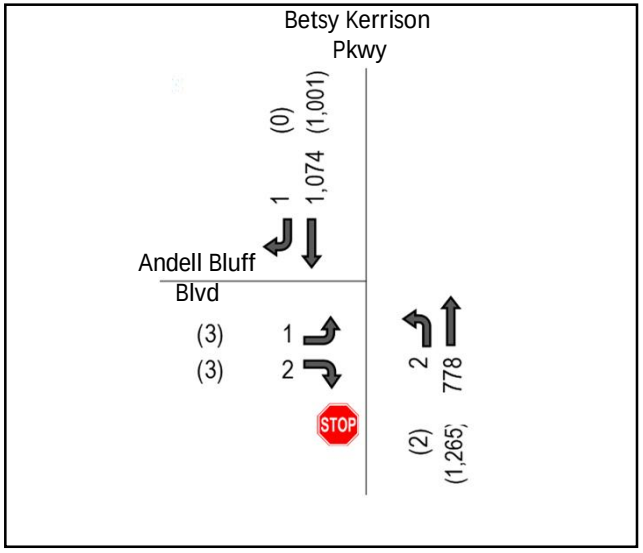
2026 Build-Out LOS Conditions



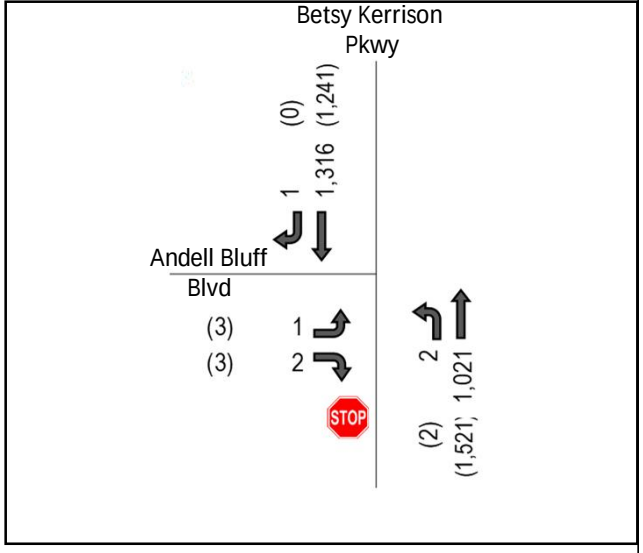
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



2036 Build-Out Volumes

5.4 Betsy Kerrison Parkway at Resurrection Road

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

Table 16 – Betsy Kerrison Parkway at Resurrection Road

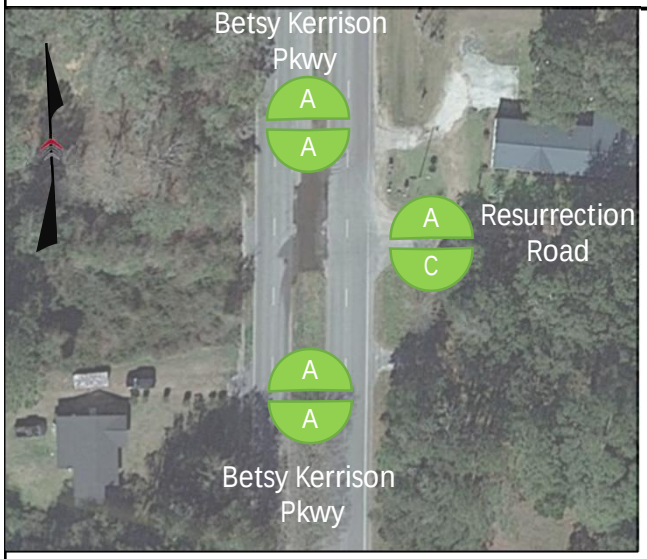
Betsy Kerrison Parkway at Resurrection Road LOS (delay)							
Condition	Measure	WB (Resurrection Road)		NB (Betsy Kerrison Pkwy)		SB (Betsy Kerrison Pkwy)	
		WBL	WBR	NBT	NBR	SBL	SBT
AM Peak Hour							
Existing	LOS (Delay)	A (9.9)		A (0.0)		A (0.0)	
	HCM 6 95th Q	0'		0'		0'	0'
2026 No Build	LOS (Delay)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

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

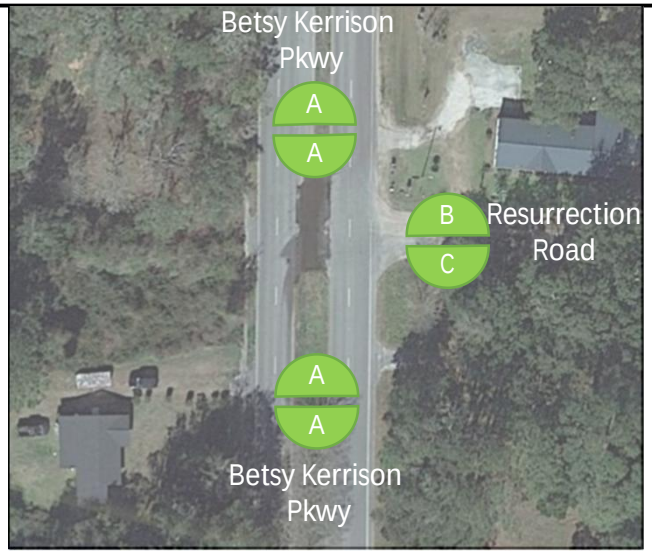
If property off of Resurrection Road is rezoned and/or a dense development occurs than what is existing, a formal traffic impact study should be performed.

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

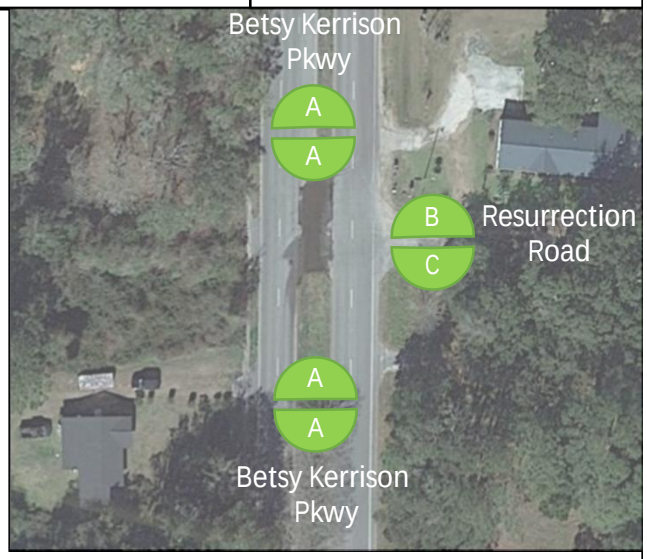
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



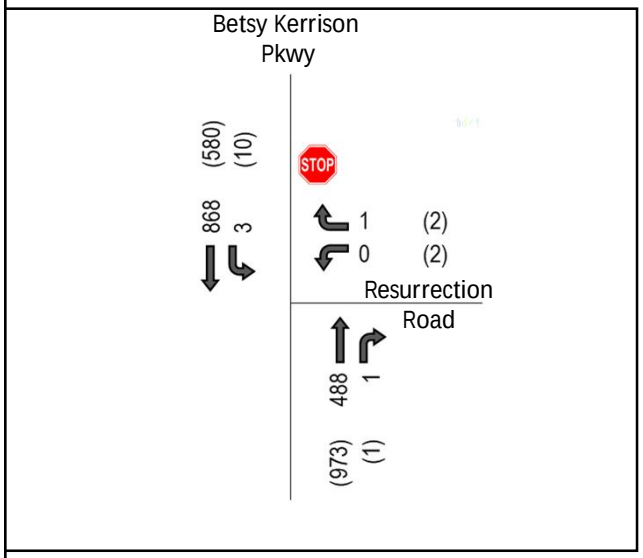
Existing LOS Conditions



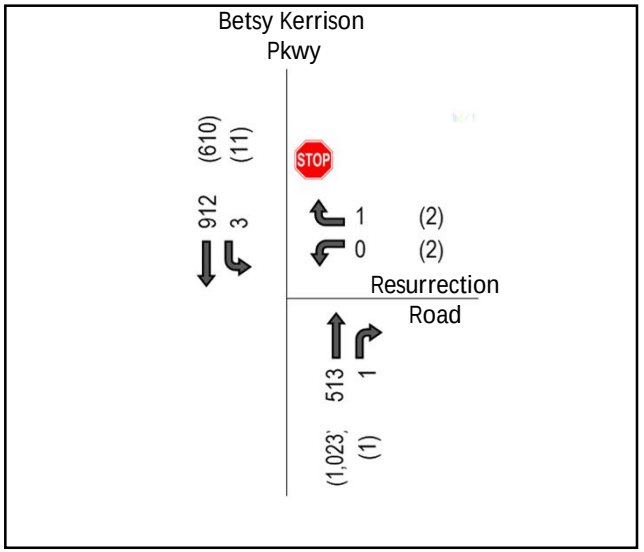
2026 No Build LOS Conditions



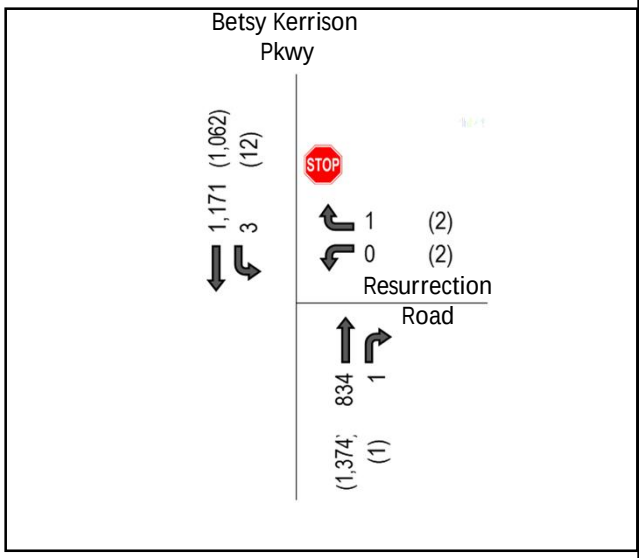
2036 No Build LOS Conditions



Existing Volumes



2026 No Build Volumes



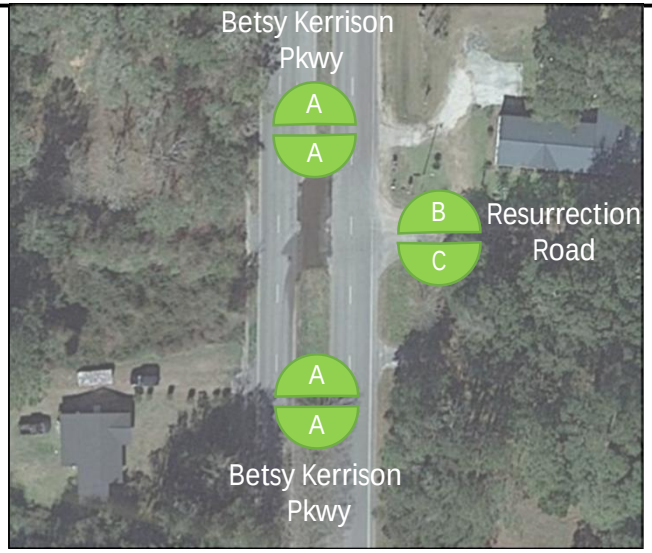
2036 No Build Volumes

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

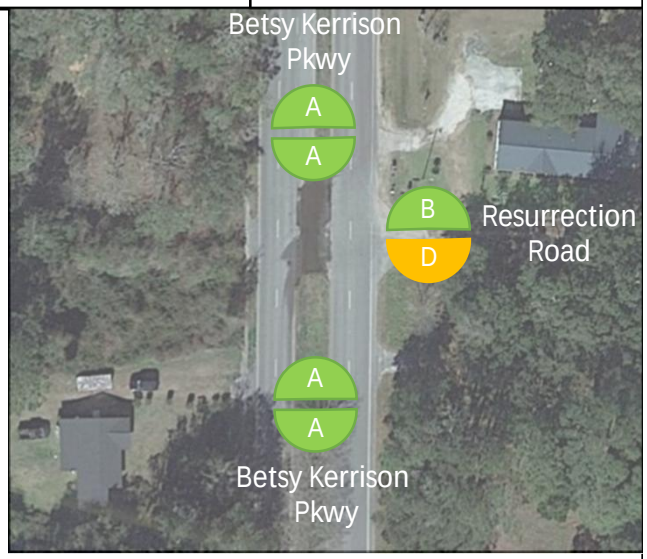
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



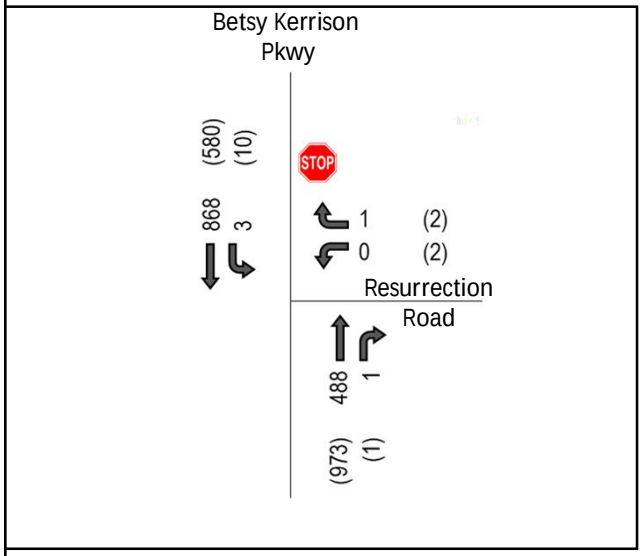
Existing LOS Conditions



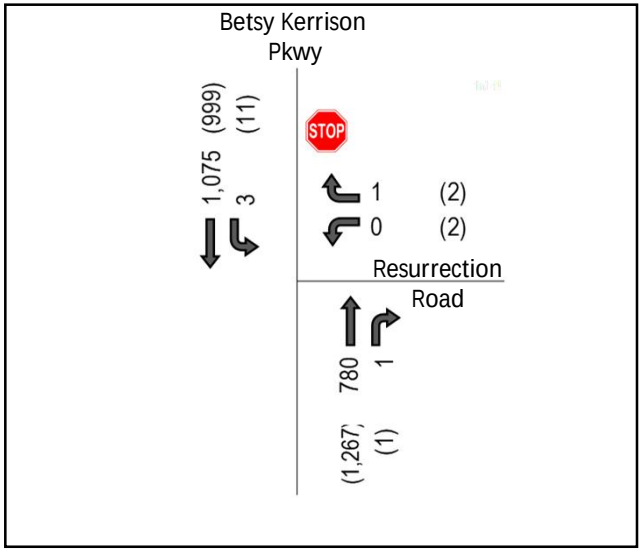
2026 Build-Out LOS Conditions



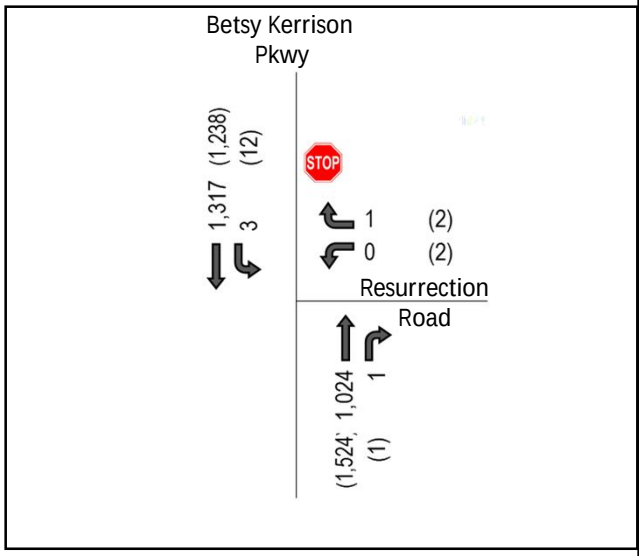
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



2036 Build-Out Volumes

5.5 Betsy Kerrison Parkway at Camp Care Road/Lot A

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

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

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

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

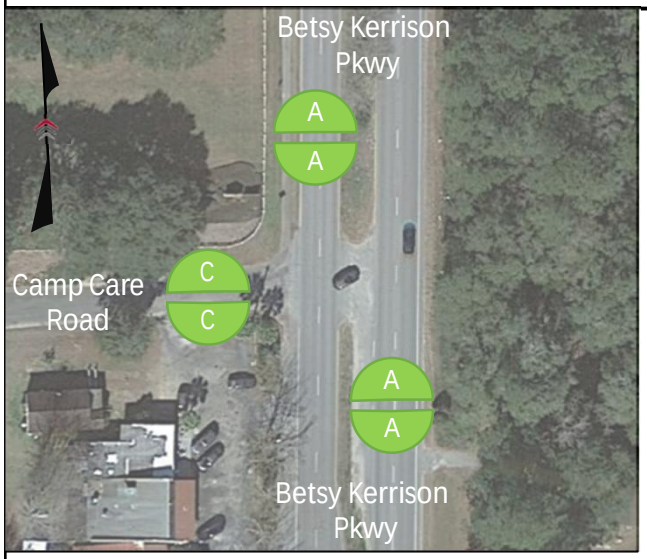
When the westbound driveway connection was considered for Lot A, the eastbound approach delays are anticipated to moderately increase and the new westbound approach is anticipated to operate with moderate delays during the AM peak hour and long delays during the PM peak hour. Long delays on side-street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

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

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

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

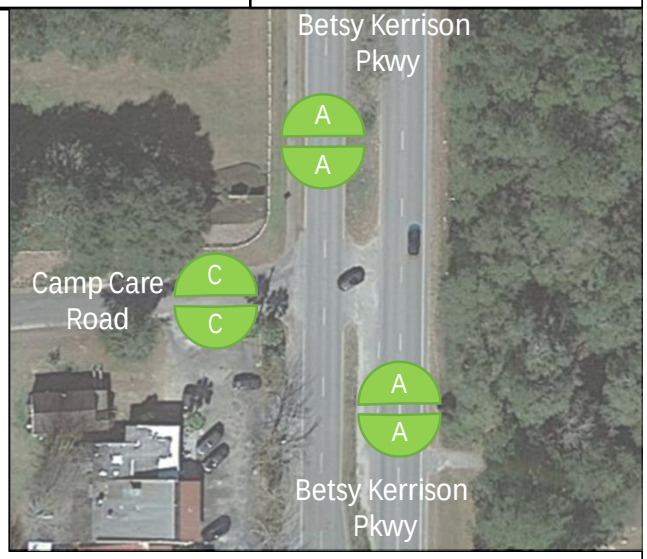
Legend:
AM / PM
xx AM Vol.
(xx) PM Vol.



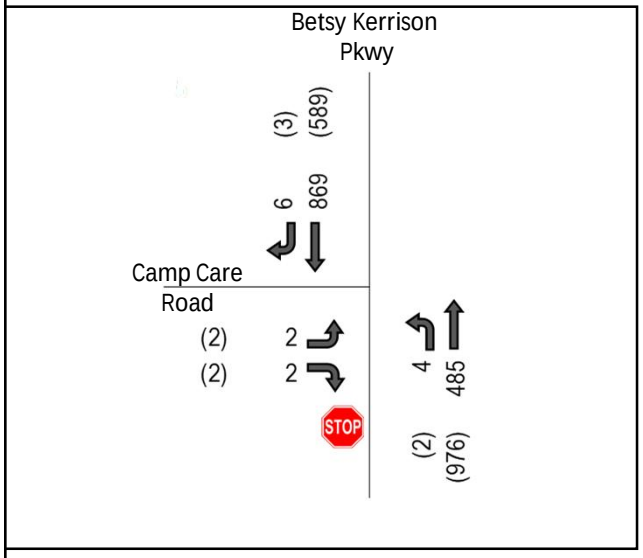
Existing LOS Conditions



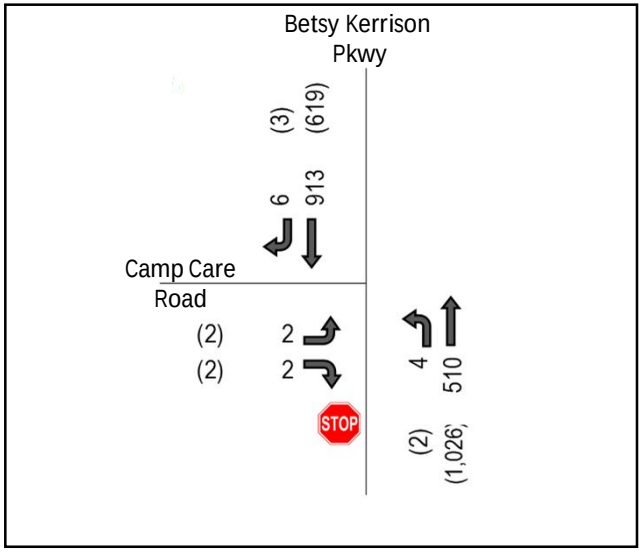
2026 No Build LOS Conditions



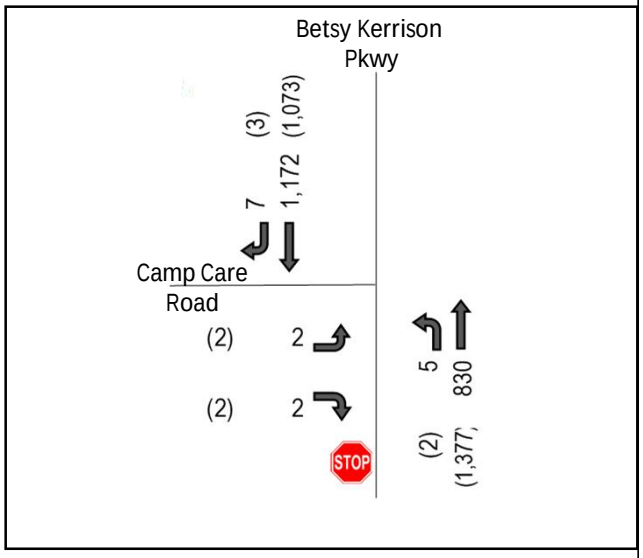
2036 No Build LOS Conditions



Existing Volumes



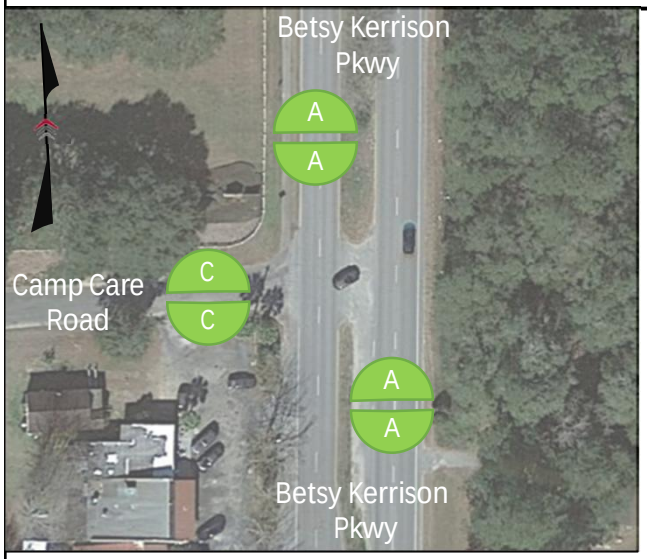
2026 No Build Volumes



2036 No Build Volumes

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

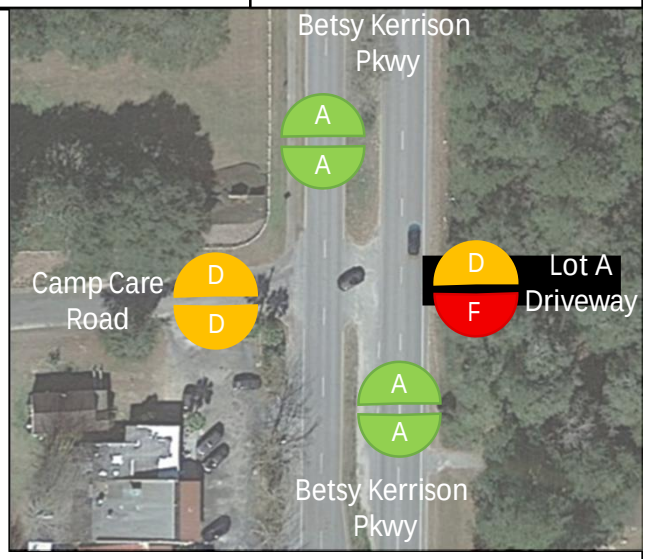
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



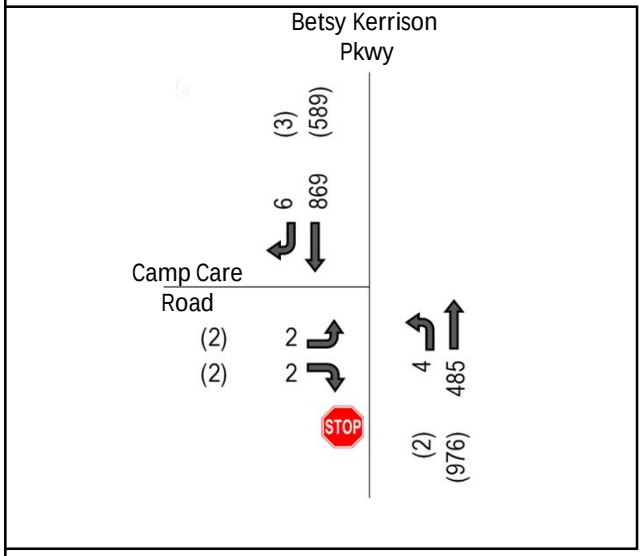
Existing LOS Conditions



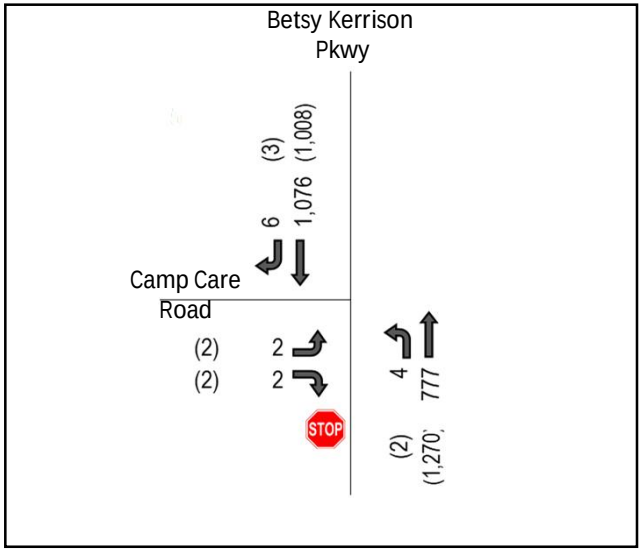
2026 Build-Out LOS Conditions



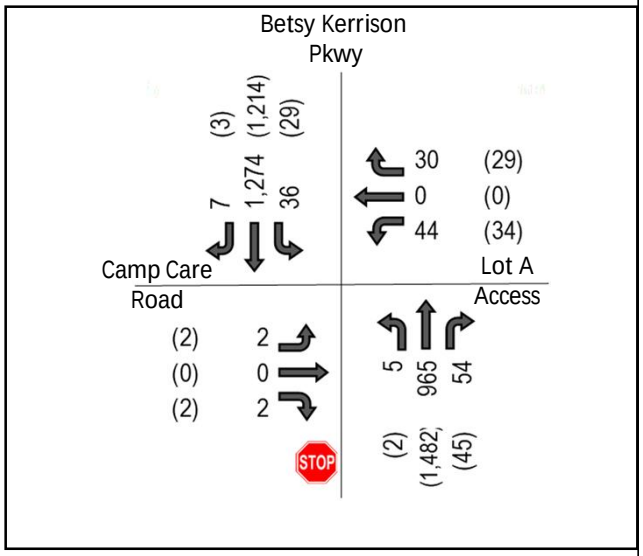
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



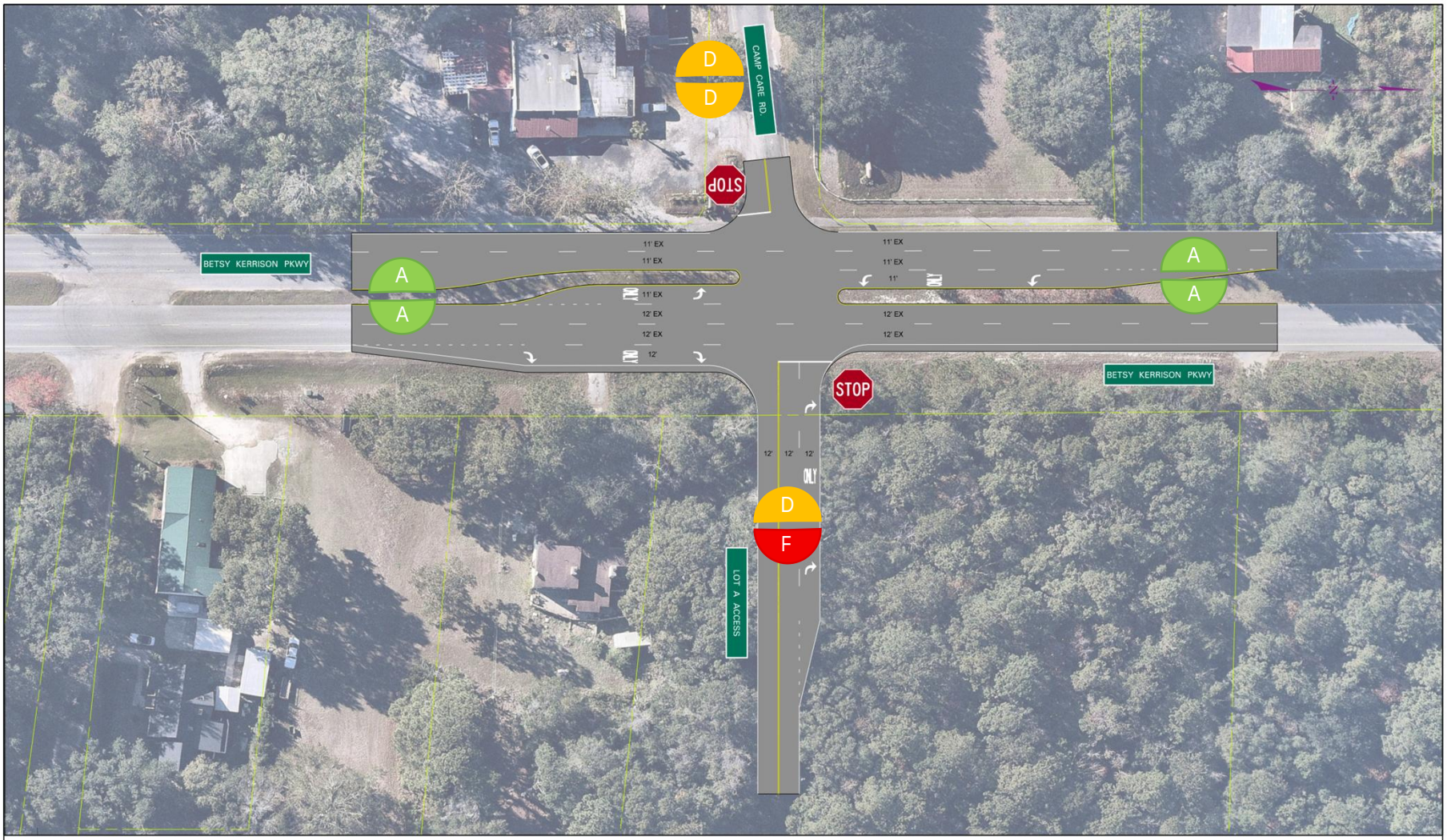
2036 Build-Out Volumes

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

Legend:

AM / PM

xx AM Vol.
(xx) PM Vol.



Kimley»Horn
115 FAIRCHILD STREET
SUITE 250
CHARLESTON, SOUTH CAROLINA 29492
PHONE 803-737-6390

CAMP CARE RD/ KIABETSY KERRISON PKWY
INTERSECTION IMPROVEMENTS

DATE: 3-1-2022

0 50' 100' 150'
GRAPHIC SCALE

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5.6 Kiawah Island Parkway at Freshfields Drive

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

Table 18 – Kiawah Island Parkway at Freshfields Drive

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

$ - Delay exceeds 300 seconds/vehicle

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

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

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

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

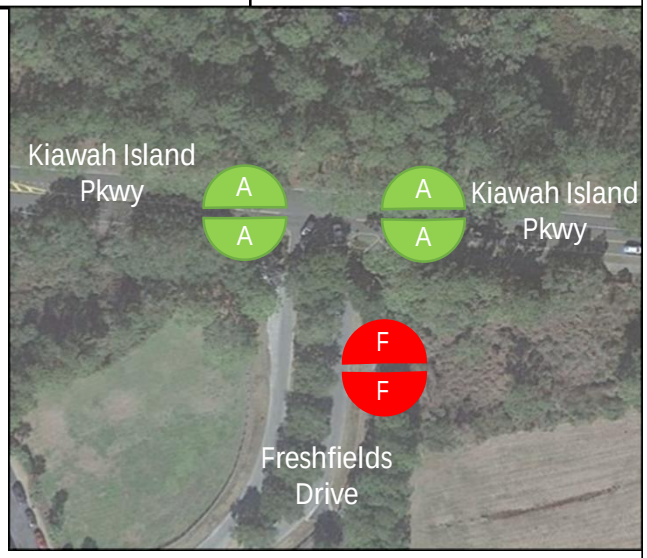
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



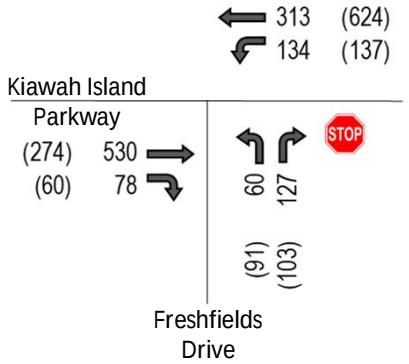
Existing LOS Conditions



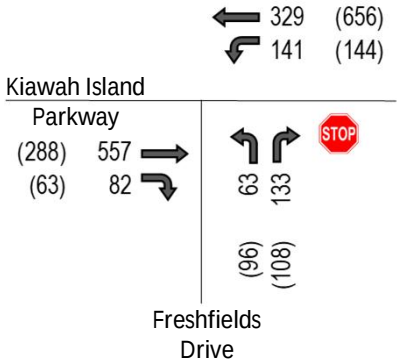
2026 No Build LOS Conditions



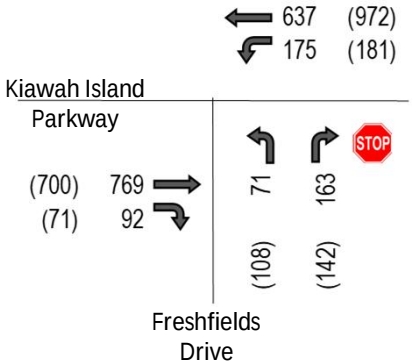
2036 No Build LOS Conditions



Existing Volumes



2026 No Build Volumes



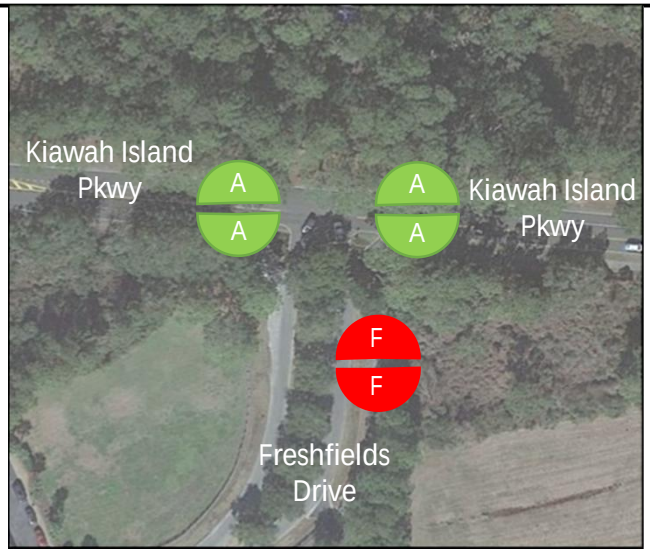
2036 No Build Volumes

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

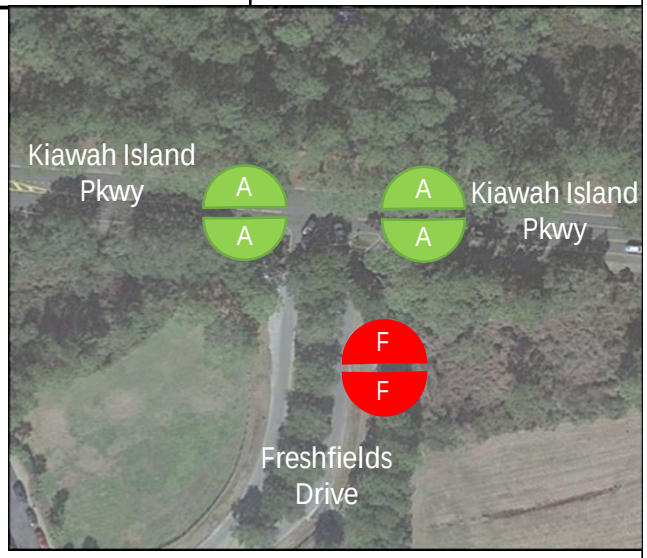
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



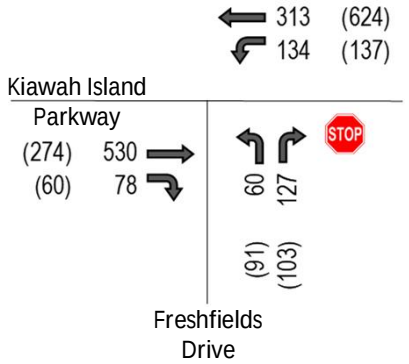
Existing LOS Conditions



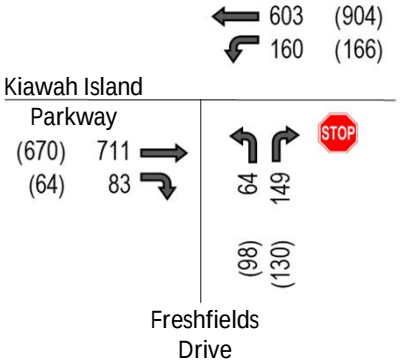
2026 Build-Out LOS Conditions



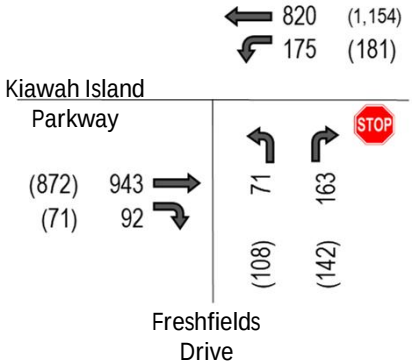
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes

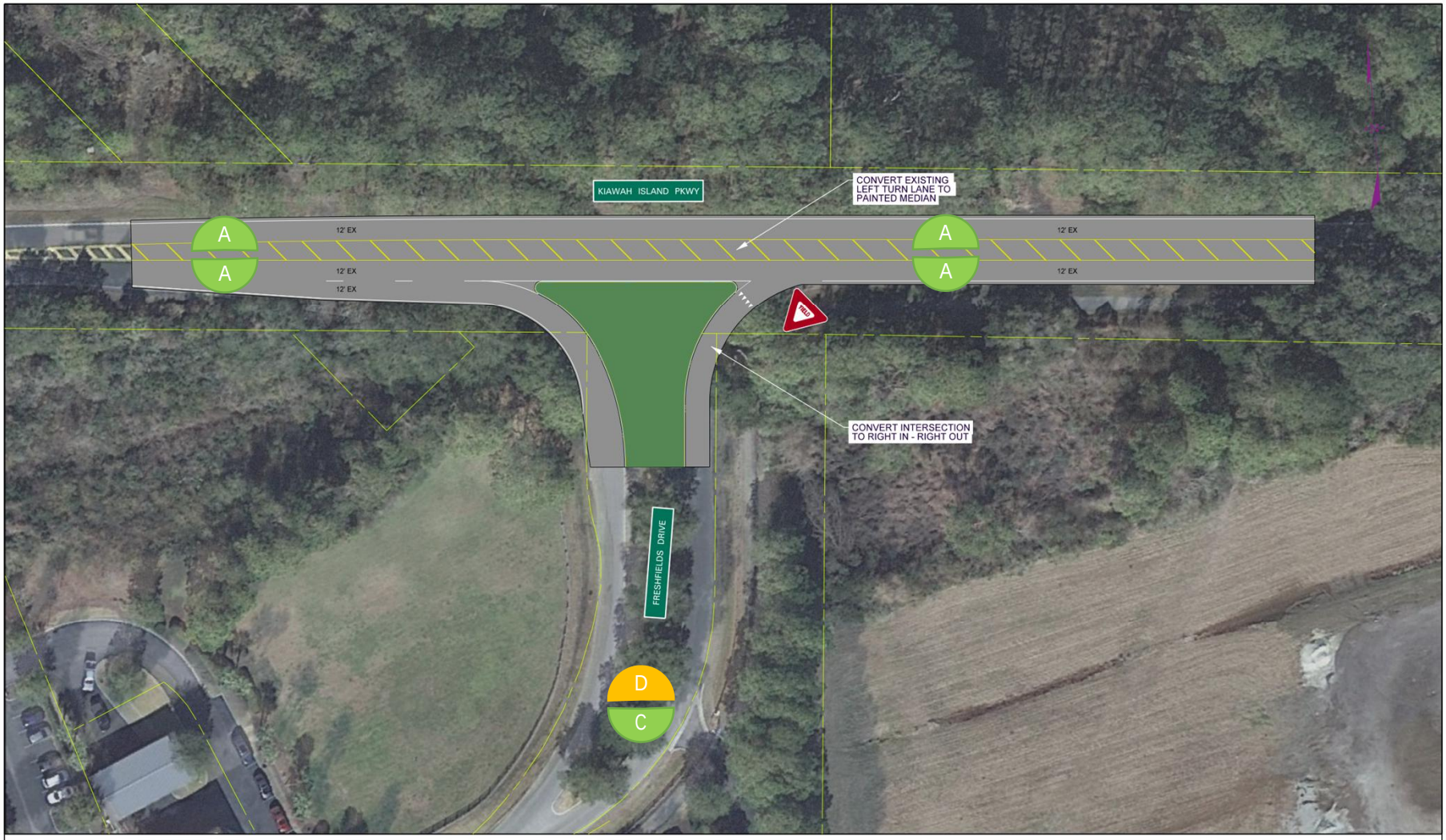


2036 Build-Out Volumes

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

AM
PM

xx AM Vol.
(xx) PM Vol.



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5.7 Kiawah Island Parkway at Old Cedar Lane

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

Table 19 – Kiawah Island Parkway at Old Cedar lane

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

$ - Delay exceeds 300 seconds/vehicle

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

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

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

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

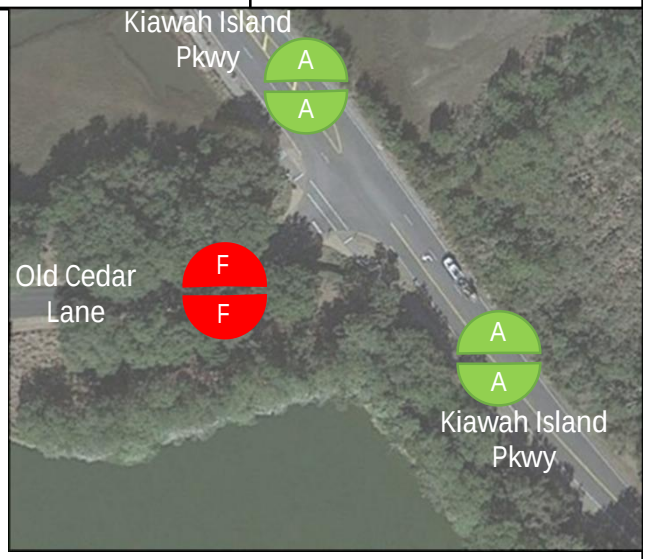
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



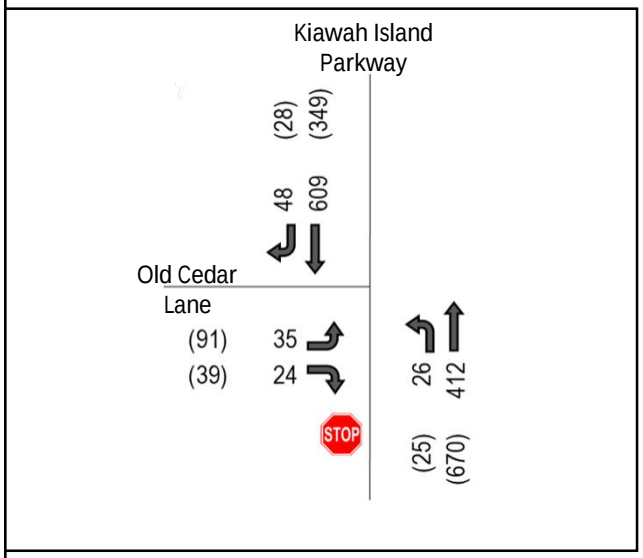
Existing LOS Conditions



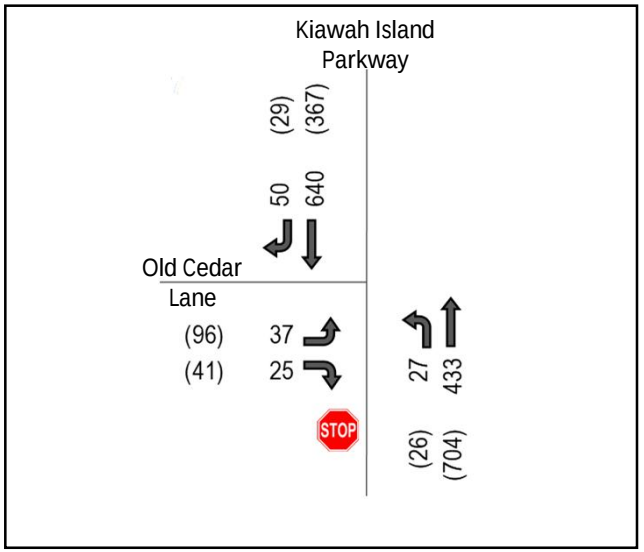
2026 No Build LOS Conditions



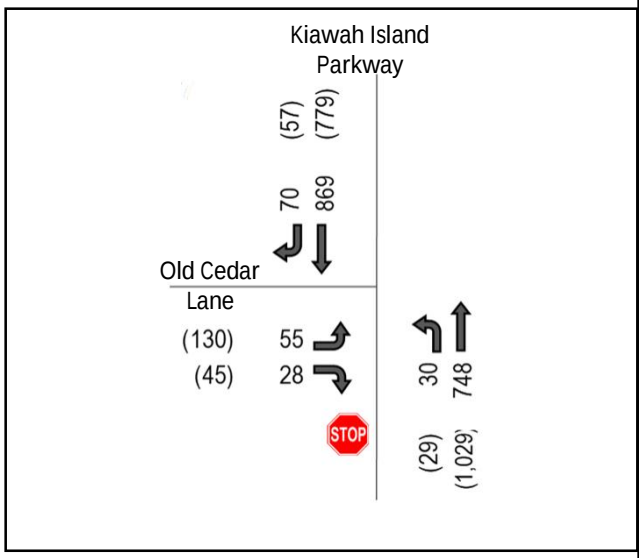
2036 No Build LOS Conditions



Existing Volumes



2026 No Build Volumes



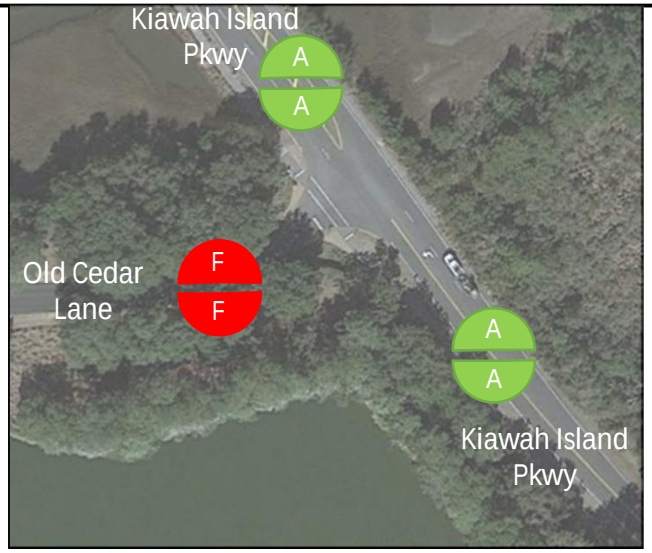
2036 No Build Volumes

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

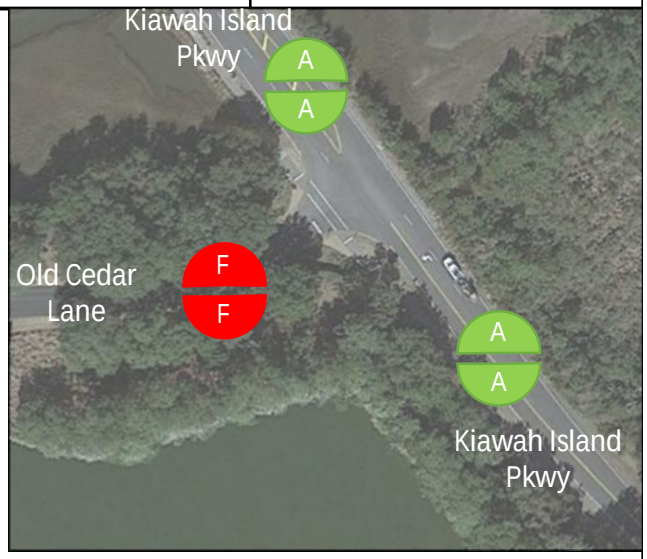
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



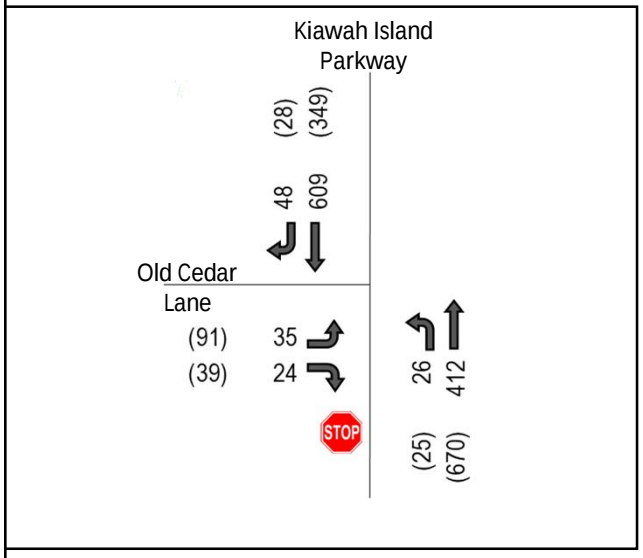
Existing LOS Conditions



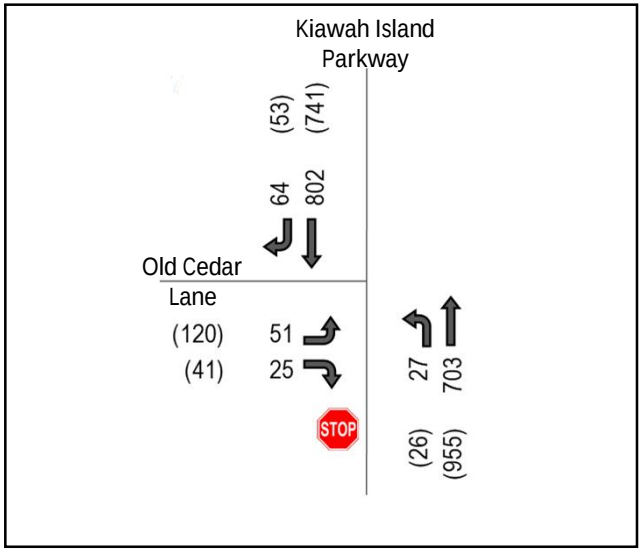
2026 Build-Out LOS Conditions



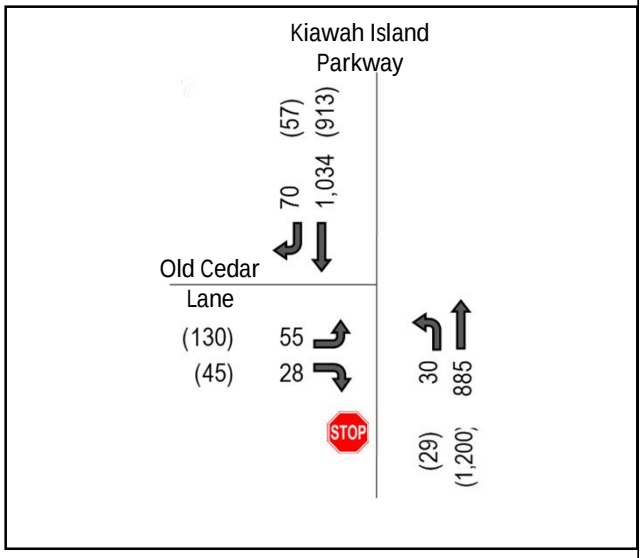
2036 Build-Out LOS Conditions



Existing Volumes



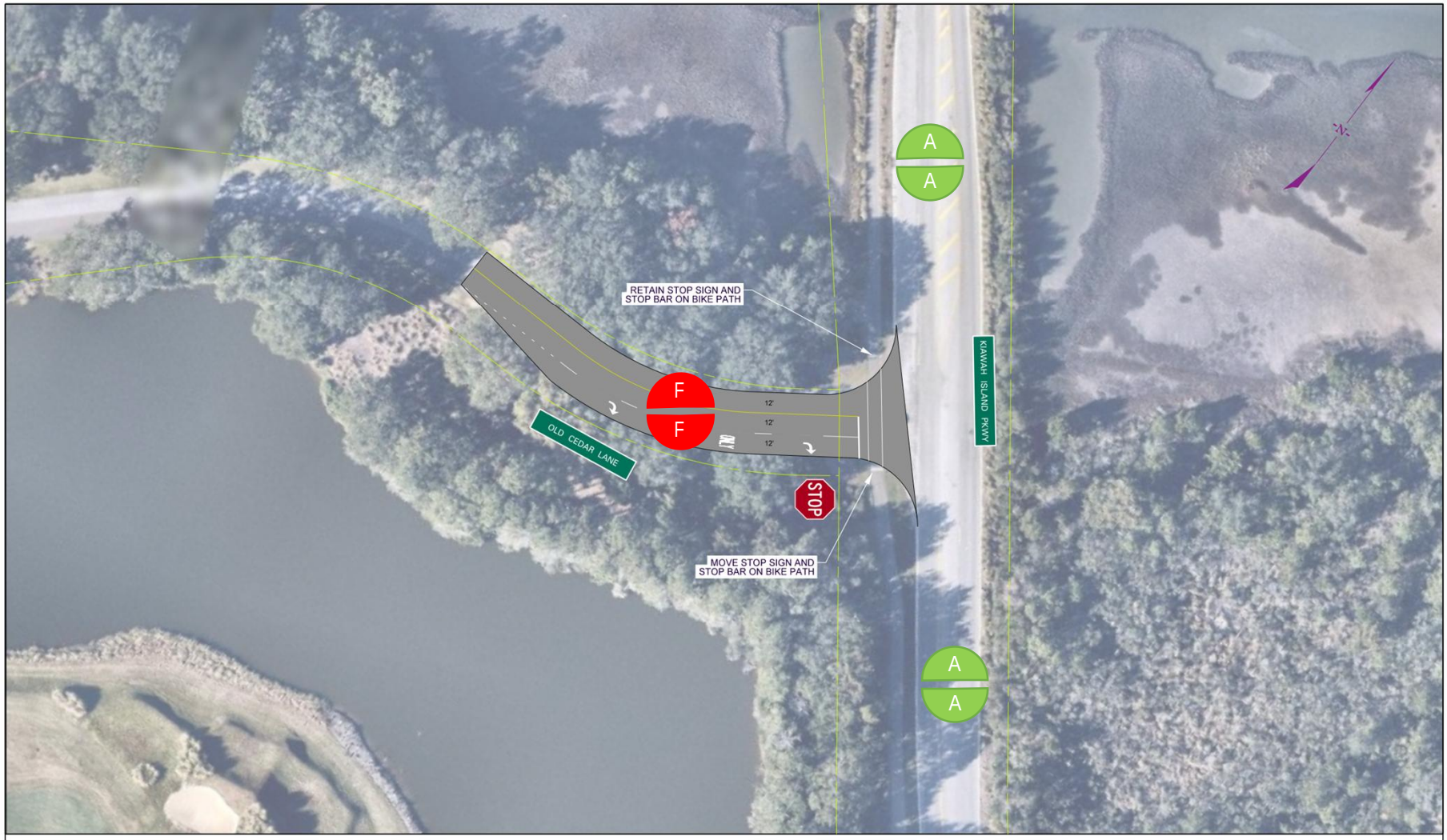
2026 Build-Out Volumes



2036 Build-Out Volumes

Kiawah Island Parkway at Old Cedar Lane
Improvement Concept

AM
PM
xx AM Vol.
(xx) PM Vol.



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5.8 Kiawah Island Parkway at Mingo Point

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

Table 20 – Kiawah Island Parkway at Mingo Point

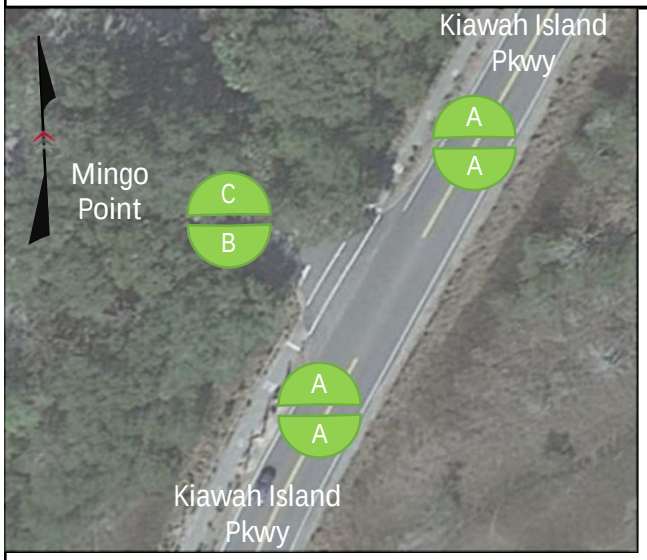
Kiawah Island Parkway at Mingo Point LOS (Delay)							
Condition	Measure	EB (Mingo Point)		NB (Kiawah Island Pkwy)		SB (Kiawah Island Pkwy)	
		EBL	EBR	NBL	NBT	SBT	SBR
AM Peak Hour							
Existing	LOS (Delay)	C (16.7)		A (0.1)		A (0.0)	
	HCM 6 95th Q	3'		0'		0'	
2026 No Build	LOS (Delay)	C (17.9)		A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

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

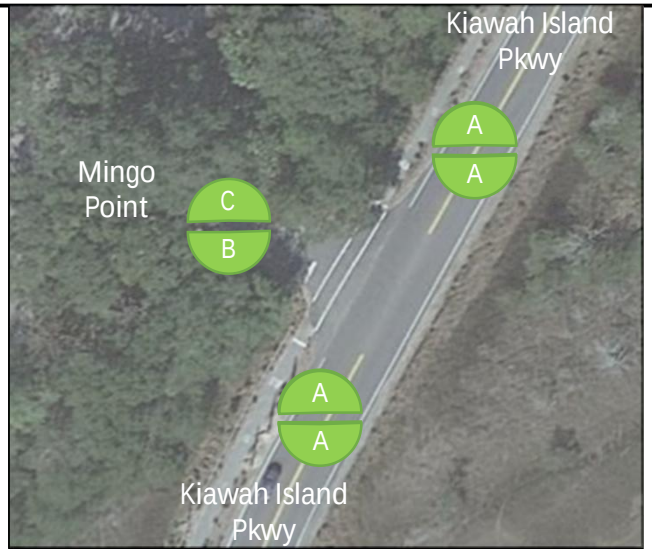
If property off of Mingo Point is rezoned and/or a denser development occurs than what is existing, a formal traffic impact study should be performed.

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

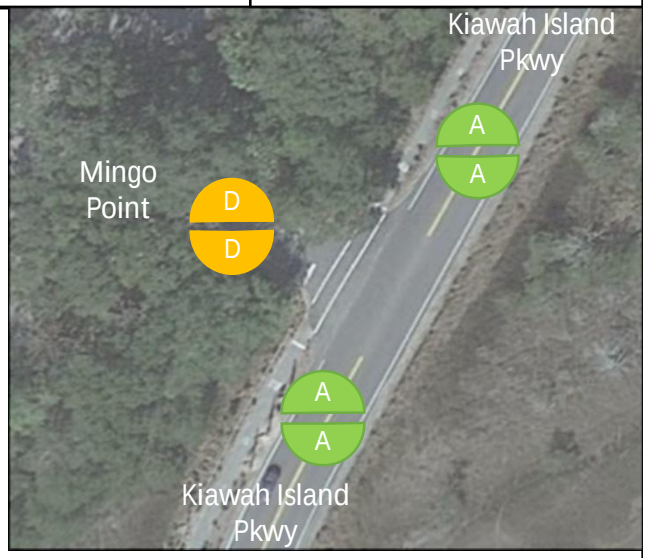
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



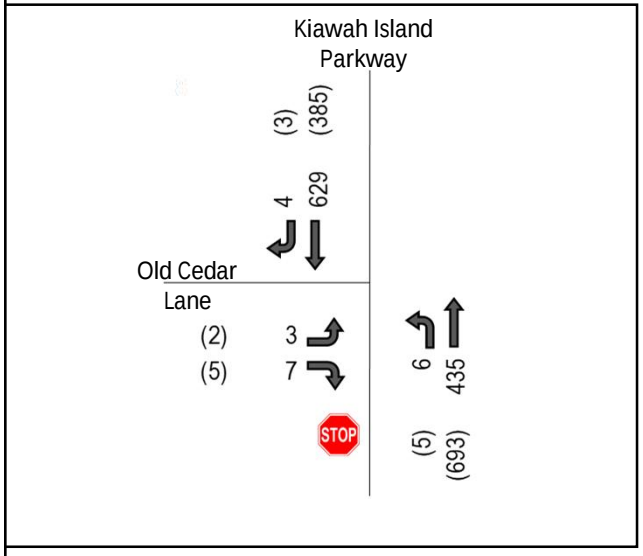
Existing LOS Conditions



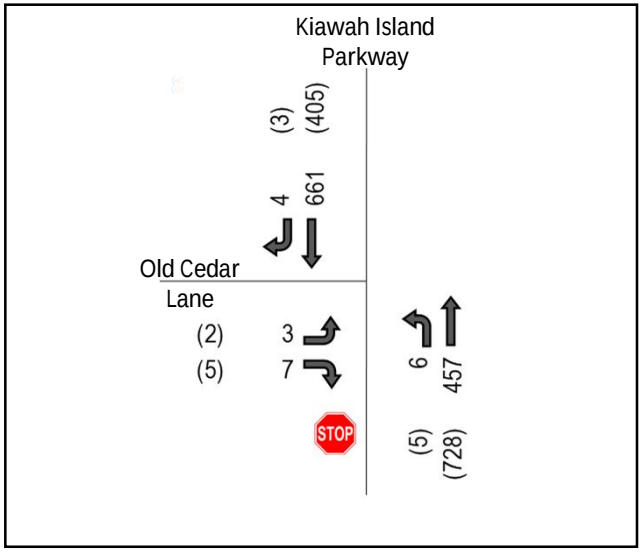
2026 No Build LOS Conditions



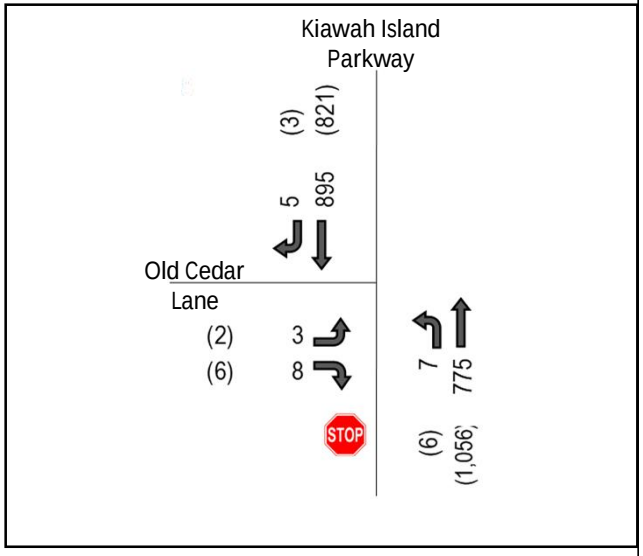
2036 No Build LOS Conditions



Existing Volumes



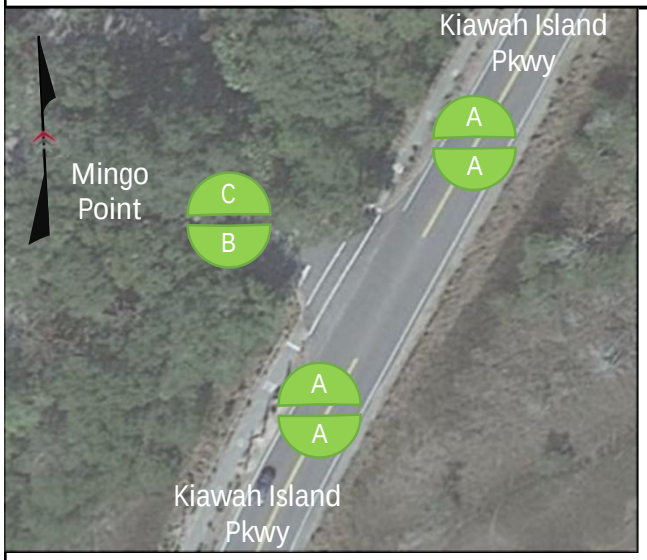
2026 No Build Volumes



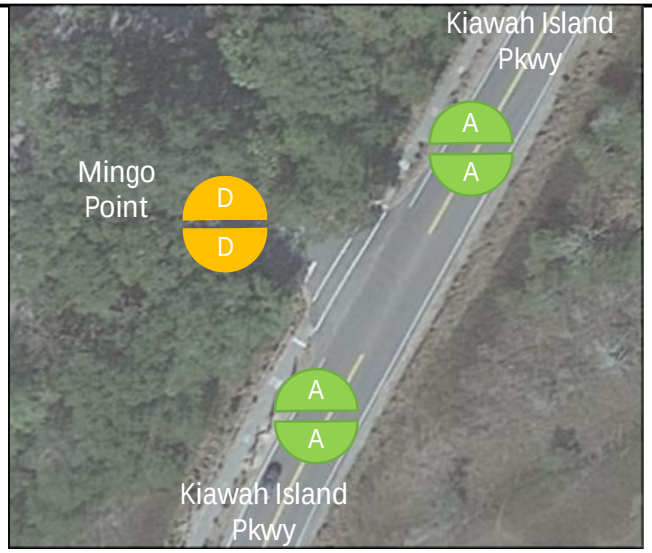
2036 No Build Volumes

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

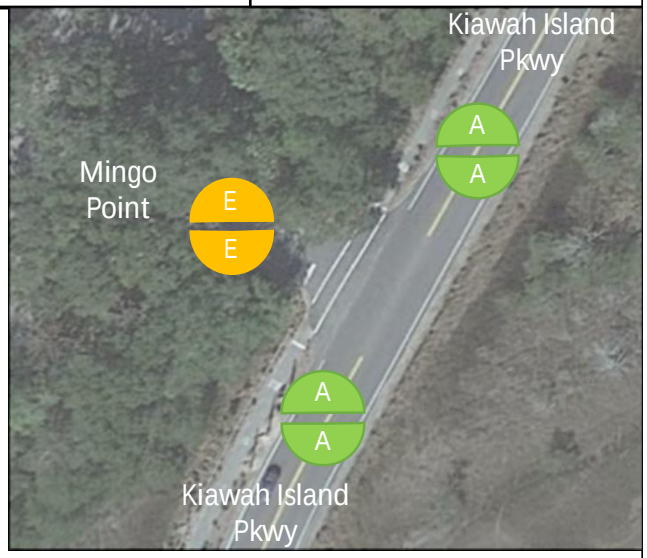
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



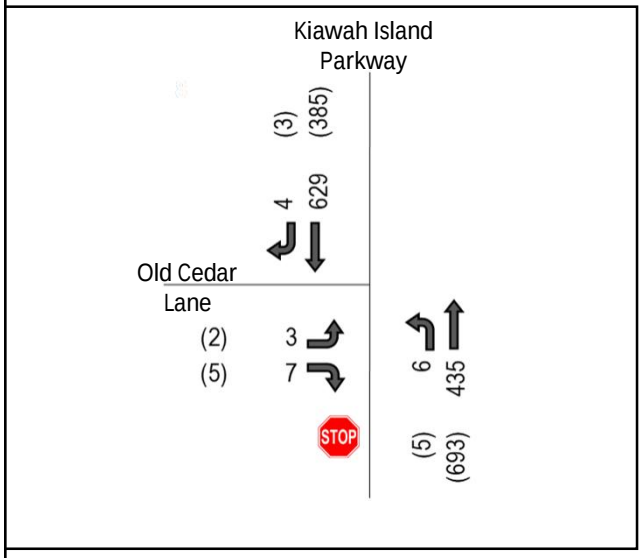
Existing LOS Conditions



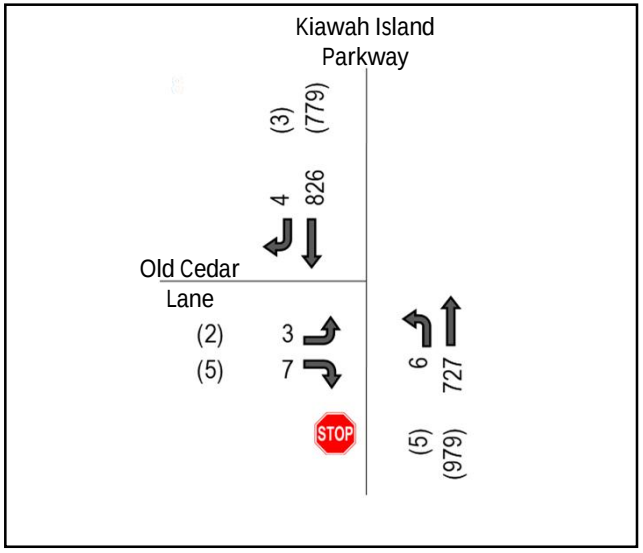
2026 Build-Out LOS Conditions



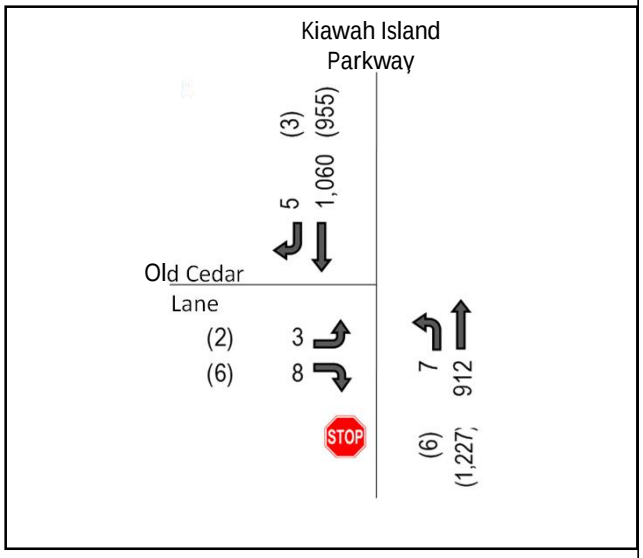
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



2036 Build-Out Volumes

5.9 Kiawah Island Parkway at Little Rabbit Lane

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

Table 21 – Kiawah Island Parkway at Little Rabbit Lane

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

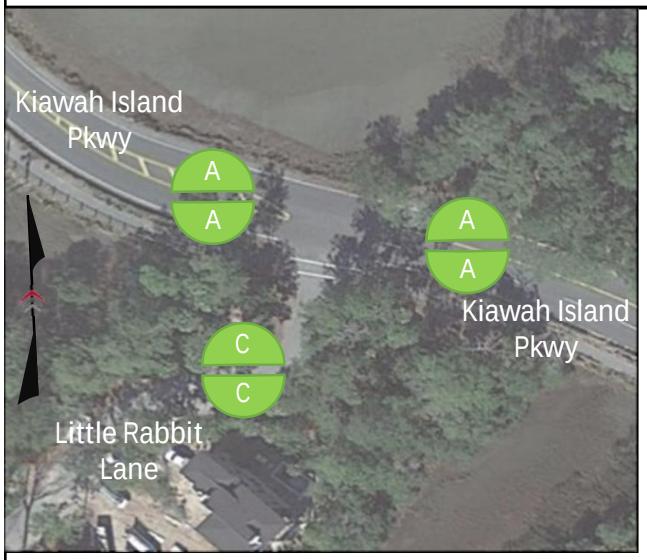
The results of the capacity analysis indicate that this intersection currently operates with short delays on the eastbound, southbound, and northbound approaches.

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

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

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

Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



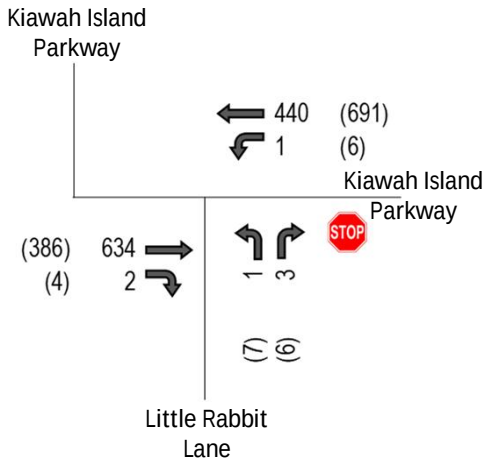
Existing LOS Conditions



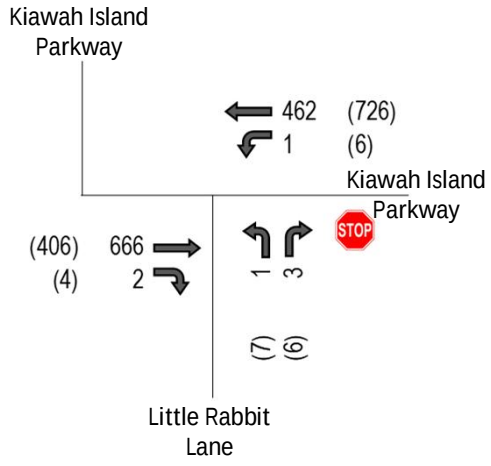
2026 No Build LOS Conditions



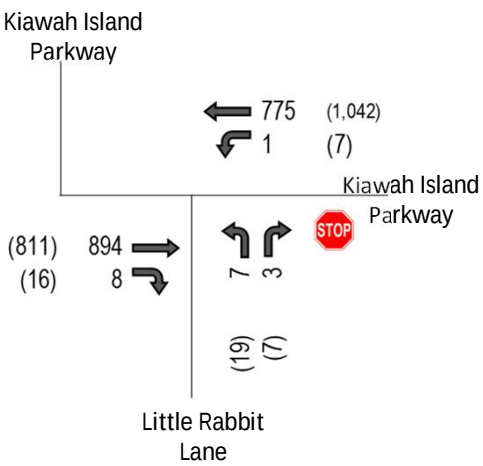
2036 No Build LOS Conditions



Existing Volumes



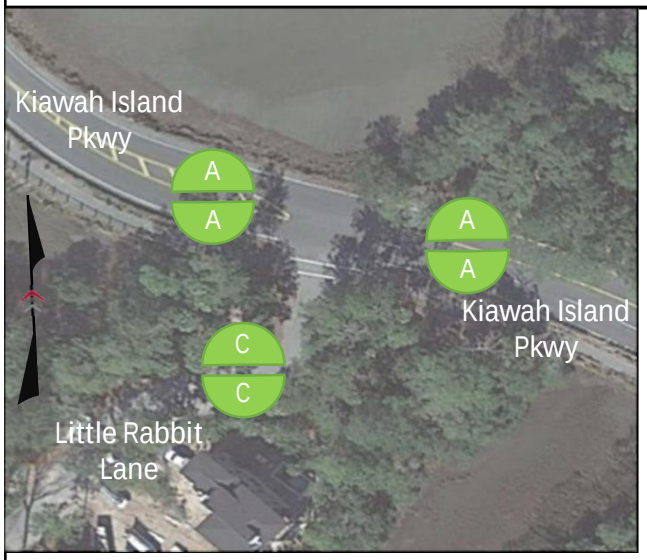
2026 No Build Volumes



2036 No Build Volumes

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

Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



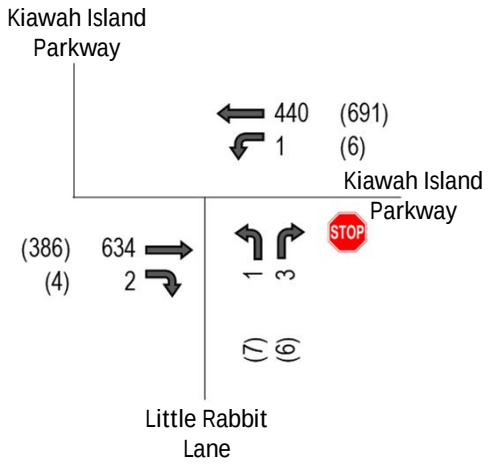
Existing LOS Conditions



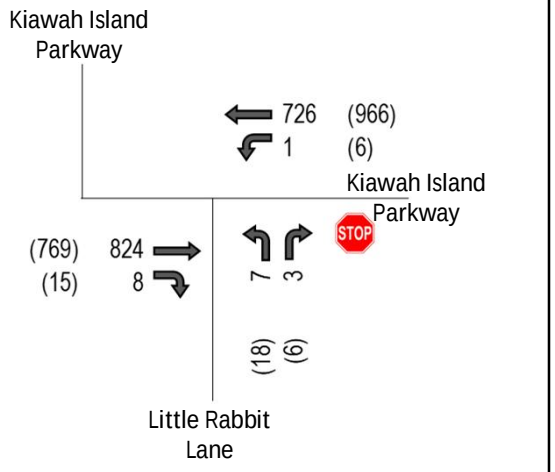
2026 Build-Out LOS Conditions



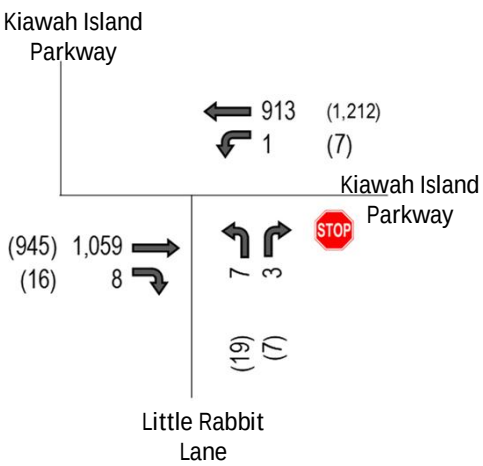
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



2036 Build-Out Volumes

5.10 Kiawah Island Parkway at Real Estate Office

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

Table 22 – Kiawah Island Parkway at Real Estate Office

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

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

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

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

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

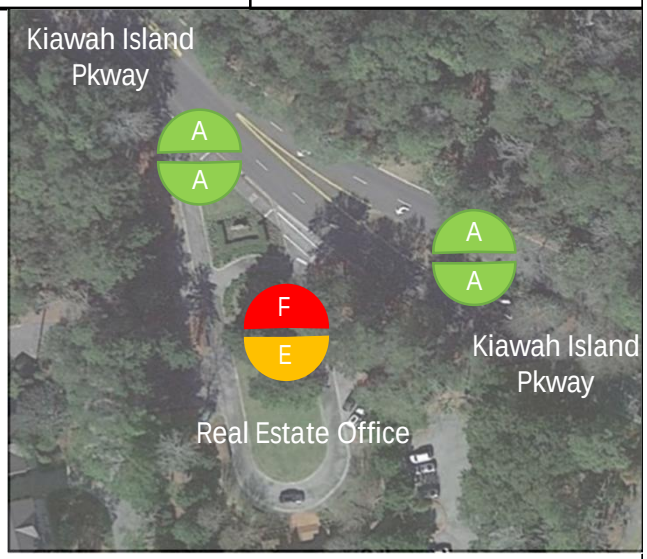
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



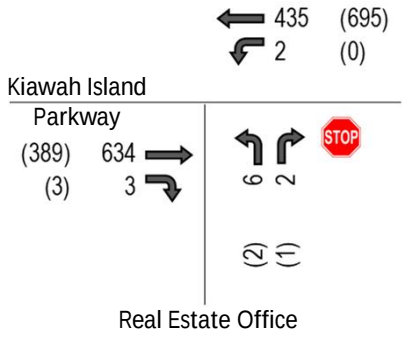
Existing LOS Conditions



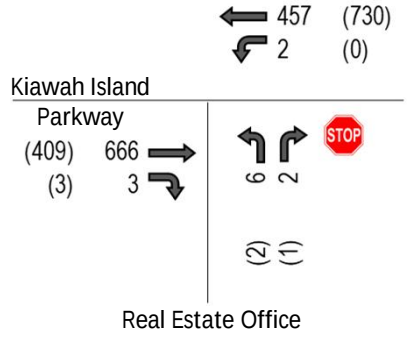
2026 No Build LOS Conditions



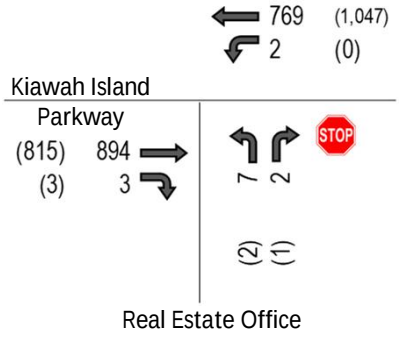
2036 No Build LOS Conditions



Existing Volumes



2026 No Build Volumes



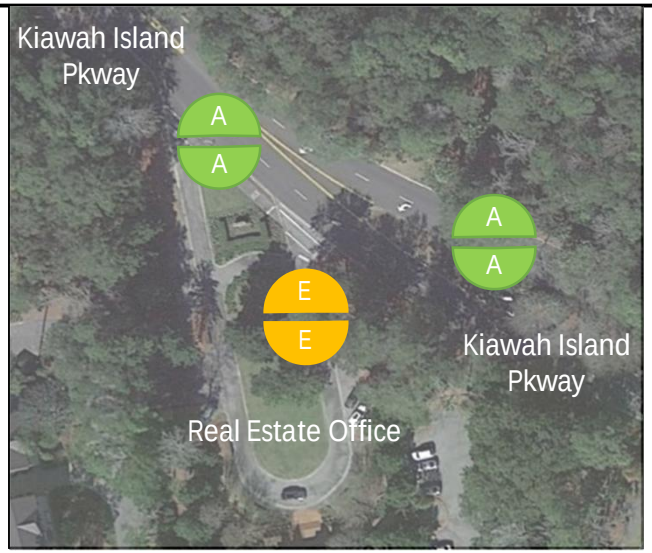
2036 No Build Volumes

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

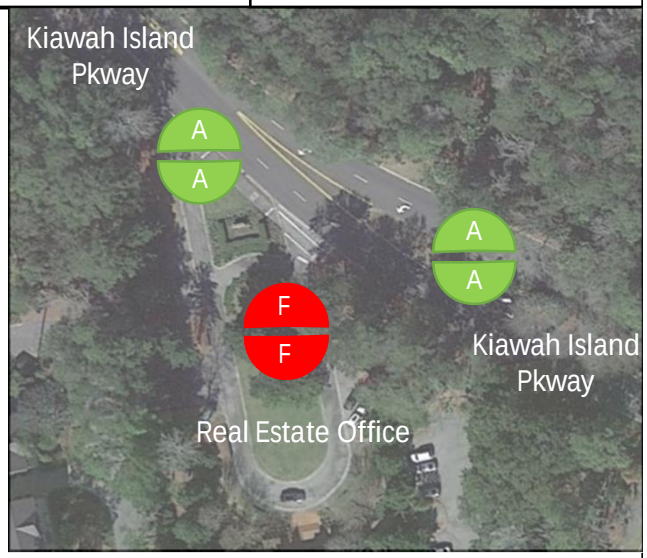
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



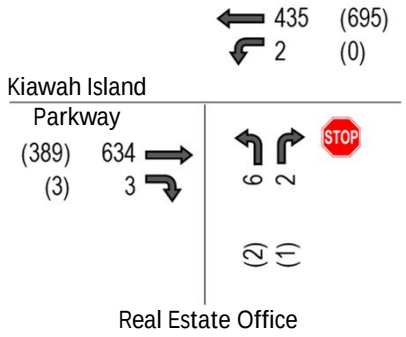
Existing LOS Conditions



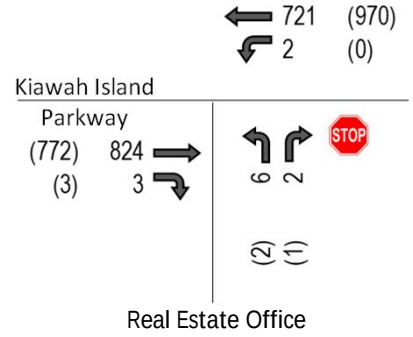
2026 Build-Out LOS Conditions



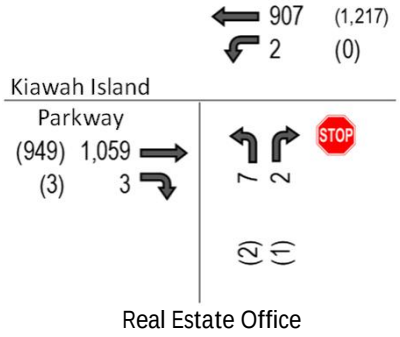
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes



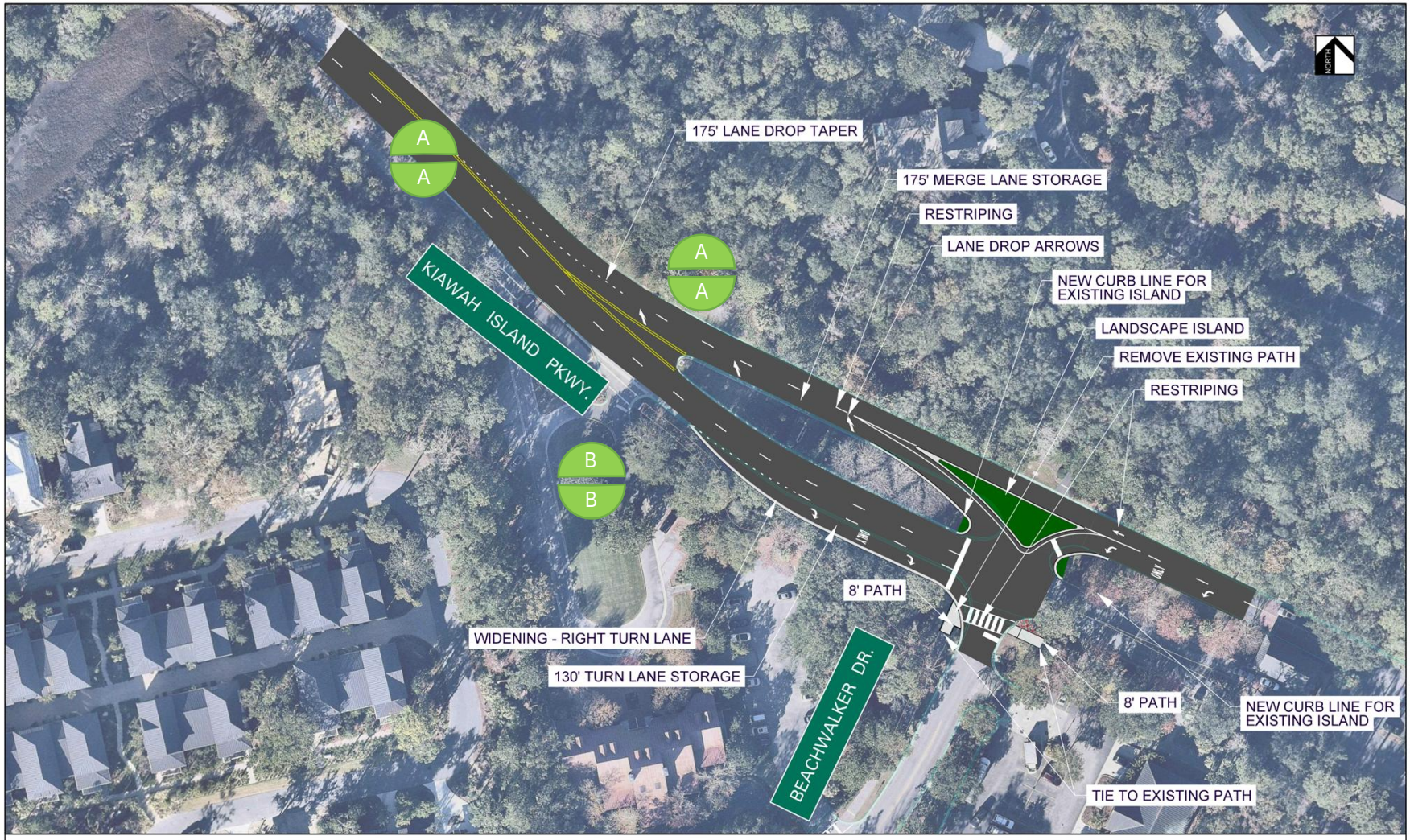
2036 Build-Out Volumes

Kiawah Island Parkway at Real Estate Office

Improvement Concept (Right-In/Right-Out)

AM
PM

xx AM Vol.
(xx) PM Vol.



THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

5.11 Kiawah Island Parkway at Beachwalker Drive

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

Table 23 – Kiawah Island Parkway at Beachwalker Drive

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

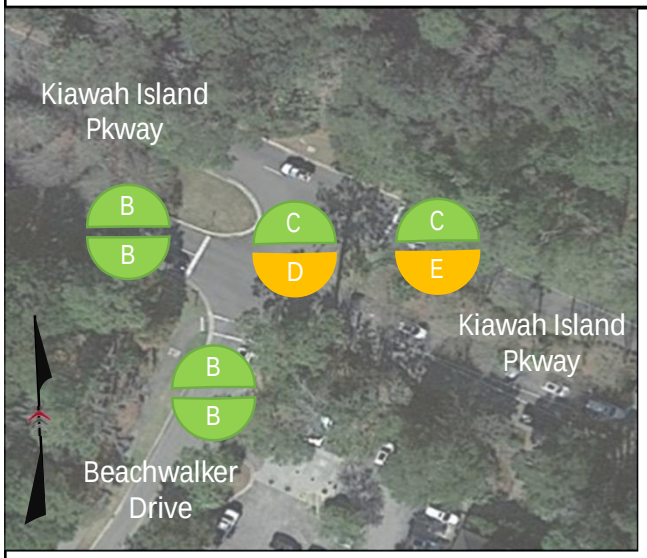
The results of the capacity analysis indicate that this intersection currently operates with short delays on the eastbound, westbound, and northbound approaches during the AM peak hour. During the PM peak hour, the eastbound and northbound delays are anticipated to be short, but the westbound approach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

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

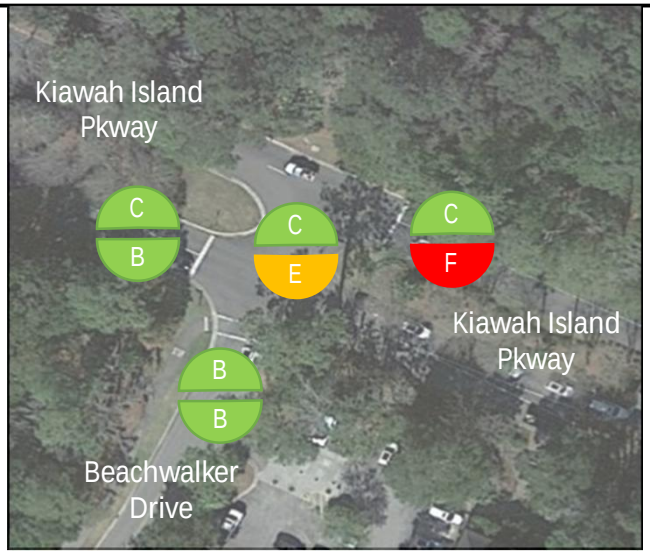
To mitigate the anticipated long delays at this intersection, a modification to the westbound approach is recommended and removal of the bike path from Oyster Rake Drive is recommended. It is recommended the westbound through lane operate as free-flow and the and the westbound left-turn lane be channelized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

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

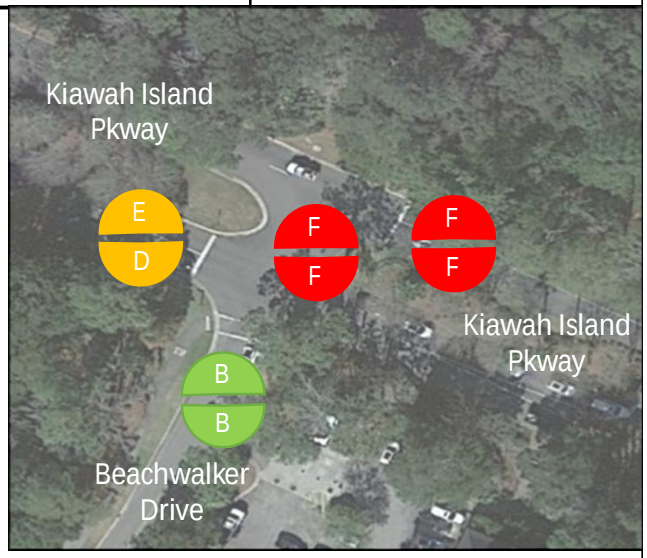
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



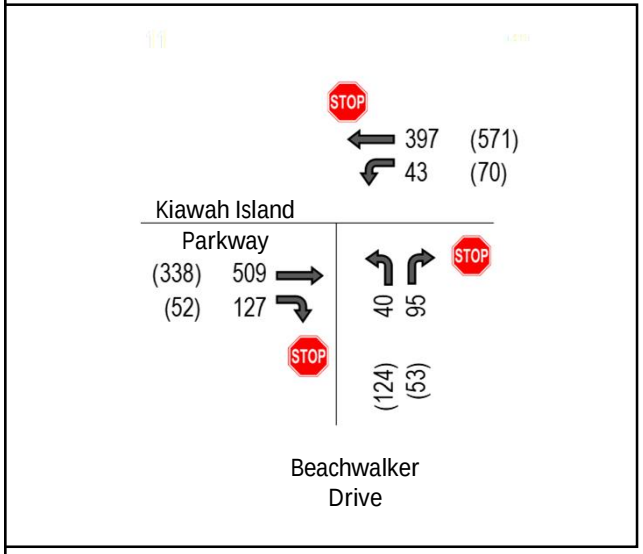
Existing LOS Conditions



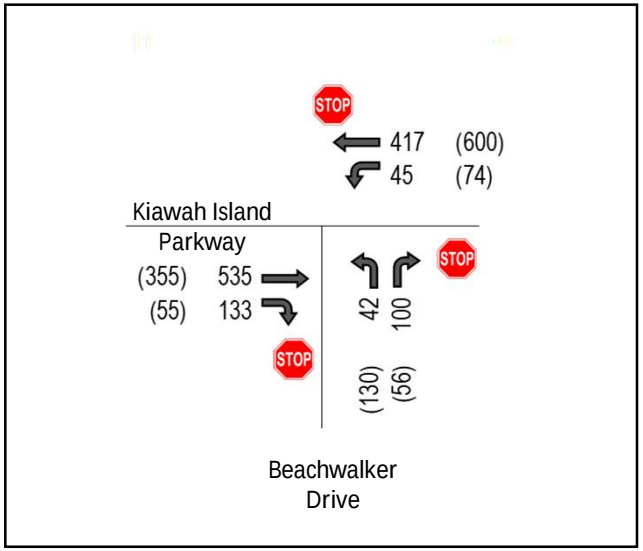
2026 No Build LOS Conditions



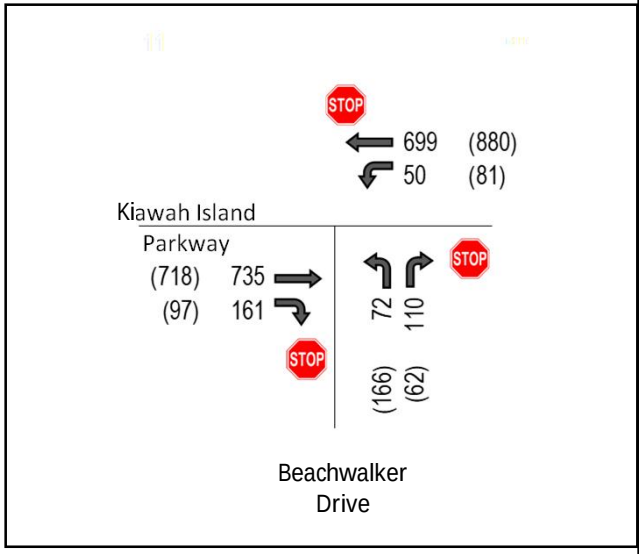
2036 No Build LOS Conditions



Existing Volumes



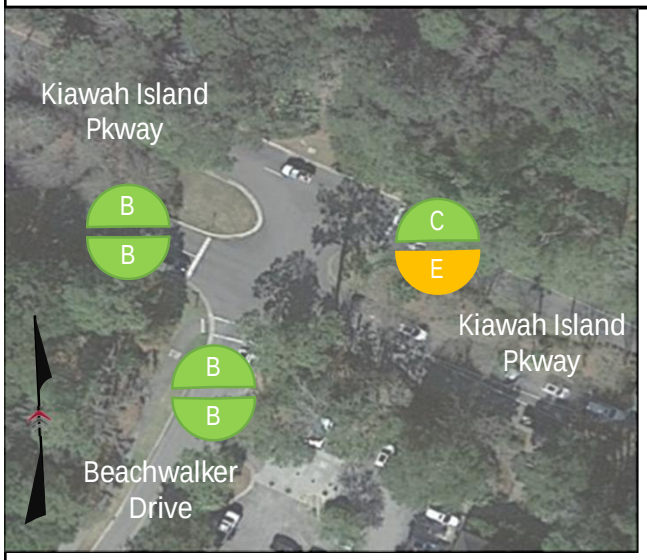
2026 No Build Volumes



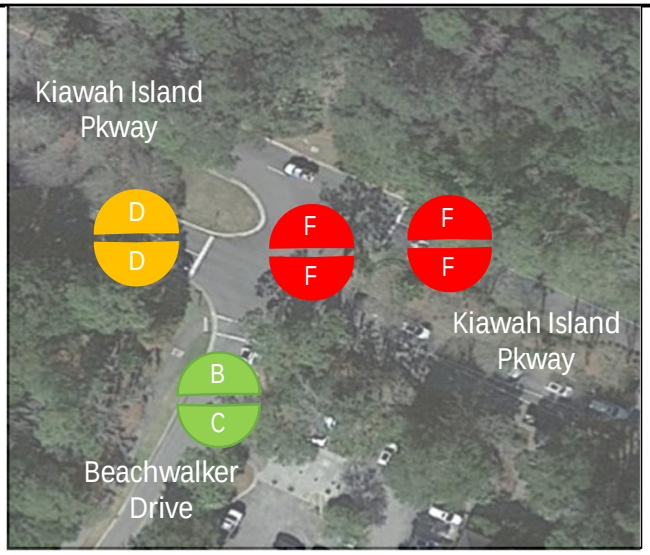
2036 No Build Volumes

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

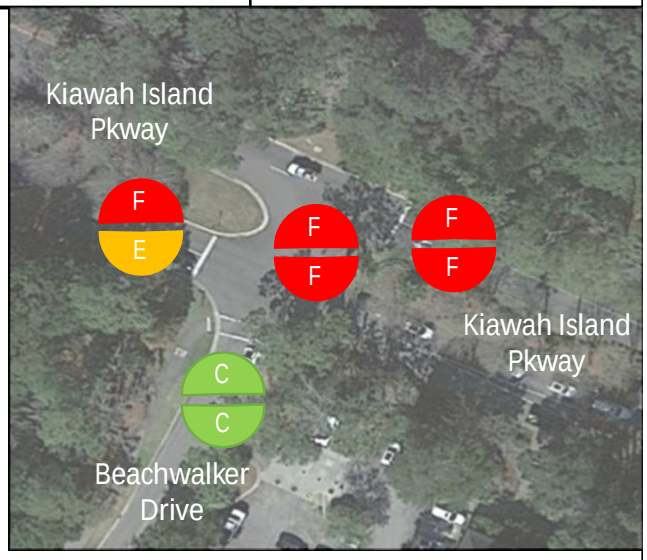
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



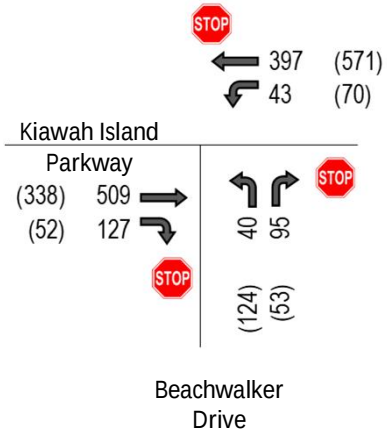
Existing LOS Conditions



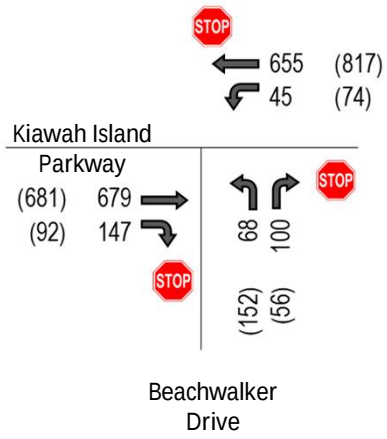
2026 Build-Out LOS Conditions



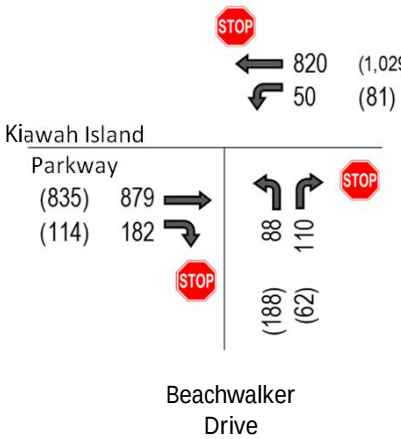
2036 Build-Out LOS Conditions



Existing Volumes



2026 Build-Out Volumes

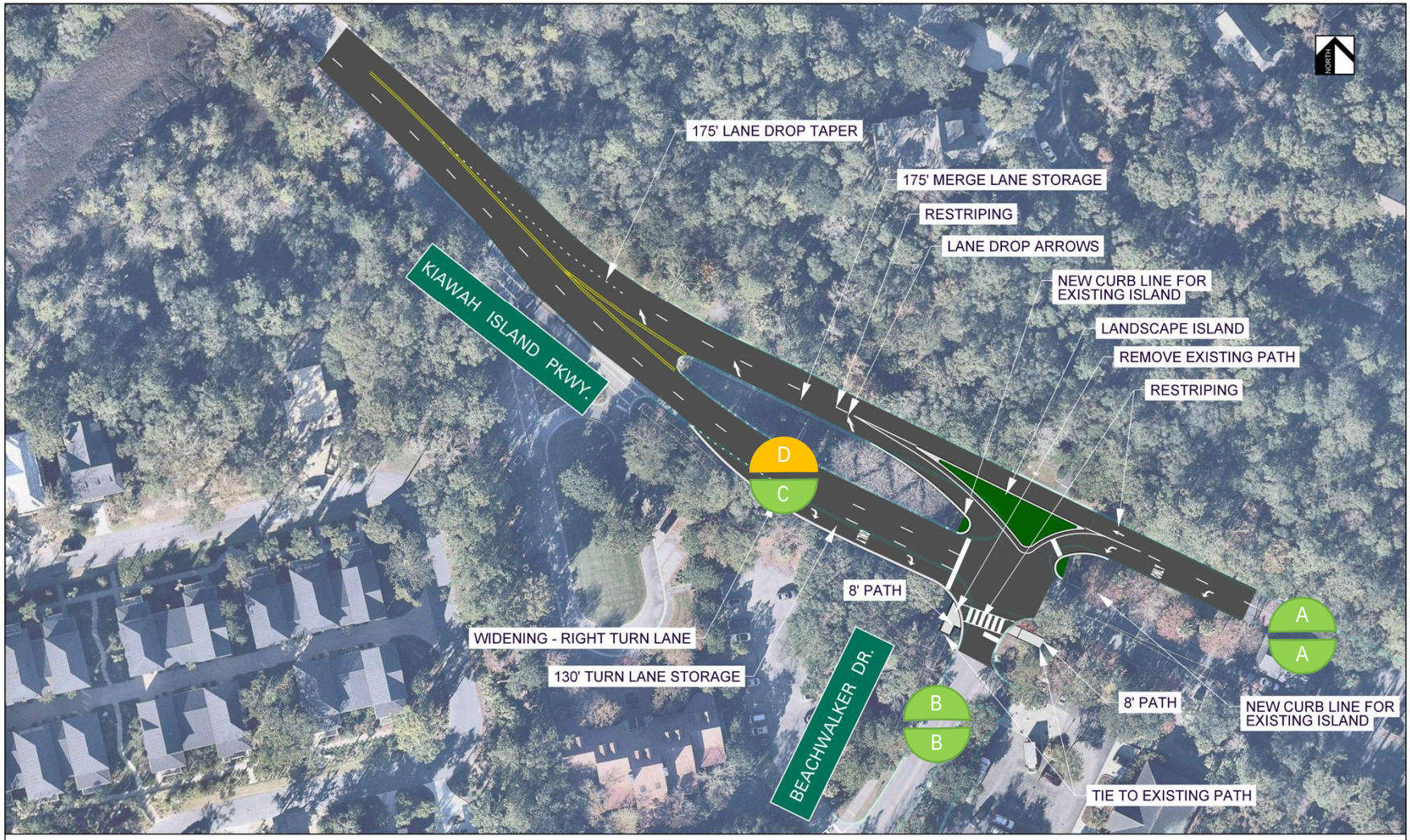


2036 Build-Out Volumes

Kiawah Island Parkway at Beachwalker Drive
Improvement Concept

AM
PM

xx AM Vol.
(xx) PM Vol.



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5.12 Seabrook Island Road at Andell Bluff Boulevard/Lot C

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

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

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

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

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

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

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

Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



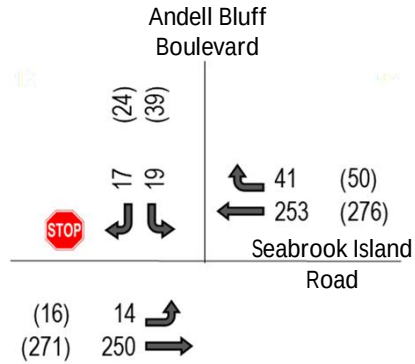
Existing LOS Conditions



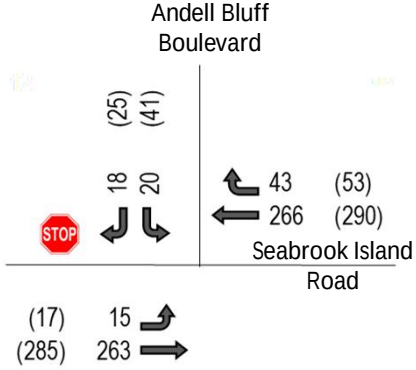
2026 No Build LOS Conditions



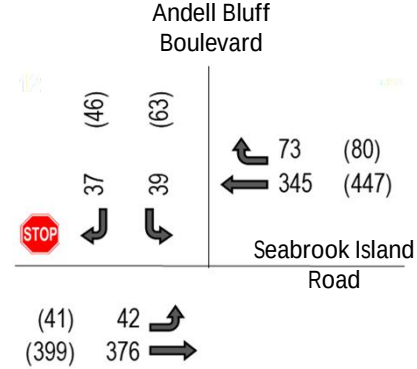
2036 No Build LOS Conditions



Existing Volumes



2026 No Build Volumes



2036 No Build Volumes

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

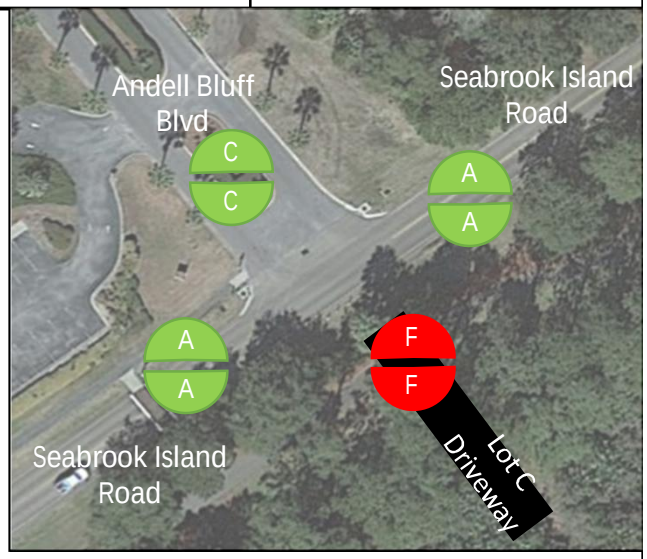
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



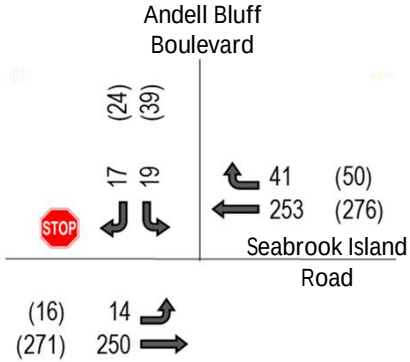
Existing LOS Conditions



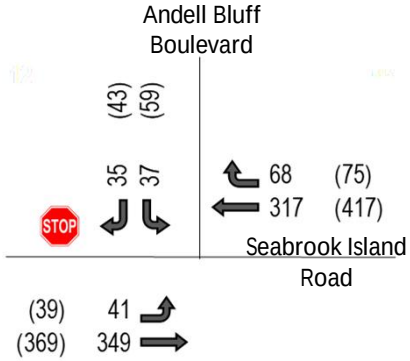
2026 Build-Out LOS Conditions



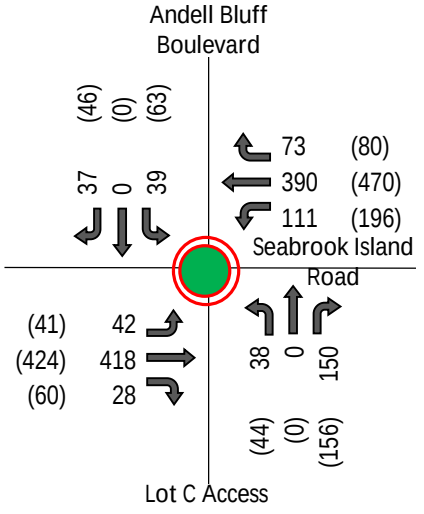
2036 Build-Out LOS Conditions



Existing Volumes

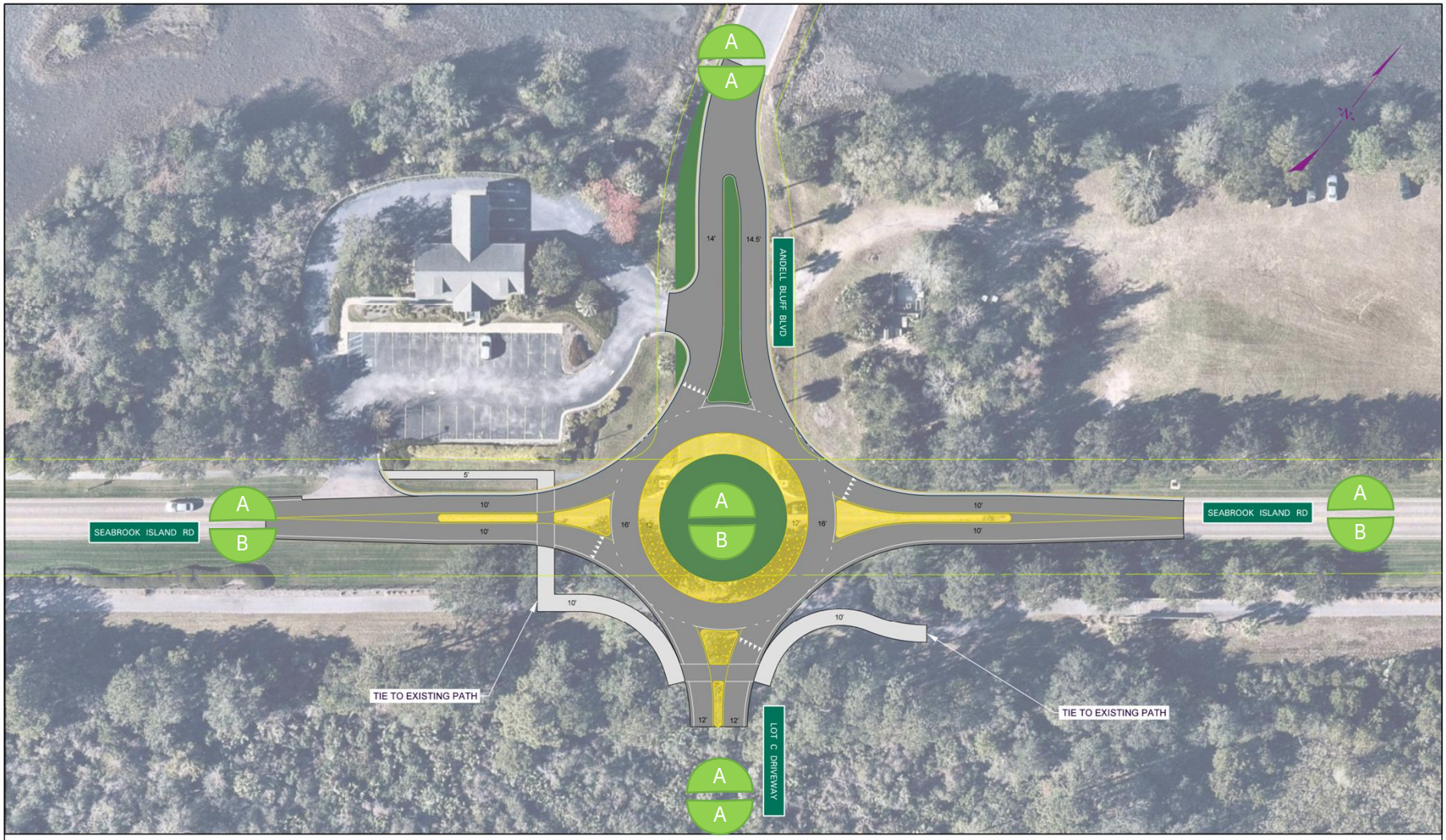


2026 Build-Out Volumes



2036 Build-Out Volumes

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



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

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

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

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

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

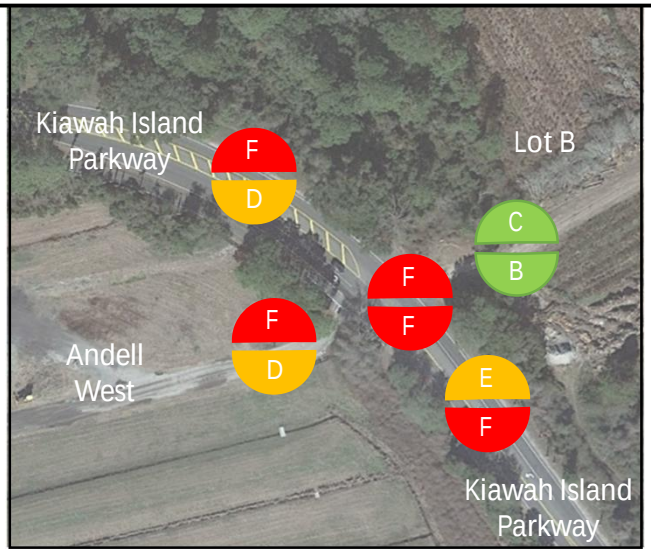
1.) A Traffic Signal

2.) A Roundabout

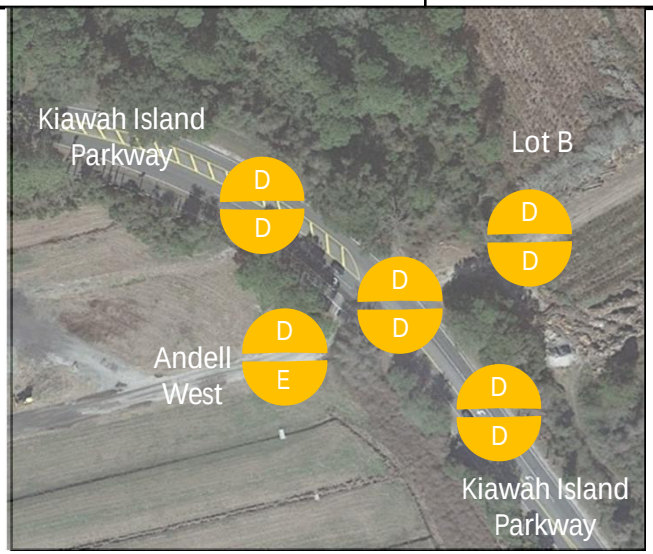
From the results in the table above, a traffic signal serves the long-term development conditions better than a roundabout. The traffic signal forces gaps for the side-street movements and allows for left-turn phasing. The roundabout would operate well for the short-term conditions but is anticipated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

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

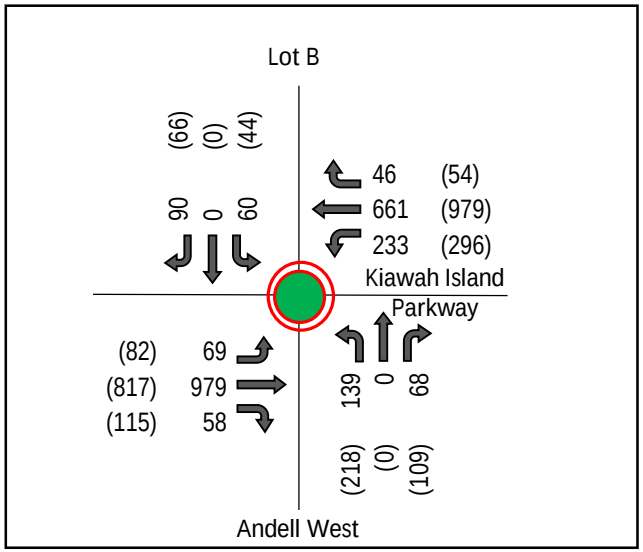
Legend:
AM
PM
xx AM Vol.
(xx) PM Vol.



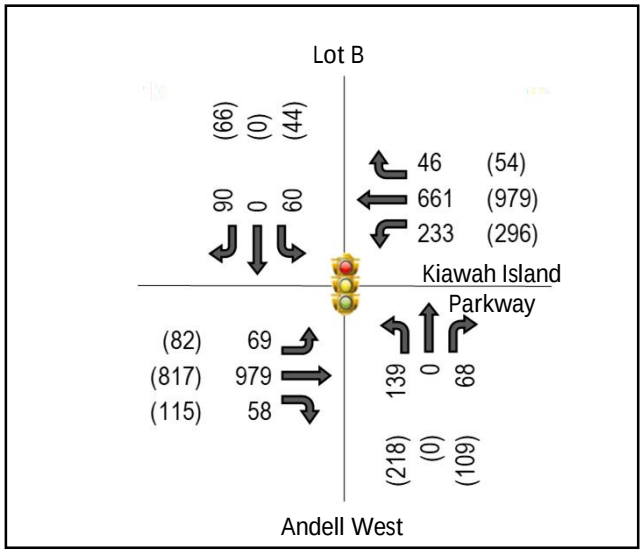
2036 Build Roundabout



2036 Build Signal

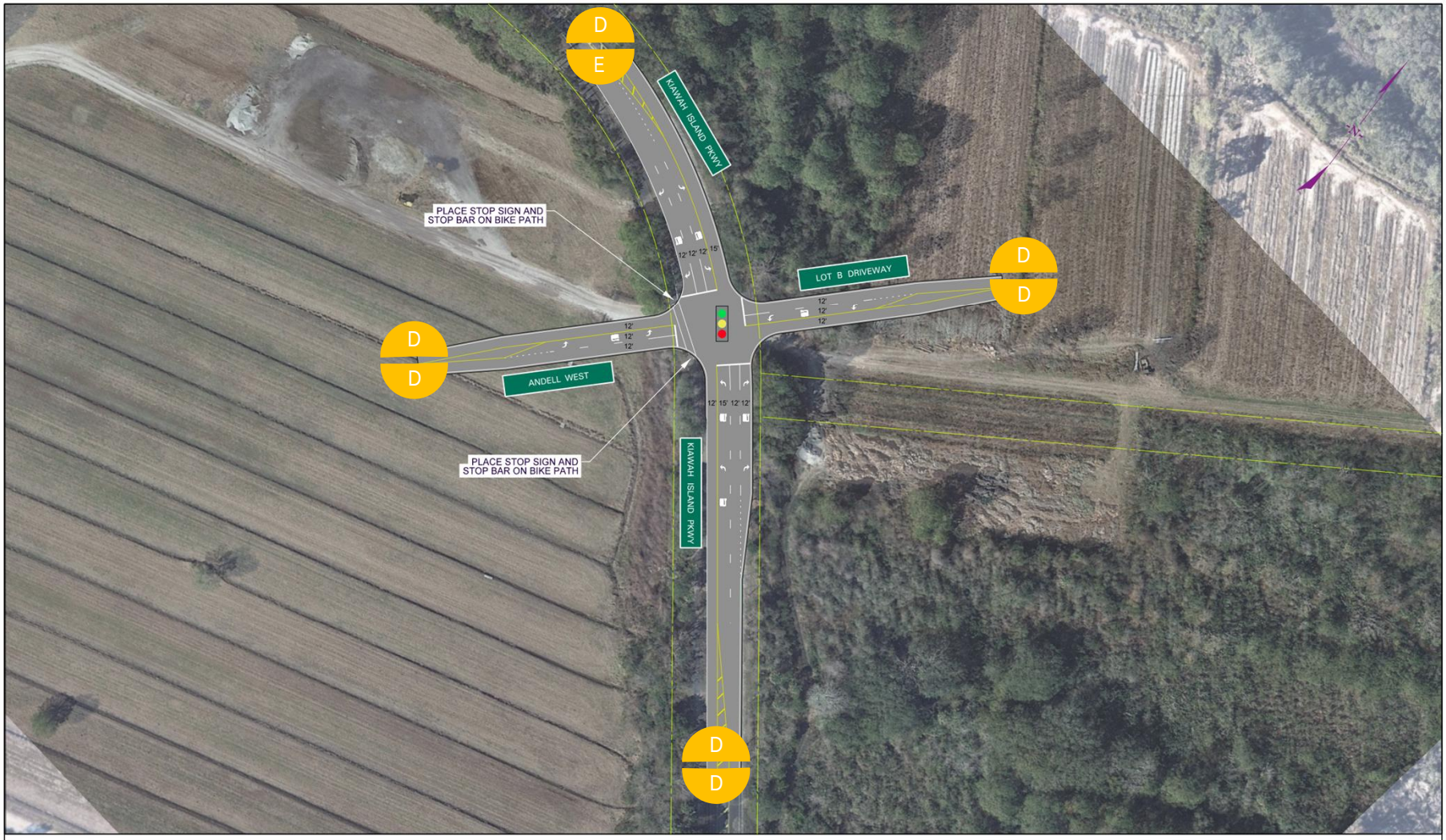


2026 Build Volumes



2036 Build Volumes

Seabrook Island Road at Andell West/Lot B
Improvement Concept



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6 Conclusion

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

The intersections analyzed in this study were:

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

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

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

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

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

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

Short-Term Recommendations

1. *Kiawah Island Parkway at Beachwalker Drive*

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

2. *Kiawah Island Parkway at the Real Estate Office*

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

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

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

4. *Kiawah Island Parkway at Freshfields Drive*

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

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

Long-Term Recommendations

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

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

2. *Kiawah Island Parkway at Old Cedar Lane*

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

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

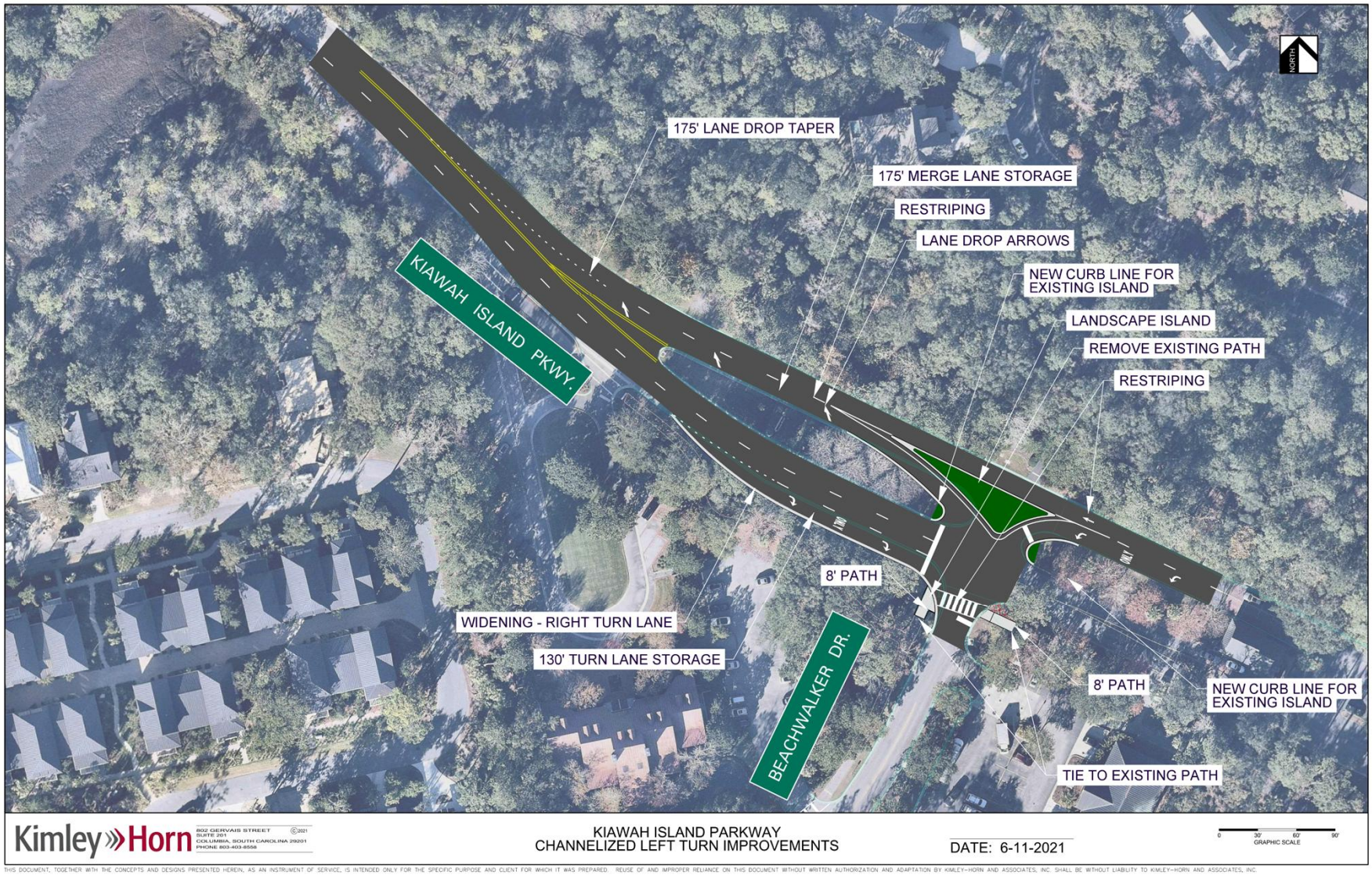
Due to the high through volume and speeds on this section of Betsy Kerrison Parkway, left- and right-turn lanes should be considered for the Lot A development. Even with these turn lanes, the westbound approach is anticipated to fail during the PM peak hour. However, the projected volumes for the development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

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

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

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

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



THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

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



THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

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



THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

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



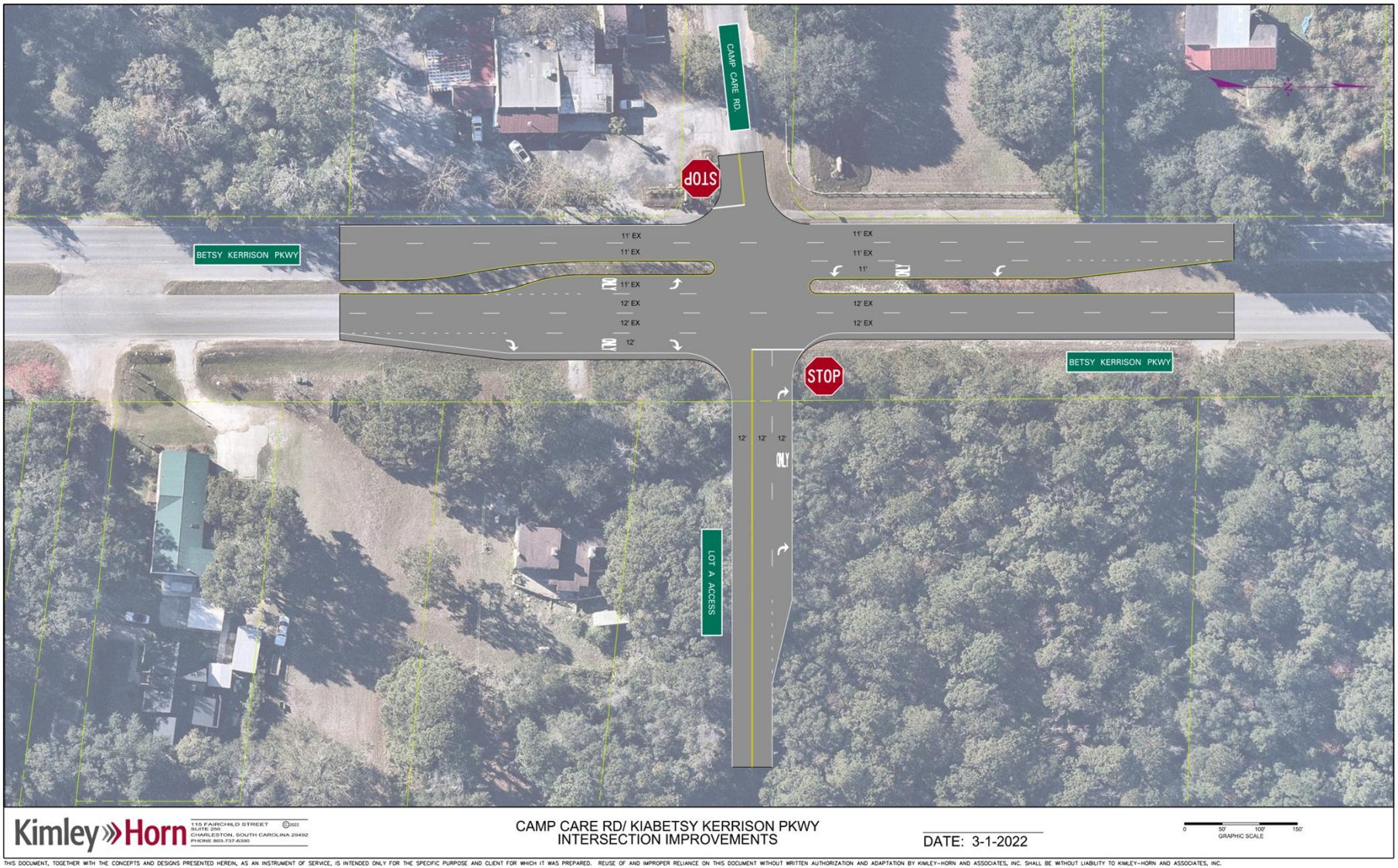
THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

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



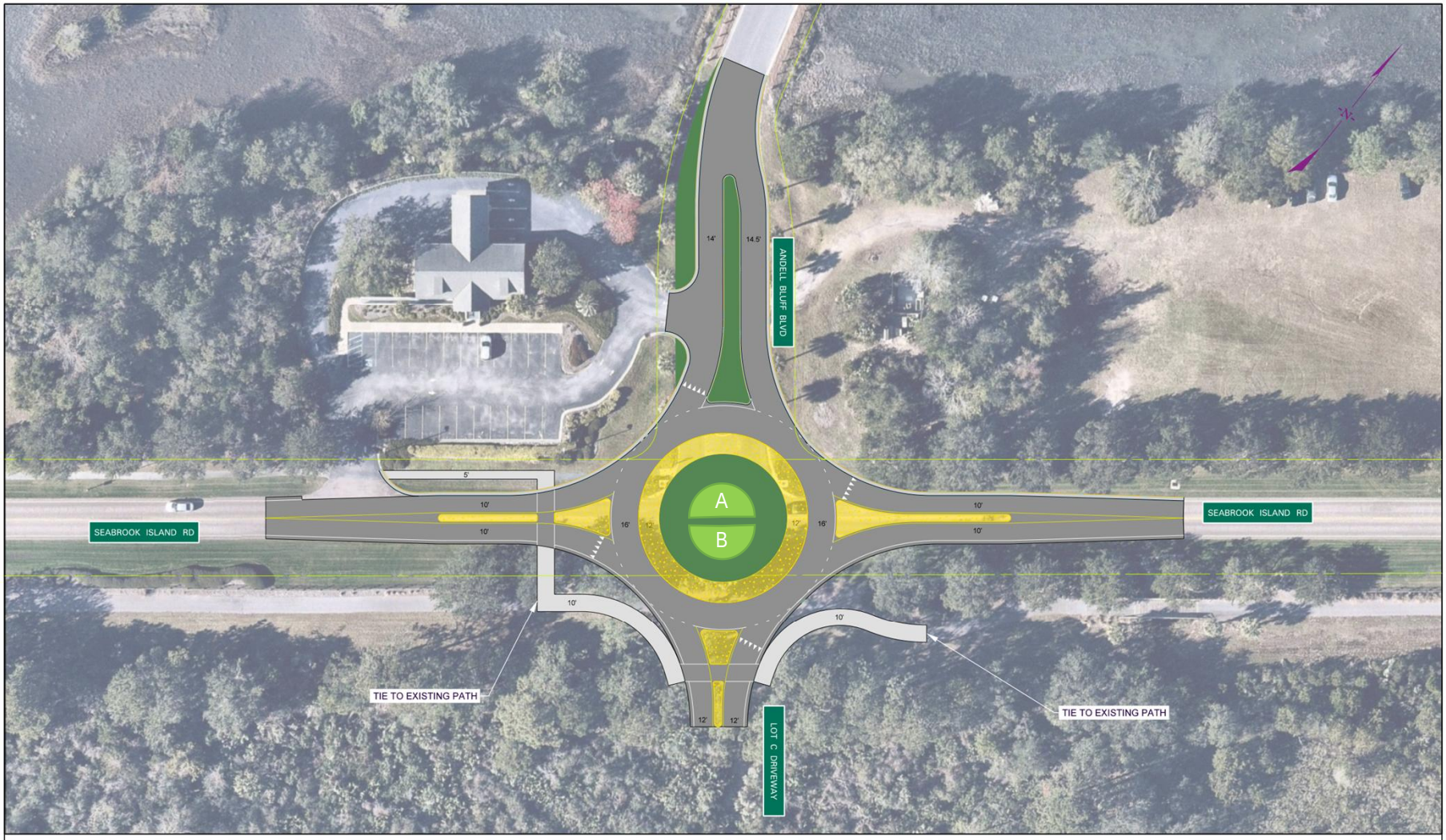
THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

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



THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

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



THIS DOCUMENT, TOGETHER WITH THE CONCEPTS AND DESIGNS PRESENTED HEREIN, AS AN INSTRUMENT OF SERVICE, IS INTENDED ONLY FOR THE SPECIFIC PURPOSE AND CLIENT FOR WHICH IT WAS PREPARED. REUSE OF AND IMPROPER RELIANCE ON THIS DOCUMENT WITHOUT WRITTEN AUTHORIZATION AND ADAPTATION BY KIMLEY-HORN AND ASSOCIATES, INC. SHALL BE WITHOUT LIABILITY TO KIMLEY-HORN AND ASSOCIATES, INC.

APPENDIX

Traffic Counts

Bi-Directional Class Count || Volume Summary 15min

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 13
Seabrook Island Rd,
east of Andell Bluff Blvd

Date
Thursday, September 23, 2021

Lat/Long
32.605900°, -80.152836°

Weather
Fair
70°F

0000 - 2400 (Weekday 24h Session) (09-23-2021)
Volume Summary 15min

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

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

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

Site 13
Seabrook Island Rd,
east of Andell Bluff Blvd

Date
Friday, September 24, 2021

Weather
Fair
67°F

Lat/Long
32.605900°, -80.152836°

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

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

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

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

Site 13
Seabrook Island Rd,
east of Andell Bluff Blvd

Date
Saturday, September 25, 2021

Weather
Fair
67°F

Lat/Long
32.605900°, -80.152836°

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

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

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

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

Bi-Directional Class Count || Volume Summary 15min

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 14
S-10-20 Betsy Kerrison Pkwy,
north of Camp Care Rd

Date
Thursday, September 23, 2021

Lat/Long
32.614986°, -80.152531°

Weather
Fair
70°F

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

Volume Summary 15min

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

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

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

Site 14
S-10-20 Betsy Kerrison Pkwy,
north of Camp Care Rd

Date
Friday, September 24, 2021

Weather
Fair
67°F

Lat/Long
32.614986°, -80.152531°

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

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

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

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

Site 14
S-10-20 Betsy Kerrison Pkwy,
north of Camp Care Rd

Date
Saturday, September 25, 2021

Weather
Fair
67°F

Lat/Long
32.614986°, -80.152531°

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

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

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

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

Bi-Directional Class Count || Volume Summary 15min

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 15
Kiawah Island Pkwy,
north of Driveway

Date
Thursday, September 23, 2021

Weather
Fair
70°F

Lat/Long
32.603284°, -80.131724°

0000 - 2400 (Weekday 24h Session) (09-23-2021)
Volume Summary 15min

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

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

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

Site 15
Kiawah Island Pkwy,
north of Driveway

Date
Friday, September 24, 2021

Weather
Fair
67°F

Lat/Long
32.603284°, -80.131724°

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

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

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

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

Site 15
Kiawah Island Pkwy,
north of Driveway

Date
Saturday, September 25, 2021

Weather
Fair
67°F

Lat/Long
32.603284°, -80.131724°

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

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

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

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

Bi-Directional Class Count || Volume Summary 15min

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 16
Beachwalker Dr,
south of Kiawah Island Pkwy

Date
Thursday, September 23, 2021

Weather
Fair
70°F

Lat/Long
32.595876°, -80.127236°

0000 - 2400 (Weekday 24h Session) (09-23-2021)
Volume Summary 15min

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

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

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

Site 16
Beachwalker Dr,
south of Kiawah Island Pkwy

Date
Friday, September 24, 2021

Weather
Fair
67°F

Lat/Long
32.595876°, -80.127236°

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

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

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

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

Site 16
Beachwalker Dr,
south of Kiawah Island Pkwy

Date
Saturday, September 25, 2021

Lat/Long
32.595876°, -80.127236°

Weather
Fair
67°F

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

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

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

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

Peak Hour Turning Movement Count

Kiawah Island, SC

Click here for Map

Marr Traffic DATA COLLECTION

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0900 - 0915	11	12	2	0	25	146	49	53	0	248	31	19	13	0	63	0	8	49	0	57	393
0915 - 0930	14	7	3	0	24	151	34	42	0	227	43	3	16	0	62	1	11	66	0	78	391
0930 - 0945	13	10	0	0	23	128	32	33	0	193	36	11	15	0	62	3	12	64	0	79	357
0945 - 1000	14	12	1	0	27	114	25	39	0	178	21	30	24	0	75	2	12	78	0	92	372
Total	52	41	6	0	99	539	140	167	0	846	131	63	68	0	262	6	43	257	0	306	1513
Approach %	52.53	41.41	6.06	0.00	-	63.71	16.55	19.74	0.00	-	50.00	24.05	25.95	0.00	-	1.96	14.05	83.99	0.00	-	
PHF	0.93	0.85	0.50	0.00	**0.92**	0.89	0.71	0.79	0.00	**0.85**	0.76	0.53	0.71	0.00	**0.87**	0.50	0.90	0.82	0.00	**0.83**	**0.96**

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0900 - 0915	11	9	1	0	21	140	45	50	0	235	31	18	13	0	62	0	5	44	0	49	367
0915 - 0930	13	5	2	0	20	145	33	40	0	218	41	3	15	0	59	1	9	65	0	75	372
0930 - 0945	13	8	0	0	21	118	30	30	0	178	36	9	15	0	60	1	12	62	0	75	334
0945 - 1000	14	11	1	0	26	107	23	38	0	168	20	30	24	0	74	1	11	75	0	87	355
Total	51	33	4	0	88	510	131	158	0	799	128	60	67	0	255	3	37	246	0	286	1428
Approach %	57.95	37.50	4.55	0.00	-	63.83	16.40	19.77	0.00	-	50.20	23.53	26.27	0.00	-	1.05	12.94	86.01	0.00	-	
PHF	0.91	0.75	0.50	0.00	**0.85**	0.88	0.73	0.79	0.00	**0.85**	0.78	0.50	0.70	0.00	**0.86**	0.75	0.77	0.82	0.00	**0.82**	**0.96**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0900 - 0915	0	3	1	0	4	6	2	3	0	11	0	1	0	0	1	0	2	5	0	7	23
0915 - 0930	1	1	1	0	3	6	1	2	0	9	2	0	0	0	2	0	1	1	0	2	16
0930 - 0945	0	0	0	0	0	8	2	3	0	13	0	2	0	0	2	2	0	2	0	4	19
0945 - 1000	0	0	0	0	0	5	2	1	0	8	1	0	0	0	1	1	1	3	0	5	14
Total	1	4	2	0	7	25	7	9	0	41	3	3	0	0	6	3	4	11	0	18	72
Approach %	14.29	57.14	28.57	0.00	-	60.98	17.07	21.95	0.00	-	50.00	50.00	0.00	0.00	-	16.67	22.22	61.11	0.00	-	
PHF	0.25	0.33	0.50	0.00	**0.44**	0.78	0.88	0.75	0.00	**0.79**	0.38	0.38	0.00	0.00	**0.75**	0.38	0.50	0.55	0.00	**0.64**	**0.78**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0900 - 0915	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
0915 - 0930	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
0930 - 0945	0	2	0	0	2	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4
0945 - 1000	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Total	0	4	0	0	4	4	2	0	0	6	0	0	1	0	1	0	2	0	0	2	13
Approach %	0.00	100.00	0.00	0.00	-	66.67	33.33	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	**0.50**	0.50	0.25	0.00	0.00	**0.75**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.50	0.00	0.00	**0.50**	**0.81**

Pedestrians

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	EB	WB			App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time	1a	1b			Total	1c	1d			Total	1e	1f			Total	1g	1h			Total	Total
0900 - 0915	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0915 - 0930	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0930 - 0945	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0945 - 1000	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Kiawah Island, SC

Click here for Map

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

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

Bikes

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

Passenger Vehicles (1-3)

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

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
Time	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1515 - 1530	0	3	0	0	3	1	1	0	0	2	1	1	0	0	2	1	0	6	0	7	14
1530 - 1545	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	3	0	4	7
1545 - 1600	0	1	0	0	1	2	0	2	0	4	0	1	0	0	1	1	0	4	0	5	11
1600 - 1615	0	1	0	0	1	4	0	2	0	6	1	0	1	0	2	0	0	4	0	4	13
Total	0	6	0	0	6	8	1	4	0	13	3	2	1	0	6	3	0	17	0	20	45
Approach %	0.00	100.00	0.00	0.00	-	61.54	7.69	30.77	0.00	-	50.00	33.33	16.67	0.00	-	15.00	0.00	85.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	**0.50**	0.50	0.25	0.50	0.00	**0.54**	0.75	0.50	0.25	0.00	**0.75**	0.75	0.00	0.71	0.00	**0.71**	**0.80**

Combination Trucks (8-13)

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

Pedestrians

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

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Kiawah Island, SC

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Site 1 of 12
Village Green Ln
S-10-20 Betsy Kerrison Pkwy
Seabrook Island Rd
Kiawah Island Pkwy

Date
23 September 2021

Lat/Long
32.607857°, -80.149824°

Weather
Fair
70°F

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

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0900 - 0915	11	12	2	0	25	146	49	53	0	248	31	19	13	0	63	0	8	49	0	57	393
0915 - 0930	14	7	3	0	24	151	34	42	0	227	43	3	16	0	62	1	11	66	0	78	391
0930 - 0945	13	10	0	0	23	128	32	33	0	193	36	11	15	0	62	3	12	64	0	79	357
0945 - 1000	14	12	1	0	27	114	25	39	0	178	21	30	24	0	75	2	12	78	0	92	372
Hourly Total	52	41	6	0	**99**	539	140	167	0	**846**	131	63	68	0	**262**	6	43	257	0	**306**	**1513**
1000 - 1015	14	15	0	0	29	106	34	50	0	190	38	6	16	0	60	6	10	87	0	103	382
1015 - 1030	18	14	3	0	35	95	30	48	0	173	38	14	13	0	65	2	10	82	0	94	367
1030 - 1045	7	15	3	0	25	89	26	38	0	153	34	14	20	0	68	3	10	81	0	94	340
1045 - 1100	13	20	4	0	37	89	28	45	0	162	39	12	21	0	72	5	16	63	0	84	355
Hourly Total	52	64	10	0	**126**	379	118	181	0	**678**	149	46	70	0	**265**	16	46	313	0	**375**	**1444**
Grand Total	104	105	16	0	**225**	918	258	348	0	**1524**	280	109	138	0	**527**	22	89	570	0	**681**	**2957**
Approach %	46.22	46.67	7.11	0.00	-	60.24	16.93	22.83	0.00	-	53.13	20.68	26.19	0.00	-	3.23	13.07	83.70	0.00	-	
Intersection %	3.52	3.55	0.54	0.00	7.61	31.04	8.73	11.77	0.00	51.54	9.47	3.69	4.67	0.00	17.82	0.74	3.01	19.28	0.00	23.03	
PHF	0.93	0.85	0.50	0.00	**0.92**	0.89	0.71	0.79	0.00	**0.85**	0.76	0.53	0.71	0.00	**0.87**	0.50	0.90	0.82	0.00	**0.83**	**0.96**

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

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1500 - 1515	18	23	2	0	43	82	36	48	0	166	44	13	23	0	80	1	12	143	0	156	445
1515 - 1530	21	30	5	0	56	76	33	53	0	162	49	12	15	0	76	3	8	129	0	140	434
1530 - 1545	16	29	2	0	47	55	27	46	0	128	51	7	20	0	78	1	15	150	0	166	419
1545 - 1600	15	27	3	0	45	51	28	37	0	116	33	20	12	0	65	2	17	173	0	192	418
Hourly Total	70	109	12	0	**191**	264	124	184	0	**572**	177	52	70	0	**299**	7	52	595	0	**654**	**1716**
1600 - 1615	15	35	5	0	55	55	38	58	0	151	63	9	15	0	87	4	14	156	0	174	467
1615 - 1630	21	37	4	0	62	77	22	39	0	138	33	19	8	0	60	9	10	150	0	169	429
1630 - 1645	19	23	2	0	44	60	25	41	0	126	41	22	18	0	81	3	16	145	0	164	415
1645 - 1700	17	40	4	0	61	46	23	52	0	121	41	16	14	0	71	2	12	135	0	149	402
Hourly Total	72	135	15	0	**222**	238	108	190	0	**536**	178	66	55	0	**299**	18	52	586	0	**656**	**1713**
Grand Total	142	244	27	0	**413**	502	232	374	0	**1108**	355	118	125	0	**598**	25	104	1181	0	**1310**	**3429**
Approach %	34.38	59.08	6.54	0.00	-	45.31	20.94	33.75	0.00	-	59.36	19.73	20.90	0.00	-	1.91	7.94	90.15	0.00	-	
Intersection %	4.14	7.12	0.79	0.00	12.04	14.64	6.77	10.91	0.00	32.31	10.35	3.44	3.65	0.00	17.44	0.73	3.03	34.44	0.00	38.20	
PHF	0.80	0.86	0.75	0.00	**0.91**	0.78	0.83	0.84	0.00	**0.86**	0.78	0.60	0.78	0.00	**0.88**	0.63	0.79	0.88	0.00	**0.88**	**0.93**

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 1 of 12
Village Green Ln
S-10-20 Betsy Kerrison Pkwy
Seabrook Island Rd
Kiawah Island Pkwy

Date
23 September 2021

Lat/Long
32.607857°, -80.149824°

Weather
Fair
70°F

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

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Grand Total	0	0	0	0	**0**	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 1 of 12
Village Green Ln
S-10-20 Betsy Kerrison Pkwy
Seabrook Island Rd
Kiawah Island Pkwy

Date
23 September 2021

Lat/Long
32.607857°, -80.149824°

Weather
Fair
70°F

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

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0900 - 0915	11	9	1	0	21	140	45	50	0	235	31	18	13	0	62	0	5	44	0	49	367
0915 - 0930	13	5	2	0	20	145	33	40	0	218	41	3	15	0	59	1	9	65	0	75	372
0930 - 0945	13	8	0	0	21	118	30	30	0	178	36	9	15	0	60	1	12	62	0	75	334
0945 - 1000	14	11	1	0	26	107	23	38	0	168	20	30	24	0	74	1	11	75	0	87	355
Hourly Total	51	33	4	0	**88**	510	131	158	0	**799**	128	60	67	0	**255**	3	37	246	0	**286**	**1428**
1000 - 1015	14	15	0	0	29	96	33	47	0	176	37	6	16	0	59	6	10	79	0	95	359
1015 - 1030	18	12	2	0	32	87	29	44	0	160	37	14	13	0	64	1	8	76	0	85	341
1030 - 1045	7	13	1	0	21	80	24	36	0	140	30	14	19	0	63	2	8	76	0	86	310
1045 - 1100	12	20	1	0	33	85	27	44	0	156	37	12	20	0	69	4	16	57	0	77	335
Hourly Total	51	60	4	0	**115**	348	113	171	0	**632**	141	46	68	0	**255**	13	42	288	0	**343**	**1345**
Grand Total	102	93	8	0	**203**	858	244	329	0	**1431**	269	106	135	0	**510**	16	79	534	0	**629**	**2773**
Approach %	50.25	45.81	3.94	0.00	-	59.96	17.05	22.99	0.00	-	52.75	20.78	26.47	0.00	-	2.54	12.56	84.90	0.00	-	
Intersection %	3.68	3.35	0.29	0.00	7.32	30.94	8.80	11.86	0.00	51.60	9.70	3.82	4.87	0.00	18.39	0.58	2.85	19.26	0.00	22.68	

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

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1500 - 1515	18	20	2	0	40	73	36	46	0	155	39	13	23	0	75	0	11	135	0	146	416
1515 - 1530	21	27	5	0	53	74	32	53	0	159	48	11	14	0	73	1	8	120	0	129	414
1530 - 1545	16	28	2	0	46	54	26	46	0	126	49	7	19	0	75	0	15	142	0	157	404
1545 - 1600	15	26	3	0	44	48	27	35	0	110	33	19	12	0	64	1	16	168	0	185	403
Hourly Total	70	101	12	0	**183**	249	121	180	0	**550**	169	50	68	0	**287**	2	50	565	0	**617**	**1637**
1600 - 1615	15	29	5	0	49	51	37	56	0	144	62	9	14	0	85	3	14	152	0	169	447
1615 - 1630	21	37	4	0	62	75	22	39	0	136	32	19	8	0	59	7	10	146	0	163	420
1630 - 1645	19	21	2	0	42	60	25	41	0	126	38	22	17	0	77	1	16	136	0	153	398
1645 - 1700	17	38	3	0	58	46	23	50	0	119	39	16	14	0	69	2	12	130	0	144	390
Hourly Total	72	125	14	0	**211**	232	107	186	0	**525**	171	66	53	0	**290**	13	52	564	0	**629**	**1655**
Grand Total	142	226	26	0	**394**	481	228	366	0	**1075**	340	116	121	0	**577**	15	102	1129	0	**1246**	**3292**
Approach %	36.04	57.36	6.60	0.00	-	44.74	21.21	34.05	0.00	-	58.93	20.10	20.97	0.00	-	1.20	8.19	90.61	0.00	-	
Intersection %	4.31	6.87	0.79	0.00	11.97	14.61	6.93	11.12	0.00	32.65	10.33	3.52	3.68	0.00	17.53	0.46	3.10	34.30	0.00	37.85	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 1 of 12
Village Green Ln
S-10-20 Betsy Kerrison Pkwy
Seabrook Island Rd
Kiawah Island Pkwy

Date
23 September 2021

Lat/Long
32.607857°, -80.149824°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0900 - 0915	0	3	1	0	4	6	2	3	0	11	0	1	0	0	1	0	2	5	0	7	23
0915 - 0930	1	1	1	0	3	6	1	2	0	9	2	0	0	0	2	0	1	1	0	2	16
0930 - 0945	0	0	0	0	0	8	2	3	0	13	0	2	0	0	2	2	0	2	0	4	19
0945 - 1000	0	0	0	0	0	5	2	1	0	8	1	0	0	0	1	1	1	3	0	5	14
Hourly Total	1	4	2	0	**7**	25	7	9	0	**41**	3	3	0	0	**6**	3	4	11	0	**18**	**72**
1000 - 1015	0	0	0	0	0	10	0	3	0	13	1	0	0	0	1	0	0	8	0	8	22
1015 - 1030	0	0	1	0	1	7	0	4	0	11	0	0	0	0	0	1	2	6	0	9	21
1030 - 1045	0	0	2	0	2	7	0	2	0	9	4	0	1	0	5	1	1	4	0	6	22
1045 - 1100	0	0	2	0	2	4	0	1	0	5	1	0	1	0	2	1	0	6	0	7	16
Hourly Total	0	0	5	0	**5**	28	0	10	0	**38**	6	0	2	0	**8**	3	3	24	0	**30**	**81**
Grand Total	1	4	7	0	**12**	53	7	19	0	**79**	9	3	2	0	**14**	6	7	35	0	**48**	**153**
Approach %	8.33	33.33	58.33	0.00	-	67.09	8.86	24.05	0.00	-	64.29	21.43	14.29	0.00	-	12.50	14.58	72.92	0.00	-	
Intersection %	0.65	2.61	4.58	0.00	7.84	34.64	4.58	12.42	0.00	51.63	5.88	1.96	1.31	0.00	9.15	3.92	4.58	22.88	0.00	31.37	

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	Village Green Ln					S-10-20 Betsy Kerrison Pkwy					Seabrook Island Rd					Kiawah Island Pkwy					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1500 - 1515	0	3	0	0	3	8	0	2	0	10	5	0	0	0	5	1	1	6	0	8	26
1515 - 1530	0	3	0	0	3	1	1	0	0	2	1	1	0	0	2	1	0	6	0	7	14
1530 - 1545	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	1	0	3	0	4	7
1545 - 1600	0	1	0	0	1	2	0	2	0	4	0	1	0	0	1	1	0	4	0	5	11
Hourly Total	0	8	0	0	**8**	12	1	4	0	**17**	7	2	0	0	**9**	4	1	19	0	**24**	**58**
1600 - 1615	0	1	0	0	1	4	0	2	0	6	1	0	1	0	2	0	0	4	0	4	13
1615 - 1630	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	1	0	4	0	5	7
1630 - 1645	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	1	0	6	0	7	11
1645 - 1700	0	1	1	0	2	0	0	1	0	1	2	0	0	0	2	0	0	5	0	5	10
Hourly Total	0	3	1	0	**4**	5	0	3	0	**8**	7	0	1	0	**8**	2	0	19	0	**21**	**41**
Grand Total	0	11	1	0	**12**	17	1	7	0	**25**	14	2	1	0	**17**	6	1	38	0	**45**	**99**
Approach %	0.00	91.67	8.33	0.00	-	68.00	4.00	28.00	0.00	-	82.35	11.76	5.88	0.00	-	13.33	2.22	84.44	0.00	-	
Intersection %	0.00	11.11	1.01	0.00	12.12	17.17	1.01	7.07	0.00	25.25	14.14	2.02	1.01	0.00	17.17	6.06	1.01	38.38	0.00	45.45	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

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Site 1 of 12
Village Green Ln
S-10-20 Betsy Kerrison Pkwy
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Kiawah Island Pkwy

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Lat/Long
32.607857°, -80.149824°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

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

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

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

Pedestrian Count || All vehicles

Kiawah Island, SC

Marr Traffic DATA COLLECTION

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Site 1 of 12
Village Green Ln
S-10-20 Betsy Kerrison Pkwy
Seabrook Island Rd
Kiawah Island Pkwy

Date
23 September 2021

Lat/Long
32.607857°, -80.149824°

Weather
Fair
70°F

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

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Village Green Ln			S-10-20 Betsy Kerrison Pkwy			Seabrook Island Rd			Kiawah Island Pkwy			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Village Green Ln			S-10-20 Betsy Kerrison Pkwy			Seabrook Island Rd			Kiawah Island Pkwy			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 9/23/2021	Village Green Ln Northbound			S-10-20 Betsy Kerrison Pkwy Southbound			Seabrook Island Rd Eastbound			Kiawah Island Pkwy Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM - 09:15 AM	11	12	2	146	49	53	31	19	13	0	8	49	393
09:15 AM - 09:30 AM	14	7	3	151	34	42	43	3	16	1	11	66	391
09:30 AM - 09:45 AM	13	10	0	128	32	33	36	11	15	3	12	64	357
09:45 AM - 10:00 AM	14	12	1	114	25	39	21	30	24	2	12	78	372
10:00 AM - 10:15 AM	14	15	0	106	34	50	38	6	16	6	10	87	382
10:15 AM - 10:30 AM	18	14	3	95	30	48	38	14	13	2	10	82	367
10:30 AM - 10:45 AM	7	15	3	89	26	38	34	14	20	3	10	81	340
10:45 AM - 11:00 AM	13	20	4	89	28	45	39	12	21	5	16	63	355
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	18	23	2	82	36	48	44	13	23	1	12	143	445
03:15 PM - 03:30 PM	21	30	5	76	33	53	49	12	15	3	8	129	434
03:30 PM - 03:45 PM	16	29	2	55	27	46	51	7	20	1	15	150	419
03:45 PM - 04:00 PM	15	27	3	51	28	37	33	20	12	2	17	173	418
04:00 PM - 04:15 PM	15	35	5	55	38	58	63	9	15	4	14	156	467
04:15 PM - 04:30 PM	21	37	4	77	22	39	33	19	8	9	10	150	429
04:30 PM - 04:45 PM	19	23	2	60	25	41	41	22	18	3	16	145	415
04:45 PM - 05:00 PM	17	40	4	46	23	52	41	16	14	2	12	135	402
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Click here for Map

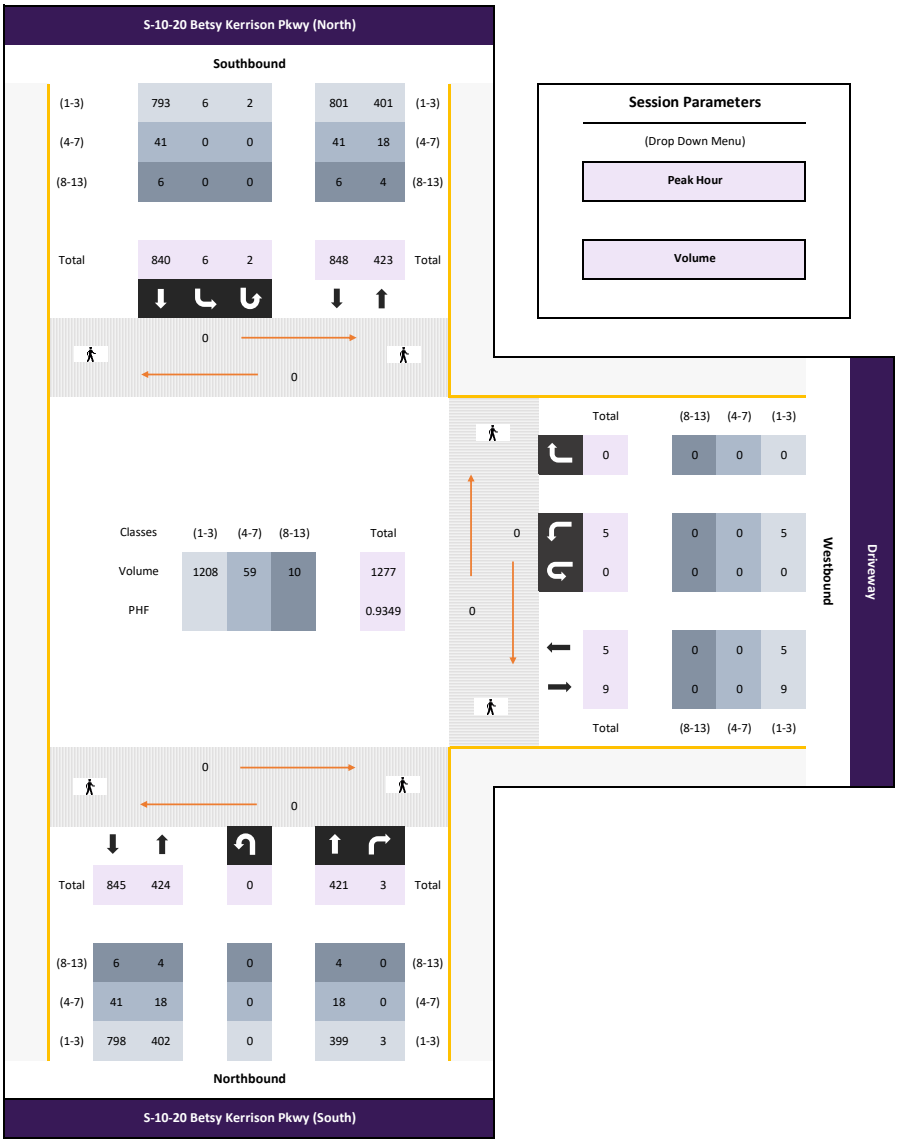
Peak Hour Turning Movement Count

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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



All vehicles

	Northbound					Southbound									Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)									Driveway					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		2.1	2.2	2.3	Total	2.4	2.5		2.6	Total					Total	2.7		2.8	2.9	Total	Total
0900 - 0915	-	91	1	0	92	3	241	-	0	244	-	-	-	-	0	2	-	0	0	2	338
0915 - 0930	-	110	0	0	110	2	230	-	0	232	-	-	-	-	0	0	-	0	0	0	342
0930 - 0945	-	103	1	0	104	0	190	-	1	191	-	-	-	-	0	1	-	0	0	1	296
0945 - 1000	-	118	1	0	119	1	180	-	1	182	-	-	-	-	0	2	-	0	0	2	303
Total	0	422	3	0	425	6	841	0	2	849	0	0	0	0	0	5	0	0	0	5	1279
Approach %	0.00	99.29	0.71	0.00	-	0.71	99.06	0.00	0.24	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.89	0.75	0.00	**0.89**	0.50	0.87	0.00	0.50	**0.87**	0.00	0.00	0.00	0.00	**0.00**	0.63	0.00	0.00	0.00	**0.63**	**0.93**

Bikes

	Northbound					Southbound									Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)									Driveway					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		2.1	2.2	2.3	Total	2.4	2.5		2.6	Total					Total	2.7		2.8	2.9	Total	Total
0900 - 0915	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
0915 - 0930	-	0	0	0	0	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	1
0930 - 0945	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
0945 - 1000	-	1	0	0	1	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	1
Total	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Passenger Vehicles (1-3)

	Northbound					Southbound									Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)									Driveway					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		2.1	2.2	2.3	Total	2.4	2.5		2.6	Total					Total	2.7		2.8	2.9	Total	Total
0900 - 0915	-	85	1	0	86	3	229	-	0	232	-	-	-	-	0	2	-	0	0	2	320
0915 - 0930	-	105	0	0	105	2	221	-	0	223	-	-	-	-	0	0	-	0	0	0	328
0930 - 0945	-	98	1	0	99	0	176	-	1	177	-	-	-	-	0	1	-	0	0	1	277
0945 - 1000	-	111	1	0	112	1	167	-	1	169	-	-	-	-	0	2	-	0	0	2	283
Total	0	399	3	0	402	6	793	0	2	801	0	0	0	0	0	5	0	0	0	5	1208
Approach %	0.00	99.25	0.75	0.00	-	0.75	99.00	0.00	0.25	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.90	0.75	0.00	**0.90**	0.50	0.87	0.00	0.50	**0.86**	0.00	0.00	0.00	0.00	**0.00**	0.63	0.00	0.00	0.00	**0.63**	**0.92**

Single Unit Trucks (4-7)

	Northbound					Southbound									Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)									Driveway					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		2.1	2.2	2.3	Total	2.4	2.5		2.6	Total					Total	2.7		2.8	2.9	Total	Total
0900 - 0915	-	5	0	0	5	0	10	-	0	10	-	-	-	-	0	0	-	0	0	0	15
0915 - 0930	-	3	0	0	3	0	7	-	0	7	-	-	-	-	0	0	-	0	0	0	10
0930 - 0945	-	5	0	0	5	0	12	-	0	12	-	-	-	-	0	0	-	0	0	0	17
0945 - 1000	-	5	0	0	5	0	12	-	0	12	-	-	-	-	0	0	-	0	0	0	17
Total	0	18	0	0	18	0	41	0	0	41	0	0	0	0	0	0	0	0	0	0	59
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.90	0.00	0.00	**0.90**	0.00	0.85	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.87**

Combination Trucks (8-13)

	Northbound					Southbound									Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)									Driveway					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		2.1	2.2	2.3	Total	2.4	2.5		2.6	Total					Total	2.7		2.8	2.9	Total	Total
0900 - 0915	-	1	0	0	1	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	3
0915 - 0930	-	2	0	0	2	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	3
0930 - 0945	-	0	0	0	0	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	2
0945 - 1000	-	1	0	0	1	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	2
Total	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	**0.50**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.83**

Pedestrians

	Northbound					Southbound									Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)									Driveway					
	EB	WB			App	EB	WB			App					App	NB	SB			App	Int
Time	2a	2b			Total	2c	2d			Total					Total	2g	2h			Total	Total
0900 - 0915	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0915 - 0930	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0930 - 0945	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0945 - 1000	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Click here for Map

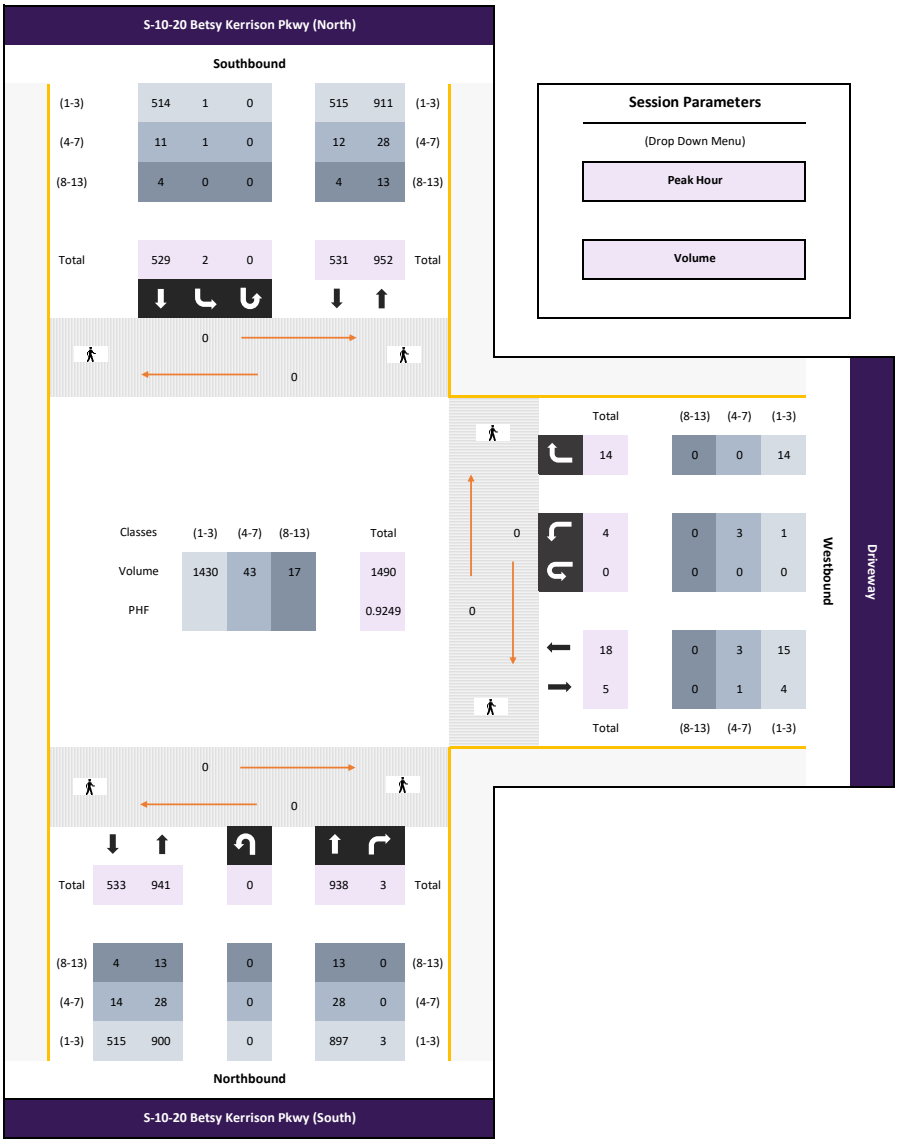
Peak Hour Turning Movement Count

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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



All vehicles

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Driveway					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		2.1	2.2	2.3	Total	2.4	2.5		2.6	Total					Total	2.7		2.8	2.9	Total	Total
1530 - 1545	-	223	2	0	225	0	127	-	0	127	-	-	-	-	0	1	-	2	0	3	355
1545 - 1600	-	234	1	0	235	1	115	-	0	116	-	-	-	-	0	1	-	7	0	8	359
1600 - 1615	-	244	0	0	244	0	153	-	0	153	-	-	-	-	0	2	-	4	0	6	403
1615 - 1630	-	237	0	0	237	1	135	-	0	136	-	-	-	-	0	0	-	1	0	1	374
Total	0	938	3	0	941	2	530	0	0	532	0	0	0	0	0	4	0	14	0	18	1491
Approach %	0.00	99.68	0.32	0.00	-	0.38	99.62	0.00	0.00	-	0.00	0.00	0.00	0.00	-	22.22	0.00	77.78	0.00	-	
PHF	0.00	0.96	0.38	0.00	**0.96**	0.50	0.87	0.00	0.00	**0.87**	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.50	0.00	**0.56**	**0.92**

Bikes

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Driveway					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		2.1	2.2	2.3	Total	2.4	2.5		2.6	Total					Total	2.7		2.8	2.9	Total	Total
1530 - 1545	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1545 - 1600	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1600 - 1615	-	0	0	0	0	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	1
1615 - 1630	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
Total	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Driveway					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		2.1	2.2	2.3	Total	2.4	2.5		2.6	Total					Total	2.7		2.8	2.9	Total	Total
1530 - 1545	-	214	2	0	216	0	125	-	0	125	-	-	-	-	0	1	-	2	0	3	344
1545 - 1600	-	222	1	0	223	0	109	-	0	109	-	-	-	-	0	0	-	7	0	7	339
1600 - 1615	-	233	0	0	233	0	148	-	0	148	-	-	-	-	0	0	-	4	0	4	385
1615 - 1630	-	228	0	0	228	1	132	-	0	133	-	-	-	-	0	0	-	1	0	1	362
Total	0	897	3	0	900	1	514	0	0	515	0	0	0	0	0	1	0	14	0	15	1430
Approach %	0.00	99.67	0.33	0.00	-	0.19	99.81	0.00	0.00	-	0.00	0.00	0.00	0.00	-	6.67	0.00	93.33	0.00	-	
PHF	0.00	0.96	0.38	0.00	**0.97**	0.25	0.87	0.00	0.00	**0.87**	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.50	0.00	**0.54**	**0.93**

Single Unit Trucks (4-7)

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Driveway					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		2.1	2.2	2.3	Total	2.4	2.5		2.6	Total					Total	2.7		2.8	2.9	Total	Total
1530 - 1545	-	5	0	0	5	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	7
1545 - 1600	-	10	0	0	10	1	4	-	0	5	-	-	-	-	0	1	-	0	0	1	16
1600 - 1615	-	6	0	0	6	0	3	-	0	3	-	-	-	-	0	2	-	0	0	2	11
1615 - 1630	-	7	0	0	7	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	9
Total	0	28	0	0	28	1	11	0	0	12	0	0	0	0	0	3	0	0	0	3	43
Approach %	0.00	100.00	0.00	0.00	-	8.33	91.67	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.70	0.00	0.00	**0.70**	0.25	0.69	0.00	0.00	**0.60**	0.00	0.00	0.00	0.00	**0.00**	0.38	0.00	0.00	0.00	**0.38**	**0.67**

Combination Trucks (8-13)

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Driveway					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		2.1	2.2	2.3	Total	2.4	2.5		2.6	Total					Total	2.7		2.8	2.9	Total	Total
1530 - 1545	-	4	0	0	4	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	4
1545 - 1600	-	2	0	0	2	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	4
1600 - 1615	-	5	0	0	5	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	6
1615 - 1630	-	2	0	0	2	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	3
Total	0	13	0	0	13	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	17
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.65	0.00	0.00	**0.65**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.71**

Pedestrians

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Driveway					
	EB	WB			App	EB	WB			App					App	NB	SB			App	Int
Time	2a	2b			Total	2c	2d			Total					Total	2g	2h			Total	Total
1530 - 1545	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
1545 - 1600	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
1600 - 1615	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
1615 - 1630	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Kiawah Island, SC

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

Driveway

Date
23 September 2021

Lat/Long
32.609430°, -80.151289°

Weather
Fair
70°F

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

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

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

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

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Driveway

Date
23 September 2021

Lat/Long
32.609430°, -80.151289°

Weather
Fair
70°F

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

Bikes

	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	1	0	1	0	0	0	0	1
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	**1**	0	1	0	**1**	0	0	0	**0**	**2**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	1	0	1	0	0	0	0	1
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
Grand Total	1	0	0	**1**	0	2	0	**2**	0	0	0	**0**	**3**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	33.33	0.00	0.00	33.33	0.00	66.67	0.00	66.67	0.00	0.00	0.00	0.00	

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

Bikes

	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1500 - 1515	0	0	0	0	0	3	0	3	0	0	0	0	3
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	3	0	**3**	0	0	0	**0**	**3**
1600 - 1615	0	0	0	0	0	1	0	1	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	1	0	0	**1**	0	1	0	**1**	0	0	0	**0**	**2**
Grand Total	1	0	0	**1**	0	4	0	**4**	0	0	0	**0**	**5**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	20.00	0.00	0.00	20.00	0.00	80.00	0.00	80.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Driveway

Date
23 September 2021

Lat/Long
32.609430°, -80.151289°

Weather
Fair
70°F

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

Passenger Vehicles (1-3)

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

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

Passenger Vehicles (1-3)

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

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Driveway

Date
23 September 2021

Lat/Long
32.609430°, -80.151289°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0900 - 0915	5	0	0	5	0	10	0	10	0	0	0	0	15
0915 - 0930	3	0	0	3	0	7	0	7	0	0	0	0	10
0930 - 0945	5	0	0	5	0	12	0	12	0	0	0	0	17
0945 - 1000	5	0	0	5	0	12	0	12	0	0	0	0	17
Hourly Total	18	0	0	**18**	0	41	0	**41**	0	0	0	**0**	**59**
1000 - 1015	9	0	0	9	0	12	0	12	0	0	0	0	21
1015 - 1030	6	1	0	7	0	10	0	10	0	0	0	0	17
1030 - 1045	7	0	0	7	0	11	0	11	0	0	0	0	18
1045 - 1100	7	0	0	7	0	5	0	5	0	0	0	0	12
Hourly Total	29	1	0	**30**	0	38	0	**38**	0	0	0	**0**	**68**
Grand Total	47	1	0	**48**	0	79	0	**79**	0	0	0	**0**	**127**
Approach %	97.92	2.08	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	37.01	0.79	0.00	37.80	0.00	62.20	0.00	62.20	0.00	0.00	0.00	0.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1500 - 1515	9	0	0	9	0	7	0	7	0	0	0	0	16
1515 - 1530	10	0	0	10	0	3	0	3	0	0	0	0	13
1530 - 1545	5	0	0	5	0	2	0	2	0	0	0	0	7
1545 - 1600	10	0	0	10	1	4	0	5	1	0	0	1	16
Hourly Total	34	0	0	**34**	1	16	0	**17**	1	0	0	**1**	**52**
1600 - 1615	6	0	0	6	0	3	0	3	2	0	0	2	11
1615 - 1630	7	0	0	7	0	2	0	2	0	0	0	0	9
1630 - 1645	7	0	0	7	0	0	0	0	0	0	0	0	7
1645 - 1700	9	0	0	9	0	1	0	1	0	0	0	0	10
Hourly Total	29	0	0	**29**	0	6	0	**6**	2	0	0	**2**	**37**
Grand Total	63	0	0	**63**	1	22	0	**23**	3	0	0	**3**	**89**
Approach %	100.00	0.00	0.00	-	4.35	95.65	0.00	-	100.00	0.00	0.00	-	
Intersection %	70.79	0.00	0.00	70.79	1.12	24.72	0.00	25.84	3.37	0.00	0.00	3.37	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Driveway

Date
23 September 2021

Lat/Long
32.609430°, -80.151289°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
0900 - 0915	1	0	0	1	0	2	0	2	0	0	0	0	3
0915 - 0930	2	0	0	2	0	1	0	1	0	0	0	0	3
0930 - 0945	0	0	0	0	0	2	0	2	0	0	0	0	2
0945 - 1000	1	0	0	1	0	1	0	1	0	0	0	0	2
Hourly Total	4	0	0	**4**	0	6	0	**6**	0	0	0	**0**	**10**
1000 - 1015	2	0	0	2	0	1	0	1	0	0	0	0	3
1015 - 1030	1	0	0	1	0	2	0	2	0	0	0	0	3
1030 - 1045	2	0	0	2	1	2	0	3	1	0	0	1	6
1045 - 1100	2	0	0	2	0	2	0	2	0	0	0	0	4
Hourly Total	7	0	0	**7**	1	7	0	**8**	1	0	0	**1**	**16**
Grand Total	11	0	0	**11**	1	13	0	**14**	1	0	0	**1**	**26**
Approach %	100.00	0.00	0.00	-	7.14	92.86	0.00	-	100.00	0.00	0.00	-	
Intersection %	42.31	0.00	0.00	42.31	3.85	50.00	0.00	53.85	3.85	0.00	0.00	3.85	

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
TIME	Thru 2.1	Right 2.2	U-Turn 2.3	App Total	Left 2.4	Thru 2.5	U-Turn 2.6	App Total	Left 2.7	Right 2.8	U-Turn 2.9	App Total	Int Total
1500 - 1515	3	0	0	3	0	2	0	2	0	0	0	0	5
1515 - 1530	3	0	0	3	0	1	0	1	0	0	0	0	4
1530 - 1545	4	0	0	4	0	0	0	0	0	0	0	0	4
1545 - 1600	2	0	0	2	0	2	0	2	0	0	0	0	4
Hourly Total	12	0	0	**12**	0	5	0	**5**	0	0	0	**0**	**17**
1600 - 1615	5	0	0	5	0	1	0	1	0	0	0	0	6
1615 - 1630	2	0	0	2	0	1	0	1	0	0	0	0	3
1630 - 1645	2	0	0	2	0	0	0	0	0	0	0	0	2
1645 - 1700	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	10	0	0	**10**	0	2	0	**2**	0	0	0	**0**	**12**
Grand Total	22	0	0	**22**	0	7	0	**7**	0	0	0	**0**	**29**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	75.86	0.00	0.00	75.86	0.00	24.14	0.00	24.14	0.00	0.00	0.00	0.00	

Pedestrian Count || All vehicles

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Driveway

Date
23 September 2021

Lat/Long
32.609430°, -80.151289°

Weather
Fair
70°F

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

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

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

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

Start Date: 9/23/2021	I-10-20 Betsy Kerrison Pkwy (South) Northbound			I-10-20 Betsy Kerrison Pkwy (North) Southbound			Eastbound			Driveway Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM - 09:15 AM	0	91	1	3	241	0	0	0	0	2	0	0	338
09:15 AM - 09:30 AM	0	110	0	2	230	0	0	0	0	0	0	0	342
09:30 AM - 09:45 AM	0	103	1	0	190	0	0	0	0	1	0	0	296
09:45 AM - 10:00 AM	0	118	1	1	180	0	0	0	0	2	0	0	303
10:00 AM - 10:15 AM	0	134	1	1	189	0	0	0	0	0	0	0	325
10:15 AM - 10:30 AM	0	147	4	0	170	0	0	0	0	2	0	1	324
10:30 AM - 10:45 AM	0	129	0	1	154	0	0	0	0	2	0	0	286
10:45 AM - 11:00 AM	0	115	1	0	162	0	0	0	0	1	0	0	279
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	200	1	0	171	0	0	0	0	2	0	4	378
03:15 PM - 03:30 PM	0	209	0	0	160	0	0	0	0	0	0	2	371
03:30 PM - 03:45 PM	0	223	2	0	127	0	0	0	0	1	0	2	355
03:45 PM - 04:00 PM	0	234	1	1	115	0	0	0	0	1	0	7	359
04:00 PM - 04:15 PM	0	244	0	0	153	0	0	0	0	2	0	4	403
04:15 PM - 04:30 PM	0	237	0	1	135	0	0	0	0	0	0	1	374
04:30 PM - 04:45 PM	0	211	0	0	129	0	0	0	0	0	0	0	340
04:45 PM - 05:00 PM	0	219	0	0	115	0	0	0	0	0	0	0	334
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Kiawah Island, SC

Click here for Map

Marr Traffic DATA COLLECTION

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Driveway										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	3.1	3.2		3.3	Total		3.4	3.5	3.6	Total	3.7		3.8	3.9	Total					Total	Total
0900 - 0915	0	95	-	0	95	-	248	0	0	248	0	-	2	0	2	-	-	-	-	0	345
0915 - 0930	1	112	-	0	113	-	230	0	0	230	1	-	0	0	1	-	-	-	-	0	344
0930 - 0945	0	99	-	0	99	-	182	1	0	183	0	-	0	0	0	-	-	-	-	0	282
0945 - 1000	0	116	-	0	116	-	176	0	0	176	0	-	0	0	0	-	-	-	-	0	292
Total	1	422	0	0	423	0	836	1	0	837	1	0	2	0	3	0	0	0	0	0	1263
Approach %	0.24	99.76	0.00	0.00	-	0.00	99.88	0.12	0.00	-	33.33	0.00	66.67	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.91	0.00	0.00	**0.91**	0.00	0.84	0.25	0.00	**0.84**	0.25	0.00	0.25	0.00	**0.38**	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Bikes

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Driveway										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	3.1	3.2		3.3	Total		3.4	3.5	3.6	Total	3.7		3.8	3.9	Total					Total	Total
0900 - 0915	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0915 - 0930	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0930 - 0945	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0945 - 1000	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Driveway										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	3.1	3.2		3.3	Total		3.4	3.5	3.6	Total	3.7		3.8	3.9	Total					Total	Total
0900 - 0915	0	90	-	0	90	-	236	0	0	236	0	-	2	0	2	-	-	-	-	0	328
0915 - 0930	1	108	-	0	109	-	219	0	0	219	1	-	0	0	1	-	-	-	-	0	329
0930 - 0945	0	92	-	0	92	-	168	1	0	169	0	-	0	0	0	-	-	-	-	0	261
0945 - 1000	0	110	-	0	110	-	166	0	0	166	0	-	0	0	0	-	-	-	-	0	276
Total	1	400	0	0	401	0	789	1	0	790	1	0	2	0	3	0	0	0	0	0	1194
Approach %	0.25	99.75	0.00	0.00	-	0.00	99.87	0.13	0.00	-	33.33	0.00	66.67	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.91	0.00	0.00	**0.91**	0.00	0.84	0.25	0.00	**0.84**	0.25	0.00	0.25	0.00	**0.38**	0.00	0.00	0.00	0.00	**0.00**	**0.91**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Driveway										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	3.1	3.2		3.3	Total		3.4	3.5	3.6	Total	3.7		3.8	3.9	Total					Total	Total
0900 - 0915	0	5	-	0	5	-	11	0	0	11	0	-	0	0	0	-	-	-	-	0	16
0915 - 0930	0	2	-	0	2	-	9	0	0	9	0	-	0	0	0	-	-	-	-	0	11
0930 - 0945	0	6	-	0	6	-	12	0	0	12	0	-	0	0	0	-	-	-	-	0	18
0945 - 1000	0	5	-	0	5	-	9	0	0	9	0	-	0	0	0	-	-	-	-	0	14
Total	0	18	0	0	18	0	41	0	0	41	0	0	0	0	0	0	0	0	0	0	59
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	**0.75**	0.00	0.85	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.82**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Driveway										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	3.1	3.2		3.3	Total		3.4	3.5	3.6	Total	3.7		3.8	3.9	Total					Total	Total
0900 - 0915	0	0	-	0	0	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	1
0915 - 0930	0	2	-	0	2	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	4
0930 - 0945	0	1	-	0	1	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	3
0945 - 1000	0	1	-	0	1	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	2
Total	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	**0.50**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Pedestrians

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Driveway										
	EB	WB			App	EB	WB			App	NB	SB			App					App	Int
Time	3a	3b			Total	3c	3d			Total	3e	3f			Total					Total	Total
0900 - 0915	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
0915 - 0930	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
0930 - 0945	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
0945 - 1000	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Kiawah Island, SC

Click here for Map

Marr Traffic DATA COLLECTION

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Driveway										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	3.1	3.2		3.3	Total		3.4	3.5	3.6	Total	3.7		3.8	3.9	Total					Total	Total
1515 - 1530	0	209	-	1	210	-	161	0	0	161	1	-	0	0	1	-	-	-	-	0	372
1530 - 1545	0	226	-	0	226	-	125	0	0	125	0	-	2	0	2	-	-	-	-	0	353
1545 - 1600	0	239	-	0	239	-	111	1	0	112	1	-	1	0	2	-	-	-	-	0	353
1600 - 1615	1	247	-	0	248	-	155	0	0	155	1	-	0	0	1	-	-	-	-	0	404
Total	1	921	0	1	923	0	552	1	0	553	3	0	3	0	6	0	0	0	0	0	1482
Approach %	0.11	99.78	0.00	0.11	-	0.00	99.82	0.18	0.00	-	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.93	0.00	0.25	**0.93**	0.00	0.86	0.25	0.00	**0.86**	0.75	0.00	0.38	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Bikes

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Driveway										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	3.1	3.2		3.3	Total		3.4	3.5	3.6	Total	3.7		3.8	3.9	Total					Total	Total
1515 - 1530	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1530 - 1545	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1545 - 1600	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1600 - 1615	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Driveway										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	3.1	3.2		3.3	Total		3.4	3.5	3.6	Total	3.7		3.8	3.9	Total					Total	Total
1515 - 1530	0	197	-	1	198	-	157	0	0	157	1	-	0	0	1	-	-	-	-	0	356
1530 - 1545	0	213	-	0	213	-	122	0	0	122	0	-	2	0	2	-	-	-	-	0	337
1545 - 1600	0	230	-	0	230	-	105	1	0	106	1	-	1	0	2	-	-	-	-	0	338
1600 - 1615	1	235	-	0	236	-	151	0	0	151	1	-	0	0	1	-	-	-	-	0	388
Total	1	875	0	1	877	0	535	1	0	536	3	0	3	0	6	0	0	0	0	0	1419
Approach %	0.11	99.77	0.00	0.11	-	0.00	99.81	0.19	0.00	-	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.93	0.00	0.25	**0.93**	0.00	0.85	0.25	0.00	**0.85**	0.75	0.00	0.38	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	**0.91**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Driveway										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	3.1	3.2		3.3	Total		3.4	3.5	3.6	Total	3.7		3.8	3.9	Total					Total	Total
1515 - 1530	0	10	-	0	10	-	3	0	0	3	0	-	0	0	0	-	-	-	-	0	13
1530 - 1545	0	8	-	0	8	-	3	0	0	3	0	-	0	0	0	-	-	-	-	0	11
1545 - 1600	0	7	-	0	7	-	4	0	0	4	0	-	0	0	0	-	-	-	-	0	11
1600 - 1615	0	7	-	0	7	-	3	0	0	3	0	-	0	0	0	-	-	-	-	0	10
Total	0	32	0	0	32	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	45
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.80	0.00	0.00	**0.80**	0.00	0.81	0.00	0.00	**0.81**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.87**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Driveway										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	3.1	3.2		3.3	Total		3.4	3.5	3.6	Total	3.7		3.8	3.9	Total					Total	Total
1515 - 1530	0	2	-	0	2	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	3
1530 - 1545	0	5	-	0	5	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	5
1545 - 1600	0	2	-	0	2	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	4
1600 - 1615	0	5	-	0	5	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	6
Total	0	14	0	0	14	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	18
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.70	0.00	0.00	**0.70**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Pedestrians

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Driveway										
	EB	WB			App	EB	WB			App	NB	SB			App					App	Int
Time	3a	3b			Total	3c	3d			Total	3e	3f			Total					Total	Total
1515 - 1530	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1530 - 1545	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1545 - 1600	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1600 - 1615	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Kiawah Island, SC

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

Date
23 September 2021

Lat/Long
32.610906°, -80.152495°

Weather
Fair
70°F

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

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

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

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

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Date
23 September 2021

Lat/Long
32.610906°, -80.152495°

Weather
Fair
70°F

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

Bikes

	Northbound				Southbound				Eastbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Bikes

	Northbound				Southbound				Eastbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Driveway				
TIME	Left 3.1	Thru 3.2	U-Turn 3.3	App Total	Thru 3.4	Right 3.5	U-Turn 3.6	App Total	Left 3.7	Right 3.8	U-Turn 3.9	App Total	Int Total
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Grand Total	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Approach %	0.00	100.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Date
23 September 2021

Lat/Long
32.610906°, -80.152495°

Weather
Fair
70°F

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

Passenger Vehicles (1-3)

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

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

Passenger Vehicles (1-3)

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

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Date
23 September 2021

Lat/Long
32.610906°, -80.152495°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

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

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

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

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Date
23 September 2021

Lat/Long
32.610906°, -80.152495°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

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

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

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

Pedestrian Count || All vehicles

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.610906°, -80.152495°

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

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

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

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

Start Date: 9/23/2021	I-10-20 Betsy Kerrison Pkwy (South) Northbound			I-10-20 Betsy Kerrison Pkwy (North) Southbound			Driveway Eastbound			Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM - 09:15 AM	0	95	0	0	248	0	0	0	2	0	0	0	346
09:15 AM - 09:30 AM	1	112	0	0	230	0	1	0	0	0	0	0	344
09:30 AM - 09:45 AM	0	99	0	0	182	1	0	0	0	0	0	0	282
09:45 AM - 10:00 AM	0	116	0	0	176	0	0	0	0	0	0	0	293
10:00 AM - 10:15 AM	0	134	0	0	192	1	0	0	1	0	0	0	329
10:15 AM - 10:30 AM	0	147	0	0	175	0	0	0	0	0	0	0	324
10:30 AM - 10:45 AM	0	128	0	0	149	2	0	0	0	0	0	0	281
10:45 AM - 11:00 AM	1	114	0	0	169	2	0	0	0	0	0	0	286
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	205	0	0	167	0	0	0	0	0	0	0	376
03:15 PM - 03:30 PM	0	209	0	0	161	0	1	0	0	0	0	0	372
03:30 PM - 03:45 PM	0	226	0	0	125	0	0	0	2	0	0	0	353
03:45 PM - 04:00 PM	0	239	0	0	111	1	1	0	1	0	0	0	353
04:00 PM - 04:15 PM	1	247	0	0	155	0	1	0	0	0	0	0	404
04:15 PM - 04:30 PM	0	235	0	0	136	0	0	0	0	0	0	0	371
04:30 PM - 04:45 PM	0	216	0	0	129	1	1	0	1	0	0	0	348
04:45 PM - 05:00 PM	0	220	0	0	115	0	0	0	0	0	0	0	336
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Click here for Map

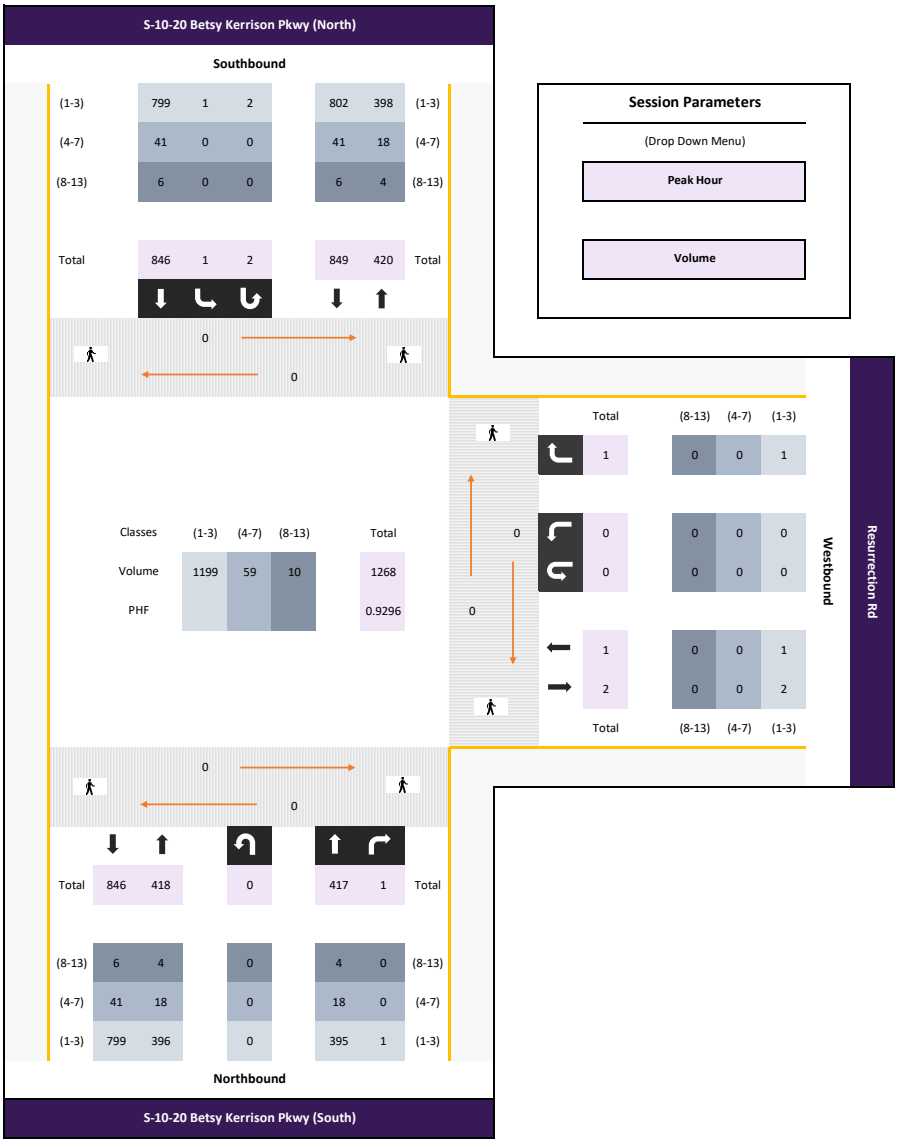
Peak Hour Turning Movement Count

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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



All vehicles

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Resurrection Rd					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		4.1	4.2	4.3	Total	4.4	4.5		4.6	Total					Total	4.7		4.8	4.9	Total	Total
0900 - 0915	-	92	1	0	93	0	248	-	0	248	-	-	-	-	0	0	-	0	0	0	341
0915 - 0930	-	111	0	0	111	1	225	-	1	227	-	-	-	-	0	0	-	1	0	1	339
0930 - 0945	-	98	0	0	98	0	185	-	1	186	-	-	-	-	0	0	-	0	0	0	284
0945 - 1000	-	116	0	0	116	0	188	-	0	188	-	-	-	-	0	0	-	0	0	0	304
Total	0	417	1	0	418	1	846	0	2	849	0	0	0	0	0	0	0	1	0	1	1268
Approach %	0.00	99.76	0.24	0.00	-	0.12	99.65	0.00	0.24	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.00	0.90	0.25	0.00	**0.90**	0.25	0.85	0.00	0.50	**0.86**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	**0.25**	**0.93**

Bikes

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Resurrection Rd					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		4.1	4.2	4.3	Total	4.4	4.5		4.6	Total					Total	4.7		4.8	4.9	Total	Total
0900 - 0915	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
0915 - 0930	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
0930 - 0945	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
0945 - 1000	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Resurrection Rd					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		4.1	4.2	4.3	Total	4.4	4.5		4.6	Total					Total	4.7		4.8	4.9	Total	Total
0900 - 0915	-	87	1	0	88	0	232	-	0	232	-	-	-	-	0	0	-	0	0	0	320
0915 - 0930	-	106	0	0	106	1	215	-	1	217	-	-	-	-	0	0	-	1	0	1	324
0930 - 0945	-	91	0	0	91	0	174	-	1	175	-	-	-	-	0	0	-	0	0	0	266
0945 - 1000	-	111	0	0	111	0	178	-	0	178	-	-	-	-	0	0	-	0	0	0	289
Total	0	395	1	0	396	1	799	0	2	802	0	0	0	0	0	0	0	1	0	1	1199
Approach %	0.00	99.75	0.25	0.00	-	0.12	99.63	0.00	0.25	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
PHF	0.00	0.89	0.25	0.00	**0.89**	0.25	0.86	0.00	0.50	**0.86**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	**0.25**	**0.93**

Single Unit Trucks (4-7)

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Resurrection Rd					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		4.1	4.2	4.3	Total	4.4	4.5		4.6	Total					Total	4.7		4.8	4.9	Total	Total
0900 - 0915	-	5	0	0	5	0	14	-	0	14	-	-	-	-	0	0	-	0	0	0	19
0915 - 0930	-	3	0	0	3	0	8	-	0	8	-	-	-	-	0	0	-	0	0	0	11
0930 - 0945	-	6	0	0	6	0	10	-	0	10	-	-	-	-	0	0	-	0	0	0	16
0945 - 1000	-	4	0	0	4	0	9	-	0	9	-	-	-	-	0	0	-	0	0	0	13
Total	0	18	0	0	18	0	41	0	0	41	0	0	0	0	0	0	0	0	0	0	59
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	**0.75**	0.00	0.73	0.00	0.00	**0.73**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.78**

Combination Trucks (8-13)

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Resurrection Rd					
		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App					App	Left		Right	U-Turn	App	Int
Time		4.1	4.2	4.3	Total	4.4	4.5		4.6	Total					Total	4.7		4.8	4.9	Total	Total
0900 - 0915	-	0	0	0	0	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	2
0915 - 0930	-	2	0	0	2	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	4
0930 - 0945	-	1	0	0	1	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	2
0945 - 1000	-	1	0	0	1	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	2
Total	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	**0.50**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Pedestrians

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Resurrection Rd					
	EB	WB			App	EB	WB			App					App	NB	SB			App	Int
Time	4a	4b			Total	4c	4d			Total					Total	4g	4h			Total	Total
0900 - 0915	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0915 - 0930	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0930 - 0945	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
0945 - 1000	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Click here for Map

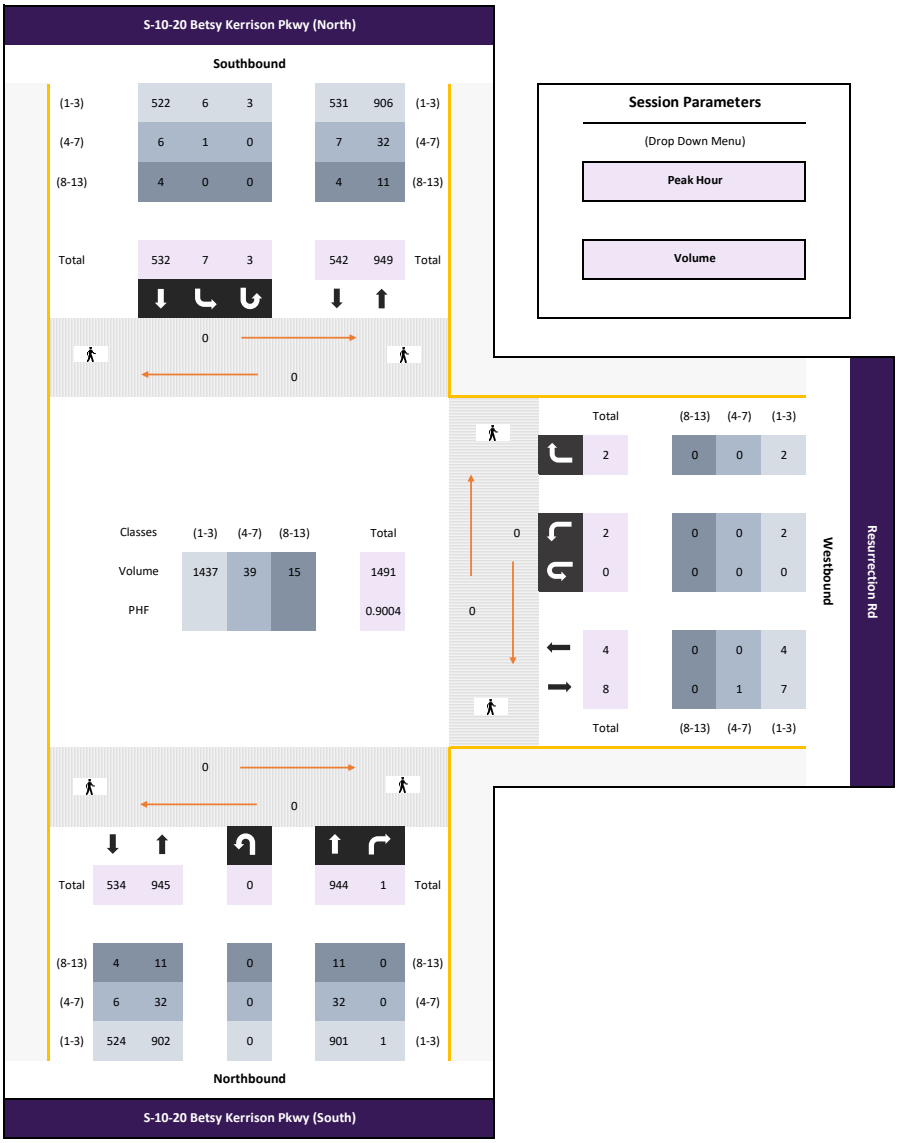
Peak Hour Turning Movement Count

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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



All vehicles

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Resurrection Rd					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
1545 - 1600	-	241	1	0	242	1	110	-	2	113	-	-	-	-	0	1	-	1	0	2	357
1600 - 1615	-	253	0	0	253	1	159	-	1	161	-	-	-	-	0	0	-	0	0	0	414
1615 - 1630	-	237	0	0	237	2	131	-	0	133	-	-	-	-	0	0	-	0	0	0	370
1630 - 1645	-	213	0	0	213	3	132	-	0	135	-	-	-	-	0	1	-	1	0	2	350
Total	0	944	1	0	945	7	532	0	3	542	0	0	0	0	0	2	0	2	0	4	1491
Approach %	0.00	99.89	0.11	0.00	-	1.29	98.15	0.00	0.55	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
PHF	0.00	0.93	0.25	0.00	**0.93**	0.58	0.84	0.00	0.38	**0.84**	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.50	0.00	**0.50**	**0.90**

Bikes

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Resurrection Rd					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
1545 - 1600	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1600 - 1615	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1615 - 1630	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
1630 - 1645	-	0	0	0	0	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Resurrection Rd					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
1545 - 1600	-	230	1	0	231	1	106	-	2	109	-	-	-	-	0	1	-	1	0	2	342
1600 - 1615	-	241	0	0	241	1	155	-	1	157	-	-	-	-	0	0	-	0	0	0	398
1615 - 1630	-	230	0	0	230	1	129	-	0	130	-	-	-	-	0	0	-	0	0	0	360
1630 - 1645	-	200	0	0	200	3	132	-	0	135	-	-	-	-	0	1	-	1	0	2	337
Total	0	901	1	0	902	6	522	0	3	531	0	0	0	0	0	2	0	2	0	4	1437
Approach %	0.00	99.89	0.11	0.00	-	1.13	98.31	0.00	0.56	-	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	-	
PHF	0.00	0.93	0.25	0.00	**0.94**	0.50	0.84	0.00	0.38	**0.85**	0.00	0.00	0.00	0.00	**0.00**	0.50	0.00	0.50	0.00	**0.50**	**0.90**

Single Unit Trucks (4-7)

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Resurrection Rd					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
1545 - 1600	-	9	0	0	9	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	11
1600 - 1615	-	7	0	0	7	0	3	-	0	3	-	-	-	-	0	0	-	0	0	0	10
1615 - 1630	-	7	0	0	7	1	1	-	0	2	-	-	-	-	0	0	-	0	0	0	9
1630 - 1645	-	9	0	0	9	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	9
Total	0	32	0	0	32	1	6	0	0	7	0	0	0	0	0	0	0	0	0	0	39
Approach %	0.00	100.00	0.00	0.00	-	14.29	85.71	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.89	0.00	0.00	**0.89**	0.25	0.50	0.00	0.00	**0.58**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.89**

Combination Trucks (8-13)

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Resurrection Rd					
Time		Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5		U-Turn 4.6	App Total					App Total	Left 4.7		Right 4.8	U-Turn 4.9	App Total	Int Total
1545 - 1600	-	2	0	0	2	0	2	-	0	2	-	-	-	-	0	0	-	0	0	0	4
1600 - 1615	-	5	0	0	5	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	6
1615 - 1630	-	0	0	0	0	0	1	-	0	1	-	-	-	-	0	0	-	0	0	0	1
1630 - 1645	-	4	0	0	4	0	0	-	0	0	-	-	-	-	0	0	-	0	0	0	4
Total	0	11	0	0	11	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	15
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.55	0.00	0.00	**0.55**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Pedestrians

	Northbound					Southbound										Westbound					
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)										Resurrection Rd					
Time	EB 4a	WB 4b			App Total	EB 4c	WB 4d			App Total					App Total	NB 4g	SB 4h			App Total	Int Total
1545 - 1600	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
1600 - 1615	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
1615 - 1630	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
1630 - 1645	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Kiawah Island, SC

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

Resurrection Rd

Date
23 September 2021

Lat/Long
32.613178°, -80.152537°

Weather
Fair
70°F

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

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

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

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

Classified Turn Movement Count || Bikes

Kiawah Island, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Resurrection Rd

Date
23 September 2021

Lat/Long
32.613178°, -80.152537°

Weather
Fair
70°F

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

	Northbound				Southbound				Westbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Resurrection Rd				
TIME	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

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

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Resurrection Rd

Date
23 September 2021

Lat/Long
32.613178°, -80.152537°

Weather
Fair
70°F

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

Passenger Vehicles (1-3)

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

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

Passenger Vehicles (1-3)

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

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Resurrection Rd

Date
23 September 2021

Lat/Long
32.613178°, -80.152537°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

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

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

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

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

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

Resurrection Rd

Date
23 September 2021

Lat/Long
32.613178°, -80.152537°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

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

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

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

Pedestrian Count || All vehicles

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Resurrection Rd

Date
23 September 2021

Lat/Long
32.613178°, -80.152537°

Weather
Fair
70°F

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

Pedestrians

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

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

Pedestrians

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

Start Date: 9/23/2021	I-10-20 Betsy Kerrison Pkwy (South)			I-10-20 Betsy Kerrison Pkwy (North						Resurrection Rd			
	Northbound			Southbound			Eastbound			Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM - 09:15 AM	0	92	1	0	248	0	0	0	0	0	0	0	341
09:15 AM - 09:30 AM	0	111	0	1	225	0	0	0	0	0	0	1	339
09:30 AM - 09:45 AM	0	98	0	0	185	0	0	0	0	0	0	0	284
09:45 AM - 10:00 AM	0	116	0	0	188	0	0	0	0	0	0	0	304
10:00 AM - 10:15 AM	0	133	0	0	189	0	0	0	0	0	0	0	324
10:15 AM - 10:30 AM	0	148	1	0	162	0	0	0	0	1	0	0	313
10:30 AM - 10:45 AM	0	126	0	0	152	0	0	0	0	0	0	0	278
10:45 AM - 11:00 AM	0	122	0	0	177	0	0	0	0	0	0	0	301
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	207	0	0	167	0	0	0	0	0	0	0	375
03:15 PM - 03:30 PM	0	207	0	0	154	0	0	0	0	0	0	0	361
03:30 PM - 03:45 PM	0	217	0	0	124	0	0	0	0	0	0	1	342
03:45 PM - 04:00 PM	0	241	1	1	110	0	0	0	0	1	0	1	357
04:00 PM - 04:15 PM	0	253	0	1	159	0	0	0	0	0	0	0	414
04:15 PM - 04:30 PM	0	237	0	2	131	0	0	0	0	0	0	0	370
04:30 PM - 04:45 PM	0	213	0	3	132	0	0	0	0	1	0	1	350
04:45 PM - 05:00 PM	0	226	0	0	119	0	0	0	0	1	0	1	347
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Camp Care Rd										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	5.1	5.2		5.3	Total		5.4	5.5	5.6	Total	5.7		5.8	5.9	Total					Total	Total
0900 - 0915	1	96	-	0	97	-	253	1	0	254	1	-	1	0	2	-	-	-	-	0	353
0915 - 0930	1	108	-	1	110	-	228	1	0	229	0	-	1	0	1	-	-	-	-	0	340
0930 - 0945	0	109	-	1	110	-	192	0	0	192	0	-	0	0	0	-	-	-	-	0	302
0945 - 1000	0	115	-	0	115	-	183	4	0	187	1	-	0	0	1	-	-	-	-	0	303
Total	2	428	0	2	432	0	856	6	0	862	2	0	2	0	4	0	0	0	0	0	1298
Approach %	0.46	99.07	0.00	0.46	-	0.00	99.30	0.70	0.00	-	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.93	0.00	0.50	**0.94**	0.00	0.85	0.38	0.00	**0.85**	0.50	0.00	0.50	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Bikes

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Camp Care Rd										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	5.1	5.2		5.3	Total		5.4	5.5	5.6	Total	5.7		5.8	5.9	Total					Total	Total
0900 - 0915	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0915 - 0930	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0930 - 0945	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0945 - 1000	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Camp Care Rd										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	5.1	5.2		5.3	Total		5.4	5.5	5.6	Total	5.7		5.8	5.9	Total					Total	Total
0900 - 0915	1	88	-	0	89	-	240	1	0	241	1	-	1	0	2	-	-	-	-	0	332
0915 - 0930	1	104	-	1	106	-	215	1	0	216	0	-	1	0	1	-	-	-	-	0	323
0930 - 0945	0	105	-	1	106	-	180	0	0	180	0	-	0	0	0	-	-	-	-	0	286
0945 - 1000	0	109	-	0	109	-	174	4	0	178	1	-	0	0	1	-	-	-	-	0	288
Total	2	406	0	2	410	0	809	6	0	815	2	0	2	0	4	0	0	0	0	0	1229
Approach %	0.49	99.02	0.00	0.49	-	0.00	99.26	0.74	0.00	-	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.93	0.00	0.50	**0.94**	0.00	0.84	0.38	0.00	**0.85**	0.50	0.00	0.50	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.93**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Camp Care Rd										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	5.1	5.2		5.3	Total		5.4	5.5	5.6	Total	5.7		5.8	5.9	Total					Total	Total
0900 - 0915	0	5	-	0	5	-	10	0	0	10	0	-	0	0	0	-	-	-	-	0	15
0915 - 0930	0	3	-	0	3	-	12	0	0	12	0	-	0	0	0	-	-	-	-	0	15
0930 - 0945	0	4	-	0	4	-	11	0	0	11	0	-	0	0	0	-	-	-	-	0	15
0945 - 1000	0	6	-	0	6	-	8	0	0	8	0	-	0	0	0	-	-	-	-	0	14
Total	0	18	0	0	18	0	41	0	0	41	0	0	0	0	0	0	0	0	0	0	59
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	**0.75**	0.00	0.85	0.00	0.00	**0.85**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.98**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Camp Care Rd										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	5.1	5.2		5.3	Total		5.4	5.5	5.6	Total	5.7		5.8	5.9	Total					Total	Total
0900 - 0915	0	3	-	0	3	-	3	0	0	3	0	-	0	0	0	-	-	-	-	0	6
0915 - 0930	0	1	-	0	1	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	2
0930 - 0945	0	0	-	0	0	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	1
0945 - 1000	0	0	-	0	0	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	1
Total	0	4	0	0	4	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	10
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.33	0.00	0.00	**0.33**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.42**

Pedestrians

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Camp Care Rd										
	EB	WB			App	EB	WB			App	NB	SB			App					App	Int
Time	5a	5b			Total	5c	5d			Total	5e	5f			Total					Total	Total
0900 - 0915	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
0915 - 0930	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
0930 - 0945	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
0945 - 1000	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Kiawah Island, SC

Click here for Map

Marr Traffic DATA COLLECTION

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Camp Care Rd										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	5.1	5.2		5.3	Total		5.4	5.5	5.6	Total	5.7		5.8	5.9	Total					Total	Total
1530 - 1545	0	222	-	0	222	-	125	1	0	126	0	-	0	0	0	-	-	-	-	0	348
1545 - 1600	1	245	-	0	246	-	116	0	0	116	0	-	0	0	0	-	-	-	-	0	362
1600 - 1615	1	257	-	0	258	-	149	0	1	150	2	-	2	0	4	-	-	-	-	0	412
1615 - 1630	0	241	-	0	241	-	140	2	0	142	0	-	0	0	0	-	-	-	-	0	383
Total	2	965	0	0	967	0	530	3	1	534	2	0	2	0	4	0	0	0	0	0	1505
Approach %	0.21	99.79	0.00	0.00	-	0.00	99.25	0.56	0.19	-	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.94	0.00	0.00	**0.94**	0.00	0.89	0.38	0.25	**0.89**	0.25	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.91**

Bikes

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Camp Care Rd										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	5.1	5.2		5.3	Total		5.4	5.5	5.6	Total	5.7		5.8	5.9	Total					Total	Total
1530 - 1545	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1545 - 1600	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1600 - 1615	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1615 - 1630	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Camp Care Rd										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	5.1	5.2		5.3	Total		5.4	5.5	5.6	Total	5.7		5.8	5.9	Total					Total	Total
1530 - 1545	0	208	-	0	208	-	121	1	0	122	0	-	0	0	0	-	-	-	-	0	330
1545 - 1600	1	238	-	0	239	-	110	0	0	110	0	-	0	0	0	-	-	-	-	0	349
1600 - 1615	1	246	-	0	247	-	145	0	1	146	2	-	2	0	4	-	-	-	-	0	397
1615 - 1630	0	233	-	0	233	-	137	2	0	139	0	-	0	0	0	-	-	-	-	0	372
Total	2	925	0	0	927	0	513	3	1	517	2	0	2	0	4	0	0	0	0	0	1448
Approach %	0.22	99.78	0.00	0.00	-	0.00	99.23	0.58	0.19	-	50.00	0.00	50.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.94	0.00	0.00	**0.94**	0.00	0.88	0.38	0.25	**0.89**	0.25	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.91**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Camp Care Rd										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	5.1	5.2		5.3	Total		5.4	5.5	5.6	Total	5.7		5.8	5.9	Total					Total	Total
1530 - 1545	0	9	-	0	9	-	4	0	0	4	0	-	0	0	0	-	-	-	-	0	13
1545 - 1600	0	6	-	0	6	-	4	0	0	4	0	-	0	0	0	-	-	-	-	0	10
1600 - 1615	0	6	-	0	6	-	3	0	0	3	0	-	0	0	0	-	-	-	-	0	9
1615 - 1630	0	7	-	0	7	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	9
Total	0	28	0	0	28	0	13	0	0	13	0	0	0	0	0	0	0	0	0	0	41
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.78	0.00	0.00	**0.78**	0.00	0.81	0.00	0.00	**0.81**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.79**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Camp Care Rd										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	5.1	5.2		5.3	Total		5.4	5.5	5.6	Total	5.7		5.8	5.9	Total					Total	Total
1530 - 1545	0	5	-	0	5	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	5
1545 - 1600	0	1	-	0	1	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	3
1600 - 1615	0	5	-	0	5	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	6
1615 - 1630	0	1	-	0	1	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	2
Total	0	12	0	0	12	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	16
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.60	0.00	0.00	**0.60**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.67**

Pedestrians

	Northbound					Southbound					Eastbound										
	S-10-20 Betsy Kerrison Pkwy (South)					S-10-20 Betsy Kerrison Pkwy (North)					Camp Care Rd										
	EB	WB			App	EB	WB			App	NB	SB			App					App	Int
Time	5a	5b			Total	5c	5d			Total	5e	5f			Total					Total	Total
1530 - 1545	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1545 - 1600	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1600 - 1615	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1615 - 1630	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Date
23 September 2021

Lat/Long
32.614223°, -80.152551°

Weather
Fair
70°F

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

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

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

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

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Date
23 September 2021

Lat/Long
32.614223°, -80.152551°

Weather
Fair
70°F

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

Bikes

	Northbound				Southbound				Eastbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Camp Care Rd				
TIME	Left 5.1	Thru 5.2	U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Bikes

	Northbound				Southbound				Eastbound				
	S-10-20 Betsy Kerrison Pkwy (South)				S-10-20 Betsy Kerrison Pkwy (North)				Camp Care Rd				
TIME	Left 5.1	Thru 5.2	U-Turn 5.3	App Total	Thru 5.4	Right 5.5	U-Turn 5.6	App Total	Left 5.7	Right 5.8	U-Turn 5.9	App Total	Int Total
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

Date
23 September 2021

Lat/Long
32.614223°, -80.152551°

Weather
Fair
70°F

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

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

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

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

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

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

Date
23 September 2021

Lat/Long
32.614223°, -80.152551°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

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

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

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

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

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

Date
23 September 2021

Lat/Long
32.614223°, -80.152551°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

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

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

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

Pedestrian Count || All vehicles

Kiawah Island, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.614223°, -80.152551°

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

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

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

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

Start Date: 9/23/2021	I-10-20 Betsy Kerrison Pkwy (South			I-10-20 Betsy Kerrison Pkwy (North			Camp Care Rd						
	Northbound			Southbound			Eastbound			Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM - 09:15 AM	1	96	0	0	253	1	1	0	1	0	0	0	354
09:15 AM - 09:30 AM	1	108	0	0	228	1	0	0	1	0	0	0	340
09:30 AM - 09:45 AM	0	109	0	0	192	0	0	0	0	0	0	0	302
09:45 AM - 10:00 AM	0	115	0	0	183	4	1	0	0	0	0	0	304
10:00 AM - 10:15 AM	4	131	0	0	187	1	1	0	0	0	0	0	324
10:15 AM - 10:30 AM	3	141	0	0	169	3	2	0	2	0	0	0	321
10:30 AM - 10:45 AM	2	125	0	0	156	0	1	0	0	0	0	0	287
10:45 AM - 11:00 AM	1	111	0	0	160	0	2	0	2	0	0	0	277
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	199	0	0	167	0	1	0	1	0	0	0	369
03:15 PM - 03:30 PM	0	210	0	0	164	0	1	0	0	0	0	0	375
03:30 PM - 03:45 PM	0	222	0	0	125	1	0	0	0	0	0	0	348
03:45 PM - 04:00 PM	1	245	0	0	116	0	0	0	0	0	0	0	362
04:00 PM - 04:15 PM	1	257	0	0	149	0	2	0	2	0	0	0	412
04:15 PM - 04:30 PM	0	241	0	0	140	2	0	0	0	0	0	0	383
04:30 PM - 04:45 PM	0	212	0	0	128	4	1	0	1	0	0	0	347
04:45 PM - 05:00 PM	1	220	0	0	116	0	1	0	1	0	0	0	340
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Click here for Map

Peak Hour Turning Movement Count

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Freshfields Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	6.1		6.2	6.3	Total					Total		6.4	6.5	6.6	Total	6.7	6.8		6.9	Total	Total
0915 - 0930	11	-	24	0	35	-	-	-	-	0	-	146	17	0	163	21	69	-	0	90	288
0930 - 0945	13	-	33	0	46	-	-	-	-	0	-	116	20	0	136	32	65	-	0	97	279
0945 - 1000	21	-	37	0	58	-	-	-	-	0	-	123	19	0	142	31	70	-	0	101	301
1000 - 1015	15	-	33	0	48	-	-	-	-	0	-	102	16	0	118	42	88	-	0	130	296
Total	60	0	127	0	187	0	0	0	0	0	0	487	72	0	559	126	292	0	0	418	1164
Approach %	32.09	0.00	67.91	0.00	-	0.00	0.00	0.00	0.00	-	0.00	87.12	12.88	0.00	-	30.14	69.86	0.00	0.00	-	
PHF	0.71	0.00	0.86	0.00	**0.81**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.83	0.90	0.00	**0.86**	0.75	0.83	0.00	0.00	**0.80**	**0.97**

Bikes

	Northbound										Eastbound					Westbound					
	Freshfields Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	6.1		6.2	6.3	Total					Total		6.4	6.5	6.6	Total	6.7	6.8		6.9	Total	Total
0915 - 0930	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0930 - 0945	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0945 - 1000	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1000 - 1015	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound										Eastbound					Westbound					
	Freshfields Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	6.1		6.2	6.3	Total					Total		6.4	6.5	6.6	Total	6.7	6.8		6.9	Total	Total
0915 - 0930	10	-	24	0	34	-	-	-	-	0	-	138	16	0	154	21	63	-	0	84	272
0930 - 0945	12	-	32	0	44	-	-	-	-	0	-	107	20	0	127	31	62	-	0	93	264
0945 - 1000	21	-	35	0	56	-	-	-	-	0	-	115	19	0	134	30	66	-	0	96	286
1000 - 1015	15	-	32	0	47	-	-	-	-	0	-	94	16	0	110	42	80	-	0	122	279
Total	58	0	123	0	181	0	0	0	0	0	0	454	71	0	525	124	271	0	0	395	1101
Approach %	32.04	0.00	67.96	0.00	-	0.00	0.00	0.00	0.00	-	0.00	86.48	13.52	0.00	-	31.39	68.61	0.00	0.00	-	
PHF	0.69	0.00	0.88	0.00	**0.81**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.82	0.89	0.00	**0.85**	0.74	0.85	0.00	0.00	**0.81**	**0.96**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Freshfields Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	6.1		6.2	6.3	Total					Total		6.4	6.5	6.6	Total	6.7	6.8		6.9	Total	Total
0915 - 0930	0	-	0	0	0	-	-	-	-	0	-	7	0	0	7	0	6	-	0	6	13
0930 - 0945	0	-	1	0	1	-	-	-	-	0	-	7	0	0	7	1	3	-	0	4	12
0945 - 1000	0	-	2	0	2	-	-	-	-	0	-	8	0	0	8	1	4	-	0	5	15
1000 - 1015	0	-	1	0	1	-	-	-	-	0	-	8	0	0	8	0	8	-	0	8	17
Total	0	0	4	0	4	0	0	0	0	0	0	30	0	0	30	2	21	0	0	23	57
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	8.70	91.30	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.94	0.00	0.00	**0.94**	0.50	0.66	0.00	0.00	**0.72**	**0.84**

Combination Trucks (8-13)

	Northbound										Eastbound					Westbound					
	Freshfields Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	6.1		6.2	6.3	Total					Total		6.4	6.5	6.6	Total	6.7	6.8		6.9	Total	Total
0915 - 0930	1	-	0	0	1	-	-	-	-	0	-	1	1	0	2	0	0	-	0	0	3
0930 - 0945	1	-	0	0	1	-	-	-	-	0	-	2	0	0	2	0	0	-	0	0	3
0945 - 1000	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1000 - 1015	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	2	0	0	0	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.38	0.25	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Pedestrians

	Northbound										Eastbound					Westbound					
	Freshfields Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	EB	WB			App					App	NB	SB			App	NB	SB			App	Int
Time	6a	6b			Total					Total	6e	6f			Total	6g	6h			Total	Total
0915 - 0930	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0930 - 0945	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0945 - 1000	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1000 - 1015	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Click here for Map

Peak Hour Turning Movement Count

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Freshfields Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	6.1		6.2	6.3	Total					Total		6.4	6.5	6.6	Total	6.7	6.8		6.9	Total	Total
1545 - 1600	23	-	22	1	46	-	-	-	-	0	-	55	15	0	70	37	165	-	0	202	318
1600 - 1615	21	-	33	0	54	-	-	-	-	0	-	62	14	0	76	35	156	-	0	191	321
1615 - 1630	31	-	29	0	60	-	-	-	-	0	-	82	14	0	96	33	142	-	0	175	331
1630 - 1645	14	-	19	1	34	-	-	-	-	0	-	65	17	0	82	32	148	-	0	180	296
Total	89	0	103	2	194	0	0	0	0	0	0	264	60	0	324	137	611	0	0	748	1266
Approach %	45.88	0.00	53.09	1.03	-	0.00	0.00	0.00	0.00	-	0.00	81.48	18.52	0.00	-	18.32	81.68	0.00	0.00	-	
PHF	0.72	0.00	0.78	0.50	**0.81**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.80	0.88	0.00	**0.84**	0.93	0.93	0.00	0.00	**0.93**	**0.96**

Bikes

	Northbound										Eastbound					Westbound					
	Freshfields Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	6.1		6.2	6.3	Total					Total		6.4	6.5	6.6	Total	6.7	6.8		6.9	Total	Total
1545 - 1600	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1600 - 1615	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1615 - 1630	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound										Eastbound					Westbound					
	Freshfields Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	6.1		6.2	6.3	Total					Total		6.4	6.5	6.6	Total	6.7	6.8		6.9	Total	Total
1545 - 1600	22	-	22	1	45	-	-	-	-	0	-	51	14	0	65	37	157	-	0	194	304
1600 - 1615	21	-	32	0	53	-	-	-	-	0	-	61	14	0	75	34	151	-	0	185	313
1615 - 1630	29	-	28	0	57	-	-	-	-	0	-	80	14	0	94	32	136	-	0	168	319
1630 - 1645	14	-	19	1	34	-	-	-	-	0	-	63	17	0	80	32	141	-	0	173	287
Total	86	0	101	2	189	0	0	0	0	0	0	255	59	0	314	135	585	0	0	720	1223
Approach %	45.50	0.00	53.44	1.06	-	0.00	0.00	0.00	0.00	-	0.00	81.21	18.79	0.00	-	18.75	81.25	0.00	0.00	-	
PHF	0.74	0.00	0.79	0.50	**0.83**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.80	0.87	0.00	**0.84**	0.91	0.93	0.00	0.00	**0.93**	**0.96**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Freshfields Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	6.1		6.2	6.3	Total					Total		6.4	6.5	6.6	Total	6.7	6.8		6.9	Total	Total
1545 - 1600	1	-	0	0	1	-	-	-	-	0	-	3	1	0	4	0	6	-	0	6	11
1600 - 1615	0	-	1	0	1	-	-	-	-	0	-	1	0	0	1	1	4	-	0	5	7
1615 - 1630	2	-	0	0	2	-	-	-	-	0	-	1	0	0	1	1	4	-	0	5	8
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	6	-	0	6	8
Total	3	0	1	0	4	0	0	0	0	0	0	7	1	0	8	2	20	0	0	22	34
Approach %	75.00	0.00	25.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	87.50	12.50	0.00	-	9.09	90.91	0.00	0.00	-	
PHF	0.38	0.00	0.25	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.58	0.25	0.00	**0.50**	0.50	0.83	0.00	0.00	**0.92**	**0.77**

Combination Trucks (8-13)

	Northbound										Eastbound					Westbound					
	Freshfields Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	6.1		6.2	6.3	Total					Total		6.4	6.5	6.6	Total	6.7	6.8		6.9	Total	Total
1545 - 1600	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	2	-	0	2	3
1600 - 1615	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	1	-	0	1	1
1615 - 1630	0	-	1	0	1	-	-	-	-	0	-	1	0	0	1	0	2	-	0	2	4
1630 - 1645	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	1	-	0	1	1
Total	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	6	0	0	6	9
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.75	0.00	0.00	**0.75**	**0.56**

Pedestrians

	Northbound										Eastbound					Westbound					
	Freshfields Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	EB	WB			App					App	NB	SB			App	NB	SB			App	Int
Time	6a	6b			Total					Total	6e	6f			Total	6g	6h			Total	Total
1545 - 1600	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1600 - 1615	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1615 - 1630	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1630 - 1645	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 6 of 12
Freshfields Dr

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.608882°, -80.145943°

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

	Northbound				Eastbound				Westbound				
	Freshfields Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
	Left	Right	U-Turn	App	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App	Int
TIME	6.1	6.2	6.3	Total	6.4	6.5	6.6	Total	6.7	6.8	6.9	Total	Total
0900 - 0915	11	29	0	40	138	19	0	157	20	45	0	65	262
0915 - 0930	11	24	0	35	146	17	0	163	21	69	0	90	288
0930 - 0945	13	33	0	46	116	20	0	136	32	65	0	97	279
0945 - 1000	21	37	0	58	123	19	0	142	31	70	0	101	301
Hourly Total	56	123	0	**179**	523	75	0	**598**	104	249	0	**353**	**1130**
1000 - 1015	15	33	0	48	102	16	0	118	42	88	0	130	296
1015 - 1030	12	36	0	48	98	11	0	109	26	85	0	111	268
1030 - 1045	15	18	0	33	91	15	0	106	29	76	0	105	244
1045 - 1100	15	35	0	50	93	19	0	112	38	70	0	108	270
Hourly Total	57	122	0	**179**	384	61	0	**445**	135	319	0	**454**	**1078**
Grand Total	113	245	0	**358**	907	136	0	**1043**	239	568	0	**807**	**2208**
Approach %	31.56	68.44	0.00	-	86.96	13.04	0.00	-	29.62	70.38	0.00	-	
Intersection %	5.12	11.10	0.00	16.21	41.08	6.16	0.00	47.24	10.82	25.72	0.00	36.55	
PHF	0.71	0.86	0.00	**0.81**	0.83	0.90	0.00	**0.86**	0.75	0.83	0.00	**0.80**	**0.97**

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

	Northbound				Eastbound				Westbound				
	Freshfields Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
	Left	Right	U-Turn	App	Thru	Right	U-Turn	App	Left	Thru	U-Turn	App	Int
TIME	6.1	6.2	6.3	Total	6.4	6.5	6.6	Total	6.7	6.8	6.9	Total	Total
1500 - 1515	21	25	0	46	88	7	0	95	31	129	0	160	301
1515 - 1530	18	36	0	54	77	17	0	94	28	122	0	150	298
1530 - 1545	15	30	0	45	58	13	0	71	21	152	0	173	289
1545 - 1600	23	22	1	46	55	15	0	70	37	165	0	202	318
Hourly Total	77	113	1	**191**	278	52	0	**330**	117	568	0	**685**	**1206**
1600 - 1615	21	33	0	54	62	14	0	76	35	156	0	191	321
1615 - 1630	31	29	0	60	82	14	0	96	33	142	0	175	331
1630 - 1645	14	19	1	34	65	17	0	82	32	148	0	180	296
1645 - 1700	19	32	0	51	47	16	0	63	32	134	0	166	280
Hourly Total	85	113	1	**199**	256	61	0	**317**	132	580	0	**712**	**1228**
Grand Total	162	226	2	**390**	534	113	0	**647**	249	1148	0	**1397**	**2434**
Approach %	41.54	57.95	0.51	-	82.53	17.47	0.00	-	17.82	82.18	0.00	-	
Intersection %	6.66	9.29	0.08	16.02	21.94	4.64	0.00	26.58	10.23	47.17	0.00	57.40	
PHF	0.72	0.78	0.50	**0.81**	0.80	0.88	0.00	**0.84**	0.93	0.93	0.00	**0.93**	**0.96**

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 6 of 12
Freshfields Dr

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.608882°, -80.145943°

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

	Northbound				Eastbound				Westbound				
	Freshfields Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

	Northbound				Eastbound				Westbound				
	Freshfields Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	Int Total
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Kiawah Island, SC

Site 6 of 12
Freshfields Dr

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.608882°, -80.145943°

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

Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Freshfields Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	Int Total
0900 - 0915	11	29	0	40	130	19	0	149	20	40	0	60	249
0915 - 0930	10	24	0	34	138	16	0	154	21	63	0	84	272
0930 - 0945	12	32	0	44	107	20	0	127	31	62	0	93	264
0945 - 1000	21	35	0	56	115	19	0	134	30	66	0	96	286
Hourly Total	54	120	0	**174**	490	74	0	**564**	102	231	0	**333**	**1071**
1000 - 1015	15	32	0	47	94	16	0	110	42	80	0	122	279
1015 - 1030	11	36	0	47	87	11	0	98	26	78	0	104	249
1030 - 1045	14	18	0	32	84	15	0	99	29	68	0	97	228
1045 - 1100	15	34	0	49	82	19	0	101	38	63	0	101	251
Hourly Total	55	120	0	**175**	347	61	0	**408**	135	289	0	**424**	**1007**
Grand Total	109	240	0	**349**	837	135	0	**972**	237	520	0	**757**	**2078**
Approach %	31.23	68.77	0.00	-	86.11	13.89	0.00	-	31.31	68.69	0.00	-	
Intersection %	5.25	11.55	0.00	16.79	40.28	6.50	0.00	46.78	11.41	25.02	0.00	36.43	

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

Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Freshfields Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	Int Total
1500 - 1515	21	25	0	46	80	6	0	86	31	118	0	149	281
1515 - 1530	17	36	0	53	76	17	0	93	28	112	0	140	286
1530 - 1545	15	30	0	45	57	12	0	69	20	146	0	166	280
1545 - 1600	22	22	1	45	51	14	0	65	37	157	0	194	304
Hourly Total	75	113	1	**189**	264	49	0	**313**	116	533	0	**649**	**1151**
1600 - 1615	21	32	0	53	61	14	0	75	34	151	0	185	313
1615 - 1630	29	28	0	57	80	14	0	94	32	136	0	168	319
1630 - 1645	14	19	1	34	63	17	0	80	32	141	0	173	287
1645 - 1700	19	31	0	50	45	16	0	61	32	127	0	159	270
Hourly Total	83	110	1	**194**	249	61	0	**310**	130	555	0	**685**	**1189**
Grand Total	158	223	2	**383**	513	110	0	**623**	246	1088	0	**1334**	**2340**
Approach %	41.25	58.22	0.52	-	82.34	17.66	0.00	-	18.44	81.56	0.00	-	
Intersection %	6.75	9.53	0.09	16.37	21.92	4.70	0.00	26.62	10.51	46.50	0.00	57.01	

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

Kiawah Island, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 6 of 12
Freshfields Dr

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.608882°, -80.145943°

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Freshfields Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	Int Total
0900 - 0915	0	0	0	0	8	0	0	8	0	5	0	5	13
0915 - 0930	0	0	0	0	7	0	0	7	0	6	0	6	13
0930 - 0945	0	1	0	1	7	0	0	7	1	3	0	4	12
0945 - 1000	0	2	0	2	8	0	0	8	1	4	0	5	15
Hourly Total	0	3	0	**3**	30	0	0	**30**	2	18	0	**20**	**53**
1000 - 1015	0	1	0	1	8	0	0	8	0	8	0	8	17
1015 - 1030	1	0	0	1	10	0	0	10	0	6	0	6	17
1030 - 1045	0	0	0	0	6	0	0	6	0	8	0	8	14
1045 - 1100	0	1	0	1	9	0	0	9	0	7	0	7	17
Hourly Total	1	2	0	**3**	33	0	0	**33**	0	29	0	**29**	**65**
Grand Total	1	5	0	**6**	63	0	0	**63**	2	47	0	**49**	**118**
Approach %	16.67	83.33	0.00	-	100.00	0.00	0.00	-	4.08	95.92	0.00	-	
Intersection %	0.85	4.24	0.00	5.08	53.39	0.00	0.00	53.39	1.69	39.83	0.00	41.53	

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Freshfields Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	Int Total
1500 - 1515	0	0	0	0	7	1	0	8	0	7	0	7	15
1515 - 1530	0	0	0	0	0	0	0	0	0	6	0	6	6
1530 - 1545	0	0	0	0	1	1	0	2	1	4	0	5	7
1545 - 1600	1	0	0	1	3	1	0	4	0	6	0	6	11
Hourly Total	1	0	0	**1**	11	3	0	**14**	1	23	0	**24**	**39**
1600 - 1615	0	1	0	1	1	0	0	1	1	4	0	5	7
1615 - 1630	2	0	0	2	1	0	0	1	1	4	0	5	8
1630 - 1645	0	0	0	0	2	0	0	2	0	6	0	6	8
1645 - 1700	0	1	0	1	2	0	0	2	0	5	0	5	8
Hourly Total	2	2	0	**4**	6	0	0	**6**	2	19	0	**21**	**31**
Grand Total	3	2	0	**5**	17	3	0	**20**	3	42	0	**45**	**70**
Approach %	60.00	40.00	0.00	-	85.00	15.00	0.00	-	6.67	93.33	0.00	-	
Intersection %	4.29	2.86	0.00	7.14	24.29	4.29	0.00	28.57	4.29	60.00	0.00	64.29	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 6 of 12
Freshfields Dr

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.608882°, -80.145943°

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Freshfields Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	1	0	0	1	1	1	0	2	0	0	0	0	3
0930 - 0945	1	0	0	1	2	0	0	2	0	0	0	0	3
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	2	0	0	**2**	3	1	0	**4**	0	0	0	**0**	**6**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	1	0	0	1	0	1	0	1	2
1030 - 1045	1	0	0	1	1	0	0	1	0	0	0	0	2
1045 - 1100	0	0	0	0	2	0	0	2	0	0	0	0	2
Hourly Total	1	0	0	**1**	4	0	0	**4**	0	1	0	**1**	**6**
Grand Total	3	0	0	**3**	7	1	0	**8**	0	1	0	**1**	**12**
Approach %	100.00	0.00	0.00	-	87.50	12.50	0.00	-	0.00	100.00	0.00	-	
Intersection %	25.00	0.00	0.00	25.00	58.33	8.33	0.00	66.67	0.00	8.33	0.00	8.33	

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Freshfields Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Thru 6.4	Right 6.5	U-Turn 6.6	App Total	Left 6.7	Thru 6.8	U-Turn 6.9	App Total	Int Total
1500 - 1515	0	0	0	0	1	0	0	1	0	4	0	4	5
1515 - 1530	1	0	0	1	1	0	0	1	0	4	0	4	6
1530 - 1545	0	0	0	0	0	0	0	0	0	2	0	2	2
1545 - 1600	0	0	0	0	1	0	0	1	0	2	0	2	3
Hourly Total	1	0	0	**1**	3	0	0	**3**	0	12	0	**12**	**16**
1600 - 1615	0	0	0	0	0	0	0	0	0	1	0	1	1
1615 - 1630	0	1	0	1	1	0	0	1	0	2	0	2	4
1630 - 1645	0	0	0	0	0	0	0	0	0	1	0	1	1
1645 - 1700	0	0	0	0	0	0	0	0	0	2	0	2	2
Hourly Total	0	1	0	**1**	1	0	0	**1**	0	6	0	**6**	**8**
Grand Total	1	1	0	**2**	4	0	0	**4**	0	18	0	**18**	**24**
Approach %	50.00	50.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	4.17	4.17	0.00	8.33	16.67	0.00	0.00	16.67	0.00	75.00	0.00	75.00	

Pedestrian Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Kiawah Island, SC

Site 6 of 12
Freshfields Dr

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

Date
23 September 2021

Lat/Long
32.608882°, -80.145943°

Weather
Fair
70°F

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

Pedestrians

	Northbound			Eastbound			Westbound			
	Freshfields Dr			Kiawah Island Pkwy (West)			Kiawah Island Pkwy (East)			
TIME	EB 6a	WB 6b	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Pedestrians

	Northbound			Eastbound			Westbound			
	Freshfields Dr			Kiawah Island Pkwy (West)			Kiawah Island Pkwy (East)			
TIME	EB 6a	WB 6b	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 9/23/2021	Freshfields Dr Northbound			Southbound			Kiawah Island Pkwy (West) Eastbound			Kiawah Island Pkwy (East) Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM - 09:15 AM	11	0	29	0	0	0	0	138	19	20	45	0	262
09:15 AM - 09:30 AM	11	0	24	0	0	0	0	146	17	21	69	0	288
09:30 AM - 09:45 AM	13	0	33	0	0	0	0	116	20	32	65	0	279
09:45 AM - 10:00 AM	21	0	37	0	0	0	0	123	19	31	70	0	301
10:00 AM - 10:15 AM	15	0	33	0	0	0	0	102	16	42	88	0	296
10:15 AM - 10:30 AM	12	0	36	0	0	0	0	98	11	26	85	0	268
10:30 AM - 10:45 AM	15	0	18	0	0	0	0	91	15	29	76	0	244
10:45 AM - 11:00 AM	15	0	35	0	0	0	0	93	19	38	70	0	270
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	21	0	25	0	0	0	0	88	7	31	129	0	301
03:15 PM - 03:30 PM	18	0	36	0	0	0	0	77	17	28	122	0	298
03:30 PM - 03:45 PM	15	0	30	0	0	0	0	58	13	21	152	0	289
03:45 PM - 04:00 PM	23	0	22	0	0	0	0	55	15	37	165	0	318
04:00 PM - 04:15 PM	21	0	33	0	0	0	0	62	14	35	156	0	321
04:15 PM - 04:30 PM	31	0	29	0	0	0	0	82	14	33	142	0	331
04:30 PM - 04:45 PM	14	0	19	0	0	0	0	65	17	32	148	0	296
04:45 PM - 05:00 PM	19	0	32	0	0	0	0	47	16	32	134	0	280
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Kiawah Island, SC

Click here for Map

Marr Traffic DATA COLLECTION

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	7.1	7.2		7.3	Total		7.4	7.5	7.6	Total	7.7		7.8	7.9	Total					Total	Total
0915 - 0930	4	93	-	0	97	-	162	14	0	176	5	-	3	0	8	-	-	-	-	0	281
0930 - 0945	3	81	-	0	84	-	146	7	0	153	7	-	8	0	15	-	-	-	-	0	252
0945 - 1000	12	93	-	0	105	-	145	17	0	162	11	-	8	0	19	-	-	-	-	0	286
1000 - 1015	7	119	-	0	126	-	127	7	0	134	12	-	5	0	17	-	-	-	-	0	277
Total	26	386	0	0	412	0	580	45	0	625	35	0	24	0	59	0	0	0	0	0	1096
Approach %	6.31	93.69	0.00	0.00	-	0.00	92.80	7.20	0.00	-	59.32	0.00	40.68	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.54	0.81	0.00	0.00	**0.82**	0.00	0.90	0.66	0.00	**0.89**	0.73	0.00	0.75	0.00	**0.78**	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Bikes

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	7.1	7.2		7.3	Total		7.4	7.5	7.6	Total	7.7		7.8	7.9	Total					Total	Total
0915 - 0930	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0930 - 0945	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0945 - 1000	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1000 - 1015	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	7.1	7.2		7.3	Total		7.4	7.5	7.6	Total	7.7		7.8	7.9	Total					Total	Total
0915 - 0930	4	89	-	0	93	-	156	12	0	168	5	-	3	0	8	-	-	-	-	0	269
0930 - 0945	3	79	-	0	82	-	135	7	0	142	6	-	8	0	14	-	-	-	-	0	238
0945 - 1000	11	89	-	0	100	-	135	15	0	150	8	-	7	0	15	-	-	-	-	0	265
1000 - 1015	7	114	-	0	121	-	120	6	0	126	10	-	3	0	13	-	-	-	-	0	260
Total	25	371	0	0	396	0	546	40	0	586	29	0	21	0	50	0	0	0	0	0	1032
Approach %	6.31	93.69	0.00	0.00	-	0.00	93.17	6.83	0.00	-	58.00	0.00	42.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.57	0.81	0.00	0.00	**0.82**	0.00	0.88	0.67	0.00	**0.87**	0.73	0.00	0.66	0.00	**0.83**	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	7.1	7.2		7.3	Total		7.4	7.5	7.6	Total	7.7		7.8	7.9	Total					Total	Total
0915 - 0930	0	4	-	0	4	-	5	2	0	7	0	-	0	0	0	-	-	-	-	0	11
0930 - 0945	0	2	-	0	2	-	9	0	0	9	1	-	0	0	1	-	-	-	-	0	12
0945 - 1000	1	4	-	0	5	-	10	2	0	12	3	-	1	0	4	-	-	-	-	0	21
1000 - 1015	0	5	-	0	5	-	7	1	0	8	2	-	2	0	4	-	-	-	-	0	17
Total	1	15	0	0	16	0	31	5	0	36	6	0	3	0	9	0	0	0	0	0	61
Approach %	6.25	93.75	0.00	0.00	-	0.00	86.11	13.89	0.00	-	66.67	0.00	33.33	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.75	0.00	0.00	**0.80**	0.00	0.78	0.63	0.00	**0.75**	0.50	0.00	0.38	0.00	**0.56**	0.00	0.00	0.00	0.00	**0.00**	**0.73**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	7.1	7.2		7.3	Total		7.4	7.5	7.6	Total	7.7		7.8	7.9	Total					Total	Total
0915 - 0930	0	0	-	0	0	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	1
0930 - 0945	0	0	-	0	0	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	2
0945 - 1000	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1000 - 1015	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.38	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Pedestrians

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	EB	WB			App	EB	WB			App	NB	SB			App					App	Int
Time	7a	7b			Total	7c	7d			Total	7e	7f			Total					Total	Total
0915 - 0930	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
0930 - 0945	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
0945 - 1000	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1000 - 1015	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

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Peak Hour Turning Movement Count

Kiawah Island, SC

Marr Traffic DATA COLLECTION

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	7.1	7.2		7.3	Total		7.4	7.5	7.6	Total	7.7		7.8	7.9	Total					Total	Total
1545 - 1600	6	181	-	1	188	-	75	6	0	81	22	-	11	0	33	-	-	-	-	0	302
1600 - 1615	8	155	-	0	163	-	82	5	0	87	40	-	15	0	55	-	-	-	-	0	305
1615 - 1630	6	172	-	0	178	-	107	9	0	116	11	-	9	0	20	-	-	-	-	0	314
1630 - 1645	3	162	-	1	166	-	76	8	0	84	18	-	4	0	22	-	-	-	-	0	272
Total	23	670	0	2	695	0	340	28	0	368	91	0	39	0	130	0	0	0	0	0	1193
Approach %	3.31	96.40	0.00	0.29	-	0.00	92.39	7.61	0.00	-	70.00	0.00	30.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.72	0.93	0.00	0.50	**0.92**	0.00	0.79	0.78	0.00	**0.79**	0.57	0.00	0.65	0.00	**0.59**	0.00	0.00	0.00	0.00	**0.00**	**0.95**

Bikes

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	7.1	7.2		7.3	Total		7.4	7.5	7.6	Total	7.7		7.8	7.9	Total					Total	Total
1545 - 1600	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1600 - 1615	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1615 - 1630	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1630 - 1645	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	7.1	7.2		7.3	Total		7.4	7.5	7.6	Total	7.7		7.8	7.9	Total					Total	Total
1545 - 1600	6	175	-	1	182	-	72	6	0	78	21	-	11	0	32	-	-	-	-	0	292
1600 - 1615	7	148	-	0	155	-	79	5	0	84	40	-	15	0	55	-	-	-	-	0	294
1615 - 1630	6	167	-	0	173	-	104	9	0	113	11	-	9	0	20	-	-	-	-	0	306
1630 - 1645	3	153	-	1	157	-	73	8	0	81	18	-	4	0	22	-	-	-	-	0	260
Total	22	643	0	2	667	0	328	28	0	356	90	0	39	0	129	0	0	0	0	0	1152
Approach %	3.30	96.40	0.00	0.30	-	0.00	92.13	7.87	0.00	-	69.77	0.00	30.23	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.79	0.92	0.00	0.50	**0.92**	0.00	0.79	0.78	0.00	**0.79**	0.56	0.00	0.65	0.00	**0.59**	0.00	0.00	0.00	0.00	**0.00**	**0.94**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	7.1	7.2		7.3	Total		7.4	7.5	7.6	Total	7.7		7.8	7.9	Total					Total	Total
1545 - 1600	0	4	-	0	4	-	2	0	0	2	1	-	0	0	1	-	-	-	-	0	7
1600 - 1615	1	5	-	0	6	-	3	0	0	3	0	-	0	0	0	-	-	-	-	0	9
1615 - 1630	0	4	-	0	4	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	6
1630 - 1645	0	6	-	0	6	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	8
Total	1	19	0	0	20	0	9	0	0	9	1	0	0	0	1	0	0	0	0	0	30
Approach %	5.00	95.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.79	0.00	0.00	**0.83**	0.00	0.75	0.00	0.00	**0.75**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.83**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Left		Right	U-Turn	App					App	Int
Time	7.1	7.2		7.3	Total		7.4	7.5	7.6	Total	7.7		7.8	7.9	Total					Total	Total
1545 - 1600	0	2	-	0	2	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	3
1600 - 1615	0	2	-	0	2	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	2
1615 - 1630	0	1	-	0	1	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	2
1630 - 1645	0	3	-	0	3	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	4
Total	0	8	0	0	8	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	11
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.67	0.00	0.00	**0.67**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.69**

Pedestrians

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Old Cedar Ln										
	EB	WB			App	EB	WB			App	NB	SB			App					App	Int
Time	7a	7b			Total	7c	7d			Total	7e	7f			Total					Total	Total
1545 - 1600	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1600 - 1615	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1615 - 1630	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1630 - 1645	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Kiawah Island, SC

Site 7 of 12
Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Old Cedar Ln

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.605050°, -80.140095°

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

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

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

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

Classified Turn Movement Count || Bikes

Kiawah Island, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 7 of 12
Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Old Cedar Ln

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.605050°, -80.140095°

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

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

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

	Northbound				Southbound				Eastbound				
	Kiawah Island Pkwy (South)				Kiawah Island Pkwy (North)				Old Cedar Ln				
TIME	Left 7.1	Thru 7.2	U-Turn 7.3	App Total	Thru 7.4	Right 7.5	U-Turn 7.6	App Total	Left 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 7 of 12
Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Old Cedar Ln

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.605050°, -80.140095°

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

Passenger Vehicles (1-3)

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

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

Passenger Vehicles (1-3)

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

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

Kiawah Island, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 7 of 12
Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Old Cedar Ln

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.605050°, -80.140095°

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

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

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

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

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 7 of 12
Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Old Cedar Ln

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.605050°, -80.140095°

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

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

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

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

Pedestrian Count || All vehicles

Marr Traffic DATA COLLECTION

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Kiawah Island, SC

Site 7 of 12
Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Old Cedar Ln

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.605050°, -80.140095°

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

Pedestrians

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

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

Pedestrians

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

Start Date: 9/23/2021	Kiawah Island Pkwy (South) Northbound			Kiawah Island Pkwy (North) Southbound			Old Cedar Ln Eastbound			Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM - 09:15 AM	2	58	0	0	160	10	6	0	10	0	0	0	248
09:15 AM - 09:30 AM	4	93	0	0	162	14	5	0	3	0	0	0	284
09:30 AM - 09:45 AM	3	81	0	0	146	7	7	0	8	0	0	0	257
09:45 AM - 10:00 AM	12	93	0	0	145	17	11	0	8	0	0	0	292
10:00 AM - 10:15 AM	7	119	0	0	127	7	12	0	5	0	0	0	286
10:15 AM - 10:30 AM	8	108	0	0	122	13	9	0	14	0	0	0	281
10:30 AM - 10:45 AM	8	102	0	0	89	9	7	0	12	0	0	0	239
10:45 AM - 11:00 AM	14	95	0	0	120	8	10	0	7	0	0	0	265
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	6	142	0	0	89	7	12	0	4	0	0	0	265
03:15 PM - 03:30 PM	4	147	0	0	118	7	5	0	5	0	0	0	286
03:30 PM - 03:45 PM	1	157	0	0	83	7	11	0	3	0	0	0	264
03:45 PM - 04:00 PM	6	181	0	0	75	6	22	0	11	0	0	0	306
04:00 PM - 04:15 PM	8	155	0	0	82	5	40	0	15	0	0	0	306
04:15 PM - 04:30 PM	6	172	0	0	107	9	11	0	9	0	0	0	317
04:30 PM - 04:45 PM	3	162	0	0	76	8	18	0	4	0	0	0	276
04:45 PM - 05:00 PM	3	147	0	0	79	7	12	0	4	0	0	0	257
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Kiawah Island, SC

Click here for Map

Marr Traffic DATA COLLECTION

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Driveway										
Time	Left 8.1	Thru 8.2		U-Turn 8.3	App Total		Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7		Right 8.8	U-Turn 8.9	App Total					App Total	Int Total
0915 - 0930	0	89	-	0	89	-	159	2	0	161	0	-	2	0	2	-	-	-	-	0	252
0930 - 0945	2	95	-	0	97	-	156	2	0	158	1	-	4	0	5	-	-	-	-	0	260
0945 - 1000	2	112	-	0	114	-	150	0	0	150	0	-	0	0	0	-	-	-	-	0	264
1000 - 1015	2	117	-	0	119	-	127	0	0	127	2	-	1	0	3	-	-	-	-	0	249
Total	6	413	0	0	419	0	592	4	0	596	3	0	7	0	10	0	0	0	0	0	1025
Approach %	1.43	98.57	0.00	0.00	-	0.00	99.33	0.67	0.00	-	30.00	0.00	70.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.75	0.88	0.00	0.00	**0.88**	0.00	0.93	0.50	0.00	**0.93**	0.38	0.00	0.44	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Bikes

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Driveway										
Time	Left 8.1	Thru 8.2		U-Turn 8.3	App Total		Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7		Right 8.8	U-Turn 8.9	App Total					App Total	Int Total
0915 - 0930	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0930 - 0945	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
0945 - 1000	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1000 - 1015	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Driveway										
Time	Left 8.1	Thru 8.2		U-Turn 8.3	App Total		Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7		Right 8.8	U-Turn 8.9	App Total					App Total	Int Total
0915 - 0930	0	84	-	0	84	-	152	1	0	153	0	-	2	0	2	-	-	-	-	0	239
0930 - 0945	2	94	-	0	96	-	149	2	0	151	1	-	4	0	5	-	-	-	-	0	252
0945 - 1000	2	107	-	0	109	-	140	0	0	140	0	-	0	0	0	-	-	-	-	0	249
1000 - 1015	2	111	-	0	113	-	119	0	0	119	1	-	1	0	2	-	-	-	-	0	234
Total	6	396	0	0	402	0	560	3	0	563	2	0	7	0	9	0	0	0	0	0	974
Approach %	1.49	98.51	0.00	0.00	-	0.00	99.47	0.53	0.00	-	22.22	0.00	77.78	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.75	0.89	0.00	0.00	**0.89**	0.00	0.92	0.38	0.00	**0.92**	0.50	0.00	0.44	0.00	**0.45**	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Driveway										
Time	Left 8.1	Thru 8.2		U-Turn 8.3	App Total		Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7		Right 8.8	U-Turn 8.9	App Total					App Total	Int Total
0915 - 0930	0	5	-	0	5	-	6	1	0	7	0	-	0	0	0	-	-	-	-	0	12
0930 - 0945	0	1	-	0	1	-	6	0	0	6	0	-	0	0	0	-	-	-	-	0	7
0945 - 1000	0	5	-	0	5	-	10	0	0	10	0	-	0	0	0	-	-	-	-	0	15
1000 - 1015	0	6	-	0	6	-	7	0	0	7	1	-	0	0	1	-	-	-	-	0	14
Total	0	17	0	0	17	0	29	1	0	30	1	0	0	0	1	0	0	0	0	0	48
Approach %	0.00	100.00	0.00	0.00	-	0.00	96.67	3.33	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.71	0.00	0.00	**0.71**	0.00	0.73	0.25	0.00	**0.75**	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.80**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Driveway										
Time	Left 8.1	Thru 8.2		U-Turn 8.3	App Total		Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7		Right 8.8	U-Turn 8.9	App Total					App Total	Int Total
0915 - 0930	0	0	-	0	0	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	1
0930 - 0945	0	0	-	0	0	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	1
0945 - 1000	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1000 - 1015	0	0	-	0	0	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Pedestrians

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Driveway										
Time	EB 8a	WB 8b			App Total	EB 8c	WB 8d			App Total	NB 8e	SB 8f			App Total					App Total	Int Total
0915 - 0930	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
0930 - 0945	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
0945 - 1000	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1000 - 1015	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Kiawah Island, SC

Click here for Map

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Driveway										
Time	Left 8.1	Thru 8.2		U-Turn 8.3	App Total		Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7		Right 8.8	U-Turn 8.9	App Total					App Total	Int Total
1545 - 1600	0	185	-	0	185	-	87	1	0	88	1	-	3	0	4	-	-	-	-	0	277
1600 - 1615	1	159	-	0	160	-	98	0	0	98	0	-	0	0	0	-	-	-	-	0	258
1615 - 1630	1	174	-	0	175	-	106	0	0	106	0	-	1	0	1	-	-	-	-	0	282
1630 - 1645	5	168	-	0	173	-	84	2	0	86	1	-	1	0	2	-	-	-	-	0	261
Total	7	686	0	0	693	0	375	3	0	378	2	0	5	0	7	0	0	0	0	0	1078
Approach %	1.01	98.99	0.00	0.00	-	0.00	99.21	0.79	0.00	-	28.57	0.00	71.43	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.35	0.93	0.00	0.00	**0.94**	0.00	0.88	0.38	0.00	**0.89**	0.50	0.00	0.42	0.00	**0.44**	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Bikes

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Driveway										
Time	Left 8.1	Thru 8.2		U-Turn 8.3	App Total		Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7		Right 8.8	U-Turn 8.9	App Total					App Total	Int Total
1545 - 1600	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1600 - 1615	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1615 - 1630	0	0	-	0	0	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	0
1630 - 1645	2	0	-	0	2	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	2
Total	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Driveway										
Time	Left 8.1	Thru 8.2		U-Turn 8.3	App Total		Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7		Right 8.8	U-Turn 8.9	App Total					App Total	Int Total
1545 - 1600	0	179	-	0	179	-	84	1	0	85	1	-	3	0	4	-	-	-	-	0	268
1600 - 1615	1	151	-	0	152	-	94	0	0	94	0	-	0	0	0	-	-	-	-	0	246
1615 - 1630	1	165	-	0	166	-	103	0	0	103	0	-	1	0	1	-	-	-	-	0	270
1630 - 1645	3	161	-	0	164	-	82	2	0	84	1	-	1	0	2	-	-	-	-	0	250
Total	5	656	0	0	661	0	363	3	0	366	2	0	5	0	7	0	0	0	0	0	1034
Approach %	0.76	99.24	0.00	0.00	-	0.00	99.18	0.82	0.00	-	28.57	0.00	71.43	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.42	0.92	0.00	0.00	**0.92**	0.00	0.88	0.38	0.00	**0.89**	0.50	0.00	0.42	0.00	**0.44**	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Driveway										
Time	Left 8.1	Thru 8.2		U-Turn 8.3	App Total		Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7		Right 8.8	U-Turn 8.9	App Total					App Total	Int Total
1545 - 1600	0	4	-	0	4	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	6
1600 - 1615	0	6	-	0	6	-	3	0	0	3	0	-	0	0	0	-	-	-	-	0	9
1615 - 1630	0	8	-	0	8	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	10
1630 - 1645	0	4	-	0	4	-	2	0	0	2	0	-	0	0	0	-	-	-	-	0	6
Total	0	22	0	0	22	0	9	0	0	9	0	0	0	0	0	0	0	0	0	0	31
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.69	0.00	0.00	**0.69**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.78**

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Driveway										
Time	Left 8.1	Thru 8.2		U-Turn 8.3	App Total		Thru 8.4	Right 8.5	U-Turn 8.6	App Total	Left 8.7		Right 8.8	U-Turn 8.9	App Total					App Total	Int Total
1545 - 1600	0	2	-	0	2	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	3
1600 - 1615	0	2	-	0	2	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	3
1615 - 1630	0	1	-	0	1	-	1	0	0	1	0	-	0	0	0	-	-	-	-	0	2
1630 - 1645	0	3	-	0	3	-	0	0	0	0	0	-	0	0	0	-	-	-	-	0	3
Total	0	8	0	0	8	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	11
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.67	0.00	0.00	**0.67**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.92**

Pedestrians

	Northbound					Southbound					Eastbound										
	Kiawah Island Pkwy (South)					Kiawah Island Pkwy (North)					Driveway										
Time	EB 8a	WB 8b			App Total	EB 8c	WB 8d			App Total	NB 8e	SB 8f			App Total					App Total	Int Total
1545 - 1600	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1600 - 1615	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1615 - 1630	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
1630 - 1645	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Kiawah Island, SC

Marr Traffic DATA COLLECTION

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Site 8 of 12
Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Driveway

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.598987°, -80.130103°

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

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

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

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

Classified Turn Movement Count || Bikes

Kiawah Island, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 8 of 12
Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Driveway

Date
23 September 2021

Lat/Long
32.598987°, -80.130103°

Weather
Fair
70°F

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

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

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

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

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 8 of 12
Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Driveway

Date
23 September 2021

Lat/Long
32.598987°, -80.130103°

Weather
Fair
70°F

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

Passenger Vehicles (1-3)

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

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

Passenger Vehicles (1-3)

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

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

Kiawah Island, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 8 of 12
Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Driveway

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.598987°, -80.130103°

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

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

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

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

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 8 of 12
Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Driveway

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.598987°, -80.130103°

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

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

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

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

Pedestrian Count || All vehicles

Marr Traffic DATA COLLECTION

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Kiawah Island, SC

Site 8 of 12
Kiawah Island Pkwy (South)
Kiawah Island Pkwy (North)
Driveway

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.598987°, -80.130103°

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

Pedestrians

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

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

Pedestrians

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

Start Date: 9/23/2021	Kiawah Island Pkwy (South) Northbound			Kiawah Island Pkwy (North) Southbound			Driveway Eastbound			Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM - 09:15 AM	1	63	0	0	171	3	0	0	1	0	0	0	239
09:15 AM - 09:30 AM	0	89	0	0	159	2	0	0	2	0	0	0	253
09:30 AM - 09:45 AM	2	95	0	0	156	2	1	0	4	0	0	0	265
09:45 AM - 10:00 AM	2	112	0	0	150	0	0	0	0	0	0	0	272
10:00 AM - 10:15 AM	2	117	0	0	127	0	2	0	1	0	0	0	255
10:15 AM - 10:30 AM	0	108	0	0	140	1	0	0	1	0	0	0	252
10:30 AM - 10:45 AM	14	113	0	0	104	1	1	0	1	0	0	0	243
10:45 AM - 11:00 AM	3	109	0	0	124	1	0	0	0	0	0	0	245
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	146	0	0	92	1	3	0	0	0	0	0	246
03:15 PM - 03:30 PM	2	145	0	0	121	0	0	0	0	0	0	0	273
03:30 PM - 03:45 PM	1	167	0	0	87	1	0	0	4	0	0	0	263
03:45 PM - 04:00 PM	0	185	0	0	87	1	1	0	3	0	0	0	279
04:00 PM - 04:15 PM	1	159	0	0	98	0	0	0	0	0	0	0	259
04:15 PM - 04:30 PM	1	174	0	0	106	0	0	0	1	0	0	0	288
04:30 PM - 04:45 PM	5	168	0	0	84	2	1	0	1	0	0	0	266
04:45 PM - 05:00 PM	0	154	0	0	85	1	0	0	1	0	0	0	246
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Click here for Map

Peak Hour Turning Movement Count

Kiawah Island, SC

Marr Traffic DATA COLLECTION

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Driveway										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
Time	Left 9.1		Right 9.2	U-Turn 9.3	App Total					App Total		Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8		U-Turn 9.9	App Total	Int Total
0915 - 0930	1	-	1	0	2	-	-	-	-	0	-	165	0	0	165	0	89	-	0	89	256
0930 - 0945	0	-	1	0	1	-	-	-	-	0	-	156	1	0	157	0	93	-	0	93	251
0945 - 1000	0	-	0	0	0	-	-	-	-	0	-	153	0	0	153	0	114	-	0	114	267
1000 - 1015	0	-	1	0	1	-	-	-	-	0	-	128	1	0	129	1	123	-	0	124	254
Total	1	0	3	0	4	0	0	0	0	0	0	602	2	0	604	1	419	0	0	420	1028
Approach %	25.00	0.00	75.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.67	0.33	0.00	-	0.24	99.76	0.00	0.00	-	
PHF	0.25	0.00	0.75	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.91	0.50	0.00	**0.92**	0.25	0.85	0.00	0.00	**0.85**	**0.96**

Bikes

	Northbound										Eastbound					Westbound					
	Driveway										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
Time	Left 9.1		Right 9.2	U-Turn 9.3	App Total					App Total		Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8		U-Turn 9.9	App Total	Int Total
0915 - 0930	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0930 - 0945	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0945 - 1000	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1000 - 1015	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound										Eastbound					Westbound					
	Driveway										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
Time	Left 9.1		Right 9.2	U-Turn 9.3	App Total					App Total		Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8		U-Turn 9.9	App Total	Int Total
0915 - 0930	1	-	1	0	2	-	-	-	-	0	-	156	0	0	156	0	85	-	0	85	243
0930 - 0945	0	-	1	0	1	-	-	-	-	0	-	148	1	0	149	0	90	-	0	90	240
0945 - 1000	0	-	0	0	0	-	-	-	-	0	-	144	0	0	144	0	110	-	0	110	254
1000 - 1015	0	-	1	0	1	-	-	-	-	0	-	119	1	0	120	1	118	-	0	119	240
Total	1	0	3	0	4	0	0	0	0	0	0	567	2	0	569	1	403	0	0	404	977
Approach %	25.00	0.00	75.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	99.65	0.35	0.00	-	0.25	99.75	0.00	0.00	-	
PHF	0.25	0.00	0.75	0.00	**0.50**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.91	0.50	0.00	**0.91**	0.25	0.85	0.00	0.00	**0.85**	**0.96**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Driveway										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
Time	Left 9.1		Right 9.2	U-Turn 9.3	App Total					App Total		Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8		U-Turn 9.9	App Total	Int Total
0915 - 0930	0	-	0	0	0	-	-	-	-	0	-	8	0	0	8	0	4	-	0	4	12
0930 - 0945	0	-	0	0	0	-	-	-	-	0	-	7	0	0	7	0	3	-	0	3	10
0945 - 1000	0	-	0	0	0	-	-	-	-	0	-	9	0	0	9	0	4	-	0	4	13
1000 - 1015	0	-	0	0	0	-	-	-	-	0	-	8	0	0	8	0	5	-	0	5	13
Total	0	0	0	0	0	0	0	0	0	0	0	32	0	0	32	0	16	0	0	16	48
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.89	0.00	0.00	**0.89**	0.00	0.80	0.00	0.00	**0.80**	**0.92**

Combination Trucks (8-13)

	Northbound										Eastbound					Westbound					
	Driveway										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
Time	Left 9.1		Right 9.2	U-Turn 9.3	App Total					App Total		Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8		U-Turn 9.9	App Total	Int Total
0915 - 0930	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	0	-	0	0	1
0930 - 0945	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	0	-	0	0	1
0945 - 1000	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1000 - 1015	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Pedestrians

	Northbound										Eastbound					Westbound					
	Driveway										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
Time	EB 9a	WB 9b			App Total					App Total	NB 9e	SB 9f			App Total	NB 9g	SB 9h			App Total	Int Total
0915 - 0930	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0930 - 0945	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0945 - 1000	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1000 - 1015	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

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Peak Hour Turning Movement Count

Kiawah Island, SC

Marr Traffic DATA COLLECTION

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Driveway										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
Time	Left 9.1		Right 9.2	U-Turn 9.3	App Total					App Total		Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8		U-Turn 9.9	App Total	Int Total
1530 - 1545	0	-	1	0	1	-	-	-	-	0	-	92	0	0	92	3	170	-	0	173	266
1545 - 1600	0	-	2	0	2	-	-	-	-	0	-	92	1	0	93	1	182	-	0	183	278
1600 - 1615	2	-	5	0	7	-	-	-	-	0	-	97	1	0	98	2	157	-	0	159	264
1615 - 1630	3	-	0	0	3	-	-	-	-	0	-	105	2	0	107	0	171	-	0	171	281
Total	5	0	8	0	13	0	0	0	0	0	0	386	4	0	390	6	680	0	0	686	1089
Approach %	38.46	0.00	61.54	0.00	-	0.00	0.00	0.00	0.00	-	0.00	98.97	1.03	0.00	-	0.87	99.13	0.00	0.00	-	
PHF	0.42	0.00	0.40	0.00	**0.46**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.92	0.50	0.00	**0.91**	0.50	0.93	0.00	0.00	**0.94**	**0.97**

Bikes

	Northbound										Eastbound					Westbound					
	Driveway										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
Time	Left 9.1		Right 9.2	U-Turn 9.3	App Total					App Total		Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8		U-Turn 9.9	App Total	Int Total
1530 - 1545	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1545 - 1600	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1600 - 1615	0	-	2	0	2	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	2
1615 - 1630	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Approach %	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

	Northbound										Eastbound					Westbound					
	Driveway										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
Time	Left 9.1		Right 9.2	U-Turn 9.3	App Total					App Total		Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8		U-Turn 9.9	App Total	Int Total
1530 - 1545	0	-	1	0	1	-	-	-	-	0	-	90	0	0	90	3	159	-	0	162	253
1545 - 1600	0	-	2	0	2	-	-	-	-	0	-	88	1	0	89	1	175	-	0	176	267
1600 - 1615	2	-	3	0	5	-	-	-	-	0	-	92	1	0	93	2	150	-	0	152	250
1615 - 1630	3	-	0	0	3	-	-	-	-	0	-	103	2	0	105	0	165	-	0	165	273
Total	5	0	6	0	11	0	0	0	0	0	0	373	4	0	377	6	649	0	0	655	1043
Approach %	45.45	0.00	54.55	0.00	-	0.00	0.00	0.00	0.00	-	0.00	98.94	1.06	0.00	-	0.92	99.08	0.00	0.00	-	
PHF	0.42	0.00	0.50	0.00	**0.55**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.91	0.50	0.00	**0.90**	0.50	0.93	0.00	0.00	**0.93**	**0.96**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Driveway										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
Time	Left 9.1		Right 9.2	U-Turn 9.3	App Total					App Total		Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8		U-Turn 9.9	App Total	Int Total
1530 - 1545	0	-	0	0	0	-	-	-	-	0	-	2	0	0	2	0	5	-	0	5	7
1545 - 1600	0	-	0	0	0	-	-	-	-	0	-	3	0	0	3	0	5	-	0	5	8
1600 - 1615	0	-	0	0	0	-	-	-	-	0	-	4	0	0	4	0	5	-	0	5	9
1615 - 1630	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	6	-	0	6	7
Total	0	0	0	0	0	0	0	0	0	0	0	10	0	0	10	0	21	0	0	21	31
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.63	0.00	0.00	**0.63**	0.00	0.88	0.00	0.00	**0.88**	**0.86**

Combination Trucks (8-13)

	Northbound										Eastbound					Westbound					
	Driveway										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
Time	Left 9.1		Right 9.2	U-Turn 9.3	App Total					App Total		Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8		U-Turn 9.9	App Total	Int Total
1530 - 1545	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	6	-	0	6	6
1545 - 1600	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	2	-	0	2	3
1600 - 1615	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	2	-	0	2	3
1615 - 1630	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	10	0	0	10	13
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.75	0.00	0.00	**0.75**	0.00	0.42	0.00	0.00	**0.42**	**0.54**

Pedestrians

	Northbound										Eastbound					Westbound					
	Driveway										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
Time	EB 9a	WB 9b			App Total					App Total	NB 9e	SB 9f			App Total	NB 9g	SB 9h			App Total	Int Total
1530 - 1545	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1545 - 1600	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1600 - 1615	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1615 - 1630	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

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Kiawah Island, SC

Site 9 of 12
Driveway

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

Date
23 September 2021

Lat/Long
32.597714°, -80.129559°

Weather
Fair
70°F

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

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
0900 - 0915	0	1	0	1	164	3	0	167	0	67	0	67	235
0915 - 0930	1	1	0	2	165	0	0	165	0	89	0	89	256
0930 - 0945	0	1	0	1	156	1	0	157	0	93	0	93	251
0945 - 1000	0	0	0	0	153	0	0	153	0	114	0	114	267
Hourly Total	1	3	0	**4**	638	4	0	**642**	0	363	0	**363**	**1009**
1000 - 1015	0	1	0	1	128	1	0	129	1	123	0	124	254
1015 - 1030	0	0	0	0	139	1	0	140	0	110	0	110	250
1030 - 1045	0	0	0	0	104	0	0	104	0	114	1	115	219
1045 - 1100	1	0	0	1	126	0	0	126	2	113	0	115	242
Hourly Total	1	1	0	**2**	497	2	0	**499**	3	460	1	**464**	**965**
Grand Total	2	4	0	**6**	1135	6	0	**1141**	3	823	1	**827**	**1974**
Approach %	33.33	66.67	0.00	-	99.47	0.53	0.00	-	0.36	99.52	0.12	-	
Intersection %	0.10	0.20	0.00	0.30	57.50	0.30	0.00	57.80	0.15	41.69	0.05	41.89	
PHF	0.25	0.75	0.00	**0.50**	0.91	0.50	0.00	**0.92**	0.25	0.85	0.00	**0.85**	**0.96**

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

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
1500 - 1515	0	0	0	0	90	0	0	90	1	154	0	155	245
1515 - 1530	2	0	0	2	123	1	0	124	0	141	0	141	267
1530 - 1545	0	1	0	1	92	0	0	92	3	170	0	173	266
1545 - 1600	0	2	0	2	92	1	0	93	1	182	0	183	278
Hourly Total	2	3	0	**5**	397	2	0	**399**	5	647	0	**652**	**1056**
1600 - 1615	2	5	0	7	97	1	0	98	2	157	0	159	264
1615 - 1630	3	0	0	3	105	2	0	107	0	171	0	171	281
1630 - 1645	3	2	0	5	81	0	0	81	0	166	0	166	252
1645 - 1700	0	1	0	1	84	1	0	85	0	155	1	156	242
Hourly Total	8	8	0	**16**	367	4	0	**371**	2	649	1	**652**	**1039**
Grand Total	10	11	0	**21**	764	6	0	**770**	7	1296	1	**1304**	**2095**
Approach %	47.62	52.38	0.00	-	99.22	0.78	0.00	-	0.54	99.39	0.08	-	
Intersection %	0.48	0.53	0.00	1.00	36.47	0.29	0.00	36.75	0.33	61.86	0.05	62.24	
PHF	0.42	0.40	0.00	**0.46**	0.92	0.50	0.00	**0.91**	0.50	0.93	0.00	**0.94**	**0.97**

Classified Turn Movement Count || Bikes

Kiawah Island, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 9 of 12
Driveway

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

Date
23 September 2021

Lat/Long
32.597714°, -80.129559°

Weather
Fair
70°F

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

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	2	0	2	0	0	0	0	0	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	1	0	1	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	0	**3**	0	0	0	**0**	0	0	0	**0**	**3**
Grand Total	0	3	0	**3**	0	0	0	**0**	0	0	0	**0**	**3**
Approach %	0.00	100.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	100.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Kiawah Island, SC

Site 9 of 12
Driveway

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

Date
23 September 2021

Lat/Long
32.597714°, -80.129559°

Weather
Fair
70°F

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

Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
0900 - 0915	0	1	0	1	157	3	0	160	0	62	0	62	223
0915 - 0930	1	1	0	2	156	0	0	156	0	85	0	85	243
0930 - 0945	0	1	0	1	148	1	0	149	0	90	0	90	240
0945 - 1000	0	0	0	0	144	0	0	144	0	110	0	110	254
Hourly Total	1	3	0	**4**	605	4	0	**609**	0	347	0	**347**	**960**
1000 - 1015	0	1	0	1	119	1	0	120	1	118	0	119	240
1015 - 1030	0	0	0	0	129	1	0	130	0	101	0	101	231
1030 - 1045	0	0	0	0	93	0	0	93	0	106	1	107	200
1045 - 1100	1	0	0	1	116	0	0	116	2	106	0	108	225
Hourly Total	1	1	0	**2**	457	2	0	**459**	3	431	1	**435**	**896**
Grand Total	2	4	0	**6**	1062	6	0	**1068**	3	778	1	**782**	**1856**
Approach %	33.33	66.67	0.00	-	99.44	0.56	0.00	-	0.38	99.49	0.13	-	
Intersection %	0.11	0.22	0.00	0.32	57.22	0.32	0.00	57.54	0.16	41.92	0.05	42.13	

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

Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
1500 - 1515	0	0	0	0	86	0	0	86	1	146	0	147	233
1515 - 1530	2	0	0	2	119	1	0	120	0	132	0	132	254
1530 - 1545	0	1	0	1	90	0	0	90	3	159	0	162	253
1545 - 1600	0	2	0	2	88	1	0	89	1	175	0	176	267
Hourly Total	2	3	0	**5**	383	2	0	**385**	5	612	0	**617**	**1007**
1600 - 1615	2	3	0	5	92	1	0	93	2	150	0	152	250
1615 - 1630	3	0	0	3	103	2	0	105	0	165	0	165	273
1630 - 1645	3	1	0	4	80	0	0	80	0	154	0	154	238
1645 - 1700	0	0	0	0	83	0	0	83	0	153	1	154	237
Hourly Total	8	4	0	**12**	358	3	0	**361**	2	622	1	**625**	**998**
Grand Total	10	7	0	**17**	741	5	0	**746**	7	1234	1	**1242**	**2005**
Approach %	58.82	41.18	0.00	-	99.33	0.67	0.00	-	0.56	99.36	0.08	-	
Intersection %	0.50	0.35	0.00	0.85	36.96	0.25	0.00	37.21	0.35	61.55	0.05	61.95	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 9 of 12
Driveway

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

Date
23 September 2021

Lat/Long
32.597714°, -80.129559°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
0900 - 0915	0	0	0	0	6	0	0	6	0	5	0	5	11
0915 - 0930	0	0	0	0	8	0	0	8	0	4	0	4	12
0930 - 0945	0	0	0	0	7	0	0	7	0	3	0	3	10
0945 - 1000	0	0	0	0	9	0	0	9	0	4	0	4	13
Hourly Total	0	0	0	**0**	30	0	0	**30**	0	16	0	**16**	**46**
1000 - 1015	0	0	0	0	8	0	0	8	0	5	0	5	13
1015 - 1030	0	0	0	0	10	0	0	10	0	9	0	9	19
1030 - 1045	0	0	0	0	10	0	0	10	0	7	0	7	17
1045 - 1100	0	0	0	0	8	0	0	8	0	7	0	7	15
Hourly Total	0	0	0	**0**	36	0	0	**36**	0	28	0	**28**	**64**
Grand Total	0	0	0	**0**	66	0	0	**66**	0	44	0	**44**	**110**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	60.00	0.00	0.00	60.00	0.00	40.00	0.00	40.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
1500 - 1515	0	0	0	0	3	0	0	3	0	6	0	6	9
1515 - 1530	0	0	0	0	3	0	0	3	0	7	0	7	10
1530 - 1545	0	0	0	0	2	0	0	2	0	5	0	5	7
1545 - 1600	0	0	0	0	3	0	0	3	0	5	0	5	8
Hourly Total	0	0	0	**0**	11	0	0	**11**	0	23	0	**23**	**34**
1600 - 1615	0	0	0	0	4	0	0	4	0	5	0	5	9
1615 - 1630	0	0	0	0	1	0	0	1	0	6	0	6	7
1630 - 1645	0	0	0	0	1	0	0	1	0	8	0	8	9
1645 - 1700	0	1	0	1	1	1	0	2	0	2	0	2	5
Hourly Total	0	1	0	**1**	7	1	0	**8**	0	21	0	**21**	**30**
Grand Total	0	1	0	**1**	18	1	0	**19**	0	44	0	**44**	**64**
Approach %	0.00	100.00	0.00	-	94.74	5.26	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	1.56	0.00	1.56	28.13	1.56	0.00	29.69	0.00	68.75	0.00	68.75	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 9 of 12
Driveway

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.597714°, -80.129559°

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
0900 - 0915	0	0	0	0	1	0	0	1	0	0	0	0	1
0915 - 0930	0	0	0	0	1	0	0	1	0	0	0	0	1
0930 - 0945	0	0	0	0	1	0	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	**3**
1000 - 1015	0	0	0	0	1	0	0	1	0	0	0	0	1
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	1	0	0	1	0	1	0	1	2
1045 - 1100	0	0	0	0	2	0	0	2	0	0	0	0	2
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	1	0	**1**	**5**
Grand Total	0	0	0	**0**	7	0	0	**7**	0	1	0	**1**	**8**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	87.50	0.00	0.00	87.50	0.00	12.50	0.00	12.50	

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
1500 - 1515	0	0	0	0	1	0	0	1	0	2	0	2	3
1515 - 1530	0	0	0	0	1	0	0	1	0	2	0	2	3
1530 - 1545	0	0	0	0	0	0	0	0	0	6	0	6	6
1545 - 1600	0	0	0	0	1	0	0	1	0	2	0	2	3
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	12	0	**12**	**15**
1600 - 1615	0	0	0	0	1	0	0	1	0	2	0	2	3
1615 - 1630	0	0	0	0	1	0	0	1	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	4	0	4	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	6	0	**6**	**8**
Grand Total	0	0	0	**0**	5	0	0	**5**	0	18	0	**18**	**23**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	21.74	0.00	0.00	21.74	0.00	78.26	0.00	78.26	

Pedestrian Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Kiawah Island, SC

Site 9 of 12
Driveway

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

Date
23 September 2021

Lat/Long
32.597714°, -80.129559°

Weather
Fair
70°F

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

	Northbound			Eastbound			Westbound			
	Driveway			Kiawah Island Pkwy (West)			Kiawah Island Pkwy (East)			
TIME	EB 9a	WB 9b	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
0900 - 0915	0	1	1	0	0	0	0	0	0	1
0915 - 0930	0	4	4	0	0	0	0	0	0	4
0930 - 0945	1	4	5	0	0	0	0	0	0	5
0945 - 1000	3	3	6	0	0	0	0	0	0	6
Hourly Total	4	12	**16**	0	0	**0**	0	0	**0**	**16**
1000 - 1015	0	6	6	0	0	0	0	0	0	6
1015 - 1030	0	2	2	0	0	0	0	0	0	2
1030 - 1045	11	8	19	0	0	0	0	0	0	19
1045 - 1100	2	7	9	0	0	0	0	0	0	9
Hourly Total	13	23	**36**	0	0	**0**	0	0	**0**	**36**
Grand Total	17	35	**52**	0	0	**0**	0	0	**0**	**52**
Approach %	32.69	67.31	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	32.69	67.31	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

	Northbound			Eastbound			Westbound			
	Driveway			Kiawah Island Pkwy (West)			Kiawah Island Pkwy (East)			
TIME	EB 9a	WB 9b	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
1500 - 1515	2	2	4	0	0	0	0	0	0	4
1515 - 1530	3	2	5	0	0	0	0	0	0	5
1530 - 1545	0	3	3	0	0	0	0	0	0	3
1545 - 1600	1	1	2	0	0	0	0	0	0	2
Hourly Total	6	8	**14**	0	0	**0**	0	0	**0**	**14**
1600 - 1615	0	1	1	0	0	0	0	0	0	1
1615 - 1630	0	6	6	0	0	0	0	0	0	6
1630 - 1645	4	3	7	0	0	0	0	0	0	7
1645 - 1700	5	3	8	0	0	0	0	0	0	8
Hourly Total	9	13	**22**	0	0	**0**	0	0	**0**	**22**
Grand Total	15	21	**36**	0	0	**0**	0	0	**0**	**36**
Approach %	41.67	58.33	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	41.67	58.33	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 9/23/2021	Driveway Northbound			Southbound			Kiawah Island Pkwy (West) Eastbound			Kiawah Island Pkwy (East) Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM - 09:15 AM	0	0	1	0	0	0	0	164	3	0	67	0	236
09:15 AM - 09:30 AM	1	0	1	0	0	0	0	165	0	0	89	0	260
09:30 AM - 09:45 AM	0	0	1	0	0	0	0	156	1	0	93	0	256
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	153	0	0	114	0	273
10:00 AM - 10:15 AM	0	0	1	0	0	0	0	128	1	1	123	0	260
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	139	1	0	110	0	252
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	104	0	0	114	0	238
10:45 AM - 11:00 AM	1	0	0	0	0	0	0	126	0	2	113	0	251
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	90	0	1	154	0	249
03:15 PM - 03:30 PM	2	0	0	0	0	0	0	123	1	0	141	0	272
03:30 PM - 03:45 PM	0	0	1	0	0	0	0	92	0	3	170	0	269
03:45 PM - 04:00 PM	0	0	2	0	0	0	0	92	1	1	182	0	280
04:00 PM - 04:15 PM	2	0	5	0	0	0	0	97	1	2	157	0	265
04:15 PM - 04:30 PM	3	0	0	0	0	0	0	105	2	0	171	0	287
04:30 PM - 04:45 PM	3	0	2	0	0	0	0	81	0	0	166	0	259
04:45 PM - 05:00 PM	0	0	1	0	0	0	0	84	1	0	155	0	250
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Click here for Map

Peak Hour Turning Movement Count

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

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

Bikes

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

Passenger Vehicles (1-3)

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

Single Unit Trucks (4-7)

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

Combination Trucks (8-13)

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

Pedestrians

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

Click here for Map

Peak Hour Turning Movement Count

Kiawah Island, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

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

Bikes

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

Passenger Vehicles (1-3)

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

Single Unit Trucks (4-7)

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

Combination Trucks (8-13)

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

Pedestrians

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

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Kiawah Island, SC

Site 10 of 12
Driveway

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

Date
23 September 2021

Lat/Long
32.596803°, -80.128051°

Weather
Fair
70°F

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

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
0900 - 0915	0	0	0	0	166	0	0	166	0	67	0	67	233
0915 - 0930	0	0	0	0	163	0	0	163	0	87	0	87	250
0930 - 0945	0	0	0	0	158	0	0	158	0	93	0	93	251
0945 - 1000	1	0	0	1	153	1	0	154	0	114	0	114	269
Hourly Total	1	0	0	**1**	640	1	0	**641**	0	361	0	**361**	**1003**
1000 - 1015	1	0	0	1	128	1	0	129	1	124	0	125	255
1015 - 1030	4	2	0	6	138	1	0	139	1	104	0	105	250
1030 - 1045	0	1	0	1	102	2	0	104	0	116	2	118	223
1045 - 1100	2	1	0	3	127	0	0	127	1	114	0	115	245
Hourly Total	7	4	0	**11**	495	4	0	**499**	3	458	2	**463**	**973**
Grand Total	8	4	0	**12**	1135	5	0	**1140**	3	819	2	**824**	**1976**
Approach %	66.67	33.33	0.00	-	99.56	0.44	0.00	-	0.36	99.39	0.24	-	
Intersection %	0.40	0.20	0.00	0.61	57.44	0.25	0.00	57.69	0.15	41.45	0.10	41.70	
PHF	0.38	0.25	0.00	**0.33**	0.91	0.75	0.00	**0.92**	0.50	0.88	0.00	**0.87**	**0.95**

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

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
1500 - 1515	0	0	0	0	91	0	0	91	0	156	0	156	247
1515 - 1530	0	1	0	1	118	0	0	118	0	140	2	142	261
1530 - 1545	0	0	0	0	97	0	0	97	0	174	0	174	271
1545 - 1600	1	0	0	1	87	0	0	87	0	181	0	181	269
Hourly Total	1	1	0	**2**	393	0	0	**393**	0	651	2	**653**	**1048**
1600 - 1615	1	0	0	1	98	1	0	99	0	158	0	158	258
1615 - 1630	0	1	0	1	107	2	0	109	0	172	0	172	282
1630 - 1645	0	0	0	0	83	0	0	83	0	165	0	165	248
1645 - 1700	0	0	0	0	89	0	0	89	0	156	0	156	245
Hourly Total	1	1	0	**2**	377	3	0	**380**	0	651	0	**651**	**1033**
Grand Total	2	2	0	**4**	770	3	0	**773**	0	1302	2	**1304**	**2081**
Approach %	50.00	50.00	0.00	-	99.61	0.39	0.00	-	0.00	99.85	0.15	-	
Intersection %	0.10	0.10	0.00	0.19	37.00	0.14	0.00	37.15	0.00	62.57	0.10	62.66	
PHF	0.50	0.25	0.00	**0.75**	0.91	0.38	0.00	**0.90**	0.00	0.95	0.00	**0.95**	**0.96**

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 10 of 12
Driveway

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

Date
23 September 2021

Lat/Long
32.596803°, -80.128051°

Weather
Fair
70°F

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

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Kiawah Island, SC

Site 10 of 12
Driveway

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

Date
23 September 2021

Lat/Long
32.596803°, -80.128051°

Weather
Fair
70°F

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

Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
0900 - 0915	0	0	0	0	159	0	0	159	0	62	0	62	221
0915 - 0930	0	0	0	0	153	0	0	153	0	83	0	83	236
0930 - 0945	0	0	0	0	151	0	0	151	0	90	0	90	241
0945 - 1000	1	0	0	1	144	1	0	145	0	110	0	110	256
Hourly Total	1	0	0	**1**	607	1	0	**608**	0	345	0	**345**	**954**
1000 - 1015	1	0	0	1	119	1	0	120	1	119	0	120	241
1015 - 1030	4	2	0	6	125	1	0	126	1	97	0	98	230
1030 - 1045	0	0	0	0	94	1	0	95	0	108	2	110	205
1045 - 1100	2	1	0	3	118	0	0	118	1	105	0	106	227
Hourly Total	7	3	0	**10**	456	3	0	**459**	3	429	2	**434**	**903**
Grand Total	8	3	0	**11**	1063	4	0	**1067**	3	774	2	**779**	**1857**
Approach %	72.73	27.27	0.00	-	99.63	0.37	0.00	-	0.39	99.36	0.26	-	
Intersection %	0.43	0.16	0.00	0.59	57.24	0.22	0.00	57.46	0.16	41.68	0.11	41.95	

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

Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
1500 - 1515	0	0	0	0	86	0	0	86	0	147	0	147	233
1515 - 1530	0	1	0	1	115	0	0	115	0	132	2	134	250
1530 - 1545	0	0	0	0	94	0	0	94	0	163	0	163	257
1545 - 1600	1	0	0	1	84	0	0	84	0	174	0	174	259
Hourly Total	1	1	0	**2**	379	0	0	**379**	0	616	2	**618**	**999**
1600 - 1615	1	0	0	1	93	1	0	94	0	151	0	151	246
1615 - 1630	0	1	0	1	105	2	0	107	0	166	0	166	274
1630 - 1645	0	0	0	0	82	0	0	82	0	153	0	153	235
1645 - 1700	0	0	0	0	87	0	0	87	0	154	0	154	241
Hourly Total	1	1	0	**2**	367	3	0	**370**	0	624	0	**624**	**996**
Grand Total	2	2	0	**4**	746	3	0	**749**	0	1240	2	**1242**	**1995**
Approach %	50.00	50.00	0.00	-	99.60	0.40	0.00	-	0.00	99.84	0.16	-	
Intersection %	0.10	0.10	0.00	0.20	37.39	0.15	0.00	37.54	0.00	62.16	0.10	62.26	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 10 of 12
Driveway

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

Date
23 September 2021

Lat/Long
32.596803°, -80.128051°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
0900 - 0915	0	0	0	0	6	0	0	6	0	5	0	5	11
0915 - 0930	0	0	0	0	9	0	0	9	0	4	0	4	13
0930 - 0945	0	0	0	0	6	0	0	6	0	3	0	3	9
0945 - 1000	0	0	0	0	9	0	0	9	0	4	0	4	13
Hourly Total	0	0	0	**0**	30	0	0	**30**	0	16	0	**16**	**46**
1000 - 1015	0	0	0	0	8	0	0	8	0	5	0	5	13
1015 - 1030	0	0	0	0	11	0	0	11	0	7	0	7	18
1030 - 1045	0	1	0	1	8	1	0	9	0	7	0	7	17
1045 - 1100	0	0	0	0	8	0	0	8	0	9	0	9	17
Hourly Total	0	1	0	**1**	35	1	0	**36**	0	28	0	**28**	**65**
Grand Total	0	1	0	**1**	65	1	0	**66**	0	44	0	**44**	**111**
Approach %	0.00	100.00	0.00	-	98.48	1.52	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.90	0.00	0.90	58.56	0.90	0.00	59.46	0.00	39.64	0.00	39.64	

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
1500 - 1515	0	0	0	0	4	0	0	4	0	7	0	7	11
1515 - 1530	0	0	0	0	2	0	0	2	0	6	0	6	8
1530 - 1545	0	0	0	0	2	0	0	2	0	5	0	5	7
1545 - 1600	0	0	0	0	3	0	0	3	0	5	0	5	8
Hourly Total	0	0	0	**0**	11	0	0	**11**	0	23	0	**23**	**34**
1600 - 1615	0	0	0	0	4	0	0	4	0	5	0	5	9
1615 - 1630	0	0	0	0	1	0	0	1	0	6	0	6	7
1630 - 1645	0	0	0	0	1	0	0	1	0	8	0	8	9
1645 - 1700	0	0	0	0	2	0	0	2	0	2	0	2	4
Hourly Total	0	0	0	**0**	8	0	0	**8**	0	21	0	**21**	**29**
Grand Total	0	0	0	**0**	19	0	0	**19**	0	44	0	**44**	**63**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	30.16	0.00	0.00	30.16	0.00	69.84	0.00	69.84	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 10 of 12
Driveway

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

Date
23 September 2021

Lat/Long
32.596803°, -80.128051°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
0900 - 0915	0	0	0	0	1	0	0	1	0	0	0	0	1
0915 - 0930	0	0	0	0	1	0	0	1	0	0	0	0	1
0930 - 0945	0	0	0	0	1	0	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	**3**
1000 - 1015	0	0	0	0	1	0	0	1	0	0	0	0	1
1015 - 1030	0	0	0	0	2	0	0	2	0	0	0	0	2
1030 - 1045	0	0	0	0	0	0	0	0	0	1	0	1	1
1045 - 1100	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	1	0	**1**	**5**
Grand Total	0	0	0	**0**	7	0	0	**7**	0	1	0	**1**	**8**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	87.50	0.00	0.00	87.50	0.00	12.50	0.00	12.50	

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Driveway				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Thru 10.4	Right 10.5	U-Turn 10.6	App Total	Left 10.7	Thru 10.8	U-Turn 10.9	App Total	Int Total
1500 - 1515	0	0	0	0	1	0	0	1	0	2	0	2	3
1515 - 1530	0	0	0	0	1	0	0	1	0	2	0	2	3
1530 - 1545	0	0	0	0	1	0	0	1	0	6	0	6	7
1545 - 1600	0	0	0	0	0	0	0	0	0	2	0	2	2
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	12	0	**12**	**15**
1600 - 1615	0	0	0	0	1	0	0	1	0	2	0	2	3
1615 - 1630	0	0	0	0	1	0	0	1	0	0	0	0	1
1630 - 1645	0	0	0	0	0	0	0	0	0	4	0	4	4
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	6	0	**6**	**8**
Grand Total	0	0	0	**0**	5	0	0	**5**	0	18	0	**18**	**23**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	21.74	0.00	0.00	21.74	0.00	78.26	0.00	78.26	

Pedestrian Count || All vehicles

Marr Traffic DATA COLLECTION

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Kiawah Island, SC

Site 10 of 12
Driveway

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

Date
23 September 2021

Lat/Long
32.596803°, -80.128051°

Weather
Fair
70°F

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

Pedestrians

	Northbound			Eastbound			Westbound			
	Driveway			Kiawah Island Pkwy (West)			Kiawah Island Pkwy (East)			
TIME	EB 10a	WB 10b	App Total	NB 10e	SB 10f	App Total	NB 10g	SB 10h	App Total	Int Total
0900 - 0915	0	1	1	0	0	0	0	0	0	1
0915 - 0930	0	1	1	0	0	0	0	0	0	1
0930 - 0945	0	4	4	0	0	0	0	0	0	4
0945 - 1000	0	4	4	0	0	0	0	0	0	4
Hourly Total	0	10	**10**	0	0	**0**	0	0	**0**	**10**
1000 - 1015	0	5	5	0	0	0	0	0	0	5
1015 - 1030	0	2	2	0	0	0	0	0	0	2
1030 - 1045	3	10	13	0	0	0	0	0	0	13
1045 - 1100	2	4	6	0	0	0	0	0	0	6
Hourly Total	5	21	**26**	0	0	**0**	0	0	**0**	**26**
Grand Total	5	31	**36**	0	0	**0**	0	0	**0**	**36**
Approach %	13.89	86.11	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	13.89	86.11	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Pedestrians

	Northbound			Eastbound			Westbound			
	Driveway			Kiawah Island Pkwy (West)			Kiawah Island Pkwy (East)			
TIME	EB 10a	WB 10b	App Total	NB 10e	SB 10f	App Total	NB 10g	SB 10h	App Total	Int Total
1500 - 1515	0	2	2	0	0	0	0	0	0	2
1515 - 1530	0	1	1	0	0	0	0	0	0	1
1530 - 1545	0	3	3	0	0	0	0	0	0	3
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	6	**6**	0	0	**0**	0	0	**0**	**6**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	5	5	0	0	0	0	0	0	5
1630 - 1645	2	1	3	0	0	0	0	0	0	3
1645 - 1700	5	1	6	0	0	0	0	0	0	6
Hourly Total	7	7	**14**	0	0	**0**	0	0	**0**	**14**
Grand Total	7	13	**20**	0	0	**0**	0	0	**0**	**20**
Approach %	35.00	65.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	35.00	65.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 9/23/2021	Driveway Northbound			Southbound			Kiawah Island Pkwy (West) Eastbound			Kiawah Island Pkwy (East) Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	166	0	0	67	0	234
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	163	0	0	87	0	251
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	158	0	0	93	0	255
09:45 AM - 10:00 AM	1	0	0	0	0	0	0	153	1	0	114	0	273
10:00 AM - 10:15 AM	1	0	0	0	0	0	0	128	1	1	124	0	260
10:15 AM - 10:30 AM	4	0	2	0	0	0	0	138	1	1	104	0	252
10:30 AM - 10:45 AM	0	0	1	0	0	0	0	102	2	0	116	0	236
10:45 AM - 11:00 AM	2	0	1	0	0	0	0	127	0	1	114	0	251
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	91	0	0	156	0	249
03:15 PM - 03:30 PM	0	0	1	0	0	0	0	118	0	0	140	0	262
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	97	0	0	174	0	274
03:45 PM - 04:00 PM	1	0	0	0	0	0	0	87	0	0	181	0	269
04:00 PM - 04:15 PM	1	0	0	0	0	0	0	98	1	0	158	0	258
04:15 PM - 04:30 PM	0	0	1	0	0	0	0	107	2	0	172	0	287
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	83	0	0	165	0	251
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	89	0	0	156	0	251
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Kiawah Island, SC

Click here for Map

Marr Traffic DATA COLLECTION

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Beachwalker Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	11.1		11.2	11.3	Total					Total		11.4	11.5	11.6	Total	11.7	11.8		11.9	Total	Total
0915 - 0930	7	-	18	0	25	-	-	-	-	0	-	138	24	0	162	7	81	-	0	88	275
0930 - 0945	6	-	20	0	26	-	-	-	-	0	-	120	31	2	153	16	90	-	2	108	287
0945 - 1000	13	-	29	0	42	-	-	-	-	0	-	127	32	0	159	7	103	-	1	111	312
1000 - 1015	12	-	28	0	40	-	-	-	-	0	-	92	33	0	125	10	107	-	0	117	282
Total	38	0	95	0	133	0	0	0	0	0	0	477	120	2	599	40	381	0	3	424	1156
Approach %	28.57	0.00	71.43	0.00	-	0.00	0.00	0.00	0.00	-	0.00	79.63	20.03	0.33	-	9.43	89.86	0.00	0.71	-	
PHF	0.73	0.00	0.82	0.00	**0.79**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.86	0.91	0.25	**0.92**	0.63	0.89	0.00	0.38	**0.91**	**0.93**

Bikes

	Northbound										Eastbound					Westbound					
	Beachwalker Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	11.1		11.2	11.3	Total					Total		11.4	11.5	11.6	Total	11.7	11.8		11.9	Total	Total
0915 - 0930	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0930 - 0945	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0945 - 1000	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1000 - 1015	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound										Eastbound					Westbound					
	Beachwalker Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	11.1		11.2	11.3	Total					Total		11.4	11.5	11.6	Total	11.7	11.8		11.9	Total	Total
0915 - 0930	7	-	17	0	24	-	-	-	-	0	-	132	23	0	155	7	79	-	0	86	265
0930 - 0945	6	-	19	0	25	-	-	-	-	0	-	115	31	2	148	15	89	-	2	106	279
0945 - 1000	12	-	28	0	40	-	-	-	-	0	-	116	30	0	146	7	99	-	1	107	293
1000 - 1015	12	-	27	0	39	-	-	-	-	0	-	87	32	0	119	9	102	-	0	111	269
Total	37	0	91	0	128	0	0	0	0	0	0	450	116	2	568	38	369	0	3	410	1106
Approach %	28.91	0.00	71.09	0.00	-	0.00	0.00	0.00	0.00	-	0.00	79.23	20.42	0.35	-	9.27	90.00	0.00	0.73	-	
PHF	0.77	0.00	0.81	0.00	**0.80**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.85	0.91	0.25	**0.92**	0.63	0.90	0.00	0.38	**0.92**	**0.94**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Beachwalker Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	11.1		11.2	11.3	Total					Total		11.4	11.5	11.6	Total	11.7	11.8		11.9	Total	Total
0915 - 0930	0	-	1	0	1	-	-	-	-	0	-	6	1	0	7	0	2	-	0	2	10
0930 - 0945	0	-	1	0	1	-	-	-	-	0	-	5	0	0	5	1	1	-	0	2	8
0945 - 1000	1	-	1	0	2	-	-	-	-	0	-	10	2	0	12	0	4	-	0	4	18
1000 - 1015	0	-	1	0	1	-	-	-	-	0	-	5	1	0	6	1	5	-	0	6	13
Total	1	0	4	0	5	0	0	0	0	0	0	26	4	0	30	2	12	0	0	14	49
Approach %	20.00	0.00	80.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	86.67	13.33	0.00	-	14.29	85.71	0.00	0.00	-	
PHF	0.25	0.00	1.00	0.00	**0.63**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.65	0.50	0.00	**0.63**	0.50	0.60	0.00	0.00	**0.58**	**0.68**

Combination Trucks (8-13)

	Northbound										Eastbound					Westbound					
	Beachwalker Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	11.1		11.2	11.3	Total					Total		11.4	11.5	11.6	Total	11.7	11.8		11.9	Total	Total
0915 - 0930	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0930 - 0945	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
0945 - 1000	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	0	-	0	0	1
1000 - 1015	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Pedestrians

	Northbound										Eastbound					Westbound					
	Beachwalker Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	EB	WB			App					App	NB	SB			App	NB	SB			App	Int
Time	11a	11b			Total					Total	11e	11f			Total	11g	11h			Total	Total
0915 - 0930	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0930 - 0945	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
0945 - 1000	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1000 - 1015	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Click here for Map

Peak Hour Turning Movement Count

Kiawah Island, SC

Marr Traffic DATA COLLECTION

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

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound										Eastbound					Westbound					
	Beachwalker Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	11.1		11.2	11.3	Total					Total		11.4	11.5	11.6	Total	11.7	11.8		11.9	Total	Total
1530 - 1545	34	-	16	0	50	-	-	-	-	0	-	92	11	0	103	24	132	-	1	157	310
1545 - 1600	29	-	8	0	37	-	-	-	-	0	-	74	15	0	89	12	150	-	5	167	293
1600 - 1615	33	-	20	0	53	-	-	-	-	0	-	84	12	0	96	14	134	-	1	149	298
1615 - 1630	28	-	9	0	37	-	-	-	-	0	-	85	14	0	99	13	144	-	0	157	293
Total	124	0	53	0	177	0	0	0	0	0	0	335	52	0	387	63	560	0	7	630	1194
Approach %	70.06	0.00	29.94	0.00	-	0.00	0.00	0.00	0.00	-	0.00	86.56	13.44	0.00	-	10.00	88.89	0.00	1.11	-	
PHF	0.91	0.00	0.66	0.00	**0.83**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.91	0.87	0.00	**0.94**	0.66	0.93	0.00	0.35	**0.94**	**0.96**

Bikes

	Northbound										Eastbound					Westbound					
	Beachwalker Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	11.1		11.2	11.3	Total					Total		11.4	11.5	11.6	Total	11.7	11.8		11.9	Total	Total
1530 - 1545	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1545 - 1600	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1600 - 1615	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
1615 - 1630	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Passenger Vehicles (1-3)

	Northbound										Eastbound					Westbound					
	Beachwalker Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	11.1		11.2	11.3	Total					Total		11.4	11.5	11.6	Total	11.7	11.8		11.9	Total	Total
1530 - 1545	32	-	16	0	48	-	-	-	-	0	-	90	10	0	100	23	123	-	1	147	295
1545 - 1600	29	-	8	0	37	-	-	-	-	0	-	72	14	0	86	10	142	-	2	154	277
1600 - 1615	33	-	18	0	51	-	-	-	-	0	-	79	10	0	89	14	127	-	1	142	282
1615 - 1630	28	-	8	0	36	-	-	-	-	0	-	85	13	0	98	13	137	-	0	150	284
Total	122	0	50	0	172	0	0	0	0	0	0	326	47	0	373	60	529	0	4	593	1138
Approach %	70.93	0.00	29.07	0.00	-	0.00	0.00	0.00	0.00	-	0.00	87.40	12.60	0.00	-	10.12	89.21	0.00	0.67	-	
PHF	0.92	0.00	0.69	0.00	**0.84**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.91	0.84	0.00	**0.93**	0.65	0.93	0.00	0.50	**0.96**	**0.96**

Single Unit Trucks (4-7)

	Northbound										Eastbound					Westbound					
	Beachwalker Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	11.1		11.2	11.3	Total					Total		11.4	11.5	11.6	Total	11.7	11.8		11.9	Total	Total
1530 - 1545	2	-	0	0	2	-	-	-	-	0	-	2	1	0	3	1	4	-	0	5	10
1545 - 1600	0	-	0	0	0	-	-	-	-	0	-	1	1	0	2	1	5	-	2	8	10
1600 - 1615	0	-	2	0	2	-	-	-	-	0	-	4	2	0	6	0	5	-	0	5	13
1615 - 1630	0	-	1	0	1	-	-	-	-	0	-	0	0	0	0	0	7	-	0	7	8
Total	2	0	3	0	5	0	0	0	0	0	0	7	4	0	11	2	21	0	2	25	41
Approach %	40.00	0.00	60.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	63.64	36.36	0.00	-	8.00	84.00	0.00	8.00	-	
PHF	0.25	0.00	0.38	0.00	**0.63**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.44	0.50	0.00	**0.46**	0.50	0.75	0.00	0.25	**0.78**	**0.79**

Combination Trucks (8-13)

	Northbound										Eastbound					Westbound					
	Beachwalker Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App					App		Thru	Right	U-Turn	App	Left	Thru		U-Turn	App	Int
Time	11.1		11.2	11.3	Total					Total		11.4	11.5	11.6	Total	11.7	11.8		11.9	Total	Total
1530 - 1545	0	-	0	0	0	-	-	-	-	0	-	0	0	0	0	0	5	-	0	5	5
1545 - 1600	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	1	3	-	1	5	6
1600 - 1615	0	-	0	0	0	-	-	-	-	0	-	1	0	0	1	0	2	-	0	2	3
1615 - 1630	0	-	0	0	0	-	-	-	-	0	-	0	1	0	1	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	2	1	0	3	1	10	0	1	12	15
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	-	8.33	83.33	0.00	8.33	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.25	0.00	**0.75**	0.25	0.50	0.00	0.25	**0.60**	**0.63**

Pedestrians

	Northbound										Eastbound					Westbound					
	Beachwalker Dr										Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	EB	WB			App					App	NB	SB			App	NB	SB			App	Int
Time	11a	11b			Total					Total	11e	11f			Total	11g	11h			Total	Total
1530 - 1545	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1545 - 1600	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1600 - 1615	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1615 - 1630	0	0	-	-	0	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 11 of 12
Beachwalker Dr

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.596304°, -80.126977°

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

	Northbound				Eastbound				Westbound				
	Beachwalker Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
0900 - 0915	10	18	0	28	146	22	0	168	4	54	0	58	254
0915 - 0930	7	18	0	25	138	24	0	162	7	81	0	88	275
0930 - 0945	6	20	0	26	120	31	2	153	16	90	2	108	287
0945 - 1000	13	29	0	42	127	32	0	159	7	103	1	111	312
Hourly Total	36	85	0	**121**	531	109	2	**642**	34	328	3	**365**	**1128**
1000 - 1015	12	28	0	40	92	33	0	125	10	107	0	117	282
1015 - 1030	8	16	0	24	111	25	1	137	11	96	2	109	270
1030 - 1045	15	20	0	35	92	20	0	112	10	105	1	116	263
1045 - 1100	11	14	0	25	105	20	0	125	22	103	1	126	276
Hourly Total	46	78	0	**124**	400	98	1	**499**	53	411	4	**468**	**1091**
Grand Total	82	163	0	**245**	931	207	3	**1141**	87	739	7	**833**	**2219**
Approach %	33.47	66.53	0.00	-	81.60	18.14	0.26	-	10.44	88.72	0.84	-	
Intersection %	3.70	7.35	0.00	11.04	41.96	9.33	0.14	51.42	3.92	33.30	0.32	37.54	
PHF	0.73	0.82	0.00	**0.79**	0.86	0.91	0.25	**0.92**	0.63	0.89	0.38	**0.91**	**0.93**

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

	Northbound				Eastbound				Westbound				
	Beachwalker Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
1500 - 1515	15	12	0	27	77	12	1	90	10	133	0	143	260
1515 - 1530	20	8	0	28	106	13	0	119	11	127	1	139	286
1530 - 1545	34	16	0	50	92	11	0	103	24	132	1	157	310
1545 - 1600	29	8	0	37	74	15	0	89	12	150	5	167	293
Hourly Total	98	44	0	**142**	349	51	1	**401**	57	542	7	**606**	**1149**
1600 - 1615	33	20	0	53	84	12	0	96	14	134	1	149	298
1615 - 1630	28	9	0	37	85	14	0	99	13	144	0	157	293
1630 - 1645	22	8	0	30	81	10	0	91	13	146	0	159	280
1645 - 1700	25	6	0	31	76	11	0	87	18	131	1	150	268
Hourly Total	108	43	0	**151**	326	47	0	**373**	58	555	2	**615**	**1139**
Grand Total	206	87	0	**293**	675	98	1	**774**	115	1097	9	**1221**	**2288**
Approach %	70.31	29.69	0.00	-	87.21	12.66	0.13	-	9.42	89.84	0.74	-	
Intersection %	9.00	3.80	0.00	12.81	29.50	4.28	0.04	33.83	5.03	47.95	0.39	53.37	
PHF	0.91	0.66	0.00	**0.83**	0.91	0.87	0.00	**0.94**	0.66	0.93	0.35	**0.94**	**0.96**

Classified Turn Movement Count || Bikes

Kiawah Island, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 11 of 12
Beachwalker Dr

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.596304°, -80.126977°

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

	Northbound				Eastbound				Westbound				
	Beachwalker Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

	Northbound				Eastbound				Westbound				
	Beachwalker Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

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Kiawah Island, SC

Site 11 of 12
Beachwalker Dr

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.596304°, -80.126977°

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

Passenger Vehicles (1-3)

	Northbound					Eastbound					Westbound					
	Beachwalker Dr					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App	Thru	Right	U-Turn	App		Left	Thru	U-Turn	App	Int	
TIME	11.1		11.2	11.3	Total	11.4	11.5	11.6	Total		11.7	11.8	11.9	Total	Total	
0900 - 0915	9		16	0	25	138	22	0	160		4	47	0	51	236	
0915 - 0930	7		17	0	24	132	23	0	155		7	79	0	86	265	
0930 - 0945	6		19	0	25	115	31	2	148		15	89	2	106	279	
0945 - 1000	12		28	0	40	116	30	0	146		7	99	1	107	293	
Hourly Total	34		80	0	**114**	501	106	2	**609**		33	314	3	**350**	**1073**	
1000 - 1015	12		27	0	39	87	32	0	119		9	102	0	111	269	
1015 - 1030	8		15	0	23	100	23	1	124		11	92	2	105	252	
1030 - 1045	15		17	0	32	85	19	0	104		9	94	1	104	240	
1045 - 1100	11		12	0	23	93	19	0	112		21	94	1	116	251	
Hourly Total	46		71	0	**117**	365	93	1	**459**		50	382	4	**436**	**1012**	
Grand Total	80		151	0	**231**	866	199	3	**1068**		83	696	7	**786**	**2085**	
Approach %	34.63		65.37	0.00	-	81.09	18.63	0.28	-		10.56	88.55	0.89	-		
Intersection %	3.84		7.24	0.00	11.08	41.53	9.54	0.14	51.22		3.98	33.38	0.34	37.70		

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

Passenger Vehicles (1-3)

	Northbound					Eastbound					Westbound					
	Beachwalker Dr					Kiawah Island Pkwy (West)					Kiawah Island Pkwy (East)					
	Left		Right	U-Turn	App	Thru	Right	U-Turn	App		Left	Thru	U-Turn	App	Int	
TIME	11.1		11.2	11.3	Total	11.4	11.5	11.6	Total		11.7	11.8	11.9	Total	Total	
1500 - 1515	15		11	0	26	73	11	1	85		10	122	0	132	243	
1515 - 1530	19		8	0	27	103	13	0	116		9	123	1	133	276	
1530 - 1545	32		16	0	48	90	10	0	100		23	123	1	147	295	
1545 - 1600	29		8	0	37	72	14	0	86		10	142	2	154	277	
Hourly Total	95		43	0	**138**	338	48	1	**387**		52	510	4	**566**	**1091**	
1600 - 1615	33		18	0	51	79	10	0	89		14	127	1	142	282	
1615 - 1630	28		8	0	36	85	13	0	98		13	137	0	150	284	
1630 - 1645	20		7	0	27	80	10	0	90		13	139	0	152	269	
1645 - 1700	25		6	0	31	76	10	0	86		18	127	1	146	263	
Hourly Total	106		39	0	**145**	320	43	0	**363**		58	530	2	**590**	**1098**	
Grand Total	201		82	0	**283**	658	91	1	**750**		110	1040	6	**1156**	**2189**	
Approach %	71.02		28.98	0.00	-	87.73	12.13	0.13	-		9.52	89.97	0.52	-		
Intersection %	9.18		3.75	0.00	12.93	30.06	4.16	0.05	34.26		5.03	47.51	0.27	52.81		

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

Marr Traffic DATA COLLECTION

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Kiawah Island, SC

Site 11 of 12
Beachwalker Dr

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

Date
23 September 2021

Lat/Long
32.596304°, -80.126977°

Weather
Fair
70°F

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

Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Beachwalker Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
0900 - 0915	1	1	0	2	6	0	0	6	0	7	0	7	15
0915 - 0930	0	1	0	1	6	1	0	7	0	2	0	2	10
0930 - 0945	0	1	0	1	5	0	0	5	1	1	0	2	8
0945 - 1000	1	1	0	2	10	2	0	12	0	4	0	4	18
Hourly Total	2	4	0	**6**	27	3	0	**30**	1	14	0	**15**	**51**
1000 - 1015	0	1	0	1	5	1	0	6	1	5	0	6	13
1015 - 1030	0	1	0	1	9	2	0	11	0	4	0	4	16
1030 - 1045	0	2	0	2	6	1	0	7	0	10	0	10	19
1045 - 1100	0	2	0	2	11	1	0	12	0	9	0	9	23
Hourly Total	0	6	0	**6**	31	5	0	**36**	1	28	0	**29**	**71**
Grand Total	2	10	0	**12**	58	8	0	**66**	2	42	0	**44**	**122**
Approach %	16.67	83.33	0.00	-	87.88	12.12	0.00	-	4.55	95.45	0.00	-	
Intersection %	1.64	8.20	0.00	9.84	47.54	6.56	0.00	54.10	1.64	34.43	0.00	36.07	

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

Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Beachwalker Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
1500 - 1515	0	1	0	1	3	1	0	4	0	9	0	9	14
1515 - 1530	1	0	0	1	2	0	0	2	2	2	0	4	7
1530 - 1545	2	0	0	2	2	1	0	3	1	4	0	5	10
1545 - 1600	0	0	0	0	1	1	0	2	1	5	2	8	10
Hourly Total	3	1	0	**4**	8	3	0	**11**	4	20	2	**26**	**41**
1600 - 1615	0	2	0	2	4	2	0	6	0	5	0	5	13
1615 - 1630	0	1	0	1	0	0	0	0	0	7	0	7	8
1630 - 1645	2	0	0	2	1	0	0	1	0	3	0	3	6
1645 - 1700	0	0	0	0	0	1	0	1	0	4	0	4	5
Hourly Total	2	3	0	**5**	5	3	0	**8**	0	19	0	**19**	**32**
Grand Total	5	4	0	**9**	13	6	0	**19**	4	39	2	**45**	**73**
Approach %	55.56	44.44	0.00	-	68.42	31.58	0.00	-	8.89	86.67	4.44	-	
Intersection %	6.85	5.48	0.00	12.33	17.81	8.22	0.00	26.03	5.48	53.42	2.74	61.64	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Kiawah Island, SC

Site 11 of 12
Beachwalker Dr

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

Date
23 September 2021

Lat/Long
32.596304°, -80.126977°

Weather
Fair
70°F

0900 - 1100 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Beachwalker Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
0900 - 0915	0	1	0	1	2	0	0	2	0	0	0	0	3
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	1	0	**1**	3	0	0	**3**	0	0	0	**0**	**4**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	2	0	0	2	0	0	0	0	2
1030 - 1045	0	1	0	1	1	0	0	1	1	1	0	2	4
1045 - 1100	0	0	0	0	1	0	0	1	1	0	0	1	2
Hourly Total	0	1	0	**1**	4	0	0	**4**	2	1	0	**3**	**8**
Grand Total	0	2	0	**2**	7	0	0	**7**	2	1	0	**3**	**12**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	66.67	33.33	0.00	-	
Intersection %	0.00	16.67	0.00	16.67	58.33	0.00	0.00	58.33	16.67	8.33	0.00	25.00	

1500 - 1700 (Weekday 2h Session) (09-23-2021)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Beachwalker Dr				Kiawah Island Pkwy (West)				Kiawah Island Pkwy (East)				
TIME	Left 11.1	Right 11.2	U-Turn 11.3	App Total	Thru 11.4	Right 11.5	U-Turn 11.6	App Total	Left 11.7	Thru 11.8	U-Turn 11.9	App Total	Int Total
1500 - 1515	0	0	0	0	1	0	0	1	0	2	0	2	3
1515 - 1530	0	0	0	0	1	0	0	1	0	2	0	2	3
1530 - 1545	0	0	0	0	0	0	0	0	0	5	0	5	5
1545 - 1600	0	0	0	0	1	0	0	1	1	3	1	5	6
Hourly Total	0	0	0	**0**	3	0	0	**3**	1	12	1	**14**	**17**
1600 - 1615	0	0	0	0	1	0	0	1	0	2	0	2	3
1615 - 1630	0	0	0	0	0	1	0	1	0	0	0	0	1
1630 - 1645	0	1	0	1	0	0	0	0	0	4	0	4	5
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	**1**	1	1	0	**2**	0	6	0	**6**	**9**
Grand Total	0	1	0	**1**	4	1	0	**5**	1	18	1	**20**	**26**
Approach %	0.00	100.00	0.00	-	80.00	20.00	0.00	-	5.00	90.00	5.00	-	
Intersection %	0.00	3.85	0.00	3.85	15.38	3.85	0.00	19.23	3.85	69.23	3.85	76.92	

Pedestrian Count || All vehicles

Marr Traffic DATA COLLECTION

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Kiawah Island, SC

Site 11 of 12
Beachwalker Dr

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

Date
23 September 2021

Lat/Long
32.596304°, -80.126977°

Weather
Fair
70°F

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

Pedestrians

	Northbound			Eastbound			Westbound			
	Beachwalker Dr			Kiawah Island Pkwy (West)			Kiawah Island Pkwy (East)			
TIME	EB 11a	WB 11b	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	2	2	0	0	0	2
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	2	**2**	0	0	**0**	**2**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	1	0	1	0	0	0	1
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	**1**
Grand Total	0	0	**0**	1	2	**3**	0	0	**0**	**3**
Approach %	0.00	0.00	-	33.33	66.67	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	33.33	66.67	100.00	0.00	0.00	0.00	

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

Pedestrians

	Northbound			Eastbound			Westbound			
	Beachwalker Dr			Kiawah Island Pkwy (West)			Kiawah Island Pkwy (East)			
TIME	EB 11a	WB 11b	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 9/23/2021	Beachwalker Dr Northbound			Southbound			Kiawah Island Pkwy (West) Eastbound			Kiawah Island Pkwy (East) Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM - 09:15 AM	10	0	18	0	0	0	0	146	22	4	54	0	254
09:15 AM - 09:30 AM	7	0	18	0	0	0	0	138	24	7	81	0	275
09:30 AM - 09:45 AM	6	0	20	0	0	0	0	120	31	16	90	0	289
09:45 AM - 10:00 AM	13	0	29	0	0	0	0	127	32	7	103	0	312
10:00 AM - 10:15 AM	12	0	28	0	0	0	0	92	33	10	107	0	282
10:15 AM - 10:30 AM	8	0	16	0	0	0	0	111	25	11	96	0	270
10:30 AM - 10:45 AM	15	0	20	0	0	0	0	92	20	10	105	0	264
10:45 AM - 11:00 AM	11	0	14	0	0	0	0	105	20	22	103	0	276
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	15	0	12	0	0	0	0	77	12	10	133	0	260
03:15 PM - 03:30 PM	20	0	8	0	0	0	0	106	13	11	127	0	286
03:30 PM - 03:45 PM	34	0	16	0	0	0	0	92	11	24	132	0	310
03:45 PM - 04:00 PM	29	0	8	0	0	0	0	74	15	12	150	0	293
04:00 PM - 04:15 PM	33	0	20	0	0	0	0	84	12	14	134	0	298
04:15 PM - 04:30 PM	28	0	9	0	0	0	0	85	14	13	144	0	293
04:30 PM - 04:45 PM	22	0	8	0	0	0	0	81	10	13	146	0	280
04:45 PM - 05:00 PM	25	0	6	0	0	0	0	76	11	18	131	0	268
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

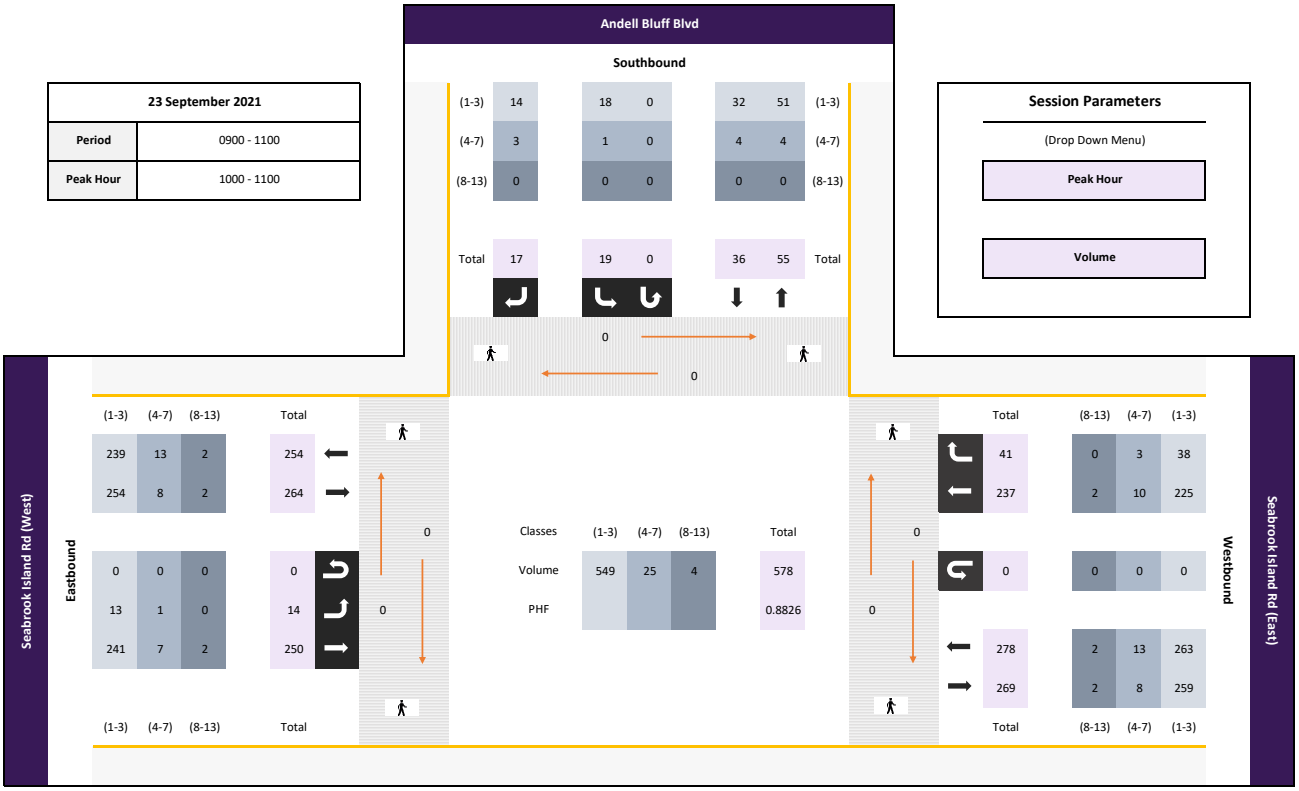
Kiawah Island, SC

Click here for Map

Marr Traffic DATA COLLECTION

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



All vehicles

						Southbound					Eastbound					Westbound					
						Andell Bluff Blvd					Seabrook Island Rd (West)					Seabrook Island Rd (East)					
					App	Left		Right	U-Turn	App	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Int
Time					Total	12.1		12.2	12.3	Total	12.4	12.5		12.6	Total		12.7	12.8	12.9	Total	Total
1000 - 1015	-	-	-	-	0	5	-	5	0	10	2	56	-	0	58	-	64	8	0	72	140
1015 - 1030	-	-	-	-	0	4	-	8	0	12	4	69	-	0	73	-	65	14	0	79	164
1030 - 1045	-	-	-	-	0	5	-	2	0	7	7	49	-	0	56	-	44	12	0	56	119
1045 - 1100	-	-	-	-	0	5	-	3	0	8	1	76	-	0	77	-	64	7	0	71	156
Total	0	0	0	0	0	19	0	18	0	37	14	250	0	0	264	0	237	41	0	278	579
Approach %	0.00	0.00	0.00	0.00	-	51.35	0.00	48.65	0.00	-	5.30	94.70	0.00	0.00	-	0.00	85.25	14.75	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.95	0.00	0.56	0.00	**0.77**	0.50	0.82	0.00	0.00	**0.86**	0.00	0.91	0.73	0.00	**0.88**	**0.88**

Bikes

						Southbound					Eastbound					Westbound					
						Andell Bluff Blvd					Seabrook Island Rd (West)					Seabrook Island Rd (East)					
					App	Left		Right	U-Turn	App	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Int
Time					Total	12.1		12.2	12.3	Total	12.4	12.5		12.6	Total		12.7	12.8	12.9	Total	Total
1000 - 1015	-	-	-	-	0	0	-	1	0	1	0	0	-	0	0	-	0	0	0	0	1
1015 - 1030	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1030 - 1045	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1045 - 1100	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
Total	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	**0.25**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Passenger Vehicles (1-3)

						Southbound					Eastbound					Westbound					
						Andell Bluff Blvd					Seabrook Island Rd (West)					Seabrook Island Rd (East)					
					App	Left		Right	U-Turn	App	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Int
Time					Total	12.1		12.2	12.3	Total	12.4	12.5		12.6	Total		12.7	12.8	12.9	Total	Total
1000 - 1015	-	-	-	-	0	5	-	4	0	9	1	54	-	0	55	-	61	8	0	69	133
1015 - 1030	-	-	-	-	0	4	-	6	0	10	4	66	-	0	70	-	62	12	0	74	154
1030 - 1045	-	-	-	-	0	4	-	2	0	6	7	47	-	0	54	-	42	11	0	53	113
1045 - 1100	-	-	-	-	0	5	-	2	0	7	1	74	-	0	75	-	60	7	0	67	149
Total	0	0	0	0	0	18	0	14	0	32	13	241	0	0	254	0	225	38	0	263	549
Approach %	0.00	0.00	0.00	0.00	-	56.25	0.00	43.75	0.00	-	5.12	94.88	0.00	0.00	-	0.00	85.55	14.45	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.90	0.00	0.58	0.00	**0.80**	0.46	0.81	0.00	0.00	**0.85**	0.00	0.91	0.79	0.00	**0.89**	**0.89**

Single Unit Trucks (4-7)

						Southbound					Eastbound					Westbound					
						Andell Bluff Blvd					Seabrook Island Rd (West)					Seabrook Island Rd (East)					
					App	Left		Right	U-Turn	App	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Int
Time					Total	12.1		12.2	12.3	Total	12.4	12.5		12.6	Total		12.7	12.8	12.9	Total	Total
1000 - 1015	-	-	-	-	0	0	-	0	0	0	1	2	-	0	3	-	3	0	0	3	6
1015 - 1030	-	-	-	-	0	0	-	2	0	2	0	2	-	0	2	-	3	2	0	5	9
1030 - 1045	-	-	-	-	0	1	-	0	0	1	0	2	-	0	2	-	2	1	0	3	6
1045 - 1100	-	-	-	-	0	0	-	1	0	1	0	1	-	0	1	-	2	0	0	2	4
Total	0	0	0	0	0	1	0	3	0	4	1	7	0	0	8	0	10	3	0	13	25
Approach %	0.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	-	12.50	87.50	0.00	0.00	-	0.00	76.92	23.08	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.38	0.00	**0.50**	0.25	0.88	0.00	0.00	**0.67**	0.00	0.83	0.38	0.00	**0.65**	**0.69**

Combination Trucks (8-13)

						Southbound					Eastbound					Westbound					
						Andell Bluff Blvd					Seabrook Island Rd (West)					Seabrook Island Rd (East)					
					App	Left		Right	U-Turn	App	Left	Thru		U-Turn	App		Thru	Right	U-Turn	App	Int
Time					Total	12.1		12.2	12.3	Total	12.4	12.5		12.6	Total		12.7	12.8	12.9	Total	Total
1000 - 1015	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1015 - 1030	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	0	0	0	0	1
1030 - 1045	-	-	-	-	0	0	-	0	0	0	0	0	-	0	0	-	0	0	0	0	0
1045 - 1100	-	-	-	-	0	0	-	0	0	0	0	1	-	0	1	-	2	0	0	2	3
Total	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	4
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	**0.50**	0.00	0.25	0.00	0.00	**0.25**	**0.33**

Pedestrians

						Southbound					Eastbound					Westbound					
						Andell Bluff Blvd					Seabrook Island Rd (West)					Seabrook Island Rd (East)					
					App	EB	WB			App	NB	SB			App	NB	SB			App	Int
Time					Total	12c	12d			Total	12e	12f			Total	12g	12h			Total	Total
1000 - 1015	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1015 - 1030	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1030 - 1045	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
1045 - 1100	-	-	-	-	0	0	0	-	-	0	0	0	-	-	0	0	0	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	**0.00**	**0.00**

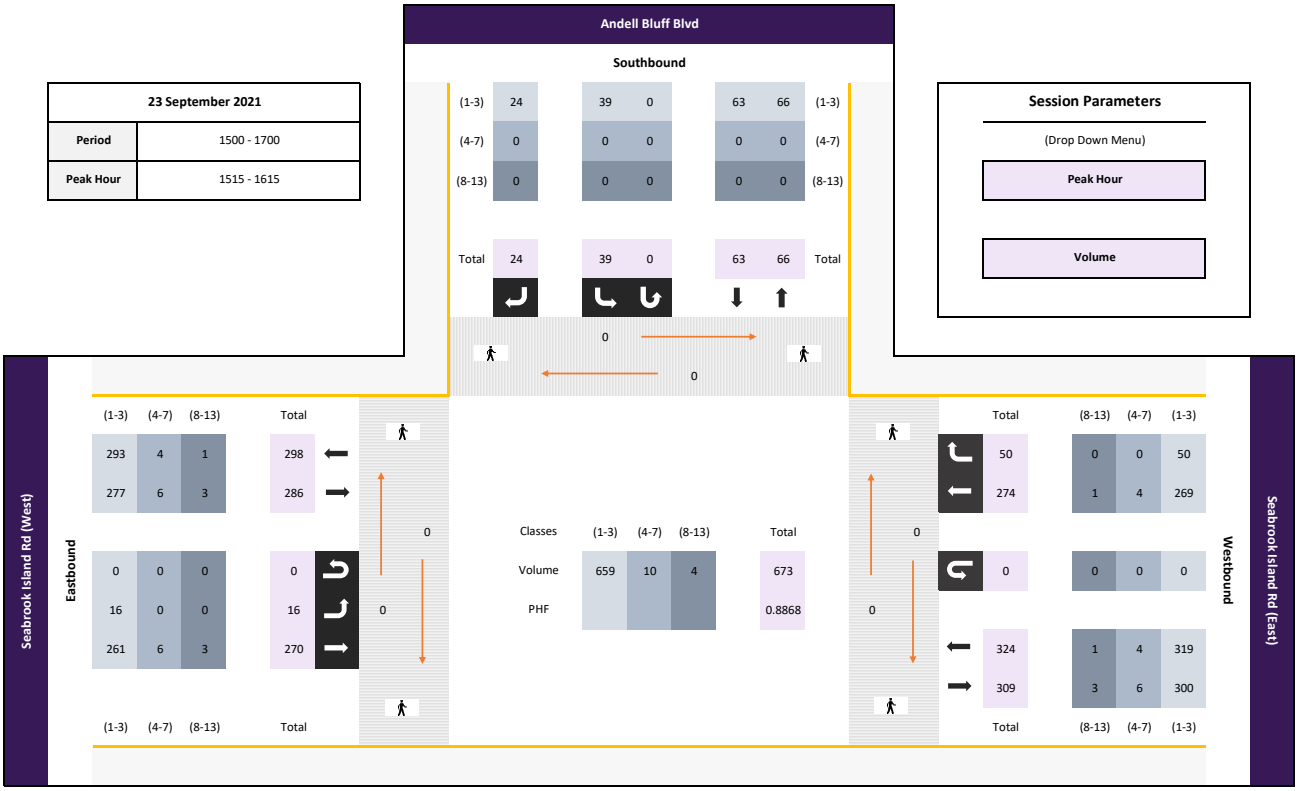
Click here for Map

Peak Hour Turning Movement Count

Kiawah Island, SC

Marr Traffic DATA COLLECTION

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All vehicles

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

Bikes

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

Passenger Vehicles (1-3)

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

Single Unit Trucks (4-7)

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

Combination Trucks (8-13)

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

Pedestrians

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

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Kiawah Island, SC

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Site 12 of 12

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.604112°, -80.155435°

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

All vehicles

	Southbound				Eastbound				Westbound				
	Andell Bluff Blvd				Seabrook Island Rd (West)				Seabrook Island Rd (East)				
TIME	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
0900 - 0915	5	2	0	7	1	59	0	60	64	5	0	69	136
0915 - 0930	3	3	0	6	5	57	0	62	61	8	0	69	137
0930 - 0945	3	4	0	7	1	61	0	62	47	14	0	61	130
0945 - 1000	5	1	0	6	4	65	0	69	56	8	0	64	139
Hourly Total	16	10	0	**26**	11	242	0	**253**	228	35	0	**263**	**542**
1000 - 1015	5	5	0	10	2	56	0	58	64	8	0	72	140
1015 - 1030	4	8	0	12	4	69	0	73	65	14	0	79	164
1030 - 1045	5	2	0	7	7	49	0	56	44	12	0	56	119
1045 - 1100	5	3	0	8	1	76	0	77	64	7	0	71	156
Hourly Total	19	18	0	**37**	14	250	0	**264**	237	41	0	**278**	**579**
Grand Total	35	28	0	**63**	25	492	0	**517**	465	76	0	**541**	**1121**
Approach %	55.56	44.44	0.00	-	4.84	95.16	0.00	-	85.95	14.05	0.00	-	
Intersection %	3.12	2.50	0.00	5.62	2.23	43.89	0.00	46.12	41.48	6.78	0.00	48.26	
PHF	0.95	0.56	0.00	**0.77**	0.50	0.82	0.00	**0.86**	0.91	0.73	0.00	**0.88**	**0.88**

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

All vehicles

	Southbound				Eastbound				Westbound				
	Andell Bluff Blvd				Seabrook Island Rd (West)				Seabrook Island Rd (East)				
TIME	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
1500 - 1515	12	3	0	15	6	70	0	76	71	8	0	79	170
1515 - 1530	9	6	0	15	4	70	0	74	66	14	0	80	169
1530 - 1545	9	5	0	14	3	66	0	69	66	13	0	79	162
1545 - 1600	11	5	0	16	5	62	0	67	60	10	0	70	153
Hourly Total	41	19	0	**60**	18	268	0	**286**	263	45	0	**308**	**654**
1600 - 1615	11	8	0	19	4	72	0	76	82	13	0	95	190
1615 - 1630	11	4	0	15	8	47	0	55	64	6	0	70	140
1630 - 1645	10	2	0	12	3	73	0	76	62	11	0	73	161
1645 - 1700	13	5	0	18	6	54	0	60	62	12	0	74	152
Hourly Total	45	19	0	**64**	21	246	0	**267**	270	42	0	**312**	**643**
Grand Total	86	38	0	**124**	39	514	0	**553**	533	87	0	**620**	**1297**
Approach %	69.35	30.65	0.00	-	7.05	92.95	0.00	-	85.97	14.03	0.00	-	
Intersection %	6.63	2.93	0.00	9.56	3.01	39.63	0.00	42.64	41.09	6.71	0.00	47.80	
PHF	0.91	0.75	0.00	**0.84**	0.80	0.94	0.00	**0.94**	0.84	0.89	0.00	**0.85**	**0.89**

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Kiawah Island, SC

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Site 12 of 12

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.604112°, -80.155435°

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

Bikes

TIME	Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	1	0	1	2	0	0	2	0	0	0	0	3
0930 - 0945	0	1	0	1	0	0	0	0	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	**2**	2	0	0	**2**	0	0	0	**0**	**4**
1000 - 1015	0	1	0	1	0	0	0	0	0	0	0	0	1
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
Grand Total	0	3	0	**3**	2	0	0	**2**	0	0	0	**0**	**5**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	60.00	0.00	60.00	40.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	

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

Bikes

TIME	Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
1500 - 1515	0	1	0	1	0	0	0	0	0	0	0	0	1
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
1600 - 1615	1	0	0	1	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	2	0	0	2	0	0	0	0	2
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	1	0	0	1	0	0	0	0	0	1	0	1	2
Hourly Total	2	0	0	**2**	2	0	0	**2**	0	1	0	**1**	**5**
Grand Total	2	1	0	**3**	2	0	0	**2**	0	1	0	**1**	**6**
Approach %	66.67	33.33	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	33.33	16.67	0.00	50.00	33.33	0.00	0.00	33.33	0.00	16.67	0.00	16.67	

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

Kiawah Island, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 12 of 12

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.604112°, -80.155435°

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

Passenger Vehicles (1-3)

TIME	Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
0900 - 0915	5	2	0	7	1	57	0	58	60	4	0	64	129
0915 - 0930	2	2	0	4	3	56	0	59	57	7	0	64	127
0930 - 0945	3	3	0	6	1	60	0	61	45	13	0	58	125
0945 - 1000	5	0	0	5	4	63	0	67	53	8	0	61	133
Hourly Total	15	7	0	**22**	9	236	0	**245**	215	32	0	**247**	**514**
1000 - 1015	5	4	0	9	1	54	0	55	61	8	0	69	133
1015 - 1030	4	6	0	10	4	66	0	70	62	12	0	74	154
1030 - 1045	4	2	0	6	7	47	0	54	42	11	0	53	113
1045 - 1100	5	2	0	7	1	74	0	75	60	7	0	67	149
Hourly Total	18	14	0	**32**	13	241	0	**254**	225	38	0	**263**	**549**
Grand Total	33	21	0	**54**	22	477	0	**499**	440	70	0	**510**	**1063**
Approach %	61.11	38.89	0.00	-	4.41	95.59	0.00	-	86.27	13.73	0.00	-	
Intersection %	3.10	1.98	0.00	5.08	2.07	44.87	0.00	46.94	41.39	6.59	0.00	47.98	

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

Passenger Vehicles (1-3)

TIME	Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
1500 - 1515	12	2	0	14	6	66	0	72	69	8	0	77	163
1515 - 1530	9	6	0	15	4	66	0	70	64	14	0	78	163
1530 - 1545	9	5	0	14	3	64	0	67	66	13	0	79	160
1545 - 1600	11	5	0	16	5	60	0	65	58	10	0	68	149
Hourly Total	41	18	0	**59**	18	256	0	**274**	257	45	0	**302**	**635**
1600 - 1615	10	8	0	18	4	71	0	75	81	13	0	94	187
1615 - 1630	10	4	0	14	6	45	0	51	63	6	0	69	134
1630 - 1645	10	2	0	12	3	70	0	73	62	11	0	73	158
1645 - 1700	12	5	0	17	6	52	0	58	61	11	0	72	147
Hourly Total	42	19	0	**61**	19	238	0	**257**	267	41	0	**308**	**626**
Grand Total	83	37	0	**120**	37	494	0	**531**	524	86	0	**610**	**1261**
Approach %	69.17	30.83	0.00	-	6.97	93.03	0.00	-	85.90	14.10	0.00	-	
Intersection %	6.58	2.93	0.00	9.52	2.93	39.18	0.00	42.11	41.55	6.82	0.00	48.37	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 12 of 12

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

Date
23 September 2021

Weather
Fair
70°F

Lat/Long
32.604112°, -80.155435°

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

Single Unit Trucks (4-7)

TIME	Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
0900 - 0915	0	0	0	0	0	2	0	2	3	1	0	4	6
0915 - 0930	1	0	0	1	0	1	0	1	3	1	0	4	6
0930 - 0945	0	0	0	0	0	0	0	0	2	1	0	3	3
0945 - 1000	0	1	0	1	0	2	0	2	3	0	0	3	6
Hourly Total	1	1	0	**2**	0	5	0	**5**	11	3	0	**14**	**21**
1000 - 1015	0	0	0	0	1	2	0	3	3	0	0	3	6
1015 - 1030	0	2	0	2	0	2	0	2	3	2	0	5	9
1030 - 1045	1	0	0	1	0	2	0	2	2	1	0	3	6
1045 - 1100	0	1	0	1	0	1	0	1	2	0	0	2	4
Hourly Total	1	3	0	**4**	1	7	0	**8**	10	3	0	**13**	**25**
Grand Total	2	4	0	**6**	1	12	0	**13**	21	6	0	**27**	**46**
Approach %	33.33	66.67	0.00	-	7.69	92.31	0.00	-	77.78	22.22	0.00	-	
Intersection %	4.35	8.70	0.00	13.04	2.17	26.09	0.00	28.26	45.65	13.04	0.00	58.70	

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

Single Unit Trucks (4-7)

TIME	Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
1500 - 1515	0	0	0	0	0	4	0	4	2	0	0	2	6
1515 - 1530	0	0	0	0	0	3	0	3	2	0	0	2	5
1530 - 1545	0	0	0	0	0	1	0	1	0	0	0	0	1
1545 - 1600	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	0	0	0	**0**	0	9	0	**9**	5	0	0	**5**	**14**
1600 - 1615	0	0	0	0	0	1	0	1	1	0	0	1	2
1615 - 1630	1	0	0	1	0	2	0	2	1	0	0	1	4
1630 - 1645	0	0	0	0	0	2	0	2	0	0	0	0	2
1645 - 1700	0	0	0	0	0	2	0	2	1	0	0	1	3
Hourly Total	1	0	0	**1**	0	7	0	**7**	3	0	0	**3**	**11**
Grand Total	1	0	0	**1**	0	16	0	**16**	8	0	0	**8**	**25**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	4.00	0.00	0.00	4.00	0.00	64.00	0.00	64.00	32.00	0.00	0.00	32.00	

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

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 12 of 12

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

Date
23 September 2021

Lat/Long
32.604112°, -80.155435°

Weather
Fair
70°F

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

Combination Trucks (8-13)

TIME	Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	1	0	0	1	1
0915 - 0930	0	0	0	0	0	0	0	0	1	0	0	1	1
0930 - 0945	0	0	0	0	0	1	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	1	0	**1**	2	0	0	**2**	**3**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	1	0	1	0	0	0	0	1
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	1	0	1	2	0	0	2	3
Hourly Total	0	0	0	**0**	0	2	0	**2**	2	0	0	**2**	**4**
Grand Total	0	0	0	**0**	0	3	0	**3**	4	0	0	**4**	**7**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	42.86	0.00	42.86	57.14	0.00	0.00	57.14	

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

Combination Trucks (8-13)

TIME	Southbound Andell Bluff Blvd				Eastbound Seabrook Island Rd (West)				Westbound Seabrook Island Rd (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	1	0	1	0	0	0	0	1
1530 - 1545	0	0	0	0	0	1	0	1	0	0	0	0	1
1545 - 1600	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	0	0	0	**0**	0	3	0	**3**	1	0	0	**1**	**4**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	1	0	1	0	0	0	0	1
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	1	0	**1**	0	0	0	**0**	**1**
Grand Total	0	0	0	**0**	0	4	0	**4**	1	0	0	**1**	**5**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	80.00	0.00	80.00	20.00	0.00	0.00	20.00	

Pedestrian Count || All vehicles

Marr Traffic DATA COLLECTION

Kiawah Island, SC

www.marrtraffic.com

Site 12 of 12

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

Date
23 September 2021

Lat/Long
32.604112°, -80.155435°

Weather
Fair
70°F

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

Pedestrians

	Southbound			Eastbound			Westbound			
	Andell Bluff Blvd			Seabrook Island Rd (West)			Seabrook Island Rd (East)			
TIME	EB 12c	WB 12d	App Total	NB 12e	SB 12f	App Total	NB 12g	SB 12h	App Total	Int Total
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Pedestrians

	Southbound			Eastbound			Westbound			
	Andell Bluff Blvd			Seabrook Island Rd (West)			Seabrook Island Rd (East)			
TIME	EB 12c	WB 12d	App Total	NB 12e	SB 12f	App Total	NB 12g	SB 12h	App Total	Int Total
1500 - 1515	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	1	0	1	0	0	0	1
1645 - 1700	0	0	0	0	1	1	0	0	0	1
Hourly Total	0	0	**0**	1	1	**2**	0	0	**0**	**2**
Grand Total	0	0	**0**	1	1	**2**	0	0	**0**	**2**
Approach %	0.00	0.00	-	50.00	50.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	50.00	50.00	100.00	0.00	0.00	0.00	

Start Date: 9/23/2021	Northbound			Andell Bluff Blvd Southbound			Seabrook Island Rd (West) Eastbound			Seabrook Island Rd (East) Westbound			
Time	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM - 09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM - 09:15 AM	0	0	0	5	0	2	1	59	0	0	64	5	136
09:15 AM - 09:30 AM	0	0	0	3	0	3	5	57	0	0	61	8	137
09:30 AM - 09:45 AM	0	0	0	3	0	4	1	61	0	0	47	14	130
09:45 AM - 10:00 AM	0	0	0	5	0	1	4	65	0	0	56	8	139
10:00 AM - 10:15 AM	0	0	0	5	0	5	2	56	0	0	64	8	140
10:15 AM - 10:30 AM	0	0	0	4	0	8	4	69	0	0	65	14	164
10:30 AM - 10:45 AM	0	0	0	5	0	2	7	49	0	0	44	12	119
10:45 AM - 11:00 AM	0	0	0	5	0	3	1	76	0	0	64	7	156
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	12	0	3	6	70	0	0	71	8	170
03:15 PM - 03:30 PM	0	0	0	9	0	6	4	70	0	0	66	14	169
03:30 PM - 03:45 PM	0	0	0	9	0	5	3	66	0	0	66	13	162
03:45 PM - 04:00 PM	0	0	0	11	0	5	5	62	0	0	60	10	153
04:00 PM - 04:15 PM	0	0	0	11	0	8	4	72	0	0	82	13	190
04:15 PM - 04:30 PM	0	0	0	11	0	4	8	47	0	0	64	6	140
04:30 PM - 04:45 PM	0	0	0	10	0	2	3	73	0	0	62	11	162
04:45 PM - 05:00 PM	0	0	0	13	0	5	6	54	0	0	62	12	153
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Volume Development Worksheets

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

PM Peak Hour

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

PM Peak Hour

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

AM 2021 EXISTING TRAFFIC	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBU	SBL	SBT	SBR
AM Adjusted Turning Movement Counts[1]	0	1	0	2	0	0	0	0	0	1	422	0	0	0	836	1
AM Volume Balancing	0	0	0	0	0	0	0	0	0	1	64	0	0	0	31	0
Peak Season Correction Factor	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
AM 2021 EXISTING TRAFFIC	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**486**	**0**	**0**	**0**	**867**	**1**
AM Heavy Vehicle Percentage	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	2%	6%	2%
AM 2026 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2026 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	25	0	0	0	44	0
AM 2026 NO-BUILD TRAFFIC (No AD)	0	1	0	2	0	0	0	0	0	2	511	0	0	0	911	1
AM 2036 NO-BUILD TRAFFIC	**EBU**	**EBL**	**EBT**	**EBR**	**WBU**	**WBL**	**WBT**	**WBR**	**NBU**	**NBL**	**NBT**	**NBR**	**SBU**	**SBL**	**SBT**	**SBR**
Annual Growth Rate	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
AM 2036 NO-BUILD TRAFFIC GROWTH	0	0	0	0	0	0	0	0	0	0	78	0	0	0	140	0
AM 2036 NO-BUILD TRAFFIC (No AD)	0	1	0	2	0	0	0	0	0	2	564	0	0	0	1,007	1
Approved Development 1: Andell West											43				37	
Approved Development 2: Kiawah Hotel											14				21	
Approved Development 3: MUSC											10				35	
Approved Development 4: Senior Living											3				2	
Approved Development 5: Timber											15				7	
Approved Development 6: Bohicket Marina	0	0	0	0	0	0	0	0	0	0	24	0	0	0	39	0
Approved Development 7: Resurrection Health	0	0	0	0	0	0	0	0	0	0	225	0	0	0	63	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-67	0	0	0	-41	0
2026 AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	267	0	0	0	163	0
Approved Development 8: Lot A	0	0	0	0	0	0	0	0	0	0	68	0	0	0	55	0
Approved Development 9: Lot B	0	0	0	0	0	0	0	0	0	0	75	0	0	0	57	0
Approved Development 10: Lot C	0	0	0	0	0	0	0	0	0	0	94	0	0	0	70	0
20% Modal Reduction	0	0	0	0	0	0	0	0	0	0	-47	0	0	0	-36	0
2036 AM APPROVED DEVELOPMENT TRAFFIC	0	0	0	0	0	0	0	0	0	0	190	0	0	0	146	0
AM 2036 NO-BUILD TRAFFIC	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**831**	**0**	**0**	**0**	**1,170**	**1**
AM 2026 BUILD-OUT TRAFFIC	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**778**	**0**	**0**	**0**	**1,074**	**1**
AM 2036 BUILD-OUT TRAFFIC	**0**	**1**	**0**	**2**	**0**	**0**	**0**	**0**	**0**	**2**	**1,021**	**0**	**0**	**0**	**1,316**	**1**

PM Peak Hour

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

PM Peak Hour

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

PM Peak Hour

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

PM Peak Hour

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

PM Peak Hour

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

PM Peak Hour

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

PM Peak Hour

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

PM Peak Hour

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

PM Peak Hour

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

INTERSECTION TRAFFIC VOLUME DEVELOPMENT

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

AM Peak Hour

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

PM Peak Hour

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

2021 Existing Capacity Analysis Worksheets

Intersection	
Int Delay, s/veh	0.1

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

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

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	435	1034	-
HCM Lane V/C Ratio	-	-	0.012	0.008	-
HCM Control Delay (s)	-	-	13.4	8.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

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

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

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

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

Intersection	
Int Delay, s/veh	0

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

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

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	735	1037	-
HCM Lane V/C Ratio	-	-	0.001	0.003	-
HCM Control Delay (s)	-	-	9.9	8.5	-
HCM Lane LOS	-	-	A	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

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

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

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

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

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	530	78	134	313	60	127
Future Vol, veh/h	530	78	134	313	60	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	7	1	2	7	3	3
Mvmt Flow	546	80	138	323	62	131

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	546	0	1145	546
Stage 1	-	-	-	-	546	-
Stage 2	-	-	-	-	599	-
Critical Hdwy	-	-	4.12	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	1023	-	220	536
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	547	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1023	-	190	536
Mov Cap-2 Maneuver	-	-	-	-	190	-
Stage 1	-	-	-	-	578	-
Stage 2	-	-	-	-	473	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.7	20
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	190	536	-	-	1023	-
HCM Lane V/C Ratio	0.326	0.244	-	-	0.135	-
HCM Control Delay (s)	32.8	13.9	-	-	9.1	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	1.3	1	-	-	0.5	-

Intersection	
Int Delay, s/veh	1.5

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

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

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

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	7	6	435	629	4
Future Vol, veh/h	3	7	6	435	629	4
Conflicting Peds, #/hr	0	0	20	0	0	20
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	33	2	2	4	5	2
Mvmt Flow	3	7	6	448	648	4

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

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

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	634	2	1	440	1	3
Future Vol, veh/h	634	2	1	440	1	3
Conflicting Peds, #/hr	0	21	21	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	6	2	2	4	2	2
Mvmt Flow	660	2	1	458	1	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	683	0	1142	682
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	460	-
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	-	-	910	-	222	450
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	636	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	892	-	217	441
Mov Cap-2 Maneuver	-	-	-	-	217	-
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	635	-

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

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

Intersection	
Int Delay, s/veh	0.1

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

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	685	0	1146	350
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	462	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	906	-	206	647
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	633	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	893	-	203	638
Mov Cap-2 Maneuver	-	-	-	-	203	-
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	632	-

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

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

Intersection	
Intersection Delay, s/veh	15.7
Intersection LOS	C

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

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

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

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	250	253	41	19	17
Future Vol, veh/h	14	250	253	41	19	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	7	4	5	7	5	18
Mvmt Flow	16	284	288	47	22	19

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

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

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

Intersection	
Int Delay, s/veh	0.2

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

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

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	343	438	-
HCM Lane V/C Ratio	-	-	0.057	0.005	-
HCM Control Delay (s)	-	-	16.1	13.3	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	971	582	0
Future Vol, veh/h	3	3	2	971	582	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	3	2
Mvmt Flow	3	3	2	1055	633	0

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

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	946	-	436	-	-
HCM Lane V/C Ratio	0.002	-	0.015	-	-
HCM Control Delay (s)	8.8	0	13.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	973	1	10	580
Future Vol, veh/h	2	2	973	1	10	580
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	10	2
Mvmt Flow	2	2	1081	1	11	644

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1426	541	0	0	1082	0
Stage 1	1082	-	-	-	-	-
Stage 2	344	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.3	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.3	-
Pot Cap-1 Maneuver	126	485	-	-	595	-
Stage 1	287	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	124	485	-	-	595	-
Mov Cap-2 Maneuver	228	-	-	-	-	-
Stage 1	287	-	-	-	-	-
Stage 2	677	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.8	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	310	595	-
HCM Lane V/C Ratio	-	-	0.014	0.019	-
HCM Control Delay (s)	-	-	16.8	11.2	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	2	976	589	3
Future Vol, veh/h	2	2	2	976	589	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	2	2	1073	647	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1190	325	650	0	-	0
Stage 1	649	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	180	671	932	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	180	671	932	-	-	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	481	-	-	-	-	-
Stage 2	548	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	932	-	429	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Control Delay (s)	8.9	-	13.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	274	60	137	624	91	103
Future Vol, veh/h	274	60	137	624	91	103
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	2	1	4	3	2
Mvmt Flow	285	63	143	650	95	107

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	285	0	1221	285
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	936	-
Critical Hdwy	-	-	4.11	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.209	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1283	-	198	754
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	380	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1283	-	176	754
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	761	-
Stage 2	-	-	-	-	338	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	27.7
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	176	754	-	-	1283	-
HCM Lane V/C Ratio	0.539	0.142	-	-	0.111	-
HCM Control Delay (s)	47.1	10.6	-	-	8.2	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	2.8	0.5	-	-	0.4	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	39	25	670	349	28
Future Vol, veh/h	91	39	25	670	349	28
Conflicting Peds, #/hr	0	0	12	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	4	4	4	2
Mvmt Flow	96	41	26	705	367	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1136	379	408	0	-	0
Stage 1	379	-	-	-	-	-
Stage 2	757	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	224	668	1140	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	660	1127	-	-	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	460	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.7	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1127	-	268	-	-
HCM Lane V/C Ratio	0.023	-	0.511	-	-
HCM Control Delay (s)	8.3	-	31.7	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	2.7	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	5	693	385	3
Future Vol, veh/h	2	5	5	693	385	3
Conflicting Peds, #/hr	0	0	14	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	5	5	722	401	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1149	417	418	0	-	0
Stage 1	417	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	219	636	1141	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	476	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	213	629	1128	-	-	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	471	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.1	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1128	-	404	-	-
HCM Lane V/C Ratio	0.005	-	0.018	-	-
HCM Control Delay (s)	8.2	0	14.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	386	4	6	691	7	6
Future Vol, veh/h	386	4	6	691	7	6
Conflicting Peds, #/hr	0	12	12	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	398	4	6	712	7	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	414	0	1136	412
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	724	-
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	-	-	1145	-	223	640
Stage 1	-	-	-	-	669	-
Stage 2	-	-	-	-	480	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1132	-	219	633
Mov Cap-2 Maneuver	-	-	-	-	219	-
Stage 1	-	-	-	-	662	-
Stage 2	-	-	-	-	476	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	17
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	314	-	-	1132	-
HCM Lane V/C Ratio	0.043	-	-	0.005	-
HCM Control Delay (s)	17	-	-	8.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	389	3	0	695	2	1
Future Vol, veh/h	389	3	0	695	2	1
Conflicting Peds, #/hr	0	8	8	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	405	3	0	724	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	416	0	1139	212
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	724	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	1141	-	208	794
Stage 1	-	-	-	-	636	-
Stage 2	-	-	-	-	479	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1132	-	206	788
Mov Cap-2 Maneuver	-	-	-	-	206	-
Stage 1	-	-	-	-	631	-
Stage 2	-	-	-	-	479	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	273	-	-	1132	-
HCM Lane V/C Ratio	0.011	-	-	-	-
HCM Control Delay (s)	18.3	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	29.2
Intersection LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	338	52	70	571	124	53
Future Vol, veh/h	338	52	70	571	124	53
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	352	54	73	595	129	55
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	11.9	44.3	12.6
HCM LOS	B	E	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	70%	0%	0%	100%	0%
Vol Thru, %	0%	100%	68%	0%	100%
Vol Right, %	30%	0%	32%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	177	225	165	70	571
LT Vol	124	0	0	70	0
Through Vol	0	225	113	0	571
RT Vol	53	0	52	0	0
Lane Flow Rate	184	235	172	73	595
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.329	0.392	0.281	0.128	0.951
Departure Headway (Hd)	6.421	6.009	5.905	6.313	5.755
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	559	599	607	568	630
Service Time	4.47	3.753	3.649	4.048	3.491
HCM Lane V/C Ratio	0.329	0.392	0.283	0.129	0.944
HCM Control Delay	12.6	12.6	11	10	48.5
HCM Lane LOS	B	B	B	A	E
HCM 95th-tile Q	1.4	1.9	1.1	0.4	13.1

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	16	271	276	50	39	24
Future Vol, veh/h	16	271	276	50	39	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	18	304	310	56	44	27

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	366	0	-	0	678	338
Stage 1	-	-	-	-	338	-
Stage 2	-	-	-	-	340	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1193	-	-	-	418	704
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1193	-	-	-	410	704
Mov Cap-2 Maneuver	-	-	-	-	410	-
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	721	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	13.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1193	-	-	-	488
HCM Lane V/C Ratio	0.015	-	-	-	0.145
HCM Control Delay (s)	8.1	0	-	-	13.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

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Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	0	513	4	8	905
Future Vol, veh/h	5	0	513	4	8	905
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	5	0	552	4	9	973

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1059	278	0	0	556	0
Stage 1	554	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	220	719	-	-	1011	-
Stage 1	539	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	218	719	-	-	1011	-
Mov Cap-2 Maneuver	418	-	-	-	-	-
Stage 1	539	-	-	-	-	-
Stage 2	566	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	418	1011	-
HCM Lane V/C Ratio	-	-	0.013	0.009	-
HCM Control Delay (s)	-	-	13.7	8.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	2	511	911	1
Future Vol, veh/h	1	2	2	511	911	1
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	6	2
Mvmt Flow	1	2	2	555	990	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1275	498	993	0	-	0
Stage 1	993	-	-	-	-	-
Stage 2	282	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	159	518	692	-	-	-
Stage 1	319	-	-	-	-	-
Stage 2	741	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	158	517	691	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	740	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	691	-	387	-	-
HCM Lane V/C Ratio	0.003	-	0.008	-	-
HCM Control Delay (s)	10.2	0	14.4	-	-
HCM Lane LOS	B	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	513	1	3	912
Future Vol, veh/h	0	1	513	1	3	912
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	0	1	552	1	3	981

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1050	277	0	0	553	0
Stage 1	553	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	223	720	-	-	1013	-
Stage 1	540	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	222	720	-	-	1013	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	540	-	-	-	-	-
Stage 2	575	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	720	1013	-
HCM Lane V/C Ratio	-	-	0.001	0.003	-
HCM Control Delay (s)	-	-	10	8.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	4	510	913	6
Future Vol, veh/h	2	2	4	510	913	6
Conflicting Peds, #/hr	0	0	2	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	2	2	4	554	992	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1283	502	1001	0	-	0
Stage 1	998	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	157	515	687	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	155	514	686	-	-	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	737	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	686	-	341	-	-
HCM Lane V/C Ratio	0.006	-	0.013	-	-
HCM Control Delay (s)	10.3	-	15.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	4.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	557	82	141	329	63	133
Future Vol, veh/h	557	82	141	329	63	133
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	1	2	7	3	3
Mvmt Flow	586	86	148	346	66	140

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	586	0	1228	586
Stage 1	-	-	-	-	586	-
Stage 2	-	-	-	-	642	-
Critical Hdwy	-	-	4.12	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	989	-	196	508
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	522	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	989	-	167	508
Mov Cap-2 Maneuver	-	-	-	-	167	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	444	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.8	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	167	508	-	-	989	-
HCM Lane V/C Ratio	0.397	0.276	-	-	0.15	-
HCM Control Delay (s)	40.1	14.8	-	-	9.3	-
HCM Lane LOS	E	B	-	-	A	-
HCM 95th %tile Q(veh)	1.7	1.1	-	-	0.5	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	25	27	433	640	50
Future Vol, veh/h	37	25	27	433	640	50
Conflicting Peds, #/hr	0	0	23	0	0	23
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	13	4	4	6	11
Mvmt Flow	39	26	28	456	674	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1209	697	750	0	-	0
Stage 1	697	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Critical Hdwy	6.57	6.33	4.14	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.417	2.236	-	-	-
Pot Cap-1 Maneuver	188	423	850	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	414	831	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	559	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.1	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	831	-	227	-	-
HCM Lane V/C Ratio	0.034	-	0.288	-	-
HCM Control Delay (s)	9.5	-	27.1	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	7	6	457	661	4
Future Vol, veh/h	3	7	6	457	661	4
Conflicting Peds, #/hr	0	0	20	0	0	20
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	33	2	2	4	5	2
Mvmt Flow	3	7	6	481	696	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1211	718	720	0	-	0
Stage 1	718	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	6.73	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	175	429	882	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	555	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	168	422	868	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	420	-	-	-	-	-
Stage 2	546	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	868	-	290	-	-
HCM Lane V/C Ratio	0.007	-	0.036	-	-
HCM Control Delay (s)	9.2	0	17.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	666	2	1	462	1	3
Future Vol, veh/h	666	2	1	462	1	3
Conflicting Peds, #/hr	0	21	21	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	2	2	4	2	2
Mvmt Flow	701	2	1	486	1	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	724	0	1211	723
Stage 1	-	-	-	-	723	-
Stage 2	-	-	-	-	488	-
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	-	-	879	-	201	426
Stage 1	-	-	-	-	481	-
Stage 2	-	-	-	-	617	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	861	-	197	417
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	616	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	326	-	-	861	-
HCM Lane V/C Ratio	0.013	-	-	0.001	-
HCM Control Delay (s)	16.2	-	-	9.2	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	666	3	2	457	6	2
Future Vol, veh/h	666	3	2	457	6	2
Conflicting Peds, #/hr	0	15	15	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	2	2	4	2	2
Mvmt Flow	701	3	2	481	6	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	719	0	1203	367
Stage 1	-	-	-	-	718	-
Stage 2	-	-	-	-	485	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	880	-	190	631
Stage 1	-	-	-	-	445	-
Stage 2	-	-	-	-	618	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	867	-	187	622
Mov Cap-2 Maneuver	-	-	-	-	187	-
Stage 1	-	-	-	-	439	-
Stage 2	-	-	-	-	617	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	227	-	-	867	-
HCM Lane V/C Ratio	0.037	-	-	0.002	-
HCM Control Delay (s)	21.5	-	-	9.2	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	17.2
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	535	133	45	417	42	100
Future Vol, veh/h	535	133	45	417	42	100
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	6	3	5	3	3	4
Mvmt Flow	575	143	48	448	45	108
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	15.2	22	11.4
HCM LOS	C	C	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	30%	0%	0%	100%	0%
Vol Thru, %	0%	100%	57%	0%	100%
Vol Right, %	70%	0%	43%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	357	311	45	417
LT Vol	42	0	0	45	0
Through Vol	0	357	178	0	417
RT Vol	100	0	133	0	0
Lane Flow Rate	153	384	335	48	448
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.261	0.607	0.497	0.087	0.735
Departure Headway (Hd)	6.151	5.7	5.346	6.439	5.899
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	583	633	676	557	614
Service Time	4.192	3.43	3.076	4.174	3.634
HCM Lane V/C Ratio	0.262	0.607	0.496	0.086	0.73
HCM Control Delay	11.4	16.9	13.3	9.8	23.3
HCM Lane LOS	B	C	B	A	C
HCM 95th-tile Q	1	4.1	2.8	0.3	6.3

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	263	266	43	20	18
Future Vol, veh/h	15	263	266	43	20	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	4	5	7	5	18
Mvmt Flow	17	292	296	48	22	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	344	0	-	0	646	320
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	326	-
Critical Hdwy	4.17	-	-	-	6.45	6.38
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.263	-	-	-	3.545	3.462
Pot Cap-1 Maneuver	1188	-	-	-	431	685
Stage 1	-	-	-	-	729	-
Stage 2	-	-	-	-	725	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1188	-	-	-	424	685
Mov Cap-2 Maneuver	-	-	-	-	424	-
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	725	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	517
HCM Lane V/C Ratio	0.014	-	-	-	0.082
HCM Control Delay (s)	8.1	0	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	15	1008	3	2	613
Future Vol, veh/h	4	15	1008	3	2	613
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	2	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	75	2	4	2	50	3
Mvmt Flow	4	16	1096	3	2	666

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1435	550	0	0	1099	0
Stage 1	1098	-	-	-	-	-
Stage 2	337	-	-	-	-	-
Critical Hdwy	8.3	6.94	-	-	5.1	-
Critical Hdwy Stg 1	7.3	-	-	-	-	-
Critical Hdwy Stg 2	7.3	-	-	-	-	-
Follow-up Hdwy	4.25	3.32	-	-	2.7	-
Pot Cap-1 Maneuver	64	479	-	-	413	-
Stage 1	163	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	64	479	-	-	413	-
Mov Cap-2 Maneuver	151	-	-	-	-	-
Stage 1	163	-	-	-	-	-
Stage 2	515	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	329	413	-
HCM Lane V/C Ratio	-	-	0.063	0.005	-
HCM Control Delay (s)	-	-	16.7	13.8	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	1021	612	0
Future Vol, veh/h	3	3	2	1021	612	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	3	2
Mvmt Flow	3	3	2	1110	665	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1224	333	665	0	-	0
Stage 1	665	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	171	663	920	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	170	663	920	-	-	-
Mov Cap-2 Maneuver	306	-	-	-	-	-
Stage 1	470	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	920	-	419	-	-
HCM Lane V/C Ratio	0.002	-	0.016	-	-
HCM Control Delay (s)	8.9	0	13.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	1023	1	11	610
Future Vol, veh/h	2	2	1023	1	11	610
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	10	2
Mvmt Flow	2	2	1137	1	12	678

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1501	569	0	0	1138	0
Stage 1	1138	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.3	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.3	-
Pot Cap-1 Maneuver	113	465	-	-	566	-
Stage 1	268	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	111	465	-	-	566	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	268	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	292	566	-
HCM Lane V/C Ratio	-	-	0.015	0.022	-
HCM Control Delay (s)	-	-	17.5	11.5	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	2	1026	619	3
Future Vol, veh/h	2	2	2	1026	619	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	2	2	1127	680	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1250	342	683	0	-	0
Stage 1	682	-	-	-	-	-
Stage 2	568	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	165	654	906	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	530	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	165	654	906	-	-	-
Mov Cap-2 Maneuver	300	-	-	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	530	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	906	-	411	-	-
HCM Lane V/C Ratio	0.002	-	0.011	-	-
HCM Control Delay (s)	9	-	13.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	6.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	288	63	144	656	96	108
Future Vol, veh/h	288	63	144	656	96	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	1	4	3	2
Mvmt Flow	303	66	152	691	101	114

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	303	0	1298	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	995	-
Critical Hdwy	-	-	4.11	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.209	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	1264	-	178	737
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	356	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1264	-	157	737
Mov Cap-2 Maneuver	-	-	-	-	157	-
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	313	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	34.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	157	737	-	-	1264	-
HCM Lane V/C Ratio	0.644	0.154	-	-	0.12	-
HCM Control Delay (s)	62.1	10.8	-	-	8.2	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	3.6	0.5	-	-	0.4	-

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	96	41	26	704	367	29
Future Vol, veh/h	96	41	26	704	367	29
Conflicting Peds, #/hr	0	0	12	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	4	4	4	2
Mvmt Flow	101	43	27	741	386	31

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1193	398	429	0	-	0
Stage 1	398	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	207	652	1120	-	-	-
Stage 1	681	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	198	645	1107	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	657	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	37.3	0.3	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1107	-	250	-	-
HCM Lane V/C Ratio	0.025	-	0.577	-	-
HCM Control Delay (s)	8.3	-	37.3	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	3.3	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	5	728	405	3
Future Vol, veh/h	2	5	5	728	405	3
Conflicting Peds, #/hr	0	0	14	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	5	5	766	426	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1218	442	443	0	-	0
Stage 1	442	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	199	615	1117	-	-	-
Stage 1	648	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	193	608	1105	-	-	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	449	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1105	-	377	-	-
HCM Lane V/C Ratio	0.005	-	0.02	-	-
HCM Control Delay (s)	8.3	0	14.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	406	4	6	726	7	6
Future Vol, veh/h	406	4	6	726	7	6
Conflicting Peds, #/hr	0	12	12	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	427	4	6	764	7	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	443	0	1217	441
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	776	-
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	-	-	1117	-	200	616
Stage 1	-	-	-	-	648	-
Stage 2	-	-	-	-	454	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1104	-	196	609
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	450	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	18.3
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	285	-	-	1104	-
HCM Lane V/C Ratio	0.048	-	-	0.006	-
HCM Control Delay (s)	18.3	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	409	3	0	730	2	1
Future Vol, veh/h	409	3	0	730	2	1
Conflicting Peds, #/hr	0	8	8	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	431	3	0	768	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	442	0	1209	225
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	768	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	1116	-	188	779
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1107	-	186	773
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	612	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	19.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	249	-	-	1107	-
HCM Lane V/C Ratio	0.013	-	-	-	-
HCM Control Delay (s)	19.6	-	-	0	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Intersection Delay, s/veh	38.5
Intersection LOS	E

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	355	55	74	600	130	56
Future Vol, veh/h	355	55	74	600	130	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	374	58	78	632	137	59
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	12.6	61.2	13.3
HCM LOS	B	F	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	70%	0%	0%	100%	0%
Vol Thru, %	0%	100%	68%	0%	100%
Vol Right, %	30%	0%	32%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	186	237	173	74	600
LT Vol	130	0	0	74	0
Through Vol	0	237	118	0	600
RT Vol	56	0	55	0	0
Lane Flow Rate	196	249	182	78	632
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.357	0.425	0.306	0.139	1.028
Departure Headway (Hd)	6.564	6.144	6.039	6.419	5.861
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	546	585	593	559	619
Service Time	4.623	3.897	3.792	4.161	3.602
HCM Lane V/C Ratio	0.359	0.426	0.307	0.14	1.021
HCM Control Delay	13.3	13.4	11.5	10.2	67.5
HCM Lane LOS	B	B	B	B	F
HCM 95th-tile Q	1.6	2.1	1.3	0.5	16.4

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	17	285	290	53	41	25
Future Vol, veh/h	17	285	290	53	41	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	19	317	322	59	46	28

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	381	0	-	0	707	352
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	355	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1177	-	-	-	402	692
Stage 1	-	-	-	-	712	-
Stage 2	-	-	-	-	710	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1177	-	-	-	394	692
Mov Cap-2 Maneuver	-	-	-	-	394	-
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	710	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1177	-	-	-	471
HCM Lane V/C Ratio	0.016	-	-	-	0.156
HCM Control Delay (s)	8.1	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

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Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	0	13	6	0	0	21	815	5	9	1132	31
Future Vol, veh/h	19	0	13	6	0	0	21	815	5	9	1132	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	6	2
Mvmt Flow	20	0	14	6	0	0	23	876	5	10	1217	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1738	2181	625	1554	2195	441	1250	0	0	881	0	0
Stage 1	1254	1254	-	925	925	-	-	-	-	-	-	-
Stage 2	484	927	-	629	1270	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	56	45	428	77	45	564	553	-	-	763	-	-
Stage 1	182	242	-	290	346	-	-	-	-	-	-	-
Stage 2	533	345	-	437	237	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	54	43	428	71	43	564	553	-	-	763	-	-
Mov Cap-2 Maneuver	159	185	-	225	172	-	-	-	-	-	-	-
Stage 1	174	239	-	278	331	-	-	-	-	-	-	-
Stage 2	511	331	-	417	234	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25	21.5	0.3	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	553	-	-	214	225	763	-	-
HCM Lane V/C Ratio	0.041	-	-	0.161	0.029	0.013	-	-
HCM Control Delay (s)	11.8	-	-	25	21.5	9.8	-	-
HCM Lane LOS	B	-	-	D	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.1	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	2	831	1170	1
Future Vol, veh/h	1	2	2	831	1170	1
Conflicting Peds, #/hr	0	0	2	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	6	2
Mvmt Flow	1	2	2	903	1272	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1731	639	1275	0	-	0
Stage 1	1275	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	79	419	540	-	-	-
Stage 1	226	-	-	-	-	-
Stage 2	605	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	78	418	539	-	-	-
Mov Cap-2 Maneuver	176	-	-	-	-	-
Stage 1	224	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	539	-	287	-	-
HCM Lane V/C Ratio	0.004	-	0.011	-	-
HCM Control Delay (s)	11.7	0	17.7	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	834	1	3	1171
Future Vol, veh/h	0	1	834	1	3	1171
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	0	1	897	1	3	1259

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1534	449	0	0	898	0
Stage 1	898	-	-	-	-	-
Stage 2	636	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	107	557	-	-	752	-
Stage 1	358	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	107	557	-	-	752	-
Mov Cap-2 Maneuver	236	-	-	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	557	752	-
HCM Lane V/C Ratio	-	-	0.002	0.004	-
HCM Control Delay (s)	-	-	11.5	9.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	5	830	1172	7
Future Vol, veh/h	2	2	5	830	1172	7
Conflicting Peds, #/hr	0	0	2	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	2	2	5	902	1274	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1741	643	1284	0	-	0
Stage 1	1280	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	78	416	536	-	-	-
Stage 1	225	-	-	-	-	-
Stage 2	601	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	77	415	535	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	223	-	-	-	-	-
Stage 2	600	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	535	-	245	-	-
HCM Lane V/C Ratio	0.01	-	0.018	-	-
HCM Control Delay (s)	11.8	-	20	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	13.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	769	92	175	637	71	163
Future Vol, veh/h	769	92	175	637	71	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	1	2	7	3	3
Mvmt Flow	809	97	184	671	75	172

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	809	0	1848	809
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	1039	-
Critical Hdwy	-	-	4.12	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	817	-	81	379
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	339	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	817	-	~ 63	379
Mov Cap-2 Maneuver	-	-	-	-	~ 63	-
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	263	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	101.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	63	379	-	-	817	-
HCM Lane V/C Ratio	1.186	0.453	-	-	0.225	-
HCM Control Delay (s)	283.7	22.1	-	-	10.7	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	6.1	2.3	-	-	0.9	-

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

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	28	30	748	869	70
Future Vol, veh/h	55	28	30	748	869	70
Conflicting Peds, #/hr	0	0	23	0	0	23
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	13	4	4	6	11
Mvmt Flow	58	29	32	787	915	74

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1789	938	1012	0	-	0
Stage 1	938	-	-	-	-	-
Stage 2	851	-	-	-	-	-
Critical Hdwy	6.57	6.33	4.14	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.417	2.236	-	-	-
Pot Cap-1 Maneuver	82	306	677	-	-	-
Stage 1	358	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	299	662	-	-	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	333	-	-	-	-	-
Stage 2	385	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	134.9	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	662	-	100	-	-
HCM Lane V/C Ratio	0.048	-	0.874	-	-
HCM Control Delay (s)	10.7	-	134.9	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	5	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	8	7	775	895	5
Future Vol, veh/h	3	8	7	775	895	5
Conflicting Peds, #/hr	0	0	20	0	0	20
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	33	2	2	4	5	2
Mvmt Flow	3	8	7	816	942	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1795	965	967	0	-	0
Stage 1	965	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Critical Hdwy	6.73	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	74	309	712	-	-	-
Stage 1	325	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	304	701	-	-	-
Mov Cap-2 Maneuver	70	-	-	-	-	-
Stage 1	314	-	-	-	-	-
Stage 2	374	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	701	-	159	-	-
HCM Lane V/C Ratio	0.011	-	0.073	-	-
HCM Control Delay (s)	10.2	0	29.4	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	894	8	1	775	7	3
Future Vol, veh/h	894	8	1	775	7	3
Conflicting Peds, #/hr	0	21	21	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	2	2	4	2	2
Mvmt Flow	941	8	1	816	7	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	970	0	1784	966
Stage 1	-	-	-	-	966	-
Stage 2	-	-	-	-	818	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	710	-	90	309
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	434	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	696	-	88	303
Mov Cap-2 Maneuver	-	-	-	-	88	-
Stage 1	-	-	-	-	362	-
Stage 2	-	-	-	-	433	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	40.5
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	112	-	-	696	-
HCM Lane V/C Ratio	0.094	-	-	0.002	-
HCM Control Delay (s)	40.5	-	-	10.2	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	894	3	2	769	7	2
Future Vol, veh/h	894	3	2	769	7	2
Conflicting Peds, #/hr	0	15	15	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	2	2	4	2	2
Mvmt Flow	941	3	2	809	7	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	959	0	1771	487
Stage 1	-	-	-	-	958	-
Stage 2	-	-	-	-	813	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	715	-	82	527
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	435	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	705	-	81	519
Mov Cap-2 Maneuver	-	-	-	-	81	-
Stage 1	-	-	-	-	329	-
Stage 2	-	-	-	-	434	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	100	-	-	705	-
HCM Lane V/C Ratio	0.095	-	-	0.003	-
HCM Control Delay (s)	44.7	-	-	10.1	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection	
Intersection Delay, s/veh	93.2
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	735	161	50	699	72	110
Future Vol, veh/h	735	161	50	699	72	110
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	6	3	5	3	3	4
Mvmt Flow	790	173	54	752	77	118
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	33.2	184.1	14.3
HCM LOS	D	F	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	40%	0%	0%	100%	0%
Vol Thru, %	0%	100%	60%	0%	100%
Vol Right, %	60%	0%	40%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	182	490	406	50	699
LT Vol	72	0	0	50	0
Through Vol	0	490	245	0	699
RT Vol	110	0	161	0	0
Lane Flow Rate	196	527	437	54	752
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.362	0.897	0.703	0.106	1.368
Departure Headway (Hd)	7.273	6.506	6.171	7.096	6.553
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	497	564	589	506	556
Service Time	5.273	4.206	3.871	4.818	4.275
HCM Lane V/C Ratio	0.394	0.934	0.742	0.107	1.353
HCM Control Delay	14.3	42.3	22.2	10.7	196.5
HCM Lane LOS	B	E	C	B	F
HCM 95th-tile Q	1.6	10.5	5.6	0.4	33.6

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	42	376	345	73	39	37
Future Vol, veh/h	42	376	345	73	39	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	4	5	7	5	18
Mvmt Flow	47	418	383	81	43	41

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	464	0	-	0	936	424
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	512	-
Critical Hdwy	4.17	-	-	-	6.45	6.38
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.263	-	-	-	3.545	3.462
Pot Cap-1 Maneuver	1072	-	-	-	291	597
Stage 1	-	-	-	-	654	-
Stage 2	-	-	-	-	596	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1072	-	-	-	274	597
Mov Cap-2 Maneuver	-	-	-	-	274	-
Stage 1	-	-	-	-	617	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1072	-	-	-	372
HCM Lane V/C Ratio	0.044	-	-	-	0.227
HCM Control Delay (s)	8.5	0	-	-	17.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.9

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	14	5	0	16	16	1331	3	2	1041	25
Future Vol, veh/h	22	0	14	5	0	16	16	1331	3	2	1041	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	75	2	2	2	4	2	50	3	2
Mvmt Flow	24	0	15	5	0	17	17	1447	3	2	1132	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1908	2634	580	2053	2646	725	1159	0	0	1450	0	0
Stage 1	1150	1150	-	1483	1483	-	-	-	-	-	-	-
Stage 2	758	1484	-	570	1163	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	9	6.54	6.94	4.14	-	-	5.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	4.25	4.02	3.32	2.22	-	-	2.7	-	-
Pot Cap-1 Maneuver	42	23	458	13	23	368	599	-	-	280	-	-
Stage 1	211	271	-	66	187	-	-	-	-	-	-	-
Stage 2	365	187	-	328	267	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	39	22	458	12	22	368	599	-	-	280	-	-
Mov Cap-2 Maneuver	168	141	-	59	138	-	-	-	-	-	-	-
Stage 1	205	269	-	64	182	-	-	-	-	-	-	-
Stage 2	338	182	-	315	265	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.5	30.5	0.1	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	599	-	-	223	164	280	-	-
HCM Lane V/C Ratio	0.029	-	-	0.175	0.139	0.008	-	-
HCM Control Delay (s)	11.2	-	-	24.5	30.5	18	-	-
HCM Lane LOS	B	-	-	C	D	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.5	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	1371	1065	0
Future Vol, veh/h	3	3	2	1371	1065	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	3	2
Mvmt Flow	3	3	2	1490	1158	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1907	579	1158	0	-	0
Stage 1	1158	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	60	458	599	-	-	-
Stage 1	261	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	59	458	599	-	-	-
Mov Cap-2 Maneuver	171	-	-	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	428	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	599	-	249	-	-
HCM Lane V/C Ratio	0.004	-	0.026	-	-
HCM Control Delay (s)	11	0.1	19.8	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	1374	1	12	1062
Future Vol, veh/h	2	2	1374	1	12	1062
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	10	2
Mvmt Flow	2	2	1527	1	13	1180

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2144	764	0	0	1528	0
Stage 1	1528	-	-	-	-	-
Stage 2	616	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.3	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.3	-
Pot Cap-1 Maneuver	42	346	-	-	395	-
Stage 1	165	-	-	-	-	-
Stage 2	501	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	41	346	-	-	395	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	165	-	-	-	-	-
Stage 2	484	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.9	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	185	395	-
HCM Lane V/C Ratio	-	-	0.024	0.034	-
HCM Control Delay (s)	-	-	24.9	14.4	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	2	1377	1073	3
Future Vol, veh/h	2	2	2	1377	1073	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	2	2	1513	1179	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1942	591	1182	0	-	0
Stage 1	1181	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	57	450	587	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	57	450	587	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	253	-	-	-	-	-
Stage 2	422	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	587	-	245	-	-
HCM Lane V/C Ratio	0.004	-	0.018	-	-
HCM Control Delay (s)	11.2	-	20	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	52.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	700	71	181	972	108	142
Future Vol, veh/h	700	71	181	972	108	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	1	4	3	2
Mvmt Flow	737	75	191	1023	114	149

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	737	0	2142	737
Stage 1	-	-	-	-	737	-
Stage 2	-	-	-	-	1405	-
Critical Hdwy	-	-	4.11	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.209	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	873	-	~ 53	418
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	226	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	873	-	~ 41	418
Mov Cap-2 Maneuver	-	-	-	-	~ 41	-
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	177	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	$ 446.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	41	418	-	-	873	-
HCM Lane V/C Ratio	2.773	0.358	-	-	0.218	-
HCM Control Delay (s)	$ 1010	18.3	-	-	10.3	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	12.5	1.6	-	-	0.8	-

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

Intersection	
Int Delay, s/veh	58.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	130	45	29	1029	779	57
Future Vol, veh/h	130	45	29	1029	779	57
Conflicting Peds, #/hr	0	0	12	0	0	12
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	4	4	4	2
Mvmt Flow	137	47	31	1083	820	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1977	832	892	0	-	0
Stage 1	832	-	-	-	-	-
Stage 2	1145	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	~ 68	369	752	-	-	-
Stage 1	429	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 64	365	743	-	-	-
Mov Cap-2 Maneuver	~ 64	-	-	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	302	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 693.5	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	743	-	81	-	-
HCM Lane V/C Ratio	0.041	-	2.274	-	-
HCM Control Delay (s)	10.1	-	$ 693.5	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	17	-	-

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	6	6	1056	821	3
Future Vol, veh/h	2	6	6	1056	821	3
Conflicting Peds, #/hr	0	0	14	0	0	14
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	6	6	1112	864	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2004	880	881	0	-	0
Stage 1	880	-	-	-	-	-
Stage 2	1124	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	65	346	767	-	-	-
Stage 1	406	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	62	342	758	-	-	-
Mov Cap-2 Maneuver	62	-	-	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	307	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.6	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	758	-	161	-	-
HCM Lane V/C Ratio	0.008	-	0.052	-	-
HCM Control Delay (s)	9.8	0	28.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	811	16	7	1042	19	7
Future Vol, veh/h	811	16	7	1042	19	7
Conflicting Peds, #/hr	0	12	12	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	854	17	7	1097	20	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	883	0	1986	875
Stage 1	-	-	-	-	875	-
Stage 2	-	-	-	-	1111	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	766	-	67	349
Stage 1	-	-	-	-	408	-
Stage 2	-	-	-	-	315	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	757	-	65	345
Mov Cap-2 Maneuver	-	-	-	-	65	-
Stage 1	-	-	-	-	404	-
Stage 2	-	-	-	-	307	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	68.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	83	-	-	757	-
HCM Lane V/C Ratio	0.33	-	-	0.01	-
HCM Control Delay (s)	68.4	-	-	9.8	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	1.3	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	815	3	0	1047	2	1
Future Vol, veh/h	815	3	0	1047	2	1
Conflicting Peds, #/hr	0	8	8	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	858	3	0	1102	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	869	0	1970	439
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	1102	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	773	-	61	567
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	317	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	767	-	61	563
Mov Cap-2 Maneuver	-	-	-	-	61	-
Stage 1	-	-	-	-	369	-
Stage 2	-	-	-	-	317	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	47.9
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	87	-	-	767	-
HCM Lane V/C Ratio	0.036	-	-	-	-
HCM Control Delay (s)	47.9	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	172.7
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	718	97	81	880	166	62
Future Vol, veh/h	718	97	81	880	166	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	756	102	85	926	175	65
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	34.3	326.9	17.4
HCM LOS	D	F	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	73%	0%	0%	100%	0%
Vol Thru, %	0%	100%	71%	0%	100%
Vol Right, %	27%	0%	29%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	228	479	336	81	880
LT Vol	166	0	0	81	0
Through Vol	0	479	239	0	880
RT Vol	62	0	97	0	0
Lane Flow Rate	240	504	354	85	926
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.459	0.892	0.619	0.173	1.736
Departure Headway (Hd)	7.893	7.09	7.005	7.307	6.745
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	461	514	520	493	547
Service Time	5.893	4.79	4.705	5.026	4.464
HCM Lane V/C Ratio	0.521	0.981	0.681	0.172	1.693
HCM Control Delay	17.4	44.1	20.4	11.6	355.9
HCM Lane LOS	C	E	C	B	F
HCM 95th-tile Q	2.4	10	4.2	0.6	55.2

Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	399	447	80	63	46
Future Vol, veh/h	41	399	447	80	63	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	46	443	497	89	70	51

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	586	0	-	0	1077	542
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	535	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	989	-	-	-	242	540
Stage 1	-	-	-	-	583	-
Stage 2	-	-	-	-	587	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	989	-	-	-	227	540
Mov Cap-2 Maneuver	-	-	-	-	227	-
Stage 1	-	-	-	-	547	-
Stage 2	-	-	-	-	587	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	24.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	989	-	-	-	301
HCM Lane V/C Ratio	0.046	-	-	-	0.402
HCM Control Delay (s)	8.8	0	-	-	24.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.9

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Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	0	13	5	0	0	21	761	4	8	1037	31
Future Vol, veh/h	19	0	13	5	0	0	21	761	4	8	1037	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	6	2
Mvmt Flow	20	0	14	5	0	0	23	818	4	9	1115	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1605	2018	574	1442	2032	411	1148	0	0	822	0	0
Stage 1	1150	1150	-	866	866	-	-	-	-	-	-	-
Stage 2	455	868	-	576	1166	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	70	58	462	93	57	590	604	-	-	803	-	-
Stage 1	211	271	-	314	369	-	-	-	-	-	-	-
Stage 2	554	368	-	470	266	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	67	55	462	87	54	590	604	-	-	803	-	-
Mov Cap-2 Maneuver	184	206	-	247	194	-	-	-	-	-	-	-
Stage 1	203	268	-	302	355	-	-	-	-	-	-	-
Stage 2	533	354	-	451	263	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.2	19.9	0.3	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	604	-	-	244	247	803	-	-
HCM Lane V/C Ratio	0.037	-	-	0.141	0.022	0.011	-	-
HCM Control Delay (s)	11.2	-	-	22.2	19.9	9.5	-	-
HCM Lane LOS	B	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	2	778	1074	1
Future Vol, veh/h	1	2	2	778	1074	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	6	2
Mvmt Flow	1	2	2	846	1167	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1595	584	1168	0	-	0
Stage 1	1168	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	98	455	594	-	-	-
Stage 1	258	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	455	594	-	-	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	594	-	319	-	-
HCM Lane V/C Ratio	0.004	-	0.01	-	-
HCM Control Delay (s)	11.1	0	16.4	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	780	1	3	1075
Future Vol, veh/h	0	1	780	1	3	1075
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	0	1	839	1	3	1156

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1424	420	0	0	840	0
Stage 1	840	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	127	582	-	-	791	-
Stage 1	384	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	582	-	-	791	-
Mov Cap-2 Maneuver	257	-	-	-	-	-
Stage 1	384	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	582	791	-
HCM Lane V/C Ratio	-	-	0.002	0.004	-
HCM Control Delay (s)	-	-	11.2	9.6	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	4	777	1076	6
Future Vol, veh/h	2	2	4	777	1076	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	5	2
Mvmt Flow	2	2	4	845	1170	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1605	589	1177	0	-	0
Stage 1	1174	-	-	-	-	-
Stage 2	431	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	96	452	589	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	452	589	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	254	-	-	-	-	-
Stage 2	623	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.3	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	589	-	275	-	-
HCM Lane V/C Ratio	0.007	-	0.016	-	-
HCM Control Delay (s)	11.2	-	18.3	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	8.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	711	83	160	603	64	149
Future Vol, veh/h	711	83	160	603	64	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	1	2	7	3	3
Mvmt Flow	748	87	168	635	67	157

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	748	0	1719	748
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	971	-
Critical Hdwy	-	-	4.12	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	861	-	98	411
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	366	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	861	-	79	411
Mov Cap-2 Maneuver	-	-	-	-	79	-
Stage 1	-	-	-	-	466	-
Stage 2	-	-	-	-	295	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	59.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	79	411	-	-	861	-
HCM Lane V/C Ratio	0.853	0.382	-	-	0.196	-
HCM Control Delay (s)	153.8	19.1	-	-	10.2	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	4.4	1.8	-	-	0.7	-

Intersection	
Int Delay, s/veh	3.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	25	27	703	802	64
Future Vol, veh/h	51	25	27	703	802	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	13	4	4	6	11
Mvmt Flow	54	26	28	740	844	67

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1640	844	911	0	-	0
Stage 1	844	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Critical Hdwy	6.57	6.33	4.14	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.417	2.236	-	-	-
Pot Cap-1 Maneuver	101	347	739	-	-	-
Stage 1	397	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	97	347	739	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	72.4	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	739	-	127	-	-
HCM Lane V/C Ratio	0.038	-	0.63	-	-
HCM Control Delay (s)	10.1	-	72.4	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	3.3	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	7	6	727	826	4
Future Vol, veh/h	3	7	6	727	826	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	33	2	2	4	5	2
Mvmt Flow	3	7	6	765	869	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1648	871	873	0	-	0
Stage 1	871	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.73	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	92	350	773	-	-	-
Stage 1	362	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	91	350	773	-	-	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	357	-	-	-	-	-
Stage 2	403	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.2	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	773	-	189	-	-
HCM Lane V/C Ratio	0.008	-	0.056	-	-
HCM Control Delay (s)	9.7	0	25.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	824	8	1	726	7	3
Future Vol, veh/h	824	8	1	726	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	2	2	4	2	2
Mvmt Flow	867	8	1	764	7	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	875	0	1637	871
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	766	-
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	-	-	771	-	111	350
Stage 1	-	-	-	-	410	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	771	-	111	350
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	410	-
Stage 2	-	-	-	-	458	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	32.8
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	140	-	-	771	-
HCM Lane V/C Ratio	0.075	-	-	0.001	-
HCM Control Delay (s)	32.8	-	-	9.7	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	824	3	2	721	6	2
Future Vol, veh/h	824	3	2	721	6	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	2	2	4	2	2
Mvmt Flow	867	3	2	759	6	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	870	0	1632	435
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	763	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	773	-	101	570
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	459	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	773	-	101	570
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	372	-
Stage 2	-	-	-	-	458	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	35.4
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	127	-	-	773	-
HCM Lane V/C Ratio	0.066	-	-	0.003	-
HCM Control Delay (s)	35.4	-	-	9.7	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Intersection Delay, s/veh	70.4
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	679	147	45	655	68	100
Future Vol, veh/h	679	147	45	655	68	100
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	6	3	5	3	3	4
Mvmt Flow	730	158	48	704	73	108
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	25.5	136.9	13.6
HCM LOS	D	F	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	40%	0%	0%	100%	0%
Vol Thru, %	0%	100%	61%	0%	100%
Vol Right, %	60%	0%	39%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	168	453	373	45	655
LT Vol	68	0	0	45	0
Through Vol	0	453	226	0	655
RT Vol	100	0	147	0	0
Lane Flow Rate	181	487	401	48	704
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.332	0.817	0.637	0.093	1.245
Departure Headway (Hd)	7.097	6.312	5.98	6.908	6.366
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	509	579	606	520	578
Service Time	5.097	4.012	3.68	4.631	4.089
HCM Lane V/C Ratio	0.356	0.841	0.662	0.092	1.218
HCM Control Delay	13.6	31.2	18.6	10.3	145.6
HCM Lane LOS	B	D	C	B	F
HCM 95th-tile Q	1.4	8.2	4.5	0.3	27

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	41	349	317	68	37	35
Future Vol, veh/h	41	349	317	68	37	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	7	4	5	7	5	18
Mvmt Flow	46	388	352	76	41	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	428	0	-	0	870	390
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	480	-
Critical Hdwy	4.17	-	-	-	6.45	6.38
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.263	-	-	-	3.545	3.462
Pot Cap-1 Maneuver	1105	-	-	-	318	625
Stage 1	-	-	-	-	678	-
Stage 2	-	-	-	-	616	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1105	-	-	-	301	625
Mov Cap-2 Maneuver	-	-	-	-	301	-
Stage 1	-	-	-	-	642	-
Stage 2	-	-	-	-	616	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	16.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1105	-	-	-	402
HCM Lane V/C Ratio	0.041	-	-	-	0.199
HCM Control Delay (s)	8.4	0	-	-	16.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	14	4	0	15	16	1226	3	2	977	25
Future Vol, veh/h	22	0	14	4	0	15	16	1226	3	2	977	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	75	2	2	2	4	2	50	3	2
Mvmt Flow	24	0	15	4	0	16	17	1333	3	2	1062	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1781	2450	545	1904	2462	668	1089	0	0	1336	0	0
Stage 1	1080	1080	-	1369	1369	-	-	-	-	-	-	-
Stage 2	701	1370	-	535	1093	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	9	6.54	6.94	4.14	-	-	5.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	4.25	4.02	3.32	2.22	-	-	2.7	-	-
Pot Cap-1 Maneuver	52	31	482	18	30	401	636	-	-	318	-	-
Stage 1	233	293	-	82	213	-	-	-	-	-	-	-
Stage 2	395	212	-	348	288	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	49	30	482	17	29	401	636	-	-	318	-	-
Mov Cap-2 Maneuver	187	159	-	74	156	-	-	-	-	-	-	-
Stage 1	227	291	-	80	207	-	-	-	-	-	-	-
Stage 2	369	206	-	335	286	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	24.2	0.1	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	636	-	-	245	208	318	-	-
HCM Lane V/C Ratio	0.027	-	-	0.16	0.099	0.007	-	-
HCM Control Delay (s)	10.8	-	-	22.5	24.2	16.4	-	-
HCM Lane LOS	B	-	-	C	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.3	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	1265	1001	0
Future Vol, veh/h	3	3	2	1265	1001	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	3	2
Mvmt Flow	3	3	2	1375	1088	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1780	544	1088	0	-	0
Stage 1	1088	-	-	-	-	-
Stage 2	692	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	73	483	637	-	-	-
Stage 1	284	-	-	-	-	-
Stage 2	458	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	483	637	-	-	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	280	-	-	-	-	-
Stage 2	458	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	637	-	272	-	-
HCM Lane V/C Ratio	0.003	-	0.024	-	-
HCM Control Delay (s)	10.7	0.1	18.6	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	1267	1	11	999
Future Vol, veh/h	2	2	1267	1	11	999
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	10	2
Mvmt Flow	2	2	1408	1	12	1110

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1988	705	0	0	1409	0
Stage 1	1409	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.3	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.3	-
Pot Cap-1 Maneuver	53	379	-	-	441	-
Stage 1	192	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	52	379	-	-	441	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	192	-	-	-	-	-
Stage 2	510	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.5	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	210	441	-
HCM Lane V/C Ratio	-	-	0.021	0.028	-
HCM Control Delay (s)	-	-	22.5	13.4	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	2	1270	1008	3
Future Vol, veh/h	2	2	2	1270	1008	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	2	2	1396	1108	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1812	556	1111	0	-	0
Stage 1	1110	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	70	475	624	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	453	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	475	624	-	-	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	276	-	-	-	-	-
Stage 2	453	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	624	-	267	-	-
HCM Lane V/C Ratio	0.004	-	0.016	-	-
HCM Control Delay (s)	10.8	-	18.7	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	32.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	670	64	166	904	98	130
Future Vol, veh/h	670	64	166	904	98	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	1	4	3	2
Mvmt Flow	705	67	175	952	103	137

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	705	0	2007	705
Stage 1	-	-	-	-	705	-
Stage 2	-	-	-	-	1302	-
Critical Hdwy	-	-	4.11	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.209	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	898	-	~ 65	436
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	253	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	898	-	~ 52	436
Mov Cap-2 Maneuver	-	-	-	-	~ 52	-
Stage 1	-	-	-	-	488	-
Stage 2	-	-	-	-	204	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.5	279.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	52	436	-	-	898	-
HCM Lane V/C Ratio	1.984	0.314	-	-	0.195	-
HCM Control Delay (s)	$ 628.5	17	-	-	10	-
HCM Lane LOS	F	C	-	-	A	-
HCM 95th %tile Q(veh)	10.2	1.3	-	-	0.7	-

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

Intersection	
Int Delay, s/veh	35.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	120	41	26	955	741	53
Future Vol, veh/h	120	41	26	955	741	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	4	4	4	2
Mvmt Flow	126	43	27	1005	780	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1839	780	836	0	-	0
Stage 1	780	-	-	-	-	-
Stage 2	1059	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	~ 83	395	789	-	-	-
Stage 1	454	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 80	395	789	-	-	-
Mov Cap-2 Maneuver	~ 80	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	335	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 425.1	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	789	-	100	-	-
HCM Lane V/C Ratio	0.035	-	1.695	-	-
HCM Control Delay (s)	9.7	-	$ 425.1	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	13.4	-	-

Notes

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

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	5	979	779	3
Future Vol, veh/h	2	5	5	979	779	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	5	5	1031	820	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1863	822	823	0	-	0
Stage 1	822	-	-	-	-	-
Stage 2	1041	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	80	374	807	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	340	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	79	374	807	-	-	-
Mov Cap-2 Maneuver	79	-	-	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	340	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.7	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	807	-	181	-	-
HCM Lane V/C Ratio	0.007	-	0.041	-	-
HCM Control Delay (s)	9.5	0	25.7	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	769	15	6	966	18	6
Future Vol, veh/h	769	15	6	966	18	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	809	16	6	1017	19	6

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	825	0	1846	817
Stage 1	-	-	-	-	817	-
Stage 2	-	-	-	-	1029	-
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	-	-	805	-	82	376
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	345	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	805	-	81	376
Mov Cap-2 Maneuver	-	-	-	-	81	-
Stage 1	-	-	-	-	434	-
Stage 2	-	-	-	-	339	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	52.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	101	-	-	805	-
HCM Lane V/C Ratio	0.25	-	-	0.008	-
HCM Control Delay (s)	52.1	-	-	9.5	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	0.9	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	772	3	0	970	2	1
Future Vol, veh/h	772	3	0	970	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	813	3	0	1021	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	816	0	1836	408
Stage 1	-	-	-	-	815	-
Stage 2	-	-	-	-	1021	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	810	-	75	593
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	347	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	810	-	75	593
Mov Cap-2 Maneuver	-	-	-	-	75	-
Stage 1	-	-	-	-	397	-
Stage 2	-	-	-	-	347	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	40
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	106	-	-	810	-
HCM Lane V/C Ratio	0.03	-	-	-	-
HCM Control Delay (s)	40	-	-	0	-
HCM Lane LOS	E	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Intersection Delay, s/veh	137
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	681	92	74	817	152	56
Future Vol, veh/h	681	92	74	817	152	56
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	717	97	78	860	160	59
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	27.8	259.9	16.1
HCM LOS	D	F	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	73%	0%	0%	100%	0%
Vol Thru, %	0%	100%	71%	0%	100%
Vol Right, %	27%	0%	29%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	208	454	319	74	817
LT Vol	152	0	0	74	0
Through Vol	0	454	227	0	817
RT Vol	56	0	92	0	0
Lane Flow Rate	219	478	336	78	860
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.417	0.83	0.576	0.154	1.569
Departure Headway (Hd)	7.693	6.815	6.73	7.13	6.569
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	471	535	541	505	559
Service Time	5.693	4.515	4.43	4.85	4.288
HCM Lane V/C Ratio	0.465	0.893	0.621	0.154	1.538
HCM Control Delay	16.1	34.6	18.2	11.1	282.4
HCM Lane LOS	C	D	C	B	F
HCM 95th-tile Q	2	8.4	3.6	0.5	45.9

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	39	369	417	75	59	43
Future Vol, veh/h	39	369	417	75	59	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	2	2	2
Mvmt Flow	43	410	463	83	66	48

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	546	0	-	0	1001	505
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	496	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1023	-	-	-	269	567
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	612	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1023	-	-	-	254	567
Mov Cap-2 Maneuver	-	-	-	-	254	-
Stage 1	-	-	-	-	573	-
Stage 2	-	-	-	-	612	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1023	-	-	-	331
HCM Lane V/C Ratio	0.042	-	-	-	0.342
HCM Control Delay (s)	8.7	0	-	-	21.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.5

2036 Build Capacity Analysis Worksheets

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	0	13	6	0	0	21	1005	5	9	1278	31
Future Vol, veh/h	19	0	13	6	0	0	21	1005	5	9	1278	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	6	2
Mvmt Flow	20	0	14	6	0	0	23	1081	5	10	1374	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1998	2543	704	1837	2557	543	1407	0	0	1086	0	0
Stage 1	1411	1411	-	1130	1130	-	-	-	-	-	-	-
Stage 2	587	1132	-	707	1427	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	35	27	379	47	26	484	481	-	-	638	-	-
Stage 1	145	203	-	217	277	-	-	-	-	-	-	-
Stage 2	463	276	-	392	199	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	33	25	379	43	24	484	481	-	-	638	-	-
Mov Cap-2 Maneuver	126	148	-	172	137	-	-	-	-	-	-	-
Stage 1	138	200	-	207	264	-	-	-	-	-	-	-
Stage 2	441	263	-	372	196	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.9	26.7	0.3	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	173	172	638	-	-
HCM Lane V/C Ratio	0.047	-	-	0.199	0.038	0.015	-	-
HCM Control Delay (s)	12.9	-	-	30.9	26.7	10.7	-	-
HCM Lane LOS	B	-	-	D	D	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	2	1021	1316	1
Future Vol, veh/h	1	2	2	1021	1316	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	6	2
Mvmt Flow	1	2	2	1110	1430	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1990	716	1431	0	-	0
Stage 1	1431	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	53	373	471	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	52	373	471	-	-	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	184	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	471	-	242	-	-
HCM Lane V/C Ratio	0.005	-	0.013	-	-
HCM Control Delay (s)	12.7	0.1	20.1	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1024	1	3	1317
Future Vol, veh/h	0	1	1024	1	3	1317
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	0	1	1101	1	3	1416

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1816	551	0	0	1102	0
Stage 1	1102	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	69	478	-	-	629	-
Stage 1	280	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	69	478	-	-	629	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	280	-	-	-	-	-
Stage 2	444	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	629	-
HCM Lane V/C Ratio	-	-	0.002	0.005	-
HCM Control Delay (s)	-	-	12.5	10.8	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	2	44	0	30	5	965	54	36	1274	7
Future Vol, veh/h	2	0	2	44	0	30	5	965	54	36	1274	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	100	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	2	0	2	48	0	33	5	1049	59	39	1385	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2002	2585	697	1860	2560	554	1393	0	0	1108	0	0
Stage 1	1467	1467	-	1089	1089	-	-	-	-	-	-	-
Stage 2	535	1118	-	771	1471	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	35	25	383	~ 45	26	476	487	-	-	626	-	-
Stage 1	134	190	-	230	290	-	-	-	-	-	-	-
Stage 2	497	281	-	359	190	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	23	383	~ 42	24	476	487	-	-	626	-	-
Mov Cap-2 Maneuver	102	103	-	141	109	-	-	-	-	-	-	-
Stage 1	133	178	-	228	287	-	-	-	-	-	-	-
Stage 2	458	278	-	335	178	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28	30.9	0.1	0.3
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	487	-	-	161	141	476	626	-	-
HCM Lane V/C Ratio	0.011	-	-	0.027	0.339	0.069	0.063	-	-
HCM Control Delay (s)	12.5	-	-	28	43.1	13.1	11.1	-	-
HCM Lane LOS	B	-	-	D	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.4	0.2	0.2	-	-

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

Intersection	
Int Delay, s/veh	27.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	943	92	175	820	71	163
Future Vol, veh/h	943	92	175	820	71	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	1	2	7	3	3
Mvmt Flow	993	97	184	863	75	172

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	993	0	2224	993
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1231	-
Critical Hdwy	-	-	4.12	-	6.43	6.23
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.218	-	3.527	3.327
Pot Cap-1 Maneuver	-	-	696	-	~ 47	297
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	274	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	696	-	~ 35	297
Mov Cap-2 Maneuver	-	-	-	-	~ 35	-
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	202	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	255.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	35	297	-	-	696	-
HCM Lane V/C Ratio	2.135	0.578	-	-	0.265	-
HCM Control Delay (s)	$ 768.4	32.5	-	-	12	-
HCM Lane LOS	F	D	-	-	B	-
HCM 95th %tile Q(veh)	8.3	3.4	-	-	1.1	-

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

Intersection	
Int Delay, s/veh	12.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	28	30	885	1034	70
Future Vol, veh/h	55	28	30	885	1034	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	13	4	4	6	11
Mvmt Flow	58	29	32	932	1088	74

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2084	1088	1162	0	-	0
Stage 1	1088	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Critical Hdwy	6.57	6.33	4.14	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.417	2.236	-	-	-
Pot Cap-1 Maneuver	~ 53	249	594	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 50	249	594	-	-	-
Mov Cap-2 Maneuver	~ 50	-	-	-	-	-
Stage 1	286	-	-	-	-	-
Stage 2	335	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 308.4	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	594	-	68	-	-
HCM Lane V/C Ratio	0.053	-	1.285	-	-
HCM Control Delay (s)	11.4	-	$ 308.4	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	7.1	-	-

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	8	7	912	1060	5
Future Vol, veh/h	3	8	7	912	1060	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	33	2	2	4	5	2
Mvmt Flow	3	8	7	960	1116	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2093	1119	1121	0	-	0
Stage 1	1119	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Critical Hdwy	6.73	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	47	252	623	-	-	-
Stage 1	272	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	252	623	-	-	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	322	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.5	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	623	-	113	-	-
HCM Lane V/C Ratio	0.012	-	0.102	-	-
HCM Control Delay (s)	10.8	0	40.5	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1059	8	1	913	7	3
Future Vol, veh/h	1059	8	1	913	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	2	2	4	2	2
Mvmt Flow	1115	8	1	961	7	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1123	0	2082	1119
Stage 1	-	-	-	-	1119	-
Stage 2	-	-	-	-	963	-
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	-	-	622	-	58	252
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	370	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	622	-	58	252
Mov Cap-2 Maneuver	-	-	-	-	58	-
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	369	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	60.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	75	-	-	622	-
HCM Lane V/C Ratio	0.14	-	-	0.002	-
HCM Control Delay (s)	60.7	-	-	10.8	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1059	3	2	907	7	2
Future Vol, veh/h	1059	3	2	907	7	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	2	2	4	2	2
Mvmt Flow	1115	3	2	955	7	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1118	0	2076	559
Stage 1	-	-	-	-	1117	-
Stage 2	-	-	-	-	959	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	623	-	52	473
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	371	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	623	-	52	473
Mov Cap-2 Maneuver	-	-	-	-	52	-
Stage 1	-	-	-	-	275	-
Stage 2	-	-	-	-	370	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	69.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	65	-	-	623	-
HCM Lane V/C Ratio	0.146	-	-	0.003	-
HCM Control Delay (s)	69.6	-	-	10.8	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Intersection Delay, s/veh	153.9
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	879	182	50	820	88	110
Future Vol, veh/h	879	182	50	820	88	110
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	6	3	5	3	3	4
Mvmt Flow	945	196	54	882	95	118
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	62.7	296.5	15.7
HCM LOS	F	F	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	44%	0%	0%	100%	0%
Vol Thru, %	0%	100%	62%	0%	100%
Vol Right, %	56%	0%	38%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	586	475	50	820
LT Vol	88	0	0	50	0
Through Vol	0	586	293	0	820
RT Vol	110	0	182	0	0
Lane Flow Rate	213	630	511	54	882
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.401	1.076	0.827	0.108	1.639
Departure Headway (Hd)	7.675	6.842	6.515	7.444	6.9
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	473	536	562	484	538
Service Time	5.675	4.542	4.215	5.144	4.6
HCM Lane V/C Ratio	0.45	1.175	0.909	0.112	1.639
HCM Control Delay	15.7	86.7	33.1	11	313.9
HCM Lane LOS	C	F	D	B	F
HCM 95th-tile Q	1.9	17.3	8.4	0.4	48.3

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↰	↱		↕	
Traffic Vol, veh/h	42	418	28	111	390	73	38	0	150	39	0	37
Future Vol, veh/h	42	418	28	111	390	73	38	0	150	39	0	37
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	7	4	2	2	5	7	2	2	2	5	2	18
Mvmt Flow	47	464	31	123	433	81	42	0	167	43	0	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	514	0	0	495	0	0	1314	1334	480	1377	1309	474
Stage 1	-	-	-	-	-	-	574	574	-	720	720	-
Stage 2	-	-	-	-	-	-	740	760	-	657	589	-
Critical Hdwy	4.17	-	-	4.12	-	-	7.12	6.52	6.22	7.15	6.52	6.38
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.15	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.15	5.52	-
Follow-up Hdwy	2.263	-	-	2.218	-	-	3.518	4.018	3.318	3.545	4.018	3.462
Pot Cap-1 Maneuver	1026	-	-	1069	-	-	135	154	586	120	159	559
Stage 1	-	-	-	-	-	-	504	503	-	414	432	-
Stage 2	-	-	-	-	-	-	409	414	-	449	495	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1026	-	-	1069	-	-	104	121	586	72	124	559
Mov Cap-2 Maneuver	-	-	-	-	-	-	104	121	-	72	124	-
Stage 1	-	-	-	-	-	-	472	471	-	388	362	-
Stage 2	-	-	-	-	-	-	317	347	-	301	463	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	1.7	23.3	79.5
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	104	586	1026	-	-	1069	-	-	125
HCM Lane V/C Ratio	0.406	0.284	0.045	-	-	0.115	-	-	0.676
HCM Control Delay (s)	61.5	13.6	8.7	0	-	8.8	0	-	79.5
HCM Lane LOS	F	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	1.7	1.2	0.1	-	-	0.4	-	-	3.6

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	14	5	0	16	16	1481	3	2	1217	25
Future Vol, veh/h	22	0	14	5	0	16	16	1481	3	2	1217	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	75	2	2	2	4	2	50	3	2
Mvmt Flow	24	0	15	5	0	17	17	1610	3	2	1323	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2180	2988	675	2312	3000	807	1350	0	0	1613	0	0
Stage 1	1341	1341	-	1646	1646	-	-	-	-	-	-	-
Stage 2	839	1647	-	666	1354	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	9	6.54	6.94	4.14	-	-	5.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	4.25	4.02	3.32	2.22	-	-	2.7	-	-
Pot Cap-1 Maneuver	26	14	396	8	13	324	506	-	-	234	-	-
Stage 1	161	219	-	50	155	-	-	-	-	-	-	-
Stage 2	326	155	-	278	216	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	13	396	7	12	324	506	-	-	234	-	-
Mov Cap-2 Maneuver	131	114	-	45	111	-	-	-	-	-	-	-
Stage 1	156	217	-	48	150	-	-	-	-	-	-	-
Stage 2	298	150	-	265	214	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31	38.2	0.1	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	506	-	-	177	131	234	-	-
HCM Lane V/C Ratio	0.034	-	-	0.221	0.174	0.009	-	-
HCM Control Delay (s)	12.4	-	-	31	38.2	20.5	-	-
HCM Lane LOS	B	-	-	D	E	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.6	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	1521	1241	0
Future Vol, veh/h	3	3	2	1521	1241	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	3	2
Mvmt Flow	3	3	2	1653	1349	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2180	675	1349	0	-	0
Stage 1	1349	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	39	396	506	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	37	396	506	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.6	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	506	-	200	-	-
HCM Lane V/C Ratio	0.004	-	0.033	-	-
HCM Control Delay (s)	12.1	0.3	23.6	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	1524	1	12	1238
Future Vol, veh/h	2	2	1524	1	12	1238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	10	2
Mvmt Flow	2	2	1693	1	13	1376

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2408	847	0	0	1694	0
Stage 1	1694	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.3	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.3	-
Pot Cap-1 Maneuver	27	305	-	-	339	-
Stage 1	134	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	26	305	-	-	339	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	134	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.4	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	152	339	-
HCM Lane V/C Ratio	-	-	0.029	0.039	-
HCM Control Delay (s)	-	-	29.4	16.1	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	2	34	0	29	2	1482	45	29	1214	3
Future Vol, veh/h	2	0	2	34	0	29	2	1482	45	29	1214	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	100	-	-	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	3	2
Mvmt Flow	2	0	2	37	0	32	2	1629	49	32	1334	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2219	3082	669	2389	3059	839	1337	0	0	1678	0	0
Stage 1	1400	1400	-	1658	1658	-	-	-	-	-	-	-
Stage 2	819	1682	-	731	1401	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	24	12	400	~ 18	12	309	512	-	-	378	-	-
Stage 1	148	205	-	102	153	-	-	-	-	-	-	-
Stage 2	336	149	-	379	205	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	20	11	400	~ 17	11	309	512	-	-	378	-	-
Mov Cap-2 Maneuver	95	70	-	77	81	-	-	-	-	-	-	-
Stage 1	147	188	-	102	152	-	-	-	-	-	-	-
Stage 2	300	148	-	345	188	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.1	56.6	0	0.4
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	512	-	-	154	77	309	378	-	-
HCM Lane V/C Ratio	0.004	-	-	0.029	0.485	0.103	0.084	-	-
HCM Control Delay (s)	12.1	-	-	29.1	89.6	18	15.4	-	-
HCM Lane LOS	B	-	-	D	F	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2	0.3	0.3	-	-

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

Intersection	
Int Delay, s/veh	92.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	872	71	181	1154	108	142
Future Vol, veh/h	872	71	181	1154	108	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	130	265	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	1	4	3	2
Mvmt Flow	918	75	191	1215	114	149

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	918	0	2515	918
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	1597	-
Critical Hdwy	-	-	4.11	-	6.43	6.22
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.209	-	3.527	3.318
Pot Cap-1 Maneuver	-	-	747	-	~ 31	329
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	182	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	747	-	~ 23	329
Mov Cap-2 Maneuver	-	-	-	-	~ 23	-
Stage 1	-	-	-	-	388	-
Stage 2	-	-	-	-	135	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	$ 927.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	23	329	-	-	747	-
HCM Lane V/C Ratio	4.943	0.454	-	-	0.255	-
HCM Control Delay (s)	$ 2114.1	24.7	-	-	11.5	-
HCM Lane LOS	F	C	-	-	B	-
HCM 95th %tile Q(veh)	14.3	2.3	-	-	1	-

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

Intersection	
Int Delay, s/veh	91.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	130	45	29	1200	913	57
Future Vol, veh/h	130	45	29	1200	913	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	4	4	4	2
Mvmt Flow	137	47	31	1263	961	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2286	961	1021	0	-	0
Stage 1	961	-	-	-	-	-
Stage 2	1325	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	~ 44	311	672	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 42	311	672	-	-	-
Mov Cap-2 Maneuver	~ 42	-	-	-	-	-
Stage 1	356	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	$ 1244	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	672	-	54	-	-
HCM Lane V/C Ratio	0.045	-	3.411	-	-
HCM Control Delay (s)	10.6	-	$ 1244	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	19.8	-	-

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	6	6	1227	955	3
Future Vol, veh/h	2	6	6	1227	955	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	6	6	1292	1005	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2311	1007	1008	0	-	0
Stage 1	1007	-	-	-	-	-
Stage 2	1304	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	42	292	687	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	292	687	-	-	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	342	-	-	-	-	-
Stage 2	254	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.8	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	687	-	115	-	-
HCM Lane V/C Ratio	0.009	-	0.073	-	-
HCM Control Delay (s)	10.3	0	38.8	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	945	16	7	1212	19	7
Future Vol, veh/h	945	16	7	1212	19	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	995	17	7	1276	20	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1012	0	2294	1004
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1290	-
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	-	-	685	-	43	294
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	258	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	685	-	41	294
Mov Cap-2 Maneuver	-	-	-	-	41	-
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	249	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	130.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	53	-	-	685	-
HCM Lane V/C Ratio	0.516	-	-	0.011	-
HCM Control Delay (s)	130.3	-	-	10.3	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	2	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	949	3	0	1217	2	1
Future Vol, veh/h	949	3	0	1217	2	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	0	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	999	3	0	1281	2	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1002	0	2282	501
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	1281	-
Critical Hdwy	-	-	4.13	-	6.63	6.93
Critical Hdwy Stg 1	-	-	-	-	5.83	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	-	-	2.219	-	3.519	3.319
Pot Cap-1 Maneuver	-	-	689	-	38	516
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	260	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	689	-	38	516
Mov Cap-2 Maneuver	-	-	-	-	38	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	260	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	74.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	55	-	-	689	-
HCM Lane V/C Ratio	0.057	-	-	-	-
HCM Control Delay (s)	74.4	-	-	0	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Intersection Delay, s/veh	252.3
Intersection LOS	F

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	835	114	81	1029	188	62
Future Vol, veh/h	835	114	81	1029	188	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	879	120	85	1083	198	65
Number of Lanes	2	0	1	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	2	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	2
HCM Control Delay	59.1	469.9	19.7
HCM LOS	F	F	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2
Vol Left, %	75%	0%	0%	100%	0%
Vol Thru, %	0%	100%	71%	0%	100%
Vol Right, %	25%	0%	29%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	557	392	81	1029
LT Vol	188	0	0	81	0
Through Vol	0	557	278	0	1029
RT Vol	62	0	114	0	0
Lane Flow Rate	263	586	413	85	1083
Geometry Grp	2	7	7	7	7
Degree of Util (X)	0.512	1.047	0.729	0.177	2.073
Departure Headway (Hd)	8.323	7.54	7.452	7.637	7.073
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	437	486	487	472	520
Service Time	6.323	5.24	5.152	5.337	4.773
HCM Lane V/C Ratio	0.602	1.206	0.848	0.18	2.083
HCM Control Delay	19.7	81.3	27.7	12	505.9
HCM Lane LOS	C	F	D	B	F
HCM 95th-tile Q	2.8	15.2	5.9	0.6	73.6

Intersection	
Int Delay, s/veh	50.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	424	60	196	470	80	44	0	156	63	0	46
Future Vol, veh/h	41	424	60	196	470	80	44	0	156	63	0	46
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	3	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	471	67	218	522	89	49	0	173	70	0	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	611	0	0	538	0	0	1625	1644	505	1686	1633	567
Stage 1	-	-	-	-	-	-	597	597	-	1003	1003	-
Stage 2	-	-	-	-	-	-	1028	1047	-	683	630	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	968	-	-	1030	-	-	82	100	567	74	101	523
Stage 1	-	-	-	-	-	-	490	491	-	292	320	-
Stage 2	-	-	-	-	-	-	283	305	-	439	475	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	968	-	-	1030	-	-	53	63	567	~ 37	64	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	53	63	-	~ 37	64	-
Stage 1	-	-	-	-	-	-	457	458	-	272	216	-
Stage 2	-	-	-	-	-	-	172	206	-	284	443	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	2.5	60.3	$ 604.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	53	567	968	-	-	1030	-	-	61
HCM Lane V/C Ratio	0.922	0.306	0.047	-	-	0.211	-	-	1.985
HCM Control Delay (s)	224.3	14.1	8.9	0	-	9.4	0	-	$ 604.9
HCM Lane LOS	F	B	A	A	-	A	A	-	F
HCM 95th %tile Q(veh)	4	1.3	0.1	-	-	0.8	-	-	11.5

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

2036 Build Improvements Capacity Analysis Worksheets

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	0	13	6	0	0	21	1005	5	9	1278	31
Future Vol, veh/h	19	0	13	6	0	0	21	1005	5	9	1278	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	6	2
Mvmt Flow	20	0	14	6	0	0	23	1081	5	10	1374	33

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1998	2543	704	1837	2557	543	1407	0	0	1086	0	0
Stage 1	1411	1411	-	1130	1130	-	-	-	-	-	-	-
Stage 2	587	1132	-	707	1427	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	35	27	379	47	26	484	481	-	-	638	-	-
Stage 1	145	203	-	217	277	-	-	-	-	-	-	-
Stage 2	463	276	-	392	199	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	33	25	379	43	24	484	481	-	-	638	-	-
Mov Cap-2 Maneuver	126	148	-	172	137	-	-	-	-	-	-	-
Stage 1	138	200	-	207	264	-	-	-	-	-	-	-
Stage 2	441	263	-	372	196	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.9	26.7	0.3	0.1
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	173	172	-	638	-	-
HCM Lane V/C Ratio	0.047	-	-	0.199	0.038	-	0.015	-	-
HCM Control Delay (s)	12.9	-	-	30.9	26.7	0	10.7	-	-
HCM Lane LOS	B	-	-	D	D	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.1	-	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	2	2	1021	1316	1
Future Vol, veh/h	1	2	2	1021	1316	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	6	2
Mvmt Flow	1	2	2	1110	1430	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1990	716	1431	0	-	0
Stage 1	1431	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	53	373	471	-	-	-
Stage 1	186	-	-	-	-	-
Stage 2	536	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	52	373	471	-	-	-
Mov Cap-2 Maneuver	142	-	-	-	-	-
Stage 1	184	-	-	-	-	-
Stage 2	536	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	471	-	242	-	-
HCM Lane V/C Ratio	0.005	-	0.013	-	-
HCM Control Delay (s)	12.7	0.1	20.1	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	1	1024	1	3	1317
Future Vol, veh/h	0	1	1024	1	3	1317
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	5	2	2	6
Mvmt Flow	0	1	1101	1	3	1416

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1816	551	0	0	1102	0
Stage 1	1102	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	69	478	-	-	629	-
Stage 1	280	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	69	478	-	-	629	-
Mov Cap-2 Maneuver	186	-	-	-	-	-
Stage 1	280	-	-	-	-	-
Stage 2	444	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	629	-
HCM Lane V/C Ratio	-	-	0.002	0.005	-
HCM Control Delay (s)	-	-	12.5	10.8	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	2	44	0	30	5	965	54	36	1274	7
Future Vol, veh/h	2	0	2	44	0	30	5	965	54	36	1274	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	100	-	150	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	5	2
Mvmt Flow	2	0	2	48	0	33	5	1049	59	39	1385	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2002	2585	697	1830	2530	525	1393	0	0	1108	0	0
Stage 1	1467	1467	-	1059	1059	-	-	-	-	-	-	-
Stage 2	535	1118	-	771	1471	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	35	25	383	48	27	497	487	-	-	626	-	-
Stage 1	134	190	-	240	299	-	-	-	-	-	-	-
Stage 2	497	281	-	359	190	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	31	23	383	~ 45	25	497	487	-	-	626	-	-
Mov Cap-2 Maneuver	102	103	-	146	110	-	-	-	-	-	-	-
Stage 1	133	178	-	238	296	-	-	-	-	-	-	-
Stage 2	460	278	-	335	178	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	28	29.7	0.1	0.3
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	487	-	-	161	146	497	626	-	-
HCM Lane V/C Ratio	0.011	-	-	0.027	0.328	0.066	0.063	-	-
HCM Control Delay (s)	12.5	-	-	28	41.2	12.8	11.1	-	-
HCM Lane LOS	B	-	-	D	E	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.3	0.2	0.2	-	-

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

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	943	92	0	890	0	163
Future Vol, veh/h	943	92	0	890	0	163
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	1	2	7	3	3
Mvmt Flow	993	97	0	937	0	172

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	993
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.327
Pot Cap-1 Maneuver	-	-	0	-	0	297
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	297
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	32.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	297	-	-	-
HCM Lane V/C Ratio	0.578	-	-	-
HCM Control Delay (s)	32.5	-	-	-
HCM Lane LOS	D	-	-	-
HCM 95th %tile Q(veh)	3.4	-	-	-

Intersection	
Int Delay, s/veh	8.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	28	30	885	1034	70
Future Vol, veh/h	55	28	30	885	1034	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	17	13	4	4	6	11
Mvmt Flow	58	29	32	932	1088	74

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2084	1088	1162	0	-	0
Stage 1	1088	-	-	-	-	-
Stage 2	996	-	-	-	-	-
Critical Hdwy	6.57	6.33	4.14	-	-	-
Critical Hdwy Stg 1	5.57	-	-	-	-	-
Critical Hdwy Stg 2	5.57	-	-	-	-	-
Follow-up Hdwy	3.653	3.417	2.236	-	-	-
Pot Cap-1 Maneuver	~ 53	249	594	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 50	249	594	-	-	-
Mov Cap-2 Maneuver	~ 50	-	-	-	-	-
Stage 1	286	-	-	-	-	-
Stage 2	335	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	212.2	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	594	-	50	249	-	-
HCM Lane V/C Ratio	0.053	-	1.158	0.118	-	-
HCM Control Delay (s)	11.4	-	$ 309.4	21.4	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.2	-	5.2	0.4	-	-

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	8	7	912	1060	5
Future Vol, veh/h	3	8	7	912	1060	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	33	2	2	4	5	2
Mvmt Flow	3	8	7	960	1116	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2093	1119	1121	0	-	0
Stage 1	1119	-	-	-	-	-
Stage 2	974	-	-	-	-	-
Critical Hdwy	6.73	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.73	-	-	-	-	-
Critical Hdwy Stg 2	5.73	-	-	-	-	-
Follow-up Hdwy	3.797	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	47	252	623	-	-	-
Stage 1	272	-	-	-	-	-
Stage 2	322	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	46	252	623	-	-	-
Mov Cap-2 Maneuver	46	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	322	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.5	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	623	-	113	-	-
HCM Lane V/C Ratio	0.012	-	0.102	-	-
HCM Control Delay (s)	10.8	0	40.5	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1059	8	1	913	7	3
Future Vol, veh/h	1059	8	1	913	7	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	6	2	2	4	2	2
Mvmt Flow	1115	8	1	961	7	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1123	0	2082	1119
Stage 1	-	-	-	-	1119	-
Stage 2	-	-	-	-	963	-
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	-	-	622	-	58	252
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	370	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	622	-	58	252
Mov Cap-2 Maneuver	-	-	-	-	58	-
Stage 1	-	-	-	-	312	-
Stage 2	-	-	-	-	369	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	60.7
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	75	-	-	622	-
HCM Lane V/C Ratio	0.14	-	-	0.002	-
HCM Control Delay (s)	60.7	-	-	10.8	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	0.5	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1059	3	0	909	0	9
Future Vol, veh/h	1059	3	0	909	0	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	7	2	2	4	2	2
Mvmt Flow	1115	3	0	957	0	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	559
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	472
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	472
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	472	-	-	-
HCM Lane V/C Ratio	0.02	-	-	-
HCM Control Delay (s)	12.8	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection	
Intersection Delay, s/veh	27.9
Intersection LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	886	182	50	0	88	110
Future Vol, veh/h	886	182	50	0	88	110
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles, %	6	3	5	3	3	4
Mvmt Flow	953	196	54	0	95	118
Number of Lanes	2	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	31.8	9.5	11.6
HCM LOS	D	A	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	44%	0%	0%	100%
Vol Thru, %	0%	100%	62%	0%
Vol Right, %	56%	0%	38%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	198	591	477	50
LT Vol	88	0	0	50
Through Vol	0	591	295	0
RT Vol	110	0	182	0
Lane Flow Rate	213	635	513	54
Geometry Grp	2	7	7	5
Degree of Util (X)	0.335	0.931	0.707	0.087
Departure Headway (Hd)	5.664	5.279	4.959	5.828
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	634	686	724	610
Service Time	3.707	3.035	2.715	3.906
HCM Lane V/C Ratio	0.336	0.926	0.709	0.089
HCM Control Delay	11.6	42.3	18.9	9.5
HCM Lane LOS	B	E	C	A
HCM 95th-tile Q	1.5	12.7	5.9	0.3

Intersection	
Intersection Delay, s/veh	107
Intersection LOS	F

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	0	1068	88	0	0	820
Future Vol, veh/h	0	1068	88	0	0	820
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1161	96	0	0	891
Number of Lanes	0	2	1	0	0	1

Approach	EB	WB		SW
Opposing Approach	WB	EB		
Opposing Lanes	1	2		0
Conflicting Approach Left	SW			WB
Conflicting Lanes Left	1	0		1
Conflicting Approach Right		SW		EB
Conflicting Lanes Right	0	1		2
HCM Control Delay	57.1	13		182.1
HCM LOS	F	B		F

Lane	EBLn1	EBLn2	WBLn1	SWLn1
Vol Left, %	0%	0%	0%	0%
Vol Thru, %	100%	100%	100%	0%
Vol Right, %	0%	0%	0%	100%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	534	534	88	820
LT Vol	0	0	0	0
Through Vol	534	534	88	0
RT Vol	0	0	0	820
Lane Flow Rate	580	580	96	891
Geometry Grp	7	7	5	2
Degree of Util (X)	1.069	0.79	0.189	1.343
Departure Headway (Hd)	7.486	5.701	8.149	5.525
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	488	638	443	668
Service Time	5.186	3.401	6.149	3.525
HCM Lane V/C Ratio	1.189	0.909	0.217	1.334
HCM Control Delay	87.7	26.4	13	182.1
HCM Lane LOS	F	D	B	F
HCM 95th-tile Q	16.1	7.7	0.7	36.8

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	0	14	5	0	16	16	1481	3	2	1217	25
Future Vol, veh/h	22	0	14	5	0	16	16	1481	3	2	1217	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	100	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	2	-	-	2	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	75	2	2	2	4	2	50	3	2
Mvmt Flow	24	0	15	5	0	17	17	1610	3	2	1323	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2180	2988	675	2312	3000	807	1350	0	0	1613	0	0
Stage 1	1341	1341	-	1646	1646	-	-	-	-	-	-	-
Stage 2	839	1647	-	666	1354	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	9	6.54	6.94	4.14	-	-	5.1	-	-
Critical Hdwy Stg 1	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	8	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	4.25	4.02	3.32	2.22	-	-	2.7	-	-
Pot Cap-1 Maneuver	26	14	396	8	13	324	506	-	-	234	-	-
Stage 1	161	219	-	50	155	-	-	-	-	-	-	-
Stage 2	326	155	-	278	216	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	13	396	7	12	324	506	-	-	234	-	-
Mov Cap-2 Maneuver	131	114	-	45	111	-	-	-	-	-	-	-
Stage 1	156	217	-	48	150	-	-	-	-	-	-	-
Stage 2	298	150	-	265	214	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	31	35.5	0.1	0
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	506	-	-	177	45	324	234	-	-
HCM Lane V/C Ratio	0.034	-	-	0.221	0.121	0.054	0.009	-	-
HCM Control Delay (s)	12.4	-	-	31	95.7	16.7	20.5	-	-
HCM Lane LOS	B	-	-	D	F	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0.4	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	3	2	1521	1241	0
Future Vol, veh/h	3	3	2	1521	1241	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	5	3	2
Mvmt Flow	3	3	2	1653	1349	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2180	675	1349	0	-	0
Stage 1	1349	-	-	-	-	-
Stage 2	831	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	39	396	506	-	-	-
Stage 1	206	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	37	396	506	-	-	-
Mov Cap-2 Maneuver	134	-	-	-	-	-
Stage 1	196	-	-	-	-	-
Stage 2	388	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.6	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	506	-	200	-	-
HCM Lane V/C Ratio	0.004	-	0.033	-	-
HCM Control Delay (s)	12.1	0.3	23.6	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	1524	1	12	1238
Future Vol, veh/h	2	2	1524	1	12	1238
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	5	2	10	2
Mvmt Flow	2	2	1693	1	13	1376

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2408	847	0	0	1694	0
Stage 1	1694	-	-	-	-	-
Stage 2	714	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.3	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.3	-
Pot Cap-1 Maneuver	27	305	-	-	339	-
Stage 1	134	-	-	-	-	-
Stage 2	446	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	26	305	-	-	339	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	134	-	-	-	-	-
Stage 2	429	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.4	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	152	339	-
HCM Lane V/C Ratio	-	-	0.029	0.039	-
HCM Control Delay (s)	-	-	29.4	16.1	-
HCM Lane LOS	-	-	D	C	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	0	2	34	0	29	2	1482	45	29	1214	3
Future Vol, veh/h	2	0	2	34	0	29	2	1482	45	29	1214	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	100	-	150	150	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	3	2
Mvmt Flow	2	0	2	37	0	32	2	1629	49	32	1334	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2219	3082	669	2364	3034	815	1337	0	0	1678	0	0
Stage 1	1400	1400	-	1633	1633	-	-	-	-	-	-	-
Stage 2	819	1682	-	731	1401	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	24	12	400	~ 19	13	321	512	-	-	378	-	-
Stage 1	148	205	-	105	158	-	-	-	-	-	-	-
Stage 2	336	149	-	379	205	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	20	11	400	~ 18	12	321	512	-	-	378	-	-
Mov Cap-2 Maneuver	95	70	-	79	83	-	-	-	-	-	-	-
Stage 1	147	188	-	105	157	-	-	-	-	-	-	-
Stage 2	301	148	-	345	188	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.1	54.5	0	0.4
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	512	-	-	154	79	321	378	-	-
HCM Lane V/C Ratio	0.004	-	-	0.029	0.473	0.099	0.084	-	-
HCM Control Delay (s)	12.1	-	-	29.1	86.1	17.4	15.4	-	-
HCM Lane LOS	B	-	-	D	F	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	2	0.3	0.3	-	-

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

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↱		↑		↱
Traffic Vol, veh/h	872	71	0	1263	0	142
Future Vol, veh/h	872	71	0	1263	0	142
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	-	0	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	1	4	3	2
Mvmt Flow	918	75	0	1329	0	149

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	918
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	-	0	329
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	329
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	329	-	-	-
HCM Lane V/C Ratio	0.454	-	-	-
HCM Control Delay (s)	24.7	-	-	-
HCM Lane LOS	C	-	-	-
HCM 95th %tile Q(veh)	2.3	-	-	-

Intersection	
Int Delay, s/veh	67.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	130	45	29	1200	913	57
Future Vol, veh/h	130	45	29	1200	913	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	85	-	-	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	2	4	4	4	2
Mvmt Flow	137	47	31	1263	961	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2286	961	1021	0	-	0
Stage 1	961	-	-	-	-	-
Stage 2	1325	-	-	-	-	-
Critical Hdwy	6.41	6.22	4.14	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.318	2.236	-	-	-
Pot Cap-1 Maneuver	~ 44	311	672	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 42	311	672	-	-	-
Mov Cap-2 Maneuver	~ 42	-	-	-	-	-
Stage 1	356	-	-	-	-	-
Stage 2	249	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s$	909.8	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	672	-	42	311	-	-
HCM Lane V/C Ratio	0.045	-	3.258	0.152	-	-
HCM Control Delay (s)	10.6	-	$ 1218.3	18.6	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.1	-	15.2	0.5	-	-

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

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	6	6	1227	955	3
Future Vol, veh/h	2	6	6	1227	955	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	3	2
Mvmt Flow	2	6	6	1292	1005	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2311	1007	1008	0	-	0
Stage 1	1007	-	-	-	-	-
Stage 2	1304	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	42	292	687	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	41	292	687	-	-	-
Mov Cap-2 Maneuver	41	-	-	-	-	-
Stage 1	342	-	-	-	-	-
Stage 2	254	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	38.8	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	687	-	115	-	-
HCM Lane V/C Ratio	0.009	-	0.073	-	-
HCM Control Delay (s)	10.3	0	38.8	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	945	16	7	1212	19	7
Future Vol, veh/h	945	16	7	1212	19	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	995	17	7	1276	20	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1012	0	2294	1004
Stage 1	-	-	-	-	1004	-
Stage 2	-	-	-	-	1290	-
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	-	-	685	-	43	294
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	258	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	685	-	41	294
Mov Cap-2 Maneuver	-	-	-	-	41	-
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	249	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	130.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	53	-	-	685	-
HCM Lane V/C Ratio	0.516	-	-	0.011	-
HCM Control Delay (s)	130.3	-	-	10.3	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	2	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	949	3	0	1217	0	3
Future Vol, veh/h	949	3	0	1217	0	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	2	2	5	2	2
Mvmt Flow	999	3	0	1281	0	3

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	-	-	-	501
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	-	0	515
Stage 1	-	-	0	-	0	-
Stage 2	-	-	0	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	-	-	-	515
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT
Capacity (veh/h)	515	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-
HCM Control Delay (s)	12	-	-	-
HCM Lane LOS	B	-	-	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection	
Intersection Delay, s/veh	24.2
Intersection LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	838	114	81	0	188	62
Future Vol, veh/h	838	114	81	0	188	62
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	3	10	9	6	2	6
Mvmt Flow	882	120	85	0	198	65
Number of Lanes	2	0	1	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	
Opposing Lanes	1	2	0
Conflicting Approach Left		NB	EB
Conflicting Lanes Left	0	1	2
Conflicting Approach Right	NB		WB
Conflicting Lanes Right	1	0	1
HCM Control Delay	28.2	10.2	13.4
HCM LOS	D	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1
Vol Left, %	75%	0%	0%	100%
Vol Thru, %	0%	100%	71%	0%
Vol Right, %	25%	0%	29%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	250	559	393	81
LT Vol	188	0	0	81
Through Vol	0	559	279	0
RT Vol	62	0	114	0
Lane Flow Rate	263	588	414	85
Geometry Grp	2	7	7	5
Degree of Util (X)	0.431	0.889	0.616	0.147
Departure Headway (Hd)	5.897	5.44	5.356	6.186
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	605	659	667	583
Service Time	3.977	3.232	3.147	4.186
HCM Lane V/C Ratio	0.435	0.892	0.621	0.146
HCM Control Delay	13.4	36.5	16.5	10.2
HCM Lane LOS	B	E	C	B
HCM 95th-tile Q	2.2	10.9	4.2	0.5

Improvement Conceptual Plans



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KIAWAH ISLAND PKWY/ KIAWAH BEACH DR
ROUNDABOUT

DATE: 3-1-2022

0 50' 100' 150'
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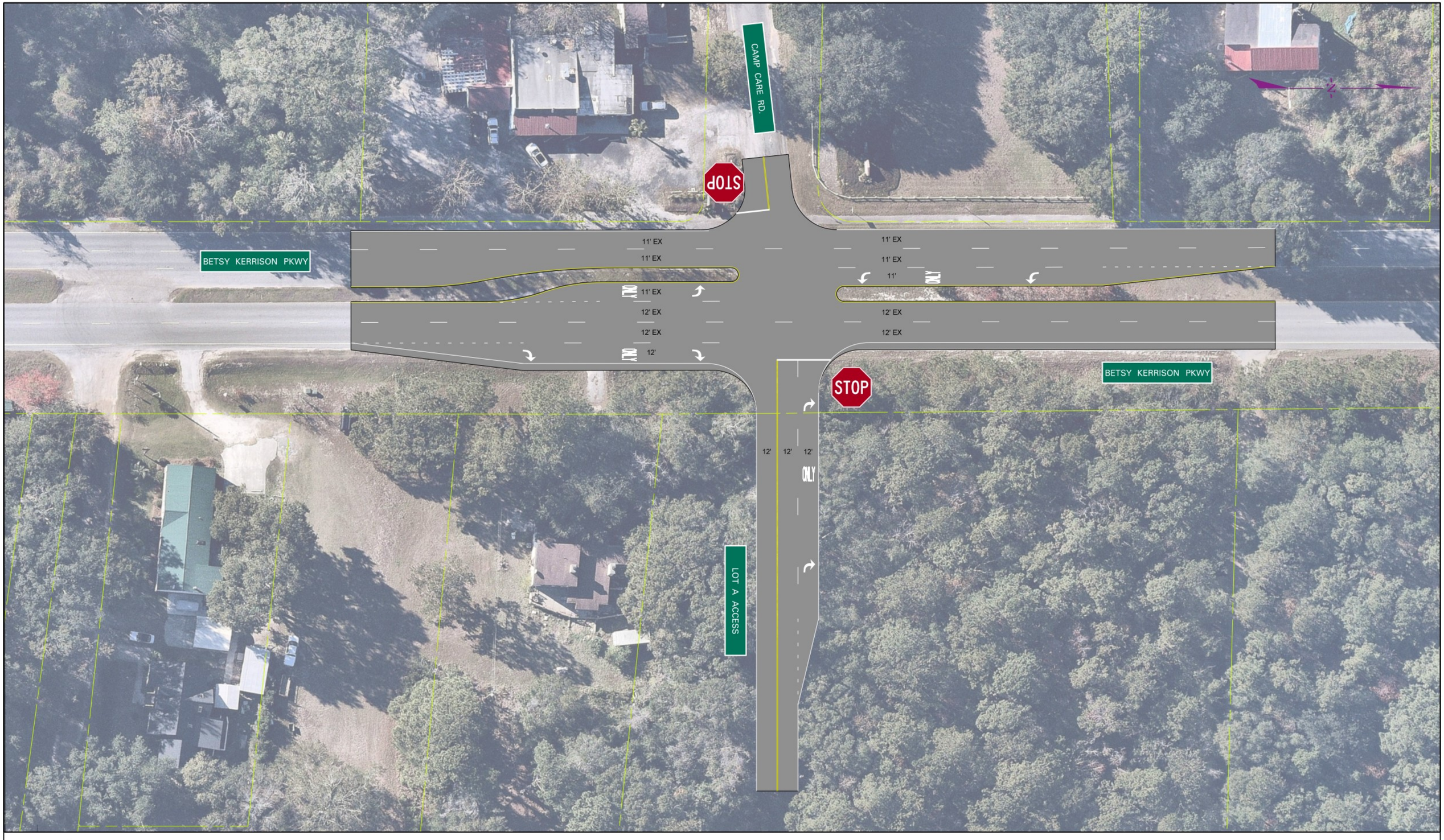
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KIAWAH ISLAND PKWY/ KIAWAH BEACH DR
ROUNDABOUT AND SHARED USE PATH

DATE: 3-21-2022

0 100' 200' 300'
GRAPHIC SCALE

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Kimley»Horn
115 FAIRCHILD STREET
SUITE 250
CHARLESTON, SOUTH CAROLINA 29492
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CAMP CARE RD/ KIABETSY KERRISON PKWY
INTERSECTION IMPROVEMENTS

DATE: 3-1-2022

0 50' 100' 150'
GRAPHIC SCALE

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FRESHFIELDS DRIVE/ KIAWAH ISLAND PKWY INTERSECTION IMPROVEMENTS

DATE: 3-1-2022

0 50' 100' 150'
GRAPHIC SCALE

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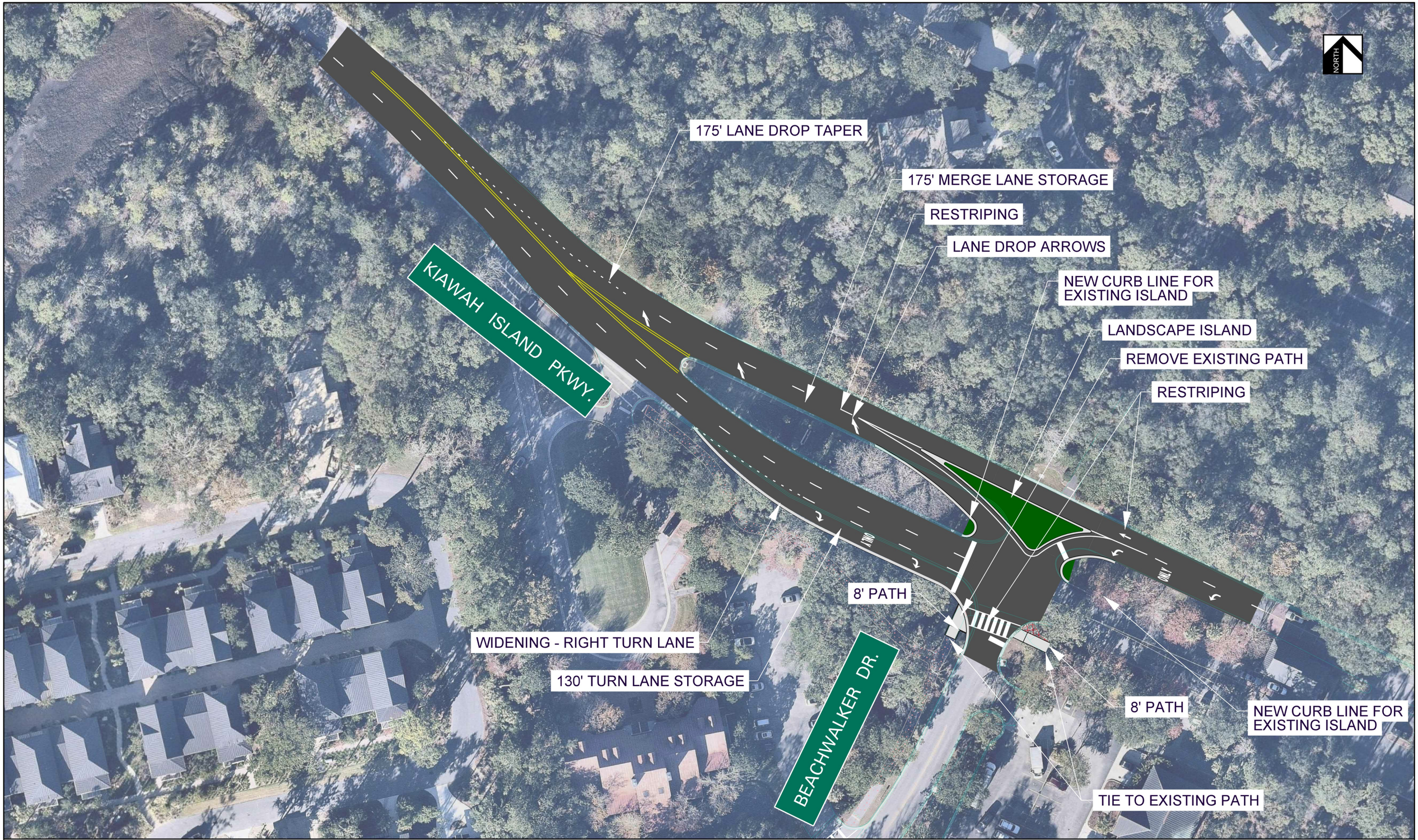
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OLD CEDAR LANE/ KIAWAH ISLAND PKWY
INTERSECTION IMPROVEMENTS

DATE: 3-1-2022

0 50' 100' 150'
GRAPHIC SCALE

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KIAWAH ISLAND PARKWAY
CHANNELIZED LEFT TURN IMPROVEMENTS

DATE: 6-11-2021

0 30' 60' 90'
GRAPHIC SCALE

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ANDELL BLUFF BLVD/ SEABROOK ISLAND RD
ROUNDABOUT

DATE: 3-1-2022

0 50' 100' 150'
GRAPHIC SCALE

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ANDELL WEST/ KIAWAH ISLAND PKWY
INTERSECTION

DATE: 3-1-2022

0 100' 200' 300'
GRAPHIC SCALE

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