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Wharton Retreat Residential Development Traffic Impact Study

April 2026

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Quality information

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1. Executive Summary

The proposed development is planned to be located on the northwest quadrant of the intersection of Old Abbeville Highway (S-1) and Woodlawn Road in Greenwood, South Carolina. The development is expected to be fully built out by the end of 2031 and is planned to consist of 107 single-family detached homes.

All study intersections operate at an acceptable level of service during the Build 2031 scenario. The following recommended site improvements are summarized below and shown in **Figure 11:**

Old Abbeville Highway at Site Driveway

- Construct a single-lane, stop-controlled, full access driveway to and from the proposed site.

Left and right turn lane warrants were analyzed at the Site Driveway along Old Abbeville Highway. Neither movement met the SCDOT turn lane thresholds.

2. Introduction

The planned development is located on the northwest quadrant at the intersection of Old Abbeville Highway (S-1) and Woodlawn Road in Greenwood, South Carolina as shown in **Figure 1**. The development is expected to be fully built out by the end of 2031 and is planned to consist of 107 single-family detached homes. The proposed site plan is shown in **Figure 2**.

The existing intersections studied in this report are listed below:

1. Old Abbeville Highway (S-1) and Woodlawn Road
2. Old Abbeville Highway (S-1) and Beaudrot Road

This traffic study focuses on trip generation, distribution, traffic analyses, and provides recommendations for mitigating Level of Service (LOS) and queuing incurred by the proposed development.

AECOM was tasked with analyzing traffic conditions near the proposed project during the weekday AM and PM peak hours for three (3) scenarios:

- 2026 Existing: An analysis of the existing conditions.
- 2031 No-Build: An analysis of conditions in the year 2031 if the development is not constructed.
- 2031 Build: An analysis of conditions in the year 2031 with the proposed development.

Based on these scenarios, the study is structured to focus on whether the proposed development will have a negative impact on traffic regarding LOS, delay, and queuing.

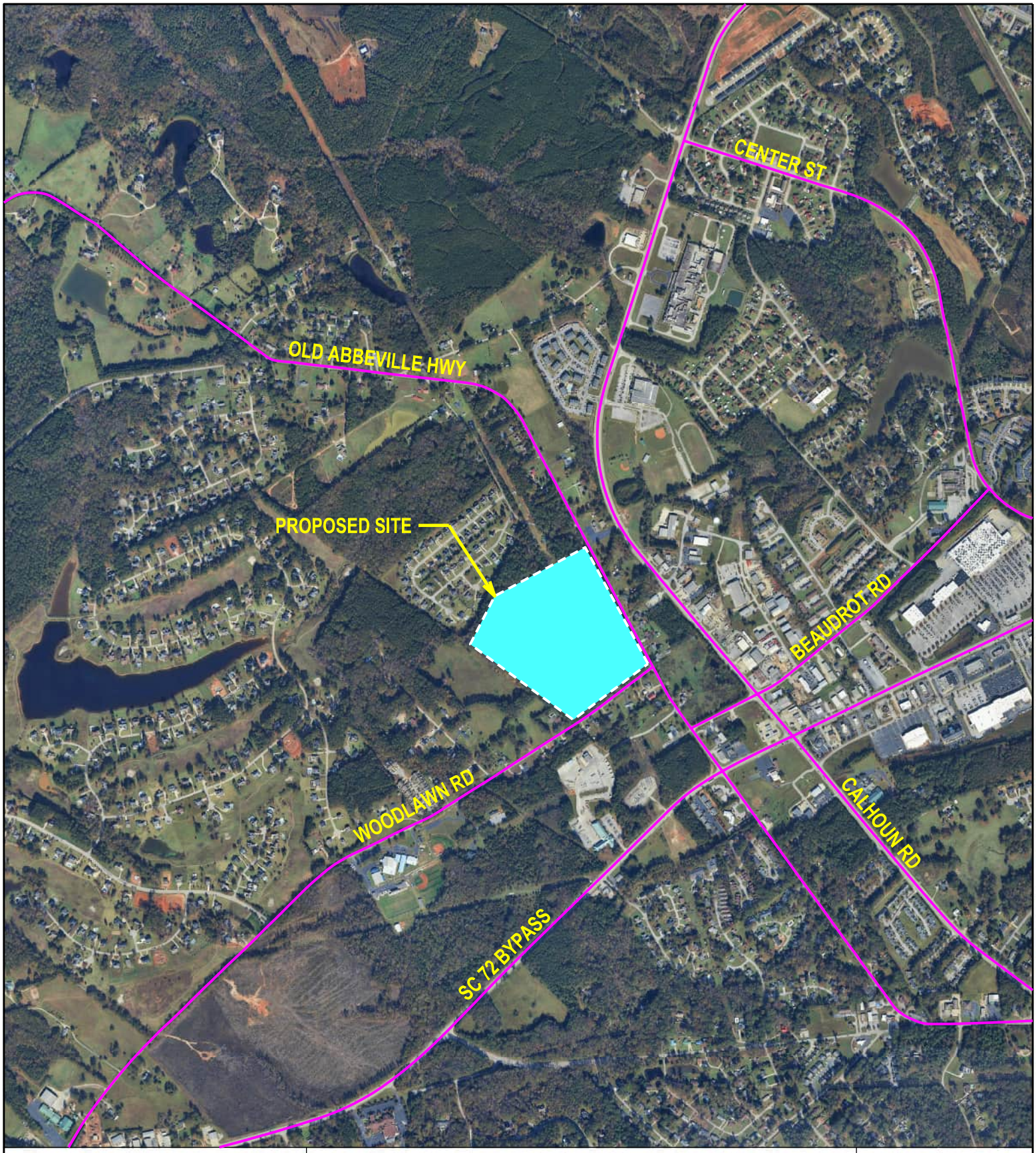

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FIGURE 1

Vicinity Map

Wharton Retreat
Traffic Impact Analysis - Greenwood, SC

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Drawing Not to Scale

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FIGURE 2

Proposed Site Plan

Wharton Retreat
Traffic Impact Analysis - Greenwood, SC

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3. Existing Conditions

Resources on the South Carolina Department of Transportation (SCDOT) website were referenced to determine the functional classification and Annual Average Daily Traffic (AADT) of the roadways studied in this report. This data assisted with determination of growth rates and other analysis factors.

3.1 Roadway Characteristics

Old Abbeville Highway (S-1)

- 2-lane Urban Major Collector with a speed limit of 45 MPH that intersects Woodlawn Road and Beaudrot Road within the study area.
- According to SCDOT traffic data, Old Abbeville Highway carried approximately 5,000 vehicles per day with 4% trucks in 2024.

Woodlawn Road (S-495)

- 2-lane Urban Major Collector with a speed limit of 40 MPH.
- There is no available SCDOT traffic data for Woodlawn Road.

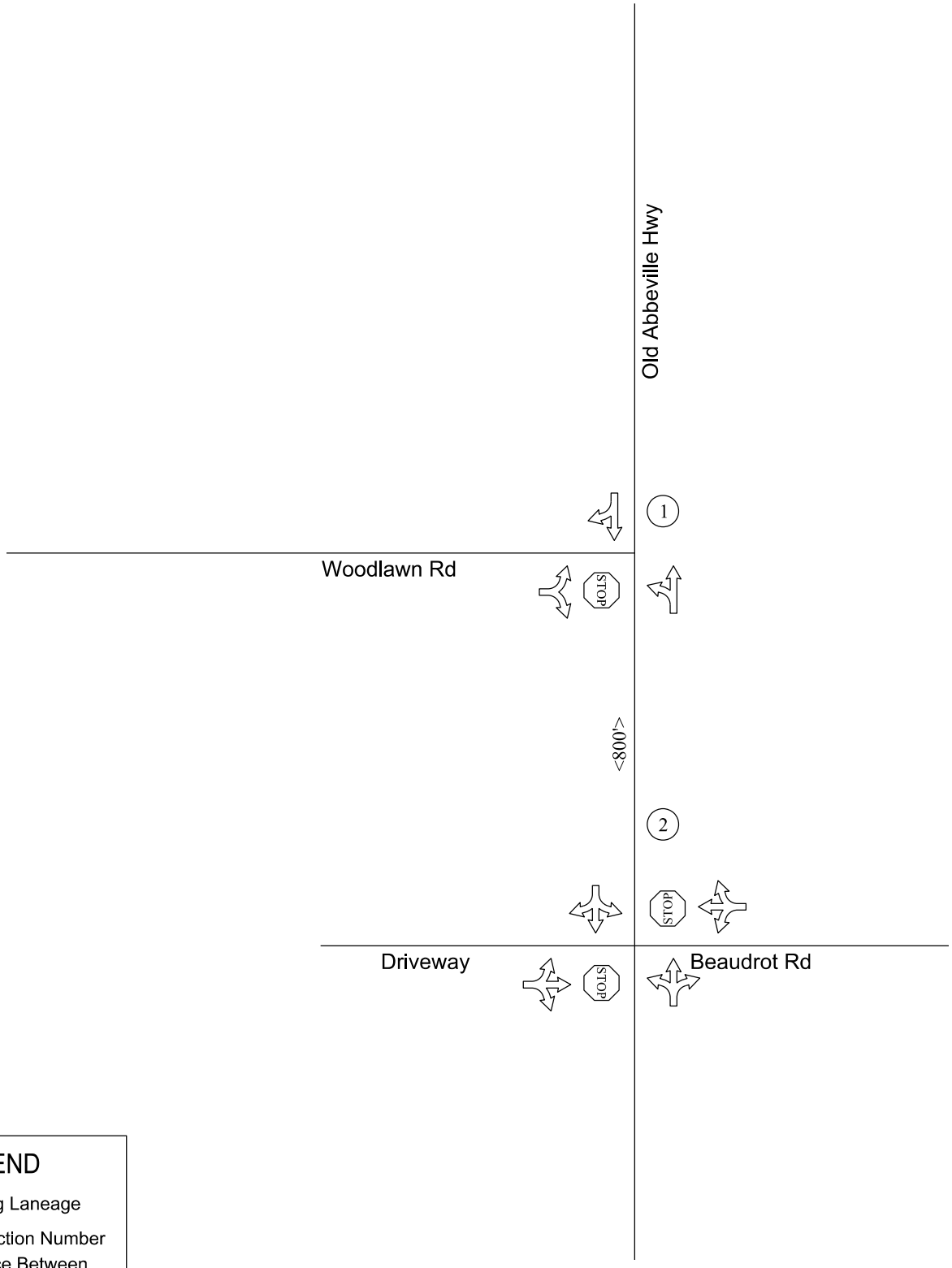
Beaudrot Road

- Local road segment between Old Abbeville Highway and Calhoun Road.
- North of Calhoun Road, Beaudrot Road is an urban local road (S-641) with a speed limit of 35 MPH.
- There is no available SCDOT traffic data for Beaudrot Road.

SC 72 Bypass

- 5-lane urban principal arterial including a two-way left turn lane with a speed limit of 45 MPH.
- According to SCDOT traffic data, SC 72 Bypass carried approximately 19,000 vehicles per day with 3% trucks in 2024.

Terrain could be classified as level near the study area. The existing lane configuration is shown in **Figure 3**.



LEGEND

- Existing Laneage
- (##) Intersection Number
- <##'> Distance Between Intersections
- ##' Storage Length

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FIGURE 3

Existing 2026 Lane Configuration

Wharton Retreat
Traffic Impact Analysis - Greenwood, SC

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3.2 Field Review

AECOM conducted a field visit on Tuesday March 24, 2026 to record the existing roadway geometry and operations at the proposed study intersection. Steady traffic flow and minimal congestion were observed at both study intersections. Sight distance appeared adequate in the region of the proposed site driveway along Old Abbeville Highway.

Looking east at the intersection of
Old Abbeville Highway and Woodlawn Road.

Looking northeast at the intersection of
Old Abbeville Highway and Beaudrot Road.

Looking north along Old Abbeville Highway near
proposed Site Driveway.

Looking south along Old Abbeville Highway near
proposed Site Driveway.

3.3 Traffic Counts

Turning movement count data was collected by Marr Traffic Data Collection at the following study intersections on Tuesday March 10, 2026, from 7:00 AM to 6:00 PM:

1. Old Abbeville Highway at Woodlawn Road
2. Old Abbeville Highway at Beaudrot Road

The existing volumes are shown in **Figure 4**.

The AM and PM peak hours Intersection #1 were 7:15-8:15 AM and 5:00-6:00 PM. The AM and PM peak hours for Intersection #2 were 7:15-8:15 AM and 4:45-5:45 PM. A school peak was observed in the data from 2:15 PM to 3:15 PM which does not coincide with the anticipated peak hour of the housing development. Peak hour factors and truck percentages for the roadway are also reflected in the analysis. Traffic count data can be found in **Appendix A**.

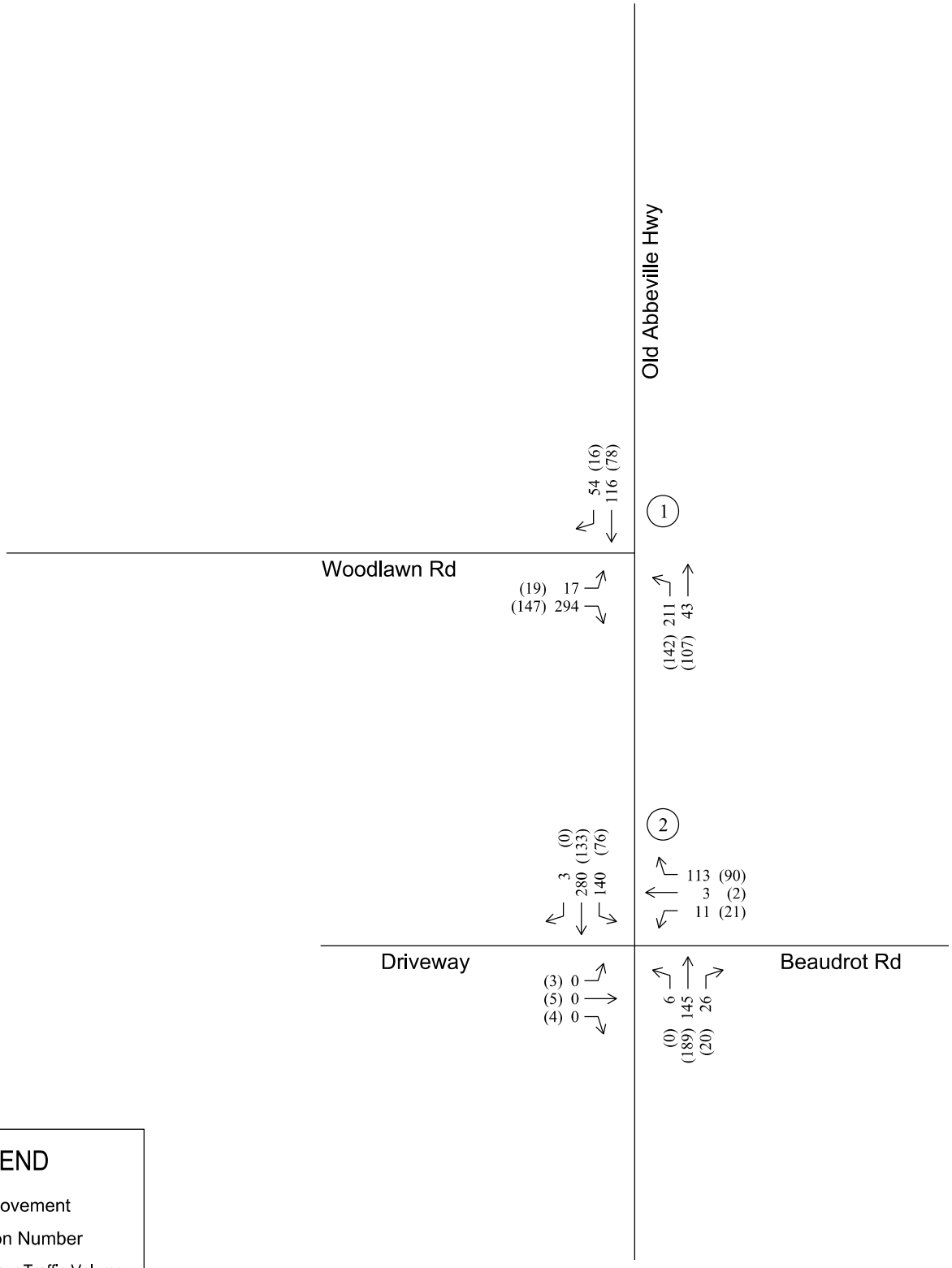
4. Background Growth

4.1 AADT Trends

Historic trend analysis of the data referenced from the SCDOT website indicates the annual historic growth rate on state roads near the study area is approximately 1.0% per year from 2018 to 2024. These are described in detail in the next section. The use of this growth rate was confirmed by SCDOT District 2. **Table 1** shows selected data for the Annual Average Daily Traffic (AADT) Trends from 2018 to 2024. No-Build 2031 volumes are shown in **Figure 5**.

Table 1 – AADT Trends

Station	Location	2018	2019	2020	2021	2022	2023	2024	Growth %
24-0286	**S-1 (Old Abbeville Hwy)** SC 72 (BYP 72 NW) TO S- 25 (LANGLEY RD)	4,800	5,000	4,500	4,900	4,700	5,100	5,000	**0.68%**
24-0212	**S-58 (Calhoun Rd)** SC 72 BUS (HWY 72 W) TO SC 72 (BYP 72 NW)	12,200	12,100	10,900	13,100	12,600	13,300	13,700	**1.95%**
24-0215	**S-58 (Calhoun Rd)** SC 72 (BYP 72 NW) TO US 25 (MONTAGUE AVE EXT)	14,100	14,000	13,900	15,100	14,500	15,300	15,000	**1.04%**
24-0171	**SC 72** S- 58 (CALHOUN RD) TO US 25 (BYP 72 NW)	20,400	20,300	17,300	18,500	17,800	18,700	19,000	**-1.18%**
24-0291	**S-25 (Langley Rd)** S- 1 (OLD ABBEVILLE HWY) TO S- 58 (CALHOUN RD)	1,200	1,250	1,100	1,200	1,300	1,400	1,200	**0.00%**



LEGEND

- ← Volume Movement
- (##) Intersection Number
- ## AM Peak Hour Traffic Volume
- (##) PM Peak Hour Traffic Volume

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FIGURE 4

Existing 2026
AM / PM Peak Hour Volumes

Wharton Retreat
Traffic Impact Analysis - Greenwood, SC

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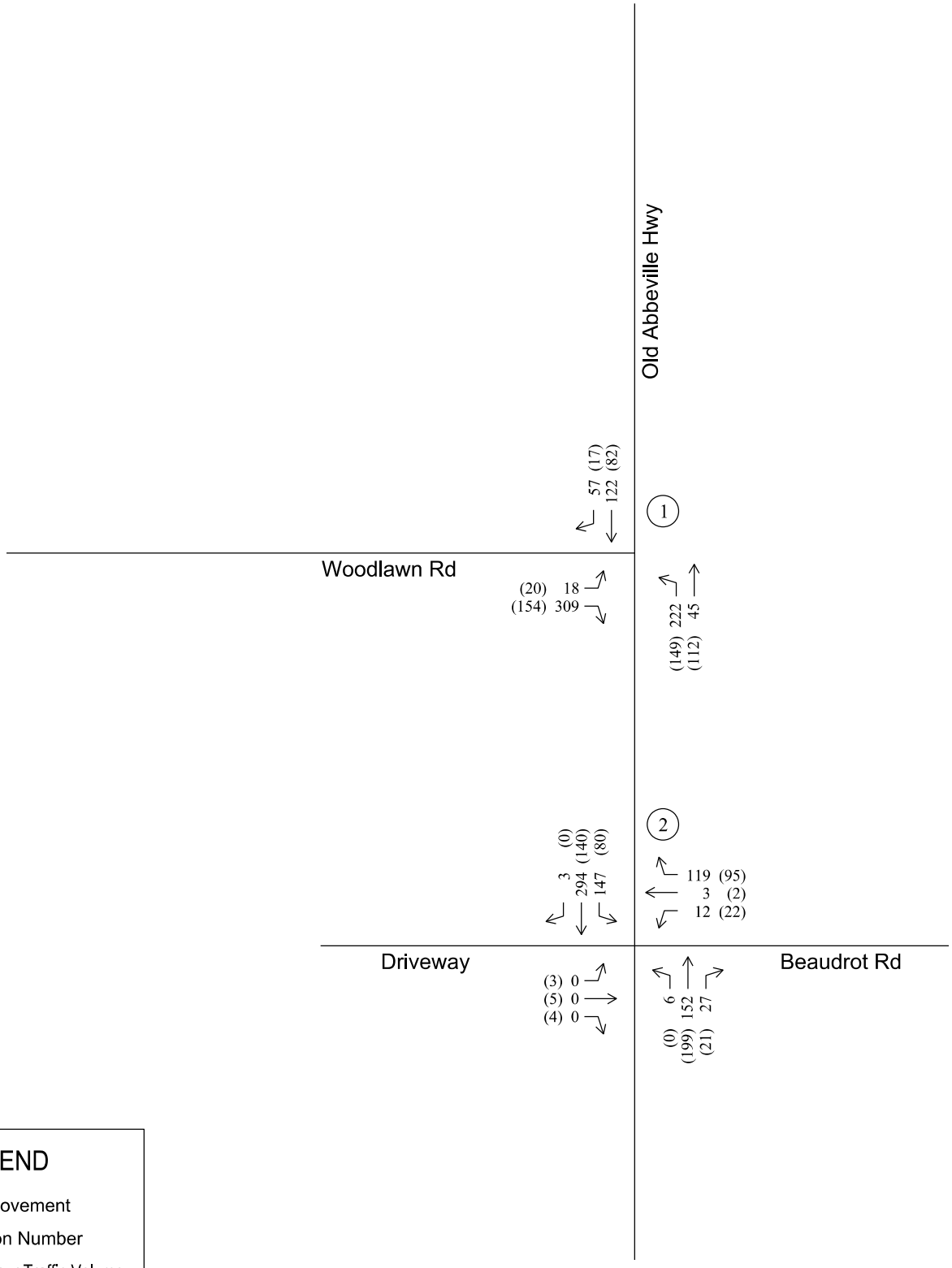

LEGEND

- ← Volume Movement
- (##) Intersection Number
- ## AM Peak Hour Traffic Volume
- (##) PM Peak Hour Traffic Volume

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FIGURE 5

No-Build 2031
AM / PM Peak Hour Volumes

Wharton Retreat
Traffic Impact Analysis - Greenwood, SC

Drawing Not to Scale

5. Trip Generation and Distribution

5.1 Trip Generation

AECOM used the Trip Generation Manual (Institute of Transportation Engineers, 12th Edition, 2026) to generate the site trips for the Wharton Retreat Residential Development as shown in **Table 2.** The Trip Generation Handbook (Institute of Transportation Engineers, 3rd Edition, 2017) was referenced to determine whether to use the average rate or fitted curve equation to generate projected traffic. The development is planned to consist of 107 single-family homes and is expected to be fully built out by 2031.

The proposed development is projected to generate 1,130 new daily trips (565 entering, 565 exiting) for a normal weekday. During the peak hours the proposed developments are expected to generate 77 new trips (21 entering, 56 exiting) in the AM peak and 102 new trips (63 entering, 39 exiting) during the PM peak.

Detailed trip generation calculations are provided in **Appendix B**.

Table 2 – Trip Generation

Land Use Type	ITE Code	Daily			AM Peak Hour			PM Peak Hour		
		Total	Enter	Exit	Total	Enter	Exit	Total	Enter	Exit
Single-Family Detached Housing	210	1,130	565	565	77	21	56	102	63	39

5.2 Trip Distribution

The planned development is to be accessed by a driveway along Old Abbeville Highway. Trip distributions for the development were developed by analyzing existing traffic patterns along with engineering judgement. The distribution percentages are described below:

- 55% to / from the south toward SC 72 Bypass along Old Abbeville Highway
- 25% to / from the east along Beaudrot Road
- 15% to / from the west along Woodlawn Road
- 5% to / from the north along Old Abbeville Highway

Site trip distribution and assignment are presented in **Figure 6**. The total AM site trips are shown in **Figure 7**. The total PM site trips using this distribution are shown in **Figure 8**.

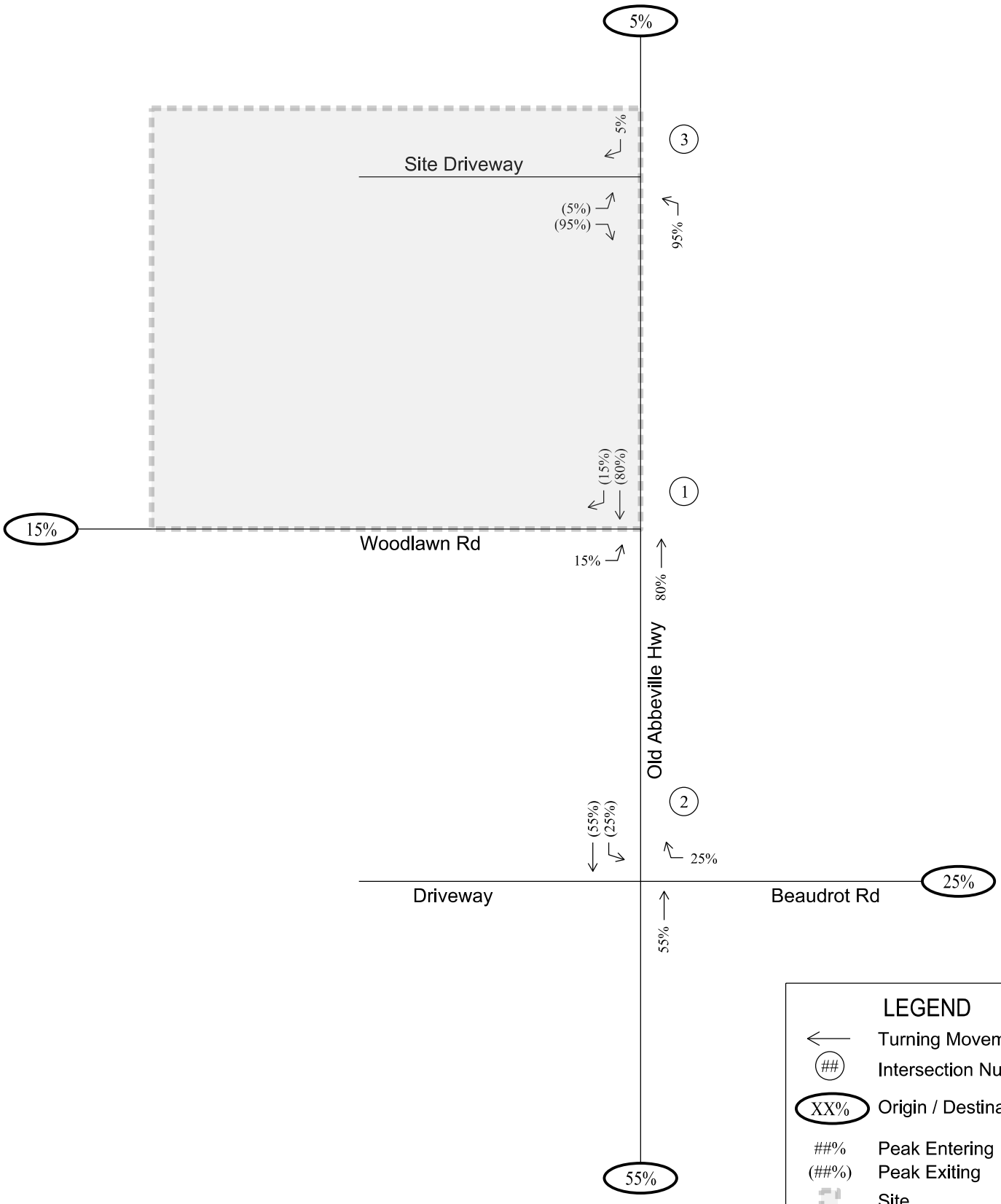

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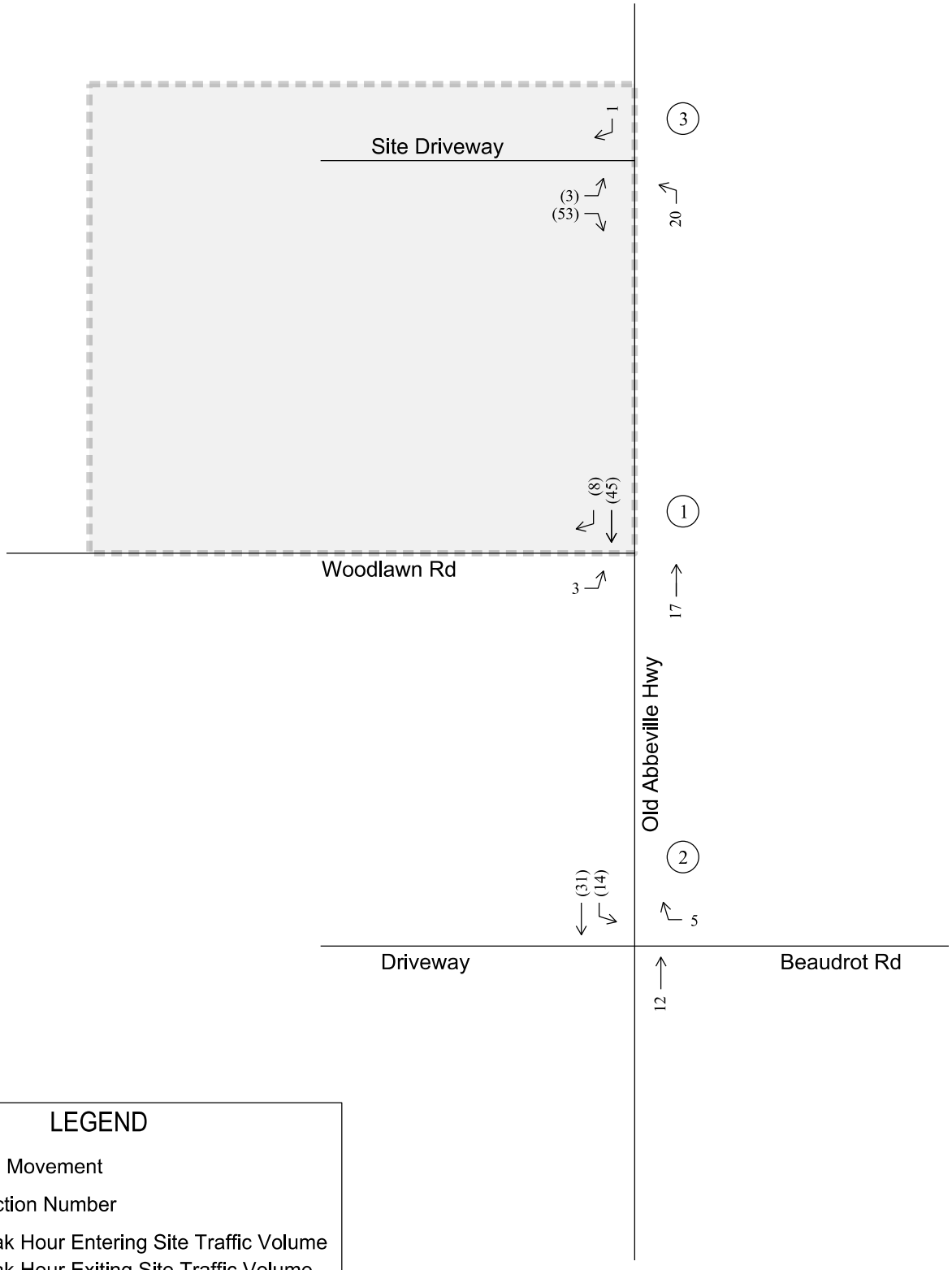
FIGURE 6

Site Traffic Distribution

Wharton Retreat
Traffic Impact Analysis - Greenwood, SC

Drawing Not to Scale



LEGEND

- ← Turning Movement
- (##) Intersection Number
- ## AM Peak Hour Entering Site Traffic Volume
- (##) AM Peak Hour Exiting Site Traffic Volume
- Site

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FIGURE 7

Site Traffic Volume AM Peak Hour

Wharton Retreat
Traffic Impact Analysis - Greenwood, SC

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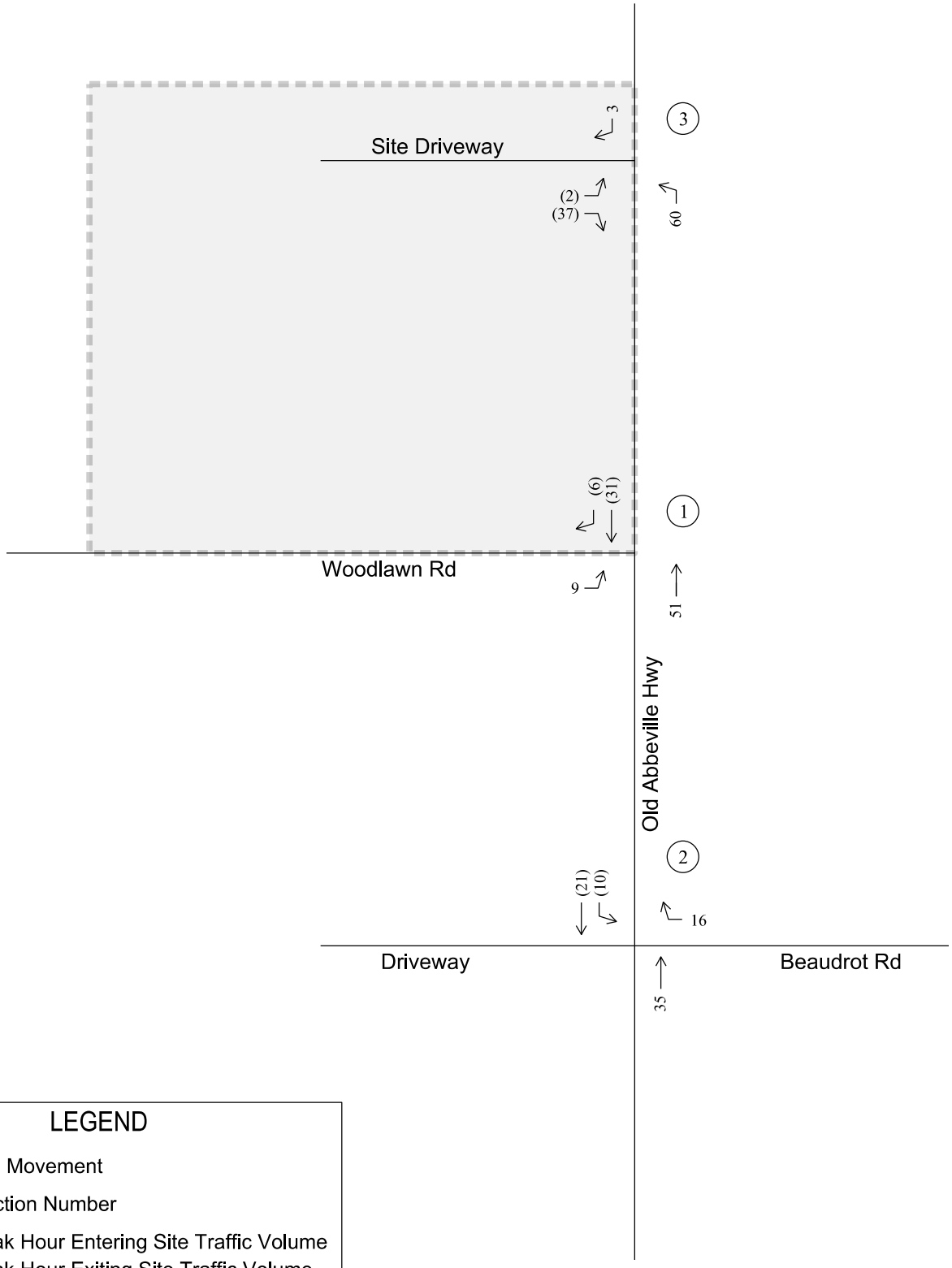
Drawing Not to Scale



LEGEND

- ← Turning Movement
- (##) Intersection Number
- ## PM Peak Hour Entering Site Traffic Volume
- (##) PM Peak Hour Exiting Site Traffic Volume
- Site

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FIGURE 8

Site Traffic Volume PM Peak Hour

Wharton Retreat
Traffic Impact Analysis - Greenwood, SC

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Drawing Not to Scale

6. Capacity Analysis

The traffic carrying ability of a roadway is described by levels of service (LOS) that range from LOS A to LOS F. LOS A represents unrestricted maneuverability and operating speeds. LOS B represents reduced maneuverability and operating speeds. LOS C represents restricted maneuverability and operating speeds closer to the speed limit. LOS D represents severely restricted maneuverability and unstable, low operating speeds. LOS E represents operating conditions at or near the capacity level. LOS F represents breakdown conditions characterized by stop and go travel. A visual representation of each LOS is shown below.

The Highway Capacity Manual (HCM) defines LOS at an unsignalized intersection by average control delay per vehicle, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the controlled delay for unsignalized intersections, such as availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue. The Highway Capacity Manual explains that drivers perceive that a signalized intersection is designed to carry higher traffic volumes and therefore expect to experience greater delays at signalized intersections. Unsignalized intersections are assigned a LOS for each minor movement. Typically, LOS C is considered the minimum acceptable level of service. **Table 3** presents LOS thresholds for unsignalized intersections.

Table 3 – LOS Thresholds for Unsignalized Intersections

Level of Service	Average Control Delay (sec/veh)
A	< 10.0
B	> 10.0 and < 15.0
C	> 15.0 and < 25.0
D	> 25.0 and < 35.0
E	> 35.0 and < 50.0
F	> 50.0

AECOM performed an analysis of the study intersections using Synchro 12 (Build 1, Revision 19). Each scenario was evaluated for the AM and PM peak hours

AECOM determined the required laneage to satisfy the LOS requirement and the appropriate storage lengths to accommodate 95th percentile queues. Per the *Highway Capacity Manual* (HCM) 6th Edition, acceptable operations correspond to LOS "C" or better with "A" having the shortest delays and "F" having the longest delays. SimTraffic was used to report 95th percentile queuing.

Appendix C provides the volume calculation spreadsheets used to develop all capacity analysis scenarios.

6.1 Existing 2026

AECOM analyzed the Existing 2026 traffic conditions during the AM and PM peak hours at the study intersections. **Figure 9** shows the Existing 2026 AM and PM peak hour volumes and LOS. **Table 4** presents a summary of the LOS and delay for the Existing 2026 conditions.

Table 4 – Existing 2026 Summary of LOS and Delay

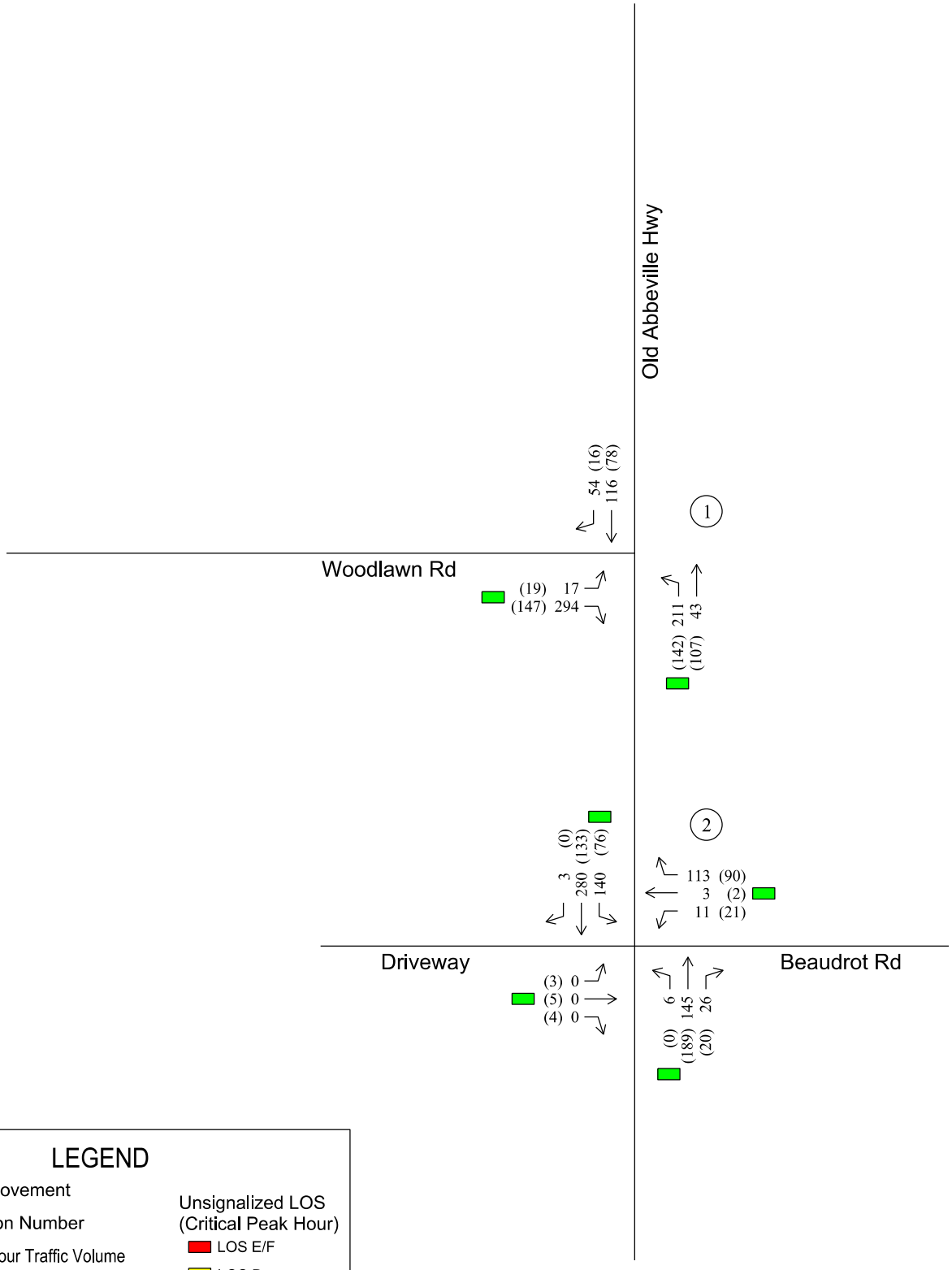
ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
1	Old Abbeville Hwy at Woodlawn Rd *(Unsignalized)*	EB	C	B	15.2	11.4
		NB	A	A	8.4	7.8
2	Old Abbeville Hwy at Beaudrot Rd *(Unsignalized)*	EB	A	B	0.0	13.4
		WB	B	B	13.6	11.9
		NB	A	A	8.1	0.0
		SB	A	A	8.3	7.9

All the movements currently operate at LOS of C or better. The 95th percentile queues for the Existing 2026 scenario are shown in **Table 5**. No significant queueing was observed.

Table 5 – Existing 2026 Summary of 95th Percentile Queues

ID#	Intersection	Approach	Storage Length (ft)	95th Percentile Queue (ft)	
				AM	PM
1	Old Abbeville Hwy at Woodlawn Rd *(Unsignalized)*	EB	-	99	59
		NB	-	50	38
2	Old Abbeville Hwy at Woodlawn Rd *(Unsignalized)*	EB	-	0	33
		WB	-	56	53
		NB	-	10	0
		SB	-	53	31

Synchro 12 and SimTraffic output from the Existing 2026 analysis is provided in **Appendix D.**



LEGEND

- Volume Movement
- (##) Intersection Number
- ## AM Peak Hour Traffic Volume
- (##) PM Peak Hour Traffic Volume

Unsignalized LOS (Critical Peak Hour)

- LOS E/F
- LOS D
- LOS A/B/C

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FIGURE 9

Existing 2026
AM / PM Peak Hour Volumes & LOS

Wharton Retreat
Traffic Impact Analysis - Greenwood, SC

Drawing Not to Scale

6.2 No-Build 2031

AECOM analyzed the No-Build 2031 traffic conditions during the AM and PM peak hours at each study intersection. As previously mentioned, this is an analysis of conditions in the year 2031 if the project is not constructed. **Figure 10** shows the No-Build 2031 AM and PM peak hour volumes and LOS. **Table 6** presents a summary of the LOS and delay for the No-Build 2031 conditions which show acceptable operation for all study intersections.

Table 6 – No-Build 2031 Summary of LOS and Delay

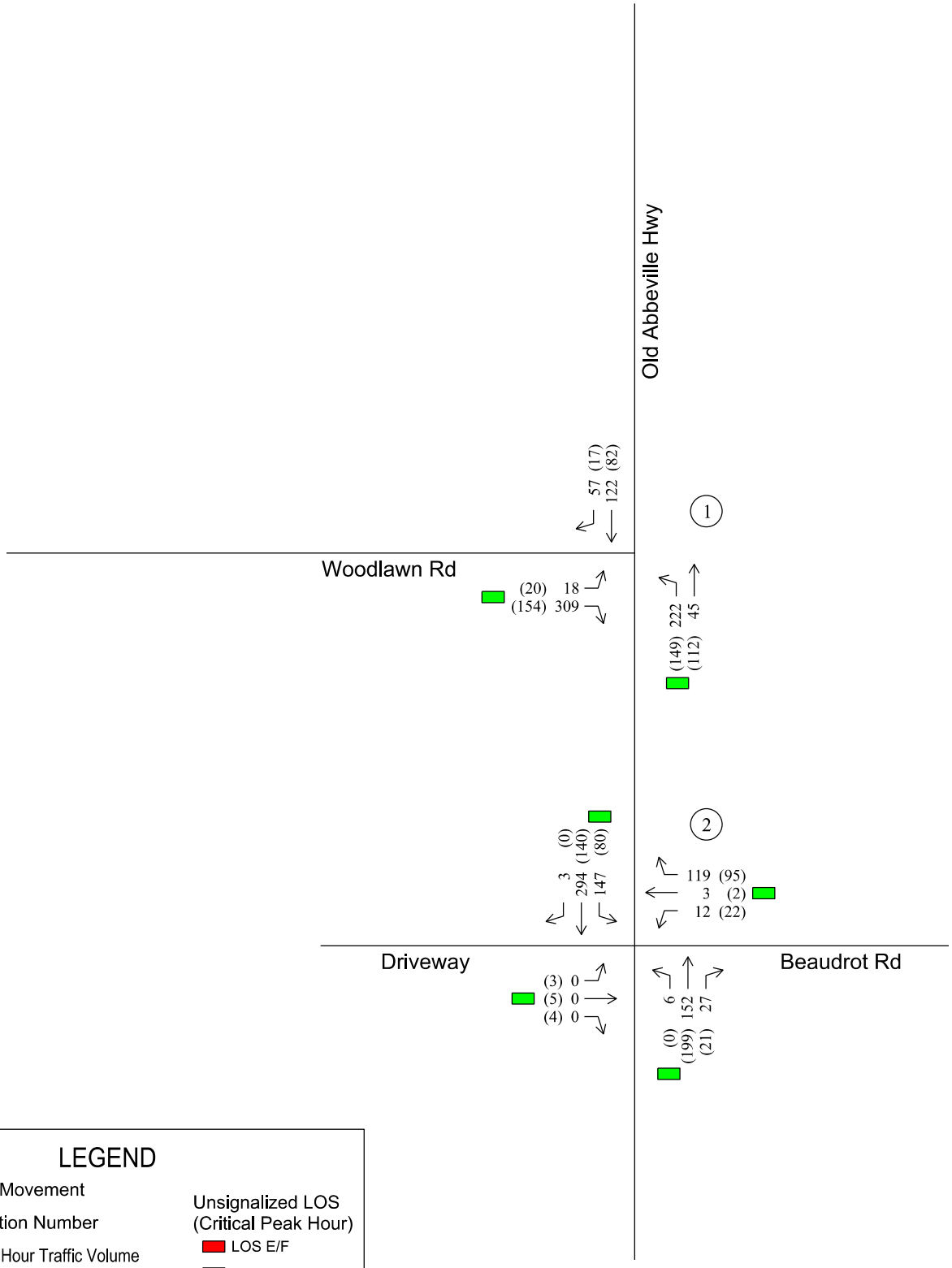
ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
1	Old Abbeville Hwy at Woodlawn Rd *(Unsignalized)*	EB	C	B	16.4	11.8
		NB	A	A	8.5	7.8
2	Old Abbeville Hwy at Beaudrot Rd *(Unsignalized)*	EB	A	B	0.0	13.9
		WB	B	B	14.4	12.2
		NB	A	A	8.1	0.0
		SB	A	A	8.4	8.0

All movements operate at an acceptable LOS of C or better in 2031. The 95th percentile queues for the No-Build 2031 scenario are shown in **Table 7**. No significant queueing was found.

Table 7 – No-Build 2031 Summary of 95th Percentile Queues

ID#	Intersection	Approach	Storage Length (ft)	95th Percentile Queue (ft)	
				AM	PM
1	Old Abbeville Hwy at Woodlawn Rd *(Unsignalized)*	EB	-	99	59
		NB	-	52	35
2	Old Abbeville Hwy at Woodlawn Rd *(Unsignalized)*	EB	-	0	35
		WB	-	55	49
		NB	-	9	0
		SB	-	66	32

Synchro 12 and SimTraffic output from the No-Build 2031 analysis is provided in **Appendix E.**



LEGEND

- Volume Movement
- (##) Intersection Number
- ## AM Peak Hour Traffic Volume
- (##) PM Peak Hour Traffic Volume

Unsignalized LOS (Critical Peak Hour)

- LOS E/F
- LOS D
- LOS A/B/C

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FIGURE 10

No-Build 2031
AM / PM Peak Hour Volumes & LOS

Wharton Retreat
Traffic Impact Analysis - Greenwood, SC

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Drawing Not to Scale

6.3 Build 2031

AECOM analyzed the Build 2031 traffic conditions during the AM and PM peak hours at the study intersections, including the proposed site driveway. This is an analysis of conditions in the year 2031 if the development is constructed. The following improvements are recommended for the Build 2031 scenario:

Old Abbeville Highway at Site Driveway

- Construct a single-lane, stop-controlled, full access driveway to and from the proposed site.

Left and right turn lane warrants were analyzed at the Site Driveway along Old Abbeville Highway. Neither movement met the SCDOT turn lane thresholds.

The results of the turn lane warrant analysis can be found in **Appendix F**.

Table 8 presents a summary of the LOS and delay for the Build 2031 conditions.

Table 8 – Build 2031 Summary of LOS and Delay

ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
1	Old Abbeville Hwy at Woodlawn Rd *(Unsignalized)*	EB	C	B	20.2	13.6
		NB	A	A	8.7	7.9
2	Old Abbeville Hwy at Beaudrot Rd *(Unsignalized)*	EB	A	B	0.0	14.7
		WB	C	B	15.7	13.0
		NB	A	A	8.2	0.0
		SB	A	A	8.5	8.1
3	Old Abbeville Hwy at Site Driveway (*Unsignalized)*	EB	A	A	9.6	9.1
		NB	A	A	7.6	7.5

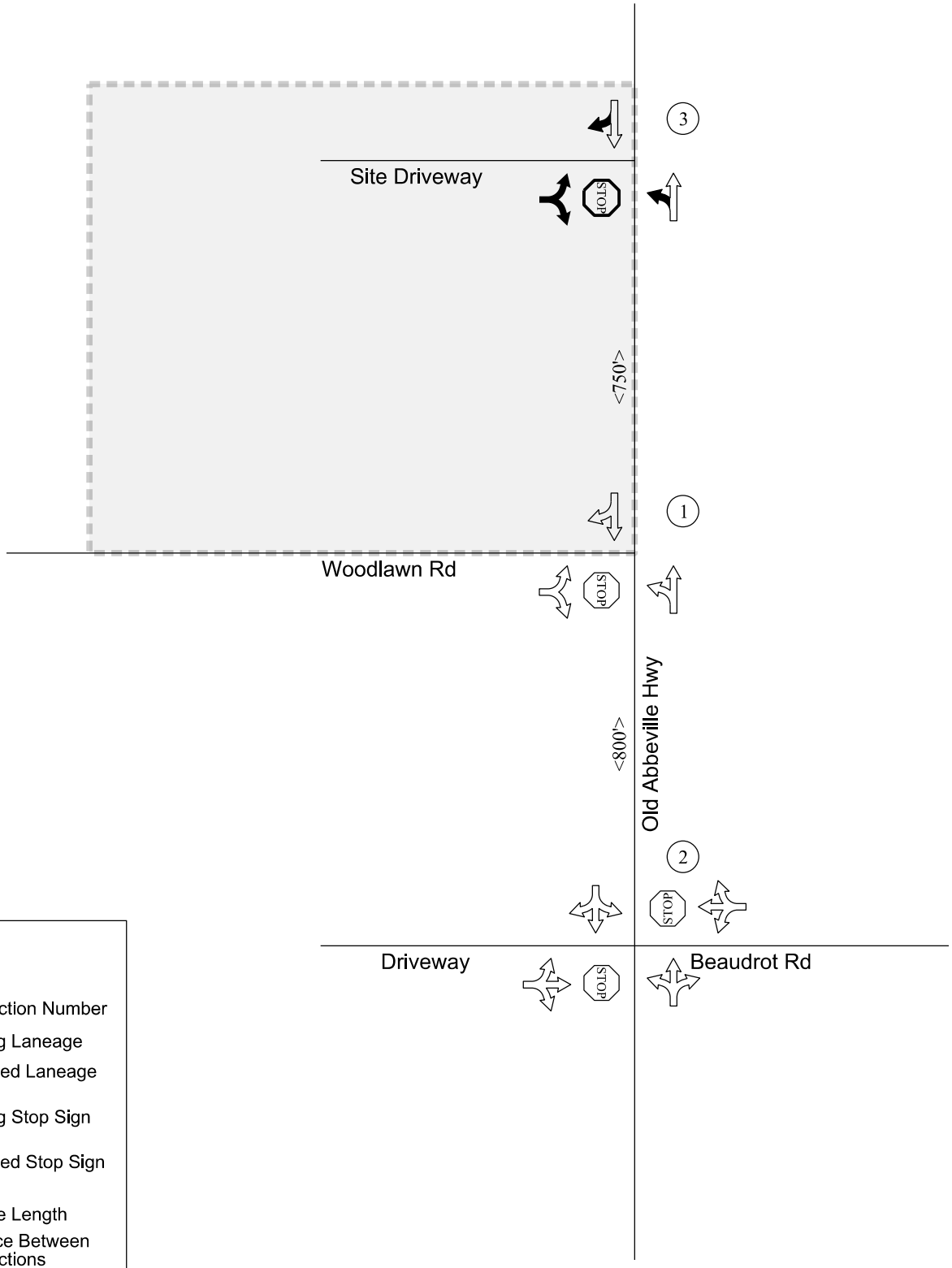
Figure 11 shows the Build 2031 proposed laneage and **Figure 12** shows the Build 2031 AM and PM peak hour volumes and LOS.

The 95th percentile queues for the Build 2031 scenario are shown in **Table 9**. No significant queueing was found.

Table 9 – Build 2031 Summary of 95th Percentile Queues

ID#	Intersection	Approach	Storage Length (ft)	95th Percentile Queue (ft)	
				AM	PM
1	Old Abbeville Hwy at Woodlawn Rd *(Unsignalized)*	EB	-	155	68
		NB	-	58	45
2	Old Abbeville Hwy at Beaudrot Rd *(Unsignalized)*	EB	-	0	28
		WB	-	69	62
		NB	-	16	0
		SB	-	77	40
3	Old Abbeville Hwy at Site Driveway (*Unsignalized)*	EB	-	43	42
		NB	-	9	31

Synchro 12 and Sim Traffic outputs from the Build 2031 analysis are provided in **Appendix G**.



LEGEND

- (##) Intersection Number
- Existing Laneage
- Proposed Laneage
- STOP Existing Stop Sign
- STOP Proposed Stop Sign
- ##' Storage Length
- <##'> Distance Between Intersections
- Site

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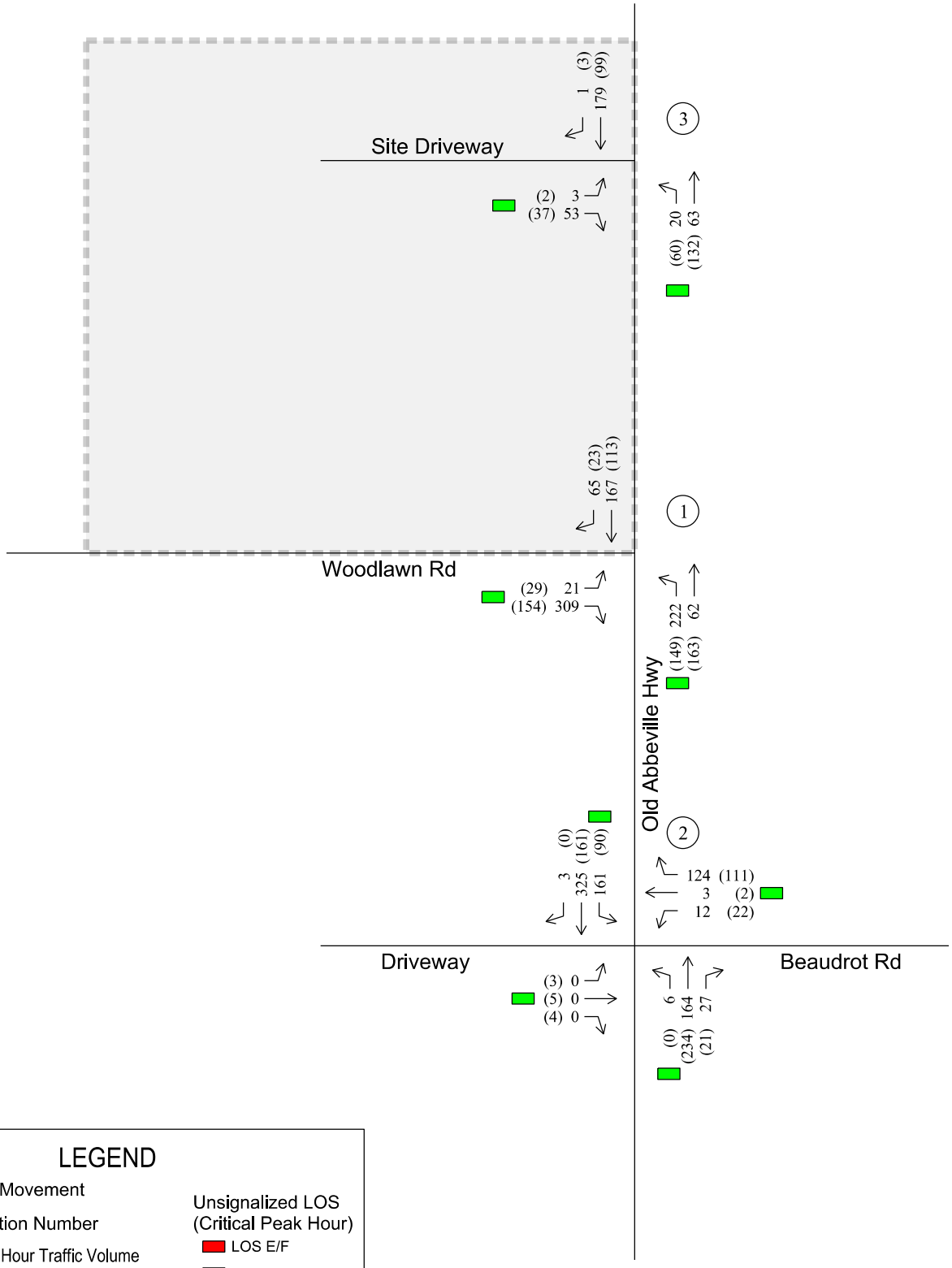
FIGURE 11

Build 2031
Lane Configuration

Wharton Retreat
Traffic Impact Analysis - Greenwood, SC

N

Drawing Not to Scale



LEGEND

- Volume Movement
- (##) Intersection Number
- ## AM Peak Hour Traffic Volume
- (##) PM Peak Hour Traffic Volume

Unsignalized LOS (Critical Peak Hour)

- LOS E/F
- LOS D
- LOS A/B/C

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FIGURE 12

Build 2031
AM / PM Peak Hour Volumes & LOS

Wharton Retreat
Traffic Impact Analysis - Greenwood, SC

Drawing Not to Scale

7. Conclusions and Recommendations

AECOM analyzed multiple scenarios for the Wharton Retreat Residential Development. A summary of the LOS and delay for each scenario is summarized in **Table 10**.

Table 10 – Scenario Summary of LOS and Delay

ID#	Intersection	Approach	Level of Service and Delay (sec)					
			2026 Existing		2031 No-Build		2031 Build	
			AM	PM	AM	PM	AM	PM
1	Old Abbeville Hwy at Woodlawn Rd *(Unsignalized)*	EB	C (15.2)	B (11.4)	C (16.4)	B (11.8)	C (20.2)	B (13.6)
		NB	A (8.4)	A (7.8)	A (8.5)	A (7.8)	A (8.7)	A (7.9)
2	Old Abbeville Hwy at Beaudrot Rd *(Unsignalized)*	WB	B (13.6)	B (11.9)	B (14.4)	B (12.2)	C (15.7)	B (13.0)
3	Old Abbeville Hwy at Site Driveway (*Unsignalized)*	EB	-	-	-	-	A (9.6)	A (9.1)

The summary table above shows that all intersections operate at an acceptable level of service with minimal impact to the existing intersections during all scenarios. The recommended site improvements are summarized below and shown in **Figure 11**:

Old Abbeville Highway at Site Driveway

- Construct a single-lane, stop-controlled, full access driveway to and from the proposed site.

Left and right turn lane warrants were analyzed at the Site Driveway along Old Abbeville Highway. Neither movement met the SCDOT turn lane thresholds.

Appendix A – Traffic Count Data

Peak Hour Turning Movement Count

Click here for Map

Greenwood, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, March 10, 2026		
	Fair	72°F
Period	0700 - 1000	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH		APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Woodlawn Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	1.1	1.2			1.3	Total		1.4	1.5		1.6	Total	1.7		1.8		1.9	Total						Total	Total
0715 - 0730	50	10	-	-	0	60	-	21	6	-	0	27	1	-	27	-	0	28	-	-	-	-	-	0	115
0730 - 0745	58	13	-	-	0	71	-	32	19	-	0	51	3	-	91	-	0	94	-	-	-	-	-	0	216
0745 - 0800	78	12	-	-	0	90	-	37	17	-	0	54	3	-	100	-	0	103	-	-	-	-	-	0	247
0800 - 0815	25	8	-	-	0	33	-	26	12	-	0	38	10	-	76	-	0	86	-	-	-	-	-	0	157
Total	211	43	0	0	0	254	0	116	54	0	0	170	17	0	294	0	0	311	0	0	0	0	0	0	735
Approach %	83.07	16.93	0.00	0.00	0.00	-	0.00	68.24	31.76	0.00	0.00	-	5.47	0.00	94.53	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.68	0.83	0.00	0.00	0.00	**0.71**	0.00	0.78	0.71	0.00	0.00	**0.79**	0.43	0.00	0.74	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.74**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Woodlawn Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	1.1	1.2			1.3	Total		1.4	1.5		1.6	Total	1.7		1.8		1.9	Total						Total	Total
0715 - 0730	50	10	-	-	0	60	-	17	6	-	0	23	1	-	27	-	0	28	-	-	-	-	-	0	111
0730 - 0745	58	12	-	-	0	70	-	29	19	-	0	48	3	-	87	-	0	90	-	-	-	-	-	0	208
0745 - 0800	78	12	-	-	0	90	-	34	17	-	0	51	3	-	98	-	0	101	-	-	-	-	-	0	242
0800 - 0815	25	8	-	-	0	33	-	25	12	-	0	37	10	-	71	-	0	81	-	-	-	-	-	0	151
Total	211	42	0	0	0	253	0	105	54	0	0	159	17	0	283	0	0	300	0	0	0	0	0	0	712
Approach %	83.40	16.60	0.00	0.00	0.00	-	0.00	66.04	33.96	0.00	0.00	-	5.67	0.00	94.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.68	0.88	0.00	0.00	0.00	**0.70**	0.00	0.77	0.71	0.00	0.00	**0.78**	0.43	0.00	0.72	0.00	0.00	**0.74**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.74**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Woodlawn Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	1.1	1.2			1.3	Total		1.4	1.5		1.6	Total	1.7		1.8		1.9	Total						Total	Total
0715 - 0730	0	0	-	-	0	0	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	2
0730 - 0745	0	1	-	-	0	1	-	1	0	-	0	1	0	-	4	-	0	4	-	-	-	-	-	0	6
0745 - 0800	0	0	-	-	0	0	-	2	0	-	0	2	0	-	2	-	0	2	-	-	-	-	-	0	4
0800 - 0815	0	0	-	-	0	0	-	1	0	-	0	1	0	-	5	-	0	5	-	-	-	-	-	0	6
Total	0	1	0	0	0	1	0	6	0	0	0	6	0	0	11	0	0	11	0	0	0	0	0	0	18
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	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	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.55	0.00	0.00	**0.55**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Woodlawn Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	1.1	1.2			1.3	Total		1.4	1.5		1.6	Total	1.7		1.8		1.9	Total						Total	Total
0715 - 0730	0	0	-	-	0	0	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	2
0730 - 0745	0	0	-	-	0	0	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	2
0745 - 0800	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
0800 - 0815	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
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	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Bicycles

	Northbound						Southbound						Eastbound												
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Woodlawn Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	1.1	1.2			1.3	Total		1.4	1.5		1.6	Total	1.7		1.8		1.9	Total						Total	Total
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	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	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	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	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Greenwood, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, March 10, 2026		
	Fair	72°F
Period	1500 - 1800	APPLY
Peak Hour	1700 - 1800	APPLY
Global PH		APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Woodlawn Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	1.1	1.2			1.3	Total		1.4	1.5		1.6	Total	1.7		1.8		1.9	Total						Total	Total
1700 - 1715	40	27	-	-	0	67	-	19	7	-	0	26	2	-	35	-	0	37	-	-	-	-	-	0	130
1715 - 1730	36	31	-	-	0	67	-	31	3	-	0	34	6	-	17	-	0	23	-	-	-	-	-	0	124
1730 - 1745	37	29	-	-	0	66	-	13	4	-	0	17	3	-	37	-	0	40	-	-	-	-	-	0	123
1745 - 1800	29	20	-	-	0	49	-	15	2	-	0	17	8	-	58	-	0	66	-	-	-	-	-	0	132
Total	142	107	0	0	0	249	0	78	16	0	0	94	19	0	147	0	0	166	0	0	0	0	0	0	509
Approach %	57.03	42.97	0.00	0.00	0.00	-	0.00	82.98	17.02	0.00	0.00	-	11.45	0.00	88.55	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.89	0.86	0.00	0.00	0.00	**0.93**	0.00	0.63	0.57	0.00	0.00	**0.69**	0.59	0.00	0.63	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Woodlawn Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	1.1	1.2			1.3	Total		1.4	1.5		1.6	Total	1.7		1.8		1.9	Total						Total	Total
1700 - 1715	39	26	-	-	0	65	-	19	7	-	0	26	2	-	34	-	0	36	-	-	-	-	-	0	127
1715 - 1730	35	31	-	-	0	66	-	31	3	-	0	34	5	-	16	-	0	21	-	-	-	-	-	0	121
1730 - 1745	37	28	-	-	0	65	-	13	4	-	0	17	3	-	37	-	0	40	-	-	-	-	-	0	122
1745 - 1800	29	20	-	-	0	49	-	15	2	-	0	17	8	-	57	-	0	65	-	-	-	-	-	0	131
Total	140	105	0	0	0	245	0	78	16	0	0	94	18	0	144	0	0	162	0	0	0	0	0	0	501
Approach %	57.14	42.86	0.00	0.00	0.00	-	0.00	82.98	17.02	0.00	0.00	-	11.11	0.00	88.89	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.90	0.85	0.00	0.00	0.00	**0.93**	0.00	0.63	0.57	0.00	0.00	**0.69**	0.56	0.00	0.63	0.00	0.00	**0.62**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Woodlawn Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	1.1	1.2			1.3	Total		1.4	1.5		1.6	Total	1.7		1.8		1.9	Total						Total	Total
1700 - 1715	1	1	-	-	0	2	-	0	0	-	0	0	0	-	1	-	0	1	-	-	-	-	-	0	3
1715 - 1730	1	0	-	-	0	1	-	0	0	-	0	0	1	-	1	-	0	2	-	-	-	-	-	0	3
1730 - 1745	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
1745 - 1800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	1	-	0	1	-	-	-	-	-	0	1
Total	2	2	0	0	0	4	0	0	0	0	0	0	1	0	3	0	0	4	0	0	0	0	0	0	8
Approach %	50.00	50.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	25.00	0.00	75.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.75	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.67**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Woodlawn Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	1.1	1.2			1.3	Total		1.4	1.5		1.6	Total	1.7		1.8		1.9	Total						Total	Total
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1745 - 1800	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	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	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	0.00	0.00	**0.00**	**0.00**

Bicycles

	Northbound						Southbound						Eastbound												
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Woodlawn Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	1.1	1.2			1.3	Total		1.4	1.5		1.6	Total	1.7		1.8		1.9	Total						Total	Total
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1745 - 1800	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	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	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	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Greenwood, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, March 10, 2026		
	Fair	72°F
Period	0700 - 1000	APPLY
Peak Hour	0715 - 0815	APPLY
Global PH		APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Driveway						Beaudrot Rd						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0715 - 0730	0	31	6	-	0	37	17	35	0	-	0	52	0	0	0	-	0	0	3	0	30	-	0	33	122
0730 - 0745	1	38	9	-	0	48	52	72	0	-	0	124	0	0	0	-	0	0	1	0	34	-	0	35	207
0745 - 0800	4	54	9	-	0	67	44	97	2	-	0	143	0	0	0	-	0	0	3	2	36	-	0	41	251
0800 - 0815	1	22	2	-	0	25	27	76	1	-	0	104	0	0	0	-	0	0	4	1	13	-	0	18	147
Total	6	145	26	0	0	177	140	280	3	0	0	423	0	0	0	0	0	0	11	3	113	0	0	127	727
Approach %	3.39	81.92	14.69	0.00	0.00	-	33.10	66.19	0.71	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	8.66	2.36	88.98	0.00	0.00	-	
PHF	0.38	0.67	0.72	0.00	0.00	**0.66**	0.67	0.72	0.38	0.00	0.00	**0.74**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.69	0.38	0.78	0.00	0.00	**0.77**	**0.72**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Driveway						Beaudrot Rd						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0715 - 0730	0	31	6	-	0	37	14	34	0	-	0	48	0	0	0	-	0	0	2	0	30	-	0	32	117
0730 - 0745	1	38	8	-	0	47	48	69	0	-	0	117	0	0	0	-	0	0	1	0	33	-	0	34	198
0745 - 0800	4	54	9	-	0	67	42	94	2	-	0	138	0	0	0	-	0	0	3	2	36	-	0	41	246
0800 - 0815	1	22	2	-	0	25	26	71	1	-	0	98	0	0	0	-	0	0	4	1	13	-	0	18	141
Total	6	145	25	0	0	176	130	268	3	0	0	401	0	0	0	0	0	0	10	3	112	0	0	125	702
Approach %	3.41	82.39	14.20	0.00	0.00	-	32.42	66.83	0.75	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	8.00	2.40	89.60	0.00	0.00	-	
PHF	0.38	0.67	0.69	0.00	0.00	**0.66**	0.68	0.71	0.38	0.00	0.00	**0.73**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.63	0.38	0.78	0.00	0.00	**0.76**	**0.71**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Driveway						Beaudrot Rd						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0715 - 0730	0	0	0	-	0	0	2	0	0	-	0	2	0	0	0	-	0	0	1	0	0	-	0	1	3
0730 - 0745	0	0	1	-	0	1	3	2	0	-	0	5	0	0	0	-	0	0	0	0	1	-	0	1	7
0745 - 0800	0	0	0	-	0	0	1	3	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	4
0800 - 0815	0	0	0	-	0	0	1	5	0	-	0	6	0	0	0	-	0	0	0	0	0	-	0	0	6
Total	0	0	1	0	0	1	7	10	0	0	0	17	0	0	0	0	0	0	1	0	1	0	0	2	20
Approach %	0.00	0.00	100.00	0.00	0.00	-	41.18	58.82	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.00	0.00	0.25	0.00	0.00	**0.25**	0.58	0.50	0.00	0.00	0.00	**0.71**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.25	0.00	0.00	**0.50**	**0.71**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Driveway						Beaudrot Rd						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0715 - 0730	0	0	0	-	0	0	1	1	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	2
0730 - 0745	0	0	0	-	0	0	1	1	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	2
0745 - 0800	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0800 - 0815	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	3	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.00	0.00	0.00	0.00	0.00	-	60.00	40.00	0.00	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**	0.75	0.50	0.00	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Driveway						Beaudrot Rd						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	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	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	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	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Click here for Map

Greenwood, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, March 10, 2026		
	Fair	72°F
Period	1500 - 1800	APPLY
Peak Hour	1645 - 1745	APPLY
Global PH		APPLY

* the Peak Hour Diagram does not include bicycles

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Driveway						Beaudrot Rd						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1645 - 1700	0	57	7	-	0	64	11	31	0	-	0	42	0	1	0	-	0	1	3	1	24	-	0	28	135
1700 - 1715	0	37	3	-	0	40	30	28	0	-	0	58	1	4	4	-	0	9	6	0	27	-	0	33	140
1715 - 1730	0	49	5	-	0	54	14	37	0	-	0	51	0	0	0	-	0	0	5	0	20	-	0	25	130
1730 - 1745	0	46	5	-	0	51	21	37	0	-	0	58	2	0	0	-	0	2	7	1	19	-	0	27	138
Total	0	189	20	0	0	209	76	133	0	0	0	209	3	5	4	0	0	12	21	2	90	0	0	113	543
Approach %	0.00	90.43	9.57	0.00	0.00	-	36.36	63.64	0.00	0.00	0.00	-	25.00	41.67	33.33	0.00	0.00	-	18.58	1.77	79.65	0.00	0.00	-	
PHF	0.00	0.83	0.71	0.00	0.00	**0.82**	0.63	0.90	0.00	0.00	0.00	**0.90**	0.38	0.31	0.25	0.00	0.00	**0.33**	0.75	0.50	0.83	0.00	0.00	**0.86**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Driveway						Beaudrot Rd						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1645 - 1700	0	54	7	-	0	61	10	30	0	-	0	40	0	1	0	-	0	1	3	1	22	-	0	26	128
1700 - 1715	0	37	3	-	0	40	29	28	0	-	0	57	1	4	4	-	0	9	6	0	25	-	0	31	137
1715 - 1730	0	49	5	-	0	54	14	36	0	-	0	50	0	0	0	-	0	0	5	0	19	-	0	24	128
1730 - 1745	0	45	5	-	0	50	21	37	0	-	0	58	2	0	0	-	0	2	7	1	19	-	0	27	137
Total	0	185	20	0	0	205	74	131	0	0	0	205	3	5	4	0	0	12	21	2	85	0	0	108	530
Approach %	0.00	90.24	9.76	0.00	0.00	-	36.10	63.90	0.00	0.00	0.00	-	25.00	41.67	33.33	0.00	0.00	-	19.44	1.85	78.70	0.00	0.00	-	
PHF	0.00	0.86	0.71	0.00	0.00	**0.84**	0.64	0.89	0.00	0.00	0.00	**0.88**	0.38	0.31	0.25	0.00	0.00	**0.33**	0.75	0.50	0.85	0.00	0.00	**0.87**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Driveway						Beaudrot Rd						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1645 - 1700	0	2	0	-	0	2	1	1	0	-	0	2	0	0	0	-	0	0	0	0	2	-	0	2	6
1700 - 1715	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	0	0	2	-	0	2	3
1715 - 1730	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	1	-	0	1	2
1730 - 1745	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	3	0	0	0	3	2	2	0	0	0	4	0	0	0	0	0	0	0	0	5	0	0	5	12
Approach %	0.00	100.00	0.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.38	0.00	0.00	0.00	**0.38**	0.50	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.63	0.00	0.00	**0.63**	**0.50**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Driveway						Beaudrot Rd						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1645 - 1700	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	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	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	0.25	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	0.00	0.00	**0.00**	**0.25**

Bicycles

	Northbound						Southbound						Eastbound						Westbound						
	Old Abbeville Hwy (South)						Old Abbeville Hwy (North)						Driveway						Beaudrot Rd						
	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	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	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	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	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	0.00	0.00	**0.00**	**0.00**

Appendix B – Trip Generation

Single-Family Detached Housing
(210)

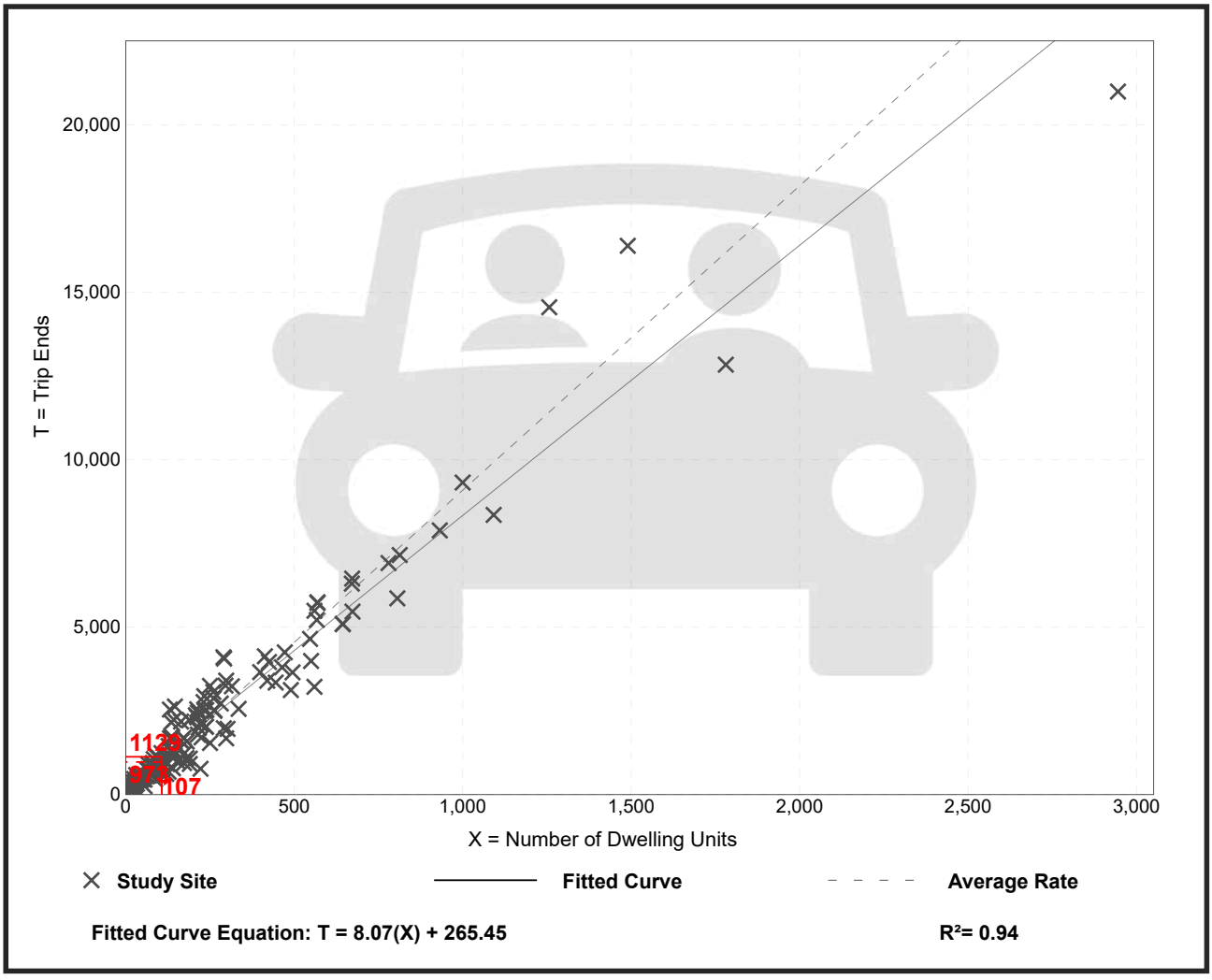
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 155
Avg. Num. of Dwelling Units: 261
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.09	3.47 - 23.80	2.29

Data Plot and Equation



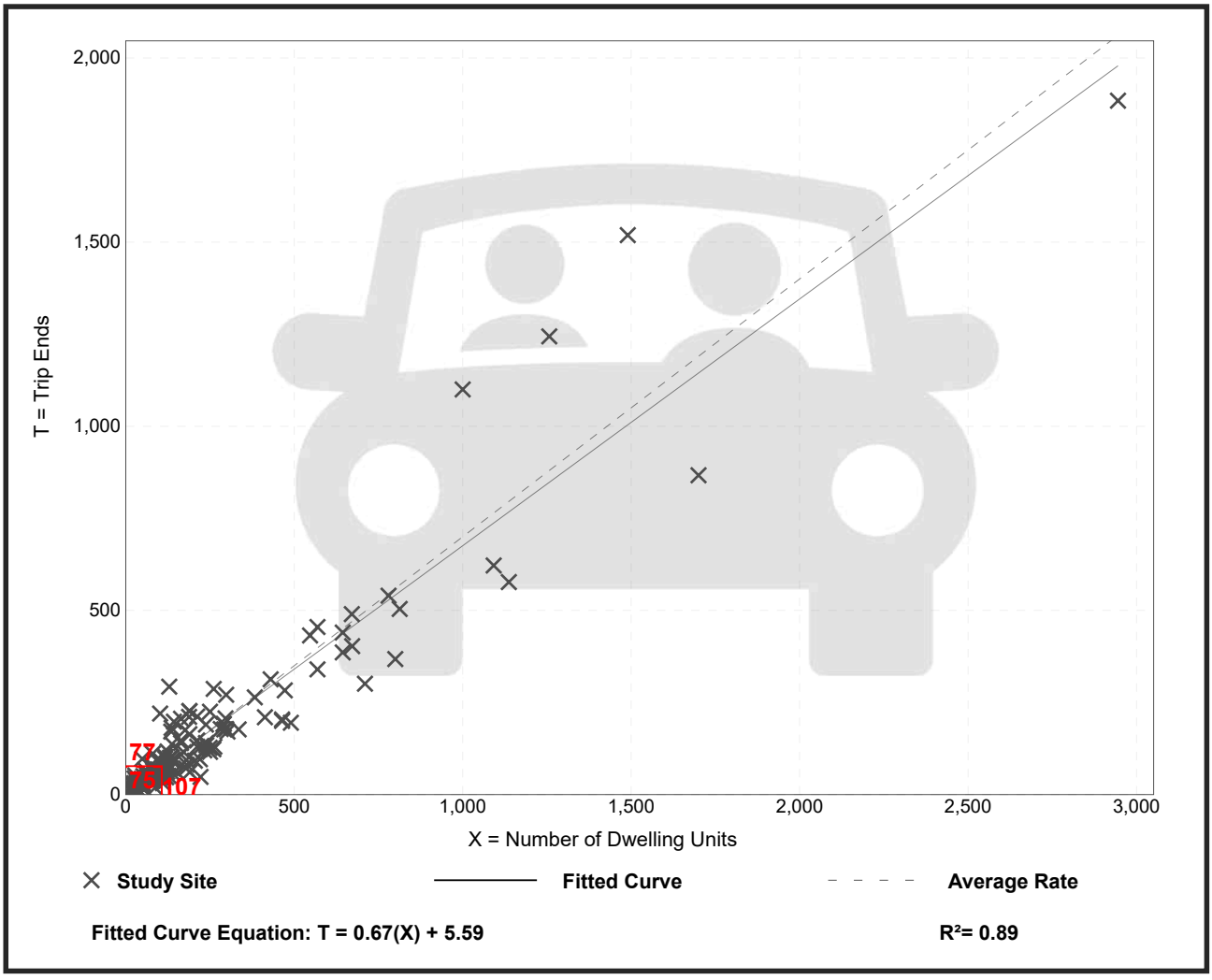
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs:	**Dwelling Units**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	153
Avg. Num. of Dwelling Units:	239
Directional Distribution:	27% entering, 73% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.22 - 2.27	0.26

Data Plot and Equation



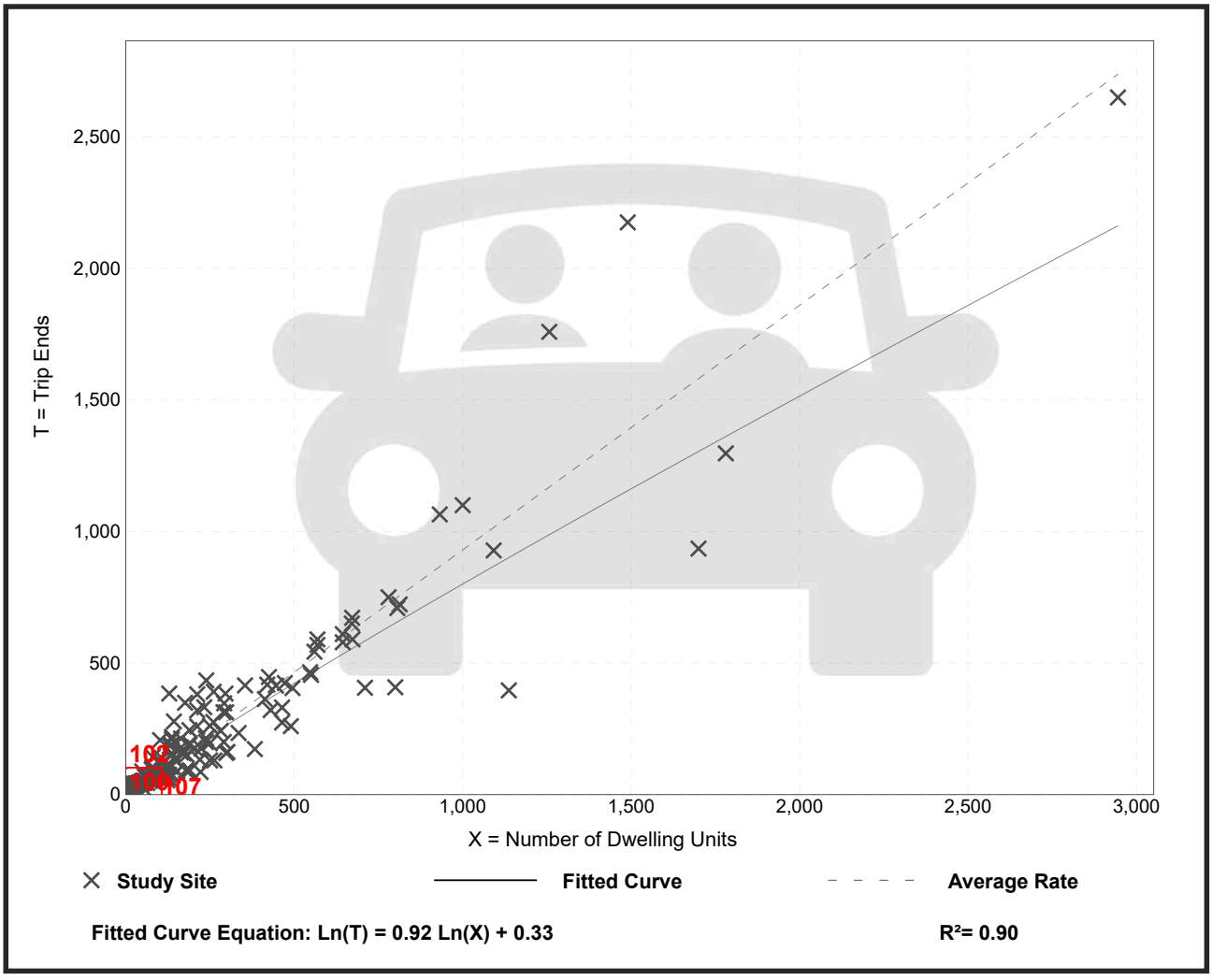
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 166
Avg. Num. of Dwelling Units: 266
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.93	0.35 - 2.98	0.33

Data Plot and Equation



Appendix C – Intersection Calculation Sheets

INTERSECTION VOLUME WORKSHEET

Intersection #1
Old Abbeville Hwy at Woodlawn Rd

AM Peak Hour (7:15-8:15)

		Woodlawn Rd			-			Old Abbeville Hwy			Old Abbeville Hwy		
		Eastbound			**Westbound**			**Northbound**			**Southbound**		
Description		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2026	Raw Traffic Count	17		294				211	43			116	54
	Truck Percentage	0%		4%				0%	2%			9%	0%
2026	Peak Hour Volume	**17**	**0**	**294**	**0**	**0**	**0**	**211**	**43**	**0**	**0**	**116**	**54**
	Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Background Growth	1	0	15	0	0	0	11	2	0	0	6	3
2031	Background Peak Hour Volume	**18**	**0**	**309**	**0**	**0**	**0**	**222**	**45**	**0**	**0**	**122**	**57**
	% Entering	*15%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*80%*	*0%*	*0%*	*0%*	*0%*
	Entering Site Traffic	3	0	0	0	0	0	0	17	0	0	0	0
	% Exiting	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*80%*	*15%*
	Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	45	8
	Total Site Trips	3	0	0	0	0	0	0	17	0	0	45	8
	Pass-by Trips												
	Total External Site Traffic	3	0	0	0	0	0	0	17	0	0	45	8
2031	Build Peak Hour Volume	**21**	**0**	**309**	**0**	**0**	**0**	**222**	**62**	**0**	**0**	**167**	**65**
				0.75						**0.71**			**0.79**

PM Peak Hour (5:00-6:00)

		Woodlawn Rd			-			Old Abbeville Hwy			Old Abbeville Hwy		
		Eastbound			**Westbound**			**Northbound**			**Southbound**		
Description		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2026	Raw Traffic Count	19		147				142	107			78	16
	Truck Percentage	5%		2%				1%	2%			0%	0%
2026	Peak Hour Volume	**19**	**0**	**147**	**0**	**0**	**0**	**142**	**107**	**0**	**0**	**78**	**16**
	Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Background Growth	1	0	7	0	0	0	7	5	0	0	4	1
2031	Background Peak Hour Volume	**20**	**0**	**154**	**0**	**0**	**0**	**149**	**112**	**0**	**0**	**82**	**17**
	% Entering	*15%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*80%*	*0%*	*0%*	*0%*	*0%*
	Entering Site Traffic	9	0	0	0	0	0	0	51	0	0	0	0
	% Exiting	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*80%*	*15%*
	Exiting Site Traffic	0	0	0	0	0	0	0	0	0	0	31	6
	Total Site Trips	9	0	0	0	0	0	0	51	0	0	31	6
	Pass-by Trips												
	Total External Site Traffic	9	0	0	0	0	0	0	51	0	0	31	6
2031	Build Peak Hour Volume	**29**	**0**	**154**	**0**	**0**	**0**	**149**	**163**	**0**	**0**	**113**	**23**
				0.63						**0.93**			**0.69**

INTERSECTION VOLUME WORKSHEET

Intersection #2
Beaudrot Rd at Old Abbeville Hwy

AM Peak Hour (7:15-8:15)

		Driveway			Beaudrot Rd			Old Abbeville Hwy			Old Abbeville Hwy		
		Eastbound			**Westbound**			**Northbound**			**Southbound**		
Description		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2026	Raw Traffic Count	0	0	0	11	3	113	6	145	26	140	280	3
	Truck Percentage	0%	0%	0%	9%	0%	1%	0%	0%	4%	7%	4%	0%
2026	Peak Hour Volume	**0**	**0**	**0**	**11**	**3**	**113**	**6**	**145**	**26**	**140**	**280**	**3**
	Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Background Growth	0	0	0	1	0	6	0	7	1	7	14	0
2031	Background Peak Hour Volume	**0**	**0**	**0**	**12**	**3**	**119**	**6**	**152**	**27**	**147**	**294**	**3**
	% Entering	*0%*	*0%*	*0%*	*0%*	*0%*	*25%*	*0%*	*55%*	*0%*	*0%*	*0%*	*0%*
	Entering Site Traffic	0	0	0	0	0	5	0	12	0	0	0	0
	% Exiting	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*25%*	*55%*	*0%*
	Exiting Site Traffic	0	0	0	0	0	0	0	0	0	14	31	0
	Total Site Trips	0	0	0	0	0	5	0	12	0	14	31	0
	Pass-by Trips												
	Total External Site Traffic	0	0	0	0	0	5	0	12	0	14	31	0
2031	Build Peak Hour Volume	**0**	**0**	**0**	**12**	**3**	**124**	**6**	**164**	**27**	**161**	**325**	**3**
							0.77			**0.66**			**0.74**

PM Peak Hour (4:45-5:45)

		Driveway			Beaudrot Rd			Old Abbeville Hwy			Old Abbeville Hwy		
		Eastbound			**Westbound**			**Northbound**			**Southbound**		
Description		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2026	Raw Traffic Count	3	5	4	21	2	90	0	189	20	76	133	0
	Truck Percentage	0%	0%	0%	0%	0%	6%	0%	2%	0%	3%	2%	0%
2026	Peak Hour Volume	**3**	**5**	**4**	**21**	**2**	**90**	**0**	**189**	**20**	**76**	**133**	**0**
	Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Background Growth	0	0	0	1	0	5	0	10	1	4	7	0
2031	Background Peak Hour Volume	**3**	**5**	**4**	**22**	**2**	**95**	**0**	**199**	**21**	**80**	**140**	**0**
	% Entering	*0%*	*0%*	*0%*	*0%*	*0%*	*25%*	*0%*	*55%*	*0%*	*0%*	*0%*	*0%*
	Entering Site Traffic	0	0	0	0	0	16	0	35	0	0	0	0
	% Exiting	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*25%*	*55%*	*0%*
	Exiting Site Traffic	0	0	0	0	0	0	0	0	0	10	21	0
	Total Site Trips	0	0	0	0	0	16	0	35	0	10	21	0
	Pass-by Trips												
	Total External Site Traffic	0	0	0	0	0	16	0	35	0	10	21	0
2031	Build Peak Hour Volume	**3**	**5**	**4**	**22**	**2**	**111**	**0**	**234**	**21**	**90**	**161**	**0**
				0.33			**0.86**			**0.82**			**0.90**

INTERSECTION VOLUME WORKSHEET

Intersection #3
Old Abbeville Hwy at Site Driveway

AM Peak Hour (7:15-8:15)

		Site Driveway						Old Abbeville Hwy			Old Abbeville Hwy		
		Eastbound			**Westbound**			**Northbound**			**Southbound**		
Description		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2026	Raw Traffic Count								60			170	
	Truck Percentage	0%		0%				0%	2%	0%		2%	0%
2026	Peak Hour Volume	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**60**	**0**	**0**	**170**	**0**
	Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Background Growth	0	0	0	0	0	0	0	3	0	0	9	0
2031	Background Peak Hour Volume	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**63**	**0**	**0**	**179**	**0**
	% Entering	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*95%*	*0%*	*0%*	*0%*	*0%*	*5%*
	Entering Site Traffic	0	0	0	0	0	0	20	0	0	0	0	1
	% Exiting	*5%*	*0%*	*95%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
	Exiting Site Traffic	3	0	53	0	0	0	0	0	0	0	0	0
	Total Site Trips	3	0	53	0	0	0	20	0	0	0	0	1
	Pass-by Trips												
	Total External Site Traffic	3	0	53	0	0	0	20	0	0	0	0	1
2031	Build Peak Hour Volume	**3**	**0**	**53**	**0**	**0**	**0**	**20**	**63**	**0**	**0**	**179**	**1**

PM Peak Hour (4:45-5:45)

		Site Driveway						Old Abbeville Hwy			Old Abbeville Hwy		
		Eastbound			**Westbound**			**Northbound**			**Southbound**		
Description		Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right
2026	Raw Traffic Count								126			94	
	Truck Percentage	0%		0%				0%	2%			2%	0%
2026	Peak Hour Volume	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**126**	**0**	**0**	**94**	**0**
	Annual Growth Rate	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%	1.00%
	Background Growth	0	0	0	0	0	0	0	6	0	0	5	0
2031	Background Peak Hour Volume	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**132**	**0**	**0**	**99**	**0**
	% Entering	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*95%*	*0%*	*0%*	*0%*	*0%*	*5%*
	Entering Site Traffic	0	0	0	0	0	0	60	0	0	0	0	3
	% Exiting	*5%*	*0%*	*95%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*	*0%*
	Exiting Site Traffic	2	0	37	0	0	0	0	0	0	0	0	0
	Total Site Trips	2	0	37	0	0	0	60	0	0	0	0	3
	Pass-by Trips												
	Total External Site Traffic	2	0	37	0	0	0	60	0	0	0	0	3
2031	Build Peak Hour Volume	**2**	**0**	**37**	**0**	**0**	**0**	**60**	**132**	**0**	**0**	**99**	**3**

Appendix D – Existing 2026 Synchro and SimTraffic Reports

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	17	294	211	43	116	54
Future Volume (vph)	17	294	211	43	116	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.872				0.957	
Flt Protected	0.997			0.960		
Satd. Flow (prot)	1592	0	0	1818	1713	0
Flt Permitted	0.997			0.960		
Satd. Flow (perm)	1592	0	0	1818	1713	0
Link Speed (mph)	40			45	45	
Link Distance (ft)	723			743	745	
Travel Time (s)	12.3			11.3	11.3	
Peak Hour Factor	0.75	0.75	0.71	0.71	0.79	0.79
Heavy Vehicles (%)	0%	4%	0%	2%	9%	0%
Adj. Flow (vph)	23	392	297	61	147	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	415	0	0	358	215	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	17	294	211	43	116	54
Future Vol, veh/h	17	294	211	43	116	54
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	75	75	71	71	79	79
Heavy Vehicles, %	0	4	0	2	9	0
Mvmt Flow	23	392	297	61	147	68

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	836	181	215	0	-	0
Stage 1	181	-	-	-	-	-
Stage 2	655	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	340	857	1367	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	264	857	1367	-	-	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	663	-	-	-	-	-
Stage 2	521	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	15.2	6.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1367	-	763	-	-
HCM Lane V/C Ratio	0.217	-	0.543	-	-
HCM Ctrl Dly (s/v)	8.4	0	15.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q (veh)	0.8	-	3.3	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	11	3	113	6	145	26	140	280	3
Future Volume (vph)	0	0	0	11	3	113	6	145	26	140	280	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.880			0.980			0.999	
Flt Protected					0.996			0.998			0.984	
Satd. Flow (prot)	0	1900	0	0	1638	0	0	1848	0	0	1779	0
Flt Permitted					0.996			0.998			0.984	
Satd. Flow (perm)	0	1900	0	0	1638	0	0	1848	0	0	1779	0
Link Speed (mph)		30			35			45			45	
Link Distance (ft)		123			413			395			743	
Travel Time (s)		2.8			8.0			6.0			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.77	0.77	0.77	0.66	0.66	0.66	0.74	0.74	0.74
Heavy Vehicles (%)	0%	0%	0%	9%	0%	1%	0%	0%	4%	7%	4%	0%
Adj. Flow (vph)	0	0	0	14	4	147	9	220	39	189	378	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	165	0	0	268	0	0	571	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	11	3	113	6	145	26	140	280	3
Future Vol, veh/h	0	0	0	11	3	113	6	145	26	140	280	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	77	77	77	66	66	66	74	74	74
Heavy Vehicles, %	0	0	0	9	0	1	0	0	4	7	4	0
Mvmt Flow	0	0	0	14	4	147	9	220	39	189	378	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1091	1035	380	1016	1018	240	382	0	0	259	0	0
Stage 1	758	758	-	258	258	-	-	-	-	-	-	-
Stage 2	333	277	-	758	760	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.19	6.5	6.21	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.581	4	3.309	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	194	234	671	210	239	801	1188	-	-	1277	-	-
Stage 1	402	418	-	731	698	-	-	-	-	-	-	-
Stage 2	685	685	-	389	417	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	133	188	671	179	192	801	1188	-	-	1277	-	-
Mov Cap-2 Maneuver	133	188	-	179	192	-	-	-	-	-	-	-
Stage 1	398	339	-	724	692	-	-	-	-	-	-	-
Stage 2	551	679	-	316	339	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	13.6	0.3	2.8
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1188	-	-	-	582	1277	-	-
HCM Lane V/C Ratio	0.008	-	-	-	0.283	0.148	-	-
HCM Ctrl Dly (s/v)	8.1	0	-	0	13.6	8.3	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	-	1.2	0.5	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	147	142	107	78	16
Future Volume (vph)	19	147	142	107	78	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.880				0.977	
Flt Protected	0.994			0.972		
Satd. Flow (prot)	1624	0	0	1821	1856	0
Flt Permitted	0.994			0.972		
Satd. Flow (perm)	1624	0	0	1821	1856	0
Link Speed (mph)	40			45	45	
Link Distance (ft)	723			743	745	
Travel Time (s)	12.3			11.3	11.3	
Peak Hour Factor	0.63	0.63	0.93	0.93	0.69	0.69
Heavy Vehicles (%)	5%	2%	1%	2%	0%	0%
Adj. Flow (vph)	30	233	153	115	113	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	263	0	0	268	136	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	147	142	107	78	16
Future Vol, veh/h	19	147	142	107	78	16
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	63	63	93	93	69	69
Heavy Vehicles, %	5	2	1	2	0	0
Mvmt Flow	30	233	153	115	113	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	546	125	136	0	-	0
Stage 1	125	-	-	-	-	-
Stage 2	421	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	494	926	1454	-	-	-
Stage 1	893	-	-	-	-	-
Stage 2	656	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	439	926	1454	-	-	-
Mov Cap-2 Maneuver	439	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	656	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.4	4.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1454	-	822	-	-
HCM Lane V/C Ratio	0.105	-	0.321	-	-
HCM Ctrl Dly (s/v)	7.8	0	11.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.4	-	1.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	5	4	21	2	90	0	189	20	76	133	0
Future Volume (vph)	3	5	4	21	2	90	0	189	20	76	133	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.892			0.987				
Flt Protected		0.988			0.991						0.982	
Satd. Flow (prot)	0	1793	0	0	1602	0	0	1842	0	0	1823	0
Flt Permitted		0.988			0.991						0.982	
Satd. Flow (perm)	0	1793	0	0	1602	0	0	1842	0	0	1823	0
Link Speed (mph)		30			35			45			45	
Link Distance (ft)		123			413			395			743	
Travel Time (s)		2.8			8.0			6.0			11.3	
Peak Hour Factor	0.33	0.33	0.33	0.86	0.86	0.86	0.82	0.82	0.82	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	2%	0%	3%	2%	0%
Adj. Flow (vph)	9	15	12	24	2	105	0	230	24	84	148	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	131	0	0	254	0	0	232	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	5	4	21	2	90	0	189	20	76	133	0
Future Vol, veh/h	3	5	4	21	2	90	0	189	20	76	133	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	33	33	33	86	86	86	82	82	82	90	90	90
Heavy Vehicles, %	0	0	0	0	0	6	0	2	0	3	2	0
Mvmt Flow	9	15	12	24	2	105	0	230	24	84	148	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	612	570	148	572	558	242	148	0	0	254	0	0
Stage 1	316	316	-	242	242	-	-	-	-	-	-	-
Stage 2	296	254	-	330	316	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.26	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.354	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	408	434	904	434	441	787	1446	-	-	1305	-	-
Stage 1	699	659	-	766	709	-	-	-	-	-	-	-
Stage 2	717	701	-	687	659	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	333	404	904	394	410	787	1446	-	-	1305	-	-
Mov Cap-2 Maneuver	333	404	-	394	410	-	-	-	-	-	-	-
Stage 1	699	613	-	766	709	-	-	-	-	-	-	-
Stage 2	620	701	-	615	613	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.4	11.9	0	2.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1446	-	-	465	655	1305	-	-
HCM Lane V/C Ratio	-	-	-	0.078	0.201	0.065	-	-
HCM Ctrl Dly (s/v)	0	-	-	13.4	11.9	7.9	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.3	0.7	0.2	-	-

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	853
Vehs Exited	853
Starting Vehs	11
Ending Vehs	11
Travel Distance (mi)	282
Travel Time (hr)	10.6
Total Delay (hr)	1.7
Total Stops	545
Fuel Used (gal)	13.1

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Vehs Entered	853
Vehs Exited	853
Starting Vehs	11
Ending Vehs	11
Travel Distance (mi)	282
Travel Time (hr)	10.6
Total Delay (hr)	1.7
Total Stops	545
Fuel Used (gal)	13.1

Intersection: 1: Old Abbeville Hwy & Woodlawn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	117	53
Average Queue (ft)	59	25
95th Queue (ft)	99	50
Link Distance (ft)	689	686
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Old Abbeville Hwy & Driveway/Beaudrot Rd

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	74	30	74
Average Queue (ft)	34	1	21
95th Queue (ft)	56	10	53
Link Distance (ft)	376	362	686
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Start Time	4:50
End Time	6:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	607
Vehs Exited	609
Starting Vehs	12
Ending Vehs	10
Travel Distance (mi)	193
Travel Time (hr)	6.5
Total Delay (hr)	0.7
Total Stops	316
Fuel Used (gal)	8.5

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Vehs Entered	607
Vehs Exited	609
Starting Vehs	12
Ending Vehs	10
Travel Distance (mi)	193
Travel Time (hr)	6.5
Total Delay (hr)	0.7
Total Stops	316
Fuel Used (gal)	8.5

Intersection: 1: Old Abbeville Hwy & Woodlawn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	76	53
Average Queue (ft)	38	12
95th Queue (ft)	59	38
Link Distance (ft)	689	686
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Old Abbeville Hwy & Driveway/Beaudrot Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	59	53
Average Queue (ft)	10	32	8
95th Queue (ft)	33	53	31
Link Distance (ft)	90	376	686
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Appendix E – No-Build 2031 Synchro and SimTraffic Reports

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	18	309	222	45	122	57
Future Volume (vph)	18	309	222	45	122	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.872				0.957	
Flt Protected	0.997			0.960		
Satd. Flow (prot)	1592	0	0	1818	1713	0
Flt Permitted	0.997			0.960		
Satd. Flow (perm)	1592	0	0	1818	1713	0
Link Speed (mph)	40			45	45	
Link Distance (ft)	723			743	745	
Travel Time (s)	12.3			11.3	11.3	
Peak Hour Factor	0.75	0.75	0.71	0.71	0.79	0.79
Heavy Vehicles (%)	0%	4%	0%	2%	9%	0%
Adj. Flow (vph)	24	412	313	63	154	72
Shared Lane Traffic (%)						
Lane Group Flow (vph)	436	0	0	376	226	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	9.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	18	309	222	45	122	57
Future Vol, veh/h	18	309	222	45	122	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	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	71	71	79	79
Heavy Vehicles, %	0	4	0	2	9	0
Mvmt Flow	24	412	313	63	154	72

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	879	190	226	0	-	0
Stage 1	190	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	321	847	1354	-	-	-
Stage 1	847	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	244	847	1354	-	-	-
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.4	7	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1354	-	746	-	-
HCM Lane V/C Ratio	0.231	-	0.584	-	-
HCM Ctrl Dly (s/v)	8.5	0	16.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q (veh)	0.9	-	3.8	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	12	3	119	6	152	27	147	294	3
Future Volume (vph)	0	0	0	12	3	119	6	152	27	147	294	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.880			0.980			0.999	
Flt Protected					0.995			0.998			0.984	
Satd. Flow (prot)	0	1900	0	0	1636	0	0	1847	0	0	1779	0
Flt Permitted					0.995			0.998			0.984	
Satd. Flow (perm)	0	1900	0	0	1636	0	0	1847	0	0	1779	0
Link Speed (mph)		30			35			45			45	
Link Distance (ft)		123			413			395			743	
Travel Time (s)		2.8			8.0			6.0			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.77	0.77	0.77	0.66	0.66	0.66	0.74	0.74	0.74
Heavy Vehicles (%)	0%	0%	0%	9%	0%	1%	0%	0%	4%	7%	4%	0%
Adj. Flow (vph)	0	0	0	16	4	155	9	230	41	199	397	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	175	0	0	280	0	0	600	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⚜			⚜			⚜			⚜	
Traffic Vol, veh/h	0	0	0	12	3	119	6	152	27	147	294	3
Future Vol, veh/h	0	0	0	12	3	119	6	152	27	147	294	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	77	77	77	66	66	66	74	74	74
Heavy Vehicles, %	0	0	0	9	0	1	0	0	4	7	4	0
Mvmt Flow	0	0	0	16	4	155	9	230	41	199	397	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1145	1086	399	1066	1068	251	401	0	0	271	0	0
Stage 1	797	797	-	269	269	-	-	-	-	-	-	-
Stage 2	348	289	-	797	799	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.19	6.5	6.21	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.581	4	3.309	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	178	218	655	194	223	790	1169	-	-	1264	-	-
Stage 1	383	401	-	721	690	-	-	-	-	-	-	-
Stage 2	672	677	-	370	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	118	172	655	163	176	790	1169	-	-	1264	-	-
Mov Cap-2 Maneuver	118	172	-	163	176	-	-	-	-	-	-	-
Stage 1	380	320	-	715	684	-	-	-	-	-	-	-
Stage 2	533	671	-	295	320	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	14.4	0.3	2.8
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1169	-	-	-	555	1264	-	-
HCM Lane V/C Ratio	0.008	-	-	-	0.314	0.157	-	-
HCM Ctrl Dly (s/v)	8.1	0	-	0	14.4	8.4	0	-
HCM Lane LOS	A	A	-	A	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	-	1.3	0.6	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	20	154	149	112	82	17
Future Volume (vph)	20	154	149	112	82	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.881				0.977	
Flt Protected	0.994			0.972		
Satd. Flow (prot)	1626	0	0	1821	1856	0
Flt Permitted	0.994			0.972		
Satd. Flow (perm)	1626	0	0	1821	1856	0
Link Speed (mph)	40			45	45	
Link Distance (ft)	723			743	745	
Travel Time (s)	12.3			11.3	11.3	
Peak Hour Factor	0.63	0.63	0.93	0.93	0.69	0.69
Heavy Vehicles (%)	5%	2%	1%	2%	0%	0%
Adj. Flow (vph)	32	244	160	120	119	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	276	0	0	280	144	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	154	149	112	82	17
Future Vol, veh/h	20	154	149	112	82	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	93	93	69	69
Heavy Vehicles, %	5	2	1	2	0	0
Mvmt Flow	32	244	160	120	119	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	572	132	144	0	-	0
Stage 1	132	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	477	917	1445	-	-	-
Stage 1	887	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	420	917	1445	-	-	-
Mov Cap-2 Maneuver	420	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.8	4.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1445	-	807	-	-
HCM Lane V/C Ratio	0.111	-	0.342	-	-
HCM Ctrl Dly (s/v)	7.8	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.4	-	1.5	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	5	4	22	2	95	0	199	21	80	140	0
Future Volume (vph)	3	5	4	22	2	95	0	199	21	80	140	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.892			0.987				
Flt Protected		0.988			0.991						0.982	
Satd. Flow (prot)	0	1793	0	0	1603	0	0	1842	0	0	1823	0
Flt Permitted		0.988			0.991						0.982	
Satd. Flow (perm)	0	1793	0	0	1603	0	0	1842	0	0	1823	0
Link Speed (mph)		30			35			45			45	
Link Distance (ft)		123			413			395			743	
Travel Time (s)		2.8			8.0			6.0			11.3	
Peak Hour Factor	0.33	0.33	0.33	0.86	0.86	0.86	0.82	0.82	0.82	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	2%	0%	3%	2%	0%
Adj. Flow (vph)	9	15	12	26	2	110	0	243	26	89	156	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	36	0	0	138	0	0	269	0	0	245	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			8			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	3	5	4	22	2	95	0	199	21	80	140	0
Future Vol, veh/h	3	5	4	22	2	95	0	199	21	80	140	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	33	33	33	86	86	86	82	82	82	90	90	90
Heavy Vehicles, %	0	0	0	0	0	6	0	2	0	3	2	0
Mvmt Flow	9	15	12	26	2	110	0	243	26	89	156	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	646	603	156	604	590	256	156	0	0	269	0	0
Stage 1	334	334	-	256	256	-	-	-	-	-	-	-
Stage 2	312	269	-	348	334	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.26	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.354	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	387	416	895	413	423	773	1436	-	-	1289	-	-
Stage 1	684	647	-	753	699	-	-	-	-	-	-	-
Stage 2	703	690	-	672	647	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	311	384	895	372	391	773	1436	-	-	1289	-	-
Mov Cap-2 Maneuver	311	384	-	372	391	-	-	-	-	-	-	-
Stage 1	684	598	-	753	699	-	-	-	-	-	-	-
Stage 2	601	690	-	597	598	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.9	12.2	0	2.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1436	-	-	442	636	1289	-	-
HCM Lane V/C Ratio	-	-	-	0.082	0.218	0.069	-	-
HCM Ctrl Dly (s/v)	0	-	-	13.9	12.2	8	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.3	0.8	0.2	-	-

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	872
Vehs Exited	874
Starting Vehs	11
Ending Vehs	9
Travel Distance (mi)	288
Travel Time (hr)	10.8
Total Delay (hr)	1.7
Total Stops	580
Fuel Used (gal)	13.4

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Vehs Entered	872
Vehs Exited	874
Starting Vehs	11
Ending Vehs	9
Travel Distance (mi)	288
Travel Time (hr)	10.8
Total Delay (hr)	1.7
Total Stops	580
Fuel Used (gal)	13.4

Intersection: 1: Old Abbeville Hwy & Woodlawn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	115	53
Average Queue (ft)	60	27
95th Queue (ft)	99	52
Link Distance (ft)	689	686
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Old Abbeville Hwy & Driveway/Beaudrot Rd

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	70	29	79
Average Queue (ft)	34	1	26
95th Queue (ft)	55	9	66
Link Distance (ft)	376	362	686
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Start Time	4:50
End Time	6:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	635
Vehs Exited	638
Starting Vehs	12
Ending Vehs	9
Travel Distance (mi)	201
Travel Time (hr)	6.9
Total Delay (hr)	0.8
Total Stops	343
Fuel Used (gal)	9.1

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Vehs Entered	635
Vehs Exited	638
Starting Vehs	12
Ending Vehs	9
Travel Distance (mi)	201
Travel Time (hr)	6.9
Total Delay (hr)	0.8
Total Stops	343
Fuel Used (gal)	9.1

Intersection: 1: Old Abbeville Hwy & Woodlawn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	76	53
Average Queue (ft)	37	10
95th Queue (ft)	59	35
Link Distance (ft)	689	686
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

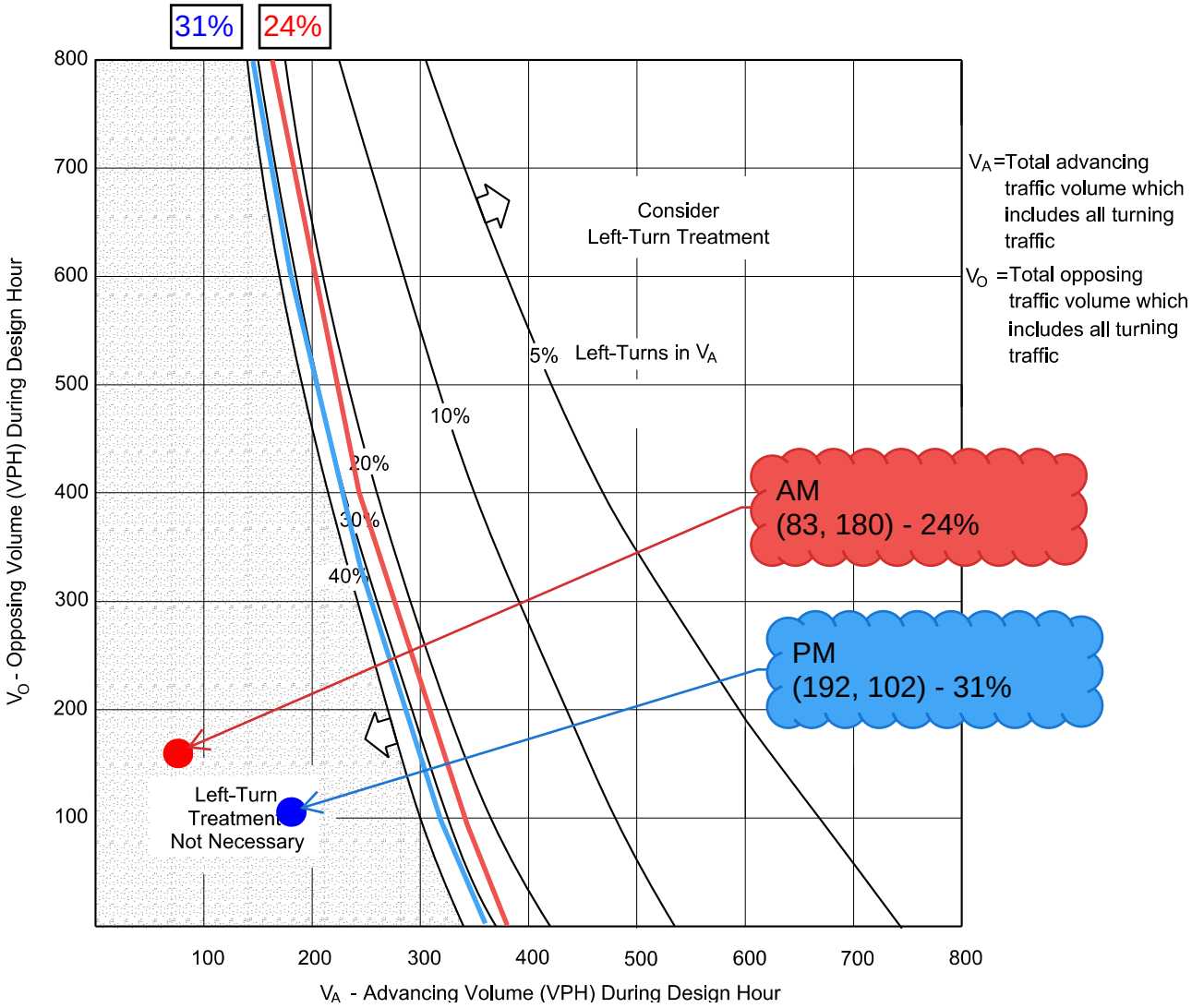
Intersection: 2: Old Abbeville Hwy & Driveway/Beaudrot Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	51	29
Average Queue (ft)	12	30	11
95th Queue (ft)	35	49	32
Link Distance (ft)	90	376	686
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Appendix F – Turn Lane Warrant Analysis



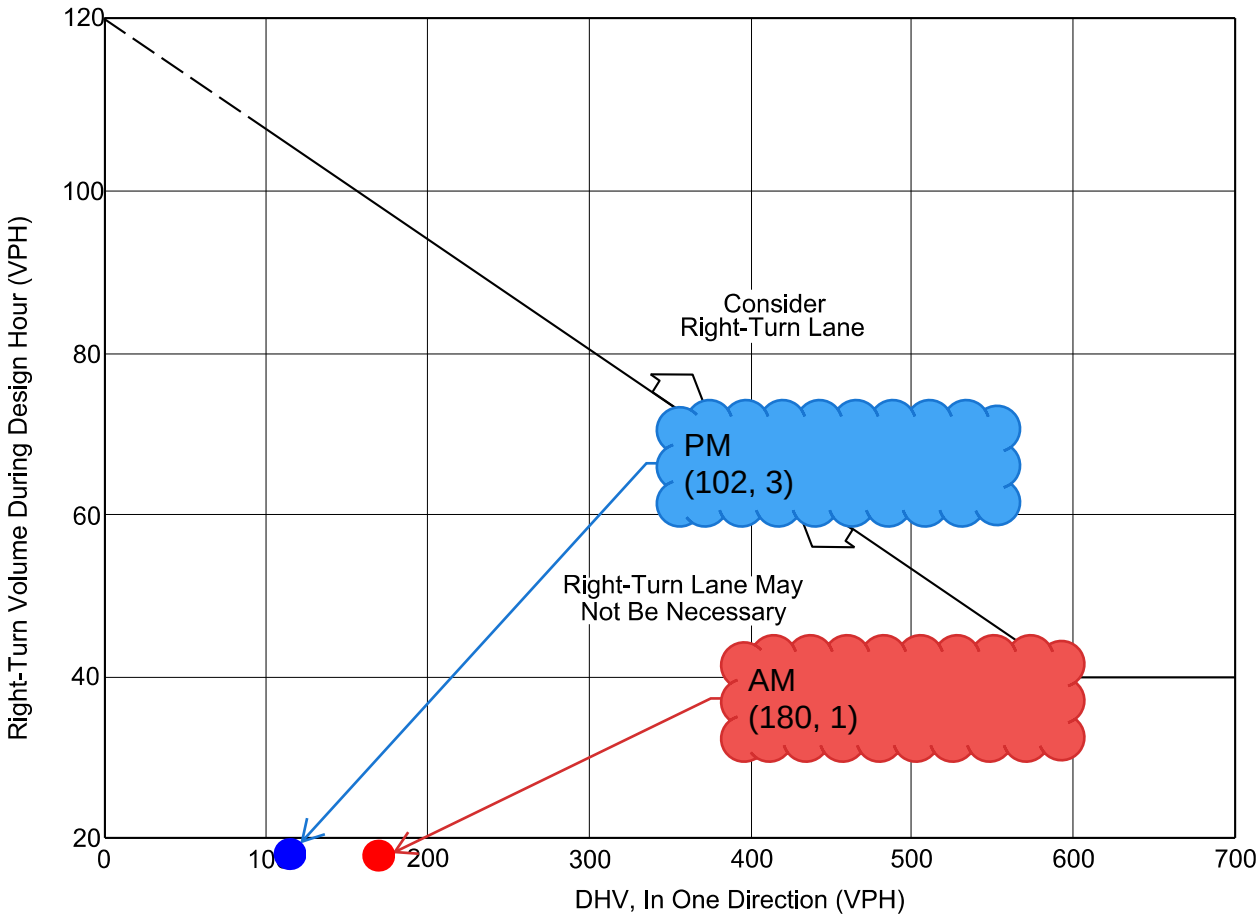
Instructions:

1. *The family of curves [illegible] advancing volume (V_A). The designer should [illegible]e of left turns. When this is not an even increme[illegible]ere the curve lies.*

2. *Read V_A and V_O into the chart and locate the intersection of the two volumes.*

3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph)
Figure 9.5-F



Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.

2031 Build AM: DHV (180), VPH (1)

2031 Build AM - NO

2031 Build PM: DHV (102), VPH (3)

2031 Build PM - NO

Example

Given:	Design Speed	=	35 miles per hour
	DHV	=	250 vehicles per hour
	Right Turns	=	100 vehicles per hour

Problem: Determine if a right-turn lane is necessary.

Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS
Figure 9.5-A

Appendix G – Build 2031 Synchro and SimTraffic Reports

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	309	222	62	167	65
Future Volume (vph)	21	309	222	62	167	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100	100	100			100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.874				0.962	
Flt Protected	0.997			0.962		
Satd. Flow (prot)	1596	0	0	1820	1717	0
Flt Permitted	0.997			0.962		
Satd. Flow (perm)	1596	0	0	1820	1717	0
Link Speed (mph)	40			45	45	
Link Distance (ft)	588			743	862	
Travel Time (s)	10.0			11.3	13.1	
Peak Hour Factor	0.75	0.75	0.71	0.71	0.79	0.79
Heavy Vehicles (%)	0%	4%	0%	2%	9%	0%
Adj. Flow (vph)	28	412	313	87	211	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	440	0	0	400	293	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	58.6%	ICU Level of Service	B
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	10.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	309	222	62	167	65
Future Vol, veh/h	21	309	222	62	167	65
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	75	75	71	71	79	79
Heavy Vehicles, %	0	4	0	2	9	0
Mvmt Flow	28	412	313	87	211	82

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	965	252	293	0	-	0
Stage 1	252	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Critical Hdwy	6.4	6.24	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.336	2.2	-	-	-
Pot Cap-1 Maneuver	285	782	1280	-	-	-
Stage 1	795	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	212	782	1280	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	591	-	-	-	-	-
Stage 2	489	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	20.2	6.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1280	-	668	-	-
HCM Lane V/C Ratio	0.244	-	0.659	-	-
HCM Ctrl Dly (s/v)	8.7	0	20.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q (veh)	1	-	4.9	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	12	3	124	6	164	27	161	325	3
Future Volume (vph)	0	0	0	12	3	124	6	164	27	161	325	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.880			0.981			0.999	
Flt Protected					0.996			0.998			0.984	
Satd. Flow (prot)	0	1900	0	0	1638	0	0	1850	0	0	1779	0
Flt Permitted					0.996			0.998			0.984	
Satd. Flow (perm)	0	1900	0	0	1638	0	0	1850	0	0	1779	0
Link Speed (mph)		30			35			45			45	
Link Distance (ft)		123			413			395			743	
Travel Time (s)		2.8			8.0			6.0			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.77	0.77	0.77	0.66	0.66	0.66	0.74	0.74	0.74
Heavy Vehicles (%)	0%	0%	0%	9%	0%	1%	0%	0%	4%	7%	4%	0%
Adj. Flow (vph)	0	0	0	16	4	161	9	248	41	218	439	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	181	0	0	298	0	0	661	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⚜			⚜			⚜			⚜	
Traffic Vol, veh/h	0	0	0	12	3	124	6	164	27	161	325	3
Future Vol, veh/h	0	0	0	12	3	124	6	164	27	161	325	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	77	77	77	66	66	66	74	74	74
Heavy Vehicles, %	0	0	0	9	0	1	0	0	4	7	4	0
Mvmt Flow	0	0	0	16	4	161	9	248	41	218	439	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1246	1184	441	1164	1166	269	443	0	0	289	0	0
Stage 1	877	877	-	287	287	-	-	-	-	-	-	-
Stage 2	369	307	-	877	879	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.19	6.5	6.21	4.1	-	-	4.17	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.19	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.581	4	3.309	2.2	-	-	2.263	-	-
Pot Cap-1 Maneuver	152	191	621	166	196	772	1128	-	-	1245	-	-
Stage 1	346	369	-	706	678	-	-	-	-	-	-	-
Stage 2	655	665	-	334	368	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	96	145	621	135	149	772	1128	-	-	1245	-	-
Mov Cap-2 Maneuver	96	145	-	135	149	-	-	-	-	-	-	-
Stage 1	343	283	-	699	671	-	-	-	-	-	-	-
Stage 2	510	658	-	257	283	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0	15.7	0.3	2.8
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1128	-	-	-	515	1245	-	-
HCM Lane V/C Ratio	0.008	-	-	-	0.351	0.175	-	-
HCM Ctrl Dly (s/v)	8.2	0	-	0	15.7	8.5	0	-
HCM Lane LOS	A	A	-	A	C	A	A	-
HCM 95th %tile Q (veh)	0	-	-	-	1.6	0.6	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	3	53	20	63	179	1
Future Volume (vph)	3	53	20	63	179	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.872				0.999	
Flt Protected	0.998			0.988		
Satd. Flow (prot)	1653	0	0	1849	1861	0
Flt Permitted	0.998			0.988		
Satd. Flow (perm)	1653	0	0	1849	1861	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	254			862	512	
Travel Time (s)	5.8			13.1	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	3	58	22	68	195	1
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	90	196	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	53	20	63	179	1
Future Vol, veh/h	3	53	20	63	179	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	3	58	22	68	195	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	308	196	196	0	-	0
Stage 1	196	-	-	-	-	-
Stage 2	112	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	688	850	1389	-	-	-
Stage 1	842	-	-	-	-	-
Stage 2	918	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	677	850	1389	-	-	-
Mov Cap-2 Maneuver	677	-	-	-	-	-
Stage 1	829	-	-	-	-	-
Stage 2	918	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.6	1.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1389	-	839	-	-
HCM Lane V/C Ratio	0.016	-	0.073	-	-
HCM Ctrl Dly (s/v)	7.6	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0	-	0.2	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	154	149	163	113	23
Future Volume (vph)	29	154	149	163	113	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100	100	100			100
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.886				0.977	
Flt Protected	0.992			0.977		
Satd. Flow (prot)	1630	0	0	1828	1856	0
Flt Permitted	0.992			0.977		
Satd. Flow (perm)	1630	0	0	1828	1856	0
Link Speed (mph)	40			45	45	
Link Distance (ft)	588			743	862	
Travel Time (s)	10.0			11.3	13.1	
Peak Hour Factor	0.63	0.63	0.93	0.93	0.69	0.69
Heavy Vehicles (%)	5%	2%	1%	2%	0%	0%
Adj. Flow (vph)	46	244	160	175	164	33
Shared Lane Traffic (%)						
Lane Group Flow (vph)	290	0	0	335	197	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	45.3%	ICU Level of Service	A
Analysis Period (min)	15		

Intersection	
Int Delay, s/veh	6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	154	149	163	113	23
Future Vol, veh/h	29	154	149	163	113	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	63	63	93	93	69	69
Heavy Vehicles, %	5	2	1	2	0	0
Mvmt Flow	46	244	160	175	164	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	676	181	197	0	-	0
Stage 1	181	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.45	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	414	862	1382	-	-	-
Stage 1	843	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	361	862	1382	-	-	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	606	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.6	3.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1382	-	707	-	-
HCM Lane V/C Ratio	0.116	-	0.411	-	-
HCM Ctrl Dly (s/v)	7.9	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q (veh)	0.4	-	2	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	5	4	22	2	111	0	234	21	90	161	0
Future Volume (vph)	3	5	4	22	2	111	0	234	21	90	161	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955			0.889			0.989				
Flt Protected		0.988			0.992						0.982	
Satd. Flow (prot)	0	1793	0	0	1597	0	0	1845	0	0	1823	0
Flt Permitted		0.988			0.992						0.982	
Satd. Flow (perm)	0	1793	0	0	1597	0	0	1845	0	0	1823	0
Link Speed (mph)		30			35			45			45	
Link Distance (ft)		123			413			395			743	
Travel Time (s)		2.8			8.0			6.0			11.3	
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.82	0.82	0.82	0.90	0.90	0.90
Heavy Vehicles (%)	0%	0%	0%	0%	0%	6%	0%	2%	0%	3%	2%	0%
Adj. Flow (vph)	3	5	4	26	2	129	0	285	26	100	179	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	12	0	0	157	0	0	311	0	0	279	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⚜			⚜			⚜			⚜	
Traffic Vol, veh/h	3	5	4	22	2	111	0	234	21	90	161	0
Future Vol, veh/h	3	5	4	22	2	111	0	234	21	90	161	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	86	86	86	82	82	82	90	90	90
Heavy Vehicles, %	0	0	0	0	0	6	0	2	0	3	2	0
Mvmt Flow	3	5	4	26	2	129	0	285	26	100	179	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	743	690	179	682	677	298	179	0	0	311	0	0
Stage 1	379	379	-	298	298	-	-	-	-	-	-	-
Stage 2	364	311	-	384	379	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.26	4.1	-	-	4.13	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.354	2.2	-	-	2.227	-	-
Pot Cap-1 Maneuver	334	371	869	367	377	732	1409	-	-	1244	-	-
Stage 1	647	618	-	715	671	-	-	-	-	-	-	-
Stage 2	659	662	-	643	618	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	255	338	869	336	343	732	1409	-	-	1244	-	-
Mov Cap-2 Maneuver	255	338	-	336	343	-	-	-	-	-	-	-
Stage 1	647	563	-	715	671	-	-	-	-	-	-	-
Stage 2	541	662	-	577	563	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.7	13	0	2.9
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1409	-	-	385	606	1244	-	-
HCM Lane V/C Ratio	-	-	-	0.034	0.259	0.08	-	-
HCM Ctrl Dly (s/v)	0	-	-	14.7	13	8.1	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q (veh)	0	-	-	0.1	1	0.3	-	-

Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	2	37	60	132	99	3
Future Volume (vph)	2	37	60	132	99	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.871				0.996	
Flt Protected	0.998			0.985		
Satd. Flow (prot)	1652	0	0	1846	1856	0
Flt Permitted	0.998			0.985		
Satd. Flow (perm)	1652	0	0	1846	1856	0
Link Speed (mph)	30			45	45	
Link Distance (ft)	254			862	512	
Travel Time (s)	5.8			13.1	7.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	2	40	65	143	108	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	208	111	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	37	60	132	99	3
Future Vol, veh/h	2	37	60	132	99	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	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	2	40	65	143	108	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	383	110	111	0	-	0
Stage 1	110	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	624	949	1492	-	-	-
Stage 1	920	-	-	-	-	-
Stage 2	778	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	595	949	1492	-	-	-
Mov Cap-2 Maneuver	595	-	-	-	-	-
Stage 1	877	-	-	-	-	-
Stage 2	778	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	9.1	2.4	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1492	-	921	-	-
HCM Lane V/C Ratio	0.044	-	0.046	-	-
HCM Ctrl Dly (s/v)	7.5	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q (veh)	0.1	-	0.1	-	-

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	960
Vehs Exited	969
Starting Vehs	19
Ending Vehs	10
Travel Distance (mi)	411
Travel Time (hr)	14.6
Total Delay (hr)	2.3
Total Stops	659
Fuel Used (gal)	17.0

Interval #0 Information Seeding

Start Time	6:50
End Time	7:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	7:00
End Time	8:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Vehs Entered	960
Vehs Exited	969
Starting Vehs	19
Ending Vehs	10
Travel Distance (mi)	411
Travel Time (hr)	14.6
Total Delay (hr)	2.3
Total Stops	659
Fuel Used (gal)	17.0

Intersection: 1: Old Abbeville Hwy & Woodlawn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	254	55
Average Queue (ft)	78	30
95th Queue (ft)	155	58
Link Distance (ft)	526	686
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Old Abbeville Hwy & Driveway/Beaudrot Rd

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	87	28	95
Average Queue (ft)	38	3	27
95th Queue (ft)	69	16	77
Link Distance (ft)	380	362	686
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Old Abbeville Hwy & Dwy

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	26
Average Queue (ft)	24	1
95th Queue (ft)	43	9
Link Distance (ft)	224	806
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Summary of All Intervals

Start Time	4:50
End Time	6:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	773
Vehs Exited	779
Starting Vehs	14
Ending Vehs	8
Travel Distance (mi)	318
Travel Time (hr)	10.5
Total Delay (hr)	1.2
Total Stops	455
Fuel Used (gal)	12.8

Interval #0 Information Seeding

Start Time	4:50
End Time	5:00
Total Time (min)	10

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

Start Time	5:00
End Time	6:00
Total Time (min)	60

Volumes adjusted by Growth Factors.

Vehs Entered	773
Vehs Exited	779
Starting Vehs	14
Ending Vehs	8
Travel Distance (mi)	318
Travel Time (hr)	10.5
Total Delay (hr)	1.2
Total Stops	455
Fuel Used (gal)	12.8

Intersection: 1: Old Abbeville Hwy & Woodlawn Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	97	52
Average Queue (ft)	41	20
95th Queue (ft)	68	45
Link Distance (ft)	526	686
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 2: Old Abbeville Hwy & Driveway/Beaudrot Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	76	52
Average Queue (ft)	7	37	15
95th Queue (ft)	28	62	40
Link Distance (ft)	95	380	686
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Old Abbeville Hwy & Dwy

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	53
Average Queue (ft)	26	7
95th Queue (ft)	42	31
Link Distance (ft)	224	806
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0