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## HIGHWAY 14 CORRIDOR STUDY

BETWEEN I-385 EXITS 19 AND 22  
LAURENS COUNTY, SC

Prepared for:  
LAURENS COUNTY DEVELOPMENT CORP.

J – 27743.0000

JULY 2019

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## 1. INTRODUCTION

Significant industrial development has taken place along I-385 in northwestern South Carolina, between Laurens and Greenville, in Laurens County. ZF Transmissions, Teknorapex, D+W Finepack, REMA USA, LLC, and many other industries are located in and around the Fountain Inn and Gray Court areas. Interstate 385 provides regional access to the area via Exits 19 and 22. Local access to the industrial sites is limited to two-lane roads; namely SC 14, known as South Main Street, and Old Laurens Road. An existing railroad, the Genessee and Wyoming, runs through the area, roughly parallel to I-385.

According to the Laurens County Development Corporation, 2.3 million square feet of industrial space has been developed in the area over the last five years, accounting for 3300 new jobs. This growth equates to development of 460,000 square feet of commercial space, and over 600 jobs per year, for the past five years. There are several thousand acres of land available for development in the Fountain Inn and Gray Court areas; however, economic development will likely be limited by the insufficient roadway access that exists today. **Figure 1** shows the project location.

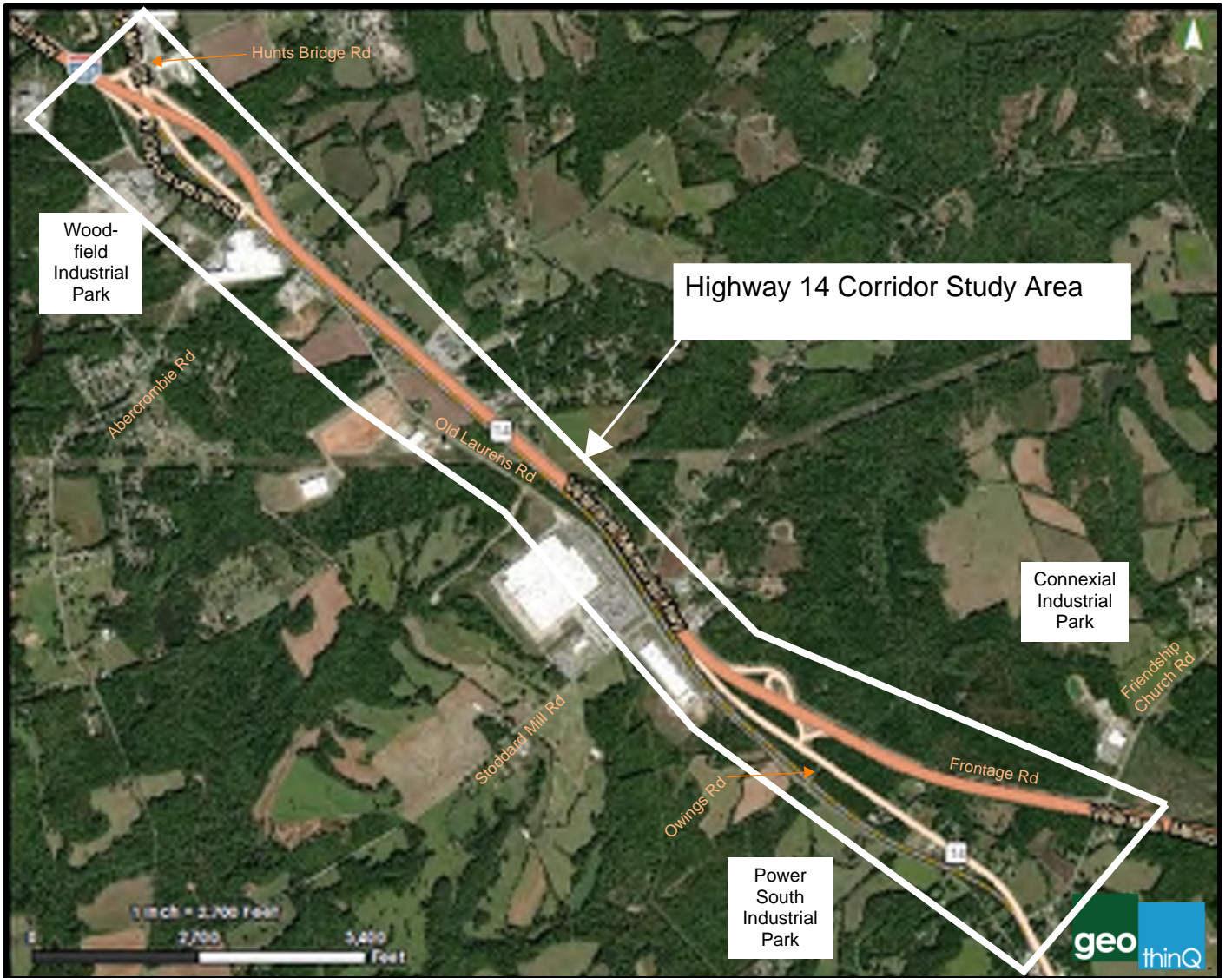
This study will evaluate existing and future traffic conditions along the SC 14 and Old Laurens Road corridors. A study area has been established, and it extends from Friendship Church Road on the southeast end, to I-385 Exit 22 on the northwest end. Synchro will be used to model intersections, and generalized highway capacity concepts will be used to evaluate freeway and ramp conditions. No capacity analyses are provided with this "concept" level of study for the freeway elements.

In May 2019, turning movement traffic counts were collected at the following intersections.

- Friendship Church Road and Frontage Road
- Friendship Church Road and SC 14
- SC 14 and Owings Road
- Old Laurens Road and Owings Road
- SC 14 and I-385 Exit 19 Access Road
- I-385 Exit 19 Access Road Split
- Old Laurens Road and Stoddard Mill Road
- Old Laurens Road and Wells Road
- Old Laurens Road and Abercrombie Road
- SC 14 and Abercrombie Road
- Old Laurens and South Nelson Road
- South Nelson Road and Andrews Road
- Old Laurens Road and I-385 SB Off Ramp (Exit. 22)
- SC 14 and I-385 NB Off Ramp (Exit. 22)
- Old Laurens Road and Hunts Bridge Road @ I-385 NB On Ramp

In addition, 24-hour traffic counts were collected at the following locations.

- Old Laurens Road, north of Owings Road
- SC 14, S Main Street, south of Owings Road
- Old Laurens Road, north of Abercrombie Road



**Figure 1**

**Project Location Map  
Highway 14 Corridor Study**

Laurens County, SC

J-27743.0000



In addition to the above counts, SCDOT maintains a real-time traffic count station on I-385 between Exits 19 and 22. The traffic counts are shown in Figures **2a**, **2b**, and **2c**, and the count data are included in Appendix A.

## **2. EXISTING CONDITIONS**

### Roadway Conditions

SC 14, S Main Street, is an existing two-lane roadway that runs north-south and is approximately parallel to I-385. At I-385 Exit 22, Hwy 14 intersects with the northbound off ramp. Further south, Highway 14 leads to a one-way on-ramp for I-385 southbound. South of Owings Road, 24-hour traffic counts on Highway 14 showed a traffic volume of 10,431 in May 2019. The posted speed limit on SC 14 is 45 mph.

Old Laurens Road is an existing two-lane roadway that runs north-south, parallel to and west of Highway 14. May 2019 traffic counts on Old Laurens Road indicated an existing 24-hour volume of 5,689 just north of Abercrombie Road. The posted speed limit on Old Laurens Road is 35 mph.

Interstate 385 runs along SC 14 and Old Laurens Road, on the eastern side of the corridor study area. The SCDOT count station on Interstate 385 shows that this four-lane limited access freeway carries an approximate ADT of 40,600 between Exits 19 and 22. The Exits serve the Fountain Inn and Gray Court areas in Laurens County, SC. Within the Exits, all ramps are one lane, and all intersections are unsignalized.

Owings Road is a two-lane roadway that connects Old Laurens Road and SC 14, at the southern end of the study area. Some traffic travelling to and from the industrial sites in the study area and I-385 use Owings Road to access Exit 19.

Stoddard Mill Road is a two-lane roadway that is adjacent to ZF Transmissions. This road extends west of the study area, eventually intersecting with Greenpond Road. There are several parcels of undeveloped land along Stoddard Mill Road.

Abercrombie Road is a two-lane roadway that intersects with SC 14 and Old Laurens Road, where only 150 feet separate the two stop-sign controlled intersections. Between SC 14 and Old Laurens Road, there is an at-grade rail crossing on Abercrombie Road at the Genessee and Wyoming Rail line. To the southwest, land use along Abercrombie Road is residential, while within the study area, land use is industrial. The posted speed limit on Abercrombie Road is 45 mph. D+W Finepack is located at the intersection of Abercrombie Road and Old Laurens Road. In the pm peak hours, there is existing congestion along Abercrombie Road at the two stop-controlled intersections.

South Nelson Drive intersects with Old Laurens Road just south of I-385 Exit 22. South Nelson Drive is a two-lane roadway that provides access to the Woodfield Industrial Park. In the study area, there is no posted speed limit on South Nelson Drive. South Nelson Drive extends to the north of the study area, where it runs parallel to I-385 and provides access to commercial areas and, further north, to residential areas.

Hunts Bridge Road is a two-lane roadway that runs approximately east-west. Hunts Bridge Road intersects with Old Laurens Road at the On Ramp to I-385 at Exit 22. To the east, Hunts Bridge Road provides access to residential and commercial property.

Traffic Conditions

Traffic operations at intersections are typically evaluated in terms of "Level of Service" or LOS. The LOS is a measurement of delay incurred at an intersection or for a particular movement. LOS is defined by the Transportation Research Board's Highway Capacity Manual (HCM) from which LOS A represents free flow conditions with minimal delays; LOS F represents congested conditions. Generally, a LOS D or better is considered acceptable.

Table 1 shows the HCM criteria for both signalized and unsignalized intersections.

Table 1. Level of Service definitions

LEVEL OF SERVICE	Control Delay per Vehicle (seconds)	
	Unsignalized Intersection	Signalized Intersection
A	$\leq 10$	$\leq 10$
B	$>10$ and $\leq 15$	$>10$ and $\leq 20$
C	$>15$ and $\leq 25$	$>20$ and $\leq 35$
D	$>25$ and $\leq 35$	$>35$ and $\leq 55$
E	$>35$ and $\leq 50$	$>55$ and $\leq 80$
F	$>50$	$>80$

Traffic operations at Exits are typically evaluated in terms of "Level of Service" or LOS. On freeways and ramps, and at merges and diverges, LOS is a measurement of density as defined by the Transportation Research Board's Highway Capacity Manual (HCM). LOS A represents free flow conditions; LOS F represents congested conditions. Generally, a LOS D or better is considered acceptable.

The signalized and unsignalized intersections were modeled, using Synchro, and the results of the analyses are summarized in Table 2.

Table 2. Current Levels of Service (2019)

Intersection	Control	2019 LOS	
		AM Peak Hr	PM Peak Hr
Friendship Church Road and Frontage Road	Stop		
NB approach Lt (Friendship Church Rd)		A	A
SB approach Lt (Friendship Church Rd)		A	A
EB approach (Frontage Rd)		A	A
WB approach (Frontage Rd)		B	B
Frontage Road and SC 14	Stop		
WB approach (Friendship Church Rd)		C	C
SB approach Left (SC 14)		A	A
SC 14 and Owings Road	Stop		
EB approach (Owings)		D	C
NB approach Left (SC 14)		A	A
Old Laurens Road and Owings Road	Signal		
SB approach (Old Laurens Rd)		A	A
NB approach (Old Laurens Rd)		A	A
WB approach (Owings Road)		B	B
<b>Intersection Overall</b>		<b>A</b>	<b>A</b>
SC 14 and I-385 Exit 19 Access Rd	Stop		
EB approach Left (SC 14)		A	A
SB approach (I-385 Off)		B	B
Old Laurens Road and Stoddard Mill Rd	Stop		
EB approach (Stoddard Mill Rd)		B	B
NB approach Left (Old Laurens Road)		A	A
Old Laurens Road and Wells Road	Stop		
EB approach (Wells Road)		A	A
NB approach Left (Old Laurens Rd)		A	A
Old Laurens Road and Abercrombie Road	All-way Stop		
SB approach (Old Laurens Road)		C	B
NB approach (Old Laurens Road)		B	B
EB approach (Abercrombie Road)		B	B
WB approach (Abercrombie Road)		B	A
<b>Intersection Overall</b>		<b>B</b>	<b>B</b>

SC 14 and Abercrombie Road	Stop		
EB approach (Abercrombie Road)		A	B
Old Laurens Road and S Nelson Road	Stop		
EB approach (S Nelson Road)		B	B
WB approach (Private Driveway)		C	C
NB approach Left (Old Laurens Road)		A	A
SB approach Left (Old Laurens Road)		A	A
Old Laurens Road and I-385 SB Off Ramp (Exit. 22)	Stop		
EB approach (I-385 Off Ramp)		B	B
SC 14 and I-385 NB Off Ramp (Exit. 22)	Stop		
WB approach (I-385 Off Ramp)		A	A
Old Laurens Road and Hunts Bridge Road	All-way		
WB approach (Hunts Bridge Road)		B	A
NB approach (Old Laurens Road)		C	C
SB approach (Old Laurens Road)		A	A
<b>Intersection Overall</b>		<b>B</b>	<b>C</b>

All of the study intersections currently operate at acceptable levels of service; however, there are peak hour delays at Owings Road and at Abercrombie Road that are not reflected in the Synchro model. These delays are probably due to the location of the Genessee and Wyoming Rail, which runs north south and is immediately adjacent to Old Laurens Road as it intersects with both Owings and Abercrombie Roads.



**3. FUTURE DEVELOPMENT – PHASE 1 YEAR 2022**

Extending the recent trend of development for the next three years, an additional 1,380 ksf of industrial development is expected. (460 ksf per year) This includes two projects that are currently under way, an 800 ksf expansion of ZF Transmissions, and development of Parcel 44, located in the Connexial Center Industrial Park, with clearing and grading of the site underway and construction of a Spec building to begin soon.

The development included in the Phase 1 Buildout, in the year 2022 includes the following:

- 800 ksf expansion of ZF Transmission
- 580 ksf building(s) in Connexial Industrial Park
- 50 single family residences near Abercrombie Road.

Traffic projections for these uses are summarized in Table 3. Appendix C includes more detailed calculations and the distribution of trips to the roadway network.

Table 3. Trip Generation – Phase 1

ITE Category	Land Use	Daily	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
130	Industrial Park 580 ksf	2,342	188	44	49	183
110	General Light Industrial 800 ksf	3,090	183	25	20	135
210	Single Family Detached Houses 50 Dwelling Units	472	9	28	32	18
	Total Site-Generated Trips	5,904	380	97	101	336

The site-generated traffic is assigned to the roadway network, as shown in **Figures 3a, 3b, and 3c**. The site-generated traffic and three years of background growth at 1% per year are added to the existing traffic volumes, and the resulting Year 2022 Phase 1 traffic projections are shown in **Figures 4a, 4b, and 4c**.

The results of the capacity analyses for the Phase 1 projected traffic volumes are shown below in Table 4 for the unsignalized and signalized intersections.

Table 4. Phase 1 Levels of Service (2022)

Intersection	Control	2019 LOS	
		AM Peak Hr	PM Peak Hr
Friendship Church Road and Frontage Road	Stop		
NB approach Left (Friendship Church Rd)		A	A
SB approach Left (Friendship Church Rd)		A	A
EB approach (Frontage Rd)		B	B
WB approach (Frontage Rd)		B	B
Friendship Church Road and SC 14	Stop		
WB approach (Friendship Church Rd)		E	C
SB approach Left (SC 14)		A	A
SC 14 and Owings Road	Stop		
EB approach (Owings)		F	F
NB approach Left (SC 14)		A	A
Old Laurens Road and Owings Road	Signal		
SB approach (Old Laurens Rd)		B	A
NB approach (Old Laurens Rd)		A	A
WB approach (Owings Road)		B	B
<b>Intersection Overall</b>		<b>B</b>	<b>A</b>
SC 14 and I-385 Exit 19 Access Rd	Stop		
EB approach Left (SC 14)		A	A
SB approach (I-385 Off)		B	B
Old Laurens Road and Stoddard Mill Rd	Stop		
EB approach (Stoddard Mill Rd)		C	C
NB approach Left (Old Laurens Road)		A	A
Old Laurens Road and Wells Road	Stop		
EB approach (Wells Road)		A	A
NB approach Left (Old Laurens Rd)		A	B
Old Laurens Road and Abercrombie Road	All-way Stop		
SB approach (Old Laurens Road)		D	C
NB approach (Old Laurens Road)		C	C
EB approach (Abercrombie Road)		B	B
WB approach (Abercrombie Road)		B	B
<b>Intersection Overall</b>		<b>C</b>	<b>C</b>

SC 14 and Abercrombie Road	Stop		
EB approach (Abercrombie Road)		B	B
Old Laurens Road and S Nelson Road	Stop		
EB approach (S Nelson Road)		B	B
WB approach (Private Driveway)		C	C
NB approach Left (Old Laurens Road)		A	A
SB approach Left (Old Laurens Road)		A	A
Old Laurens Road and I-385 SB Off Ramp (Exit. 22)	Stop		
EB approach (I-385 Off Ramp)		B	B
SC 14 and I-385 NB Off Ramp (Exit. 22)	Stop		
WB approach (I-385 Off Ramp)		A	A
Old Laurens Road and Hunts Bridge Road	All-way		
WB approach (Hunts Bridge Road)		B	B
NB approach (Old Laurens Road)		C	D
SB approach (Old Laurens Road)		A	A
<b>Intersection Overall</b>		<b>C</b>	<b>C</b>

The overall intersection level of service for all of the study area intersections will remain at LOS D or better in the Phase 1 Build condition. There are several approaches, specifically at SC 14/Owings Road and Friendship Church Rd/SC 14, that would benefit from some minor turn lane improvements and possibly signalization. These minor improvements would provide acceptable levels of service for all approaches through the year 2022.

**4. FUTURE DEVELOPMENT – PHASE 2 YEAR 2029**

A build out year of 2029 has been established for Phase 2, which is ten years out from the existing condition. Development included in Phase 2 is envisioned to occur in the locations that are most likely to be developed after the Phase 1 site developments, which are already planned. Specifically, development at the northwestern end of the study area, in and near the Woodfield Industrial Park, which is currently partially occupied, is expected. At the southeastern end of the study area, further development of the Connexial Industrial Park, and development within the Power South Industrial Park is expected. In addition, development of additional residential subdivisions near Abercrombie and South Nelson Roads will likely occur as the industrial sites are built. There are existing partially occupied residential subdivisions in this area. Retail development is also anticipated west of I-385.

The development included in the Phase 2 Buildout, in the year 2029 includes the following:

- 1100 ksf building(s) in Woodfield Industrial Park
- 1100 ksf building(s) in Power South Industrial Park
- 1160 ksf building(s) in Connexial Industrial Park
- 225 ksf retail shopping center
- 200 single family residences near Abercrombie & South Nelson Roads

Traffic projections for these uses are summarized in Table 5. Appendix C includes more detailed calculations and the distribution of trips to the roadway network.

Table 5. Trip Generation – Phase 2

ITE Category	Land Use	Daily	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
130	Industrial Park 1160 ksf	3,358	376	88	97	367
110	General Light Industrial 2200 ksf	8,454	462	64	50	336
820	Shopping Center 225 ksf	10,435	164	100	475	515
210	Single Family Detached Houses 200 Dwelling Units	1888	37	111	125	73
	Total Site-Generated Trips	24,135	1039	363	747	1291

The site-generated traffic is assigned to the roadway network, as shown in **Figures 5a, 5b, and 5c**. The site-generated traffic from phases 1 and 2, and ten years of background growth at 1% per year are added to the existing traffic volumes, and the resulting Year 2029 Phase 2 projections are shown in **Figures 6a, 6b, and 6c**.

The results of the capacity analyses for the Phase 2 projected traffic volumes are shown below in Table 6 for the unsignalized and signalized intersections.

Table 6. Phase 2 Levels of Service (2029)

Intersection	Control	2029 LOS	
		AM Peak Hr	PM Peak Hr
Friendship Church Road and Frontage Road	Stop		
NB approach Left (Friendship Church Rd)		A	A
SB approach Left (Friendship Church Rd)		A	A
EB approach (Frontage Rd)		C	E
WB approach (Frontage Rd)		D	E
Friendship Church Road and SC 14	Stop		
WB approach (Friendship Church Rd)		F	F
SB approach Left (SC 14)		A	A
SC 14 and Owings Road	Stop		
EB approach (Owings)		F	F
NB approach Left (SC 14)		B	A
Old Laurens Road and Owings Road	Signal		
SB approach (Old Laurens Rd)		B	A
NB approach (Old Laurens Rd)		B	A
WB approach (Owings Road)		F	B
<b>Intersection Overall</b>		<b>D</b>	<b>A</b>
SC 14 and I-385 Exit 19 Access Rd	Stop		
EB approach Left (SC 14)		A	A
SB approach (I-385 Off)		E	C
Old Laurens Road and Stoddard Mill Rd	Stop		
EB approach (Stoddard Mill Rd)		C	C
NB approach Left (Old Laurens Road)		A	A
Old Laurens Road and Wells Road	Stop		
EB approach (Wells Road)		A	A
NB approach Left (Old Laurens Rd)		A	B
Old Laurens Road and Abercrombie Road	All-way Stop		
SB approach (Old Laurens Road)		F	F
NB approach (Old Laurens Road)		E	F
EB approach (Abercrombie Road)		D	E
WB approach (Abercrombie Road)		C	C
<b>Intersection Overall</b>		<b>F</b>	<b>F</b>

SC 14 and Abercrombie Road	Stop		
EB approach (Abercrombie Road)		B	B
Old Laurens Road and S Nelson Road	Stop		
EB approach (S Nelson Road)		F	F
WB approach (Private Driveway)		D	D
NB approach Left (Old Laurens Road)		A	A
SB approach Left (Old Laurens Road)		A	A
Old Laurens Road and I-385 SB Off Ramp (Exit. 22)	Stop		
EB approach (I-385 Off Ramp)		C	B
SC 14 and I-385 NB Off Ramp (Exit. 22)	Stop		
WB approach (I-385 Off Ramp)		B	B
Old Laurens Road and Hunts Bridge Road	All-way		
WB approach (Hunts Bridge Road)		B	B
NB approach (Old Laurens Road)		E	F
SB approach (Old Laurens Road)		A	A
<b>Intersection Overall</b>		<b>E</b>	<b>F</b>

With the build out of Phase 2, many of the intersections in the study area will have one or more approaches that operate at LOS D or worse, and minor widening and traffic control improvements will not be sufficient to provide the necessary capacity to accommodate projected traffic volumes through the entire corridor study area.

Specifically, at Exit 19, access to and from the east side of I-385 is poor. The route to and from the interstate to the east is circuitous and the geometry of Exit 19 is substandard based on current standards and traffic volumes. A more direct connection from I-385 to Friendship Church Road is desirable, as this connection would eliminate travel along SC 14 and Owings Road to reach Friendship Church Road.

Exit 19 provides more direct access to the area immediately west of I-385; however, even this access requires travel along Owings Road, and requires vehicles travelling northbound to first travel southbound (to Owings Road.)

At Exit 22, with minor widening and traffic control improvements, there is sufficient access to the northern portion of the study area; however, for locations south of Abercrombie Road, access is hindered by closely spaced intersections and limited right-of-way. The Abercrombie Road intersections act as a bottleneck for north and south travel on SC 14 and Old Laurens Road within the study area.

**5. FUTURE DEVELOPMENT – PHASE 3 YEAR 2039**

A build out year of 2039 has been established for Phase 3, which is twenty years out from the existing condition. Due to the length of time between the present condition and 2039, development included in Phase 3 is not assigned to specific locations, instead, it is generally assigned to regions. For purposes of the corridor study, 2400 ksf of industrial building space is assigned east and west of I-385. The projected size of the building space is based upon the recent actual development of 460 ksf of building space per year, for five years, in this region of Laurens County.

Traffic projections for this use are summarized in Table 7. Appendix C includes more detailed calculations and the distribution of trips to the roadway network.

Table 7. Trip Generation – Phase 3

ITE Category	Land Use	Daily	AM Peak		PM Peak	
			Enter	Exit	Enter	Exit
130	Industrial Park 2400 ksf	4,900	778	182	202	758
130	Industrial Park 2400 ksf	4,900	778	182	202	758
	Total Site-Generated Trips	9,800	1,556	364	404	1,516

The site-generated traffic is assigned to the roadway network, as shown in **Figures 7a, 7b, and 7c**. The site-generated traffic from phases 1, 2 and 3, and a total of twenty years of background growth at 1% per year are added to the existing traffic volumes to calculate the Year 2039 Phase 3 projections. The Phase 3 projections are shown in **Figures 8a, 8b, and 8c**.

The results of the capacity analyses for the Phase 3 projected traffic volumes are shown below in Table 8 for the unsignalized and signalized intersections. The Synchro results are included in Appendix F.

Table 8. Phase 3 Levels of Service (2039)

Intersection	Control	2039 LOS	
		AM Peak Hr	PM Peak Hr
Friendship Church Road and Frontage Road	Stop		
EB approach Left (Friendship Church Rd)		B	B
WB approach Left (Friendship Church Rd)		A	A
NB approach (Frontage Rd)		F	F
WB approach (Frontage Rd)		F	F
Friendship Church Road and SC 14	Stop		
WB approach (Friendship Church Rd)		F	F
SB approach Left (SC 14)		F	F
SC 14 and Owings Road	Stop		
EB approach (Owings)		F	F
NB approach Left (SC 14)		E	A
Old Laurens Road and Owings Road	Signal		
SB approach (Old Laurens Rd)		E	C
NB approach (Old Laurens Rd)		D	F
WB approach (Owings Road)		F	F
<b>Intersection Overall</b>		<b>E</b>	<b>F</b>
SC 14 and I-385 Exit 19 Access Rd	Stop		
EB approach Left (SC 14)		A	A
SB approach (I-385 Off)		F	D
Old Laurens Road and Stoddard Mill Rd	Stop		
EB approach (Stoddard Mill Rd)		D	F
NB approach Left (Old Laurens Road)		A	A
Old Laurens Road and Wells Road	Stop		
EB approach (Wells Road)		B	B
NB approach Left (Old Laurens Rd)		A	B
Old Laurens Road and Abercrombie Road	All-way Stop		
SB approach (Old Laurens Road)		F	F
NB approach (Old Laurens Road)		F	F
EB approach (Abercrombie Road)		E	F
WB approach (Abercrombie Road)		D	C
<b>Intersection Overall</b>		<b>F</b>	<b>F</b>



SC 14 and Abercrombie Road	Stop		
EB approach (Abercrombie Road)		B	B
Old Laurens Road and S Nelson Road	Stop		
EB approach (S Nelson Road)		F	F
WB approach (Private Driveway)		F	D
NB approach Left (Old Laurens Road)		A	A
SB approach Left (Old Laurens Road)		A	A
Old Laurens Road and I-385 SB Off Ramp (Exit. 22)	Stop		
EB approach (I-385 Off Ramp)		F	B
SC 14 and I-385 NB Off Ramp (Exit. 22)	Stop		
WB approach (I-385 Off Ramp)		B	B
Old Laurens Road and Hunts Bridge Road	All-way		
WB approach (Hunts Bridge Road)		C	B
NB approach (Old Laurens Road)		F	F
SB approach (Old Laurens Road)		B	A
		<b>F</b>	<b>F</b>

With the build out of Phase 3, most of the intersections in the study area will have one or more approaches that operate at LOS D or worse, and minor widening and traffic control improvements will not be sufficient to provide the necessary capacity to accommodate projected traffic volumes, particularly in the southern half of the study area.

In the northern portion of the study area, traffic signal installation and minor widening improvements were modeled at failing intersections. As shown in Table 9, the intersections north of Abercrombie Road can be expected to operate at LOS D or better with improvements in place.

Table 9. Phase 3 Levels of Service w/ Improvements-North of Abercrombie (2039)

Intersection	Control	2039 LOS	
		AM Peak Hr	PM Peak Hr
Old Laurens Road and I-385 SB Off Ramp	Signal		
EB approach (I-385 Off Ramp)		B	B
NB approach (Old Laurens Road)		A	A
SB approach (Old Laurens Road)		A	A
<b>Intersection Overall</b>		<b>A</b>	<b>A</b>
Old Laurens Road and Hunts Bridge Road	Signal		
WB approach (Hunts Bridge Road)		B	C
NB approach (Old Laurens Road)		B	A
SB approach (Old Laurens Road)		B	B
<b>Intersection Overall</b>		<b>B</b>	<b>B</b>

At Exit 19 and the southern portion of the study area, level of service problems cannot be eliminated with the installation of traffic signals and minor widening. This situation, in addition to the poor access to I-385 at the southern end of the study area evoke the need to evaluate improvements to I-385 Exit 19. By eliminating the circuitous route to and from I-385, improved levels of service can be achieved. A more direct connection from I-385 to Friendship Church Road is desirable, as this connection would eliminate travel along SC 14 and Owings Road to reach Friendship Church Road. Similarly, a more direct connection from I-385 to the industrial sites east of Exit 19 is desirable as it would eliminate indirect travel routes that exist today.

Table 10 shows levels of service for select intersections in the southern portion of the study area, with widening for auxiliary turn lanes and traffic control improvements in place. As shown, unacceptable levels of service are expected unless without more extensive improvements to the roadway network. Synchro reports for these analyses are included in Appendix G.

Table 10. Phase 3 Levels of Service w/ Improvements - Southern Portion of Study Area (2039)

Intersection	Control	2039 LOS	
		AM Peak Hr	PM Peak Hr
SC 14 and Owings Road	Signal		
EB approach (SC 14)		E	C
WB approach (SC 14)		D	F
NB approach (Owings Rd)		F	F
<b>Intersection Overall</b>		<b>F</b>	<b>F</b>
Old Laurens Road and Abercrombie Road	Signal		
SB approach (Old Laurens Road)		F	E
NB approach (Old Laurens Road)		C	A
EB approach (Abercrombie Road)		D	B
WB approach (Abercrombie Road)		C	B
<b>Intersection Overall</b>		<b>E</b>	<b>D</b>
Friendship Church Road and Frontage Road	All-way Stop		
EB approach (Friendship Church Rd)		F	C
WB approach (Friendship Church Rd)		D	B
NB approach (Old Laurens Road)		F	F
SB approach (Old Laurens Road)		F	C
<b>Intersection Overall</b>		<b>F</b>	<b>F</b>
Friendship Church Road and SC 14	Signal		
WB approach (Friendship Church Road)		E	C
NB approach (SC 14)		F	B
SB approach (SC 14)		F	A
<b>Intersection Overall</b>		<b>F</b>	<b>B</b>

Figure 9 shows the intersections that have unacceptable levels of service in Phases 2 and 3. Figure 10 shows the recommended improvements in the northern section of the study area.

## **6. I-385 EXITS 19 AND 22**

### Existing Exit 22

The layout of I-385 Exit 22 is a modified diamond Exit, with the southbound off ramp and the northbound on ramp intersecting with Old Laurens Road. The northbound off ramp intersects with SC 14, while the southbound on ramp, which uses SC 14, is displaced to the south.

The projected peak hour traffic volumes on the Exit 22 ramps at the build out of Phase 3 are well within the generalized capacity limits for one lane ramps. The southbound off ramp is projected to have a peak hourly volume of 914, and the northbound off ramp, 210. The northbound on ramp is projected to carry 951 vehicles in the pm peak hour, which is also within the capacity limit of a one lane ramp.

The intersection of the northbound off ramp and SC 14 is expected to operate at level of service B in the Phase 3 build out condition. With minor widening and signalization, the touch down points of the northbound on ramp at Old Laurens Road, and the southbound off ramp at Old Laurens Road, will operate at level of service B or better in the Phase 3 build out condition.

### Existing Exit 19

Existing I-385 Exit 19 has an unconventional layout. The single-lane southbound off ramp leads directly to SC 14. (SC 14 travels with I-385 between Exits 19 and 22.) The northbound off ramp is a loop ramp that intersects with SC 14 at a tee intersection. The northbound and southbound on ramps begin at the same unsignalized tee intersection, which is expected to operate at level of service F and D in the am and pm peak hour, respectively, of the Phase 3 build out year, 2039. To access the industrial parks, all traffic from I-385 must use Owings Road or SC 14. The Exit does not provide convenient access to the area east of the Exit, and access to the west of I-385 is hindered by an indirect route, as well as a bottleneck at Abercrombie Road.

The projected peak hour traffic volumes on two of the Exit 19 ramps at the build out of Phase 3 approach the idealized capacity limits for one lane ramps. The southbound off ramp is projected to have a pm peak hourly volume of 1573. The passenger car equivalent volume for the southbound off ramp is 1807, assuming 10% trucks. The northbound on ramp is projected to carry 1671 vehicles in the pm peak hour (1922 passenger car equivalents.) Based on the Highway Capacity Manual, 10<sup>th</sup> Edition, the maximum capacity of a single lane ramp with an operating speed between 30 and 40 mph is 2,000 vehicles per hour. Due to the short lengths of the ramps, and the congestion at the single intersection point, travel speeds may be lower than 30 mph, restricting ramp capacity, and resulting in a failing level of service.

The southbound on ramp is expected to carry 510 vehicles, and the northbound off ramp, 512, both of which are within the capacity limit of a one lane ramp.

Traffic volumes at the northbound merge are expected to approach the idealized capacity limits for a merge condition. There are 3127 vehicles expected to enter the merge point in the pm peak hour of the Phase 3 build out condition,

equating to 3597 passenger cars. With ideal geometry and sufficient merge lengths, this volume can be accommodated; however, given the existing geometry, the northbound on ramp merge point will need improvement. This is currently being experienced in the pm peak hours as the northbound traffic from SC 14 experiences difficulty merging.

The projected traffic on I-385 in the pm peak hour of the Phase 3 build out condition, 5009 vehicles, is within the generalized capacity limit of a four-lane highway, given the existing operating speed of 72 mph.

## **7. SUMMARY**

Due to the significant industrial development that has taken place along I-385, between Laurens and Greenville, in Laurens County, the Laurens County Development Corporation requested a study of traffic conditions along the SC 14 corridor. Interstate 385 provides regional access to the industrial parks in the area via Exits 19 and 22. Local access to the industrial sites is limited to two-lane roads; namely SC 14, known as South Main Street, and Old Laurens Road. An existing railroad, the Genessee and Wyoming, runs through the area, roughly parallel to I-385.

Traffic projections were developed to model traffic conditions through three phases; Phase 1 in 2022, Phase 2 in 2029, and Phase 3 in 2039. Rates of industrial development were based upon the recently experienced development rate of 460 ksf per year. There are several thousand acres of land available for development in the Fountain Inn and Gray Court areas, and this study assumes development of a small portion of available land.

This study evaluated existing and future traffic conditions along the SC 14 and Old Laurens Road corridors. The results of the study are summarized below:

### Northern portion of study area

Based upon traffic projections, the existing roadway facilities, with some minor improvements, including widening for auxiliary lanes, roadway relocation and signalization, can accommodate future volumes. (The improvements modeled herein are shown in Figure 10.)

Widening for turn lanes will be needed at:

- the southbound I-385 off ramp at Exit 22,
- relocation of Woods Road as it approaches Old Laurens Road
- Nelson Road at Old Laurens Road (in the Woodfield Industrial Park)

Signalization will be needed at:

- the southbound I-385 off ramp and Old Laurens Road
- Old Laurens Road & Hunts Bridge Road at the I-385 northbound on ramp
- Nelson Road and Old Laurens Road when signal warrants are met

Middle portion of study area

There is an existing bottleneck at Abercrombie Road where it intersects with Old Laurens Road and SC 14. Although Synchro doesn't accurately reflect actual conditions, there are regular delays and queues at Old Laurens Road and Abercrombie Road in the midweek peak hours. With only 150 feet separating Old Laurens Road and SC 14, and the Genessee and Wyoming Rail intersecting Abercrombie Road between the two roadways, there is no room for roadway widening to accommodate auxiliary lanes and increase capacity.

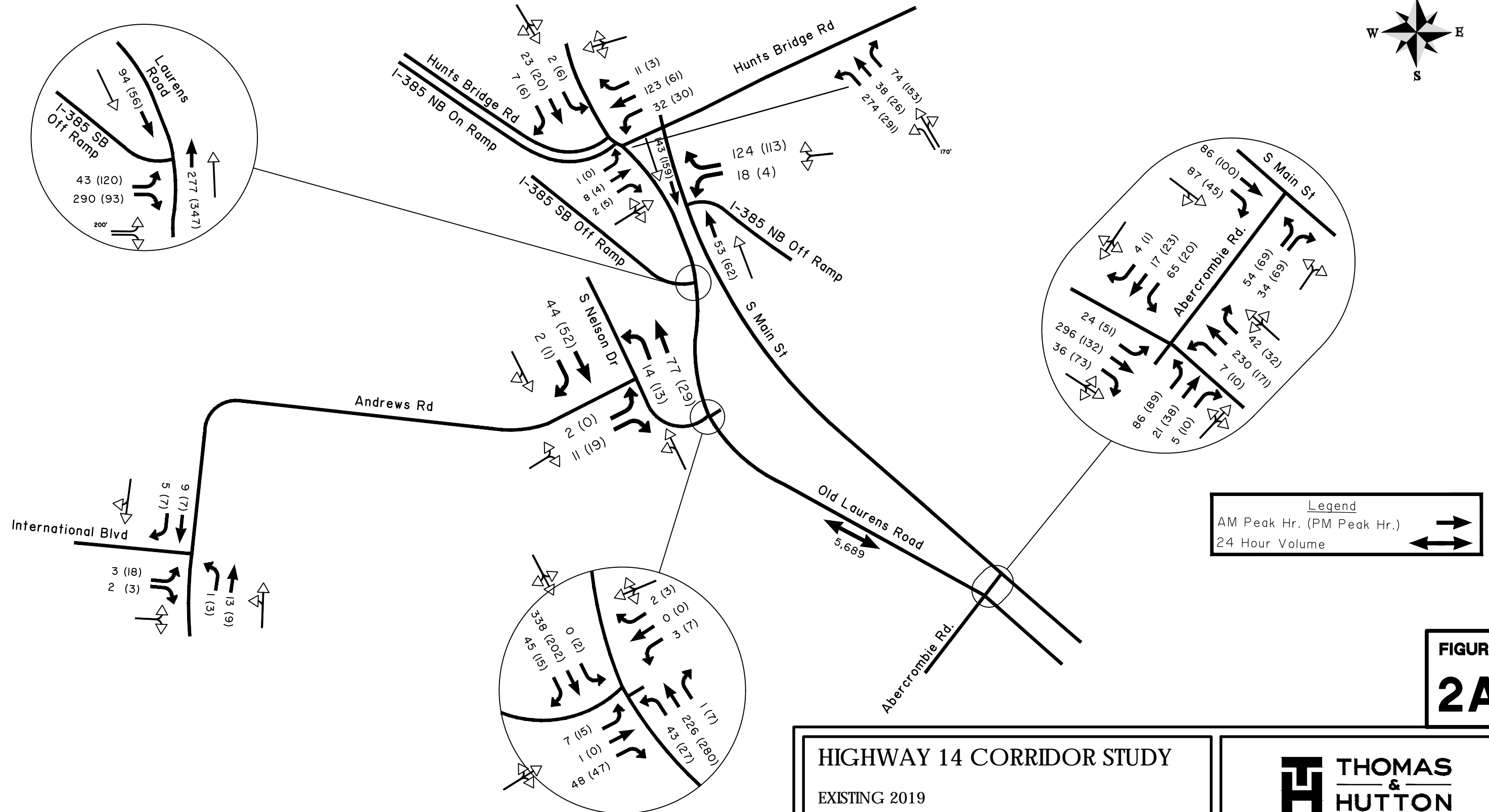
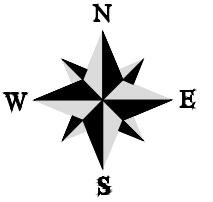
A bypass around the bottleneck could be considered, although it must be located where traffic will use it. Another option is to improve access to and from I-385 at Exit 19 so that northbound and southbound traffic volumes are reduced on SC 14 and Old Laurens Road at Abercrombie Road. (For example, if there were better access to ZF Transmissions, the Owings Industrial Park and nearby areas, more traffic would use I-385 Exit 19 instead of Exit 22, thereby reducing north south volumes at Abercrombie Road.)

Southern portion of study area

Based upon traffic projections, the existing roadway facilities are not expected to accommodate future volumes within the southern portion of the study area. The unconventional geometry of Exit 19 presents access issues for areas that are otherwise open for development. Specifically, the Exit does not provide sufficient access to areas east of I-385. Modification or replacement of the Exit can provide improved connections to the local road network, thereby eliminating the poor levels of service that will exist with no improvements.

FHWA requires that state DOT's seek permission to revise interchange access points on interstate highways. An interchange justification report should be prepared to fully evaluate Exit 19 of I-385 and recommend improvements as necessary.

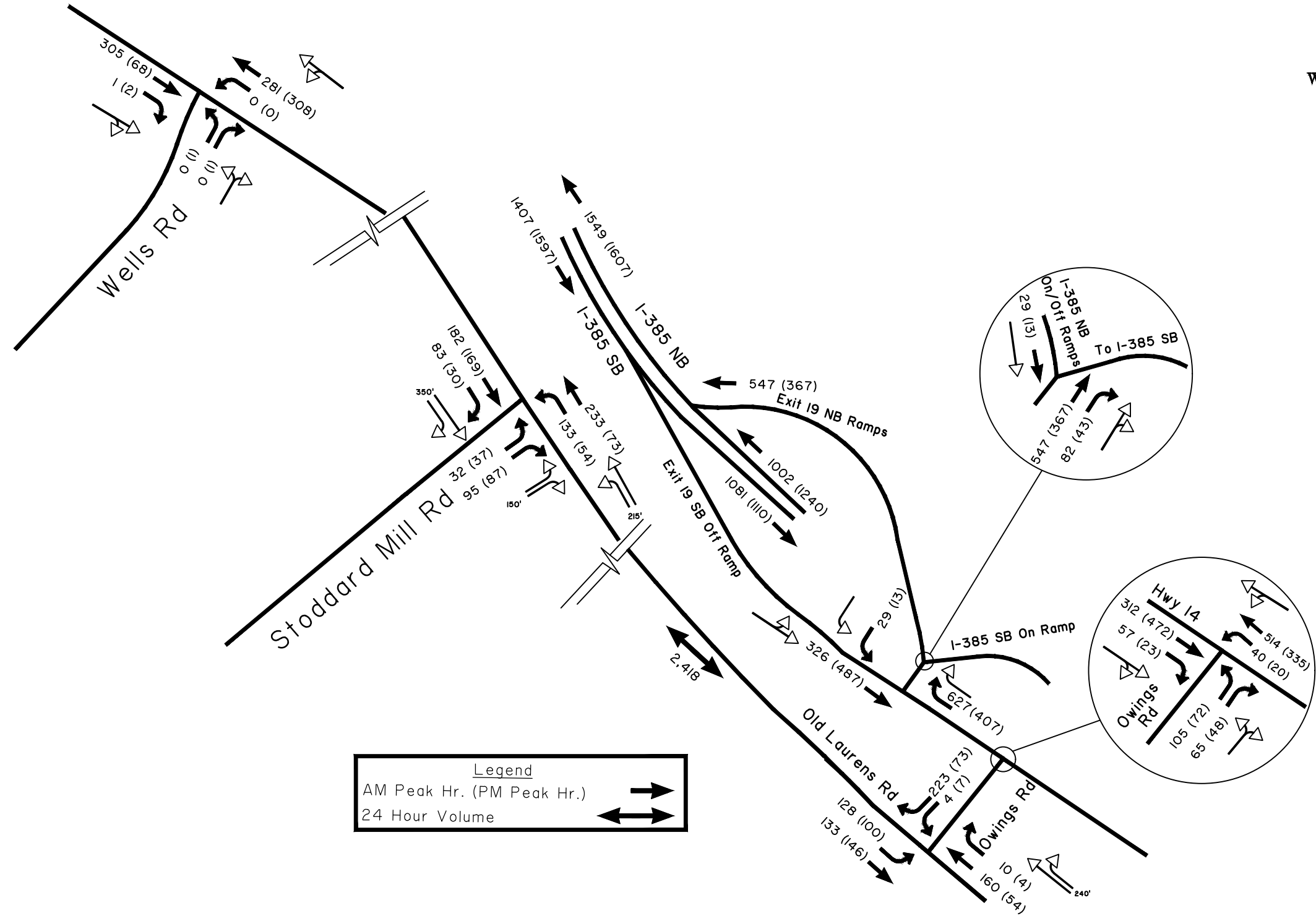
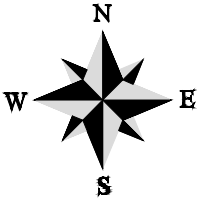
This corridor study has revealed that existing conditions cannot accommodate expected growth in the Highway 14 corridor study area of Laurens County, particularly in the middle and southern portions. The study was based on traffic projections, given assumptions on where future development is likely to occur, and using ITE equations for industrial uses. Should development occur at parcels different than those assumed in this study, and/or should specific developments differ from the ITE land uses in the model, then the specific highway capacity analyses at the affected locations would change. Given that clarification, the general conclusions reached in the corridor study are expected to be valid.



**FIGURE**  
**2A**

**HIGHWAY 14 CORRIDOR STUDY**  
 EXISTING 2019  
 CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: 2A  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 500'

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**FIGURE  
2B**

## HIGHWAY 14 CORRIDOR STUDY

EXISTING 2019

CLIENT:  
LAURENS COUNTY DEVELOPMENT CORP.

LOCATION: LAURENS COUNTY, SC

DATE: JUNE 2019

DRAWN BY: JBL

SHEET: 2B

JOB NUMBER: J-27743.0000

REVIEWED BY:

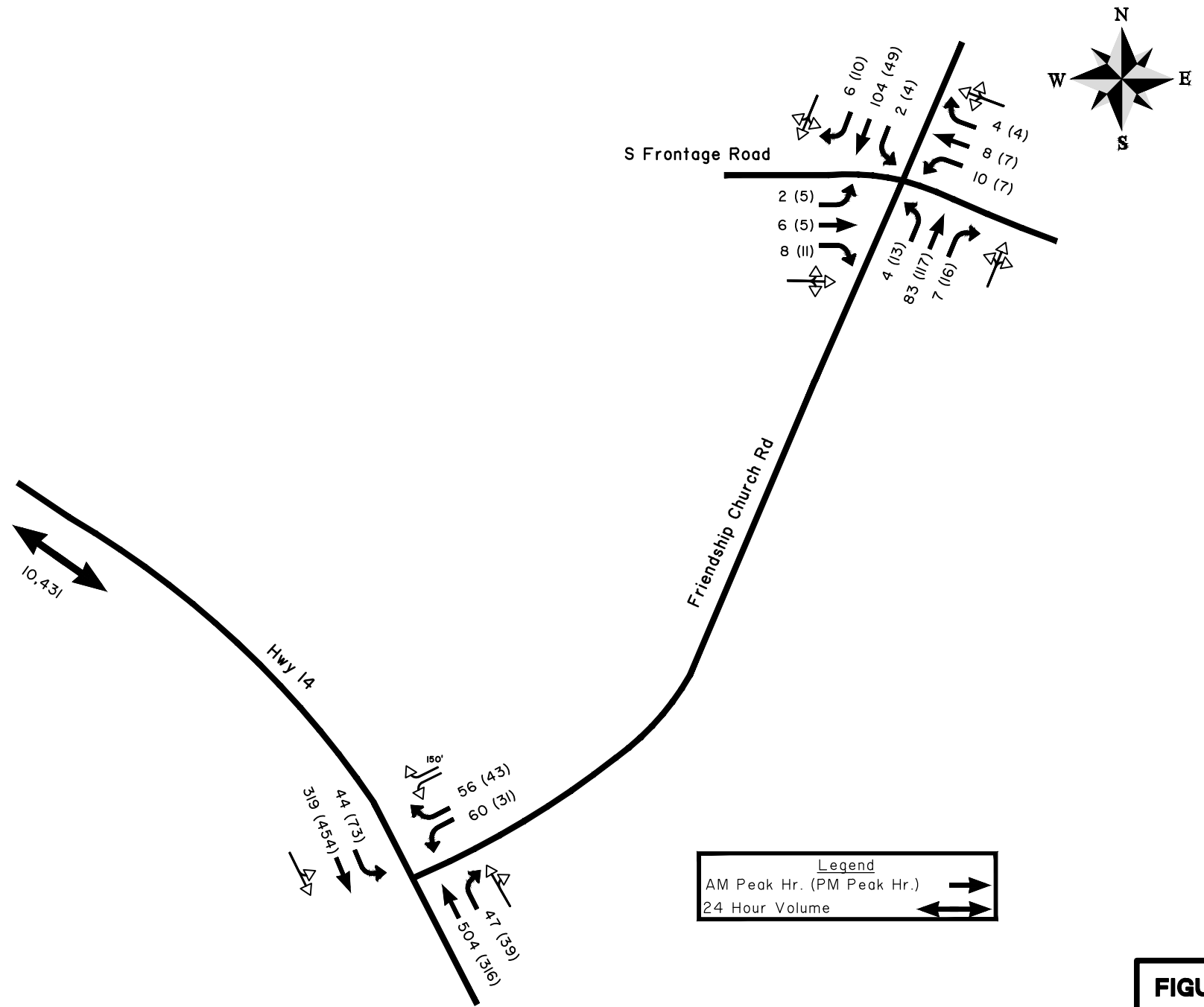
SCALE: 1" = 500'



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**FIGURE**  
**2C**

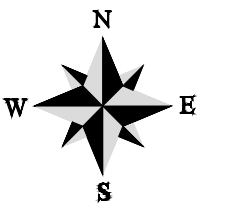
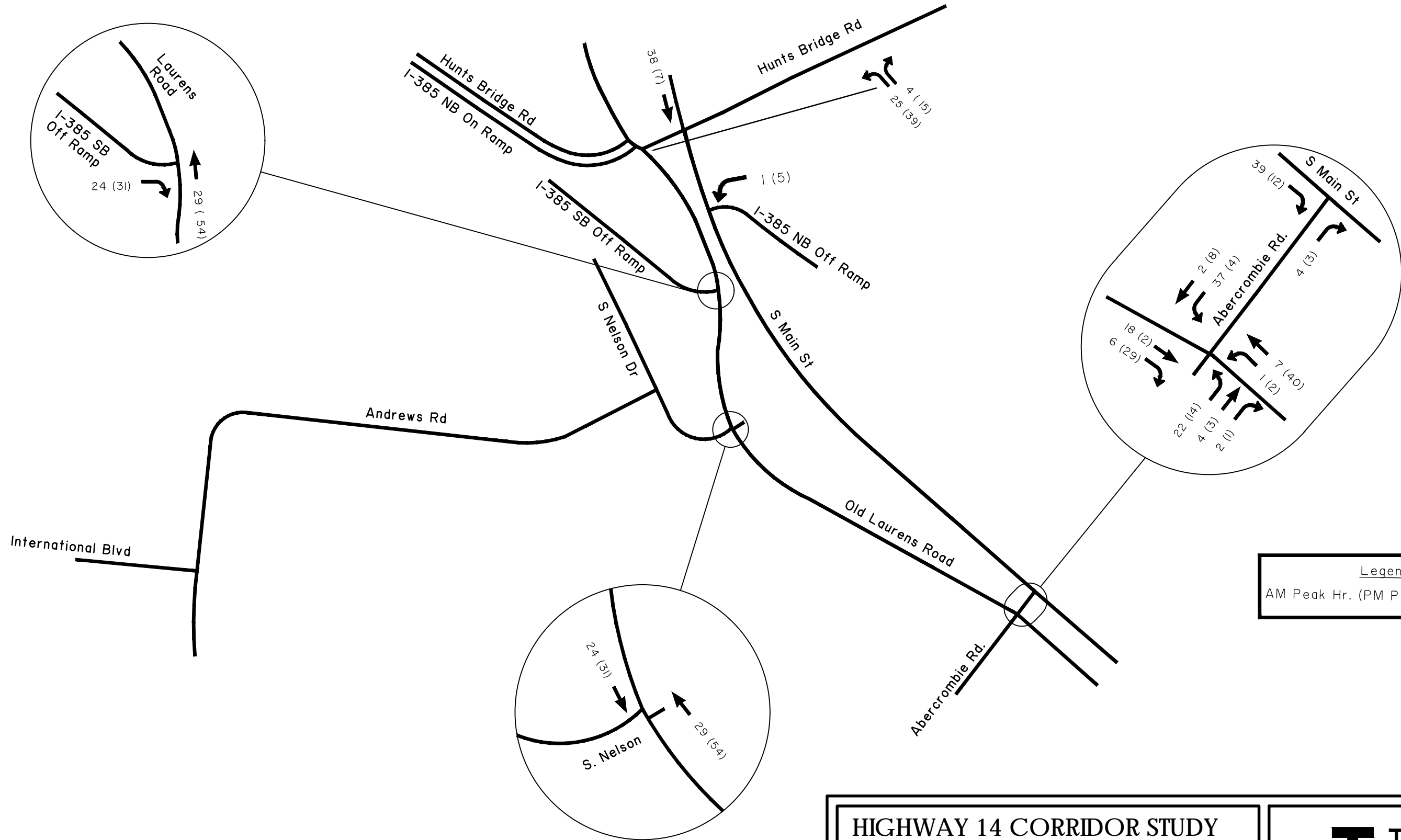
**HIGHWAY 14 CORRIDOR STUDY**

EXISTING 2019  
 CLIENT:  
 LAURENS COUNTY DEVELOPMENT CORP.  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019  
 JOB NUMBER: J-27743.0000

DRAWN BY: JBL  
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 SCALE: 1" = 400'



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Legend  
 AM Peak Hr. (PM Peak Hr.) →

**FIGURE**  
**3A**

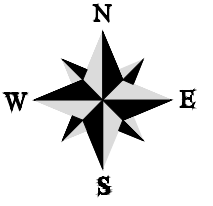
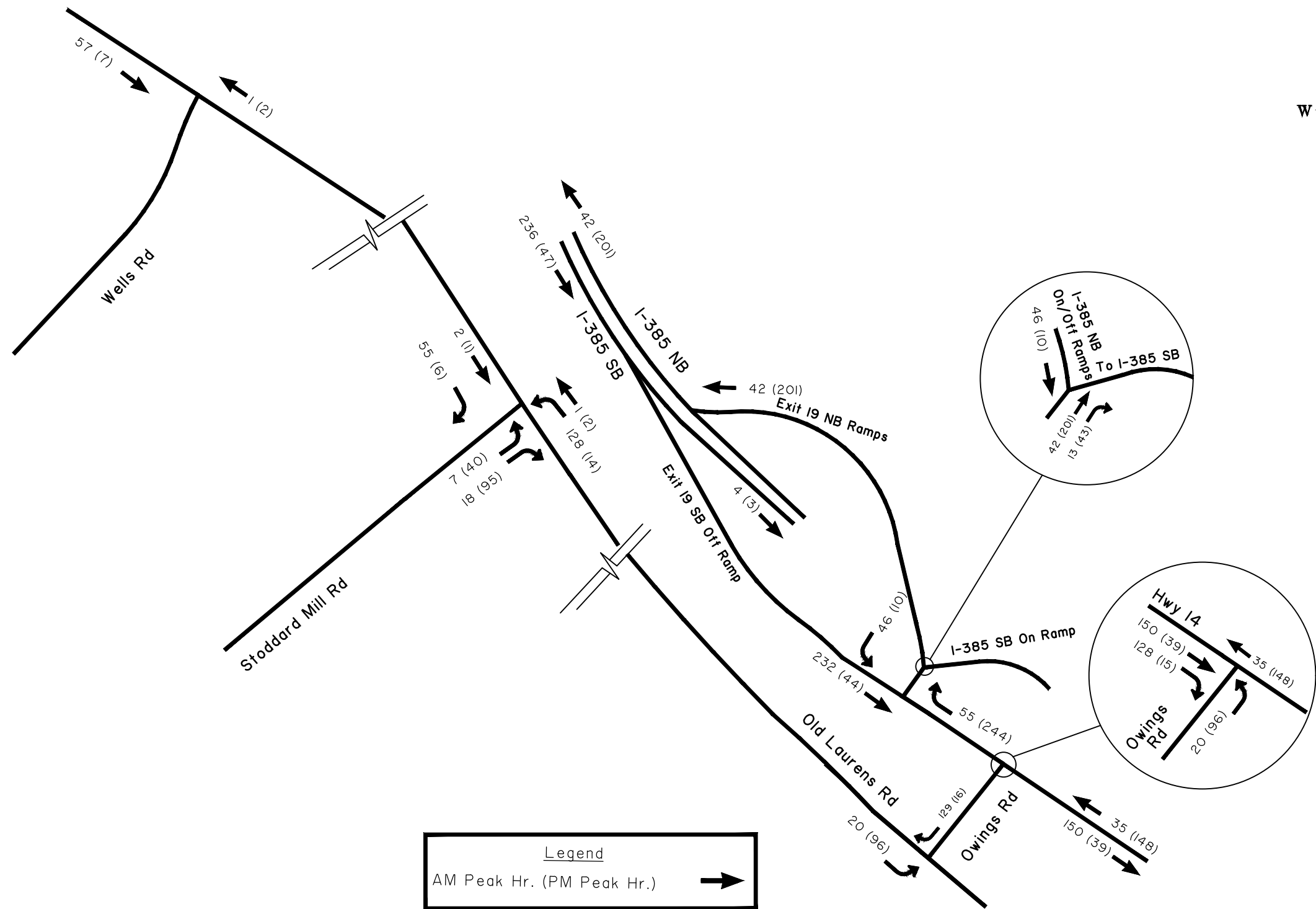
**HIGHWAY 14 CORRIDOR STUDY**

SITE GENERATED TRIPS PHASE 1  
 CLIENT:  
 LAURENS COUNTY DEVELOPMENT CORP.

LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: 3A  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 500'



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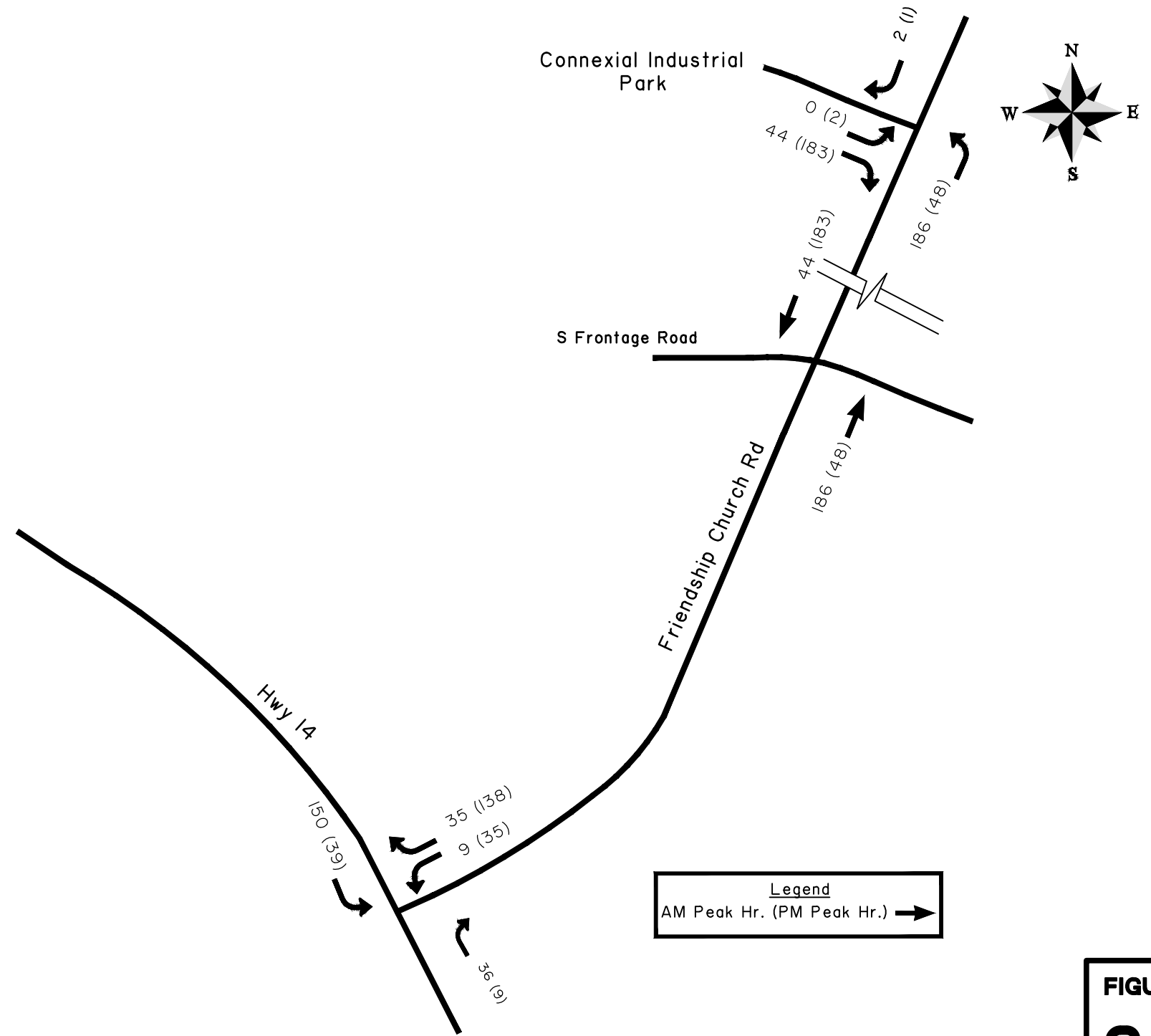
**FIGURE**  
**3B**

**HIGHWAY 14 CORRIDOR STUDY**

SITE GENERATED TRIPS PHASE 1  
 CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019      DRAWN BY: JBL      SHEET: 3B  
 JOB NUMBER: J-27743.0000      REVIEWED BY:      SCALE: 1" = 500'



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**FIGURE**  
**3C**

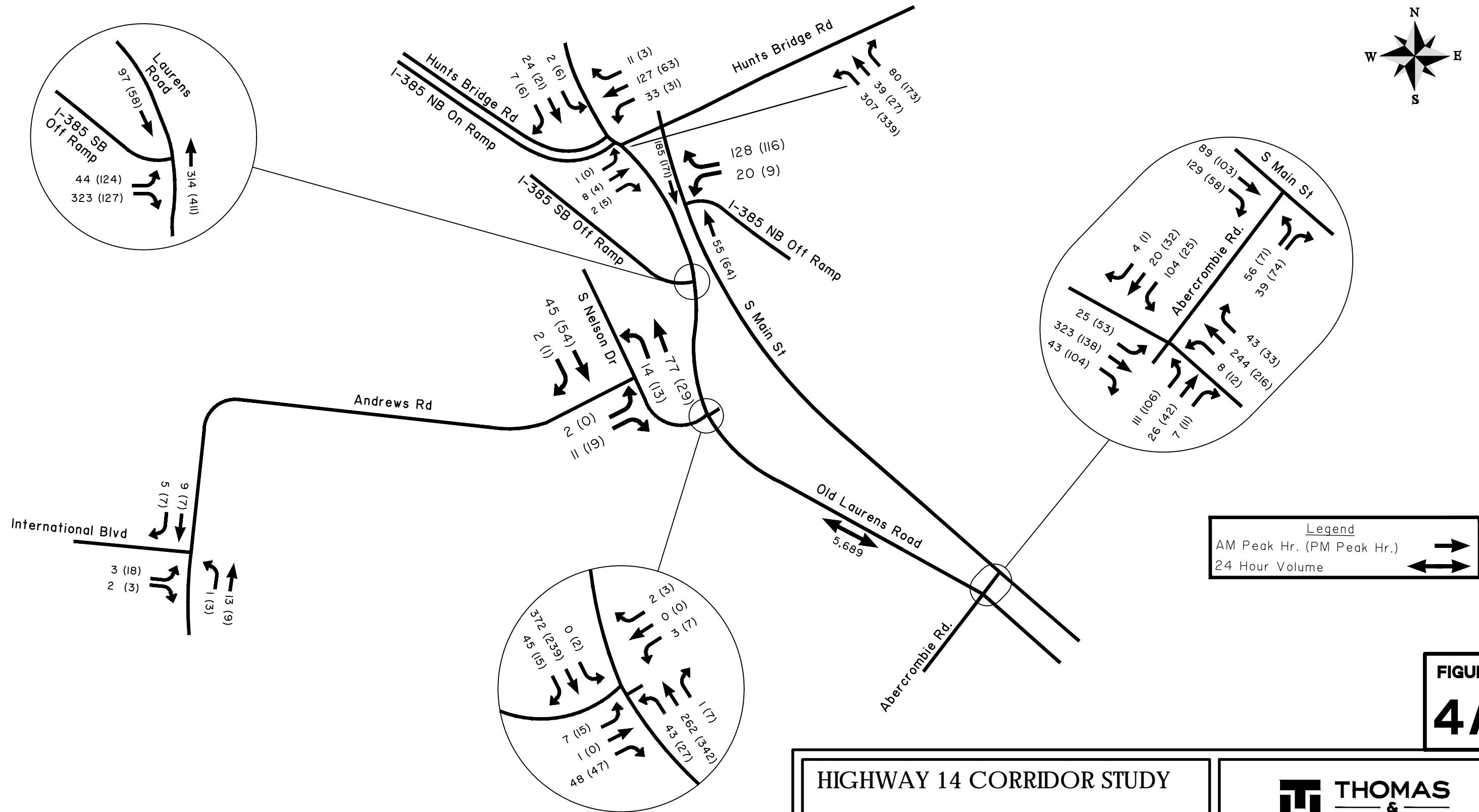
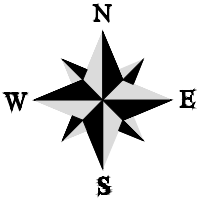
### HIGHWAY 14 CORRIDOR STUDY

SITE GENERATED TRIPS PHASE 1  
CLIENT:  
LAURENS COUNTY DEVELOPMENT CORP.  
LOCATION: LAURENS COUNTY, SC  
DATE: JUNE 2019  
JOB NUMBER: J-27743.0000

DRAWN BY: JBL  
REVIEWED BY:  
SHEET: 3C  
SCALE: 1" = 400'

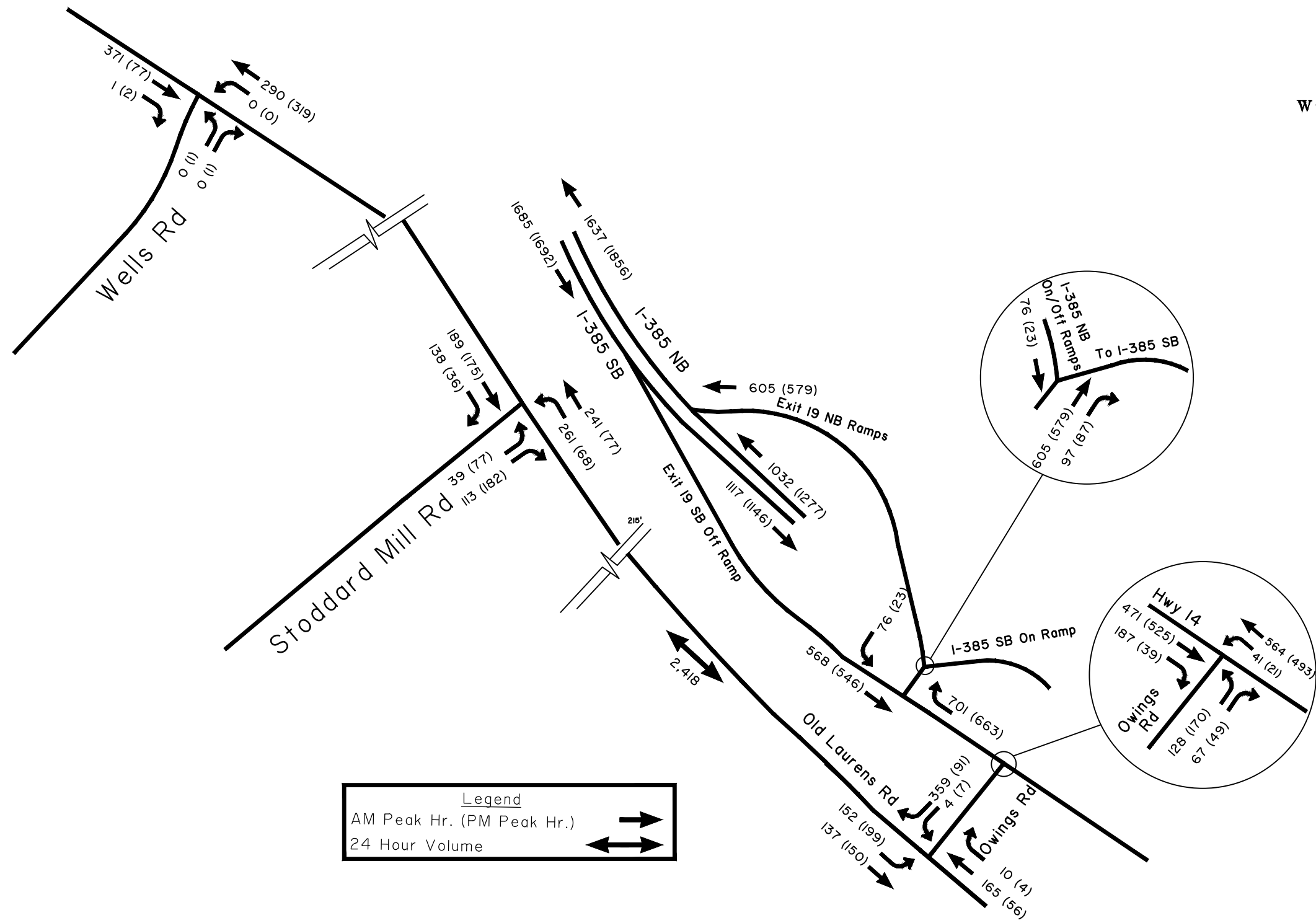


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**HIGHWAY 14 CORRIDOR STUDY**  
**PHASE 1 BUILD**  
 CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019      DRAWN BY: JBL      SHEET: 4A  
 JOB NUMBER: J-27743.0000      REVIEWED BY:      SCALE: 1" = 500'

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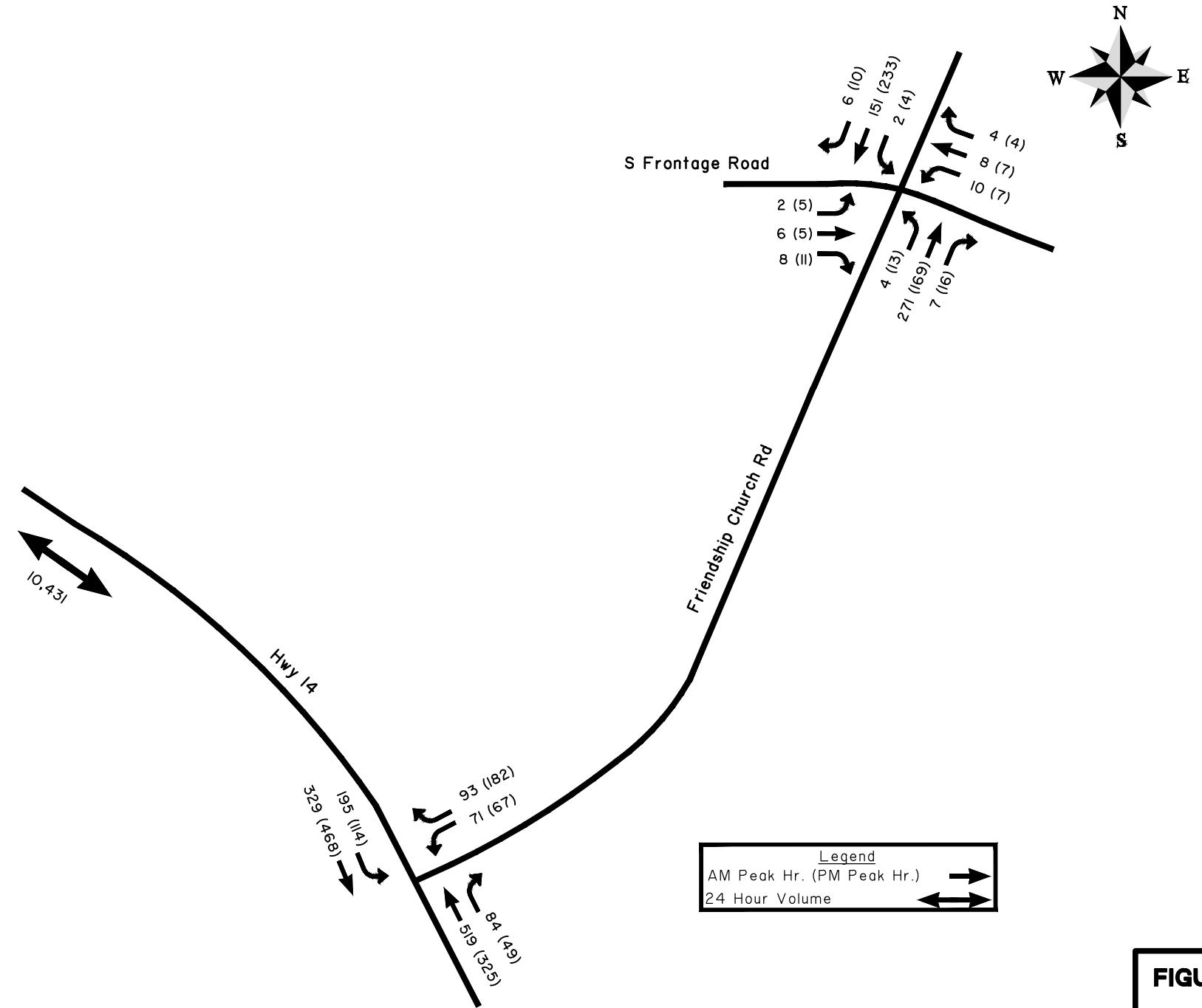
**FIGURE**  
**4B**

**HIGHWAY 14 CORRIDOR STUDY**

**PHASE 1 BUILD**  
 CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: 4B  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 500'



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**FIGURE**  
**4C**

### HIGHWAY 14 CORRIDOR STUDY

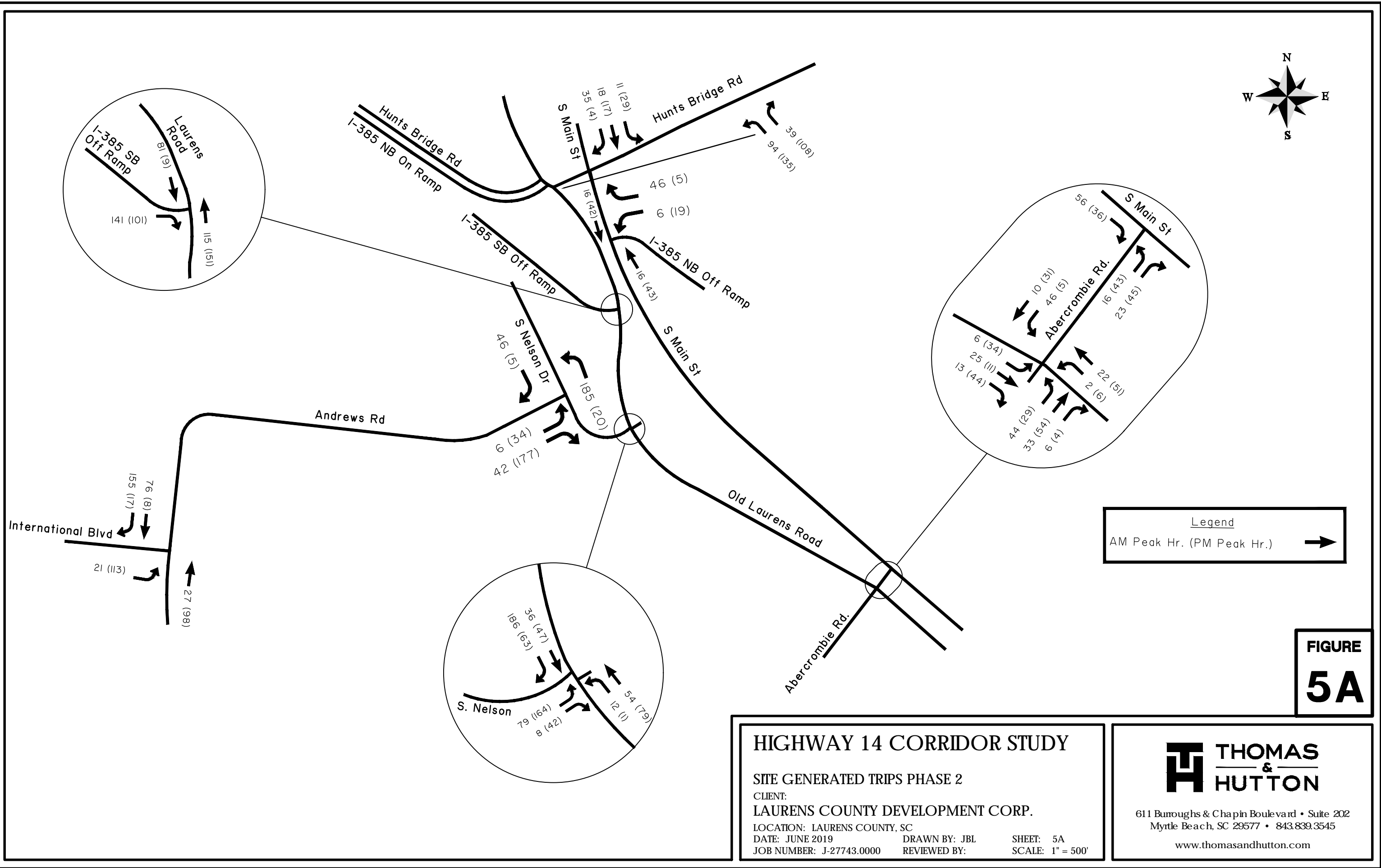
#### PHASE 1 BUILD

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LAURENS COUNTY DEVELOPMENT CORP.

LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: 4C  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 400'



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### HIGHWAY 14 CORRIDOR STUDY

#### SITE GENERATED TRIPS PHASE 2

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**LAURENS COUNTY DEVELOPMENT CORP.**

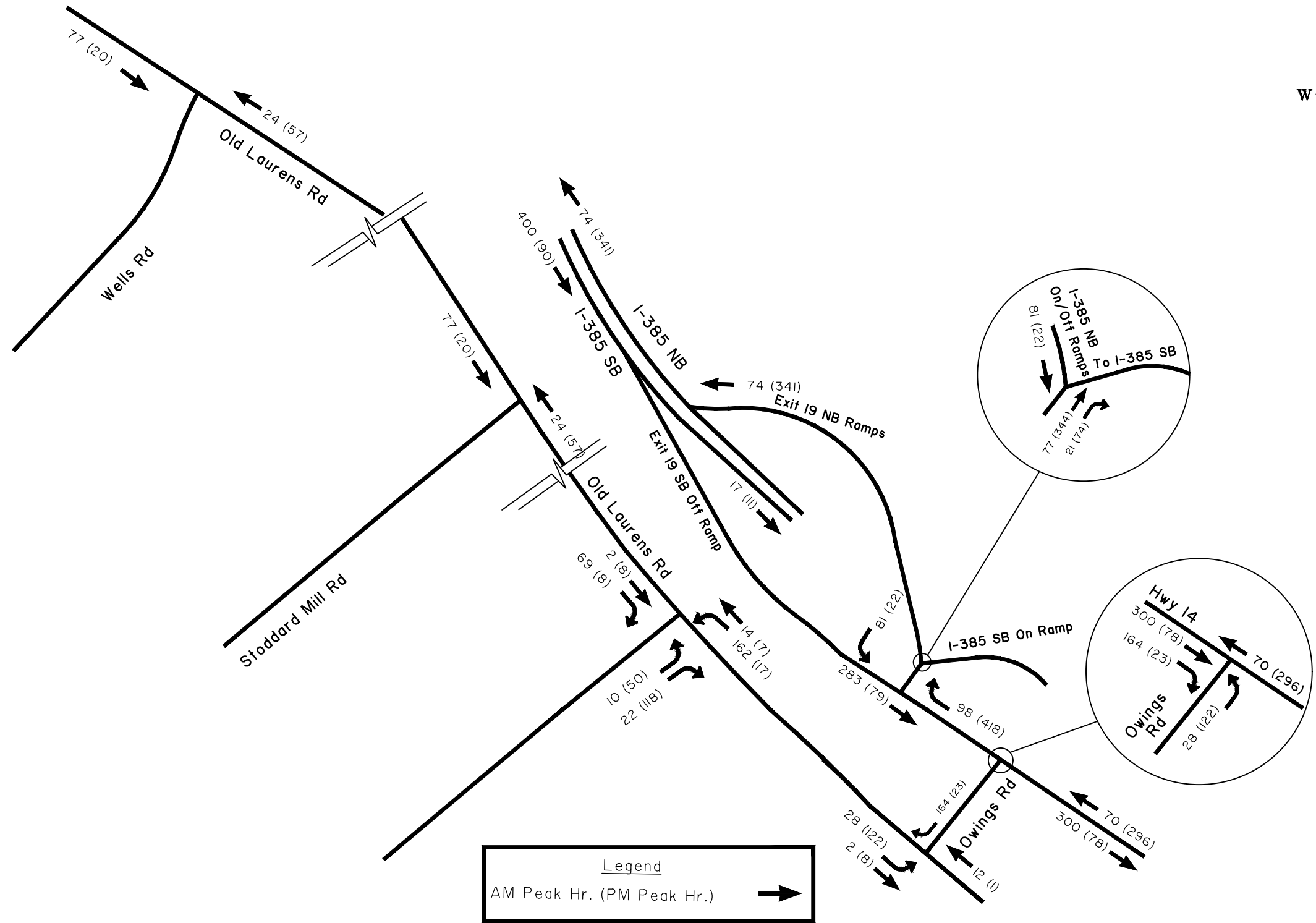
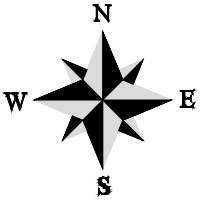
LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019      DRAWN BY: JBL      SHEET: 5A  
 JOB NUMBER: J-27743.0000      REVIEWED BY:      SCALE: 1" = 500'



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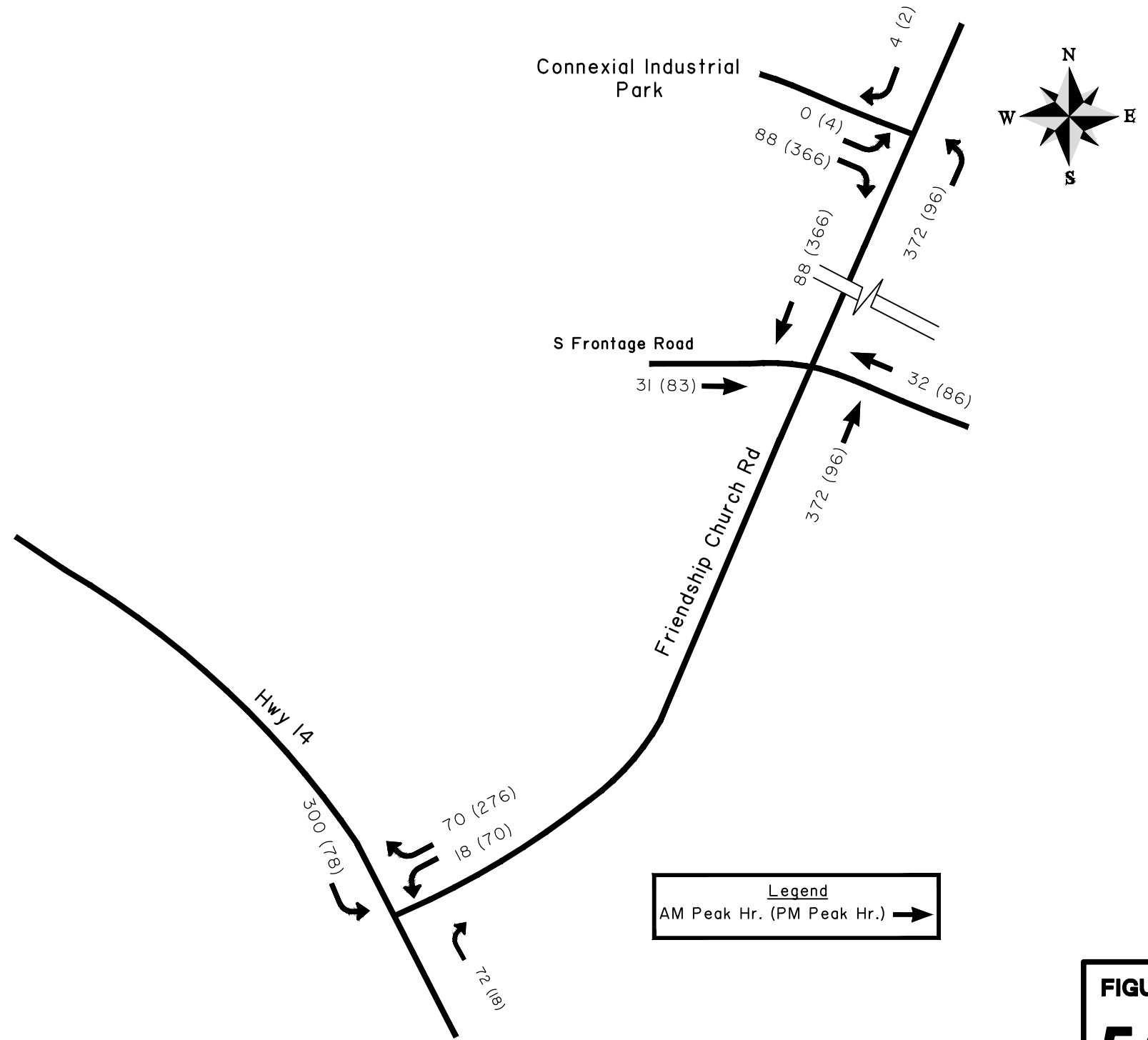




**FIGURE**  
**5B**

**HIGHWAY 14 CORRIDOR STUDY**  
 SITE GENERATED TRIPS PHASE 2  
 CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019      DRAWN BY: JBL      SHEET: 5B  
 JOB NUMBER: J-27743.0000      REVIEWED BY:      SCALE: 1" = 500'

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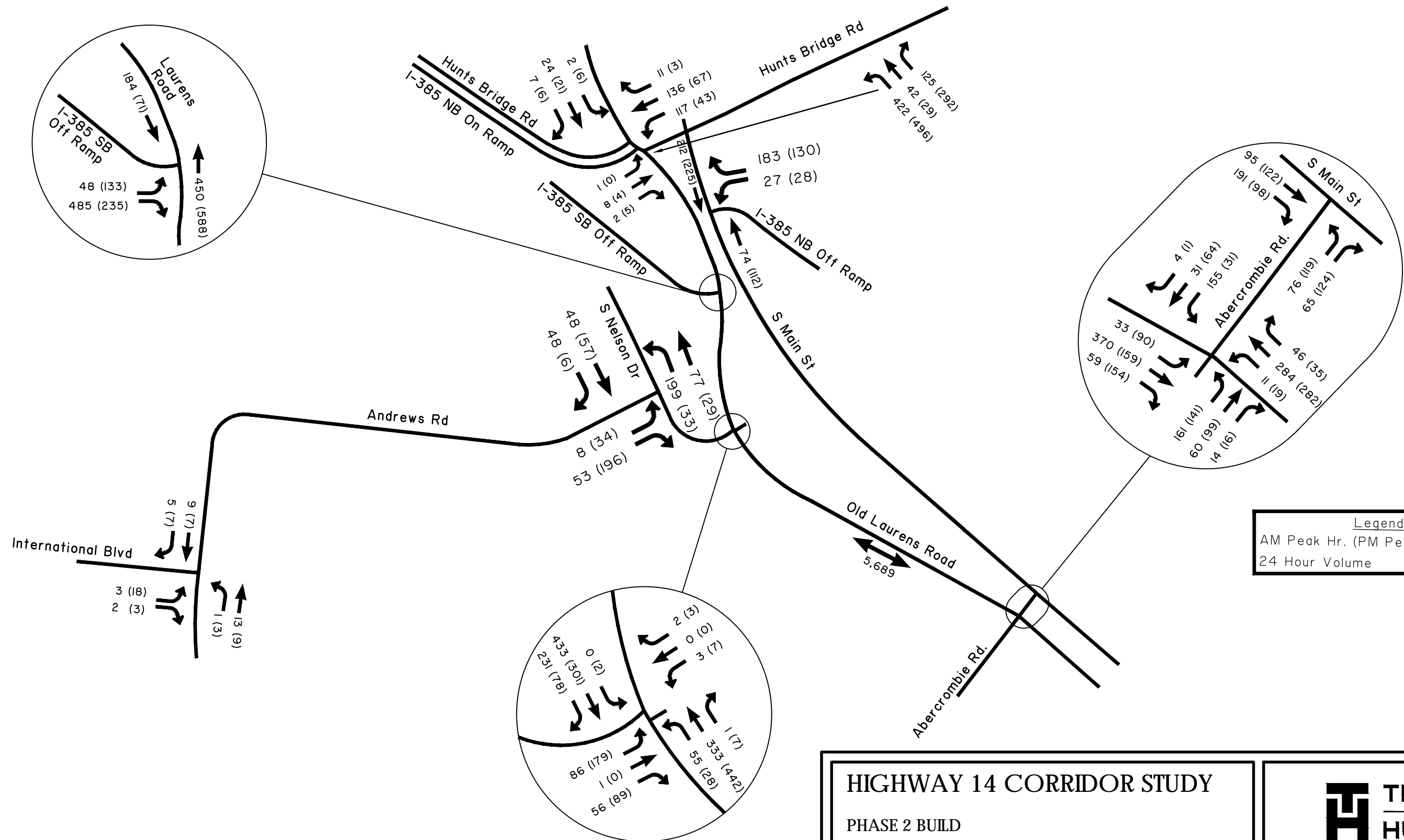
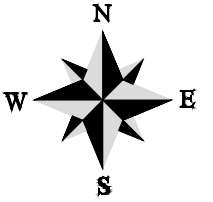
**FIGURE**  
**5C**

### HIGHWAY 14 CORRIDOR STUDY

SITE GENERATED TRIPS PHASE 2  
 CLIENT:  
 LAURENS COUNTY DEVELOPMENT CORP.  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019      DRAWN BY: JBL      SHEET: 5C  
 JOB NUMBER: J-27743.0000      REVIEWED BY:      SCALE: 1" = 400'



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**FIGURE  
6A**

**HIGHWAY 14 CORRIDOR STUDY**  
 PHASE 2 BUILD  
 CLIENT:  
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 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: 6A  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 500'

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**FIGURE 10**

**RECOMMENDED ROADWAY IMPROVEMENTS for NORTHERN SECTION OF STUDY AREA**

HIGHWAY 14 CORRIDOR STUDY

J27743.0000



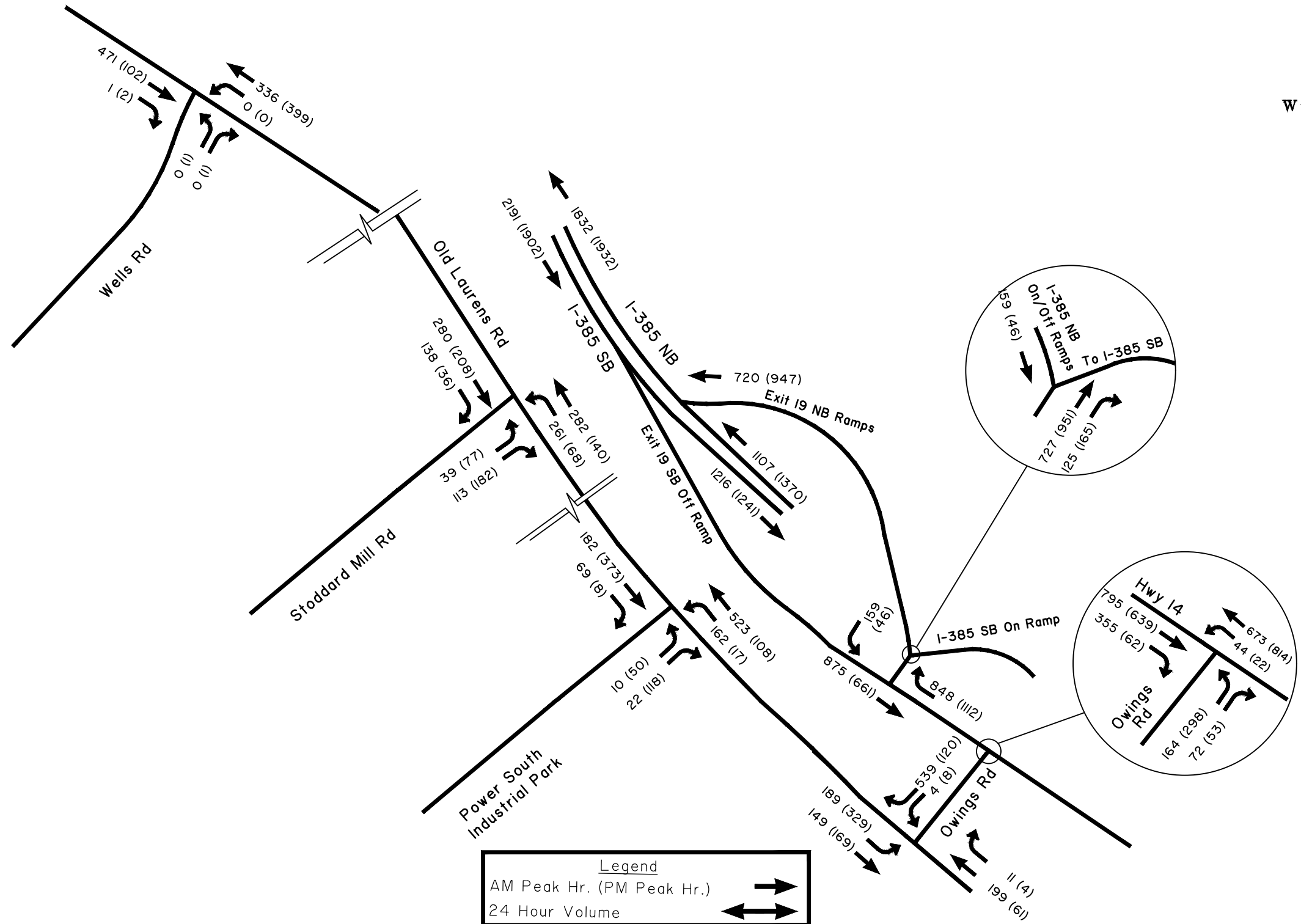
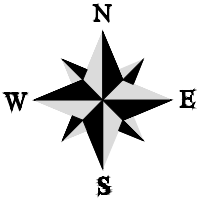
Relocate the intersection of Woods Road and Old Laurens Road 150' to the north.

Signalize the intersection of Hunts Bridge Road, Old Laurens Road and the I-385 NB On Ramp.

Widen I-385 SB off Ramp to extend two lane section. (Extend two lanes a min. of 75 ft., and add taper.)

Signalize the intersection of Old Laurens Road and the I-385 SB Off Ramp.

Signalize the intersection of Old Laurens Road and S Nelson Drive when warrants are met. Widen NB Old Laurens Road to provide a left turn lane.



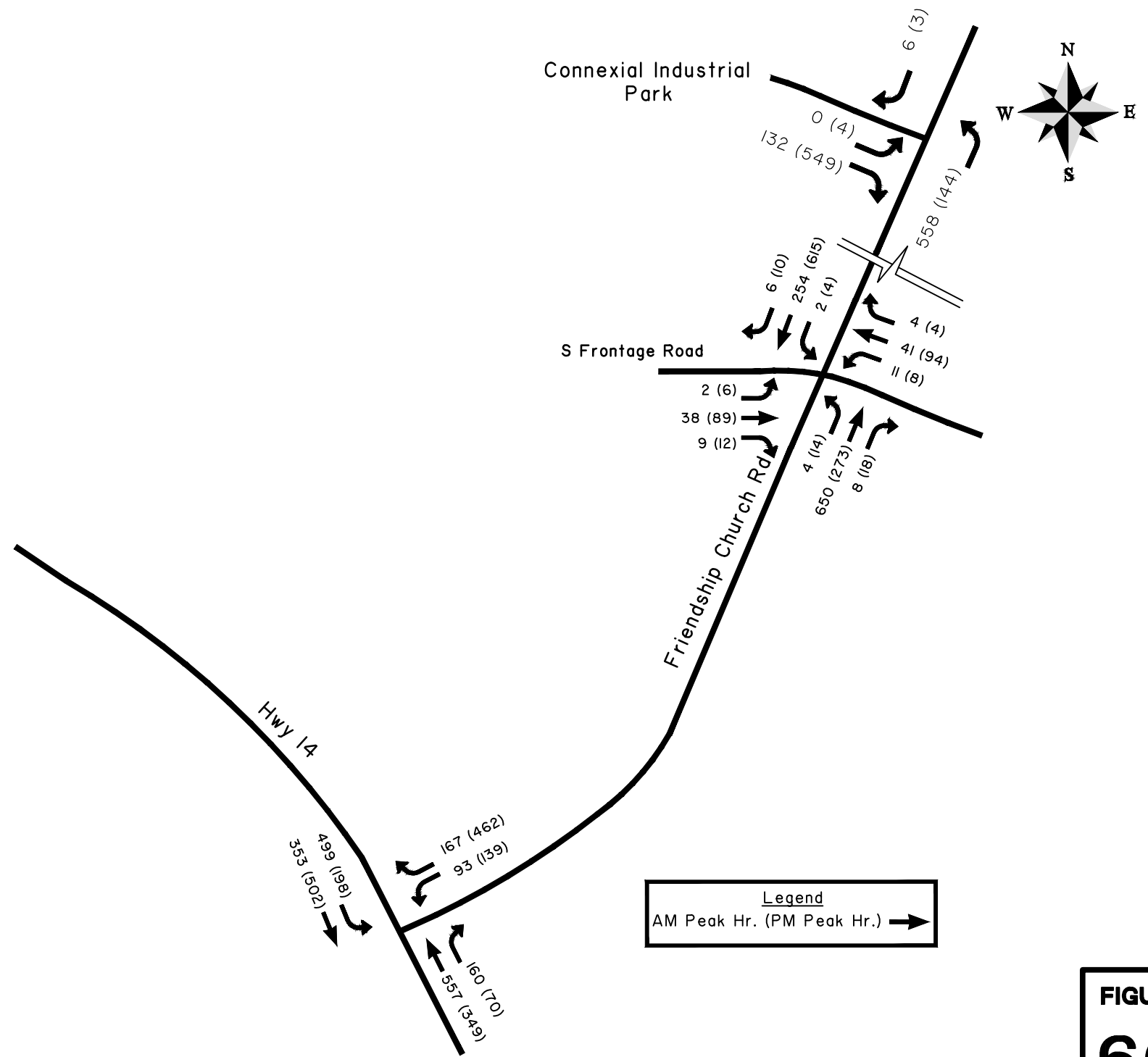
**FIGURE  
6B**

**HIGHWAY 14 CORRIDOR STUDY**  
**PHASE 2 BUILD**  
 CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019  
 JOB NUMBER: J-27743.0000

DRAWN BY: JBL  
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SHEET: 6B  
 SCALE: 1" = 500'

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**FIGURE**  
**6C**

**HIGHWAY 14 CORRIDOR STUDY**

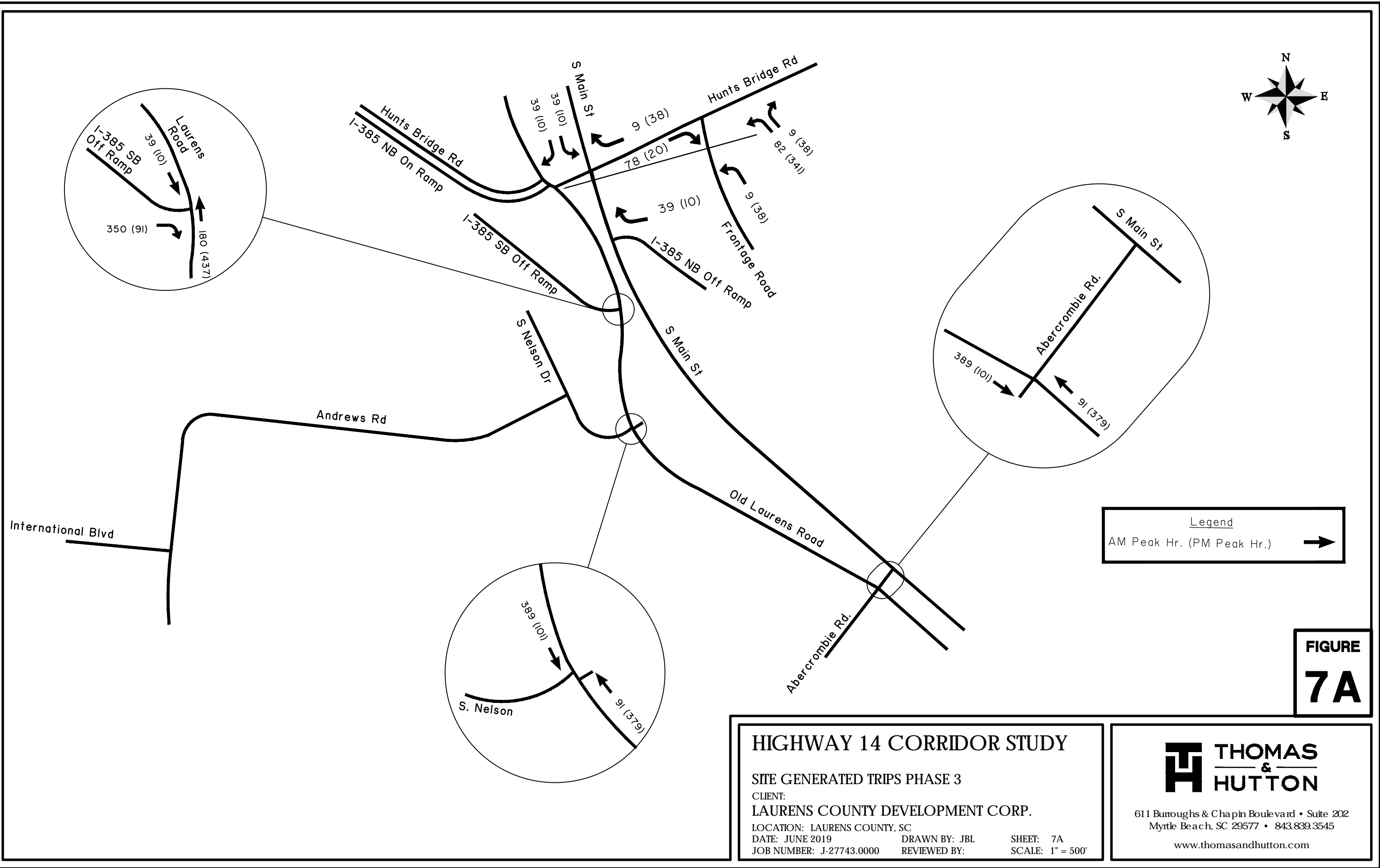
**PHASE 2 BUILD**

CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**

LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: 6C  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 400'



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**FIGURE**  
**7A**

**HIGHWAY 14 CORRIDOR STUDY**

SITE GENERATED TRIPS PHASE 3

CLIENT:  
LAURENS COUNTY DEVELOPMENT CORP.

LOCATION: LAURENS COUNTY, SC

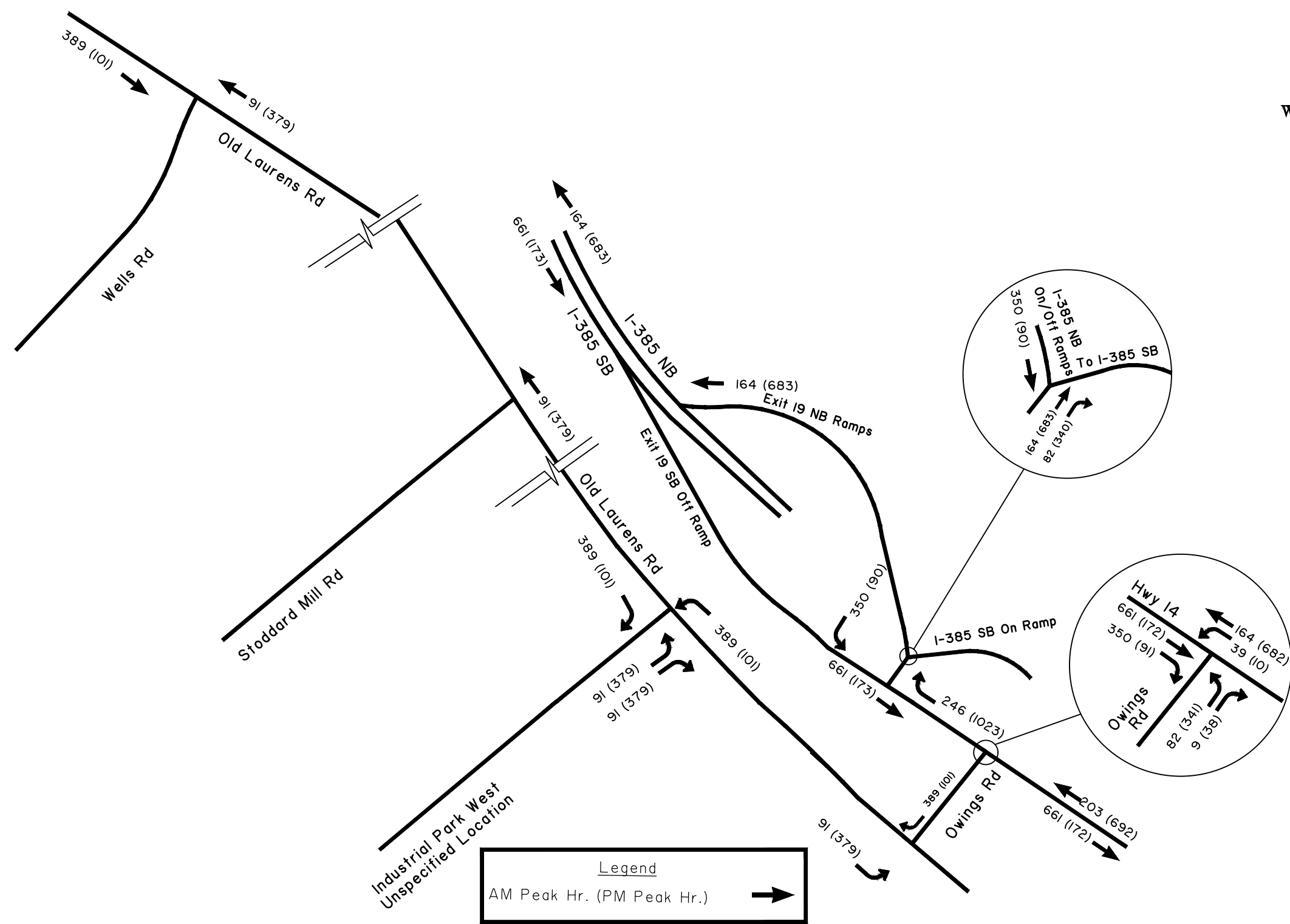
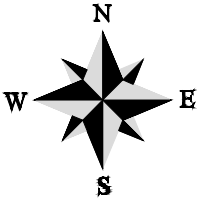
DATE: JUNE 2019      DRAWN BY: JBL      SHEET: 7A

JOB NUMBER: J-27743.0000      REVIEWED BY:      SCALE: 1" = 500'

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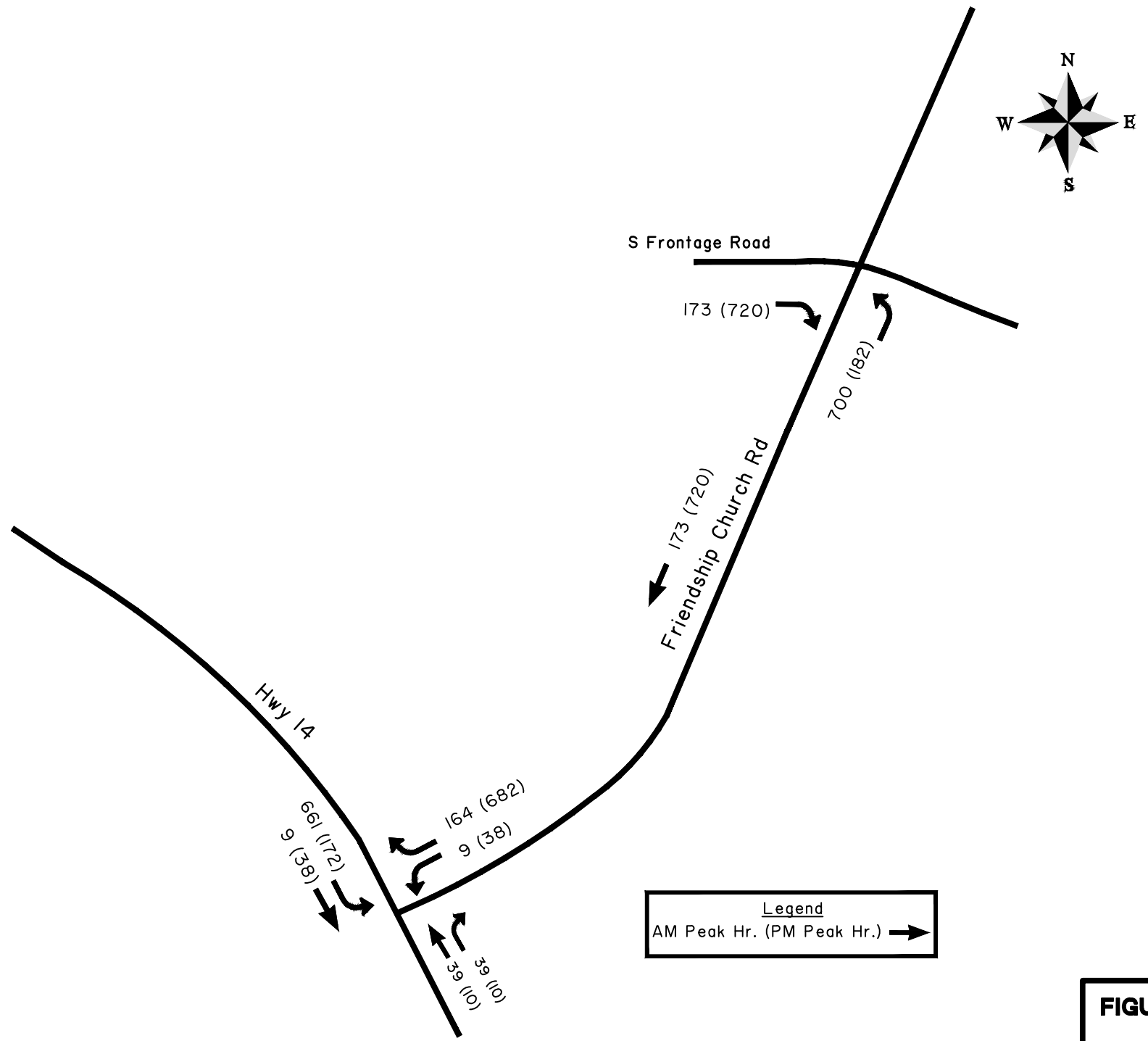
Legend  
 AM Peak Hr. (PM Peak Hr.) →

**FIGURE**  
**7B**

**HIGHWAY 14 CORRIDOR STUDY**  
 SITE GENERATED TRIPS PHASE 3  
 CLIENT:  
 LAURENS COUNTY DEVELOPMENT CORP.  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: 7B  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 500'

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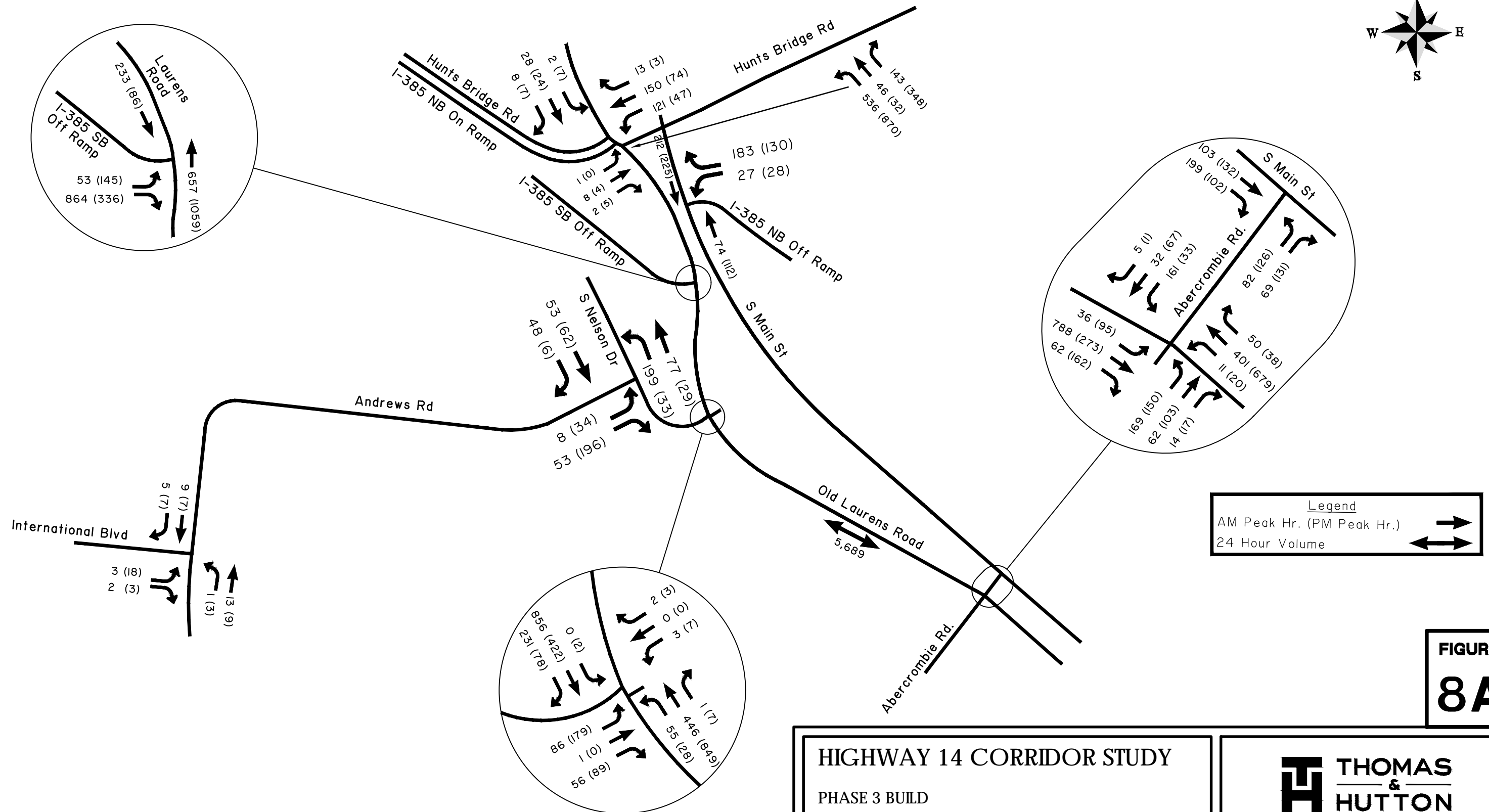
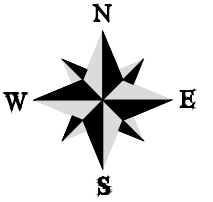
**FIGURE**  
**7C**

### HIGHWAY 14 CORRIDOR STUDY

SITE GENERATED TRIPS PHASE 3  
 CLIENT:  
 LAURENS COUNTY DEVELOPMENT CORP.  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019      DRAWN BY: JBL      SHEET: 7C  
 JOB NUMBER: J-27743.0000      REVIEWED BY:      SCALE: 1" = 400'



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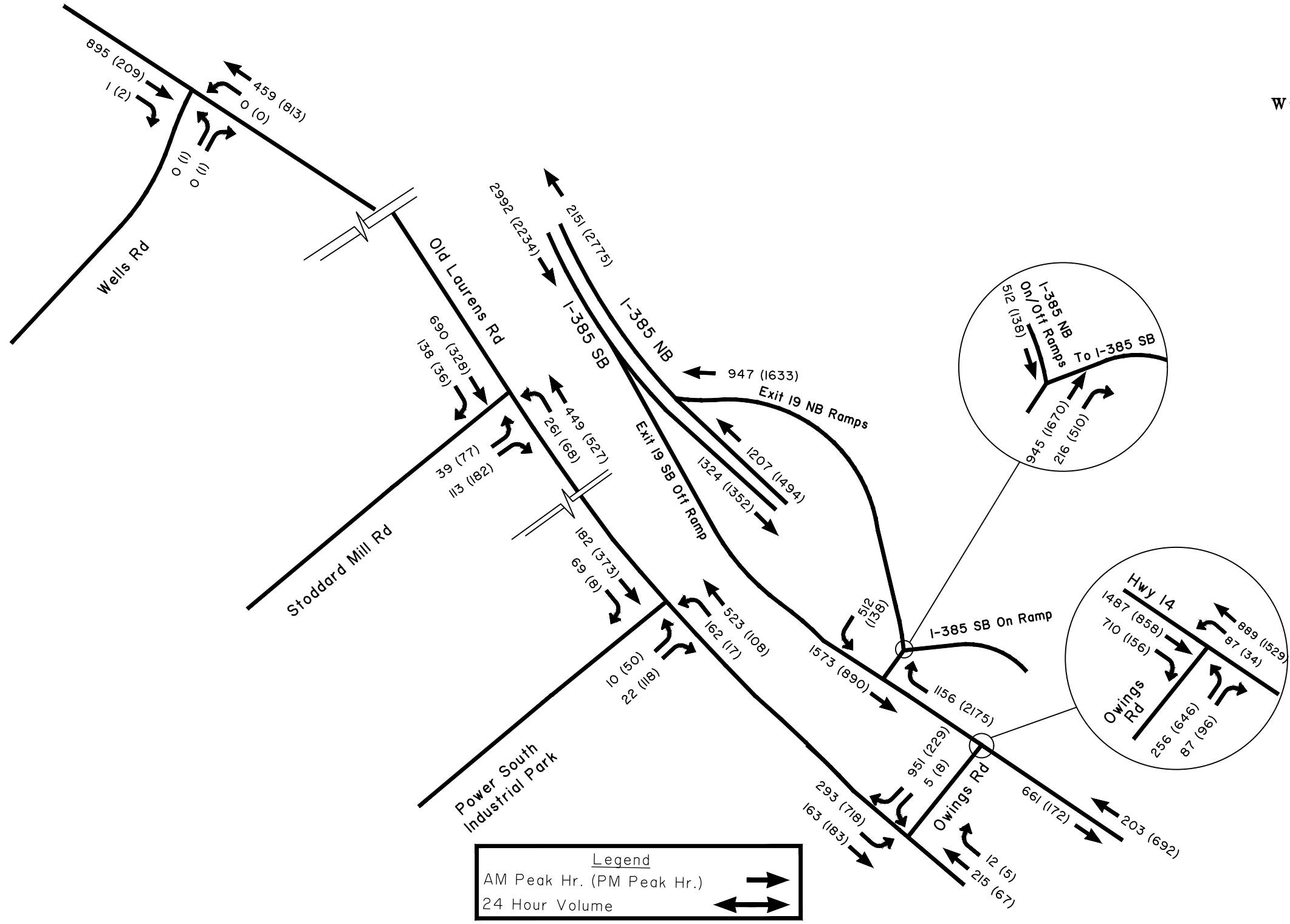
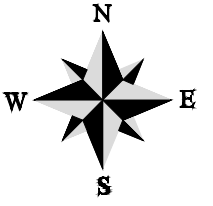
**FIGURE 8A**

**HIGHWAY 14 CORRIDOR STUDY**  
 PHASE 3 BUILD  
 CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019  
 JOB NUMBER: J-27743.0000

DRAWN BY: JBL  
 REVIEWED BY:

SHEET: 8A  
 SCALE: 1" = 500'

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**FIGURE  
8B**

**HIGHWAY 14 CORRIDOR STUDY**

**PHASE 3 BUILD**

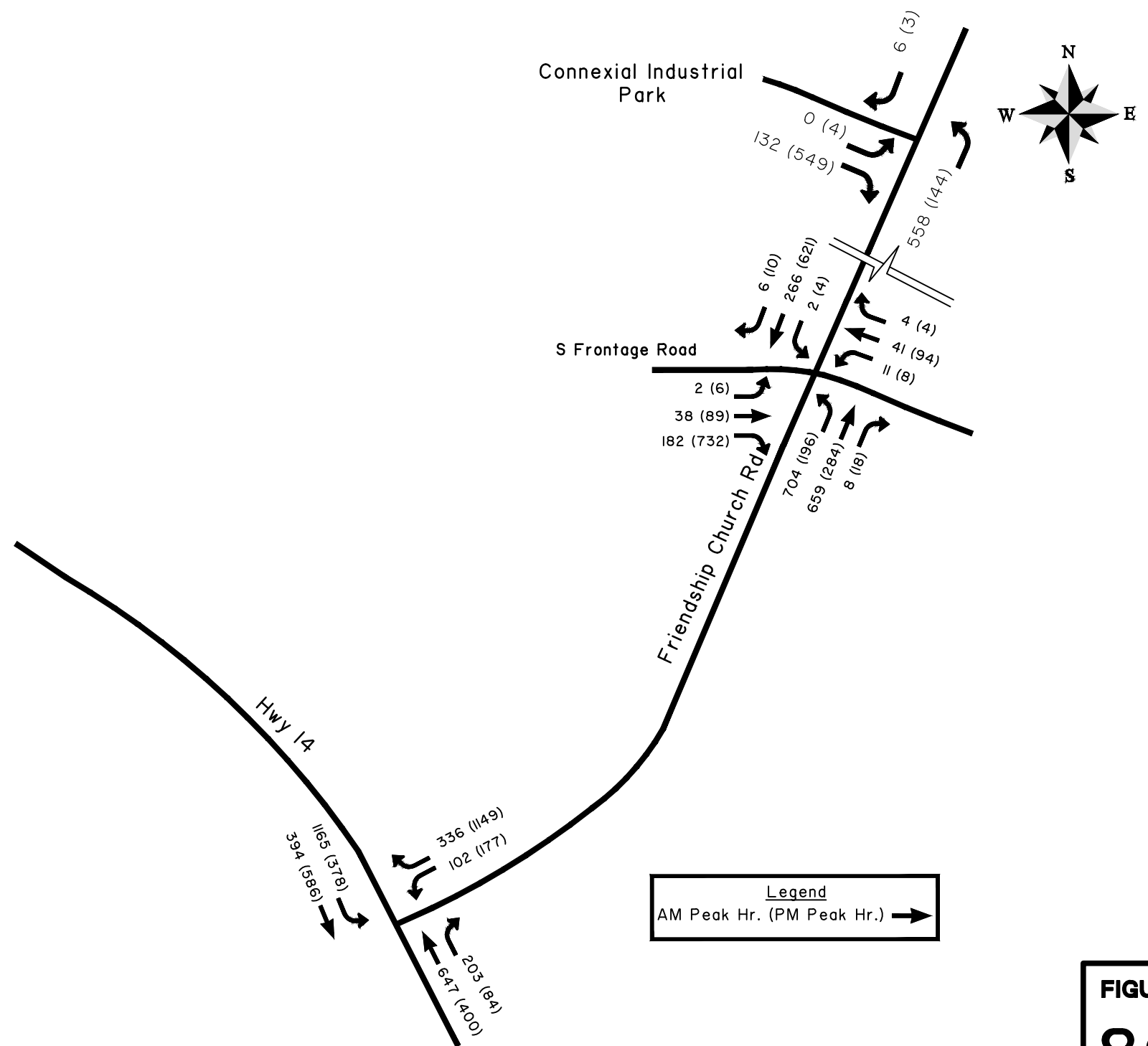
CLIENT:  
LAURENS COUNTY DEVELOPMENT CORP.

LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: 8B  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 500'



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**FIGURE**  
**8C**

**HIGHWAY 14 CORRIDOR STUDY**

PHASE 3 BUILD  
 CLIENT:  
 LAURENS COUNTY DEVELOPMENT CORP.  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: 8C  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 400'



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 Myrtle Beach, SC 29577 • 843.839.3545  
 www.thomasandhutton.com

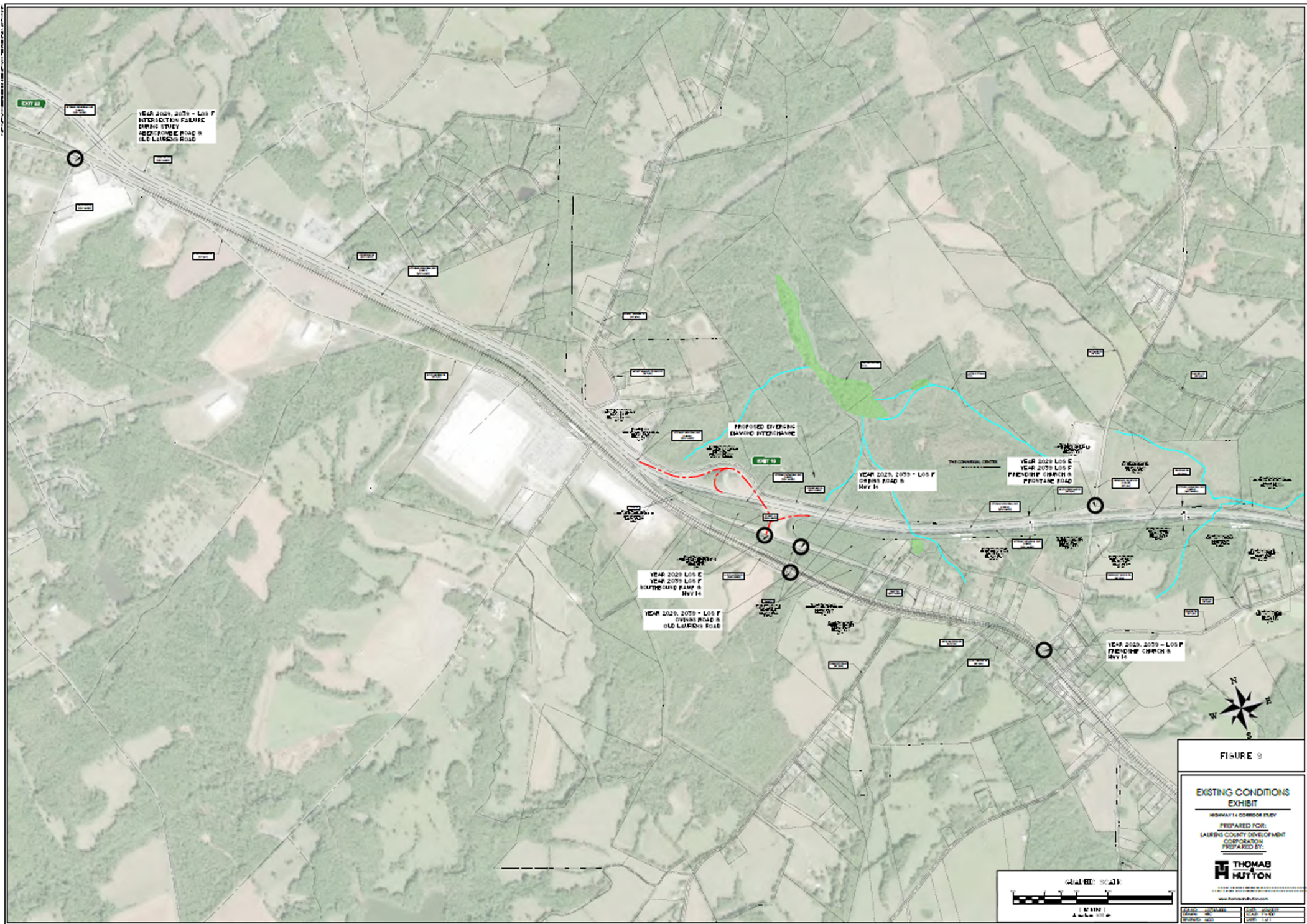


FIGURE 9

**EXISTING CONDITIONS EXHIBIT**

ROADWAY CORRIDOR STUDY

PREPARED FOR:  
LAURENS COUNTY DEVELOPMENT CORPORATION

PREPARED BY:

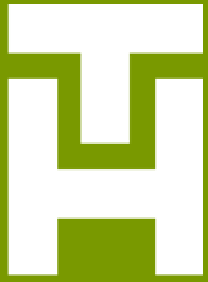


THOMAS HUTTON

1000 S. LAURENS COUNTY CENTER DRIVE  
WAYNESVILLE, NC 27586  
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DATE:	DATE:
SCALE:	SCALE:
PROJECT:	PROJECT:



THOMAS  
&  
HUTTON

## HIGHWAY 14 CORRIDOR STUDY

BETWEEN I-385 EXITS 19 AND 22  
LAURENS COUNTY, SC

### **APPENDIX A**

TRAFFIC COUNT DATA

J - 27743

July 2019

# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

*We can't say we're the Best, but you Can!*

File Name : Friendship Church Rd @ S Frontage Rd

Site Code :

Start Date : 05/07/2019

Page No : 1

## Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Friendship Church Rd Southbound				S Frontage Rd Westbound				Friendship Church Rd Northbound				S Frontage Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30	1	25	3	0	2	2	1	0	1	10	0	0	0	1	1	0	47
06:45	0	23	1	0	4	3	1	0	0	11	0	0	1	0	1	0	45
Total	1	48	4	0	6	5	2	0	1	21	0	0	1	1	2	0	92
07:00	1	27	1	0	4	2	2	0	0	20	1	0	0	4	3	0	65
07:15	0	23	2	0	0	0	0	0	4	35	1	0	0	1	2	0	68
07:30	1	31	2	0	2	3	1	0	0	17	5	0	1	1	2	0	66
07:45	0	23	3	0	0	0	0	0	2	9	1	0	1	0	0	0	39
Total	2	104	8	0	6	5	3	0	6	81	8	0	2	6	7	0	238
08:00	0	11	1	0	3	2	0	0	1	10	1	0	1	0	4	0	34
08:15	0	6	0	0	2	2	0	0	2	10	0	0	2	2	1	0	27
08:30	1	12	1	0	3	0	0	0	0	13	0	0	1	0	0	0	31
08:45	0	9	3	0	1	0	0	0	1	8	0	0	0	0	0	0	22
Total	1	38	5	0	9	4	0	0	4	41	1	0	4	2	5	0	114
14:30	2	14	1	0	2	1	2	0	2	18	2	0	0	0	3	0	47
14:45	1	14	5	0	2	0	2	0	1	26	6	0	0	0	3	0	60
Total	3	28	6	0	4	1	4	0	3	44	8	0	0	0	6	0	107
15:00	1	14	1	0	0	2	0	0	6	34	6	0	2	2	3	0	71
15:15	0	7	3	0	3	4	0	0	4	39	2	0	3	3	2	0	70
15:30	1	11	0	0	1	0	0	0	0	22	3	0	2	2	2	0	44
15:45	0	7	5	0	3	0	4	0	1	23	2	0	3	1	5	0	54
Total	2	39	9	0	7	6	4	0	11	118	13	0	10	8	12	0	239
16:00	2	14	3	0	1	1	3	0	1	20	2	0	2	0	1	0	50
16:15	1	12	1	0	1	0	1	1	3	23	3	0	4	0	0	0	50
16:30	2	25	1	0	1	1	2	0	1	28	1	0	3	1	4	0	70
16:45	1	16	0	0	1	1	0	0	4	14	5	0	2	0	3	0	47
Total	6	67	5	0	4	3	6	1	9	85	11	0	11	1	8	0	217
17:00	2	9	3	0	0	0	3	0	0	21	9	0	2	2	0	0	51
17:15	0	21	4	0	1	3	0	0	2	26	0	0	2	1	1	0	61
17:30	1	14	0	0	1	0	1	0	4	32	7	0	1	1	2	0	64
17:45	0	14	2	0	0	3	0	0	2	20	3	0	0	1	1	0	46
Total	3	58	9	0	2	6	4	0	8	99	19	0	5	5	4	0	222
Grand Total	18	382	46	0	38	30	23	1	42	489	60	0	33	23	44	0	1229
Apprch %	4	85.7	10.3	0	41.3	32.6	25	1.1	7.1	82.7	10.2	0	33	23	44	0	
Total %	1.5	31.1	3.7	0	3.1	2.4	1.9	0.1	3.4	39.8	4.9	0	2.7	1.9	3.6	0	
Passenger Vehicles	18	364	44	0	37	30	22	1	37	467	58	0	33	23	40	0	1174
% Passenger Vehicles	100	95.3	95.7	0	97.4	100	95.7	100	88.1	95.5	96.7	0	100	100	90.9	0	95.5
Heavy Vehicles	0	15	1	0	0	0	1	0	4	19	0	0	0	0	4	0	44
% Heavy Vehicles	0	3.9	2.2	0	0	0	4.3	0	9.5	3.9	0	0	0	0	9.1	0	3.6
Buses	0	3	1	0	1	0	0	0	1	3	2	0	0	0	0	0	11
% Buses	0	0.8	2.2	0	2.6	0	0	0	2.4	0.6	3.3	0	0	0	0	0	0.9

# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

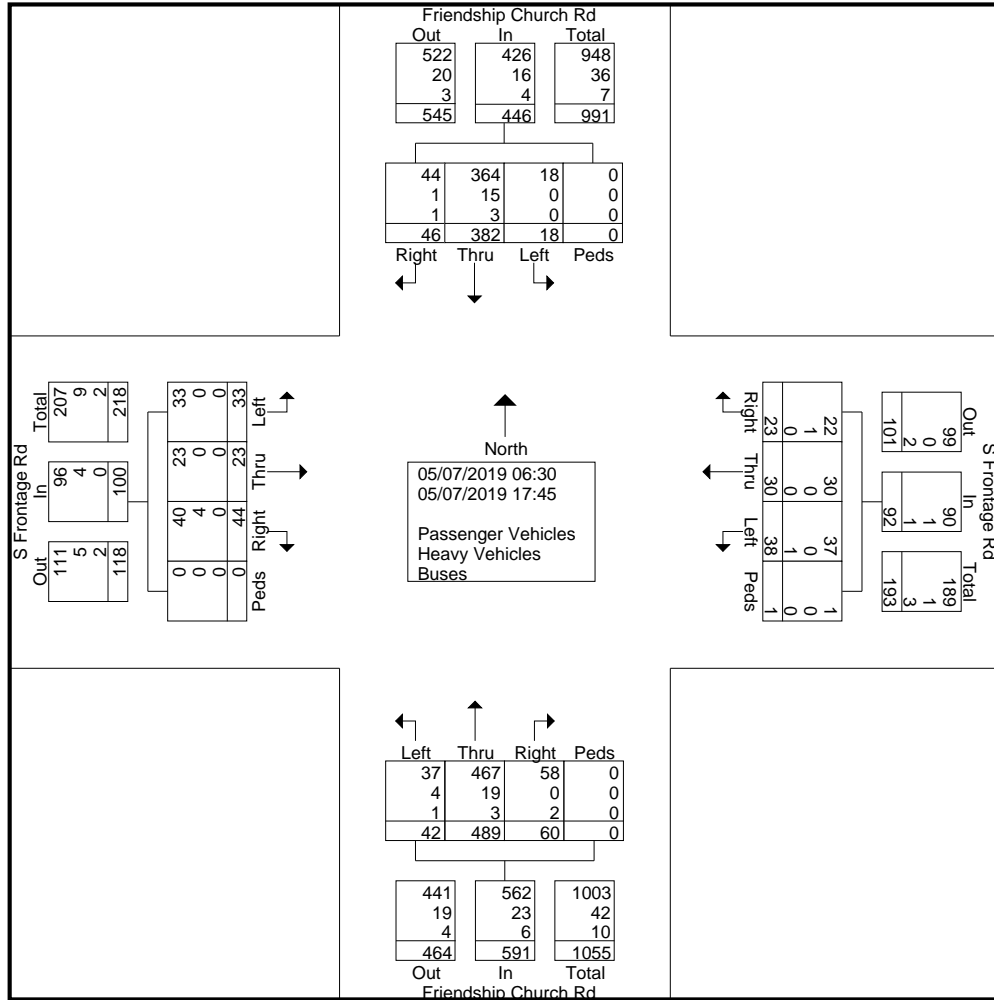
*We can't say we're the Best, but you Can!*

File Name : Friendship Church Rd @ S Frontage Rd

Site Code :

Start Date : 05/07/2019

Page No : 2





# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

*We can't say we're the Best, but you Can!*

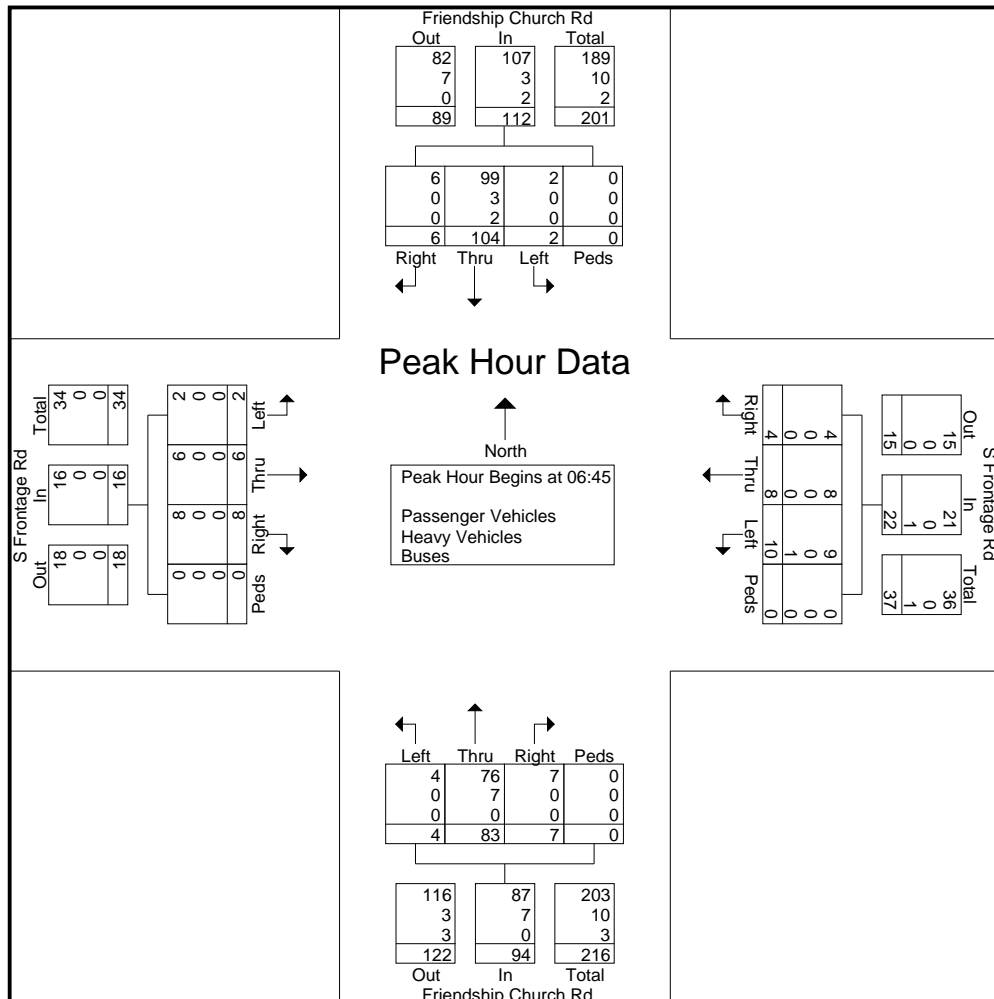
File Name : Friendship Church Rd @ S Frontage Rd

Site Code :

Start Date : 05/07/2019

Page No : 3

Start Time	Friendship Church Rd Southbound					S Frontage Rd Westbound					Friendship Church Rd Northbound					S Frontage Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:45																					
06:45	0	23	1	0	24	4	3	1	0	8	0	11	0	0	11	1	0	1	0	2	45
07:00	1	27	1	0	29	4	2	2	0	8	0	20	1	0	21	0	4	3	0	7	65
07:15	0	23	2	0	25	0	0	0	0	0	4	35	1	0	40	0	1	2	0	3	68
07:30	1	31	2	0	34	2	3	1	0	6	0	17	5	0	22	1	1	2	0	4	66
Total Volume	2	104	6	0	112	10	8	4	0	22	4	83	7	0	94	2	6	8	0	16	244
% App. Total	1.8	92.9	5.4	0		45.5	36.4	18.2	0		4.3	88.3	7.4	0		12.5	37.5	50	0		
PHF	.500	.839	.750	.000	.824	.625	.667	.500	.000	.688	.250	.593	.350	.000	.588	.500	.375	.667	.000	.571	.897
Passenger Vehicles	2	99	6	0	107	9	8	4	0	21	4	76	7	0	87	2	6	8	0	16	231
% Passenger Vehicles																					
Heavy Vehicles	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	10
% Heavy Vehicles	0	2.9	0	0	2.7	0	0	0	0	0	0	8.4	0	0	7.4	0	0	0	0	0	4.1
Buses	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
% Buses	0	1.9	0	0	1.8	10.0	0	0	0	4.5	0	0	0	0	0	0	0	0	0	0	1.2



# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

*We can't say we're the Best, but you Can!*

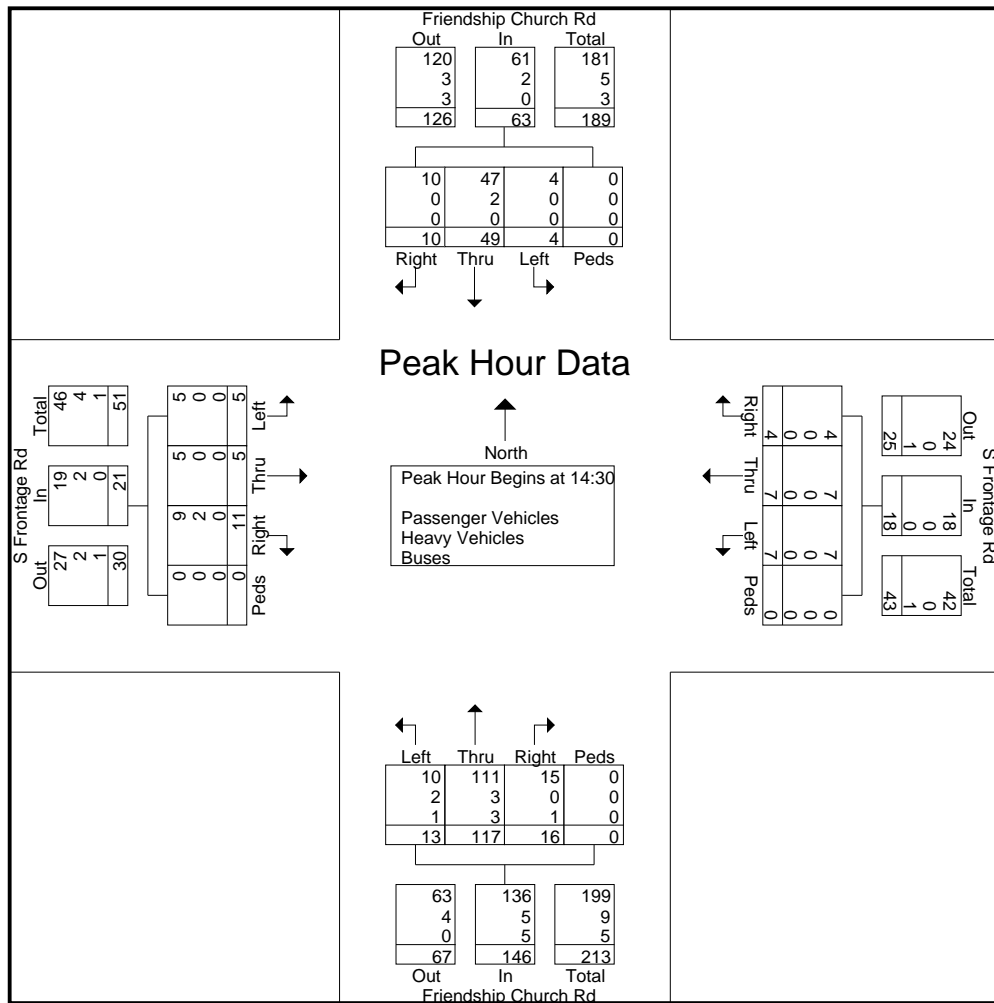
File Name : Friendship Church Rd @ S Frontage Rd

Site Code :

Start Date : 05/07/2019

Page No : 4

Start Time	Friendship Church Rd Southbound					S Frontage Rd Westbound					Friendship Church Rd Northbound					S Frontage Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:30																					
14:30	2	14	1	0	17	2	1	2	0	5	2	18	2	0	22	0	0	3	0	3	47
14:45	1	14	5	0	20	2	0	2	0	4	1	26	6	0	33	0	0	3	0	3	60
15:00	1	14	1	0	16	0	2	0	0	2	6	34	6	0	46	2	2	3	0	7	71
15:15	0	7	3	0	10	3	4	0	0	7	4	39	2	0	45	3	3	2	0	8	70
Total Volume	4	49	10	0	63	7	7	4	0	18	13	117	16	0	146	5	5	11	0	21	248
% App. Total	6.3	77.8	15.9	0		38.9	38.9	22.2	0		8.9	80.1	11	0		23.8	23.8	52.4	0		
PHF	.500	.875	.500	.000	.788	.583	.438	.500	.000	.643	.542	.750	.667	.000	.793	.417	.417	.917	.000	.656	.873
Passenger Vehicles	4	47	10	0	61	7	7	4	0	18	10	111	15	0	136	5	5	9	0	19	234
% Passenger Vehicles																					
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	2	3	0	0	5	0	0	2	0	2	9
% Heavy Vehicles	0	4.1	0	0	3.2	0	0	0	0	0	15.4	2.6	0	0	3.4	0	0	18.2	0	9.5	3.6
Buses	0	0	0	0	0	0	0	0	0	0	1	3	1	0	5	0	0	0	0	0	5
% Buses	0	0	0	0	0	0	0	0	0	0	7.7	2.6	6.3	0	3.4	0	0	0	0	0	2.0



# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

*We can't say we're the Best, but you Can!*

File Name : Friendship Church Rd (Back St) @ Hwy 14

Site Code :

Start Date : 05/07/2019

Page No : 1

## Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Hwy 14 Southbound				Friendship Church Rd (Back St) Westbound				Hwy 14 Northbound				Eastbound				Int. Total	
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
06:30	5	60	0	0	6	0	28	0	0	140	5	0	0	0	0	0	0	244
06:45	3	58	0	0	6	0	17	4	0	97	11	0	0	0	0	0	0	196
Total	8	118	0	0	12	0	45	4	0	237	16	0	0	0	0	0	0	440
07:00	14	80	0	0	19	0	14	0	0	128	4	0	0	0	0	0	0	259
07:15	15	92	0	0	19	0	9	0	0	122	21	0	0	0	0	0	0	278
07:30	11	88	0	0	11	0	19	1	0	126	14	0	0	0	0	0	0	270
07:45	4	59	0	0	11	0	14	4	0	128	8	0	0	0	0	0	0	228
Total	44	319	0	0	60	0	56	5	0	504	47	0	0	0	0	0	0	1035
08:00	3	52	0	0	6	0	9	2	0	87	10	0	0	0	0	0	0	169
08:15	4	61	0	0	7	0	7	0	0	89	6	0	0	0	0	0	0	174
08:30	6	41	0	1	4	0	7	0	0	84	7	0	0	0	0	0	0	150
08:45	5	52	0	1	3	0	6	0	0	57	4	0	0	0	0	0	0	128
Total	18	206	0	2	20	0	29	2	0	317	27	0	0	0	0	0	0	621
14:30	7	83	0	0	7	0	10	0	0	73	11	0	0	0	0	0	0	191
14:45	9	65	0	0	8	0	9	3	0	70	21	0	0	0	0	0	0	185
Total	16	148	0	0	15	0	19	3	0	143	32	0	0	0	0	0	0	376
15:00	12	102	0	0	11	0	9	0	0	67	32	0	0	0	0	0	0	233
15:15	17	114	0	0	7	0	2	3	0	70	20	0	0	0	0	0	0	233
15:30	18	97	0	0	7	0	10	0	0	72	12	0	0	0	0	0	0	216
15:45	16	109	0	0	6	0	8	0	0	76	5	0	0	0	0	0	0	220
Total	63	422	0	0	31	0	29	3	0	285	69	0	0	0	0	0	0	902
16:00	9	98	0	0	13	0	2	2	0	78	16	0	0	0	0	0	0	218
16:15	13	107	0	0	10	0	4	3	0	76	10	0	0	0	0	0	0	223
16:30	9	105	0	0	15	0	8	0	0	73	16	0	0	0	0	0	0	226
16:45	10	115	0	0	10	0	13	5	0	74	13	0	0	0	0	0	0	240
Total	41	425	0	0	48	0	27	10	0	301	55	0	0	0	0	0	0	907
17:00	20	105	0	0	2	0	10	3	0	85	5	0	0	0	0	0	0	230
17:15	16	120	0	0	7	0	12	1	0	96	13	0	0	0	0	0	0	265
17:30	27	114	0	0	12	0	8	0	0	61	8	0	0	0	0	0	0	230
17:45	15	111	0	0	10	0	7	0	0	67	10	0	0	0	0	0	0	220
Total	78	450	0	0	31	0	37	4	0	309	36	0	0	0	0	0	0	945
Grand Total	268	2088	0	2	217	0	242	31	0	2096	282	0	0	0	0	0	0	5226
Apprch %	11.4	88.5	0	0.1	44.3	0	49.4	6.3	0	88.1	11.9	0	0	0	0	0	0	
Total %	5.1	40	0	0	4.2	0	4.6	0.6	0	40.1	5.4	0	0	0	0	0	0	
Passenger Vehicles	259	2028	0	2	205	0	235	31	0	2029	268	0	0	0	0	0	0	5057
% Passenger Vehicles	96.6	97.1	0	100	94.5	0	97.1	100	0	96.8	95	0	0	0	0	0	0	96.8
Heavy Vehicles	8	60	0	0	9	0	6	0	0	67	10	0	0	0	0	0	0	160
% Heavy Vehicles	3	2.9	0	0	4.1	0	2.5	0	0	3.2	3.5	0	0	0	0	0	0	3.1
Buses	1	0	0	0	3	0	1	0	0	0	4	0	0	0	0	0	0	9
% Buses	0.4	0	0	0	1.4	0	0.4	0	0	0	1.4	0	0	0	0	0	0	0.2

# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

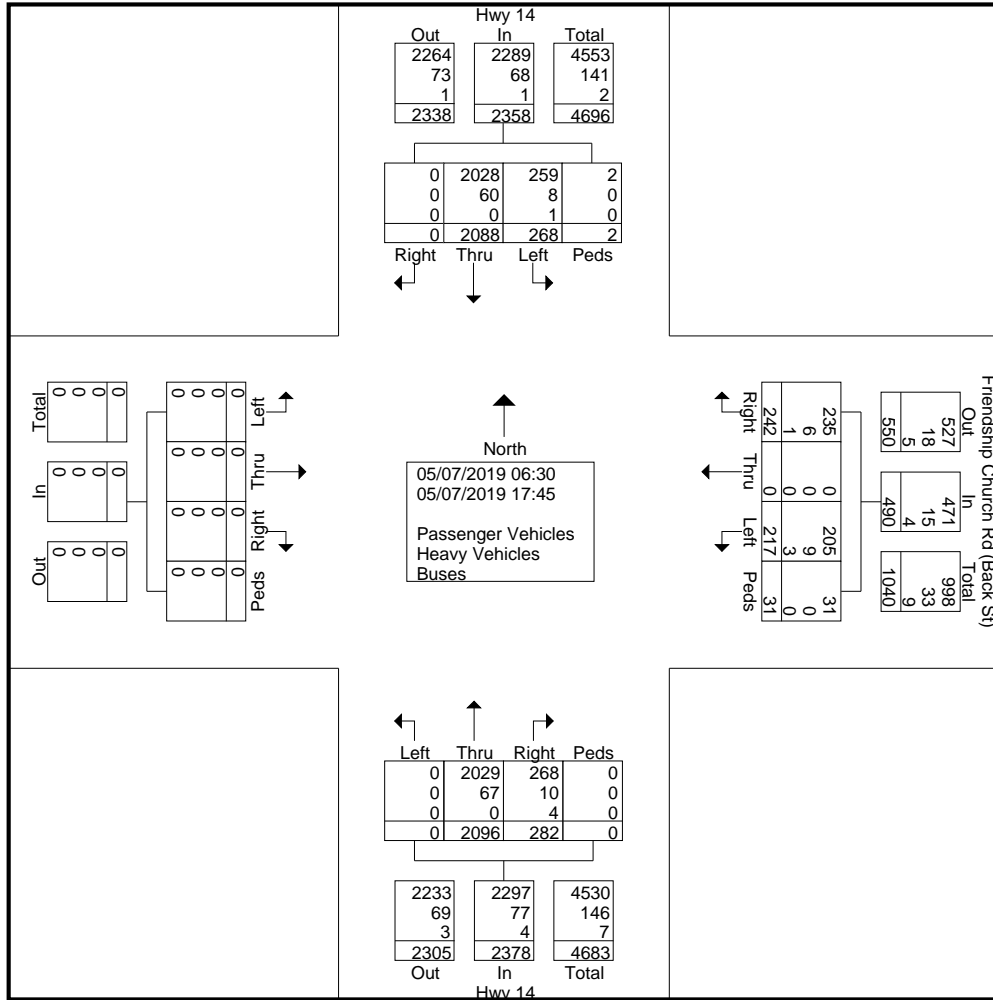
*We can't say we're the Best, but you Can!*

File Name : Friendship Church Rd (Back St) @ Hwy 14

Site Code :

Start Date : 05/07/2019

Page No : 2



# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

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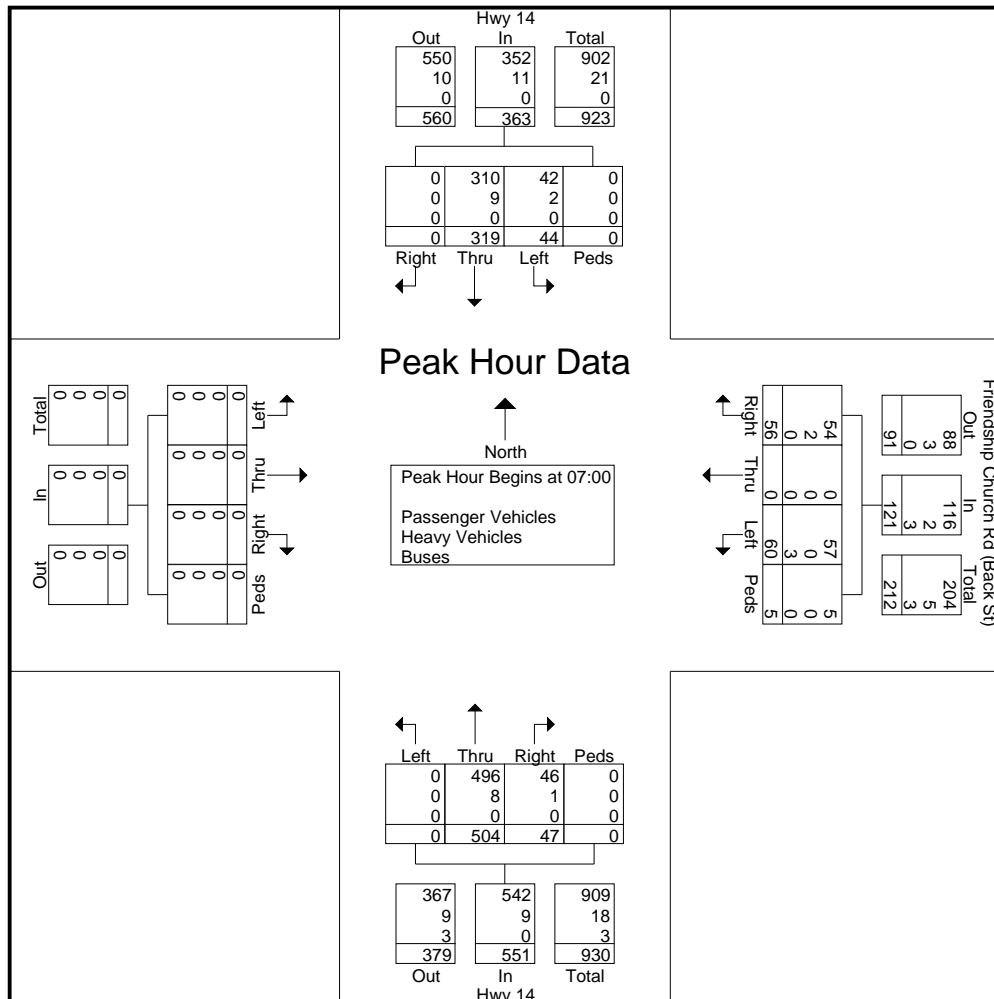
File Name : Friendship Church Rd (Back St) @ Hwy 14

Site Code :

Start Date : 05/07/2019

Page No : 3

Start Time	Hwy 14 Southbound					Friendship Church Rd (Back St) Westbound					Hwy 14 Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	14	80	0	0	94	19	0	14	0	33	0	128	4	0	132	0	0	0	0	0	259
07:15	15	92	0	0	107	19	0	9	0	28	0	122	21	0	143	0	0	0	0	0	278
07:30	11	88	0	0	99	11	0	19	1	31	0	126	14	0	140	0	0	0	0	0	270
07:45	4	59	0	0	63	11	0	14	4	29	0	128	8	0	136	0	0	0	0	0	228
Total Volume	44	319	0	0	363	60	0	56	5	121	0	504	47	0	551	0	0	0	0	0	1035
% App. Total	12.1	87.9	0	0		49.6	0	46.3	4.1		0	91.5	8.5	0		0	0	0	0	0	
PHF	.733	.867	.000	.000	.848	.789	.000	.737	.313	.917	.000	.984	.560	.000	.963	.000	.000	.000	.000	.000	.931
Passenger Vehicles	42	310	0	0	352	57	0	54	5	116	0	496	46	0	542	0	0	0	0	0	1010
% Passenger Vehicles																					
Heavy Vehicles	2	9	0	0	11	0	0	2	0	2	0	8	1	0	9	0	0	0	0	0	22
% Heavy Vehicles	4.5	2.8	0	0	3.0	0	0	3.6	0	1.7	0	1.6	2.1	0	1.6	0	0	0	0	0	2.1
Buses	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
% Buses	0	0	0	0	0	5.0	0	0	0	2.5	0	0	0	0	0	0	0	0	0	0	0.3



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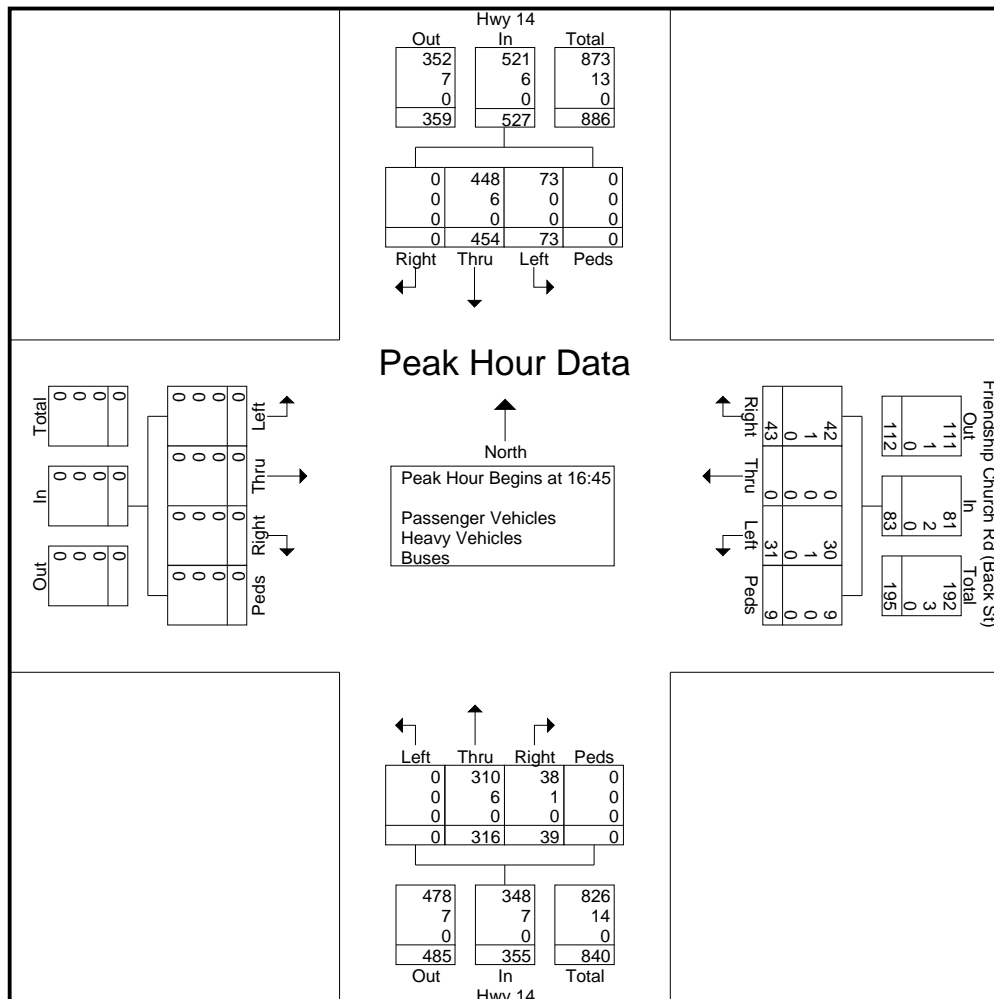
File Name : Friendship Church Rd (Back St) @ Hwy 14

Site Code :

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Page No : 4

Start Time	Hwy 14 Southbound					Friendship Church Rd (Back St) Westbound					Hwy 14 Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	10	115	0	0	125	10	0	13	5	28	0	74	13	0	87	0	0	0	0	0	240
17:00	20	105	0	0	125	2	0	10	3	15	0	85	5	0	90	0	0	0	0	0	230
17:15	16	120	0	0	136	7	0	12	1	20	0	96	13	0	109	0	0	0	0	0	265
17:30	27	114	0	0	141	12	0	8	0	20	0	61	8	0	69	0	0	0	0	0	230
Total Volume	73	454	0	0	527	31	0	43	9	83	0	316	39	0	355	0	0	0	0	0	965
% App. Total	13.9	86.1	0	0		37.3	0	51.8	10.8		0	89	11	0		0	0	0	0		
PHF	.676	.946	.000	.000	.934	.646	.000	.827	.450	.741	.000	.823	.750	.000	.814	.000	.000	.000	.000	.000	.910
Passenger Vehicles	73	448	0	0	521	30	0	42	9	81	0	310	38	0	348	0	0	0	0	0	950
% Passenger Vehicles																					
Heavy Vehicles	0	6	0	0	6	1	0	1	0	2	0	6	1	0	7	0	0	0	0	0	15
% Heavy Vehicles	0	1.3	0	0	1.1	3.2	0	2.3	0	2.4	0	1.9	2.6	0	2.0	0	0	0	0	0	1.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





# SHORT COUNTS, LLC

735 Maryland St  
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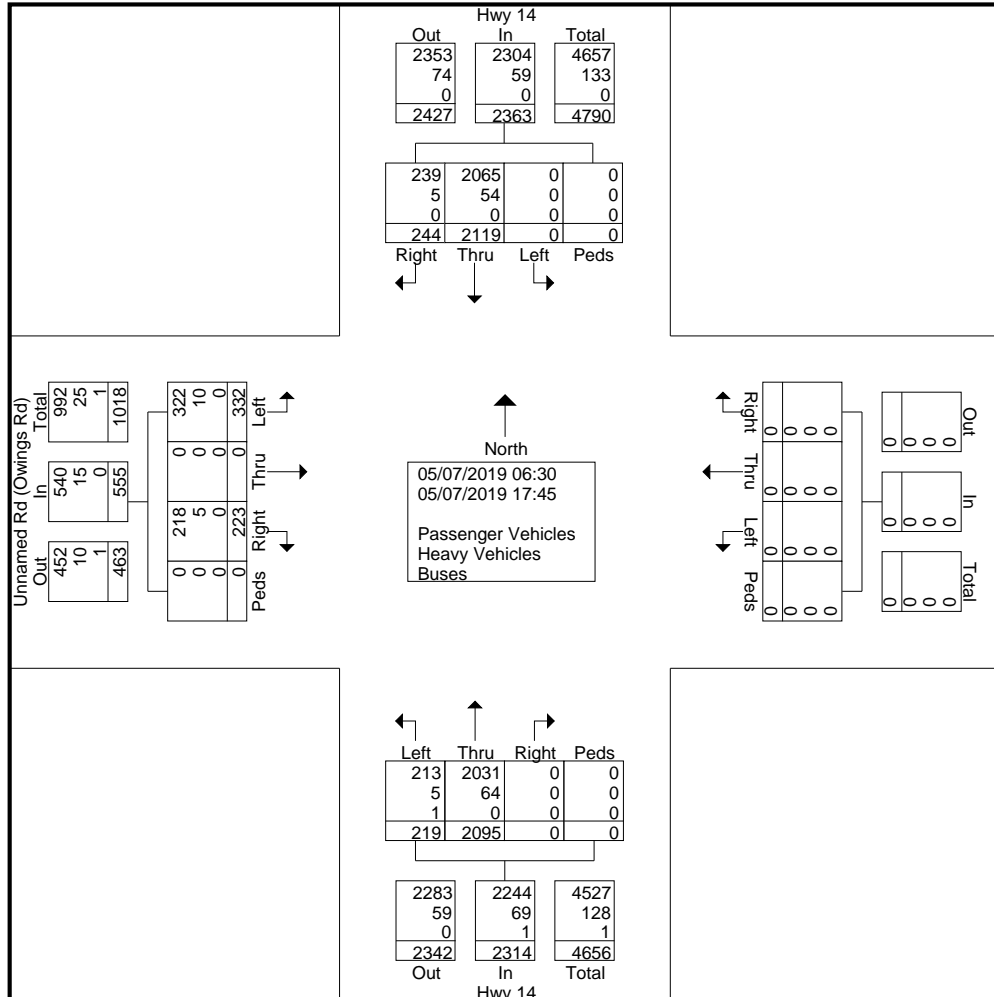
*We can't say we're the Best, but you Can!*

File Name : Hwy 14 @ Unnamed Rd (Owings Rd)

Site Code :

Start Date : 05/07/2019

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# SHORT COUNTS, LLC

735 Maryland St  
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*We can't say we're the Best, but you Can!*

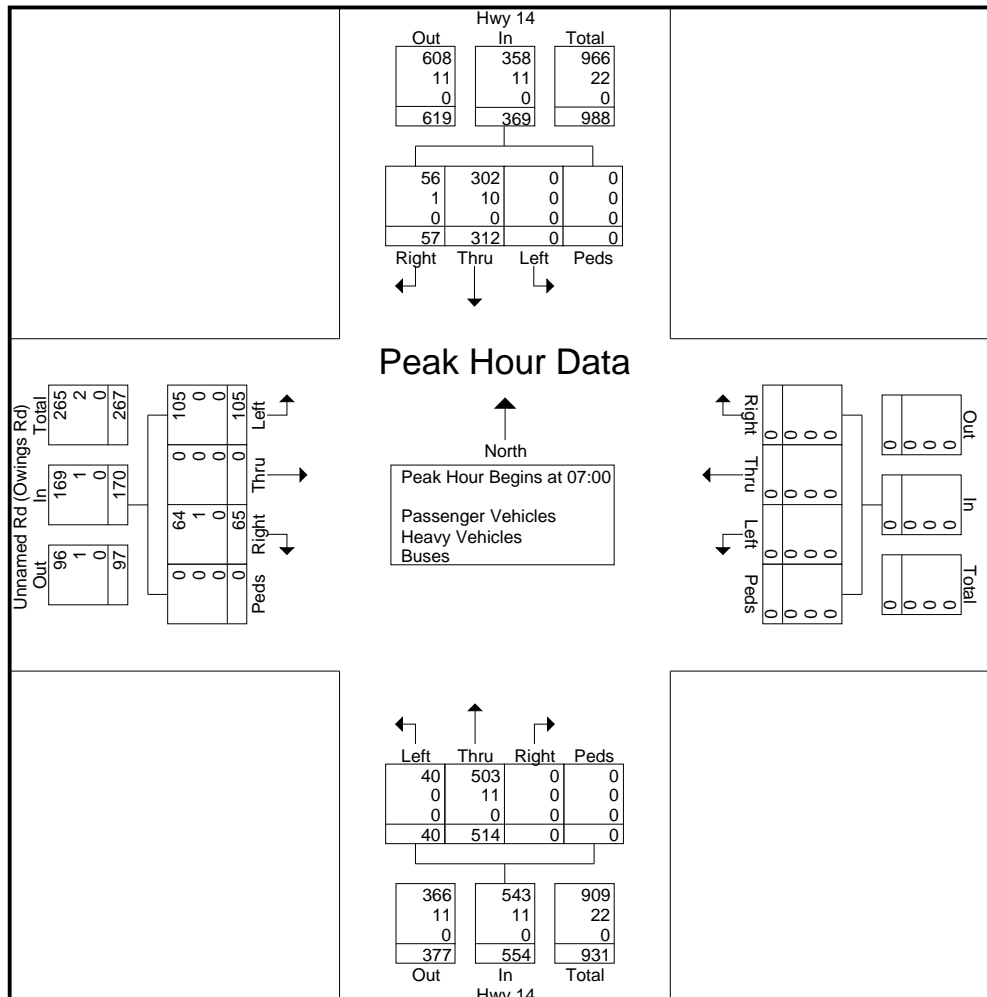
File Name : Hwy 14 @ Unnamed Rd (Owings Rd)

Site Code :

Start Date : 05/07/2019

Page No : 3

Start Time	Hwy 14 Southbound					Westbound					Hwy 14 Northbound					Unnamed Rd (Owings Rd) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	89	8	0	97	0	0	0	0	0	5	130	0	0	135	28	0	23	0	51	283
07:15	0	77	11	0	88	0	0	0	0	0	9	130	0	0	139	54	0	24	0	78	305
07:30	0	80	16	0	96	0	0	0	0	0	9	137	0	0	146	16	0	15	0	31	273
07:45	0	66	22	0	88	0	0	0	0	0	17	117	0	0	134	7	0	3	0	10	232
Total Volume	0	312	57	0	369	0	0	0	0	0	40	514	0	0	554	105	0	65	0	170	1093
% App. Total	0	84.6	15.4	0		0	0	0	0		7.2	92.8	0	0		61.8	0	38.2	0		109.3
PHF	.000	.876	.648	.000	.951	.000	.000	.000	.000	.000	.588	.938	.000	.000	.949	.486	.000	.677	.000	.545	.896
Passenger Vehicles	0	302	56	0	358	0	0	0	0	0	40	503	0	0	543	105	0	64	0	169	1070
% Passenger Vehicles																					
Heavy Vehicles	0	10	1	0	11	0	0	0	0	0	0	11	0	0	11	0	0	1	0	1	23
% Heavy Vehicles	0	3.2	1.8	0	3.0	0	0	0	0	0	0	2.1	0	0	2.0	0	0	1.5	0	0.6	2.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# SHORT COUNTS, LLC

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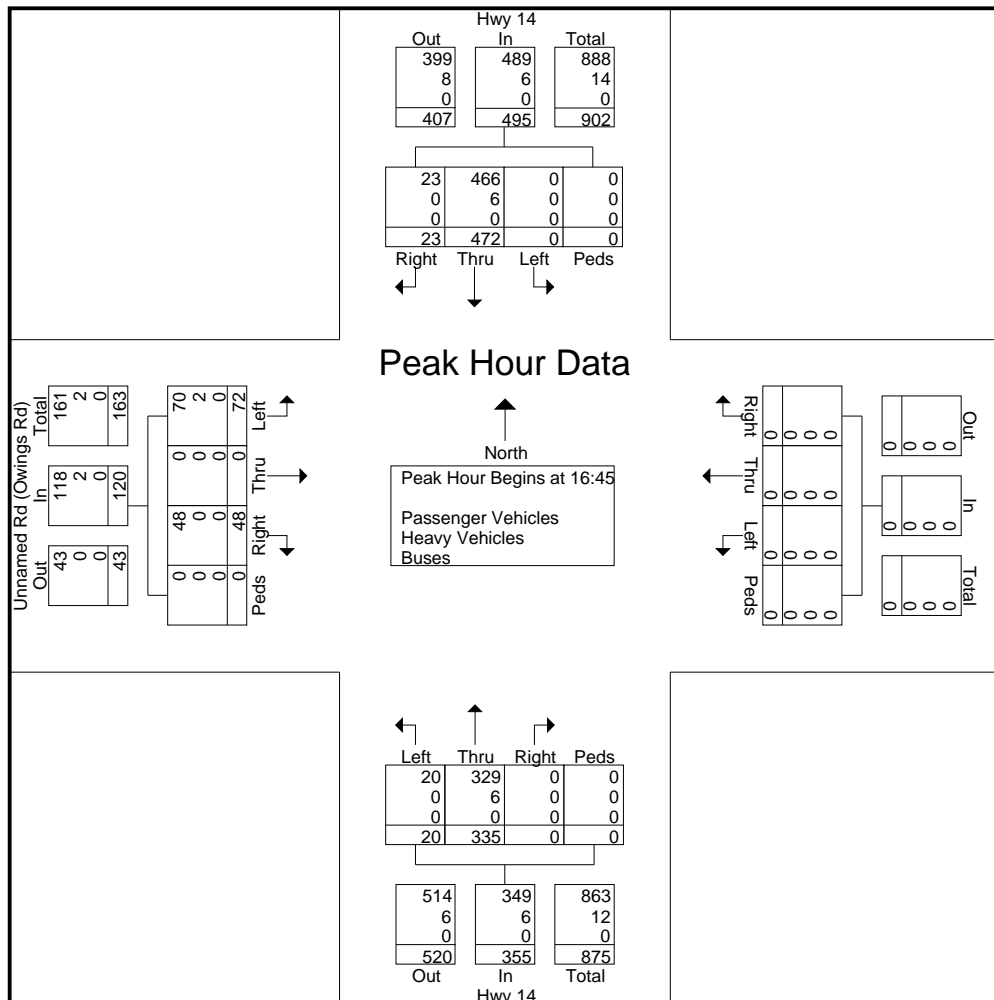
File Name : Hwy 14 @ Unnamed Rd (Owings Rd)

Site Code :

Start Date : 05/07/2019

Page No : 4

Start Time	Hwy 14 Southbound					Westbound					Hwy 14 Northbound					Unnamed Rd (Owings Rd) Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	111	4	0	115	0	0	0	0	0	2	92	0	0	94	6	0	6	0	12	221
17:00	0	120	8	0	128	0	0	0	0	0	4	88	0	0	92	15	0	8	0	23	243
17:15	0	125	4	0	129	0	0	0	0	0	10	90	0	0	100	9	0	6	0	15	244
17:30	0	116	7	0	123	0	0	0	0	0	4	65	0	0	69	42	0	28	0	70	262
Total Volume	0	472	23	0	495	0	0	0	0	0	20	335	0	0	355	72	0	48	0	120	970
% App. Total	0	95.4	4.6	0		0	0	0	0	0	5.6	94.4	0	0		60	0	40	0		
PHF	.000	.944	.719	.000	.959	.000	.000	.000	.000	.000	.500	.910	.000	.000	.888	.429	.000	.429	.000	.429	.926
Passenger Vehicles	0	466	23	0	489	0	0	0	0	0	20	329	0	0	349	70	0	48	0	118	956
% Passenger Vehicles																					
Heavy Vehicles	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	2	0	0	0	2	14
% Heavy Vehicles	0	1.3	0	0	1.2	0	0	0	0	0	0	1.8	0	0	1.7	2.8	0	0	0	1.7	1.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





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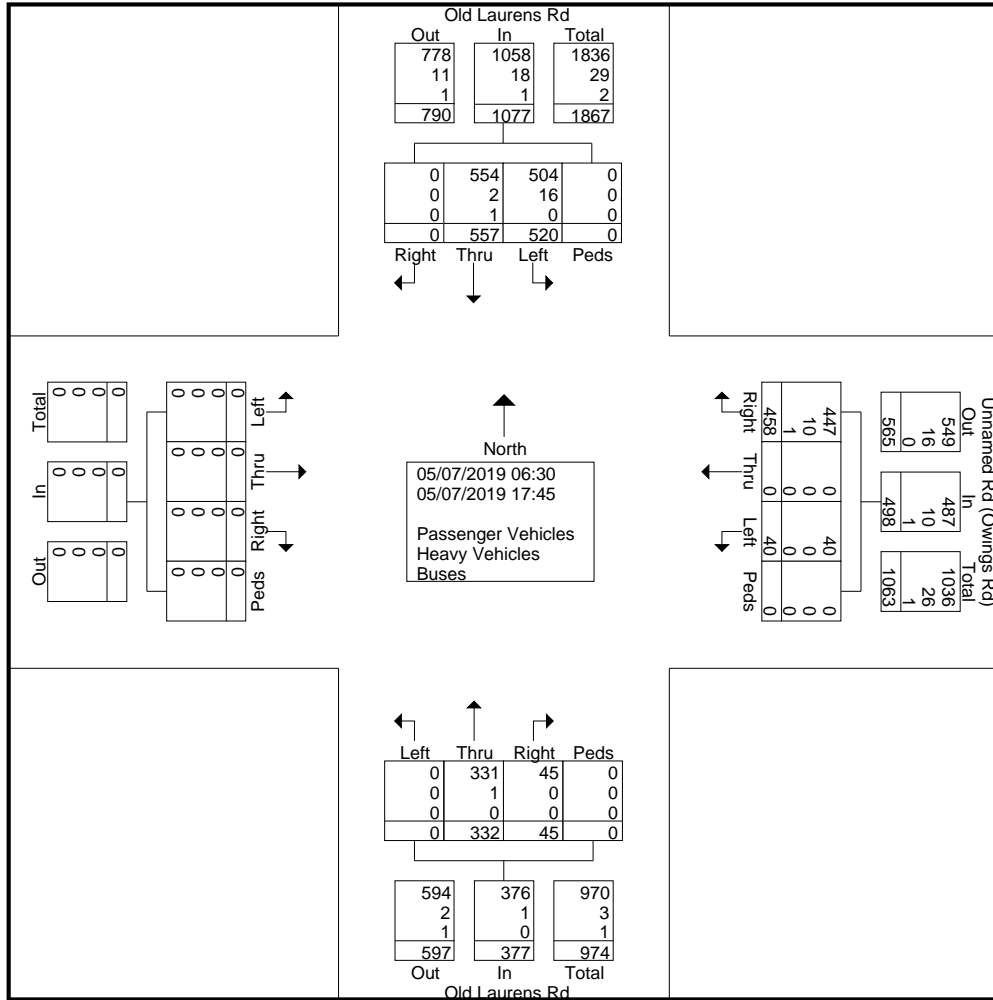
*We can't say we're the Best, but you Can!*

File Name : Old Laurens Rd @ Unnamed (Owings Rd)

Site Code :

Start Date : 05/07/2019

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# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

*We can't say we're the Best, but you Can!*

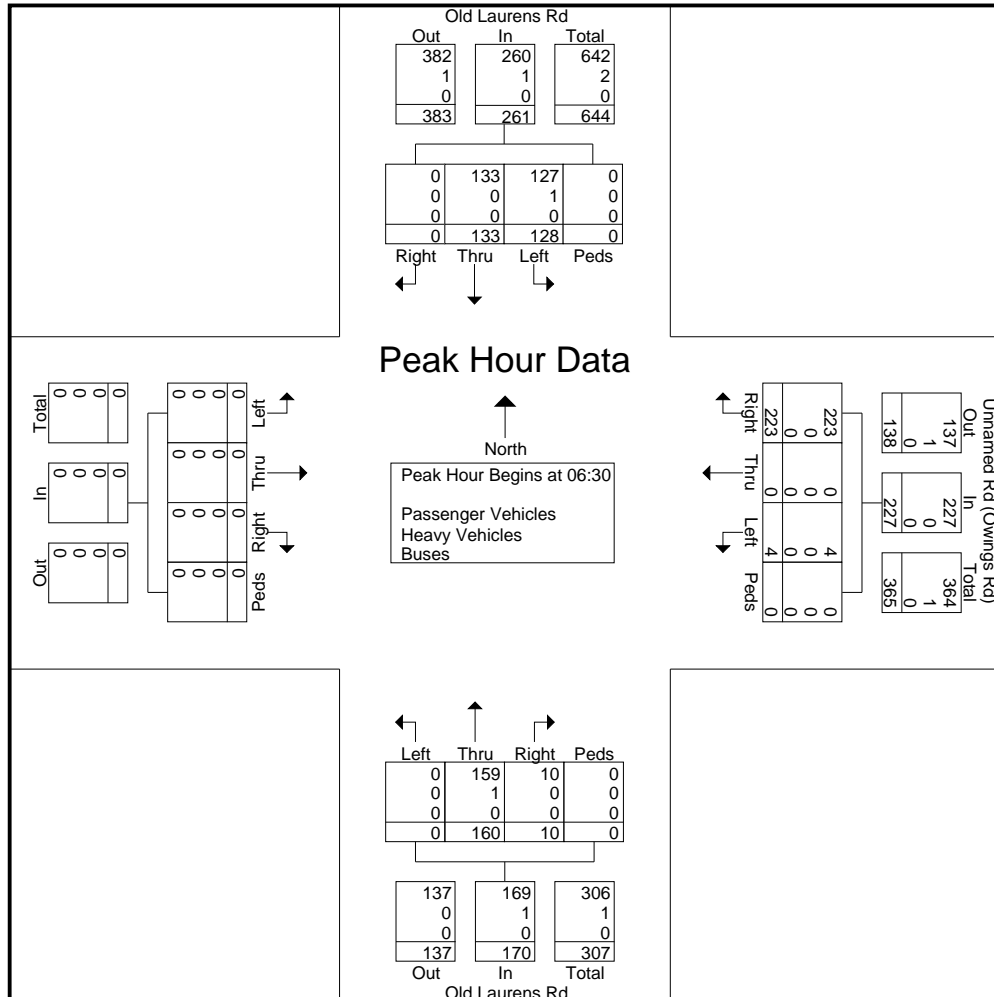
File Name : Old Laurens Rd @ Unnamed (Owings Rd)

Site Code :

Start Date : 05/07/2019

Page No : 3

Start Time	Old Laurens Rd Southbound					Unnamed Rd (Owings Rd) Westbound					Old Laurens Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30																					
06:30	8	2	0	0	10	0	0	119	0	119	0	79	0	0	79	0	0	0	0	0	208
06:45	4	5	0	0	9	1	0	77	0	78	0	56	2	0	58	0	0	0	0	0	145
07:00	41	33	0	0	74	2	0	12	0	14	0	11	5	0	16	0	0	0	0	0	104
07:15	75	93	0	0	168	1	0	15	0	16	0	14	3	0	17	0	0	0	0	0	201
Total Volume	128	133	0	0	261	4	0	223	0	227	0	160	10	0	170	0	0	0	0	0	658
% App. Total	49	51	0	0		1.8	0	98.2	0		0	94.1	5.9	0		0	0	0	0	0	
PHF	.427	.358	.000	.000	.388	.500	.000	.468	.000	.477	.000	.506	.500	.000	.538	.000	.000	.000	.000	.000	.791
Passenger Vehicles	127	133	0	0	260	4	0	223	0	227	0	159	10	0	169	0	0	0	0	0	656
% Passenger Vehicles																					
Heavy Vehicles	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Heavy Vehicles	0.8	0	0	0	0.4	0	0	0	0	0	0	0.6	0	0	0.6	0	0	0	0	0	0.3
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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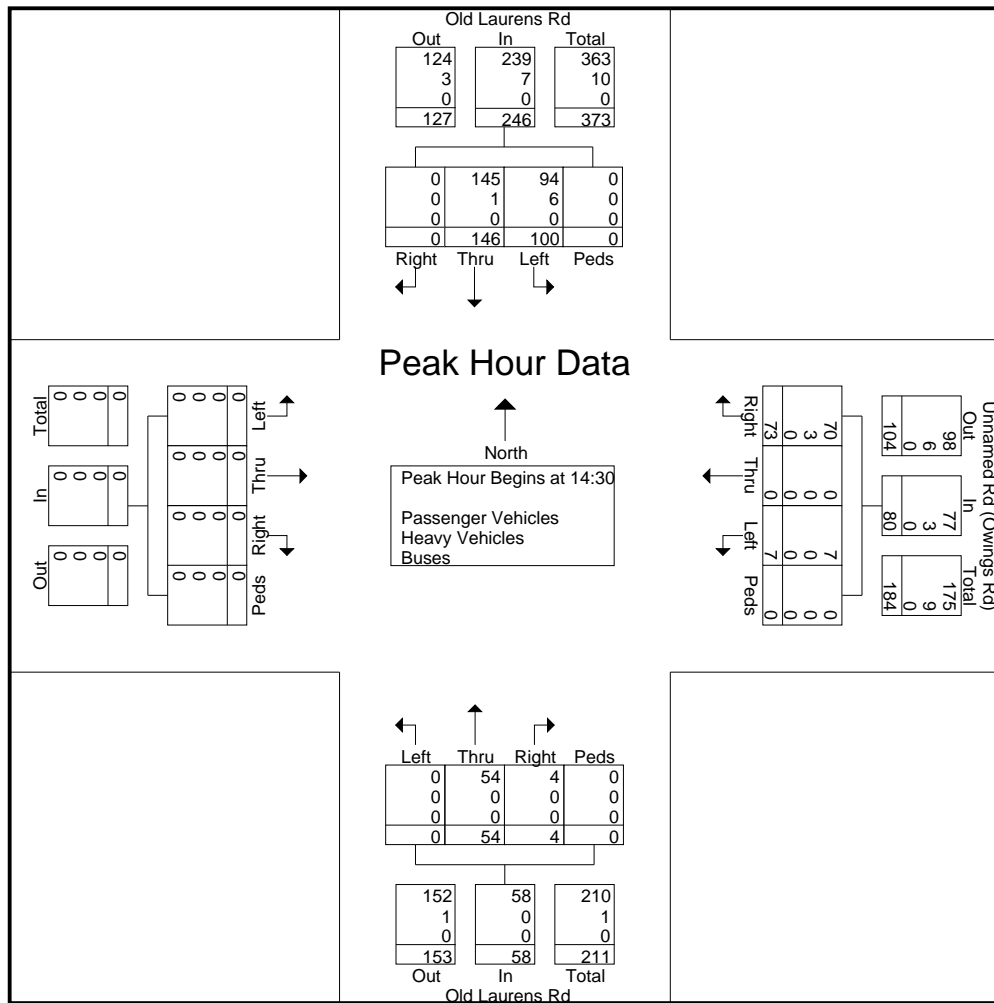
File Name : Old Laurens Rd @ Unnamed (Owings Rd)

Site Code :

Start Date : 05/07/2019

Page No : 4

Start Time	Old Laurens Rd Southbound					Unnamed Rd (Owings Rd) Westbound					Old Laurens Rd Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:30																					
14:30	11	13	0	0	24	2	0	42	0	44	0	30	3	0	33	0	0	0	0	0	101
14:45	5	10	0	0	15	1	0	16	0	17	0	14	0	0	14	0	0	0	0	0	46
15:00	8	23	0	0	31	2	0	9	0	11	0	4	0	0	4	0	0	0	0	0	46
15:15	76	100	0	0	176	2	0	6	0	8	0	6	1	0	7	0	0	0	0	0	191
Total Volume	100	146	0	0	246	7	0	73	0	80	0	54	4	0	58	0	0	0	0	0	384
% App. Total	40.7	59.3	0	0		8.8	0	91.2	0		0	93.1	6.9	0		0	0	0	0	0	
PHF	.329	.365	.000	.000	.349	.875	.000	.435	.000	.455	.000	.450	.333	.000	.439	.000	.000	.000	.000	.000	.503
Passenger Vehicles	94	145	0	0	239	7	0	70	0	77	0	54	4	0	58	0	0	0	0	0	374
% Passenger Vehicles																					
Heavy Vehicles	6	1	0	0	7	0	0	3	0	3	0	0	0	0	0	0	0	0	0	0	10
% Heavy Vehicles	6.0	0.7	0	0	2.8	0	0	4.1	0	3.8	0	0	0	0	0	0	0	0	0	0	2.6
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

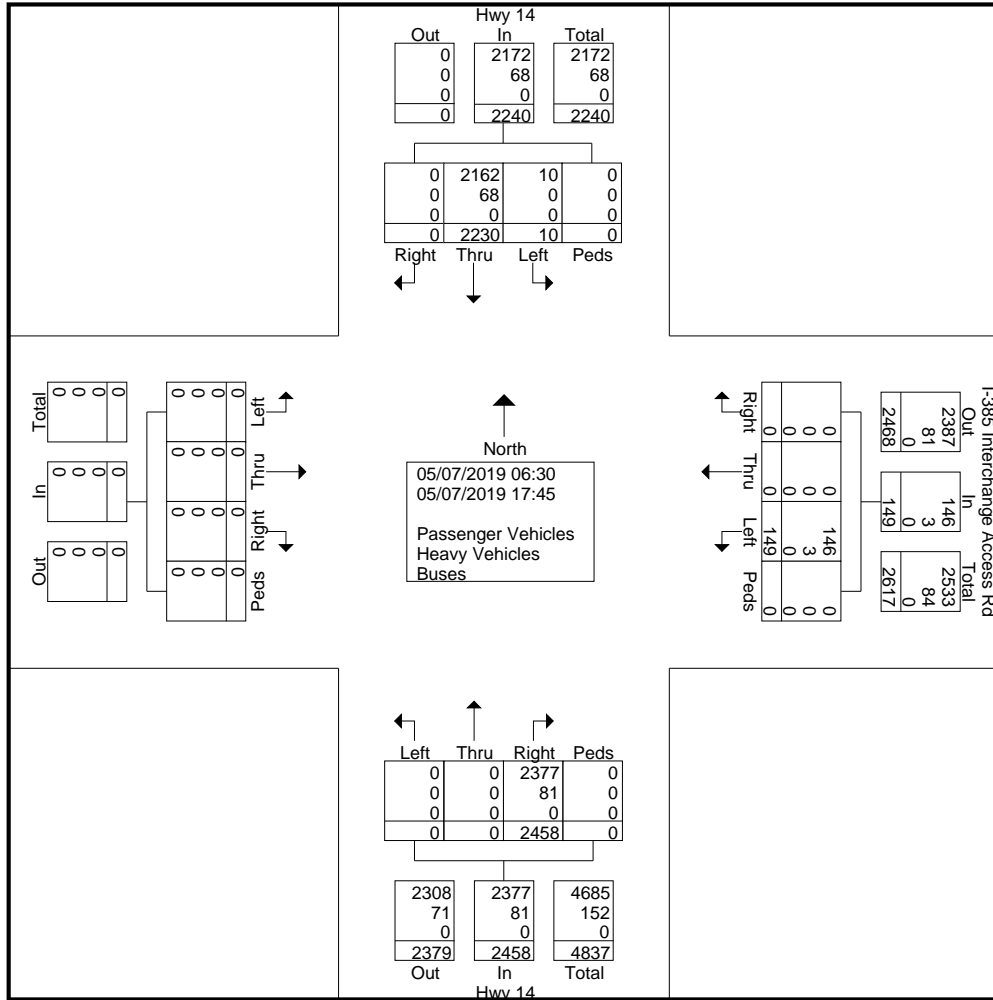
*We can't say we're the Best, but you Can!*

File Name : Hwy 14 @ I-385 Access Rd

Site Code :

Start Date : 05/07/2019

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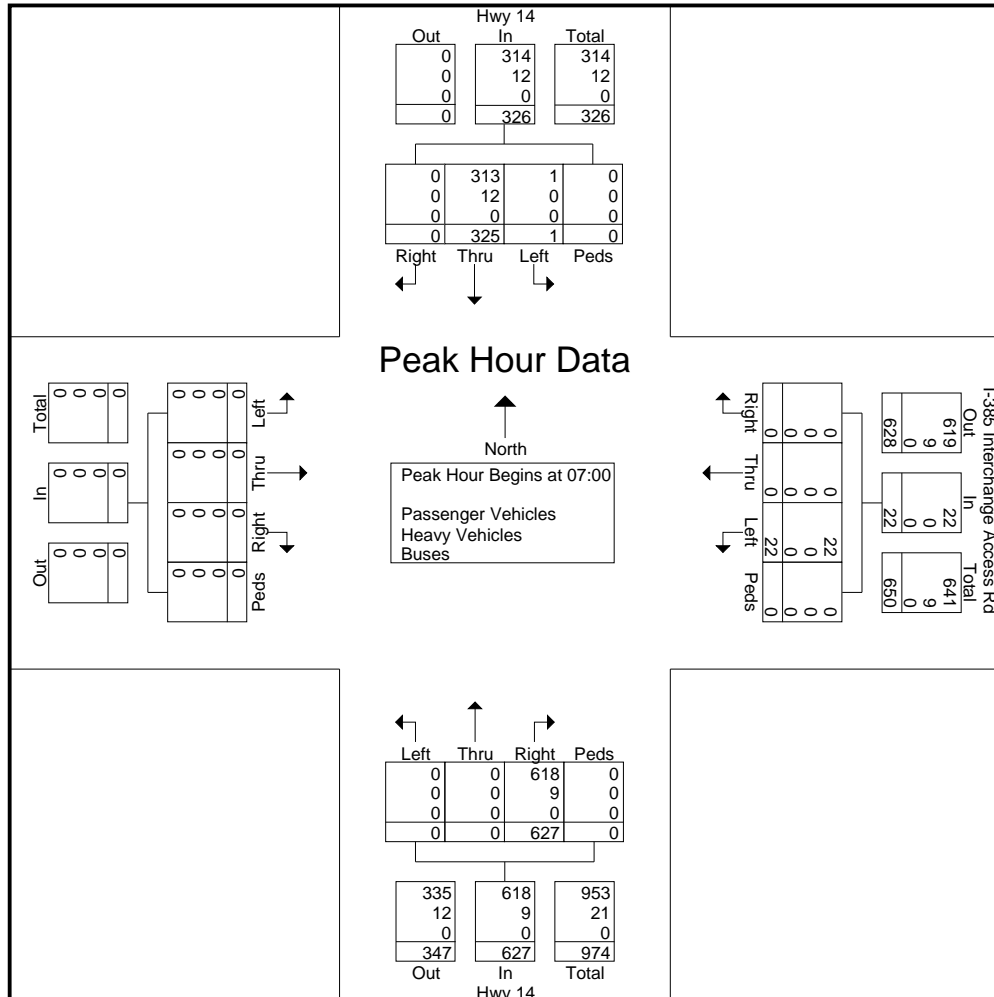
# SHORT COUNTS, LLC

735 Maryland St  
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*We can't say we're the Best, but you Can!*

File Name : Hwy 14 @ I-385 Access Rd  
Site Code :  
Start Date : 05/07/2019  
Page No : 3

Start Time	Hwy 14 Southbound					I-385 Interchange Access Rd Westbound					Hwy 14 Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	83	0	0	83	2	0	0	0	2	0	0	149	0	149	0	0	0	0	0	234
07:15	0	85	0	0	85	4	0	0	0	4	0	0	183	0	183	0	0	0	0	0	272
07:30	0	91	0	0	91	8	0	0	0	8	0	0	155	0	155	0	0	0	0	0	254
07:45	1	66	0	0	67	8	0	0	0	8	0	0	140	0	140	0	0	0	0	0	215
Total Volume	1	325	0	0	326	22	0	0	0	22	0	0	627	0	627	0	0	0	0	0	975
% App. Total	0.3	99.7	0	0		100	0	0	0		0	0	100	0		0	0	0	0		
PHF	.250	.893	.000	.000	.896	.688	.000	.000	.000	.688	.000	.000	.857	.000	.857	.000	.000	.000	.000	.000	.896
Passenger Vehicles	1	313	0	0	314	22	0	0	0	22	0	0	618	0	618	0	0	0	0	0	954
% Passenger Vehicles																					
Heavy Vehicles	0	12	0	0	12	0	0	0	0	0	0	0	9	0	9	0	0	0	0	0	21
% Heavy Vehicles	0	3.7	0	0	3.7	0	0	0	0	0	0	0	1.4	0	1.4	0	0	0	0	0	2.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



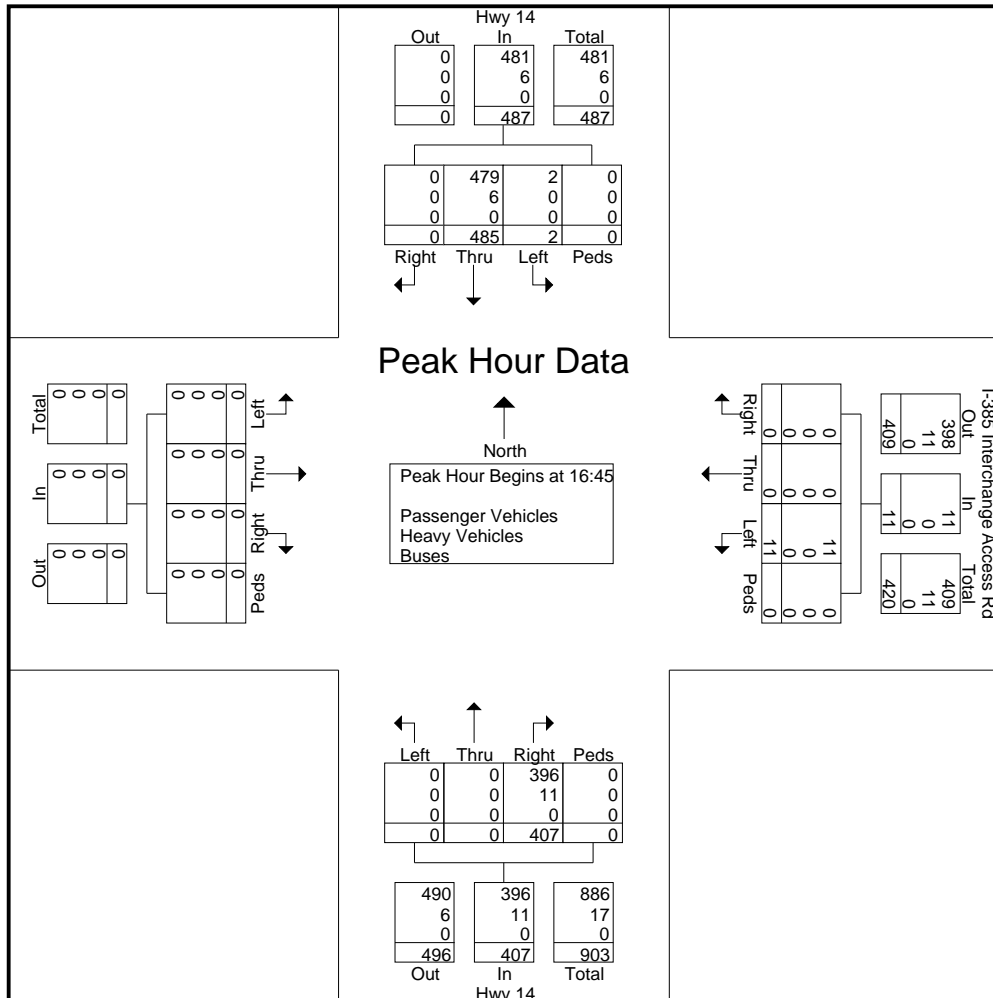
# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

*We can't say we're the Best, but you Can!*

File Name : Hwy 14 @ I-385 Access Rd  
Site Code :  
Start Date : 05/07/2019  
Page No : 4

Start Time	Hwy 14 Southbound					I-385 Interchange Access Rd Westbound					Hwy 14 Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	119	0	0	119	4	0	0	0	4	0	0	85	0	85	0	0	0	0	0	208
17:00	1	122	0	0	123	1	0	0	0	1	0	0	103	0	103	0	0	0	0	0	227
17:15	0	129	0	0	129	3	0	0	0	3	0	0	114	0	114	0	0	0	0	0	246
17:30	1	115	0	0	116	3	0	0	0	3	0	0	105	0	105	0	0	0	0	0	224
Total Volume	2	485	0	0	487	11	0	0	0	11	0	0	407	0	407	0	0	0	0	0	905
% App. Total	0.4	99.6	0	0		100	0	0	0		0	0	100	0		0	0	0	0	0	
PHF	.500	.940	.000	.000	.944	.688	.000	.000	.000	.688	.000	.000	.893	.000	.893	.000	.000	.000	.000	.000	.920
Passenger Vehicles	2	479	0	0	481	11	0	0	0	11	0	0	396	0	396	0	0	0	0	0	888
% Passenger Vehicles																					
Heavy Vehicles	0	6	0	0	6	0	0	0	0	0	0	0	11	0	11	0	0	0	0	0	17
% Heavy Vehicles	0	1.2	0	0	1.2	0	0	0	0	0	0	0	2.7	0	2.7	0	0	0	0	0	1.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





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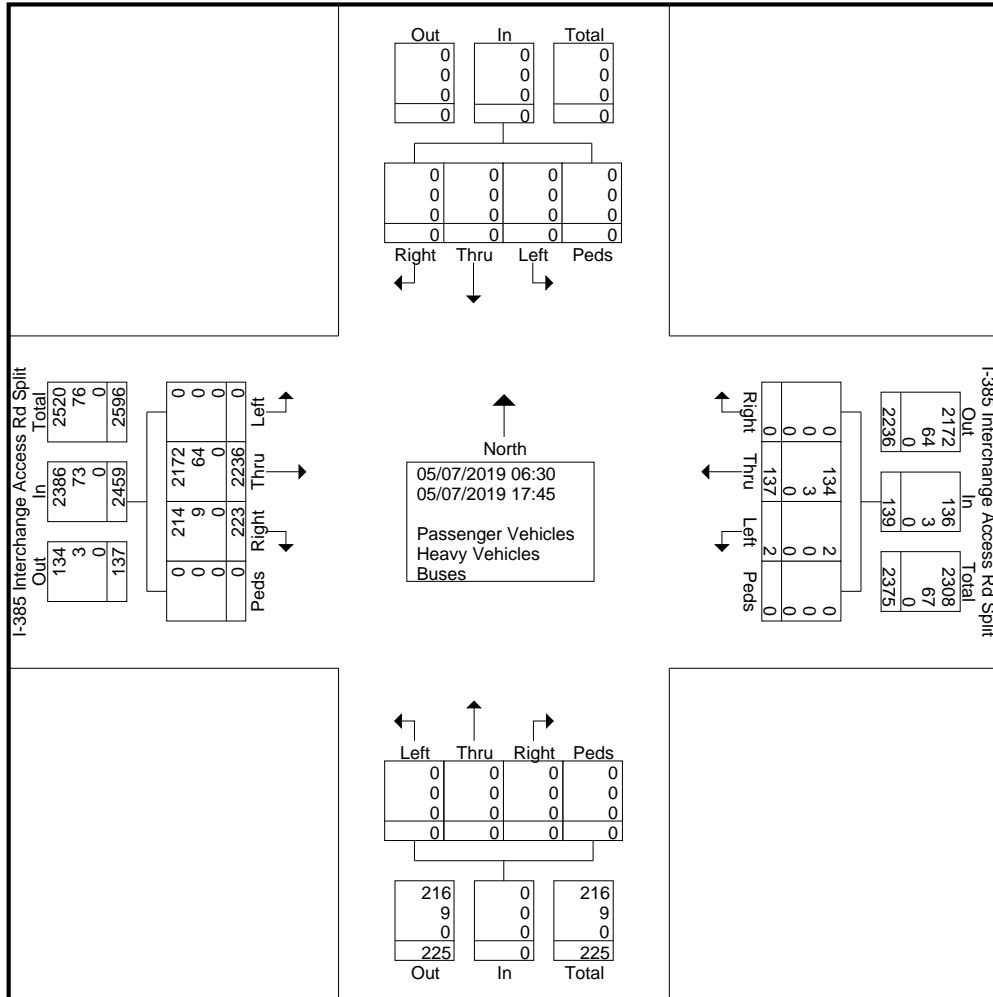
*We can't say we're the Best, but you Can!*

File Name : I-385 Interchange Access Rd Split

Site Code :

Start Date : 05/07/2019

Page No : 2



# SHORT COUNTS, LLC

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*We can't say we're the Best, but you Can!*

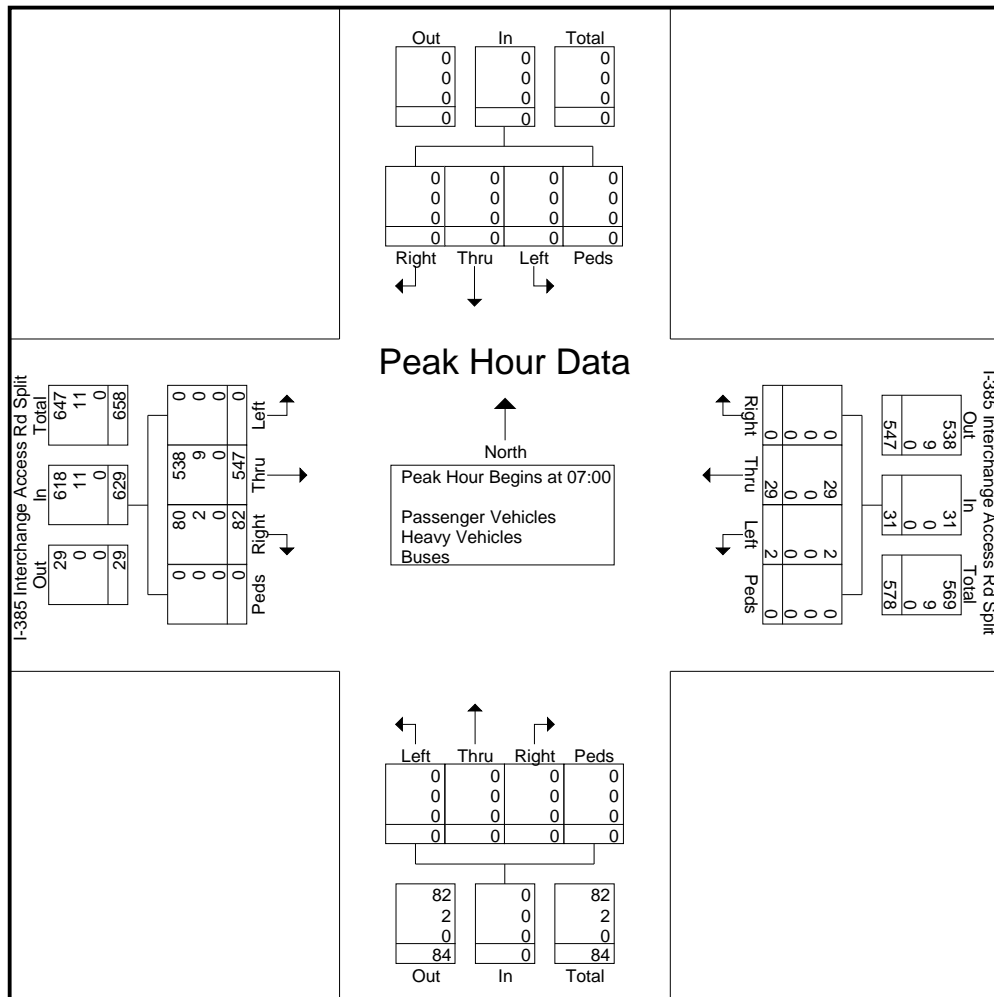
File Name : I-385 Interchange Access Rd Split

Site Code :

Start Date : 05/07/2019

Page No : 3

Start Time	Southbound					I-385 Interchange Access Rd Split Westbound					Northbound					I-385 Interchange Access Rd Split Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	139	25	0	164	168
07:15	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	138	40	0	178	186
07:30	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	141	11	0	152	159
07:45	0	0	0	0	0	1	11	0	0	12	0	0	0	0	0	0	129	6	0	135	147
Total Volume	0	0	0	0	0	2	29	0	0	31	0	0	0	0	0	0	547	82	0	629	660
% App. Total	0	0	0	0	0	6.5	93.5	0	0	0	0	0	0	0	0	0	87	13	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.659	.000	.000	.646	.000	.000	.000	.000	.000	.000	.970	.513	.000	.883	.887
Passenger Vehicles	0	0	0	0	0	2	29	0	0	31	0	0	0	0	0	0	538	80	0	618	649
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	2	0	11	11
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.6	2.4	0	1.7	1.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# SHORT COUNTS, LLC

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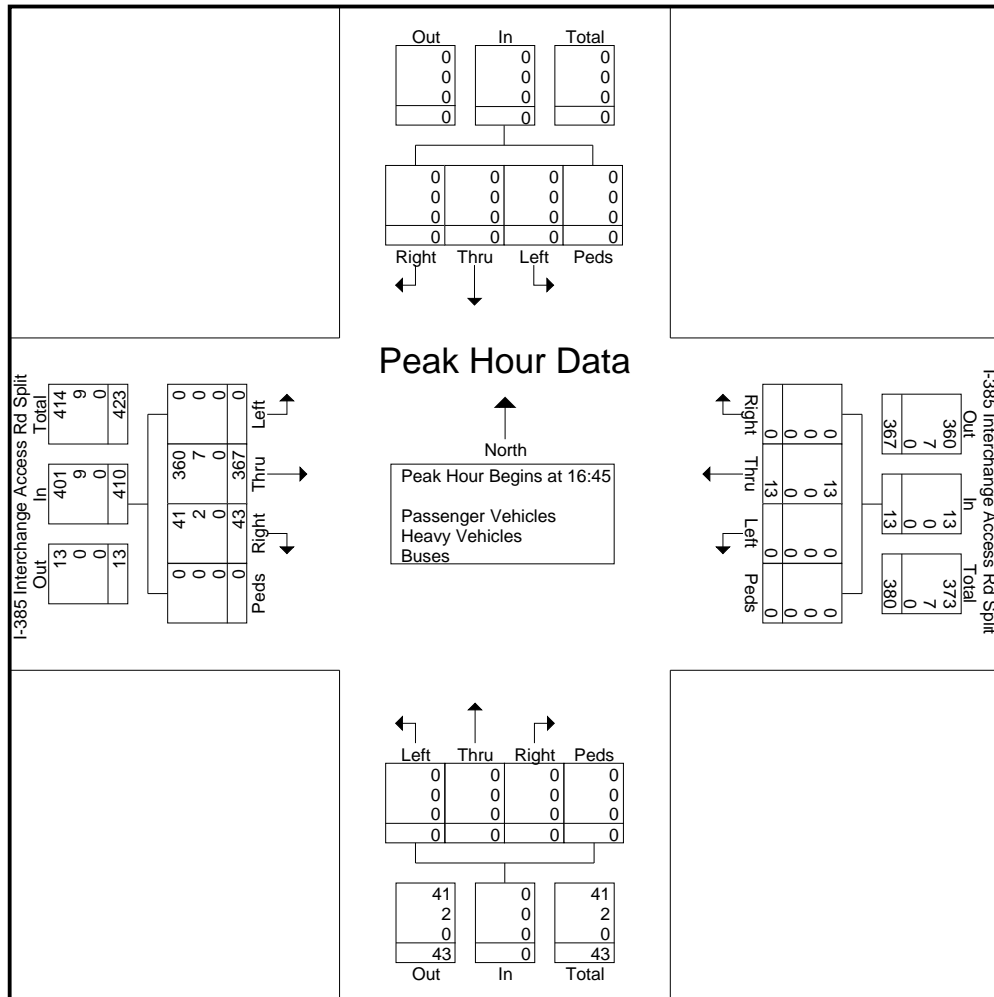
File Name : I-385 Interchange Access Rd Split

Site Code :

Start Date : 05/07/2019

Page No : 4

Start Time	Southbound					I-385 Interchange Access Rd Split Westbound					Northbound					I-385 Interchange Access Rd Split Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	92	2	0	94	98
17:00	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	98	6	0	104	107
17:15	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	102	2	0	104	107
17:30	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	75	33	0	108	111
Total Volume	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	367	43	0	410	423
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	89.5	10.5	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.813	.000	.000	.813	.000	.000	.000	.000	.000	.000	.900	.326	.000	.949	.953
Passenger Vehicles	0	0	0	0	0	0	13	0	0	13	0	0	0	0	0	0	360	41	0	401	414
% Passenger Vehicles																					
Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	2	0	9	9
% Heavy Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.9	4.7	0	2.2	2.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

*We can't say we're the Best, but you Can!*

File Name : Old Laurens Rd @ Stoddard Mill Rd

Site Code :

Start Date : 05/07/2019

Page No : 1

## Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Old Laurens Rd Southbound				Westbound				Old Laurens Rd Northbound				Stoddard Mill Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30	0	4	26	0	0	0	0	0	69	135	0	0	7	0	4	0	245
06:45	0	12	24	0	0	0	0	0	50	64	0	0	4	0	4	0	158
Total	0	16	50	0	0	0	0	0	119	199	0	0	11	0	8	0	403
07:00	0	61	14	0	0	0	0	0	5	15	0	0	3	0	17	0	115
07:15	0	105	19	0	0	0	0	0	9	19	0	0	18	0	70	0	240
07:30	0	34	9	0	0	0	0	0	8	27	0	0	9	0	19	0	106
07:45	0	12	18	0	0	0	0	0	17	19	0	0	6	0	11	0	83
Total	0	212	60	0	0	0	0	0	39	80	0	0	36	0	117	0	544
08:00	0	8	12	0	0	0	0	0	11	9	0	0	2	0	2	0	44
08:15	0	5	4	0	0	0	0	0	4	8	0	0	6	0	4	0	31
08:30	0	7	6	0	0	0	0	0	5	12	0	0	4	0	7	0	41
08:45	0	6	7	0	0	0	0	0	5	11	0	0	2	0	0	0	31
Total	0	26	29	0	0	0	0	0	25	40	0	0	14	0	13	0	147
14:30	0	15	9	0	0	0	0	0	32	43	0	0	3	0	6	0	108
14:45	0	9	10	0	0	0	0	0	10	17	0	0	3	0	6	0	55
Total	0	24	19	0	0	0	0	0	42	60	0	0	6	0	12	0	163
15:00	0	25	5	0	0	0	0	0	5	7	0	0	5	0	6	0	53
15:15	0	120	6	0	0	0	0	0	7	6	0	0	26	0	69	0	234
15:30	0	33	4	0	0	0	0	0	2	6	0	0	7	0	20	0	72
15:45	0	16	6	0	0	0	0	0	4	6	0	0	4	0	6	0	42
Total	0	194	21	0	0	0	0	0	18	25	0	0	42	0	101	0	401
16:00	0	16	3	0	0	0	0	0	2	7	0	0	7	0	5	0	40
16:15	0	15	4	0	0	0	0	0	4	7	0	0	8	0	8	0	46
16:30	0	19	6	0	0	0	0	0	4	5	0	0	4	0	7	0	45
16:45	0	20	4	0	0	0	0	0	4	8	0	0	4	0	5	0	45
Total	0	70	17	0	0	0	0	0	14	27	0	0	23	0	25	0	176
17:00	0	25	7	0	0	0	0	0	6	4	0	0	18	0	14	0	74
17:15	0	18	4	0	0	0	0	0	6	11	0	0	11	0	10	0	60
17:30	0	90	10	0	0	0	0	0	7	14	0	0	18	0	39	0	178
17:45	0	20	3	0	0	0	0	0	12	10	0	0	6	0	8	0	59
Total	0	153	24	0	0	0	0	0	31	39	0	0	53	0	71	0	371
Grand Total	0	695	220	0	0	0	0	0	288	470	0	0	185	0	347	0	2205
Apprch %	0	76	24	0	0	0	0	0	38	62	0	0	34.8	0	65.2	0	
Total %	0	31.5	10	0	0	0	0	0	13.1	21.3	0	0	8.4	0	15.7	0	
Passenger Vehicles	0	688	197	0	0	0	0	0	280	464	0	0	166	0	337	0	2132
% Passenger Vehicles	0	99	89.5	0	0	0	0	0	97.2	98.7	0	0	89.7	0	97.1	0	96.7
Heavy Vehicles	0	7	23	0	0	0	0	0	7	6	0	0	19	0	9	0	71
% Heavy Vehicles	0	1	10.5	0	0	0	0	0	2.4	1.3	0	0	10.3	0	2.6	0	3.2
Buses	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
% Buses	0	0	0	0	0	0	0	0	0.3	0	0	0	0	0	0.3	0	0.1

# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

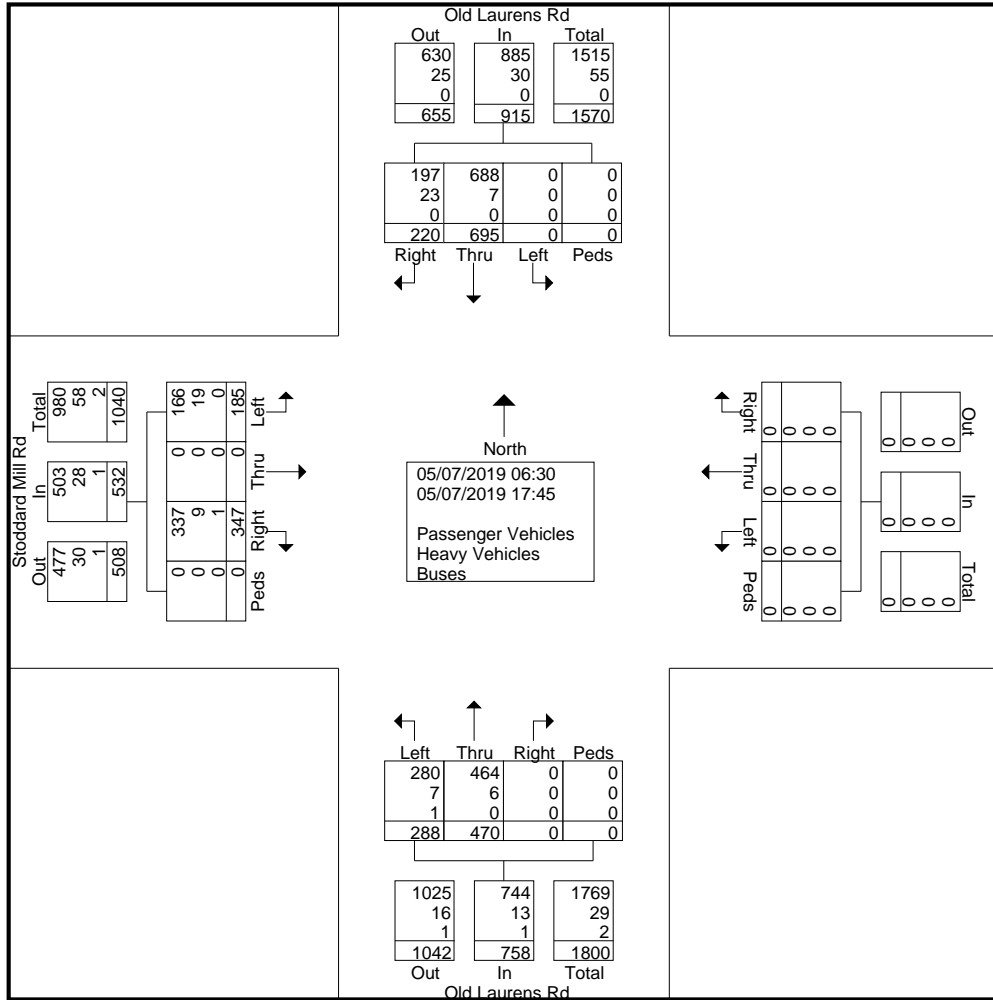
*We can't say we're the Best, but you Can!*

File Name : Old Laurens Rd @ Stoddard Mill Rd

Site Code :

Start Date : 05/07/2019

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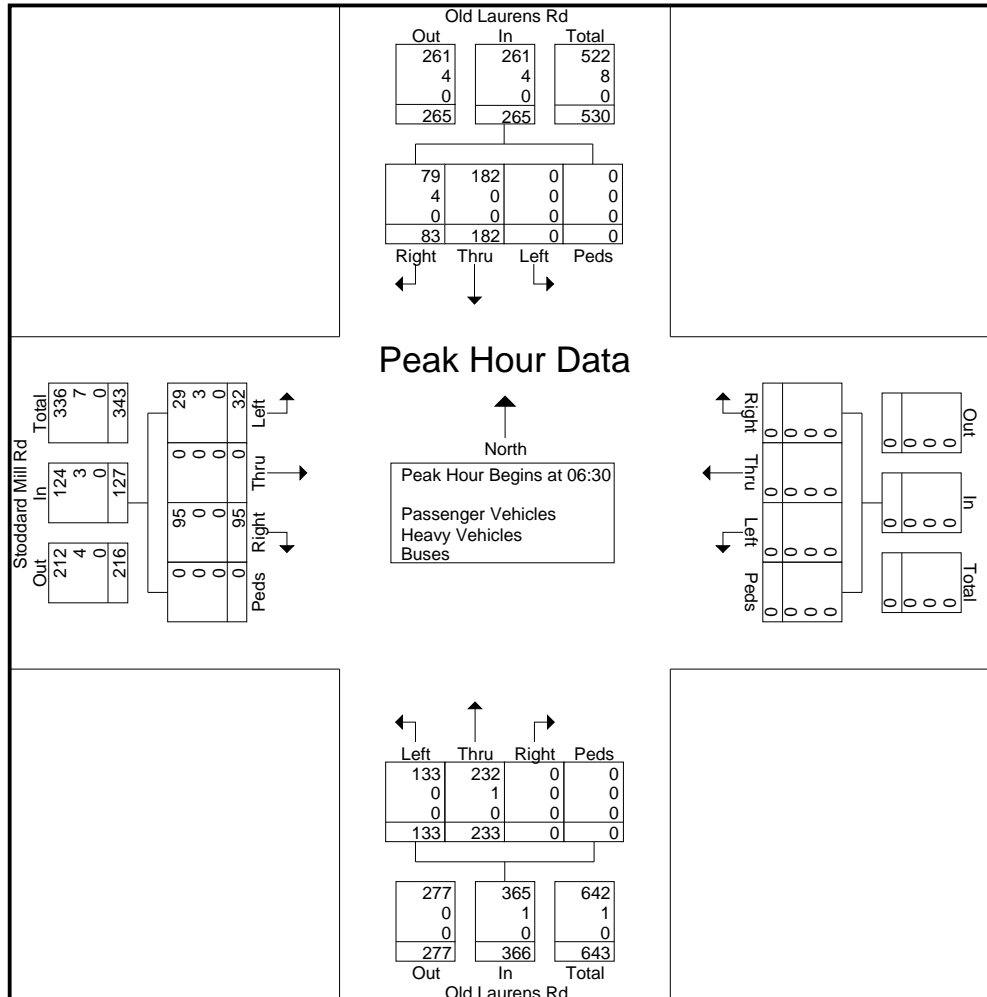
File Name : Old Laurens Rd @ Stoddard Mill Rd

Site Code :

Start Date : 05/07/2019

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Start Time	Old Laurens Rd Southbound					Westbound					Old Laurens Rd Northbound					Stoddard Mill Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30																					
06:30	0	4	26	0	30	0	0	0	0	0	69	135	0	0	204	7	0	4	0	11	245
06:45	0	12	24	0	36	0	0	0	0	0	50	64	0	0	114	4	0	4	0	8	158
07:00	0	61	14	0	75	0	0	0	0	0	5	15	0	0	20	3	0	17	0	20	115
07:15	0	105	19	0	124	0	0	0	0	0	9	19	0	0	28	18	0	70	0	88	240
Total Volume	0	182	83	0	265	0	0	0	0	0	133	233	0	0	366	32	0	95	0	127	758
% App. Total	0	68.7	31.3	0		0	0	0	0	0	36.3	63.7	0	0		25.2	0	74.8	0		
PHF	.000	.433	.798	.000	.534	.000	.000	.000	.000	.000	.482	.431	.000	.000	.449	.444	.000	.339	.000	.361	.773
Passenger Vehicles	0	182	79	0	261	0	0	0	0	0	133	232	0	0	365	29	0	95	0	124	750
% Passenger Vehicles																					
Heavy Vehicles	0	0	4	0	4	0	0	0	0	0	0	1	0	0	1	3	0	0	0	3	8
% Heavy Vehicles	0	0	4.8	0	1.5	0	0	0	0	0	0	0.4	0	0	0.3	9.4	0	0	0	2.4	1.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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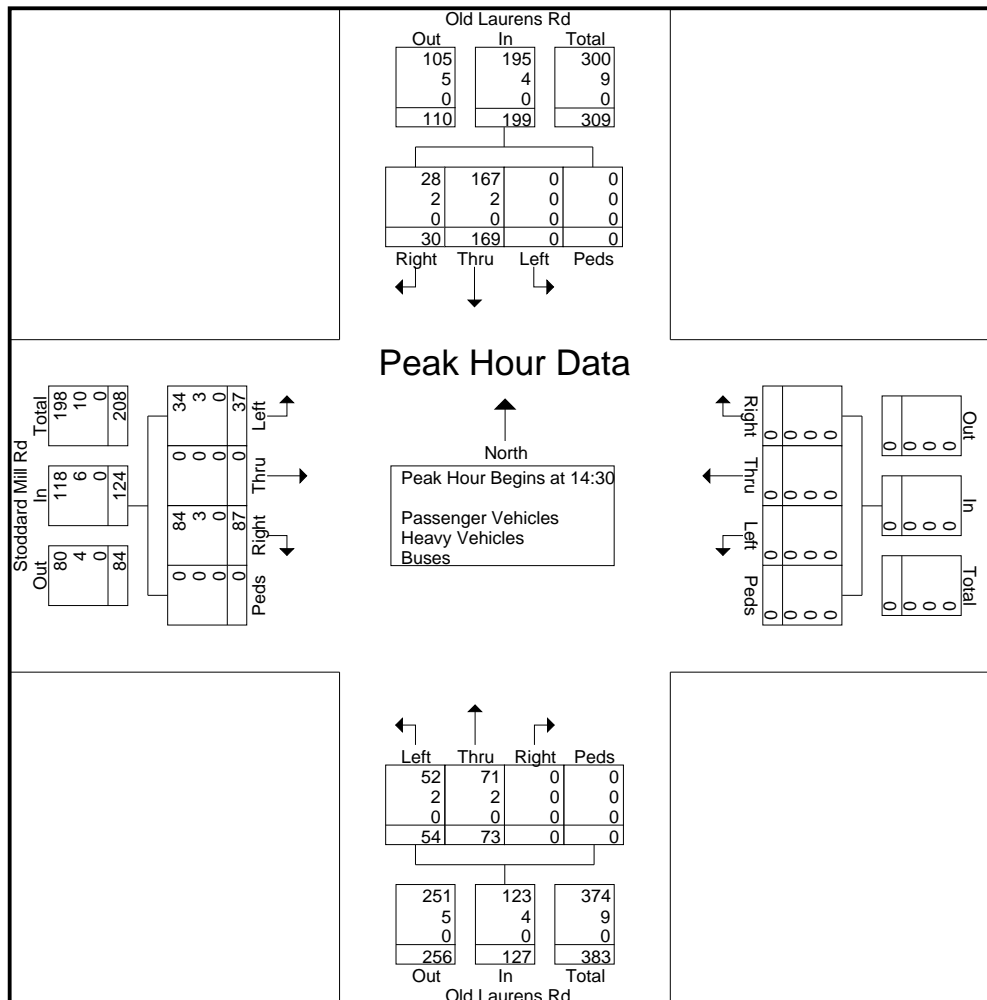
File Name : Old Laurens Rd @ Stoddard Mill Rd

Site Code :

Start Date : 05/07/2019

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Start Time	Old Laurens Rd Southbound					Westbound					Old Laurens Rd Northbound					Stoddard Mill Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:30																					
14:30	0	15	9	0	24	0	0	0	0	0	32	43	0	0	75	3	0	6	0	9	108
14:45	0	9	10	0	19	0	0	0	0	0	10	17	0	0	27	3	0	6	0	9	55
15:00	0	25	5	0	30	0	0	0	0	0	5	7	0	0	12	5	0	6	0	11	53
15:15	0	120	6	0	126	0	0	0	0	0	7	6	0	0	13	26	0	69	0	95	234
Total Volume	0	169	30	0	199	0	0	0	0	0	54	73	0	0	127	37	0	87	0	124	450
% App. Total	0	84.9	15.1	0		0	0	0	0	0	42.5	57.5	0	0		29.8	0	70.2	0		
PHF	.000	.352	.750	.000	.395	.000	.000	.000	.000	.000	.422	.424	.000	.000	.423	.356	.000	.315	.000	.326	.481
Passenger Vehicles	0	167	28	0	195	0	0	0	0	0	52	71	0	0	123	34	0	84	0	118	436
% Passenger Vehicles																					
Heavy Vehicles	0	2	2	0	4	0	0	0	0	0	2	2	0	0	4	3	0	3	0	6	14
% Heavy Vehicles	0	1.2	6.7	0	2.0	0	0	0	0	0	3.7	2.7	0	0	3.1	8.1	0	3.4	0	4.8	3.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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735 Maryland St  
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*We can't say we're the Best, but you Can!*

File Name : S Nelson Dr @ Andrews Rd  
Site Code :  
Start Date : 05/07/2019  
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	S Nelson Dr Southbound				Westbound				S Nelson Dr Northbound				Andrews Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30	0	11	2	0	0	0	0	0	7	25	0	0	0	0	3	0	48
06:45	0	13	0	0	0	0	0	0	4	37	0	0	1	0	3	0	58
Total	0	24	2	0	0	0	0	0	11	62	0	0	1	0	6	0	106
07:00	0	10	0	0	0	0	0	0	0	6	0	0	1	0	2	0	19
07:15	0	10	0	0	0	0	0	0	3	9	0	0	0	0	3	0	25
07:30	0	9	0	0	0	0	0	0	4	9	0	0	0	0	4	0	26
07:45	0	2	0	0	0	0	0	0	6	9	0	0	1	0	1	0	19
Total	0	31	0	0	0	0	0	0	13	33	0	0	2	0	10	0	89
08:00	0	4	0	0	0	0	0	0	1	5	0	0	0	0	1	0	11
08:15	0	4	0	0	0	0	0	0	3	3	0	0	0	0	4	0	14
08:30	0	1	2	0	0	0	0	0	0	3	0	0	0	0	0	0	6
08:45	0	7	0	0	0	0	0	0	3	6	0	0	0	0	3	0	19
Total	0	16	2	0	0	0	0	0	7	17	0	0	0	0	8	0	50
14:30	0	7	0	0	0	0	0	0	2	8	0	0	2	0	3	0	22
14:45	0	6	1	0	0	0	0	0	4	5	0	0	0	0	4	0	20
Total	0	13	1	0	0	0	0	0	6	13	0	0	2	0	7	0	42
15:00	0	12	0	0	0	0	0	0	3	8	0	0	0	0	10	0	33
15:15	0	8	0	0	0	0	0	0	2	7	0	0	0	0	3	0	20
15:30	0	26	0	0	0	0	0	0	4	9	0	0	0	0	2	0	41
15:45	0	9	0	0	0	0	0	0	1	4	0	0	0	0	0	0	14
Total	0	55	0	0	0	0	0	0	10	28	0	0	0	0	15	0	108
16:00	0	9	1	0	0	0	0	0	0	10	0	0	0	0	4	0	24
16:15	0	8	0	0	0	0	0	0	2	3	0	0	0	0	4	0	17
16:30	0	11	0	0	0	0	0	0	2	8	0	0	0	0	12	0	33
16:45	0	5	0	0	0	0	0	0	1	3	0	0	0	0	4	0	13
Total	0	33	1	0	0	0	0	0	5	24	0	0	0	0	24	0	87
17:00	0	17	0	0	0	0	0	0	2	11	0	0	0	0	6	0	36
17:15	0	13	0	0	0	0	0	0	1	3	0	0	0	0	3	0	20
17:30	0	11	0	0	0	0	0	0	2	10	0	0	0	0	1	0	24
17:45	0	4	0	0	0	0	0	0	0	7	0	0	0	0	0	0	11
Total	0	45	0	0	0	0	0	0	5	31	0	0	0	0	10	0	91
Grand Total	0	217	6	0	0	0	0	0	57	208	0	0	5	0	80	0	573
Apprch %	0	97.3	2.7	0	0	0	0	0	21.5	78.5	0	0	5.9	0	94.1	0	
Total %	0	37.9	1	0	0	0	0	0	9.9	36.3	0	0	0.9	0	14	0	
Passenger Vehicles	0	208	4	0	0	0	0	0	41	199	0	0	4	0	63	0	519
% Passenger Vehicles	0	95.9	66.7	0	0	0	0	0	71.9	95.7	0	0	80	0	78.8	0	90.6
Heavy Vehicles	0	9	2	0	0	0	0	0	14	9	0	0	1	0	14	0	49
% Heavy Vehicles	0	4.1	33.3	0	0	0	0	0	24.6	4.3	0	0	20	0	17.5	0	8.6
Buses	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	5
% Buses	0	0	0	0	0	0	0	0	3.5	0	0	0	0	0	3.8	0	0.9

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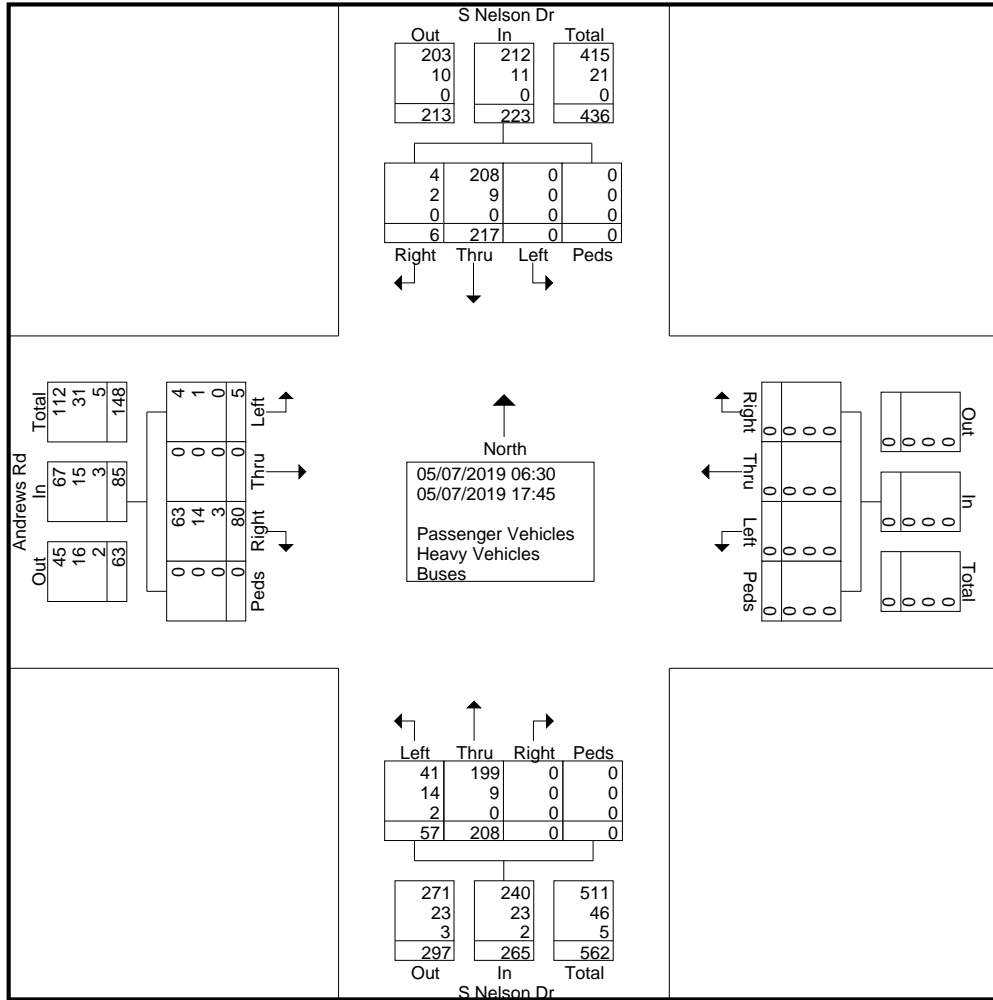
*We can't say we're the Best, but you Can!*

File Name : S Nelson Dr @ Andrews Rd

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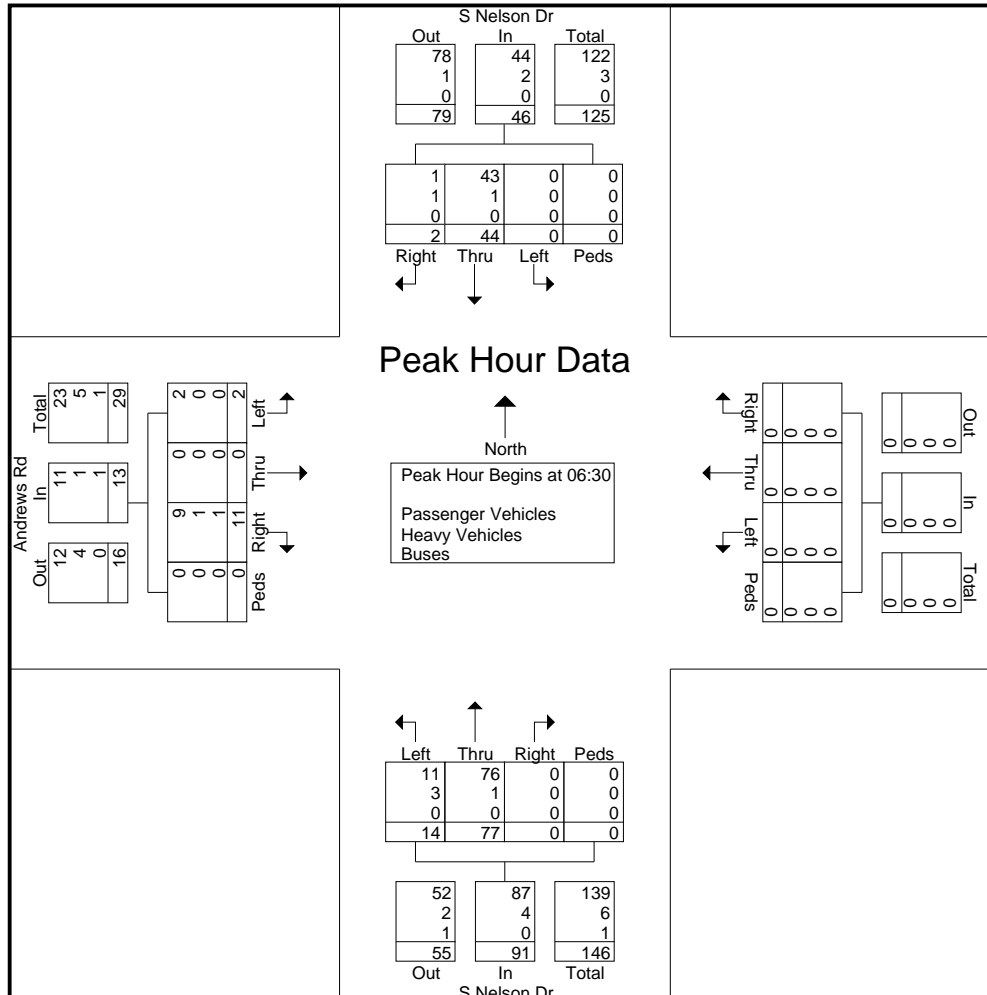
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735 Maryland St  
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*We can't say we're the Best, but you Can!*

File Name : S Nelson Dr @ Andrews Rd  
Site Code :  
Start Date : 05/07/2019  
Page No : 3

Start Time	S Nelson Dr Southbound					Westbound					S Nelson Dr Northbound					Andrews Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30																					
06:30	0	11	2	0	13	0	0	0	0	0	7	25	0	0	32	0	0	3	0	3	48
06:45	0	13	0	0	13	0	0	0	0	0	4	37	0	0	41	1	0	3	0	4	58
07:00	0	10	0	0	10	0	0	0	0	0	0	6	0	0	6	1	0	2	0	3	19
07:15	0	10	0	0	10	0	0	0	0	0	3	9	0	0	12	0	0	3	0	3	25
Total Volume	0	44	2	0	46	0	0	0	0	0	14	77	0	0	91	2	0	11	0	13	150
% App. Total	0	95.7	4.3	0		0	0	0	0		15.4	84.6	0	0		15.4	0	84.6	0		
PHF	.000	.846	.250	.000	.885	.000	.000	.000	.000	.000	.500	.520	.000	.000	.555	.500	.000	.917	.000	.813	.647
Passenger Vehicles	0	43	1	0	44	0	0	0	0	0	11	76	0	0	87	2	0	9	0	11	142
% Passenger Vehicles																					
Heavy Vehicles	0	1	1	0	2	0	0	0	0	0	3	1	0	0	4	0	0	1	0	1	7
% Heavy Vehicles	0	2.3	50.0	0	4.3	0	0	0	0	0	21.4	1.3	0	0	4.4	0	0	9.1	0	7.7	4.7
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.1	0	7.7	0.7



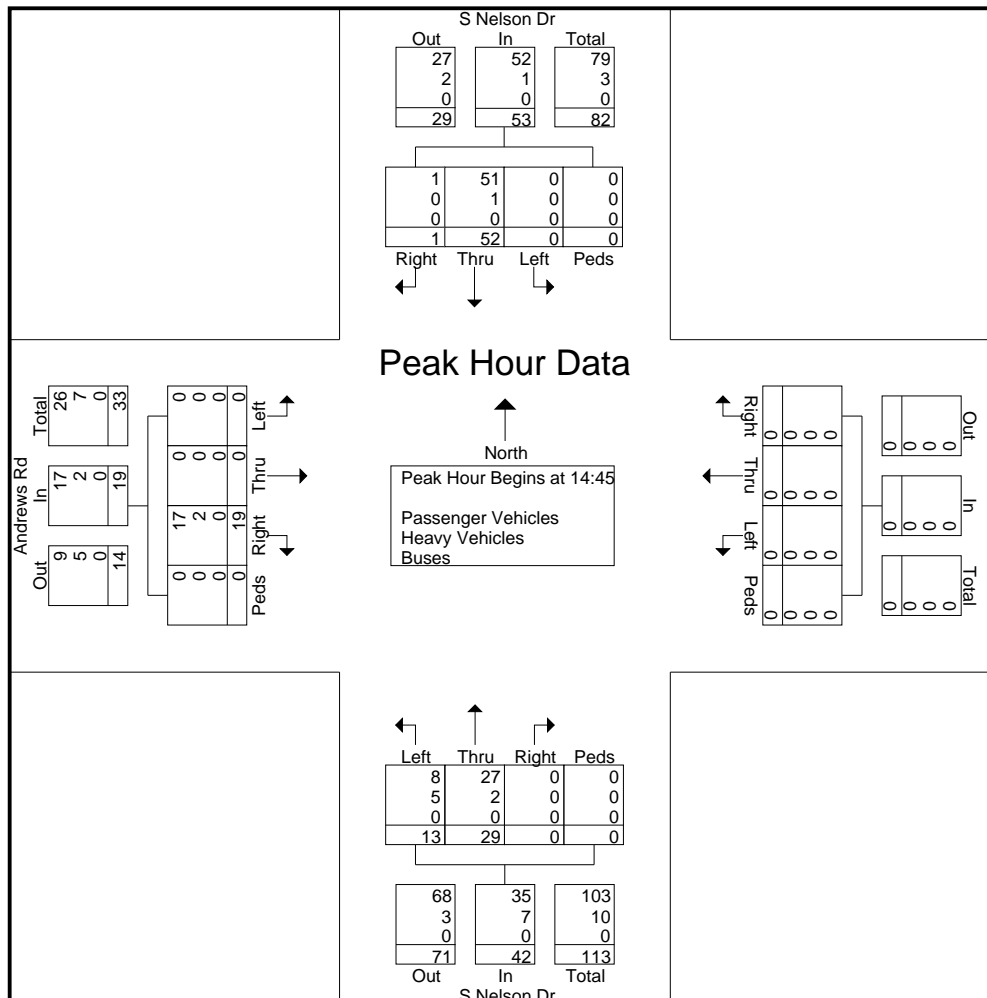
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File Name : S Nelson Dr @ Andrews Rd  
Site Code :  
Start Date : 05/07/2019  
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Start Time	S Nelson Dr Southbound					Westbound					S Nelson Dr Northbound					Andrews Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:45																					
14:45	0	6	1	0	7	0	0	0	0	0	4	5	0	0	9	0	0	4	0	4	20
15:00	0	12	0	0	12	0	0	0	0	0	3	8	0	0	11	0	0	10	0	10	33
15:15	0	8	0	0	8	0	0	0	0	0	2	7	0	0	9	0	0	3	0	3	20
15:30	0	26	0	0	26	0	0	0	0	0	4	9	0	0	13	0	0	2	0	2	41
Total Volume	0	52	1	0	53	0	0	0	0	0	13	29	0	0	42	0	0	19	0	19	114
% App. Total	0	98.1	1.9	0		0	0	0	0	0	31	69	0	0		0	0	100	0		
PHF	.000	.500	.250	.000	.510	.000	.000	.000	.000	.000	.813	.806	.000	.000	.808	.000	.000	.475	.000	.475	.695
Passenger Vehicles	0	51	1	0	52	0	0	0	0	0	8	27	0	0	35	0	0	17	0	17	104
% Passenger Vehicles																					
Heavy Vehicles	0	1	0	0	1	0	0	0	0	0	5	2	0	0	7	0	0	2	0	2	10
% Heavy Vehicles	0	1.9	0	0	1.9	0	0	0	0	0	38.5	6.9	0	0	16.7	0	0	10.5	0	10.5	8.8
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





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735 Maryland St  
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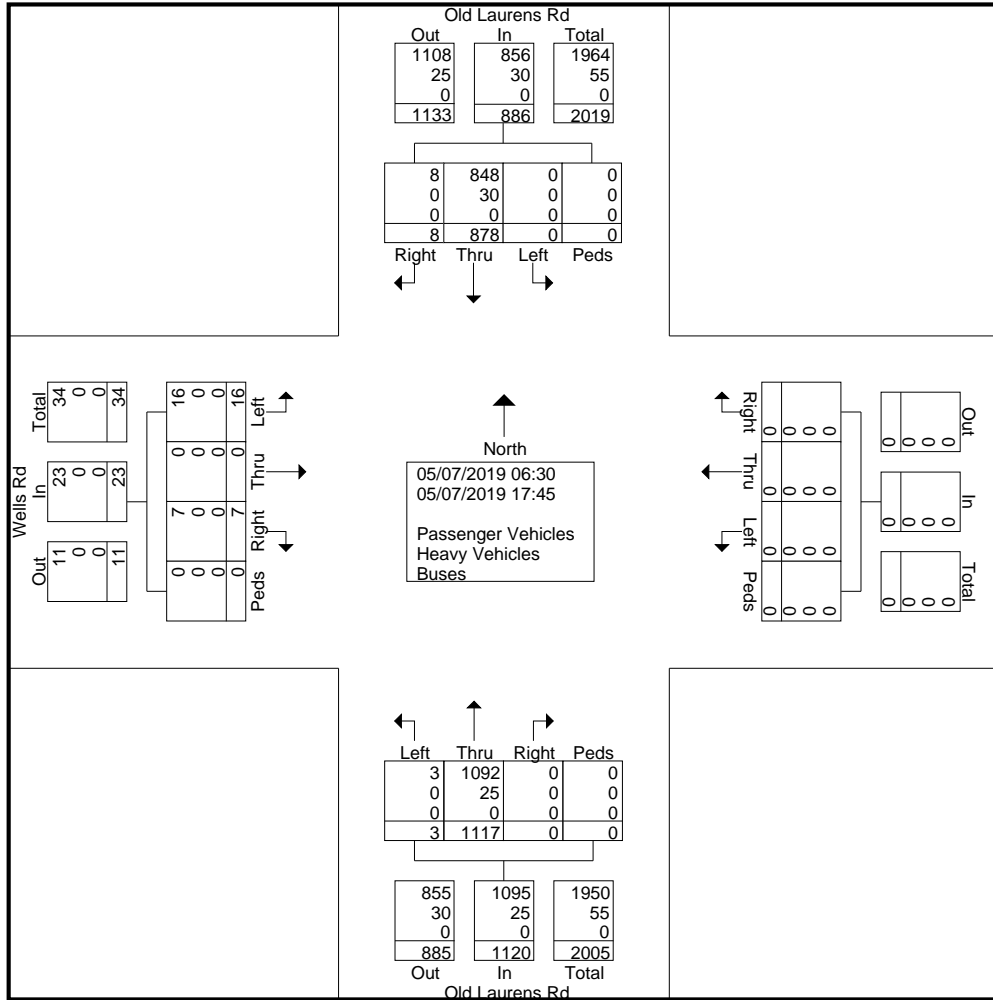
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File Name : Old Laurens Rd @ Wells Rd

Site Code :

Start Date : 05/07/2019

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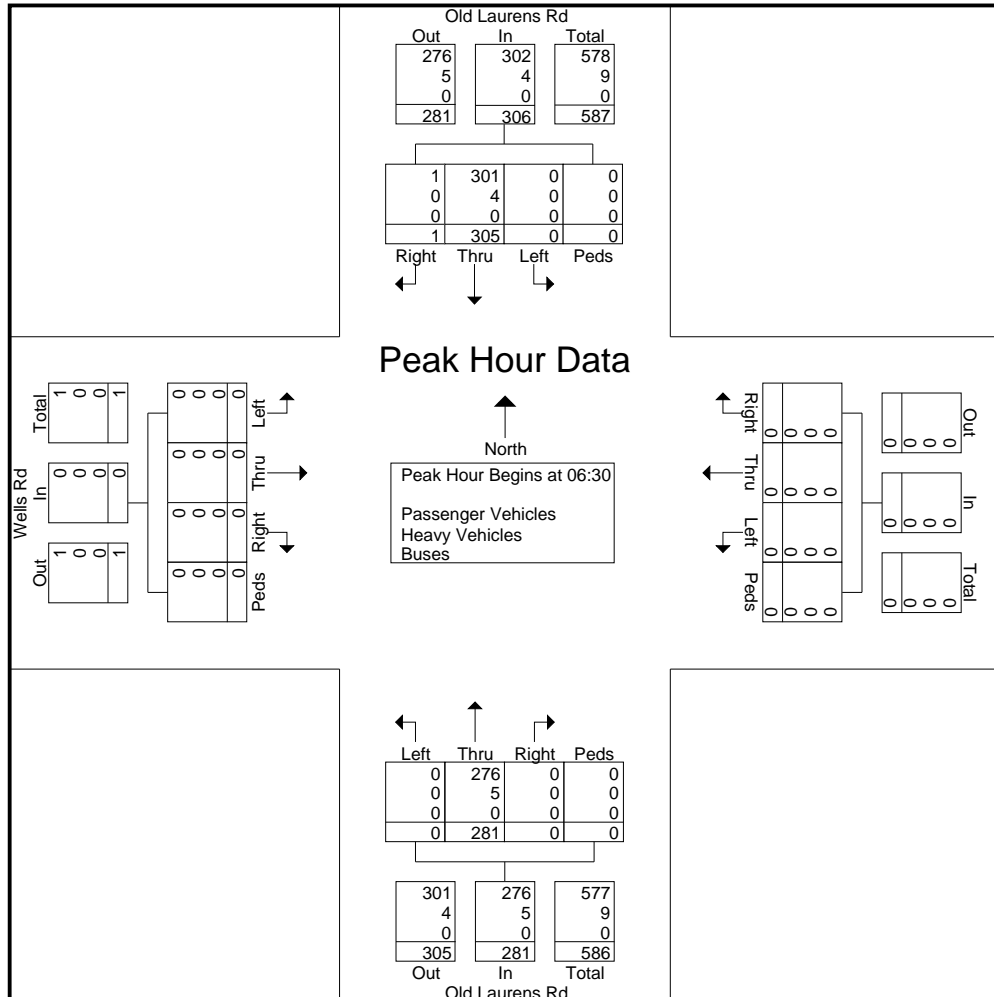
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File Name : Old Laurens Rd @ Wells Rd  
Site Code :  
Start Date : 05/07/2019  
Page No : 3

Start Time	Old Laurens Rd Southbound					Westbound					Old Laurens Rd Northbound					Wells Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30																					
06:30	0	154	0	0	154	0	0	0	0	0	0	61	0	0	61	0	0	0	0	0	215
06:45	0	65	1	0	66	0	0	0	0	0	0	31	0	0	31	0	0	0	0	0	97
07:00	0	34	0	0	34	0	0	0	0	0	0	72	0	0	72	0	0	0	0	0	106
07:15	0	52	0	0	52	0	0	0	0	0	0	117	0	0	117	0	0	0	0	0	169
Total Volume	0	305	1	0	306	0	0	0	0	0	0	281	0	0	281	0	0	0	0	0	587
% App. Total	0	99.7	0.3	0		0	0	0	0	0	0	100	0	0		0	0	0	0	0	
PHF	.000	.495	.250	.000	.497	.000	.000	.000	.000	.000	.000	.600	.000	.000	.600	.000	.000	.000	.000	.000	.683
Passenger Vehicles	0	301	1	0	302	0	0	0	0	0	0	276	0	0	276	0	0	0	0	0	578
% Passenger Vehicles																					
Heavy Vehicles	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
% Heavy Vehicles	0	1.3	0	0	1.3	0	0	0	0	0	0	1.8	0	0	1.8	0	0	0	0	0	1.5
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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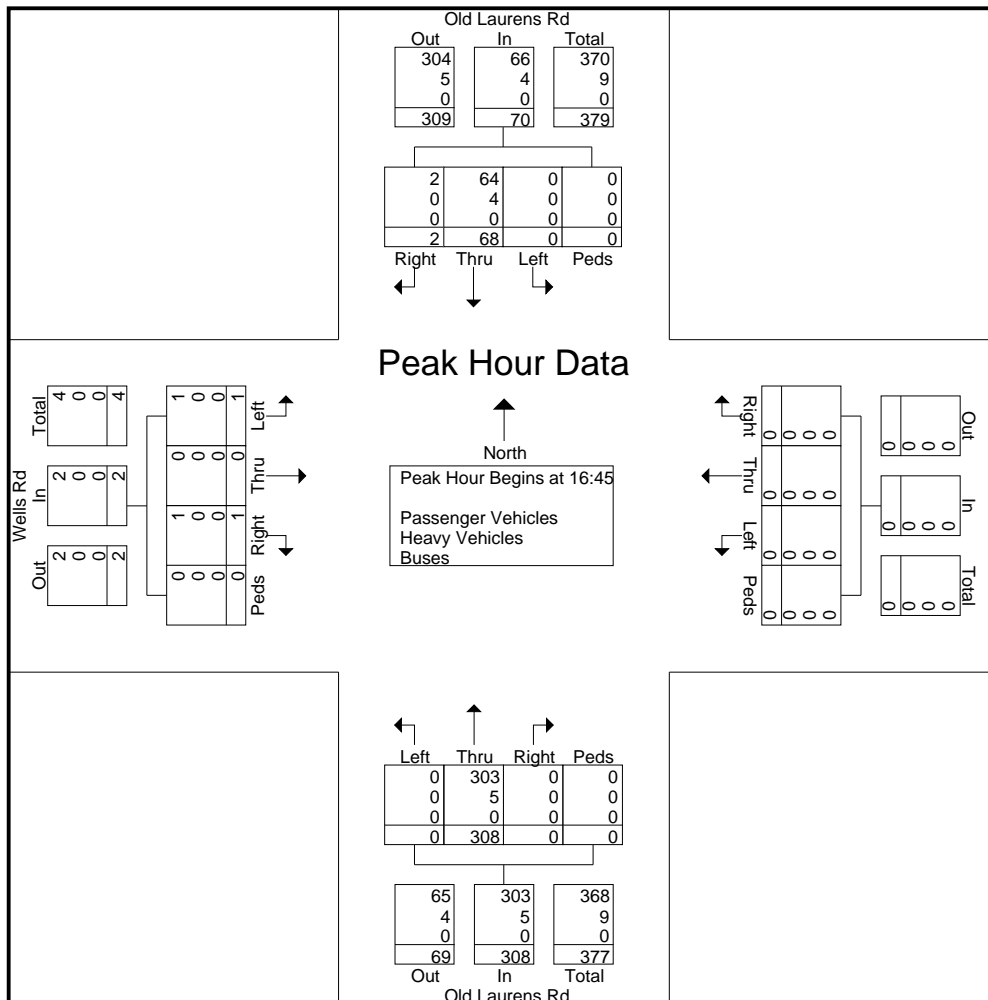
File Name : Old Laurens Rd @ Wells Rd

Site Code :

Start Date : 05/07/2019

Page No : 4

Start Time	Old Laurens Rd Southbound					Westbound					Old Laurens Rd Northbound					Wells Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	19	1	0	20	0	0	0	0	0	0	45	0	0	45	0	0	0	0	0	65
17:00	0	17	0	0	17	0	0	0	0	0	0	91	0	0	91	1	0	1	0	2	110
17:15	0	19	1	0	20	0	0	0	0	0	0	40	0	0	40	0	0	0	0	0	60
17:30	0	13	0	0	13	0	0	0	0	0	0	132	0	0	132	0	0	0	0	0	145
Total Volume	0	68	2	0	70	0	0	0	0	0	0	308	0	0	308	1	0	1	0	2	380
% App. Total	0	97.1	2.9	0		0	0	0	0	0	0	100	0	0		50	0	50	0		
PHF	.000	.895	.500	.000	.875	.000	.000	.000	.000	.000	.000	.583	.000	.000	.583	.250	.000	.250	.000	.250	.655
Passenger Vehicles	0	64	2	0	66	0	0	0	0	0	0	303	0	0	303	1	0	1	0	2	371
% Passenger Vehicles																					
Heavy Vehicles	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	9
% Heavy Vehicles	0	5.9	0	0	5.7	0	0	0	0	0	0	1.6	0	0	1.6	0	0	0	0	0	2.4
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



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File Name : Old Laurens Rd @ Abercrombie Rd

Site Code :

Start Date : 05/07/2019

Page No : 1

## Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Old Laurens Rd Southbound				Abercrombie Rd Westbound				Old Laurens Rd Northbound				Abercrombie Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30	4	144	3	0	33	2	1	0	2	40	4	0	19	3	1	0	256
06:45	2	63	10	0	16	5	3	0	3	28	4	0	25	2	2	0	163
Total	6	207	13	0	49	7	4	0	5	68	8	0	44	5	3	0	419
07:00	17	38	9	0	8	5	0	0	1	59	11	0	18	8	1	0	175
07:15	1	51	14	0	8	5	0	0	1	103	23	0	24	8	1	0	239
07:30	2	53	23	0	10	7	0	0	4	35	3	0	33	11	3	0	184
07:45	1	85	24	0	11	8	0	0	6	25	3	0	30	8	1	1	203
Total	21	227	70	0	37	25	0	0	12	222	40	0	105	35	6	1	801
08:00	2	45	11	0	15	4	0	0	1	17	2	0	28	3	2	1	131
08:15	4	31	13	0	3	2	0	0	0	14	0	0	30	6	0	0	103
08:30	4	19	7	0	2	0	1	0	0	11	3	0	10	5	1	0	63
08:45	2	15	5	0	1	1	0	0	2	8	1	0	12	5	0	0	52
Total	12	110	36	0	21	7	1	0	3	50	6	0	80	19	3	1	349
14:30	3	69	19	0	9	5	1	0	3	16	5	0	30	9	3	0	172
14:45	7	20	21	0	8	4	0	0	2	9	4	0	19	8	3	0	105
Total	10	89	40	0	17	9	1	0	5	25	9	0	49	17	6	0	277
15:00	35	31	18	0	3	5	0	0	4	19	4	0	15	8	2	0	144
15:15	6	12	15	0	0	9	0	0	1	127	19	0	25	13	2	0	229
15:30	16	22	26	0	3	8	0	0	1	44	13	0	10	6	0	0	149
15:45	1	14	21	0	2	9	1	0	1	26	5	0	16	4	0	0	100
Total	58	79	80	0	8	31	1	0	7	216	41	0	66	31	4	0	622
16:00	6	10	21	0	2	5	0	0	1	41	5	0	14	5	1	0	111
16:15	4	10	22	0	3	3	0	0	1	41	4	0	7	4	0	0	99
16:30	14	8	22	0	1	7	0	0	2	39	8	0	17	4	1	0	123
16:45	0	14	27	0	3	8	0	0	3	36	9	0	12	7	5	0	124
Total	24	42	92	0	9	23	0	0	7	157	26	0	50	20	7	0	457
17:00	7	11	17	0	4	3	1	0	0	82	20	0	15	8	2	0	170
17:15	7	19	32	0	3	8	0	0	2	39	9	0	10	7	0	0	136
17:30	6	9	22	0	1	5	1	0	1	100	28	0	16	5	0	0	194
17:45	3	5	26	0	1	4	0	0	3	37	5	0	8	5	1	0	98
Total	23	44	97	0	9	20	2	0	6	258	62	0	49	25	3	0	598
Grand Total	154	798	428	0	150	122	9	0	45	996	192	0	443	152	32	2	3523
Apprch %	11.2	57.8	31	0	53.4	43.4	3.2	0	3.6	80.8	15.6	0	70.4	24.2	5.1	0.3	
Total %	4.4	22.7	12.1	0	4.3	3.5	0.3	0	1.3	28.3	5.4	0	12.6	4.3	0.9	0.1	
Passenger Vehicles	144	761	420	0	150	116	7	0	43	963	190	0	432	147	30	2	3405
% Passenger Vehicles	93.5	95.4	98.1	0	100	95.1	77.8	0	95.6	96.7	99	0	97.5	96.7	93.8	100	96.7
Heavy Vehicles	10	36	5	0	0	6	2	0	1	31	2	0	10	2	0	0	105
% Heavy Vehicles	6.5	4.5	1.2	0	0	4.9	22.2	0	2.2	3.1	1	0	2.3	1.3	0	0	3
Buses	0	1	3	0	0	0	0	0	1	2	0	0	1	3	2	0	13
% Buses	0	0.1	0.7	0	0	0	0	0	2.2	0.2	0	0	0.2	2	6.2	0	0.4

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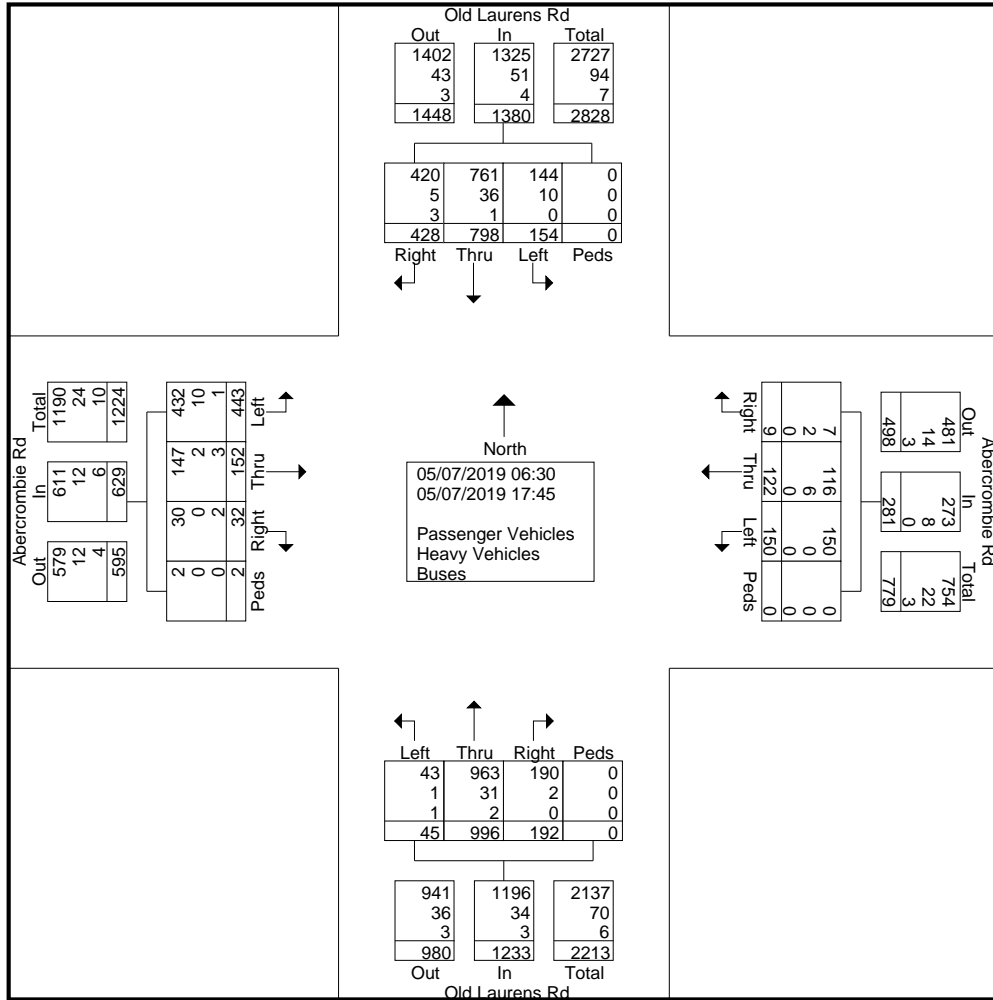
*We can't say we're the Best, but you Can!*

File Name : Old Laurens Rd @ Abercrombie Rd

Site Code :

Start Date : 05/07/2019

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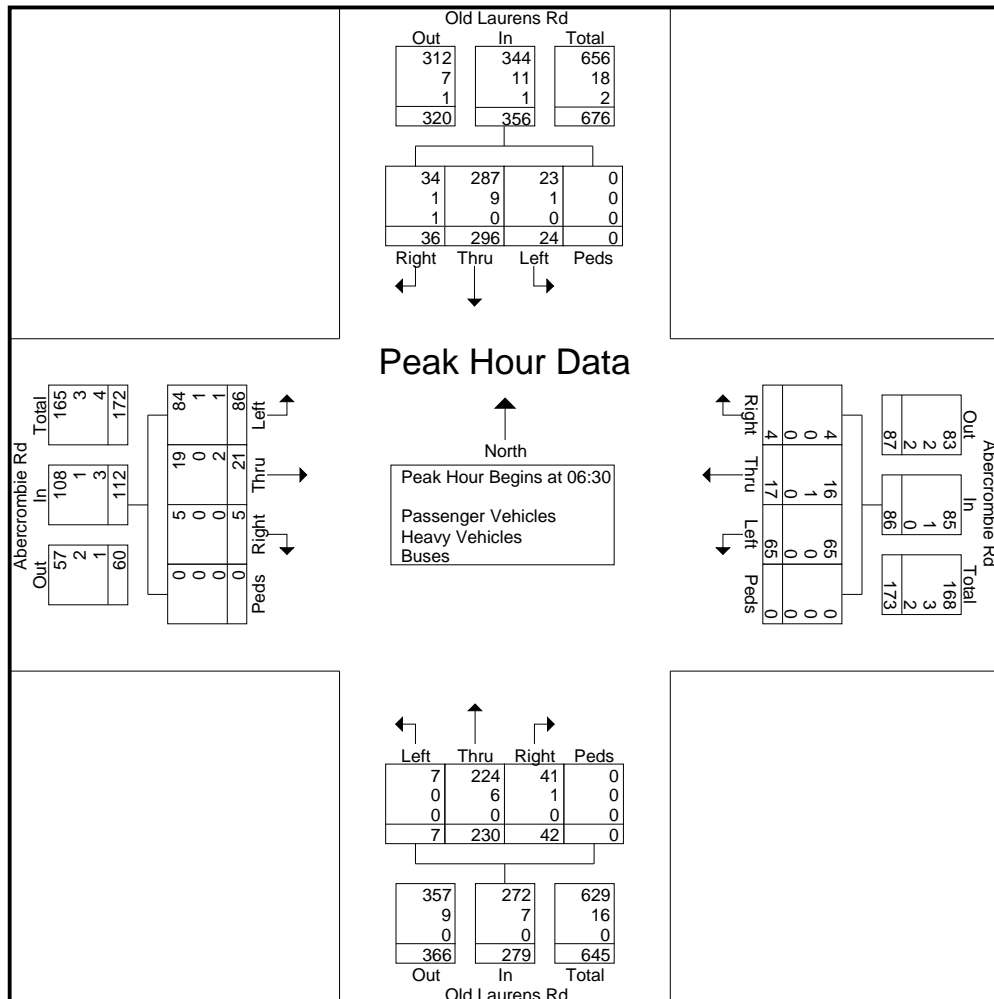
File Name : Old Laurens Rd @ Abercrombie Rd

Site Code :

Start Date : 05/07/2019

Page No : 3

Start Time	Old Laurens Rd Southbound					Abercrombie Rd Westbound					Old Laurens Rd Northbound					Abercrombie Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30																					
06:30	4	144	3	0	151	33	2	1	0	36	2	40	4	0	46	19	3	1	0	23	256
06:45	2	63	10	0	75	16	5	3	0	24	3	28	4	0	35	25	2	2	0	29	163
07:00	17	38	9	0	64	8	5	0	0	13	1	59	11	0	71	18	8	1	0	27	175
07:15	1	51	14	0	66	8	5	0	0	13	1	103	23	0	127	24	8	1	0	33	239
Total Volume	24	296	36	0	356	65	17	4	0	86	7	230	42	0	279	86	21	5	0	112	833
% App. Total	6.7	83.1	10.1	0		75.6	19.8	4.7	0		2.5	82.4	15.1	0		76.8	18.8	4.5	0		833
PHF	.353	.514	.643	.000	.589	.492	.850	.333	.000	.597	.583	.558	.457	.000	.549	.860	.656	.625	.000	.848	.813
Passenger Vehicles	23	287	34	0	344	65	16	4	0	85	7	224	41	0	272	84	19	5	0	108	809
% Passenger Vehicles																					
Heavy Vehicles	1	9	1	0	11	0	1	0	0	1	0	6	1	0	7	1	0	0	0	1	20
% Heavy Vehicles	4.2	3.0	2.8	0	3.1	0	5.9	0	0	1.2	0	2.6	2.4	0	2.5	1.2	0	0	0	0.9	2.4
Buses	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3	4
% Buses	0	0	2.8	0	0.3	0	0	0	0	0	0	0	0	0	0	1.2	9.5	0	0	2.7	0.5



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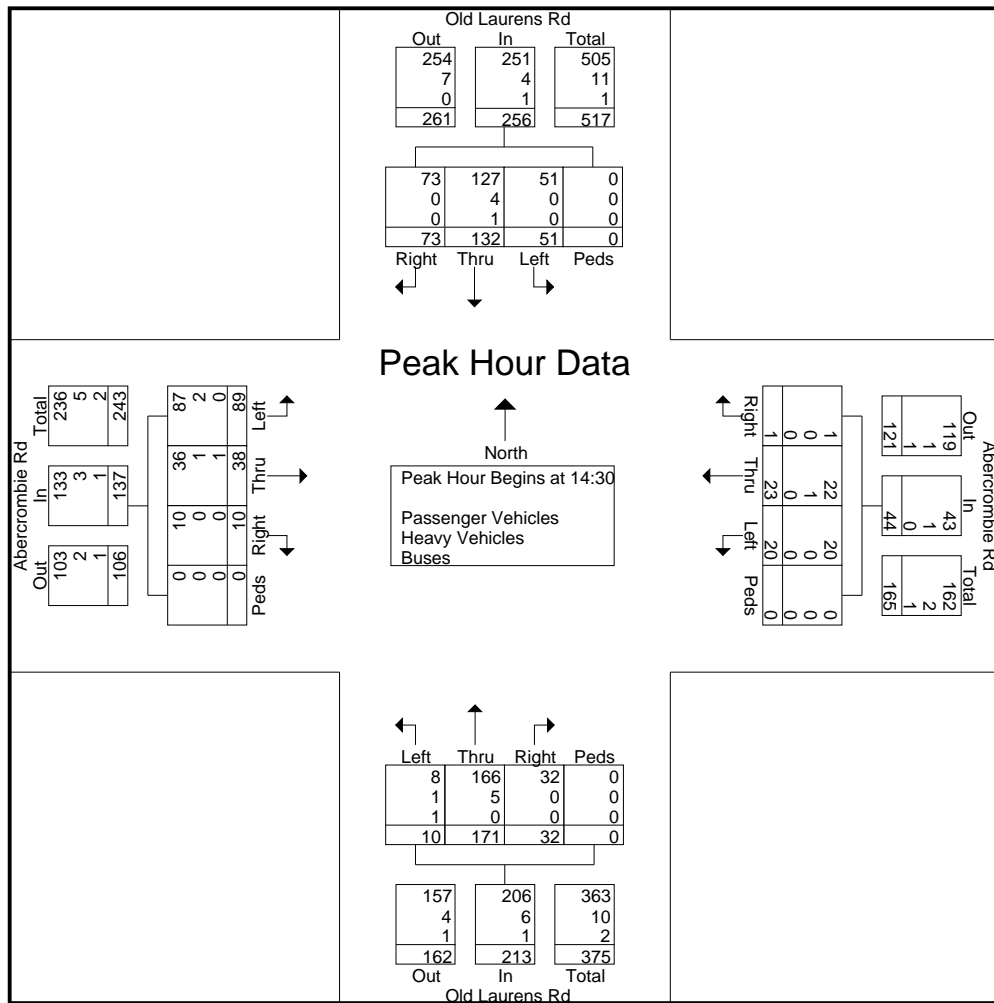
File Name : Old Laurens Rd @ Abercrombie Rd

Site Code :

Start Date : 05/07/2019

Page No : 4

Start Time	Old Laurens Rd Southbound					Abercrombie Rd Westbound					Old Laurens Rd Northbound					Abercrombie Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:30																					
14:30	3	69	19	0	91	9	5	1	0	15	3	16	5	0	24	30	9	3	0	42	172
14:45	7	20	21	0	48	8	4	0	0	12	2	9	4	0	15	19	8	3	0	30	105
15:00	35	31	18	0	84	3	5	0	0	8	4	19	4	0	27	15	8	2	0	25	144
15:15	6	12	15	0	33	0	9	0	0	9	1	127	19	0	147	25	13	2	0	40	229
Total Volume	51	132	73	0	256	20	23	1	0	44	10	171	32	0	213	89	38	10	0	137	650
% App. Total	19.9	51.6	28.5	0		45.5	52.3	2.3	0		4.7	80.3	15	0		65	27.7	7.3	0		
PHF	.364	.478	.869	.000	.703	.556	.639	.250	.000	.733	.625	.337	.421	.000	.362	.742	.731	.833	.000	.815	.710
Passenger Vehicles	51	127	73	0	251	20	22	1	0	43	8	166	32	0	206	87	36	10	0	133	633
% Passenger Vehicles																					
Heavy Vehicles	0	4	0	0	4	0	1	0	0	1	1	5	0	0	6	2	1	0	0	3	14
% Heavy Vehicles	0	3.0	0	0	1.6	0	4.3	0	0	2.3	10.0	2.9	0	0	2.8	2.2	2.6	0	0	2.2	2.2
Buses	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	3
% Buses	0	0.8	0	0	0.4	0	0	0	0	0	10.0	0	0	0	0.5	0	2.6	0	0	0.7	0.5



# SHORT COUNTS, LLC

735 Maryland St  
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File Name : Hwy 14 @ Abercrombie Rd  
Site Code :  
Start Date : 05/07/2019  
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Hwy 14 Southbound				Westbound				Hwy 14 Northbound				Abercrombie Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30	0	17	37	0	0	0	0	0	0	0	0	0	6	0	5	0	65
06:45	0	14	24	0	0	0	0	0	0	0	0	0	5	0	5	0	48
Total	0	31	61	0	0	0	0	0	0	0	0	0	11	0	10	0	113
07:00	0	30	12	0	0	0	0	0	0	0	0	0	16	0	19	0	77
07:15	0	25	14	0	0	0	0	0	0	0	0	0	27	0	5	0	71
07:30	0	19	16	0	0	0	0	0	0	0	0	0	7	0	8	0	50
07:45	0	21	22	0	0	0	0	0	0	0	0	0	10	0	2	0	55
Total	0	95	64	0	0	0	0	0	0	0	0	0	60	0	34	0	253
08:00	0	26	16	0	0	0	0	0	0	0	0	0	5	0	3	0	50
08:15	0	16	5	0	0	0	0	0	0	0	0	0	4	0	5	0	30
08:30	0	19	2	0	0	0	0	0	0	0	0	0	5	0	6	0	32
08:45	0	17	2	0	0	0	0	0	0	0	0	0	3	0	5	0	27
Total	0	78	25	0	0	0	0	0	0	0	0	0	17	0	19	0	139
14:30	0	16	14	0	0	0	0	0	0	0	0	0	12	0	6	0	48
14:45	0	19	18	0	0	0	0	0	0	0	0	0	9	0	10	0	56
Total	0	35	32	0	0	0	0	0	0	0	0	0	21	0	16	0	104
15:00	0	19	7	0	0	0	0	0	0	0	0	0	12	0	34	0	72
15:15	0	23	9	0	0	0	0	0	0	0	0	0	33	0	7	0	72
15:30	0	39	11	0	0	0	0	0	0	0	0	0	15	0	18	0	83
15:45	0	26	12	0	0	0	0	0	0	0	0	0	9	0	2	0	49
Total	0	107	39	0	0	0	0	0	0	0	0	0	69	0	61	0	276
16:00	0	26	7	0	0	0	0	0	0	0	0	0	7	0	8	0	48
16:15	0	19	6	0	0	0	0	0	0	0	0	0	8	0	7	0	40
16:30	0	33	8	0	0	0	0	0	0	0	0	0	12	0	14	0	67
16:45	0	12	11	0	0	0	0	0	0	0	0	0	12	0	4	0	39
Total	0	90	32	0	0	0	0	0	0	0	0	0	39	0	33	0	194
17:00	0	31	10	0	0	0	0	0	0	0	0	0	25	0	9	0	75
17:15	0	28	10	0	0	0	0	0	0	0	0	0	14	0	9	0	61
17:30	0	9	8	0	0	0	0	0	0	0	0	0	32	0	8	0	57
17:45	0	29	4	0	0	0	0	0	0	0	0	0	9	0	3	0	45
Total	0	97	32	0	0	0	0	0	0	0	0	0	80	0	29	0	238
Grand Total	0	533	285	0	0	0	0	0	0	0	0	0	297	0	202	0	1317
Apprch %	0	65.2	34.8	0	0	0	0	0	0	0	0	0	59.5	0	40.5	0	
Total %	0	40.5	21.6	0	0	0	0	0	0	0	0	0	22.6	0	15.3	0	
Passenger Vehicles	0	503	278	0	0	0	0	0	0	0	0	0	293	0	189	0	1263
% Passenger Vehicles	0	94.4	97.5	0	0	0	0	0	0	0	0	0	98.7	0	93.6	0	95.9
Heavy Vehicles	0	30	7	0	0	0	0	0	0	0	0	0	1	0	13	0	51
% Heavy Vehicles	0	5.6	2.5	0	0	0	0	0	0	0	0	0	0.3	0	6.4	0	3.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.2

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735 Maryland St  
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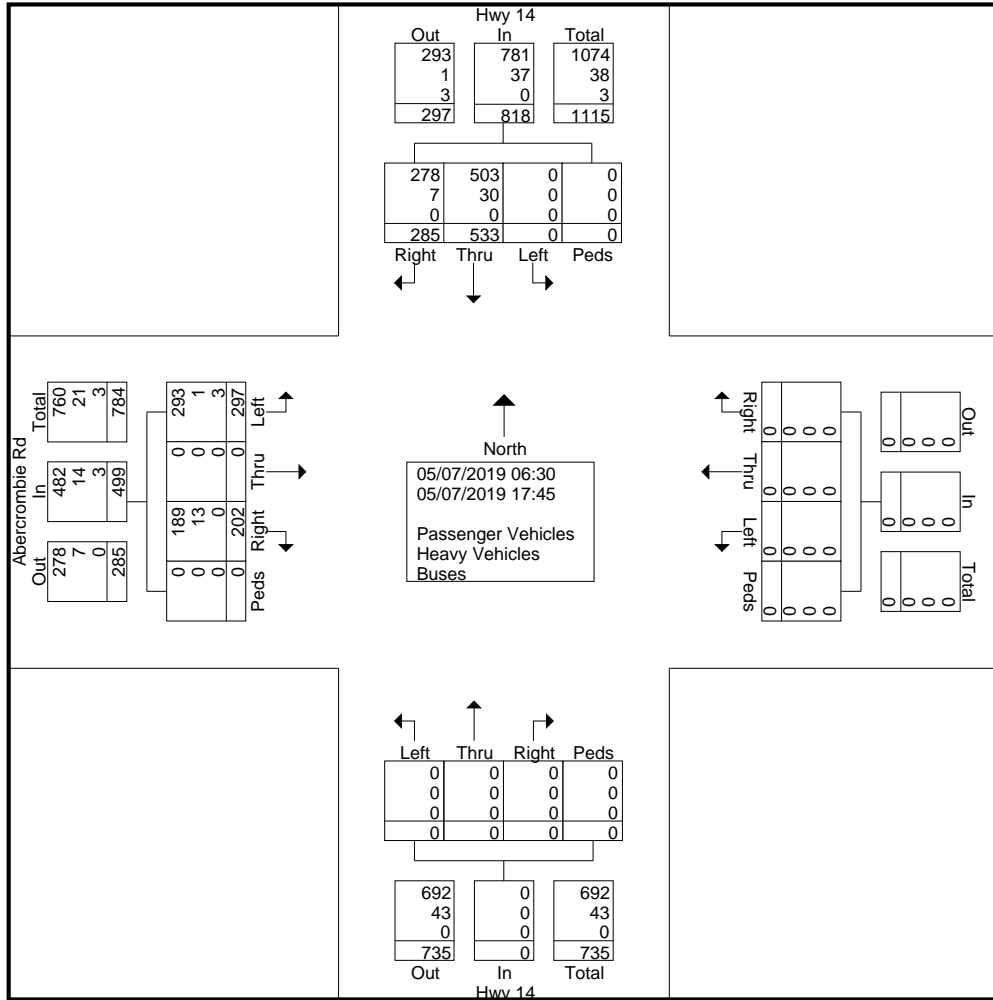
*We can't say we're the Best, but you Can!*

File Name : Hwy 14 @ Abercrombie Rd

Site Code :

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# SHORT COUNTS, LLC

735 Maryland St  
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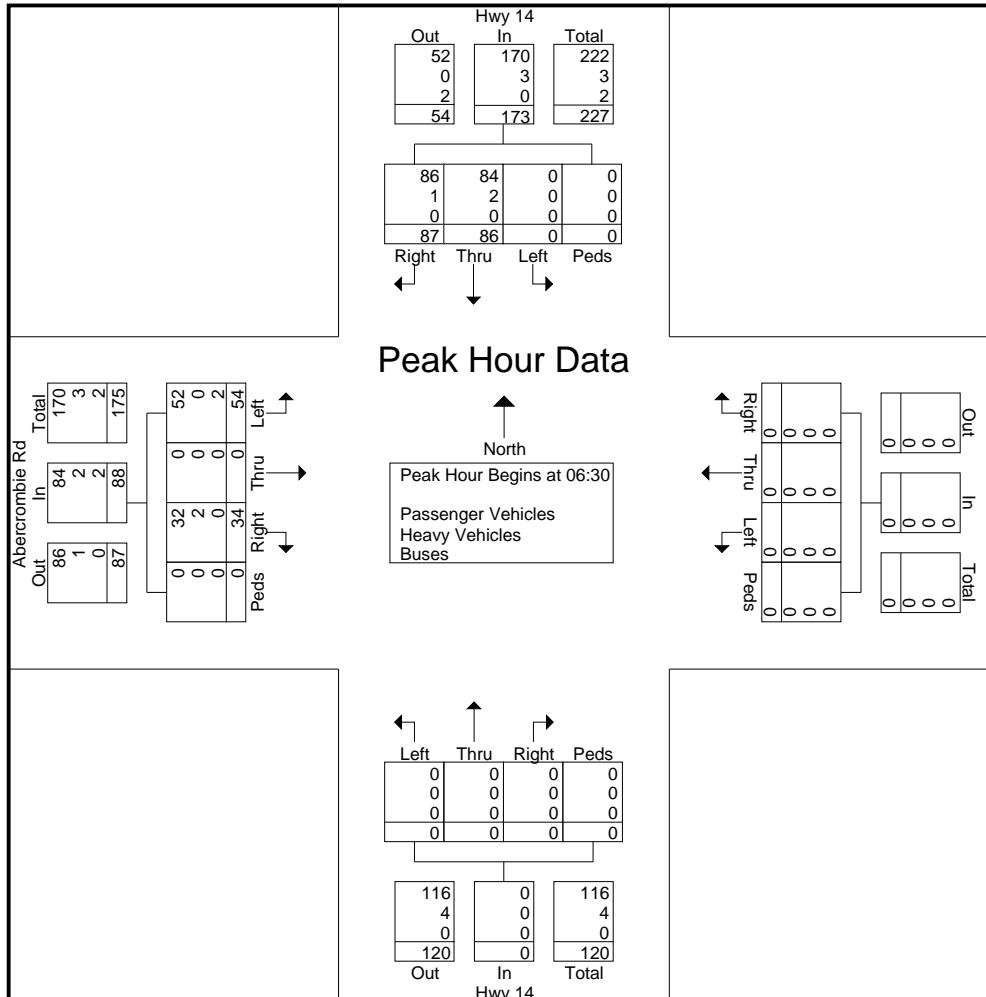
File Name : Hwy 14 @ Abercrombie Rd

Site Code :

Start Date : 05/07/2019

Page No : 3

Start Time	Hwy 14 Southbound					Westbound					Hwy 14 Northbound					Abercrombie Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30																					
06:30	0	17	37	0	54	0	0	0	0	0	0	0	0	0	0	6	0	5	0	11	65
06:45	0	14	24	0	38	0	0	0	0	0	0	0	0	0	0	5	0	5	0	10	48
07:00	0	30	12	0	42	0	0	0	0	0	0	0	0	0	0	16	0	19	0	35	77
07:15	0	25	14	0	39	0	0	0	0	0	0	0	0	0	0	27	0	5	0	32	71
Total Volume	0	86	87	0	173	0	0	0	0	0	0	0	0	0	0	54	0	34	0	88	261
% App. Total	0	49.7	50.3	0		0	0	0	0	0	0	0	0	0	0	61.4	0	38.6	0		
PHF	.000	.717	.588	.000	.801	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.447	.000	.629	.847
Passenger Vehicles	0	84	86	0	170	0	0	0	0	0	0	0	0	0	0	52	0	32	0	84	254
% Passenger Vehicles																					
Heavy Vehicles	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5
% Heavy Vehicles	0	2.3	1.1	0	1.7	0	0	0	0	0	0	0	0	0	0	0	0	5.9	0	2.3	1.9
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3.7	0	0	0	2.3	0.8



# SHORT COUNTS, LLC

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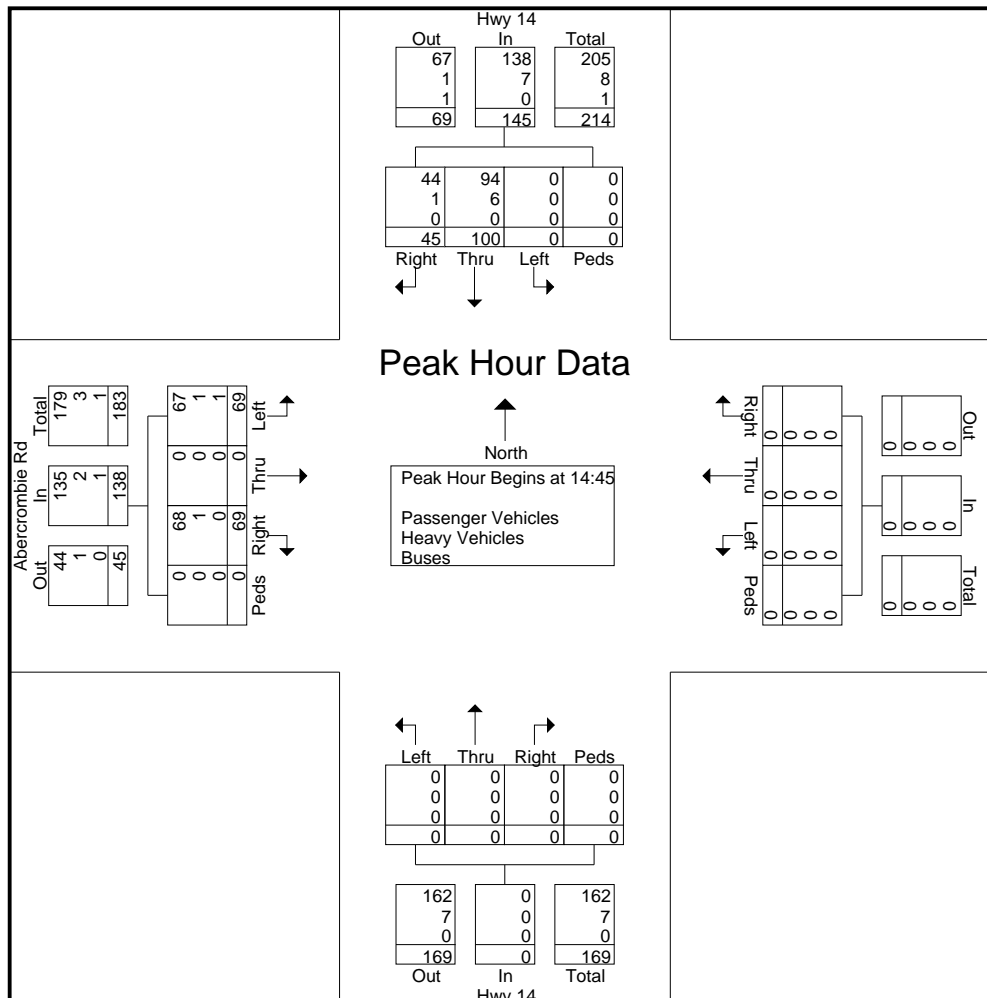
File Name : Hwy 14 @ Abercrombie Rd

Site Code :

Start Date : 05/07/2019

Page No : 4

Start Time	Hwy 14 Southbound					Westbound					Hwy 14 Northbound					Abercrombie Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:45																					
14:45	0	19	18	0	37	0	0	0	0	0	0	0	0	0	0	9	0	10	0	19	56
15:00	0	19	7	0	26	0	0	0	0	0	0	0	0	0	0	12	0	34	0	46	72
15:15	0	23	9	0	32	0	0	0	0	0	0	0	0	0	0	33	0	7	0	40	72
15:30	0	39	11	0	50	0	0	0	0	0	0	0	0	0	0	15	0	18	0	33	83
Total Volume	0	100	45	0	145	0	0	0	0	0	0	0	0	0	0	69	0	69	0	138	283
% App. Total	0	69	31	0		0	0	0	0	0	0	0	0	0	0	50	0	50	0		
PHF	.000	.641	.625	.000	.725	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.523	.000	.507	.000	.750	.852
Passenger Vehicles	0	94	44	0	138	0	0	0	0	0	0	0	0	0	0	67	0	68	0	135	273
% Passenger Vehicles																					
Heavy Vehicles	0	6	1	0	7	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	9
% Heavy Vehicles	0	6.0	2.2	0	4.8	0	0	0	0	0	0	0	0	0	0	1.4	0	1.4	0	1.4	3.2
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1.4	0	0	0	0.7	0.4



# SHORT COUNTS, LLC

735 Maryland St  
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File Name : Old Laurens Rd @ S. Nelson Dr  
Site Code :  
Start Date : 05/07/2019  
Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Old Laurens Rd Southbound				Business DW (offset) Westbound				Old Laurens Rd Northbound				S. Nelson Dr Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30	0	165	15	0	0	0	0	0	18	28	0	0	2	0	15	0	243
06:45	0	78	22	0	2	0	1	0	14	38	0	0	1	0	13	0	169
Total	0	243	37	0	2	0	1	0	32	66	0	0	3	0	28	0	412
07:00	0	32	2	0	0	0	0	0	2	85	0	0	1	0	11	0	133
07:15	0	63	6	0	1	0	1	0	9	122	1	0	3	1	9	0	216
07:30	0	70	4	0	0	0	0	0	8	60	0	0	2	0	8	0	152
07:45	0	107	9	0	0	0	0	0	6	58	1	0	0	0	3	0	184
Total	0	272	21	0	1	0	1	0	25	325	2	0	6	1	31	0	685
08:00	0	51	1	0	0	0	0	0	3	41	0	0	2	0	5	0	103
08:15	0	40	3	0	0	0	0	0	2	42	0	0	3	0	3	0	93
08:30	0	26	2	0	0	0	0	0	5	19	1	0	0	0	3	0	56
08:45	0	23	2	0	0	0	0	0	4	21	2	0	5	0	3	0	60
Total	0	140	8	0	0	0	0	0	14	123	3	0	10	0	14	0	312
14:30	2	105	4	0	1	0	2	0	8	37	1	0	1	0	13	0	174
14:45	0	44	6	0	0	0	0	0	2	31	4	0	2	0	9	0	98
Total	2	149	10	0	1	0	2	0	10	68	5	0	3	0	22	0	272
15:00	0	33	1	0	5	0	1	0	6	60	2	0	7	0	12	0	127
15:15	0	20	4	0	1	0	0	0	11	152	0	0	5	0	13	0	206
15:30	0	35	5	0	0	0	1	0	4	54	2	0	4	0	18	0	123
15:45	0	30	3	0	0	0	0	0	5	43	0	0	3	0	5	0	89
Total	0	118	13	0	6	0	2	0	26	309	4	0	19	0	48	0	545
16:00	0	27	1	0	1	0	0	0	5	55	0	0	7	0	10	0	106
16:15	2	29	2	0	0	0	0	0	5	41	1	0	5	0	10	0	95
16:30	1	28	3	0	0	0	0	0	6	55	0	0	6	0	11	0	110
16:45	0	37	4	0	1	0	0	0	3	57	1	0	4	0	7	0	114
Total	3	121	10	0	2	0	0	0	19	208	2	0	22	0	38	0	425
17:00	2	23	3	0	0	0	3	0	7	109	1	0	11	1	6	0	166
17:15	1	44	2	0	0	0	2	0	1	47	1	0	3	0	14	0	115
17:30	3	32	2	0	0	0	0	0	13	108	2	0	4	0	8	0	172
17:45	2	30	0	0	1	0	3	0	3	42	2	0	0	0	3	0	86
Total	8	129	7	0	1	0	8	0	24	306	6	0	18	1	31	0	539
Grand Total	13	1172	106	0	13	0	14	0	150	1405	22	0	81	2	212	0	3190
Apprch %	1	90.8	8.2	0	48.1	0	51.9	0	9.5	89.1	1.4	0	27.5	0.7	71.9	0	
Total %	0.4	36.7	3.3	0	0.4	0	0.4	0	4.7	44	0.7	0	2.5	0.1	6.6	0	
Passenger Vehicles	13	1120	89	0	12	0	12	0	143	1360	21	0	69	1	199	0	3039
% Passenger Vehicles	100	95.6	84	0	92.3	0	85.7	0	95.3	96.8	95.5	0	85.2	50	93.9	0	95.3
Heavy Vehicles	0	50	15	0	1	0	2	0	7	42	1	0	12	1	11	0	142
% Heavy Vehicles	0	4.3	14.2	0	7.7	0	14.3	0	4.7	3	4.5	0	14.8	50	5.2	0	4.5
Buses	0	2	2	0	0	0	0	0	0	3	0	0	0	0	2	0	9
% Buses	0	0.2	1.9	0	0	0	0	0	0	0.2	0	0	0	0	0.9	0	0.3

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735 Maryland St  
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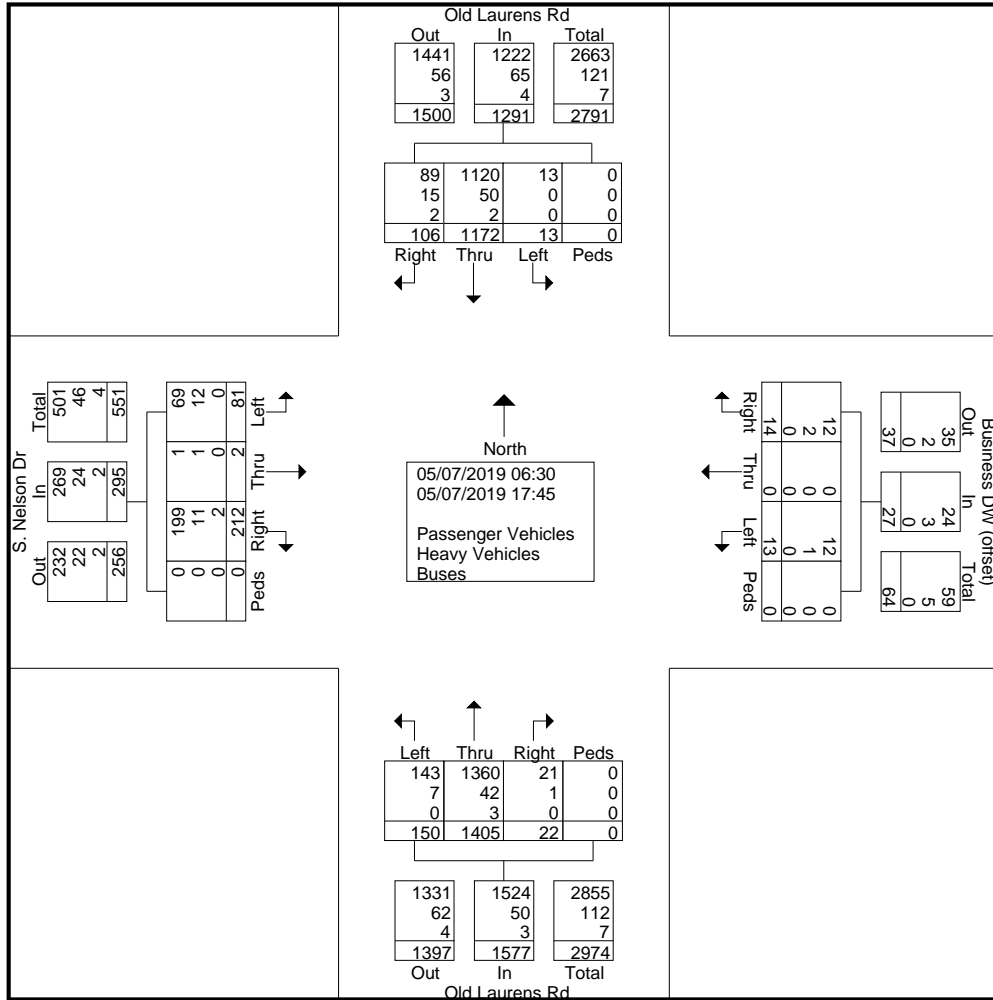
*We can't say we're the Best, but you Can!*

File Name : Old Laurens Rd @ S. Nelson Dr

Site Code :

Start Date : 05/07/2019

Page No : 2



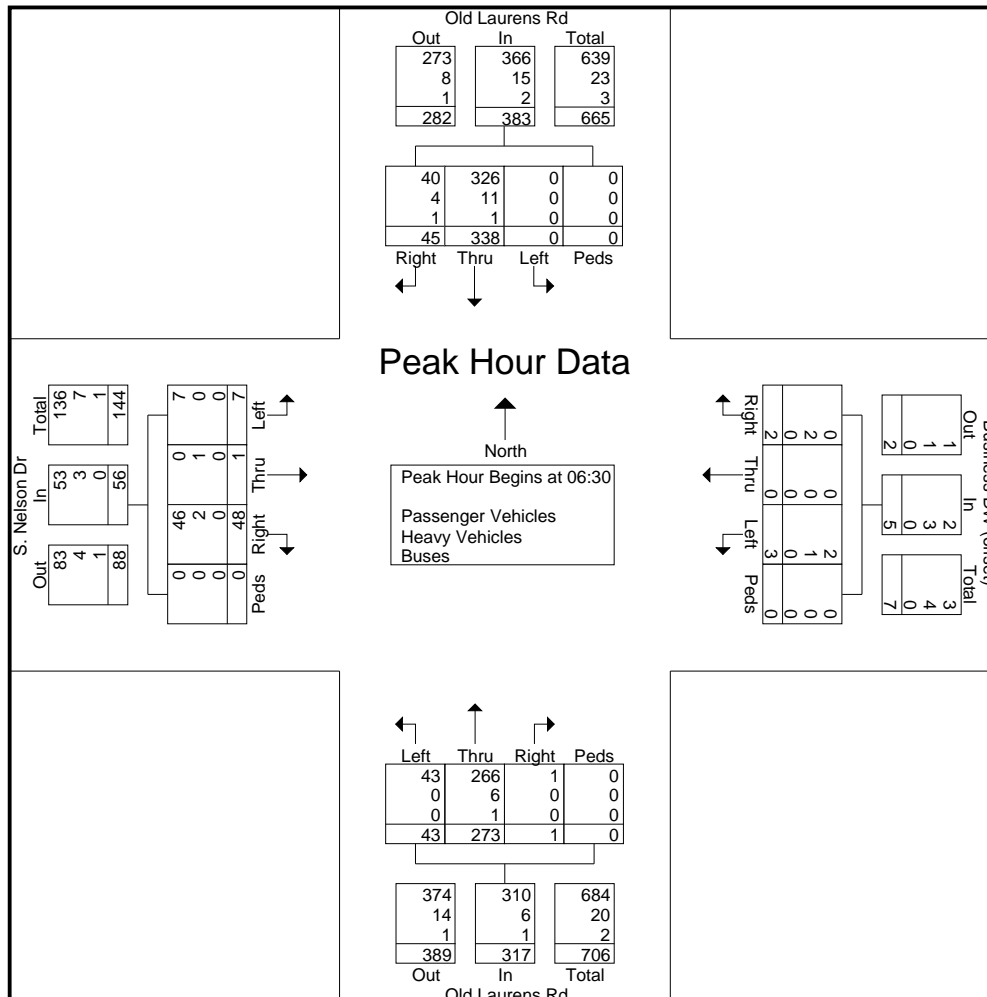
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735 Maryland St  
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*We can't say we're the Best, but you Can!*

File Name : Old Laurens Rd @ S. Nelson Dr  
Site Code :  
Start Date : 05/07/2019  
Page No : 3

Start Time	Old Laurens Rd Southbound					Business DW (offset) Westbound					Old Laurens Rd Northbound					S. Nelson Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30																					
06:30	0	165	15	0	180	0	0	0	0	0	18	28	0	0	46	2	0	15	0	17	243
06:45	0	78	22	0	100	2	0	1	0	3	14	38	0	0	52	1	0	13	0	14	169
07:00	0	32	2	0	34	0	0	0	0	0	2	85	0	0	87	1	0	11	0	12	133
07:15	0	63	6	0	69	1	0	1	0	2	9	122	1	0	132	3	1	9	0	13	216
Total Volume	0	338	45	0	383	3	0	2	0	5	43	273	1	0	317	7	1	48	0	56	761
% App. Total	0	88.3	11.7	0		60	0	40	0		13.6	86.1	0.3	0		12.5	1.8	85.7	0		
PHF	.000	.512	.511	.000	.532	.375	.000	.500	.000	.417	.597	.559	.250	.000	.600	.583	.250	.800	.000	.824	.783
Passenger Vehicles	0	326	40	0	366	2	0	0	0	2	43	266	1	0	310	7	0	46	0	53	731
% Passenger Vehicles																					
Heavy Vehicles	0	11	4	0	15	1	0	2	0	3	0	6	0	0	6	0	1	2	0	3	27
% Heavy Vehicles	0	3.3	8.9	0	3.9	33.3	0	100	0	60.0	0	2.2	0	0	1.9	0	100	4.2	0	5.4	3.5
Buses	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
% Buses	0	0.3	2.2	0	0.5	0	0	0	0	0	0	0.4	0	0	0.3	0	0	0	0	0	0.4



# SHORT COUNTS, LLC

735 Maryland St  
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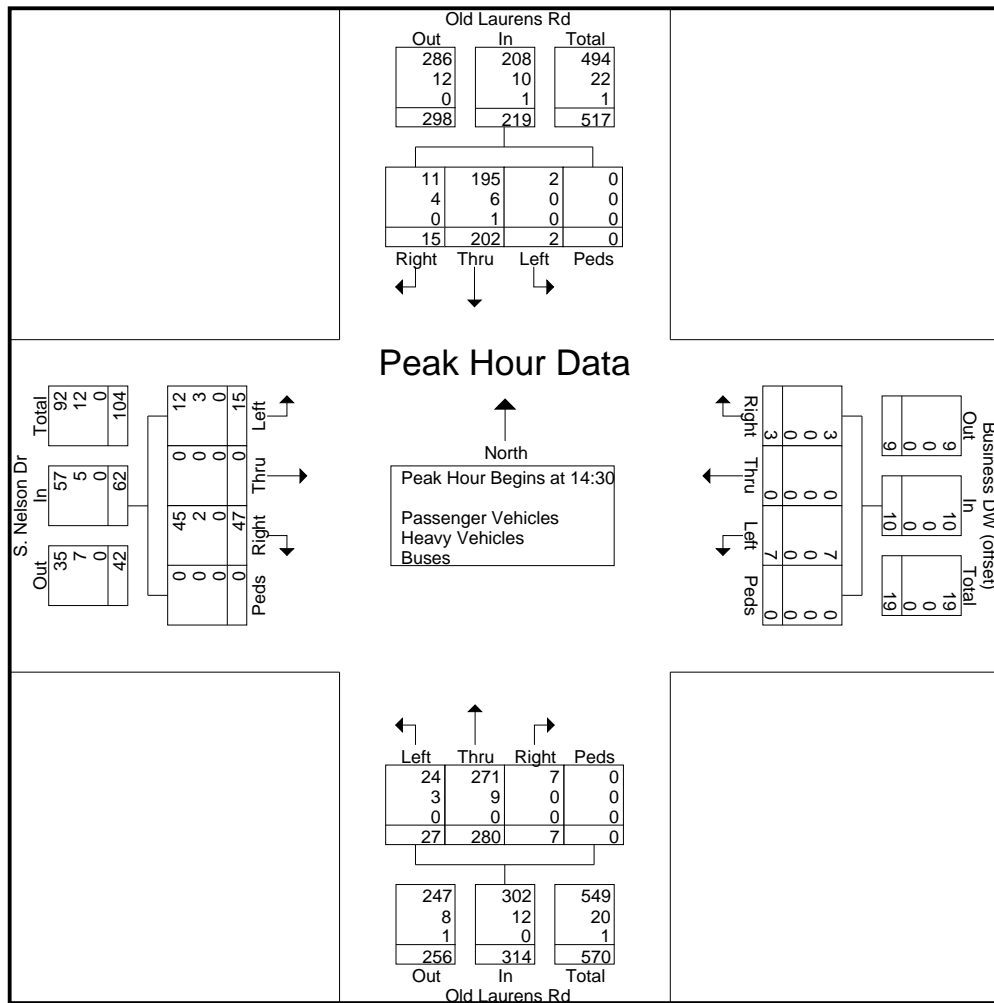
File Name : Old Laurens Rd @ S. Nelson Dr

Site Code :

Start Date : 05/07/2019

Page No : 4

Start Time	Old Laurens Rd Southbound					Business DW (offset) Westbound					Old Laurens Rd Northbound					S. Nelson Dr Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:30																					
14:30	2	105	4	0	111	1	0	2	0	3	8	37	1	0	46	1	0	13	0	14	174
14:45	0	44	6	0	50	0	0	0	0	0	2	31	4	0	37	2	0	9	0	11	98
15:00	0	33	1	0	34	5	0	1	0	6	6	60	2	0	68	7	0	12	0	19	127
15:15	0	20	4	0	24	1	0	0	0	1	11	152	0	0	163	5	0	13	0	18	206
Total Volume	2	202	15	0	219	7	0	3	0	10	27	280	7	0	314	15	0	47	0	62	605
% App. Total	0.9	92.2	6.8	0		70	0	30	0		8.6	89.2	2.2	0		24.2	0	75.8	0		
PHF	.250	.481	.625	.000	.493	.350	.000	.375	.000	.417	.614	.461	.438	.000	.482	.536	.000	.904	.000	.816	.734
Passenger Vehicles	2	195	11	0	208	7	0	3	0	10	24	271	7	0	302	12	0	45	0	57	577
% Passenger Vehicles																					
Heavy Vehicles	0	6	4	0	10	0	0	0	0	0	3	9	0	0	12	3	0	2	0	5	27
% Heavy Vehicles	0	3.0	26.7	0	4.6	0	0	0	0	0	11.1	3.2	0	0	3.8	20.0	0	4.3	0	8.1	4.5
Buses	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0.5	0	0	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.2



# SHORT COUNTS, LLC

735 Maryland St  
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*We can't say we're the Best, but you Can!*

File Name : I-385 SB Off Ramp @ Old Laurens Rd

Site Code :

Start Date : 05/07/2019

Page No : 1

Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Old Laurens Rd Southbound				Westbound				Old Laurens Rd Northbound				I-385 SB Off Ramp Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30	0	40	0	0	0	0	0	0	0	29	0	0	13	0	143	0	225
06:45	0	35	0	0	0	0	0	0	0	41	0	0	11	0	72	0	159
Total	0	75	0	0	0	0	0	0	0	70	0	0	24	0	215	0	384
07:00	0	7	0	0	0	0	0	0	0	84	0	0	7	0	26	0	124
07:15	0	12	0	0	0	0	0	0	0	123	0	0	12	0	49	0	196
07:30	0	20	0	0	0	0	0	0	0	69	0	0	13	0	63	0	165
07:45	0	18	0	0	0	0	0	0	0	55	0	0	19	0	90	0	182
Total	0	57	0	0	0	0	0	0	0	331	0	0	51	0	228	0	667
08:00	0	12	0	0	0	0	0	0	0	45	0	0	9	0	45	0	111
08:15	0	9	0	0	0	0	0	0	0	43	0	0	8	0	35	0	95
08:30	0	9	0	0	0	0	0	0	0	20	0	0	10	0	22	0	61
08:45	0	6	0	0	0	0	0	0	0	27	0	0	11	0	19	0	63
Total	0	36	0	0	0	0	0	0	0	135	0	0	38	0	121	0	330
14:30	0	36	0	0	0	0	0	0	0	39	0	0	13	0	81	0	169
14:45	0	20	0	0	0	0	0	0	0	30	0	0	22	0	29	0	101
Total	0	56	0	0	0	0	0	0	0	69	0	0	35	0	110	0	270
15:00	0	20	0	0	0	0	0	0	0	68	0	0	28	0	19	0	135
15:15	0	11	0	0	0	0	0	0	0	148	0	0	21	0	12	0	192
15:30	0	18	0	0	0	0	0	0	0	66	0	0	19	0	21	0	124
15:45	0	13	0	0	0	0	0	0	0	56	0	0	26	0	20	0	115
Total	0	62	0	0	0	0	0	0	0	338	0	0	94	0	72	0	566
16:00	0	14	0	0	0	0	0	0	0	65	0	0	24	0	16	0	119
16:15	0	16	0	0	0	0	0	0	0	51	0	0	29	0	18	0	114
16:30	0	11	0	0	0	0	0	0	0	57	0	0	29	0	22	0	119
16:45	0	15	0	0	0	0	0	0	0	60	0	0	20	0	23	0	118
Total	0	56	0	0	0	0	0	0	0	233	0	0	102	0	79	0	470
17:00	0	8	0	0	0	0	0	0	0	119	0	0	39	0	17	0	183
17:15	0	22	0	0	0	0	0	0	0	53	0	0	31	0	29	0	135
17:30	0	11	0	0	0	0	0	0	0	115	0	0	30	0	24	0	180
17:45	0	11	0	0	0	0	0	0	0	49	0	0	22	0	21	0	103
Total	0	52	0	0	0	0	0	0	0	336	0	0	122	0	91	0	601
Grand Total	0	394	0	0	0	0	0	0	0	1512	0	0	466	0	916	0	3288
Apprch %	0	100	0	0	0	0	0	0	0	100	0	0	33.7	0	66.3	0	
Total %	0	12	0	0	0	0	0	0	0	46	0	0	14.2	0	27.9	0	
Passenger Vehicles	0	362	0	0	0	0	0	0	0	1454	0	0	438	0	881	0	3135
% Passenger Vehicles	0	91.9	0	0	0	0	0	0	0	96.2	0	0	94	0	96.2	0	95.3
Heavy Vehicles	0	28	0	0	0	0	0	0	0	55	0	0	26	0	35	0	144
% Heavy Vehicles	0	7.1	0	0	0	0	0	0	0	3.6	0	0	5.6	0	3.8	0	4.4
Buses	0	4	0	0	0	0	0	0	0	3	0	0	2	0	0	0	9
% Buses	0	1	0	0	0	0	0	0	0	0.2	0	0	0.4	0	0	0	0.3

# SHORT COUNTS, LLC

735 Maryland St  
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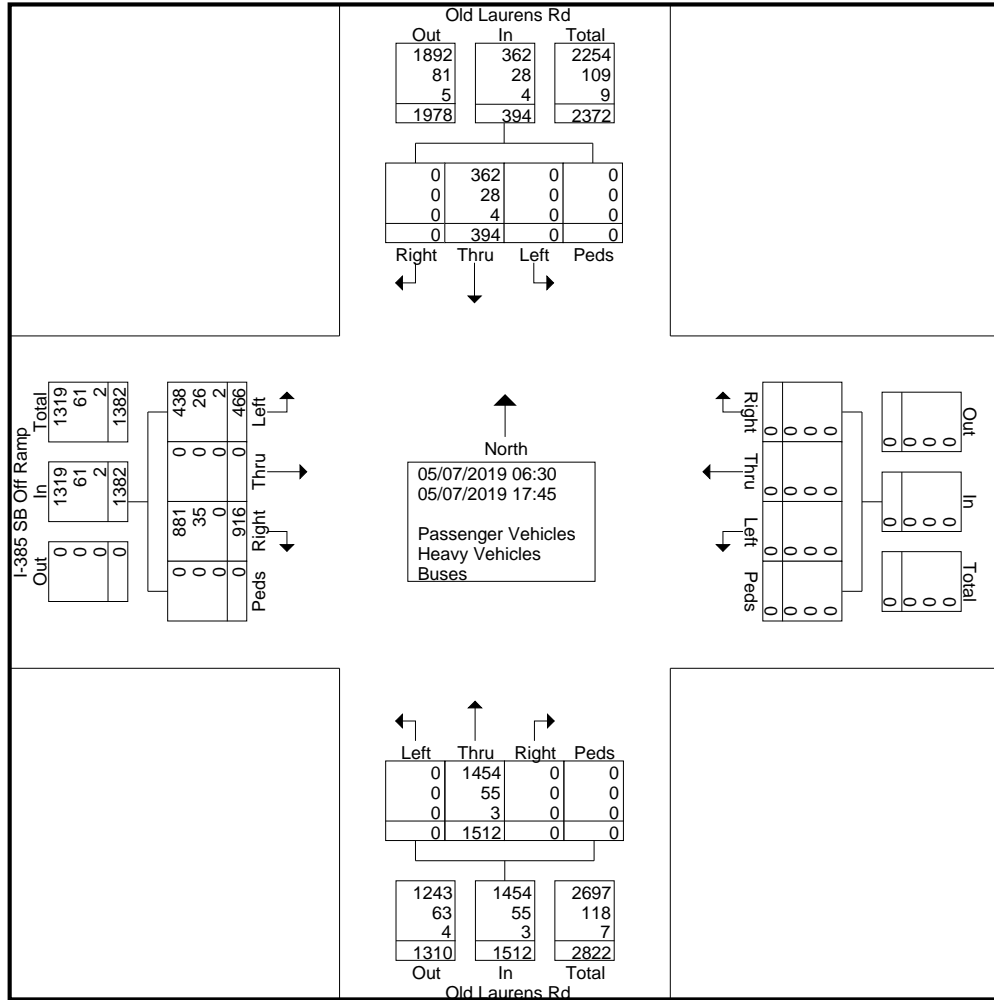
*We can't say we're the Best, but you Can!*

File Name : I-385 SB Off Ramp @ Old Laurens Rd

Site Code :

Start Date : 05/07/2019

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# SHORT COUNTS, LLC

735 Maryland St  
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*We can't say we're the Best, but you Can!*

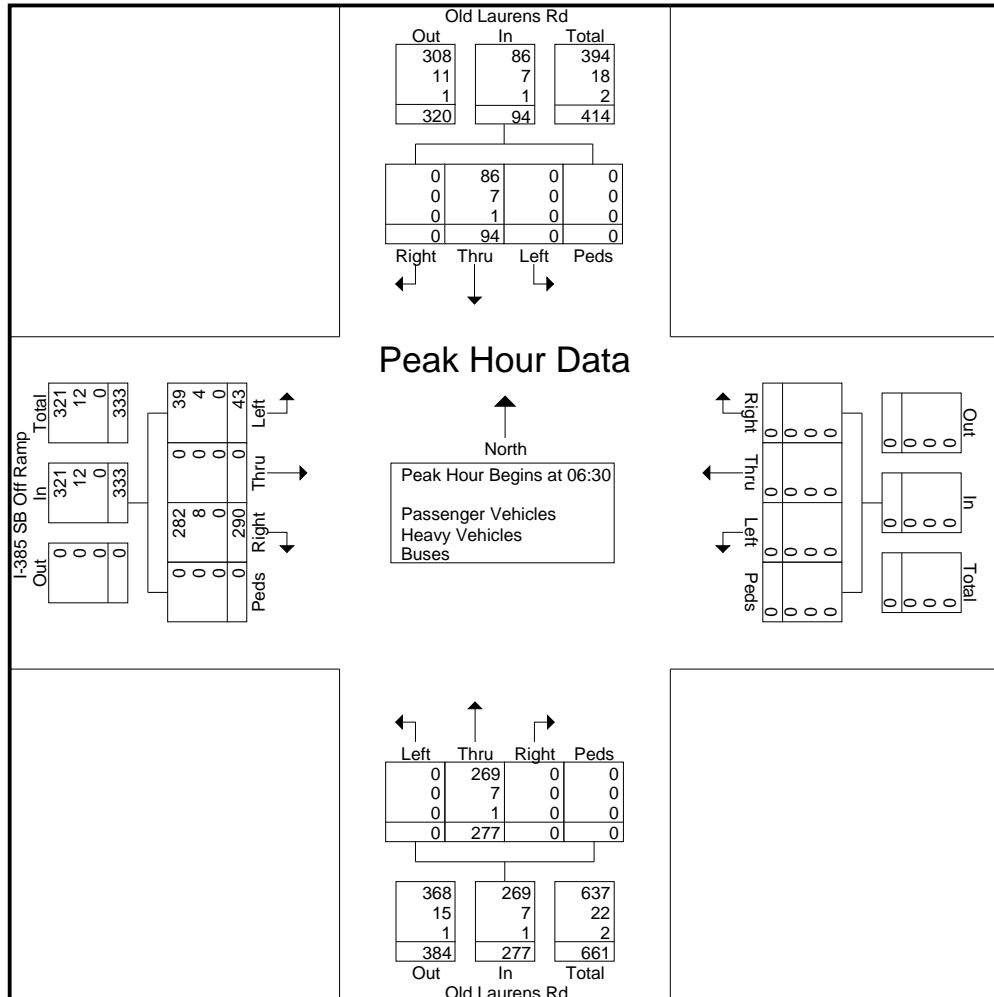
File Name : I-385 SB Off Ramp @ Old Laurens Rd

Site Code :

Start Date : 05/07/2019

Page No : 3

Start Time	Old Laurens Rd Southbound					Westbound					Old Laurens Rd Northbound					I-385 SB Off Ramp Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30																					
06:30	0	40	0	0	40	0	0	0	0	0	0	29	0	0	29	13	0	143	0	156	225
06:45	0	35	0	0	35	0	0	0	0	0	0	41	0	0	41	11	0	72	0	83	159
07:00	0	7	0	0	7	0	0	0	0	0	0	84	0	0	84	7	0	26	0	33	124
07:15	0	12	0	0	12	0	0	0	0	0	0	123	0	0	123	12	0	49	0	61	196
Total Volume	0	94	0	0	94	0	0	0	0	0	0	277	0	0	277	43	0	290	0	333	704
% App. Total	0	100	0	0		0	0	0	0		0	100	0	0		12.9	0	87.1	0		
PHF	.000	.588	.000	.000	.588	.000	.000	.000	.000	.000	.000	.563	.000	.000	.563	.827	.000	.507	.000	.534	.782
Passenger Vehicles	0	86	0	0	86	0	0	0	0	0	0	269	0	0	269	39	0	282	0	321	676
% Passenger Vehicles																					
Heavy Vehicles	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	4	0	8	0	12	26
% Heavy Vehicles	0	7.4	0	0	7.4	0	0	0	0	0	0	2.5	0	0	2.5	9.3	0	2.8	0	3.6	3.7
Buses	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
% Buses	0	1.1	0	0	1.1	0	0	0	0	0	0	0.4	0	0	0.4	0	0	0	0	0	0.3



# SHORT COUNTS, LLC

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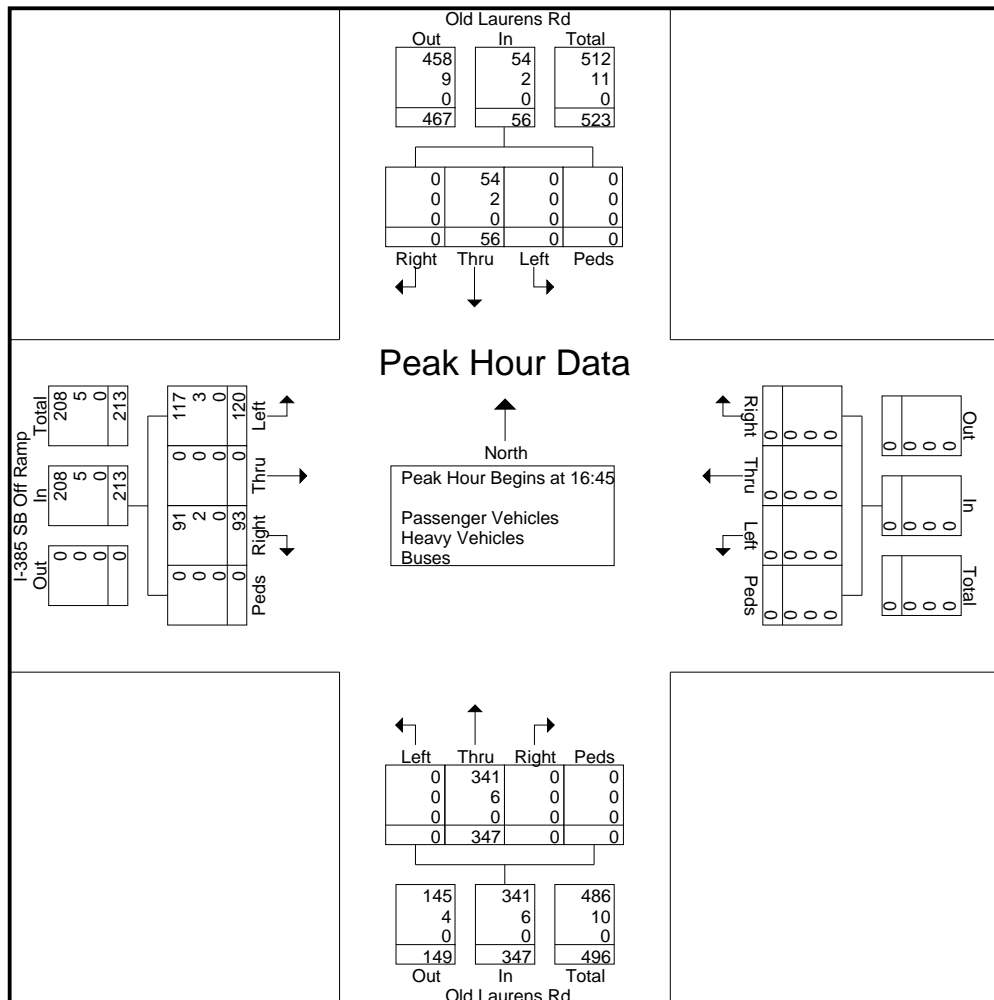
File Name : I-385 SB Off Ramp @ Old Laurens Rd

Site Code :

Start Date : 05/07/2019

Page No : 4

Start Time	Old Laurens Rd Southbound					Westbound					Old Laurens Rd Northbound					I-385 SB Off Ramp Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	0	15	0	0	15	0	0	0	0	0	0	60	0	0	60	20	0	23	0	43	118
17:00	0	8	0	0	8	0	0	0	0	0	0	119	0	0	119	39	0	17	0	56	183
17:15	0	22	0	0	22	0	0	0	0	0	0	53	0	0	53	31	0	29	0	60	135
17:30	0	11	0	0	11	0	0	0	0	0	0	115	0	0	115	30	0	24	0	54	180
Total Volume	0	56	0	0	56	0	0	0	0	0	0	347	0	0	347	120	0	93	0	213	616
% App. Total	0	100	0	0		0	0	0	0	0	0	100	0	0		56.3	0	43.7	0		
PHF	.000	.636	.000	.000	.636	.000	.000	.000	.000	.000	.000	.729	.000	.000	.729	.769	.000	.802	.000	.888	.842
Passenger Vehicles	0	54	0	0	54	0	0	0	0	0	0	341	0	0	341	117	0	91	0	208	603
% Passenger Vehicles																					
Heavy Vehicles	0	2	0	0	2	0	0	0	0	0	0	6	0	0	6	3	0	2	0	5	13
% Heavy Vehicles	0	3.6	0	0	3.6	0	0	0	0	0	0	1.7	0	0	1.7	2.5	0	2.2	0	2.3	2.1
Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0





# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

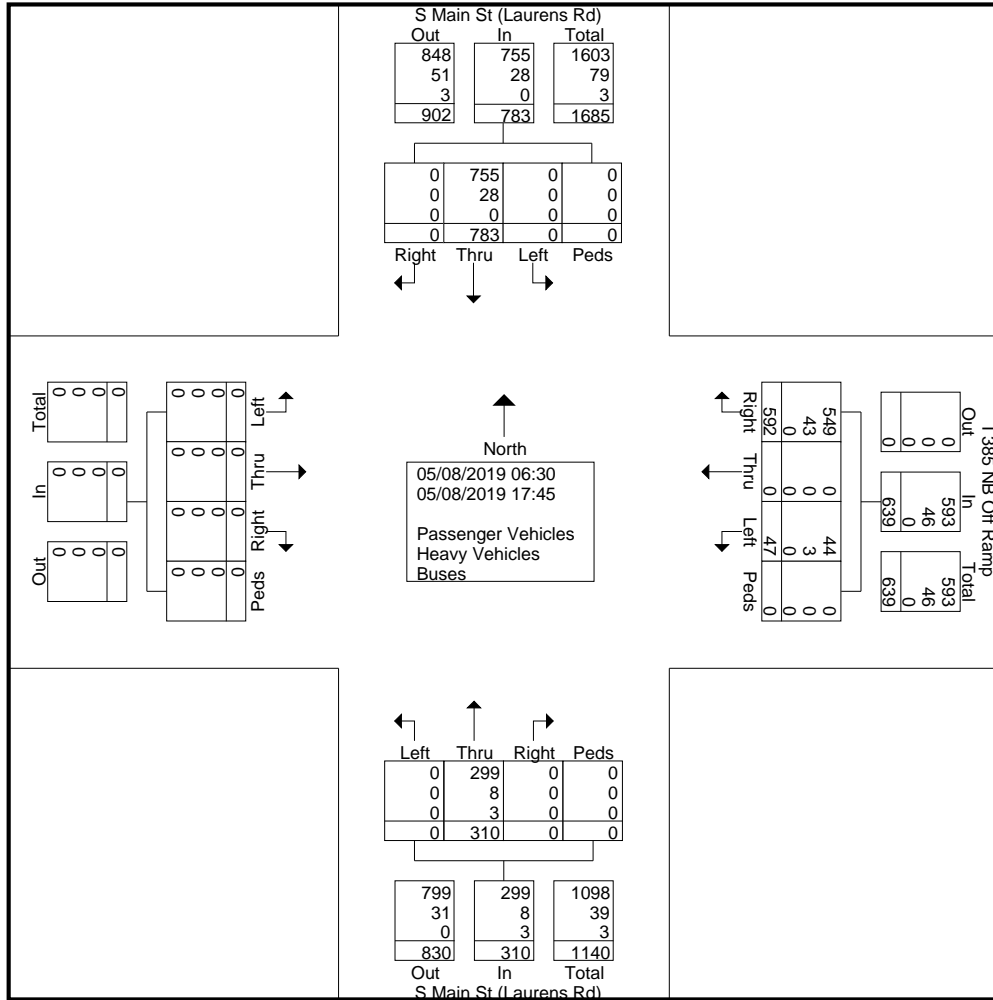
*We can't say we're the Best, but you Can!*

File Name : I-385 NB Off Ramp @ S. Main St

Site Code :

Start Date : 05/08/2019

Page No : 2



# SHORT COUNTS, LLC

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*We can't say we're the Best, but you Can!*

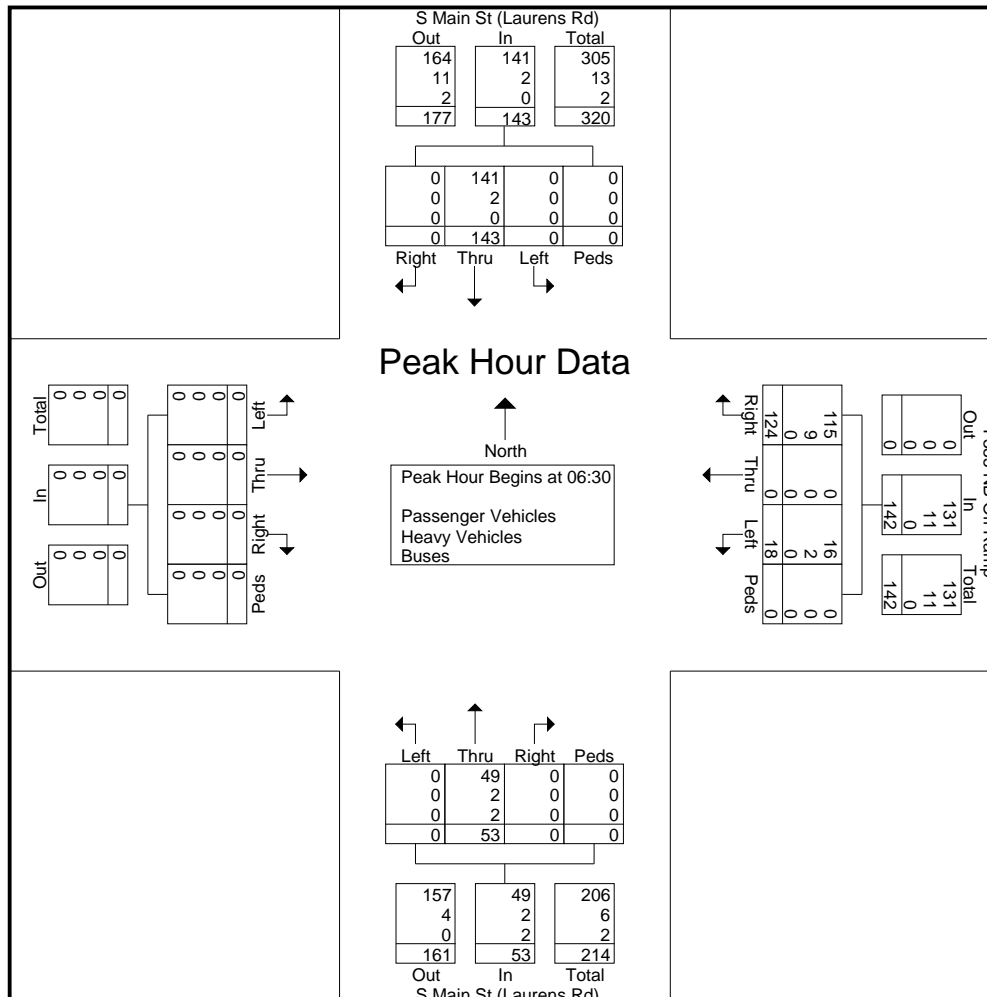
File Name : I-385 NB Off Ramp @ S. Main St

Site Code :

Start Date : 05/08/2019

Page No : 3

Start Time	S Main St (Laurens Rd) Southbound					I 385 NB Off Ramp Westbound					S Main St (Laurens Rd) Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 06:30																					
06:30	0	40	0	0	40	9	0	32	0	41	0	8	0	0	8	0	0	0	0	0	89
06:45	0	42	0	0	42	3	0	49	0	52	0	6	0	0	6	0	0	0	0	0	100
07:00	0	39	0	0	39	5	0	20	0	25	0	15	0	0	15	0	0	0	0	0	79
07:15	0	22	0	0	22	1	0	23	0	24	0	24	0	0	24	0	0	0	0	0	70
Total Volume	0	143	0	0	143	18	0	124	0	142	0	53	0	0	53	0	0	0	0	0	338
% App. Total	0	100	0	0		12.7	0	87.3	0		0	100	0	0		0	0	0	0	0	
PHF	.000	.851	.000	.000	.851	.500	.000	.633	.000	.683	.000	.552	.000	.000	.552	.000	.000	.000	.000	.000	.845
Passenger Vehicles	0	141	0	0	141	16	0	115	0	131	0	49	0	0	49	0	0	0	0	0	321
% Passenger Vehicles																					
Heavy Vehicles	0	2	0	0	2	2	0	9	0	11	0	2	0	0	2	0	0	0	0	0	15
% Heavy Vehicles	0	1.4	0	0	1.4	11.1	0	7.3	0	7.7	0	3.8	0	0	3.8	0	0	0	0	0	4.4
Buses	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	2
% Buses	0	0	0	0	0	0	0	0	0	0	0	3.8	0	0	3.8	0	0	0	0	0	0.6



# SHORT COUNTS, LLC

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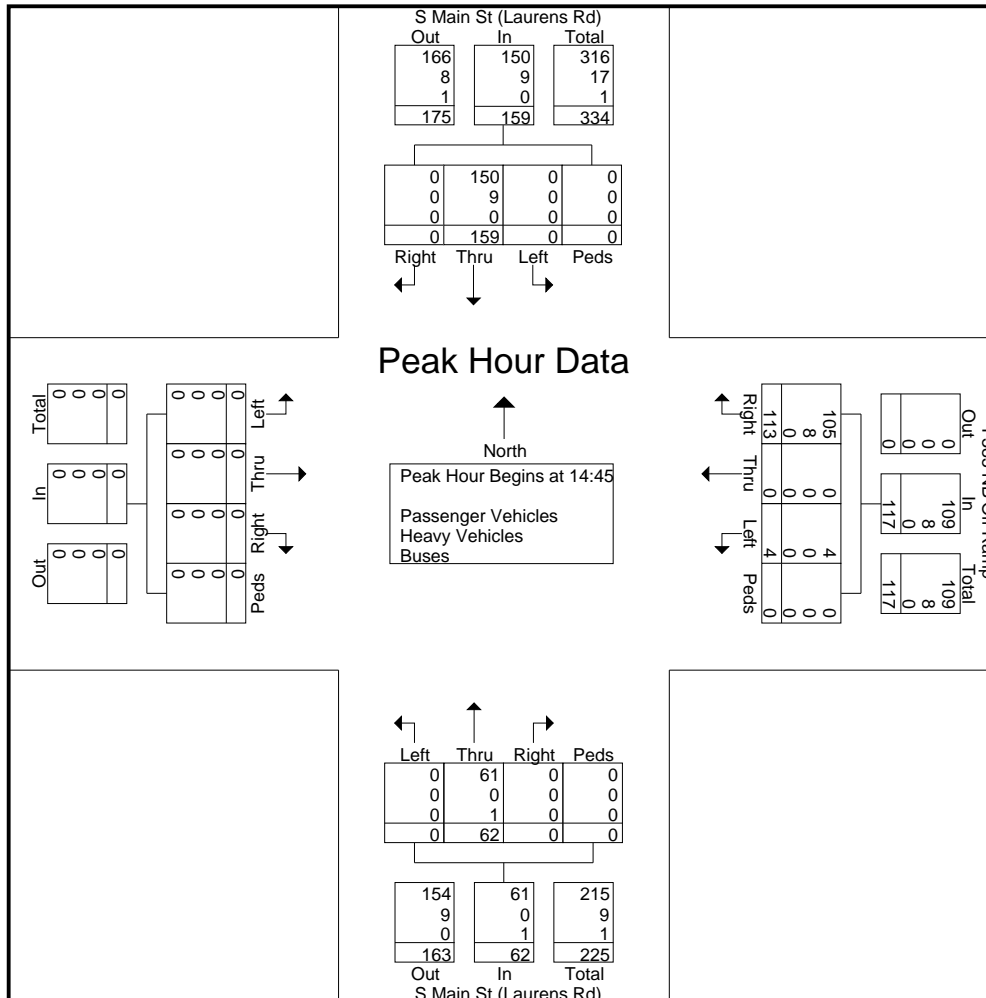
File Name : I-385 NB Off Ramp @ S. Main St

Site Code :

Start Date : 05/08/2019

Page No : 4

Start Time	S Main St (Laurens Rd) Southbound					I 385 NB Off Ramp Westbound					S Main St (Laurens Rd) Northbound					Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 14:45																					
14:45	0	38	0	0	38	1	0	18	0	19	0	7	0	0	7	0	0	0	0	0	64
15:00	0	41	0	0	41	1	0	35	0	36	0	12	0	0	12	0	0	0	0	0	89
15:15	0	28	0	0	28	2	0	35	0	37	0	28	0	0	28	0	0	0	0	0	93
15:30	0	52	0	0	52	0	0	25	0	25	0	15	0	0	15	0	0	0	0	0	92
Total Volume	0	159	0	0	159	4	0	113	0	117	0	62	0	0	62	0	0	0	0	0	338
% App. Total	0	100	0	0		3.4	0	96.6	0		0	100	0	0		0	0	0	0	0	
PHF	.000	.764	.000	.000	.764	.500	.000	.807	.000	.791	.000	.554	.000	.000	.554	.000	.000	.000	.000	.000	.909
Passenger Vehicles	0	150	0	0	150	4	0	105	0	109	0	61	0	0	61	0	0	0	0	0	320
% Passenger Vehicles																					
Heavy Vehicles	0	9	0	0	9	0	0	8	0	8	0	0	0	0	0	0	0	0	0	0	17
% Heavy Vehicles	0	5.7	0	0	5.7	0	0	7.1	0	6.8	0	0	0	0	0	0	0	0	0	0	5.0
Buses	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	0	0	0	0	0	1.6	0	0	1.6	0	0	0	0	0	0.3



# SHORT COUNTS, LLC

735 Maryland St  
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*We can't say we're the Best, but you Can!*

File Name : Old Laurens Rd @ Hunts Bridge Rd

Site Code :

Start Date : 05/07/2019

Page No : 1

## Groups Printed- Passenger Vehicles - Heavy Vehicles - Buses

Start Time	Old Laurens Rd Southbound				Hunts Bridge Rd Westbound				Old Laurens Rd Northbound				Hunts Bridge Rd Eastbound				Int. Total
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
06:30	0	4	0	0	41	23	1	0	24	5	12	0	0	0	1	0	111
06:45	0	5	0	0	23	29	0	0	31	3	12	0	0	1	1	0	105
Total	0	9	0	0	64	52	1	0	55	8	24	0	0	1	2	0	216
07:00	0	2	0	0	6	25	1	0	73	8	13	0	0	0	0	0	128
07:15	1	1	3	0	12	28	1	0	100	15	23	0	1	3	1	0	189
07:30	0	8	2	0	7	39	4	0	52	10	13	0	0	3	0	0	138
07:45	1	12	2	0	7	31	5	0	49	5	25	0	0	2	1	0	140
Total	2	23	7	0	32	123	11	0	274	38	74	0	1	8	2	0	595
08:00	2	6	0	0	2	24	3	0	41	1	8	0	1	2	3	0	93
08:15	1	2	3	0	7	26	0	0	38	6	10	0	2	3	0	0	98
08:30	0	1	2	0	7	14	1	0	14	3	11	0	0	4	1	0	58
08:45	0	0	0	0	5	10	1	0	15	9	14	0	0	2	1	0	57
Total	3	9	5	0	21	74	5	0	108	19	43	0	3	11	5	0	306
14:30	1	8	3	0	24	13	2	0	27	5	22	0	0	3	3	0	111
14:45	0	8	2	0	12	17	1	0	22	8	24	0	0	0	1	0	95
Total	1	16	5	0	36	30	3	0	49	13	46	0	0	3	4	0	206
15:00	2	8	2	0	7	13	3	0	49	4	40	0	0	0	2	0	130
15:15	3	5	0	0	5	21	1	0	136	13	31	0	0	4	3	0	222
15:30	2	7	2	0	7	19	2	0	48	8	21	0	0	1	2	0	119
15:45	2	6	3	0	5	29	2	0	37	4	33	0	0	0	5	0	126
Total	9	26	7	0	24	82	8	0	270	29	125	0	0	5	12	0	597
16:00	2	4	2	0	7	20	4	0	46	9	31	0	0	3	3	0	131
16:15	1	6	4	0	6	10	1	0	39	6	30	0	0	6	1	0	110
16:30	3	7	3	0	3	18	1	0	46	4	36	0	0	1	2	0	124
16:45	1	5	1	0	7	13	0	0	53	3	30	0	0	2	2	0	117
Total	7	22	10	0	23	61	6	0	184	22	127	0	0	12	8	0	482
17:00	3	2	4	0	8	22	2	0	97	6	55	0	0	1	2	0	202
17:15	2	9	0	0	7	9	1	0	44	9	35	0	0	0	0	0	116
17:30	0	4	1	0	8	17	0	0	97	8	33	0	0	1	1	0	170
17:45	2	8	0	0	5	14	0	0	35	6	27	0	0	1	0	0	98
Total	7	23	5	0	28	62	3	0	273	29	150	0	0	3	3	0	586
Grand Total	29	128	39	0	228	484	37	0	1213	158	589	0	4	43	36	0	2988
Apprch %	14.8	65.3	19.9	0	30.4	64.6	4.9	0	61.9	8.1	30.1	0	4.8	51.8	43.4	0	
Total %	1	4.3	1.3	0	7.6	16.2	1.2	0	40.6	5.3	19.7	0	0.1	1.4	1.2	0	
Passenger Vehicles	25	127	31	0	204	463	29	0	1167	146	560	0	4	39	27	0	2822
% Passenger Vehicles	86.2	99.2	79.5	0	89.5	95.7	78.4	0	96.2	92.4	95.1	0	100	90.7	75	0	94.4
Heavy Vehicles	4	0	8	0	21	17	8	0	46	12	24	0	0	4	9	0	153
% Heavy Vehicles	13.8	0	20.5	0	9.2	3.5	21.6	0	3.8	7.6	4.1	0	0	9.3	25	0	5.1
Buses	0	1	0	0	3	4	0	0	0	0	5	0	0	0	0	0	13
% Buses	0	0.8	0	0	1.3	0.8	0	0	0	0	0.8	0	0	0	0	0	0.4

# SHORT COUNTS, LLC

735 Maryland St  
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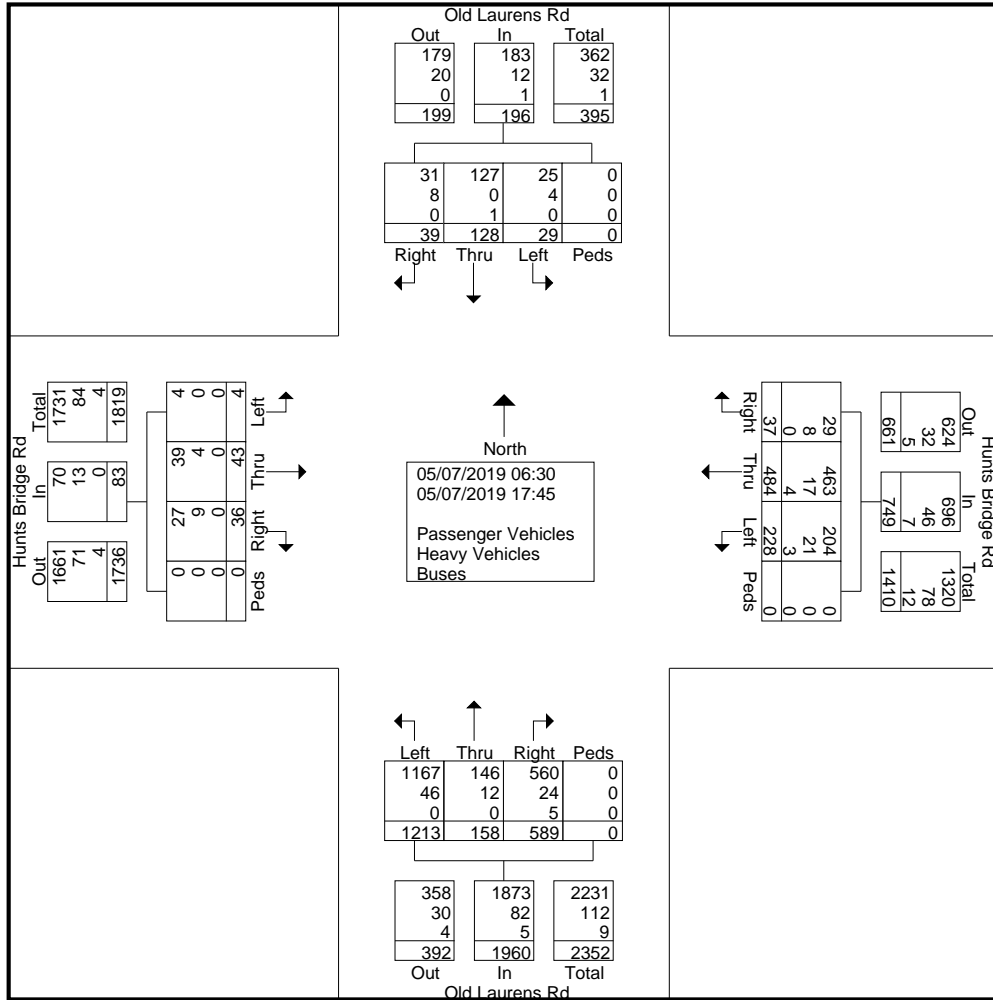
*We can't say we're the Best, but you Can!*

File Name : Old Laurens Rd @ Hunts Bridge Rd

Site Code :

Start Date : 05/07/2019

Page No : 2





# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

*We can't say we're the Best, but you Can!*

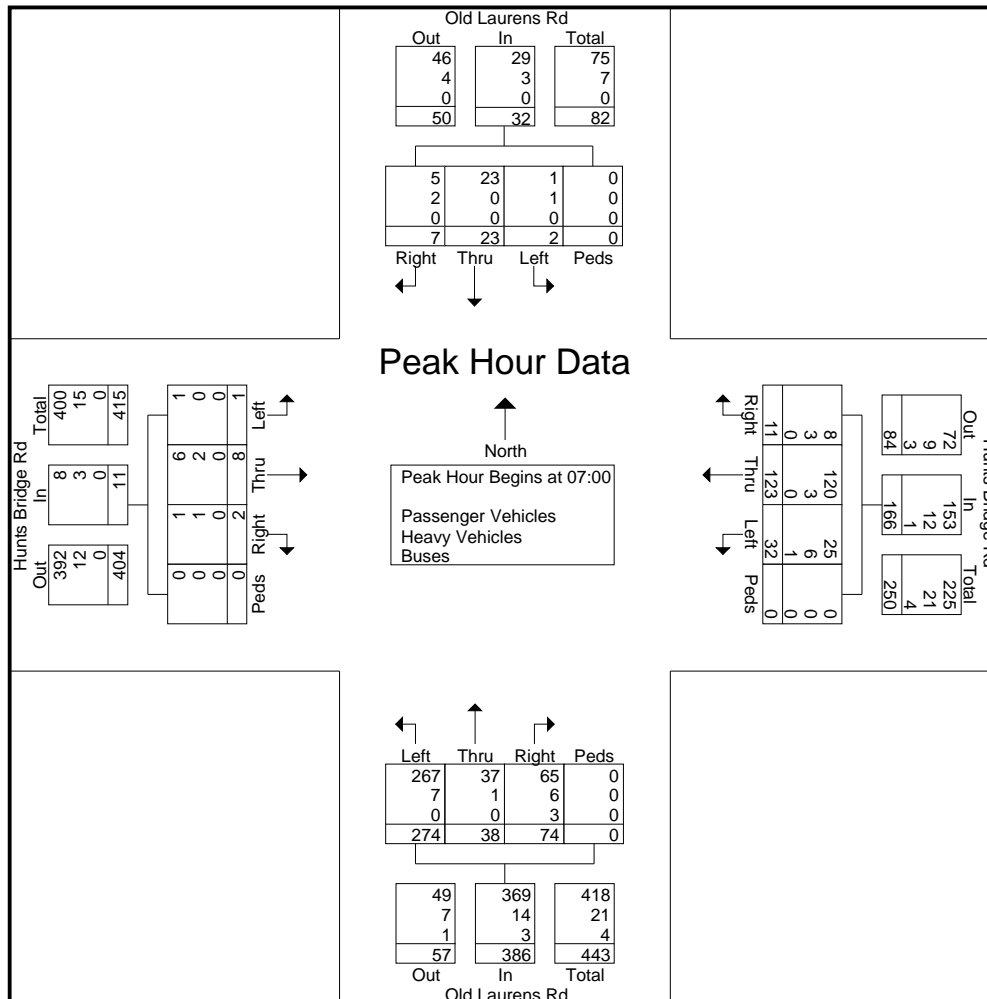
File Name : Old Laurens Rd @ Hunts Bridge Rd

Site Code :

Start Date : 05/07/2019

Page No : 3

Start Time	Old Laurens Rd Southbound					Hunts Bridge Rd Westbound					Old Laurens Rd Northbound					Hunts Bridge Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 06:30 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00																					
07:00	0	2	0	0	2	6	25	1	0	32	73	8	13	0	94	0	0	0	0	0	128
07:15	1	1	3	0	5	12	28	1	0	41	100	15	23	0	138	1	3	1	0	5	189
07:30	0	8	2	0	10	7	39	4	0	50	52	10	13	0	75	0	3	0	0	3	138
07:45	1	12	2	0	15	7	31	5	0	43	49	5	25	0	79	0	2	1	0	3	140
Total Volume	2	23	7	0	32	32	123	11	0	166	274	38	74	0	386	1	8	2	0	11	595
% App. Total	6.2	71.9	21.9	0		19.3	74.1	6.6	0		71	9.8	19.2	0		9.1	72.7	18.2	0		
PHF	.500	.479	.583	.000	.533	.667	.788	.550	.000	.830	.685	.633	.740	.000	.699	.250	.667	.500	.000	.550	.787
Passenger Vehicles	1	23	5	0	29	25	120	8	0	153	267	37	65	0	369	1	6	1	0	8	559
% Passenger Vehicles																					
Heavy Vehicles	1	0	2	0	3	6	3	3	0	12	7	1	6	0	14	0	2	1	0	3	32
% Heavy Vehicles	50.0	0	28.6	0	9.4	18.8	2.4	27.3	0	7.2	2.6	2.6	8.1	0	3.6	0	25.0	50.0	0	27.3	5.4
Buses	0	0	0	0	0	1	0	0	0	1	0	0	3	0	3	0	0	0	0	0	4
% Buses	0	0	0	0	0	3.1	0	0	0	0.6	0	0	4.1	0	0.8	0	0	0	0	0	0.7



# SHORT COUNTS, LLC

735 Maryland St  
Columbia, SC 29201

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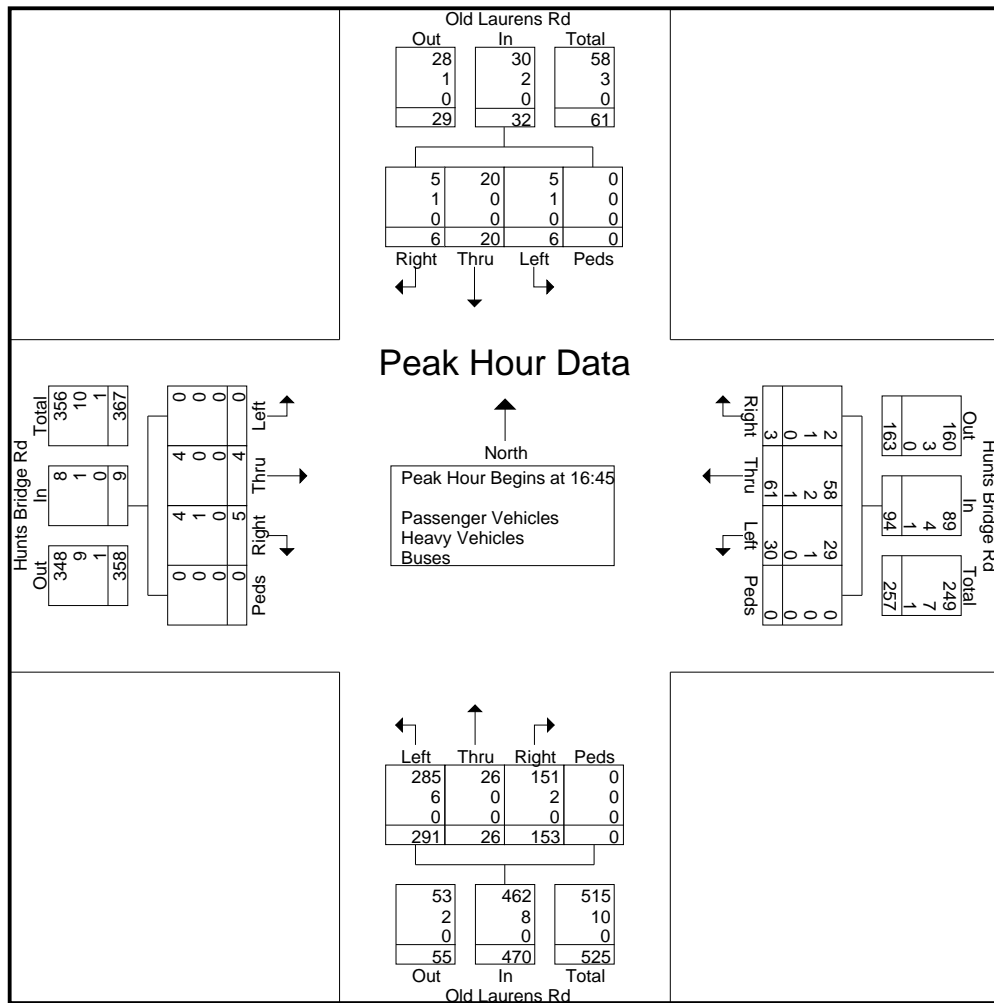
File Name : Old Laurens Rd @ Hunts Bridge Rd

Site Code :

Start Date : 05/07/2019

Page No : 4

Start Time	Old Laurens Rd Southbound					Hunts Bridge Rd Westbound					Old Laurens Rd Northbound					Hunts Bridge Rd Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
Peak Hour Analysis From 14:30 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:45																					
16:45	1	5	1	0	7	7	13	0	0	20	53	3	30	0	86	0	2	2	0	4	117
17:00	3	2	4	0	9	8	22	2	0	32	97	6	55	0	158	0	1	2	0	3	202
17:15	2	9	0	0	11	7	9	1	0	17	44	9	35	0	88	0	0	0	0	0	116
17:30	0	4	1	0	5	8	17	0	0	25	97	8	33	0	138	0	1	1	0	2	170
Total Volume	6	20	6	0	32	30	61	3	0	94	291	26	153	0	470	0	4	5	0	9	605
% App. Total	18.8	62.5	18.8	0		31.9	64.9	3.2	0		61.9	5.5	32.6	0		0	44.4	55.6	0		
PHF	.500	.556	.375	.000	.727	.938	.693	.375	.000	.734	.750	.722	.695	.000	.744	.000	.500	.625	.000	.563	.749
Passenger Vehicles	5	20	5	0	30	29	58	2	0	89	285	26	151	0	462	0	4	4	0	8	589
% Passenger Vehicles																					
Heavy Vehicles	1	0	1	0	2	1	2	1	0	4	6	0	2	0	8	0	0	1	0	1	15
% Heavy Vehicles	16.7	0	16.7	0	6.3	3.3	3.3	33.3	0	4.3	2.1	0	1.3	0	1.7	0	0	20.0	0	11.1	2.5
Buses	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Buses	0	0	0	0	0	0	1.6	0	0	1.1	0	0	0	0	0	0	0	0	0	0	0.2



SCDOT SITE: 0097 - Laurens 5/22/2019

I-385 Between SC-14 and S-14/S-414 (MP 19.17 - Mp 21.61)

Time	NORTHBOUND			SOUTHBOUND		
	Current	Historical	Avg Speed	Current	Historical	Avg Speed
1:00	171	142	73	166	166	71
2:00	97	108	69	121	114	70
3:00	97	90	70	106	117	68
4:00	106	98	71	126	125	71
5:00	216	182	70	252	224	72
6:00	566	550	72	473	459	73
7:00	1256	1188	74	963	933	76
8:00	1608	1549	73	1481	1407	74
9:00	1250	1296	73	1065	1257	73
10:00	1056	1091	72	1091	1119	72
11:00	1055	1048	72	1068	1090	72
12:00	1043	1075	72	1065	1066	72
13:00	1145	1111	71	1139	1079	72
14:00	1223	1162	72	1232	1150	72
15:00	1375	1316	72	1331	1262	72
16:00	1509	1478	73	1560	1511	73
17:00	1529	1607	73	1627	1597	73
18:00	1606	1611	74	1606	1572	74
19:00	1285	1207	74	1291	1221	74
20:00	813	836	74	912	864	74
21:00	544	594	72	713	711	72
22:00	420	431	70	532	513	70
23:00	357	367	71	378	354	70
24:00:00	240	249	72	301	308	72
<b>24 Hr Total</b>	<b>20,567</b>	<b>20,386</b>	<b>72</b>	<b>20,599</b>	<b>20,219</b>	<b>72</b>

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Hwy 14  
Station ID: NB & SB Traffic  
Just South of Unnamed Rd (Owings Rd)  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/07/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	0	45	11	0	4	0	1	0	0	0	0	0	0	3	64
09:15	0	45	8	1	4	0	0	1	1	0	0	0	0	1	61
09:30	0	57	10	0	5	0	0	0	2	0	0	0	0	1	75
09:45	0	54	12	1	1	0	1	2	0	0	0	0	0	2	73
10:00	0	201	41	2	14	0	2	3	3	0	0	0	0	7	273
10:15	0	62	7	0	1	0	1	0	1	0	0	0	0	1	73
10:30	0	50	11	0	2	0	0	1	0	0	0	0	0	0	64
10:45	0	51	13	0	1	1	0	0	1	0	0	0	0	2	69
11:00	0	42	15	0	3	0	0	0	0	0	0	0	0	2	62
11:15	0	205	46	0	7	1	1	1	2	0	0	0	0	5	268
11:30	0	51	10	0	1	0	0	1	0	0	0	0	0	3	66
11:45	0	56	10	0	3	0	0	1	2	0	0	0	0	0	72
12:00	0	37	8	0	1	1	0	1	0	0	0	0	0	2	50
12:15	0	44	16	1	1	0	1	0	1	0	0	0	0	2	66
Total	0	188	44	1	6	1	1	3	3	0	0	0	0	7	254
Percent	0.0%	74.7%	16.5%	0.4%	3.4%	0.3%	0.5%	0.9%	1.0%	0.0%	0.0%	0.0%	0.0%	2.4%	795

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Hwy 14  
Station ID: NB & SB Traffic  
Just South of Unnamed Rd (Owings Rd)  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	42	11	0	3	1	0	0	0	0	0	0	0	2	59
12:15	0	44	6	0	3	2	0	1	0	0	0	0	0	2	58
12:30	0	47	14	0	2	0	0	1	1	0	0	0	0	2	67
12:45	0	65	11	0	2	1	0	0	1	0	0	0	0	0	80
	0	198	42	0	10	4	0	2	2	0	0	0	0	6	264
13:00	0	36	17	0	3	0	1	0	0	0	0	0	0	3	60
13:15	0	38	10	0	4	0	1	0	1	0	0	0	0	0	54
13:30	0	46	13	0	0	0	0	1	0	0	0	0	0	1	61
13:45	0	71	10	0	1	1	0	2	0	0	0	0	0	3	88
	0	191	50	0	8	1	2	3	1	0	0	0	0	7	263
14:00	0	52	4	0	2	0	1	0	3	0	0	0	0	2	64
14:15	0	66	10	0	1	0	0	0	1	0	0	0	0	1	79
14:30	0	67	8	0	1	0	0	0	0	0	0	0	0	5	81
14:45	0	66	6	0	4	0	0	0	1	0	0	0	0	2	79
	0	251	28	0	8	0	1	0	5	0	0	0	0	10	303
15:00	0	60	10	0	2	0	0	1	1	0	0	0	0	1	75
15:15	0	64	8	0	3	2	0	1	0	0	0	0	0	1	79
15:30	0	61	7	0	2	1	0	1	0	0	0	0	0	3	75
15:45	0	66	13	1	1	0	0	0	1	0	0	0	0	5	87
	0	251	38	1	8	3	0	3	2	0	0	0	0	10	316
16:00	0	60	12	0	1	0	0	2	0	0	0	0	0	4	79
16:15	0	52	14	0	1	0	0	0	1	0	0	0	0	8	76
16:30	0	64	7	0	0	0	0	0	0	0	0	0	0	6	77
16:45	0	69	9	1	0	0	0	1	0	0	0	0	0	2	82
	0	245	42	1	2	0	0	3	1	0	0	0	0	20	314
17:00	0	70	12	1	2	0	0	1	0	0	0	0	0	1	87
17:15	0	82	23	1	3	0	0	0	0	0	0	0	0	3	112
17:30	0	54	12	0	0	0	0	1	0	0	0	0	0	2	69
17:45	0	55	12	0	2	0	0	0	0	0	0	0	0	0	69
	0	261	59	2	7	0	0	2	0	0	0	0	0	6	337
18:00	0	53	12	0	0	0	0	1	0	0	0	0	0	2	68
18:15	0	62	11	2	1	0	0	0	0	0	0	0	0	6	82
18:30	0	55	4	0	1	0	0	0	0	0	0	0	0	1	61
18:45	0	68	7	2	2	0	0	1	0	0	0	0	0	4	84
	0	238	34	4	4	0	0	2	0	0	0	0	0	13	295
19:00	0	54	9	0	1	0	0	0	1	0	0	0	0	1	66
19:15	0	40	8	0	0	0	0	0	0	0	0	0	0	2	50
19:30	0	30	4	0	0	0	0	1	0	0	0	0	0	0	35
19:45	0	34	7	0	1	0	0	0	0	0	0	0	0	0	42
	0	158	28	0	2	0	0	1	1	0	0	0	0	3	193
20:00	0	41	3	0	0	0	0	0	1	0	0	0	0	0	45
20:15	0	28	6	0	1	0	0	0	0	0	0	0	0	0	35
20:30	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
20:45	0	28	4	0	0	0	0	1	0	0	0	0	0	1	34
	0	117	13	0	1	0	0	1	1	0	0	0	0	1	134
21:00	0	21	5	0	0	0	0	0	0	0	0	0	0	1	27
21:15	0	16	2	0	0	0	0	1	0	0	0	0	0	0	19
21:30	0	24	1	0	0	0	0	0	0	0	0	0	0	1	26
21:45	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
	0	74	9	0	0	0	0	1	0	0	0	0	0	2	86
22:00	0	21	3	0	0	0	0	1	0	0	0	0	0	1	26
22:15	0	30	6	0	0	0	0	0	0	0	0	0	0	1	37
22:30	0	43	8	0	0	0	0	0	0	0	0	0	0	0	51
22:45	0	32	4	0	0	0	0	0	0	0	0	0	0	0	36
	0	126	21	0	0	0	0	1	0	0	0	0	0	2	150
23:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	7	1	0	0	0	0	0	0	0	0	0	0	1	9
23:30	0	13	2	0	0	0	0	0	0	0	0	0	0	1	16
23:45	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
	0	26	5	0	0	0	0	1	0	0	0	0	0	2	34
Total	0	2136	369	8	50	8	3	20	13	0	0	0	0	82	2689
Percent	0.0%	79.4%	13.7%	0.3%	1.9%	0.3%	0.1%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	3.0%	

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Hwy 14  
Station ID: NB & SB Traffic  
Just South of Unnamed Rd (Owings Rd)  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/08/19	0	9	0	0	0	0	0	1	0	0	0	0	0	0	10
00:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
00:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
00:45	0	3	0	1	1	0	0	0	0	0	0	0	0	0	5
	0	22	1	1	1	0	0	1	0	0	0	0	0	0	26
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
01:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
02:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
02:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
03:30	0	6	2	0	1	0	0	0	0	0	0	0	0	0	9
03:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	14	2	0	1	0	0	0	0	0	0	0	0	0	17
04:00	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
04:15	0	11	3	0	0	1	0	0	0	0	0	0	0	0	15
04:30	0	15	2	0	0	0	0	0	0	0	0	0	0	1	18
04:45	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17
	0	48	7	0	0	1	0	0	1	0	0	0	0	1	58
05:00	0	26	6	0	0	0	0	0	1	0	0	0	0	0	33
05:15	0	36	7	1	0	0	0	0	0	0	0	0	0	1	45
05:30	0	50	8	0	1	0	0	1	0	0	0	0	0	1	61
05:45	0	72	16	0	0	0	0	0	0	0	0	0	0	0	88
	0	184	37	1	1	0	0	1	1	0	0	0	0	2	227
06:00	0	61	14	1	3	0	0	1	1	0	0	0	0	1	82
06:15	0	82	15	0	2	0	0	1	0	0	0	0	0	1	101
06:30	0	135	15	0	1	1	0	0	1	0	0	0	0	2	155
06:45	0	98	16	1	2	1	0	1	0	0	0	0	0	2	121
	0	376	60	2	8	2	0	3	2	0	0	0	0	6	459
07:00	0	101	17	0	1	2	0	0	0	0	0	0	0	2	123
07:15	0	102	20	1	0	0	1	1	0	0	0	0	0	4	129
07:30	0	107	23	1	4	2	0	1	0	0	0	0	0	2	140
07:45	0	112	20	1	1	0	0	0	0	0	0	0	0	0	134
	0	422	80	3	6	4	1	2	0	0	0	0	0	8	526
08:00	0	100	12	0	1	2	1	0	1	0	0	0	0	2	119
08:15	0	58	10	0	4	0	0	0	0	0	0	0	0	2	74
08:30	0	77	14	0	4	0	0	1	2	0	0	0	0	3	101
08:45	0	61	7	0	1	0	0	1	0	0	0	0	0	2	72
	0	296	43	0	10	2	1	2	3	0	0	0	0	9	366
09:00	0	47	4	0	0	0	0	0	1	0	0	0	0	1	53
09:15	0	34	16	1	1	0	1	2	0	0	0	0	0	3	58
09:30	0	52	11	0	2	3	1	1	0	0	0	0	0	0	70
09:45	0	52	9	0	0	1	0	1	2	0	0	0	0	0	65
	0	185	40	1	3	4	2	4	3	0	0	0	0	4	246
10:00	0	62	13	0	1	2	2	1	1	0	0	0	0	5	87
10:15	0	48	11	1	3	2	1	0	0	0	0	0	0	3	69
10:30	0	57	9	0	2	0	2	0	1	0	0	0	0	0	71
10:45	0	45	4	0	3	3	0	0	1	0	0	0	0	0	56
	0	212	37	1	9	7	5	1	3	0	0	0	0	8	283
11:00	0	47	8	0	4	1	1	0	0	0	0	0	0	1	62
11:15	0	43	12	0	4	1	2	0	2	0	0	0	0	0	64
11:30	0	51	9	0	3	0	1	1	0	0	0	0	0	2	67
11:45	0	47	14	0	3	0	2	3	0	0	0	0	0	3	72
	0	188	43	0	14	2	6	4	2	0	0	0	0	6	265
Total	0	1973	354	9	53	22	15	18	15	0	0	0	0	44	2503
Percent	0.0%	78.8%	14.1%	0.4%	2.1%	0.9%	0.6%	0.7%	0.6%	0.0%	0.0%	0.0%	0.0%	1.8%	

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Hwy 14  
Station ID: NB & SB Traffic  
Just South of Unnamed Rd (Owings Rd)  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	42	7	1	5	0	0	0	1	0	0	0	0	1	57
12:15	0	44	4	0	0	1	1	1	2	0	0	0	0	1	54
12:30	0	64	9	0	1	0	0	1	0	0	0	0	0	1	76
12:45	0	42	14	0	1	1	1	1	1	0	0	0	0	2	63
	0	192	34	1	7	2	2	3	4	0	0	0	0	5	250
13:00	0	45	5	1	0	0	1	1	0	0	0	0	0	1	54
13:15	0	37	7	0	0	0	0	0	0	0	0	0	0	1	45
13:30	0	53	6	0	3	1	0	0	0	0	0	0	0	1	64
13:45	0	65	5	0	7	0	0	1	1	0	0	0	0	2	81
	0	200	23	1	10	1	1	2	1	0	0	0	0	5	244
14:00	0	66	6	0	2	1	0	0	0	0	0	0	0	0	75
14:15	0	82	9	0	3	0	0	0	1	0	0	0	0	4	99
14:30	0	66	14	0	3	0	0	0	0	0	0	0	0	1	84
14:45	0	59	4	0	3	0	0	0	1	0	0	0	0	2	69
	0	273	33	0	11	1	0	0	2	0	0	0	0	7	327
15:00	0	43	6	1	8	1	0	0	1	0	0	0	0	2	62
15:15	0	65	9	0	1	0	0	0	0	0	0	0	0	7	82
15:30	0	68	10	1	2	0	0	0	1	0	0	0	0	2	84
15:45	0	65	9	0	2	0	0	0	0	0	0	0	0	0	76
	0	241	34	2	13	1	0	0	2	0	0	0	0	11	304
16:00	0	60	9	0	2	0	0	1	0	0	0	0	0	3	75
16:15	0	45	9	0	3	0	0	3	0	0	0	0	0	3	63
16:30	0	68	14	0	1	0	0	1	0	0	0	0	0	0	84
16:45	0	59	8	0	0	0	0	0	0	0	0	0	0	2	69
	0	232	40	0	6	0	0	5	0	0	0	0	0	8	291
17:00	0	50	8	0	1	0	0	0	0	0	0	0	0	3	62
17:15	0	78	14	0	1	0	0	0	0	0	0	0	0	5	98
17:30	0	49	8	0	0	0	0	2	0	0	0	0	0	1	60
17:45	0	63	14	0	0	0	0	0	0	0	0	0	0	4	81
	0	240	44	0	2	0	0	2	0	0	0	0	0	13	301
18:00	0	52	10	0	1	0	0	0	0	0	0	0	0	5	68
18:15	0	59	8	0	3	0	0	0	0	0	0	0	0	1	71
18:30	0	64	7	0	2	0	0	0	0	0	0	0	0	3	76
18:45	0	45	5	0	3	0	0	0	0	0	0	0	0	2	55
	0	220	30	0	9	0	0	0	0	0	0	0	0	11	270
19:00	0	33	5	0	0	0	0	0	0	0	0	0	0	4	42
19:15	0	36	1	0	0	0	0	0	0	0	0	0	0	1	38
19:30	0	37	8	0	0	0	0	0	0	0	0	0	0	1	46
19:45	0	39	8	0	0	0	0	0	0	0	0	0	0	0	47
	0	145	22	0	0	0	0	0	0	0	0	0	0	6	173
20:00	0	52	6	0	0	0	0	0	1	0	0	0	0	2	61
20:15	0	42	3	0	0	0	0	0	0	0	0	0	0	1	46
20:30	0	24	1	0	0	0	0	0	0	0	0	0	0	1	26
20:45	0	18	4	0	0	0	0	0	0	0	0	0	0	0	22
	0	136	14	0	0	0	0	0	1	0	0	0	0	4	155
21:00	0	26	4	0	1	0	0	0	0	0	0	0	0	2	33
21:15	0	18	1	0	0	0	0	0	0	0	0	0	0	2	21
21:30	0	19	3	0	1	0	0	0	0	0	0	0	0	1	24
21:45	0	18	5	0	0	0	0	0	0	0	0	0	0	1	24
	0	81	13	0	2	0	0	0	0	0	0	0	0	6	102
22:00	0	28	2	0	0	0	0	1	0	0	0	0	0	0	31
22:15	0	28	5	0	0	0	0	0	0	0	0	0	0	0	33
22:30	0	40	5	0	0	0	0	0	1	0	0	0	0	0	46
22:45	0	35	4	0	0	0	0	0	0	0	0	0	0	0	39
	0	131	16	0	0	0	0	1	1	0	0	0	0	0	149
23:00	0	8	1	0	0	0	0	0	1	0	0	0	0	0	10
23:15	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
23:30	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	30	3	0	0	0	0	0	1	0	0	0	0	0	34
Total	0	2121	306	4	60	5	3	13	12	0	0	0	0	76	2600
Percent	0.0%	81.6%	11.8%	0.2%	2.3%	0.2%	0.1%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	2.9%	

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Hwy 14  
Station ID: NB & SB Traffic  
Just South of Unnamed Rd (Owings Rd)  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/09/19	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
00:15	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10
00:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
00:45	0	2	2	0	0	0	0	0	1	0	0	0	0	0	5
	0	22	4	0	0	0	0	0	1	0	0	0	0	0	27
01:00	0	2	0	0	0	1	0	0	0	0	0	0	0	0	3
01:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	7	2	0	0	1	0	0	0	0	0	0	0	0	10
02:00	0	2	5	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
02:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	10	6	0	0	0	0	0	0	0	0	0	0	0	16
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:30	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
04:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
04:15	0	14	3	0	0	2	0	0	0	0	0	0	0	0	19
04:30	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
04:45	0	15	2	0	1	0	0	0	0	0	0	0	0	0	18
	0	47	8	0	1	2	0	0	0	0	0	0	0	0	58
05:00	0	20	4	0	0	0	0	0	0	0	0	0	0	0	24
05:15	0	31	5	0	0	0	0	0	0	0	0	0	0	0	36
05:30	0	51	8	0	2	0	0	0	0	0	0	0	0	1	62
05:45	0	54	7	0	1	0	0	0	1	0	0	0	0	0	65
	0	156	24	0	3	0	0	0	1	0	0	0	0	3	187
06:00	0	42	13	0	1	1	0	1	0	0	0	0	0	1	59
06:15	0	66	8	1	1	0	0	0	1	0	0	0	0	3	80
06:30	0	60	12	0	0	1	0	0	0	0	0	0	0	4	77
06:45	0	59	12	1	2	1	0	0	0	0	0	0	0	4	79
	0	227	45	2	4	3	0	1	1	0	0	0	0	12	295
07:00	0	63	5	0	2	2	0	0	1	0	0	0	0	4	77
07:15	0	63	7	0	1	1	3	0	0	0	0	0	0	6	81
07:30	0	72	8	0	5	0	1	0	1	0	0	0	0	3	90
07:45	0	61	12	0	2	0	1	0	0	0	0	0	0	5	81
	0	259	32	0	10	3	5	0	2	0	0	0	0	18	329
08:00	0	57	9	0	2	0	1	0	0	0	0	0	0	2	71
08:15	0	53	11	2	7	0	0	0	0	0	0	0	0	1	74
08:30	0	53	13	0	3	1	0	0	0	0	0	0	0	1	71
08:45	0	32	10	0	2	0	0	0	2	0	0	0	0	3	49
	0	195	43	2	14	1	1	0	2	0	0	0	0	7	265
09:00	0	34	8	0	1	0	0	1	0	0	0	0	0	0	44
09:15	0	29	10	0	2	1	0	0	0	0	0	0	0	1	43
09:30	0	36	3	0	2	2	0	0	0	0	0	0	0	0	43
09:45	0	41	12	0	0	2	0	0	0	0	0	0	0	3	58
	0	140	33	0	5	5	0	1	0	0	0	0	0	4	188
10:00	0	24	5	0	2	0	0	0	0	0	0	0	0	2	33
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	1100	204	4	39	15	6	2	7	0	0	0	0	46	1423
Percent	0.0%	77.3%	14.3%	0.3%	2.7%	1.1%	0.4%	0.1%	0.5%	0.0%	0.0%	0.0%	0.0%	3.2%	
Grand Total	0	7924	1364	28	229	52	31	60	55	0	0	0	0	267	10010
Percent	0.0%	79.2%	13.6%	0.3%	2.3%	0.5%	0.3%	0.6%	0.5%	0.0%	0.0%	0.0%	0.0%	2.7%	



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Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/07/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	22	15	2	6	0	1	1	1	0	0	0	0	1	49
09:30	0	26	13	2	10	0	0	1	0	0	0	0	0	0	52
09:45	0	26	12	2	10	0	0	0	0	0	0	0	0	0	50
10:00	0	32	10	2	6	0	0	1	0	0	0	0	0	0	51
10:15	0	106	50	8	32	0	1	3	1	0	0	0	0	1	202
10:30	0	16	11	0	9	0	0	1	1	0	0	0	0	1	39
10:45	0	11	8	1	8	0	0	1	0	0	0	0	0	1	30
11:00	0	25	16	1	13	0	0	1	1	0	0	0	0	2	59
11:15	0	20	26	1	14	0	0	1	0	0	0	0	0	1	63
11:30	0	72	61	3	44	0	0	4	2	0	0	0	0	5	191
11:45	0	19	11	0	10	1	0	1	1	0	0	0	0	2	45
12:00	0	22	14	0	5	0	0	0	3	0	0	0	0	0	44
12:15	0	25	15	4	8	0	0	3	1	0	0	0	0	2	58
12:30	0	25	20	0	9	0	0	2	0	0	0	0	0	0	56
12:45	0	91	60	4	32	1	0	6	5	0	0	0	0	4	203
Total	0	269	171	15	108	1	1	13	8	0	0	0	0	10	596
Percent	0.0%	45.1%	28.7%	2.5%	18.1%	0.2%	0.2%	2.2%	1.3%	0.0%	0.0%	0.0%	0.0%	1.7%	



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Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/08/19	0	7	2	0	1	0	0	0	0	0	0	0	0	0	10
00:15	0	6	3	0	3	0	0	0	0	0	0	0	0	0	12
00:30	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
00:45	0	9	5	0	1	0	0	0	0	0	0	0	0	0	15
	0	26	12	0	6	0	0	0	0	0	0	0	0	0	44
01:00	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
01:15	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
01:30	0	6	4	0	0	0	0	0	0	0	0	0	0	0	10
01:45	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
	0	25	11	0	1	0	0	0	0	0	0	0	0	0	37
02:00	0	1	6	0	0	0	0	0	0	0	0	0	0	0	7
02:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
02:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
02:45	0	1	1	0	2	0	0	1	0	0	0	0	0	0	5
	0	4	10	0	2	0	0	1	0	0	0	0	0	0	17
03:00	0	1	7	0	0	0	0	0	0	0	0	0	0	0	8
03:15	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
03:30	0	1	3	0	1	0	0	0	1	0	0	0	0	0	6
03:45	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
	0	4	12	0	2	0	0	0	1	0	0	0	0	0	19
04:00	0	2	3	0	0	0	0	1	0	0	0	0	0	0	6
04:15	0	3	4	0	2	0	0	0	0	0	0	0	0	0	9
04:30	0	7	3	0	1	0	0	1	1	0	0	0	0	0	13
04:45	0	8	8	1	1	0	0	0	0	0	0	0	0	1	19
	0	20	18	1	4	0	0	2	1	0	0	0	0	1	47
05:00	0	8	8	1	3	0	0	0	0	0	0	0	0	0	20
05:15	0	8	5	1	2	0	0	0	0	0	0	0	0	1	17
05:30	0	9	10	1	4	1	0	0	0	0	0	0	0	1	26
05:45	0	16	10	1	5	1	0	0	1	0	0	0	0	1	35
	0	41	33	4	14	2	0	0	1	0	0	0	0	3	98
06:00	0	8	14	1	3	0	0	0	0	0	0	0	0	1	27
06:15	0	20	17	1	6	0	0	4	1	0	0	0	0	0	49
06:30	0	21	22	1	10	0	0	0	0	0	0	0	0	1	55
06:45	0	21	27	2	11	0	0	0	0	0	0	0	0	2	63
	0	70	80	5	30	0	0	4	1	0	0	0	0	4	194
07:00	0	34	45	0	5	0	0	0	0	0	0	0	0	2	86
07:15	0	55	36	2	15	1	0	0	0	0	0	0	0	2	111
07:30	0	45	37	0	12	0	0	3	1	0	0	0	0	0	98
07:45	0	29	24	3	10	0	0	1	1	0	0	0	0	1	69
	0	163	142	5	42	1	0	4	2	0	0	0	0	5	364
08:00	0	17	26	0	6	0	1	0	1	0	0	0	0	3	54
08:15	0	18	25	0	16	0	0	2	1	0	0	0	0	0	62
08:30	0	18	21	0	7	0	2	1	0	0	0	0	0	1	50
08:45	0	18	23	1	10	1	0	0	1	0	0	0	0	2	56
	0	71	95	1	39	1	3	3	3	0	0	0	0	6	222
09:00	0	19	19	4	13	1	0	2	0	0	0	0	0	0	58
09:15	0	15	15	2	9	0	0	3	3	0	0	0	0	3	50
09:30	0	17	15	0	15	0	0	1	1	0	0	0	0	0	49
09:45	0	11	17	0	14	1	0	4	1	0	0	0	0	2	50
	0	62	66	6	51	2	0	10	5	0	0	0	0	5	207
10:00	0	17	17	1	10	0	0	1	1	0	0	0	0	2	49
10:15	0	18	26	1	14	0	0	3	4	0	0	0	0	0	66
10:30	0	10	15	1	11	1	0	3	3	0	0	0	0	0	44
10:45	0	18	24	4	9	0	0	0	3	0	0	0	0	0	58
	0	63	82	7	44	1	0	7	11	0	0	0	0	2	217
11:00	0	30	26	1	6	1	0	2	1	0	0	0	0	0	67
11:15	0	22	25	2	11	0	1	3	3	0	0	0	0	0	67
11:30	0	19	20	3	9	0	0	4	1	0	0	0	0	0	56
11:45	0	14	27	0	5	0	0	0	1	0	0	0	0	0	47
	0	85	98	6	31	1	1	9	6	0	0	0	0	0	237
Total	0	634	659	35	266	8	4	40	31	0	0	0	0	26	1703
Percent	0.0%	37.2%	38.7%	2.1%	15.6%	0.5%	0.2%	2.3%	1.8%	0.0%	0.0%	0.0%	0.0%	1.5%	





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SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/15/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	12	0	0	0	0	0	0	1	0	0	0	0	0	13
08:30	0	16	0	0	0	1	0	0	0	0	0	0	0	0	17
08:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
09:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
09:15	0	43	0	0	0	1	0	0	1	0	0	0	0	0	45
09:30	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
09:45	0	6	2	0	0	1	0	0	0	0	0	0	0	0	9
10:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
10:15	0	5	1	0	2	1	0	1	0	0	0	0	0	0	10
10:30	0	26	3	0	3	2	0	1	0	0	0	0	0	0	35
10:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
11:00	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
11:15	0	13	2	0	0	1	1	0	0	0	1	0	0	0	18
11:30	0	7	1	0	2	0	0	0	1	0	0	0	0	0	11
11:45	0	31	5	0	3	1	1	0	1	0	1	0	0	0	43
12:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	16
12:15	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
12:30	0	9	3	0	0	0	0	1	0	0	0	0	0	0	13
12:45	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
Total	0	50	8	0	6	4	1	2	2	0	1	0	0	0	59
Percent	0.0%	82.4%	8.8%	0.0%	3.3%	2.2%	0.5%	1.1%	1.1%	0.0%	0.5%	0.0%	0.0%	0.0%	182

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Old Laurens Rd  
Station ID: NB & SB Traffic  
Just South of Stoddard Mill Rd  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21
12:15	0	14	0	0	0	0	0	0	3	0	0	0	0	0	17
12:30	0	7	1	0	0	0	0	0	1	0	0	0	0	0	9
12:45	0	9	1	0	0	0	0	1	0	0	0	0	0	0	11
	0	51	2	0	0	0	0	1	4	0	0	0	0	0	58
13:00	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
13:15	0	10	1	0	1	0	0	0	4	0	0	0	0	0	16
13:30	0	14	0	0	0	0	0	0	1	0	0	0	0	0	15
13:45	0	12	2	0	0	0	0	0	1	0	0	0	0	0	15
	0	41	3	0	1	0	0	0	6	0	0	0	0	0	51
14:00	0	10	0	0	0	0	0	0	1	0	0	0	0	0	11
14:15	0	15	1	0	2	0	0	0	0	0	0	0	0	0	18
14:30	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21
14:45	0	24	0	0	0	0	0	0	0	0	0	0	0	0	24
	0	70	1	0	2	0	0	0	1	0	0	0	0	0	74
15:00	0	32	1	0	0	0	0	0	0	0	0	0	0	0	33
15:15	0	167	3	0	0	1	0	0	0	0	0	0	0	0	171
15:30	0	37	2	0	0	0	0	0	0	0	0	0	0	0	39
15:45	0	21	1	0	0	0	0	0	0	0	0	0	0	0	22
	0	257	7	0	0	1	0	0	0	0	0	0	0	0	265
16:00	0	33	0	0	0	1	0	0	2	0	0	0	0	0	36
16:15	0	26	2	0	1	0	0	0	0	0	0	0	0	0	29
16:30	0	24	2	0	0	0	0	0	2	0	0	0	0	0	28
16:45	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21
	0	104	4	0	1	1	0	0	4	0	0	0	0	0	114
17:00	0	33	3	0	0	0	0	0	2	0	0	0	0	0	38
17:15	0	34	1	1	0	1	0	0	0	0	0	0	0	0	37
17:30	0	110	4	0	1	0	0	0	2	0	0	0	0	0	117
17:45	0	19	0	0	0	0	0	0	1	0	0	0	0	0	20
	0	196	8	1	1	1	0	0	5	0	0	0	0	0	212
18:00	0	11	0	0	0	0	0	0	1	0	0	0	0	0	12
18:15	0	17	0	0	0	0	0	0	3	0	0	0	0	0	20
18:30	0	15	0	0	0	0	0	0	0	0	0	0	0	0	15
18:45	0	14	1	0	0	0	0	0	1	0	0	0	0	0	16
	0	57	1	0	0	0	0	0	5	0	0	0	0	0	63
19:00	0	19	1	0	0	0	0	0	1	0	0	0	0	0	21
19:15	0	25	1	0	0	0	0	0	0	0	0	0	0	0	26
19:30	0	21	0	0	0	0	0	0	0	0	0	0	0	0	21
19:45	0	10	0	0	0	0	0	0	1	0	0	0	0	0	11
	0	75	2	0	0	0	0	0	2	0	0	0	0	0	79
20:00	0	14	0	0	0	0	0	0	1	0	0	0	0	0	15
20:15	0	17	0	0	0	0	0	0	1	0	0	0	0	0	18
20:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
20:45	0	9	0	0	0	0	0	0	1	0	0	0	0	0	10
	0	46	0	0	0	0	0	0	3	0	0	0	0	0	49
21:00	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
21:15	0	5	2	0	0	0	0	0	1	0	0	0	0	0	8
21:30	0	6	1	0	0	0	0	0	1	0	0	0	0	0	8
21:45	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
	0	20	3	0	0	0	0	0	3	0	0	0	0	0	26
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
22:15	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9
22:30	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16
22:45	0	14	0	0	0	0	0	0	0	0	0	0	0	0	14
	0	43	2	0	0	0	0	0	0	0	0	0	0	0	45
23:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
23:15	0	104	4	0	0	0	0	0	0	0	0	0	0	0	108
23:30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
23:45	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8
	0	134	5	0	0	0	0	0	0	0	0	0	0	0	139
Total	0	1094	38	1	5	3	0	1	33	0	0	0	0	0	1175
Percent	0.0%	93.1%	3.2%	0.1%	0.4%	0.3%	0.0%	0.1%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Old Laurens Rd  
Station ID: NB & SB Traffic  
Just South of Stoddard Mill Rd  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/16/19	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
00:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
00:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
00:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	0	11	0	0	1	0	0	0	0	0	0	0	0	0	12
01:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
01:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
01:30	0	2	0	0	1	0	1	0	0	0	0	0	0	0	4
01:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	12	1	0	1	0	1	0	0	0	0	0	0	0	15
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
02:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
03:15	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
	0	16	0	0	0	0	0	0	0	0	0	0	0	0	16
04:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
05:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
05:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
05:45	0	4	0	0	0	0	0	0	1	0	0	0	0	0	5
	0	27	0	0	0	0	0	0	1	0	0	0	0	0	28
06:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
06:15	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
06:30	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
06:45	0	22	0	0	0	0	0	0	0	0	0	0	0	0	22
	0	53	0	0	0	0	0	0	0	0	0	0	0	0	53
07:00	0	71	0	0	0	0	0	0	0	0	0	0	0	0	71
07:15	0	158	10	0	0	0	0	0	1	0	0	0	0	0	169
07:30	0	41	0	0	0	0	0	0	0	0	0	0	0	0	41
07:45	0	19	0	0	0	0	0	0	0	0	0	0	0	0	19
	0	289	10	0	0	0	0	0	1	0	0	0	0	0	300
08:00	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
08:15	0	14	1	0	1	0	0	0	0	0	0	0	0	0	16
08:30	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
08:45	0	11	2	0	0	0	0	0	1	0	0	0	0	0	14
	0	52	3	0	1	0	0	0	1	0	0	0	0	0	57
09:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
09:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
09:30	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
09:45	0	6	0	0	1	0	0	1	0	0	0	0	0	0	8
	0	24	1	0	1	0	0	1	1	0	0	0	0	0	28
10:00	0	9	1	0	0	0	0	0	2	0	0	0	0	0	12
10:15	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
10:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10:45	0	8	1	0	1	0	0	0	0	0	0	0	0	0	10
	0	31	3	0	2	0	0	0	2	0	0	0	0	0	38
11:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
11:15	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
11:30	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
11:45	0	13	3	0	0	1	0	0	0	0	0	0	0	0	17
	0	43	6	0	0	1	0	0	0	0	0	0	0	0	50
Total	0	571	24	0	6	1	1	1	6	0	0	0	0	0	610
Percent	0.0%	93.6%	3.9%	0.0%	1.0%	0.2%	0.2%	0.2%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	



# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Old Laurens Rd  
Station ID: NB & SB Traffic  
Just South of Stoddard Mill Rd  
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Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15
12:15	0	19	0	0	0	0	0	0	0	0	0	0	0	0	19
12:30	0	12	2	0	0	0	0	0	1	0	0	0	0	0	15
12:45	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
	0	51	4	0	1	0	0	0	1	0	0	0	0	0	57
13:00	0	9	1	0	1	0	0	0	0	0	0	0	0	0	11
13:15	0	12	1	0	1	0	0	1	1	0	0	0	0	0	16
13:30	0	7	0	0	0	0	0	0	1	0	0	0	0	0	8
13:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
	0	34	4	0	2	0	0	1	2	0	0	0	0	0	43
14:00	0	6	1	0	0	0	0	0	2	0	0	0	0	0	9
14:15	0	25	0	0	0	0	0	0	1	0	0	0	0	0	26
14:30	0	22	1	0	0	0	0	1	1	0	0	0	0	0	25
14:45	0	18	2	0	0	0	0	0	0	0	0	0	0	0	20
	0	71	4	0	0	0	0	1	4	0	0	0	0	0	80
15:00	0	25	2	0	0	1	0	0	0	0	0	0	0	0	28
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	181	14	0	3	1	0	2	7	0	0	0	0	0	208
Percent	0.0%	87.0%	6.7%	0.0%	1.4%	0.5%	0.0%	1.0%	3.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	0	1996	92	1	20	9	2	6	48	0	1	0	0	0	2175
Percent	0.0%	91.8%	4.2%	0.0%	0.9%	0.4%	0.1%	0.3%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	



Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Old Laurens Rd  
Station ID: NB & SB Traffic  
Just South of Stoddard Mill Rd  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	5	4	0	1	0	0	0	0	0	0	0	0	0	10
12:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
12:30	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
12:45	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
	0	21	9	0	1	0	0	0	0	0	0	0	0	0	31
13:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
13:15	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
13:30	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
13:45	0	5	1	1	1	0	0	0	0	0	0	0	0	0	8
	0	12	3	1	1	0	0	0	0	0	0	0	0	0	17
14:00	0	13	4	0	2	0	0	0	0	0	0	0	0	0	19
14:15	1	22	6	0	0	0	0	0	0	0	0	0	0	0	29
14:30	0	26	7	0	2	0	0	0	0	0	0	0	0	0	35
14:45	0	16	2	0	1	0	0	0	0	0	0	0	0	0	19
	1	77	19	0	5	0	0	0	0	0	0	0	0	0	102
15:00	0	4	4	0	1	0	0	0	0	0	0	0	0	0	9
15:15	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
15:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
15:45	1	6	1	0	0	0	0	0	0	0	0	0	0	0	8
	1	20	8	0	1	0	0	0	0	0	0	0	0	0	30
16:00	0	1	0	1	0	0	0	1	0	0	0	0	0	0	3
16:15	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
16:30	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
16:45	1	8	2	0	0	1	0	0	0	0	0	0	0	0	12
	1	18	5	2	0	1	0	1	0	0	0	0	0	0	28
17:00	0	6	3	0	1	0	0	0	1	0	0	0	0	0	11
17:15	0	6	2	0	2	0	0	0	0	0	0	0	0	0	10
17:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
17:45	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
	0	17	7	0	3	0	0	0	1	0	0	0	0	0	28
18:00	1	6	3	0	2	0	0	0	1	0	0	0	0	0	13
18:15	0	7	5	0	1	0	0	0	0	0	0	0	0	0	13
18:30	0	14	6	0	1	1	0	1	1	0	0	0	0	0	24
18:45	0	7	5	0	1	0	0	0	1	0	0	0	0	0	14
	1	34	19	0	5	1	0	1	3	0	0	0	0	0	64
19:00	1	8	2	0	0	0	0	0	1	0	0	0	0	0	12
19:15	0	3	4	0	0	0	0	0	0	0	0	0	0	0	7
19:30	0	9	8	0	3	0	0	0	0	0	0	0	0	0	20
19:45	0	17	2	0	1	0	0	0	0	0	0	0	0	0	20
	1	37	16	0	4	0	0	0	1	0	0	0	0	0	59
20:00	0	23	10	0	0	1	0	0	0	0	0	0	0	0	34
20:15	0	11	5	0	0	0	0	0	0	0	0	0	0	0	16
20:30	0	4	2	1	1	0	0	0	0	0	0	0	0	0	8
20:45	1	1	0	0	0	0	0	0	1	0	0	0	0	0	3
	1	39	17	1	1	1	0	0	1	0	0	0	0	0	61
21:00	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
21:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
21:30	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
21:45	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
	0	7	5	0	1	0	0	0	0	0	0	0	0	0	13
22:00	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
22:15	0	17	1	0	0	0	0	0	0	0	0	0	0	0	18
22:30	0	22	4	0	0	0	0	0	0	0	0	0	0	0	26
22:45	0	13	3	0	1	0	0	0	0	0	0	0	0	0	17
	0	60	12	0	1	0	0	0	0	0	0	0	0	0	73
23:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:30	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
Total	6	344	122	4	23	3	0	2	6	0	0	0	0	0	510
Percent	1.2%	67.5%	23.9%	0.8%	4.5%	0.6%	0.0%	0.4%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Old Laurens Rd  
Station ID: NB & SB Traffic  
Just South of Stoddard Mill Rd  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/16/19	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
00:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
03:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2
04:15	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
04:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
05:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1
05:45	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
06:15	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
06:30	0	6	4	0	2	0	0	0	0	0	0	0	0	0	12
06:45	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
07:00	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
07:15	0	25	10	0	2	0	0	0	0	0	0	0	0	0	37
07:30	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45	3	6	0	0	0	0	0	0	0	0	0	0	0	0	9
08:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
08:15	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
08:30	3	10	3	0	0	0	0	0	0	0	0	0	0	0	16
08:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:15	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
09:45	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
10:00	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
10:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
10:30	0	4	1	0	2	0	0	0	1	0	0	0	0	0	8
10:45	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
11:00	0	12	2	0	4	0	0	0	1	0	0	0	0	0	19
11:15	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
11:30	0	5	1	0	0	0	0	1	0	0	0	0	0	0	7
11:45	1	1	0	0	1	0	0	0	0	0	0	0	0	0	3
Total	4	83	22	0	11	1	0	1	1	0	0	0	0	0	123
Percent	3.3%	67.5%	17.9%	0.0%	8.9%	0.8%	0.0%	0.8%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Old Laurens Rd  
Station ID: NB & SB Traffic  
Just South of Stoddard Mill Rd  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
12:15	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
12:30	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
12:45	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
	0	15	2	0	2	0	0	0	0	0	0	0	0	0	19
13:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
13:15	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
13:30	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
13:45	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
14:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
14:15	1	16	5	0	0	0	0	0	0	0	0	0	0	0	22
14:30	0	23	8	0	1	0	0	0	0	0	0	0	0	0	32
14:45	0	10	3	0	1	0	0	0	0	0	0	0	0	0	14
	1	54	17	0	2	0	0	0	0	0	0	0	0	0	74
15:00	0	3	2	0	2	0	0	0	0	0	0	0	0	0	7
15:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	85	22	0	6	0	0	0	0	0	0	0	0	0	114
Percent	0.9%	74.6%	19.3%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Grand Total	12	566	191	5	53	7	0	4	9	0	0	0	0	0	847
Percent	1.4%	66.8%	22.6%	0.6%	6.3%	0.8%	0.0%	0.5%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Old Laurens Rd  
Station ID: NB & SB Traffic  
Just North of Abercrombie Rd  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/07/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	0	3	2	0	0	0	0	0	0	0	0	0	0	1	6
09:15	0	12	5	2	3	1	0	0	3	0	0	0	0	1	27
09:30	0	10	8	0	0	1	0	0	1	0	0	0	0	0	20
09:45	0	6	3	0	0	2	0	1	2	0	0	0	0	0	14
10:00	0	31	18	2	3	4	0	1	6	0	0	0	0	2	67
10:15	0	8	6	0	1	2	0	0	3	0	0	0	0	1	21
10:30	0	12	8	0	1	1	0	0	3	0	0	0	0	0	25
10:45	0	6	3	0	0	0	0	0	0	0	0	0	1	1	11
11:00	0	5	1	0	2	1	0	0	2	0	0	0	0	0	11
11:15	0	31	18	0	4	4	0	0	8	0	0	0	1	2	68
11:30	0	13	2	0	1	1	0	0	4	0	0	0	0	0	21
11:45	0	9	8	0	3	1	0	0	2	0	0	0	0	1	24
Total	0	21	6	0	2	0	0	1	2	0	0	0	0	1	33
Percent	0.0%	53.1%	22.4%	0.8%	5.7%	4.1%	0.0%	0.8%	9.8%	0.0%	0.0%	0.0%	0.4%	2.9%	245

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Old Laurens Rd  
Station ID: NB & SB Traffic  
Just North of Abercrombie Rd  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	19	5	1	0	1	0	1	1	0	0	0	0	1	29
12:15	0	33	7	0	1	2	0	0	1	0	0	0	0	1	45
12:30	0	32	9	0	0	3	0	0	1	0	0	0	0	3	48
12:45	0	36	5	0	0	1	0	1	0	0	0	0	0	1	44
	0	120	26	1	1	7	0	2	3	0	0	0	0	6	166
13:00	0	27	6	0	1	0	0	0	3	0	0	0	0	0	37
13:15	0	27	7	0	1	1	0	0	2	0	0	0	0	0	38
13:30	0	28	9	0	0	1	0	0	1	0	0	0	0	1	40
13:45	0	19	2	0	1	0	0	1	1	0	0	0	0	0	24
	0	101	24	0	3	2	0	1	7	0	0	0	0	1	139
14:00	0	31	8	0	2	1	0	0	1	0	0	0	0	2	45
14:15	0	41	8	0	1	0	0	0	0	0	0	0	0	0	50
14:30	0	78	11	0	0	0	0	0	2	0	0	0	0	0	91
14:45	0	48	4	0	1	0	0	0	0	0	0	0	0	1	54
	0	198	31	0	4	1	0	0	3	0	0	0	0	3	240
15:00	0	62	10	0	2	0	0	0	1	0	0	0	0	1	76
15:15	0	31	9	1	1	0	0	0	1	0	0	0	0	2	45
15:30	0	47	11	0	3	1	0	0	0	0	0	0	0	3	65
15:45	0	26	6	1	0	0	0	0	3	0	0	0	0	0	36
	0	166	36	2	6	1	0	0	5	0	0	0	0	6	222
16:00	0	22	9	0	0	1	0	0	1	0	0	0	0	0	33
16:15	0	25	9	1	0	0	0	0	2	0	0	0	0	0	37
16:30	0	35	5	0	2	0	0	0	2	0	0	0	0	0	44
16:45	0	23	8	0	2	0	0	0	0	0	0	0	0	0	33
	0	105	31	1	4	1	0	0	5	0	0	0	0	0	147
17:00	0	28	8	0	5	1	0	0	0	0	0	0	0	0	42
17:15	0	41	12	0	1	0	0	0	0	0	0	0	0	1	55
17:30	0	29	10	0	0	1	0	0	0	0	0	0	0	1	41
17:45	0	24	5	0	1	0	0	0	1	0	0	0	0	1	32
	0	122	35	0	7	2	0	0	1	0	0	0	0	3	170
18:00	0	23	6	1	0	0	0	0	2	0	0	0	0	1	33
18:15	0	23	7	0	1	1	0	0	1	0	0	0	0	1	34
18:30	0	22	7	0	1	0	0	0	2	0	0	0	0	0	32
18:45	0	17	5	0	1	0	0	0	1	0	0	0	0	2	26
	0	85	25	1	3	1	0	0	6	0	0	0	0	4	125
19:00	0	23	5	0	1	0	0	0	0	0	0	0	0	1	30
19:15	0	28	7	0	2	0	1	0	2	0	0	0	0	1	41
19:30	0	27	3	0	0	0	0	0	0	0	0	0	0	0	30
19:45	0	26	5	0	0	0	0	0	0	0	0	0	0	0	31
	0	104	20	0	3	0	1	0	2	0	0	0	0	2	132
20:00	0	51	3	0	0	0	0	0	2	0	0	0	0	1	57
20:15	0	31	5	0	0	0	0	0	0	0	0	0	0	0	36
20:30	0	25	2	0	0	0	0	0	0	0	0	0	0	1	28
20:45	0	13	3	0	1	0	0	0	1	0	0	0	0	0	18
	0	120	13	0	1	0	0	0	3	0	0	0	0	2	139
21:00	0	16	4	0	0	1	0	0	1	0	0	0	0	0	22
21:15	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
21:30	0	7	7	0	0	0	0	0	0	0	0	0	0	0	14
21:45	0	14	3	1	2	0	0	0	0	0	0	0	0	0	20
	0	42	18	1	2	1	0	0	1	0	0	0	0	0	65
22:00	0	11	4	0	0	0	0	0	0	0	0	0	0	0	15
22:15	0	21	8	0	0	0	0	0	0	0	0	0	0	0	29
22:30	0	32	5	0	0	0	0	0	0	0	0	0	0	0	37
22:45	0	38	5	0	0	0	0	1	0	0	0	0	0	1	45
	0	102	22	0	0	0	0	1	0	0	0	0	0	1	126
23:00	0	41	1	0	0	0	0	0	0	0	0	0	0	0	42
23:15	0	17	4	0	0	0	0	0	0	0	0	0	0	0	21
23:30	0	8	3	0	0	0	0	0	0	0	0	0	0	1	12
23:45	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
	0	67	10	0	0	0	0	0	0	0	0	0	0	1	78
Total	0	1332	291	6	34	16	1	4	36	0	0	0	0	29	1749
Percent	0.0%	76.2%	16.6%	0.3%	1.9%	0.9%	0.1%	0.2%	2.1%	0.0%	0.0%	0.0%	0.0%	1.7%	





# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Old Laurens Rd  
Station ID: NB & SB Traffic  
Just North of Abercrombie Rd  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	27	5	0	3	1	0	0	0	0	0	0	0	0	36
12:15	0	17	4	1	0	1	0	0	2	0	0	0	0	0	25
12:30	0	28	9	0	0	2	0	0	5	0	0	0	0	1	45
12:45	0	35	11	0	2	1	0	1	2	0	0	0	0	2	54
	0	107	29	1	5	5	0	1	9	0	0	0	0	3	160
13:00	0	32	9	1	1	0	0	0	2	0	0	0	0	0	45
13:15	0	25	9	1	1	1	0	2	1	0	0	0	0	1	41
13:30	0	24	7	0	0	1	0	0	1	0	0	0	0	1	34
13:45	0	28	6	0	0	0	0	0	3	0	0	0	0	0	37
	0	109	31	2	2	2	0	2	7	0	0	0	0	2	157
14:00	0	37	7	2	1	0	0	1	4	0	0	0	0	1	53
14:15	0	43	11	1	2	0	0	0	1	0	0	0	0	2	60
14:30	0	72	12	0	1	1	0	1	0	0	0	0	0	2	89
14:45	0	54	8	0	1	1	0	0	1	0	0	0	0	4	69
	0	206	38	3	5	2	0	2	6	0	0	0	0	9	271
15:00	0	44	9	0	0	0	0	0	1	0	0	0	0	2	56
15:15	0	29	16	0	0	2	0	0	2	0	0	0	0	1	50
15:30	0	43	8	0	1	1	0	0	2	0	0	0	0	1	56
15:45	0	39	10	0	2	0	0	0	2	0	0	0	0	1	54
	0	155	43	0	3	3	0	0	7	0	0	0	0	5	216
16:00	0	16	8	0	2	0	0	1	2	0	0	0	0	1	30
16:15	0	26	6	1	2	0	0	0	0	0	0	0	0	0	35
16:30	0	47	7	0	3	0	0	0	0	0	0	0	0	1	58
16:45	0	28	8	0	0	0	0	0	0	0	0	0	0	0	36
	0	117	29	1	7	0	0	1	2	0	0	0	0	2	159
17:00	0	31	4	0	2	0	0	0	0	0	0	0	0	2	39
17:15	0	32	11	0	1	0	0	1	0	0	0	0	0	1	46
17:30	0	39	5	0	0	0	0	0	0	0	0	0	0	2	46
17:45	0	19	6	0	0	0	0	0	0	0	0	0	0	0	25
	0	121	26	0	3	0	0	1	0	0	0	0	0	5	156
18:00	0	28	5	0	0	0	0	0	0	0	0	0	0	3	36
18:15	0	26	5	0	0	1	0	0	1	0	0	0	0	0	33
18:30	0	32	2	1	0	0	0	0	0	0	0	0	0	2	37
18:45	0	33	4	0	0	2	0	0	0	0	0	0	0	0	39
	0	119	16	1	0	3	0	0	1	0	0	0	0	5	145
19:00	0	14	7	0	0	0	0	0	1	0	0	0	0	0	22
19:15	0	24	6	1	2	0	0	0	0	0	0	0	0	0	33
19:30	0	20	3	0	0	0	0	0	0	0	0	0	0	1	24
19:45	0	37	7	0	1	0	0	0	0	0	0	0	0	2	47
	0	95	23	1	3	0	0	0	1	0	0	0	0	3	126
20:00	0	46	6	0	1	0	0	0	0	0	0	0	0	2	55
20:15	0	27	6	0	2	0	0	0	0	0	0	0	0	0	35
20:30	0	14	1	0	0	0	0	0	1	0	0	0	0	1	17
20:45	0	16	5	0	0	0	0	0	1	0	0	0	0	0	22
	0	103	18	0	3	0	0	0	2	0	0	0	0	3	129
21:00	0	10	5	0	0	0	0	0	0	0	0	0	0	0	15
21:15	0	11	5	0	0	0	0	0	2	0	0	0	0	0	18
21:30	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
21:45	0	12	2	0	0	0	0	1	0	0	0	0	0	0	15
	0	37	14	0	0	0	0	1	2	0	0	0	0	0	54
22:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	15
22:15	0	27	7	0	0	0	0	0	2	0	0	0	0	0	36
22:30	0	29	5	0	0	0	0	0	0	0	0	0	0	0	34
22:45	0	37	4	0	0	0	0	0	0	0	0	0	0	0	41
	0	107	17	0	0	0	0	0	2	0	0	0	0	0	126
23:00	0	37	4	0	0	0	0	1	0	0	0	0	0	0	42
23:15	0	20	4	0	0	0	0	0	1	0	0	0	0	0	25
23:30	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
23:45	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
	0	70	12	0	0	0	0	1	1	0	0	0	0	0	84
Total	0	1346	296	9	31	15	0	9	40	0	0	0	0	37	1783
Percent	0.0%	75.5%	16.6%	0.5%	1.7%	0.8%	0.0%	0.5%	2.2%	0.0%	0.0%	0.0%	0.0%	2.1%	

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Old Laurens Rd  
Station ID: NB & SB Traffic  
Just North of Abercrombie Rd  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

SB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/09/19	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
00:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
00:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
00:45	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
01:00	0	0	1	0	0	0	0	1	1	0	0	0	0	0	3
01:15	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
01:30	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	0	3	3	0	2	0	0	1	1	0	0	0	0	0	10
02:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	1	0	0	0	0	0	1	0	0	0	0	0	0	2
	0	6	0	0	0	0	0	1	0	0	0	0	0	0	7
03:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
03:15	0	3	1	0	0	0	0	0	1	0	0	0	0	0	5
03:30	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
03:45	0	2	0	0	0	0	0	0	1	0	0	0	0	0	3
	0	14	1	0	0	0	0	0	2	0	0	0	0	0	17
04:00	0	6	1	0	0	0	0	1	1	0	0	0	0	0	9
04:15	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
04:30	0	4	0	0	1	0	0	0	1	0	0	0	0	0	6
04:45	0	8	0	0	0	0	0	0	1	0	0	0	0	0	9
	0	18	1	0	1	2	0	1	3	0	0	0	0	0	26
05:00	0	11	1	0	0	0	0	1	0	0	0	0	0	0	13
05:15	0	8	0	0	0	1	0	0	0	0	0	0	0	0	9
05:30	0	25	4	0	0	0	0	0	0	0	0	0	0	1	30
05:45	0	24	3	1	0	0	0	0	0	0	0	0	0	0	28
	0	68	8	1	0	1	0	1	0	0	0	0	0	1	80
06:00	0	36	8	0	1	0	0	0	1	0	0	0	0	1	47
06:15	0	79	14	0	5	0	0	0	0	0	0	0	0	1	99
06:30	0	53	9	1	0	2	0	0	0	0	0	0	0	1	66
06:45	0	40	4	1	1	3	0	0	0	0	0	0	0	1	50
	0	208	35	2	7	5	0	0	1	0	0	0	0	4	262
07:00	0	51	3	0	1	0	0	0	0	0	0	0	0	0	55
07:15	0	54	5	0	2	1	0	0	0	0	0	0	0	3	65
07:30	0	49	12	1	2	2	0	0	2	0	0	0	0	1	69
07:45	0	69	10	0	1	1	0	0	1	0	0	0	0	0	82
	0	223	30	1	6	4	0	0	3	0	0	0	0	4	271
08:00	0	47	9	0	1	0	0	0	3	0	0	0	0	1	61
08:15	0	35	8	0	0	1	0	0	2	0	0	0	0	1	47
08:30	0	27	1	1	1	2	0	0	4	0	0	0	0	0	36
08:45	0	20	4	0	3	0	0	0	1	0	0	0	0	0	28
	0	129	22	1	5	3	0	0	10	0	0	0	0	2	172
09:00	0	23	5	0	1	1	0	0	0	0	0	0	0	0	30
09:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	708	107	5	22	16	0	4	20	0	0	0	0	11	893
Percent	0.0%	79.3%	12.0%	0.6%	2.5%	1.8%	0.0%	0.4%	2.2%	0.0%	0.0%	0.0%	0.0%	1.2%	
Grand Total	0	4363	926	28	123	81	4	28	171	0	0	0	1	105	5830
Percent	0.0%	74.8%	15.9%	0.5%	2.1%	1.4%	0.1%	0.5%	2.9%	0.0%	0.0%	0.0%	0.0%	1.8%	

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Old Laurens Rd  
Station ID: NB & SB Traffic  
Just North of Abercrombie Rd  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/07/19	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
00:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15	0	5	3	0	0	0	0	0	0	0	0	0	0	1	9
09:30	0	12	4	1	0	2	0	0	1	0	0	0	0	3	23
09:45	0	13	9	2	3	0	0	2	1	0	0	0	0	0	30
10:00	0	11	5	1	2	2	0	0	1	0	0	0	0	3	25
10:15	0	41	21	4	5	4	0	2	3	0	0	0	0	7	87
10:30	0	16	6	0	1	1	0	1	0	0	0	0	0	1	26
10:45	0	9	3	0	1	3	1	1	1	0	0	0	0	4	23
11:00	0	11	5	0	0	2	0	0	0	0	0	0	0	0	18
11:15	0	12	6	0	1	2	1	1	2	0	0	0	0	1	26
11:30	0	48	20	0	3	8	2	3	3	0	0	0	0	6	93
11:45	0	25	10	0	1	2	0	1	0	0	0	0	0	3	42
12:00	0	27	5	1	2	1	1	0	2	0	0	0	0	0	39
12:15	0	29	8	0	3	3	0	0	0	0	0	0	0	2	45
12:30	0	24	9	1	3	0	1	0	0	0	0	0	0	0	38
12:45	0	105	32	2	9	6	2	1	2	0	0	0	0	5	164
Total	0	194	73	6	17	18	4	6	8	0	0	0	0	18	344
Percent	0.0%	56.4%	21.2%	1.7%	4.9%	5.2%	1.2%	1.7%	2.3%	0.0%	0.0%	0.0%	0.0%	5.2%	

# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Old Laurens Rd  
Station ID: NB & SB Traffic  
Just North of Abercrombie Rd  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
12 PM	0	40	4	1	0	0	1	0	0	0	0	0	0	0	46
12:15	0	20	12	0	1	1	0	0	4	0	0	0	0	3	41
12:30	0	18	3	0	2	0	1	0	0	0	0	0	0	1	25
12:45	0	16	9	0	2	2	1	0	1	0	0	0	0	2	33
	0	94	28	1	5	3	3	0	5	0	0	0	0	6	145
13:00	0	14	6	2	2	2	1	0	0	0	0	0	0	0	27
13:15	0	12	4	0	0	0	0	0	1	0	0	0	0	0	17
13:30	0	10	3	0	2	1	0	0	2	0	0	0	0	1	19
13:45	0	10	8	0	0	0	0	0	0	0	0	0	0	1	19
	0	46	21	2	4	3	1	0	3	0	0	0	0	2	82
14:00	0	17	0	1	1	2	0	0	1	0	0	0	0	1	23
14:15	0	19	4	0	1	2	0	0	1	0	0	0	0	1	28
14:30	0	33	9	1	2	0	0	0	1	0	0	0	0	1	47
14:45	0	23	5	0	1	0	0	0	1	0	0	0	0	1	31
	0	92	18	2	5	4	0	0	4	0	0	0	0	4	129
15:00	0	18	12	0	0	0	0	0	1	0	0	0	0	0	31
15:15	0	98	21	0	2	1	0	0	1	0	0	0	0	5	128
15:30	0	56	16	0	1	1	0	0	0	0	0	0	0	0	74
15:45	0	29	9	0	5	0	0	0	0	0	0	0	0	1	44
	0	201	58	0	8	2	0	0	2	0	0	0	0	6	277
16:00	0	35	14	0	2	0	0	0	1	0	0	0	0	3	55
16:15	0	31	11	1	3	1	0	1	0	0	0	0	0	0	48
16:30	0	34	15	1	2	0	0	0	1	0	0	0	0	2	55
16:45	0	37	13	0	0	0	0	0	2	0	0	0	0	2	54
	0	137	53	2	7	1	0	1	4	0	0	0	0	7	212
17:00	0	71	14	0	0	0	0	0	0	0	0	0	0	1	86
17:15	0	32	16	0	2	1	0	0	0	0	0	0	0	1	52
17:30	0	92	17	0	0	0	0	0	1	0	0	0	0	3	113
17:45	0	50	6	0	0	2	0	0	0	0	0	0	0	2	60
	0	245	53	0	2	3	0	0	1	0	0	0	0	7	311
18:00	0	18	5	0	2	0	0	0	0	0	0	0	0	0	25
18:15	0	15	10	1	0	0	0	0	0	0	0	0	0	0	26
18:30	0	24	10	0	3	1	0	0	0	0	0	0	0	2	40
18:45	0	31	5	0	0	0	0	0	0	0	0	0	0	0	36
	0	88	30	1	5	1	0	0	0	0	0	0	0	2	127
19:00	0	18	7	0	0	2	0	0	0	0	0	0	0	2	29
19:15	0	12	10	0	3	0	0	0	0	0	0	0	0	1	26
19:30	0	17	4	0	0	0	0	0	1	0	0	0	0	0	22
19:45	0	15	3	0	0	2	0	0	1	0	0	0	0	2	23
	0	62	24	0	3	4	0	0	2	0	0	0	0	5	100
20:00	0	8	3	1	0	0	0	0	1	0	0	0	0	0	13
20:15	0	12	0	0	0	1	0	0	0	0	0	0	0	1	14
20:30	0	9	1	0	0	0	0	0	1	0	0	0	0	0	11
20:45	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
	0	33	7	1	0	1	0	0	2	0	0	0	0	1	45
21:00	0	5	1	0	0	0	0	0	1	0	0	0	0	0	7
21:15	0	3	0	0	1	0	0	0	0	0	0	0	0	0	4
21:30	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
21:45	0	9	4	0	0	1	0	0	1	0	0	0	0	1	16
	0	18	5	0	3	1	0	0	2	0	0	0	0	1	30
22:00	0	9	4	0	0	0	0	0	1	0	0	0	0	0	14
22:15	0	5	3	0	2	0	0	0	0	0	0	0	0	0	10
22:30	0	18	4	0	0	0	0	0	1	0	0	0	0	0	23
22:45	0	4	1	0	0	1	0	0	0	0	0	0	0	1	7
	0	36	12	0	2	1	0	0	2	0	0	0	0	1	54
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
23:15	0	79	11	0	0	0	0	0	0	0	0	0	0	0	90
23:30	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19
23:45	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16
	0	114	17	0	0	0	0	0	0	0	0	0	0	0	131
Total	0	1166	326	9	44	24	4	1	27	0	0	0	0	42	1643
Percent	0.0%	71.0%	19.8%	0.5%	2.7%	1.5%	0.2%	0.1%	1.6%	0.0%	0.0%	0.0%	0.0%	2.6%	





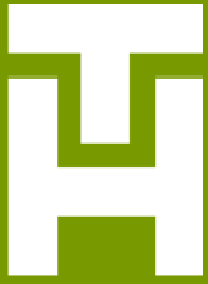
# Short Counts, LLC

735 Maryland St  
Columbia, SC 29201

Site Code: Old Laurens Rd  
Station ID: NB & SB Traffic  
Just North of Abercrombie Rd  
Fountain Inn, SC  
Latitude: 0' 0.0000 Undefined

NB

Start Time	Bikes	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classe	Total
05/09/19	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10
00:15	0	9	1	0	0	0	0	0	1	0	0	0	0	0	11
00:30	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
00:45	0	1	0	0	0	0	0	0	1	0	0	0	0	0	2
01:00	0	24	4	0	0	0	0	0	2	0	0	0	0	0	30
01:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
01:30	0	1	1	0	1	0	0	0	0	0	0	0	0	1	4
01:45	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2
02:00	0	3	1	1	1	0	0	0	0	0	0	0	0	2	8
02:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
02:45	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:15	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
03:30	0	4	0	0	1	0	0	0	0	0	0	0	0	2	7
03:45	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30	0	8	0	0	1	0	0	0	0	0	0	0	0	2	11
04:45	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	0	1	1	2	0	0	0	0	0	0	0	0	2	6
05:15	0	5	3	0	0	0	0	0	1	0	0	0	0	0	9
05:30	0	5	3	0	1	0	0	0	0	0	0	0	0	0	9
05:45	0	13	8	1	3	0	0	0	1	0	0	0	0	2	28
06:00	0	0	2	0	1	2	0	0	1	0	0	0	0	2	8
06:15	0	6	9	0	0	1	0	0	0	0	0	0	0	1	17
06:30	0	17	4	0	2	1	0	0	0	0	0	0	0	1	25
06:45	0	19	7	0	0	1	0	0	0	0	0	0	0	1	28
07:00	0	42	22	0	3	5	0	0	1	0	0	0	0	5	78
07:15	0	10	9	0	0	1	0	0	0	0	0	0	0	0	20
07:30	0	26	7	0	0	0	0	0	0	0	0	0	0	1	34
07:45	0	24	3	0	1	0	0	0	0	0	0	0	0	2	30
08:00	0	26	6	0	4	0	1	0	0	0	0	0	0	0	37
08:15	0	86	25	0	5	1	1	0	0	0	0	0	0	3	121
08:30	0	55	11	0	1	1	0	0	0	0	0	0	0	0	68
08:45	0	85	19	0	2	2	0	0	0	0	0	0	0	3	111
09:00	0	54	21	0	10	0	0	1	0	0	0	0	0	3	89
09:15	0	35	10	0	2	0	0	1	2	0	0	0	0	0	50
09:30	0	229	61	0	15	3	0	2	2	0	0	0	0	6	318
09:45	0	19	11	0	4	1	0	1	1	0	0	0	0	1	38
10:00	0	27	4	0	1	0	0	0	0	0	0	0	0	0	32
10:15	0	14	6	0	3	2	0	0	0	0	0	0	0	1	26
10:30	0	15	5	0	2	1	0	0	1	0	0	0	0	2	26
10:45	0	75	26	0	10	4	0	1	2	0	0	0	0	4	122
11:00	0	4	5	3	2	0	0	0	1	0	0	0	0	1	16
11:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:30	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12:45	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	494	155	5	40	13	1	3	9	0	0	0	0	25	745
Percent	0.0%	66.3%	20.8%	0.7%	5.4%	1.7%	0.1%	0.4%	1.2%	0.0%	0.0%	0.0%	0.0%	3.4%	
Grand Total	0	3741	1105	35	195	107	13	22	83	0	0	0	0	177	5478
Percent	0.0%	68.3%	20.2%	0.6%	3.6%	2.0%	0.2%	0.4%	1.5%	0.0%	0.0%	0.0%	0.0%	3.2%	



THOMAS  
&  
HUTTON

## **HIGHWAY 14 CORRIDOR STUDY**

BETWEEN I-385 EXITS 19 AND 22  
LAURENS COUNTY, SC

### **APPENDIX B**

Synchro Reports -HCM 6th Edition  
2019 Existing Conditions

J - 27743

July 2019



HCM 6th TWSC  
1: Friendship Church Rd & S Frontage Rd

AM Peak Hour  
Existing 2019

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	6	8	10	8	4	4	83	7	2	104	6
Future Vol, veh/h	2	6	8	10	8	4	4	83	7	2	104	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	4	4	7	7	7	5	5	5
Mvmt Flow	2	7	9	11	9	4	4	92	8	2	116	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	235	232	120	236	231	96	123	0	0	100	0	0
Stage 1	124	124	-	104	104	-	-	-	-	-	-	-
Stage 2	111	108	-	132	127	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.54	6.24	4.17	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4.036	3.336	2.263	-	-	2.245	-	-
Pot Cap-1 Maneuver	724	672	937	714	665	955	1434	-	-	1474	-	-
Stage 1	885	797	-	897	805	-	-	-	-	-	-	-
Stage 2	899	810	-	867	787	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	711	669	937	700	662	955	1434	-	-	1474	-	-
Mov Cap-2 Maneuver	711	669	-	700	662	-	-	-	-	-	-	-
Stage 1	882	796	-	894	803	-	-	-	-	-	-	-
Stage 2	882	808	-	851	786	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.7	10.2	0.3	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1434	-	-	787	720	1474	-
HCM Lane V/C Ratio	0.003	-	-	0.023	0.034	0.002	-
HCM Control Delay (s)	7.5	0	-	9.7	10.2	7.4	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

HCM 6th TWSC  
1: Friendship Church Rd & S Frontage Rd

PM Peak Hour  
Existing 2019

Intersection												
Int Delay, s/veh	2.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	11	7	7	4	13	117	16	4	49	10
Future Vol, veh/h	5	5	11	7	7	4	13	117	16	4	49	10
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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	10	10	10	0	0	0	7	7	7	3	3	3
Mvmt Flow	6	6	13	8	8	5	15	134	18	5	56	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	252	254	62	254	250	143	67	0	0	152	0	0
Stage 1	72	72	-	173	173	-	-	-	-	-	-	-
Stage 2	180	182	-	81	77	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.1	6.5	6.2	4.17	-	-	4.13	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.5	4	3.3	2.263	-	-	2.227	-	-
Pot Cap-1 Maneuver	685	636	981	703	656	910	1503	-	-	1423	-	-
Stage 1	918	820	-	834	760	-	-	-	-	-	-	-
Stage 2	803	734	-	932	835	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	667	626	981	681	646	910	1503	-	-	1423	-	-
Mov Cap-2 Maneuver	667	626	-	681	646	-	-	-	-	-	-	-
Stage 1	908	817	-	825	752	-	-	-	-	-	-	-
Stage 2	782	726	-	910	832	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.7		10.3		0.7		0.5	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1503	-	-	787	706	1423	-
HCM Lane V/C Ratio	0.01	-	-	0.031	0.029	0.003	-
HCM Control Delay (s)	7.4	0	-	9.7	10.3	7.5	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	56	504	47	44	319
Future Vol, veh/h	60	56	504	47	44	319
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	65	60	542	51	47	343

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1005	568	0	0	593	0
Stage 1	568	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.13	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.227	-
Pot Cap-1 Maneuver	265	519	-	-	978	-
Stage 1	563	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	249	519	-	-	978	-
Mov Cap-2 Maneuver	249	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.8	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	249	519	978	-
HCM Lane V/C Ratio	-	-	0.259	0.116	0.048	-
HCM Control Delay (s)	-	-	24.4	12.8	8.9	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.4	0.2	-

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	43	316	39	73	454
Future Vol, veh/h	31	43	316	39	73	454
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	34	47	347	43	80	499

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1028	369	0	0	390
Stage 1	369	-	-	-	-
Stage 2	659	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209
Pot Cap-1 Maneuver	259	677	-	-	1174
Stage 1	699	-	-	-	-
Stage 2	515	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	235	677	-	-	1174
Mov Cap-2 Maneuver	235	-	-	-	-
Stage 1	699	-	-	-	-
Stage 2	467	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.8	0	1.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	235	677	1174
HCM Lane V/C Ratio	-	-	0.145	0.07	0.068
HCM Control Delay (s)	-	-	22.9	10.7	8.3
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.2	0.2

Intersection						
Int Delay, s/veh	5.1					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	312	57	40	514	105	65
Future Vol, veh/h	312	57	40	514	105	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	347	63	44	571	117	72

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	410	0	1038 379
Stage 1	-	-	-	-	379 -
Stage 2	-	-	-	-	659 -
Critical Hdwy	-	-	4.12	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	-	-	2.218	-	3.509 3.309
Pot Cap-1 Maneuver	-	-	1149	-	257 670
Stage 1	-	-	-	-	694 -
Stage 2	-	-	-	-	516 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1149	-	243 670
Mov Cap-2 Maneuver	-	-	-	-	243 -
Stage 1	-	-	-	-	694 -
Stage 2	-	-	-	-	487 -

Approach	EB	WB	NE
HCM Control Delay, s	0	0.6	31.1
HCM LOS			D

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	321	-	-	1149	-
HCM Lane V/C Ratio	0.588	-	-	0.039	-
HCM Control Delay (s)	31.1	-	-	8.3	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	3.5	-	-	0.1	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	472	23	20	335	72	48
Future Vol, veh/h	472	23	20	335	72	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	2	2	1	2
Mvmt Flow	524	26	22	372	80	53

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	550	0	953
Stage 1	-	-	-	-	537
Stage 2	-	-	-	-	416
Critical Hdwy	-	-	4.12	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.218	-	3.509
Pot Cap-1 Maneuver	-	-	1020	-	289
Stage 1	-	-	-	-	588
Stage 2	-	-	-	-	668
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1020	-	281
Mov Cap-2 Maneuver	-	-	-	-	281
Stage 1	-	-	-	-	588
Stage 2	-	-	-	-	650

Approach	EB	WB	NE
HCM Control Delay, s	0	0.5	21.6
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	348	-	-	1020	-
HCM Lane V/C Ratio	0.383	-	-	0.022	-
HCM Control Delay (s)	21.6	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.7	-	-	0.1	-

HCM 6th Signalized Intersection Summary  
 10: Old Laurens Rd & Owings Rd

AM Peak Hour  
 Existing 2019



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	128	133	160	10	4	223
Future Volume (veh/h)	128	133	160	10	4	223
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	160	166	200	12	5	279
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	579	614	614	520	7	367
Arrive On Green	0.33	0.33	0.33	0.33	0.23	0.23
Sat Flow, veh/h	1179	1885	1885	1598	28	1580
Grp Volume(v), veh/h	160	166	200	12	285	0
Grp Sat Flow(s),veh/h/ln	1179	1885	1885	1598	1614	0
Q Serve(g_s), s	2.9	1.6	2.0	0.1	4.1	0.0
Cycle Q Clear(g_c), s	4.9	1.6	2.0	0.1	4.1	0.0
Prop In Lane	1.00			1.00	0.02	0.98
Lane Grp Cap(c), veh/h	579	614	614	520	375	0
V/C Ratio(X)	0.28	0.27	0.33	0.02	0.76	0.00
Avail Cap(c_a), veh/h	1119	1477	1477	1252	940	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	8.2	6.2	6.3	5.7	8.9	0.0
Incr Delay (d2), s/veh	0.3	0.2	0.3	0.0	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.3	0.4	0.0	1.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.4	6.4	6.6	5.7	12.1	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		326	212		285	
Approach Delay, s/veh		7.4	6.6		12.1	
Approach LOS		A	A		B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		13.6			13.6	11.3
Change Period (Y+Rc), s		5.5			5.5	5.5
Max Green Setting (Gmax), s		19.5			19.5	14.5
Max Q Clear Time (g_c+I1), s		4.0			6.9	6.1
Green Ext Time (p_c), s		0.9			1.2	0.6
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			8.8			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary  
10: Old Laurens Rd & Owings Rd

PM Peak Hour  
Existing 2019



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	100	146	54	4	7	73
Future Volume (veh/h)	100	146	54	4	7	73
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1900	1900	1900	1900
Adj Flow Rate, veh/h	127	185	68	5	9	92
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	3	3	0	0	0	0
Cap, veh/h	734	524	537	455	15	158
Arrive On Green	0.28	0.28	0.28	0.28	0.11	0.11
Sat Flow, veh/h	1316	1856	1900	1610	139	1423
Grp Volume(v), veh/h	127	185	68	5	102	0
Grp Sat Flow(s),veh/h/ln	1316	1856	1900	1610	1578	0
Q Serve(g_s), s	1.4	1.4	0.5	0.0	1.1	0.0
Cycle Q Clear(g_c), s	1.9	1.4	0.5	0.0	1.1	0.0
Prop In Lane	1.00			1.00	0.09	0.90
Lane Grp Cap(c), veh/h	734	524	537	455	175	0
V/C Ratio(X)	0.17	0.35	0.13	0.01	0.58	0.00
Avail Cap(c_a), veh/h	1778	1996	2044	1732	1262	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.6	5.2	4.8	4.7	7.7	0.0
Incr Delay (d2), s/veh	0.1	0.4	0.1	0.0	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.2	0.1	0.0	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.7	5.6	4.9	4.7	10.7	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		312	73		102	
Approach Delay, s/veh		5.6	4.9		10.7	
Approach LOS		A	A		B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		10.6			10.6	7.5
Change Period (Y+Rc), s		5.5			5.5	5.5
Max Green Setting (Gmax), s		19.5			19.5	14.5
Max Q Clear Time (g_c+I1), s		2.5			3.9	3.1
Green Ext Time (p_c), s		0.2			1.2	0.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			A			



Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4		4	4	
Traffic Vol, veh/h	0	326	0	627	29	0
Future Vol, veh/h	0	326	0	627	29	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	16979	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	1	1	0	0
Mvmt Flow	0	362	0	697	32	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	362	-
Stage 1	-	-	0	-
Stage 2	-	-	362	-
Critical Hdwy	4.14	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.4	-
Follow-up Hdwy	2.236	-	3.5	-
Pot Cap-1 Maneuver	-	-	641	0
Stage 1	-	-	-	0
Stage 2	-	-	709	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	641	-
Mov Cap-2 Maneuver	-	-	641	-
Stage 1	-	-	-	-
Stage 2	-	-	709	-

Approach	EB	SB
HCM Control Delay, s	0	10.9
HCM LOS		B

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	641
HCM Lane V/C Ratio	-	-	0.05
HCM Control Delay (s)	0	-	10.9
HCM Lane LOS	A	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕		↕	↕	
Traffic Vol, veh/h	0	487	0	407	13	0
Future Vol, veh/h	0	487	0	407	13	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	16979	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	1	1	0	0
Mvmt Flow	0	541	0	452	14	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	541	-
Stage 1	-	-	0	-
Stage 2	-	-	541	-
Critical Hdwy	4.14	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.4	-
Follow-up Hdwy	2.236	-	3.5	-
Pot Cap-1 Maneuver	-	-	506	0
Stage 1	-	-	-	0
Stage 2	-	-	588	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	506	-
Mov Cap-2 Maneuver	-	-	506	-
Stage 1	-	-	-	-
Stage 2	-	-	588	-

Approach	EB	SB
HCM Control Delay, s	0	12.3
HCM LOS		B

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	506
HCM Lane V/C Ratio	-	-	0.029
HCM Control Delay (s)	0	-	12.3
HCM Lane LOS	A	-	B
HCM 95th %tile Q(veh)	-	-	0.1

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	32	95	133	233	182	83
Future Vol, veh/h	32	95	133	233	182	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	215	-	-	350
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	1	1	2	2
Mvmt Flow	42	123	173	303	236	108

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	885	236	344	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	315	803	1221	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	520	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	270	803	1221	-	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	520	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	3.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1221	-	270	803	-	-
HCM Lane V/C Ratio	0.141	-	0.154	0.154	-	-
HCM Control Delay (s)	8.4	-	20.7	10.3	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.5	-	0.5	0.5	-	-

Intersection						
Int Delay, s/veh	4.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	37	87	54	73	169	30
Future Vol, veh/h	37	87	54	73	169	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	215	-	-	350
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	5	5	3	3	2	2
Mvmt Flow	74	174	108	146	338	60

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	700	338	398	0	-	0
Stage 1	338	-	-	-	-	-
Stage 2	362	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.13	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.227	-	-	-
Pot Cap-1 Maneuver	401	697	1155	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	363	697	1155	-	-	-
Mov Cap-2 Maneuver	363	-	-	-	-	-
Stage 1	649	-	-	-	-	-
Stage 2	698	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.5	3.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1155	-	363	697	-	-
HCM Lane V/C Ratio	0.094	-	0.204	0.25	-	-
HCM Control Delay (s)	8.4	-	17.4	11.9	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.8	1	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	11	14	77	44	2
Future Vol, veh/h	2	11	14	77	44	2
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	67	67	67	67	67	67
Heavy Vehicles, %	14	14	4	4	4	4
Mvmt Flow	3	16	21	115	66	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	225	68	69	0	0
Stage 1	68	-	-	-	-
Stage 2	157	-	-	-	-
Critical Hdwy	6.54	6.34	4.14	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-
Follow-up Hdwy	3.626	3.426	2.236	-	-
Pot Cap-1 Maneuver	737	963	1519	-	-
Stage 1	925	-	-	-	-
Stage 2	843	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	726	963	1519	-	-
Mov Cap-2 Maneuver	726	-	-	-	-
Stage 1	911	-	-	-	-
Stage 2	843	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1519	-	917	-	-
HCM Lane V/C Ratio	0.014	-	0.021	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	0	9	13	29	52	1
Future Vol, veh/h	0	9	13	29	52	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	70	70	70	70	70	70
Heavy Vehicles, %	11	11	17	17	2	2
Mvmt Flow	0	13	19	41	74	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	154	75	75	0	0
Stage 1	75	-	-	-	-
Stage 2	79	-	-	-	-
Critical Hdwy	6.51	6.31	4.27	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-
Follow-up Hdwy	3.599	3.399	2.353	-	-
Pot Cap-1 Maneuver	817	962	1434	-	-
Stage 1	926	-	-	-	-
Stage 2	922	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	806	962	1434	-	-
Mov Cap-2 Maneuver	806	-	-	-	-
Stage 1	913	-	-	-	-
Stage 2	922	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.8	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1434	-	962	-	-
HCM Lane V/C Ratio	0.013	-	0.013	-	-
HCM Control Delay (s)	7.5	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	281	305	1
Future Vol, veh/h	0	0	0	281	305	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	68	68	68	68	68	68
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	0	0	0	413	449	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	863	450	450	0	0
Stage 1	450	-	-	-	-
Stage 2	413	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-
Pot Cap-1 Maneuver	328	613	1116	-	-
Stage 1	647	-	-	-	-
Stage 2	672	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	328	613	1116	-	-
Mov Cap-2 Maneuver	328	-	-	-	-
Stage 1	647	-	-	-	-
Stage 2	672	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1116	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	0	308	68	2
Future Vol, veh/h	1	1	0	308	68	2
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	66	66	66	66	66	66
Heavy Vehicles, %	0	0	2	2	6	6
Mvmt Flow	2	2	0	467	103	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	572	105	106	0	-
Stage 1	105	-	-	-	-
Stage 2	467	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-
Pot Cap-1 Maneuver	485	955	1485	-	-
Stage 1	924	-	-	-	-
Stage 2	635	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	485	955	1485	-	-
Mov Cap-2 Maneuver	485	-	-	-	-
Stage 1	924	-	-	-	-
Stage 2	635	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1485	-	643	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-



Intersection	
Intersection Delay, s/veh	14.7
Intersection LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	24	296	36	7	230	42	86	21	5	65	17	4
Future Vol, veh/h	24	296	36	7	230	42	86	21	5	65	17	4
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	4	4	4	4	4	4	4	4	4	2	2	2
Mvmt Flow	30	365	44	9	284	52	106	26	6	80	21	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	17.2	13.9	11.5	11
HCM LOS	C	B	B	B

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	77%	3%	7%	76%
Vol Thru, %	19%	82%	83%	20%
Vol Right, %	4%	15%	10%	5%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	112	279	356	86
LT Vol	86	7	24	65
Through Vol	21	230	296	17
RT Vol	5	42	36	4
Lane Flow Rate	138	344	440	106
Geometry Grp	1	1	1	1
Degree of Util (X)	0.245	0.51	0.639	0.189
Departure Headway (Hd)	6.37	5.33	5.236	6.417
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	561	675	690	556
Service Time	4.437	3.383	3.284	4.491
HCM Lane V/C Ratio	0.246	0.51	0.638	0.191
HCM Control Delay	11.5	13.9	17.2	11
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	1	2.9	4.6	0.7

Intersection	
Intersection Delay, s/veh	12.2
Intersection LOS	B

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	51	132	73	10	171	32	89	38	10	20	23	1
Future Vol, veh/h	51	132	73	10	171	32	89	38	10	20	23	1
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	2	2	2
Mvmt Flow	72	186	103	14	241	45	125	54	14	28	32	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	13	12.1	11.5	9.9
HCM LOS	B	B	B	A

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	65%	5%	20%	45%
Vol Thru, %	28%	80%	52%	52%
Vol Right, %	7%	15%	29%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	137	213	256	44
LT Vol	89	10	51	20
Through Vol	38	171	132	23
RT Vol	10	32	73	1
Lane Flow Rate	193	300	361	62
Geometry Grp	1	1	1	1
Degree of Util (X)	0.312	0.431	0.502	0.105
Departure Headway (Hd)	5.83	5.174	5.016	6.094
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	616	696	718	587
Service Time	3.871	3.207	3.047	4.144
HCM Lane V/C Ratio	0.313	0.431	0.503	0.106
HCM Control Delay	11.5	12.1	13	9.9
HCM Lane LOS	B	B	B	A
HCM 95th-tile Q	1.3	2.2	2.8	0.4

Intersection						
Int Delay, s/veh	3.3					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	T				T	
Traffic Vol, veh/h	86	87	0	0	54	34
Future Vol, veh/h	86	87	0	0	54	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	22350	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	85	85
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	101	102	0	0	64	40

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	152	152
Stage 1	-	-	152	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	833	886
Stage 1	-	-	869	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	833	886
Mov Cap-2 Maneuver	-	-	833	-
Stage 1	-	-	869	-
Stage 2	-	-	-	-

Approach	SE	NE
HCM Control Delay, s	0	9.8
HCM LOS		A

Minor Lane/Major Mvmt	NELn1	SET	SER
Capacity (veh/h)	853	-	-
HCM Lane V/C Ratio	0.121	-	-
HCM Control Delay (s)	9.8	-	-
HCM Lane LOS	A	-	-
HCM 95th %tile Q(veh)	0.4	-	-

Intersection						
Int Delay, s/veh	4.9					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	T		T			
Traffic Vol, veh/h	100	45	0	0	69	69
Future Vol, veh/h	100	45	0	0	69	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	22350	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	85	85
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	118	53	0	0	81	81

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	145	145
Stage 1	-	-	145	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	847	902
Stage 1	-	-	882	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	847	902
Mov Cap-2 Maneuver	-	-	847	-
Stage 1	-	-	882	-
Stage 2	-	-	-	-

Approach	SE	NE
HCM Control Delay, s	0	10.1
HCM LOS		B

Minor Lane/Major Mvmt	NELn1	SET	SER
Capacity (veh/h)	874	-	-
HCM Lane V/C Ratio	0.186	-	-
HCM Control Delay (s)	10.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.7	-	-

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	48	3	0	2	43	226	1	0	338	45
Future Vol, veh/h	7	1	48	3	0	2	43	226	1	0	338	45
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	5	5	5	0	0	0	2	2	2	4	4	4
Mvmt Flow	9	1	62	4	0	3	55	290	1	0	433	58

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	864	863	462	895	892	291	491	0	0	291	0	0
Stage 1	462	462	-	401	401	-	-	-	-	-	-	-
Stage 2	402	401	-	494	491	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.1	6.5	6.2	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.5	4	3.3	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	271	289	594	264	283	753	1072	-	-	1259	-	-
Stage 1	574	560	-	630	604	-	-	-	-	-	-	-
Stage 2	619	596	-	561	552	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	257	271	594	225	266	753	1072	-	-	1259	-	-
Mov Cap-2 Maneuver	257	271	-	225	266	-	-	-	-	-	-	-
Stage 1	539	560	-	592	567	-	-	-	-	-	-	-
Stage 2	579	560	-	502	552	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	13.4		16.7		1.4		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1072	-	-	501	313	1259	-
HCM Lane V/C Ratio	0.051	-	-	0.143	0.02	-	-
HCM Control Delay (s)	8.5	0	-	13.4	16.7	0	-
HCM Lane LOS	A	A	-	B	C	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.1	0	-

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	47	7	0	3	27	280	7	2	202	15
Future Vol, veh/h	15	0	47	7	0	3	27	280	7	2	202	15
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	8	8	8	0	0	0	4	4	4	5	5	5
Mvmt Flow	21	0	64	10	0	4	37	384	10	3	277	21

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	759	762	288	789	767	389	298	0	0	394	0	0
Stage 1	294	294	-	463	463	-	-	-	-	-	-	-
Stage 2	465	468	-	326	304	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.1	6.5	6.2	4.14	-	-	4.15	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.5	4	3.3	2.236	-	-	2.245	-	-
Pot Cap-1 Maneuver	316	328	737	311	335	664	1252	-	-	1148	-	-
Stage 1	701	659	-	583	568	-	-	-	-	-	-	-
Stage 2	566	551	-	691	667	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	304	315	737	275	321	664	1252	-	-	1148	-	-
Mov Cap-2 Maneuver	304	315	-	275	321	-	-	-	-	-	-	-
Stage 1	674	657	-	561	546	-	-	-	-	-	-	-
Stage 2	541	530	-	629	665	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.8		16.2		0.7		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1252	-	-	548	334	1148	-	-
HCM Lane V/C Ratio	0.03	-	-	0.155	0.041	0.002	-	-
HCM Control Delay (s)	8	0	-	12.8	16.2	8.1	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.1	0	-	-

Intersection						
Int Delay, s/veh	5.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗		↑	↑	
Traffic Vol, veh/h	43	290	0	277	94	0
Future Vol, veh/h	43	290	0	277	94	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	4	4	3	3	9	9
Mvmt Flow	55	372	0	355	121	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	476	121	-	0	-	0
Stage 1	121	-	-	-	-	-
Stage 2	355	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	-	-
Pot Cap-1 Maneuver	544	925	0	-	-	0
Stage 1	899	-	0	-	-	0
Stage 2	705	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	544	925	-	-	-	-
Mov Cap-2 Maneuver	544	-	-	-	-	-
Stage 1	899	-	-	-	-	-
Stage 2	705	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	544	925	-
HCM Lane V/C Ratio	-	0.101	0.402	-
HCM Control Delay (s)	-	12.4	11.5	-
HCM Lane LOS	-	B	B	-
HCM 95th %tile Q(veh)	-	0.3	2	-

Intersection						
Int Delay, s/veh	4.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗		↑	↑	
Traffic Vol, veh/h	120	93	0	347	56	0
Future Vol, veh/h	120	93	0	347	56	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	143	111	0	413	67	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	480	67	-	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	545	997	0	-	-	0
Stage 1	956	-	0	-	-	0
Stage 2	668	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	545	997	-	-	-	-
Mov Cap-2 Maneuver	545	-	-	-	-	-
Stage 1	956	-	-	-	-	-
Stage 2	668	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	545	997	-
HCM Lane V/C Ratio	-	0.262	0.111	-
HCM Control Delay (s)	-	13.9	9.1	-
HCM Lane LOS	-	B	A	-
HCM 95th %tile Q(veh)	-	1	0.4	-



Intersection						
Int Delay, s/veh	4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	18	124	53	0	0	143
Future Vol, veh/h	18	124	53	0	0	143
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	85	85	85	85	85	85
Heavy Vehicles, %	8	8	8	2	2	1
Mvmt Flow	21	146	62	0	0	168

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	230	62	0	-	-	-
Stage 1	62	-	-	-	-	-
Stage 2	168	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	-	-
Pot Cap-1 Maneuver	745	986	-	0	0	-
Stage 1	946	-	-	0	0	-
Stage 2	847	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	745	986	-	-	-	-
Mov Cap-2 Maneuver	745	-	-	-	-	-
Stage 1	946	-	-	-	-	-
Stage 2	847	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 947	-
HCM Lane V/C Ratio	- 0.176	-
HCM Control Delay (s)	- 9.6	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0.6	-

Intersection						
Int Delay, s/veh	3.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘↗		↑			↑
Traffic Vol, veh/h	4	113	62	0	0	159
Future Vol, veh/h	4	113	62	0	0	159
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	91	91	91	91	91	91
Heavy Vehicles, %	7	7	2	2	6	6
Mvmt Flow	4	124	68	0	0	175

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	243	68	0	-	-	-
Stage 1	68	-	-	-	-	-
Stage 2	175	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	-	-
Pot Cap-1 Maneuver	735	981	-	0	0	-
Stage 1	942	-	-	0	0	-
Stage 2	843	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	735	981	-	-	-	-
Mov Cap-2 Maneuver	735	-	-	-	-	-
Stage 1	942	-	-	-	-	-
Stage 2	843	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 970	-
HCM Lane V/C Ratio	- 0.133	-
HCM Control Delay (s)	- 9.3	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0.5	-

Intersection	
Intersection Delay, s/veh	13.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	32	123	11	274	38	74	2	23	7
Future Vol, veh/h	0	0	0	32	123	11	274	38	74	2	23	7
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	8	8	8	4	4	4	9	9	9
Mvmt Flow	0	0	0	41	156	14	347	48	94	3	29	9
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	10.7	15.2	8.5
HCM LOS	B	C	A

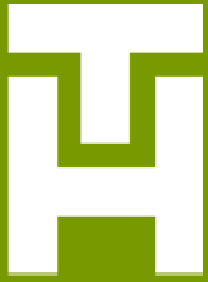
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	71%	19%	6%
Vol Thru, %	10%	74%	72%
Vol Right, %	19%	7%	22%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	386	166	32
LT Vol	274	32	2
Through Vol	38	123	23
RT Vol	74	11	7
Lane Flow Rate	489	210	41
Geometry Grp	1	1	1
Degree of Util (X)	0.627	0.308	0.057
Departure Headway (Hd)	4.616	5.284	5.075
Convergence, Y/N	Yes	Yes	Yes
Cap	782	677	700
Service Time	2.658	3.348	3.146
HCM Lane V/C Ratio	0.625	0.31	0.059
HCM Control Delay	15.2	10.7	8.5
HCM Lane LOS	C	B	A
HCM 95th-tile Q	4.5	1.3	0.2

Intersection	
Intersection Delay, s/veh	16.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	30	61	3	291	26	153	6	20	6
Future Vol, veh/h	0	0	0	30	61	3	291	26	153	6	20	6
Peak Hour Factor	0.92	0.92	0.92	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	5	5	5	2	2	2	6	6	6
Mvmt Flow	0	0	0	40	81	4	388	35	204	8	27	8
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.9	18.6	8.3
HCM LOS	A	C	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	62%	32%	19%
Vol Thru, %	6%	65%	62%
Vol Right, %	33%	3%	19%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	470	94	32
LT Vol	291	30	6
Through Vol	26	61	20
RT Vol	153	3	6
Lane Flow Rate	627	125	43
Geometry Grp	1	1	1
Degree of Util (X)	0.743	0.192	0.058
Departure Headway (Hd)	4.267	5.51	4.933
Convergence, Y/N	Yes	Yes	Yes
Cap	846	649	723
Service Time	2.294	3.566	2.985
HCM Lane V/C Ratio	0.741	0.193	0.059
HCM Control Delay	18.6	9.9	8.3
HCM Lane LOS	C	A	A
HCM 95th-tile Q	6.9	0.7	0.2



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## HIGHWAY 14 CORRIDOR STUDY

BETWEEN I-385 EXITS 19 AND 22

LAURENS COUNTY, SC

### **APPENDIX C**

CALCULATIONS

J - 27743

July 2019

HIGHWAY 14 CORRIDOR -TRIP GENERATION CALCULATIONS

PHASE 1 - BUILD OUT 2022

J27743.0000

ITE LAND USE CODE	ITE LAND USE DESCRIPTION	X	SIZE	ADT		AM PEAK HOUR		PM PEAK HOUR	
				Enter	Exit	Enter	Exit	Enter	Exit
130	Industrial Park	ksf	580	$\ln(T) = 0.52\ln(X)+4.45$		$T = 0.40(X)$		$T = 0.40(X)$	
				$\ln(T) = 0.52\ln(580)+4.45$		$T = 0.4(580)$		$T = 0.4(580)$	
	T = 2342			T = 232		T = 232			
	Enter			Exit	Enter	Exit	Enter	Exit	
	50%			50%	81%	19%	21%	79%	
	1171			1171	188	44	49	183	
110	General Light Industrial	ksf	800	$T = 3.79(X) + 57.96$		$\ln(T) = 0.74\ln(X)+0.39$		$\ln(T) = 0.69\ln(X)+0.43$	
				$T = 3.79(800) + 57.96$		$\ln(T) = 0.74\ln(800)+0.39$		$\ln(T) = 0.69\ln(800)+0.43$	
	T = 3090			T = 208		T = 155			
	Enter			Exit	Enter	Exit	Enter	Exit	
	50%			50%	88%	12%	13%	87%	
	1545			1545	183	25	20	135	
210	Single-Family Detached Housing	Dwell units	50	$T = 9.44(X)$		$T = 0.74(X)$		$T = 0.99(X)$	
				$T = 9.44(50)$		$T = 0.74(50)$		$T = 0.99(50)$	
	T = 472			T = 37		T = 50			
	Enter			Exit	Enter	Exit	Enter	Exit	
	50%			50%	25%	75%	63%	37%	
	236			236	9	28	32	18	
TOTAL TRIPS PHASE 1				2952	2952	380	97	101	336
PASS-BY TRIPS				0	0	0	0	0	0
PRIMARY TRIPS				2952	2952	380	97	101	336

HIGHWAY 14 CORRIDOR -TRIP GENERATION CALCULATIONS

PHASE 2 - BUILD OUT 2029

J27743.0000

ITE LAND USE CODE	ITE LAND USE DESCRIPTION	X	SIZE	ADT		AM PEAK HOUR		PM PEAK HOUR	
				Enter	Exit	Enter	Exit	Enter	Exit
130	Industrial Park  Connexial Ctr Industrial Park Parcel 43	ksf	1160	$\text{Ln}(T) = 0.52\text{Ln}(X)+4.45$		$T = 0.40(X)$		$T = 0.40(X)$	
				$\text{Ln}(T) = 0.52\text{Ln}(1160)+4.45$		$T = 0.4(1160)$		$T = 0.4(1160)$	
				T = 3358		T = 464		T = 464	
				Enter	Exit	Enter	Exit	Enter	Exit
				50%	50%	81%	19%	21%	79%
				1679	1679	376	88	97	367
110	General Light Industrial  Parcel 20 Parcels 1,2	ksf	1100 each @ 2 sites	$T = 3.79(X) + 57.96$		$\text{Ln}(T) = 0.74\text{Ln}(X)+0.39$		$\text{Ln}(T) = 0.69\text{Ln}(X)+0.43$	
				$T = 3.79(1100) + 57.96$		$\text{Ln}(T) = 0.74\text{Ln}(1100)+0.39$		$\text{Ln}(T) = 0.69\text{Ln}(1100)+0.43$	
				T = 4227		T = 263		T = 193	
				Enter	Exit	Enter	Exit	Enter	Exit
				50%	50%	88%	12%	13%	87%
				2114	2114	231	32	25	168
	2114	2114	231	32	25	168			
820	Shopping Center	ksf	825	$\text{Ln}(T) = 0.68\text{Ln}(X) + 5.57$		$T = 0.50(X) + 151.78$		$\text{Ln}(T) = 0.74\text{Ln}(X) + 2.89$	
				$\text{Ln}(T) = 0.68\text{Ln}(825) + 5.57$		$T = 0.50(825) + 151.78$		$\text{Ln}(T) = 0.74\text{Ln}(825) + 2.89$	
				T = 25247		T = 564		T = 2590	
				Enter	Exit	Enter	Exit	Enter	Exit
				50%	50%	62%	38%	48%	52%
				12624	12624	350	214	1243	1347
210	Single-Family Detached Housing	Dwell units	200	$T = 9.44(X)$		$T = 0.74(X)$		$T = 0.99(X)$	
				$T = 9.44(200)$		$T = 0.74(200)$		$T = 0.99(200)$	
				T = 1888		T = 148		T = 198	
				Enter	Exit	Enter	Exit	Enter	Exit
				50%	50%	25%	75%	63%	37%
				943	944	37	111	125	73
TOTAL TRIPS PHASE 2				19474	19475	1225	477	1515	2123
PASS-BY TRIPS				0	0	0	0	423	458
PRIMARY TRIPS				6850	6851	1225	477	1092	1665

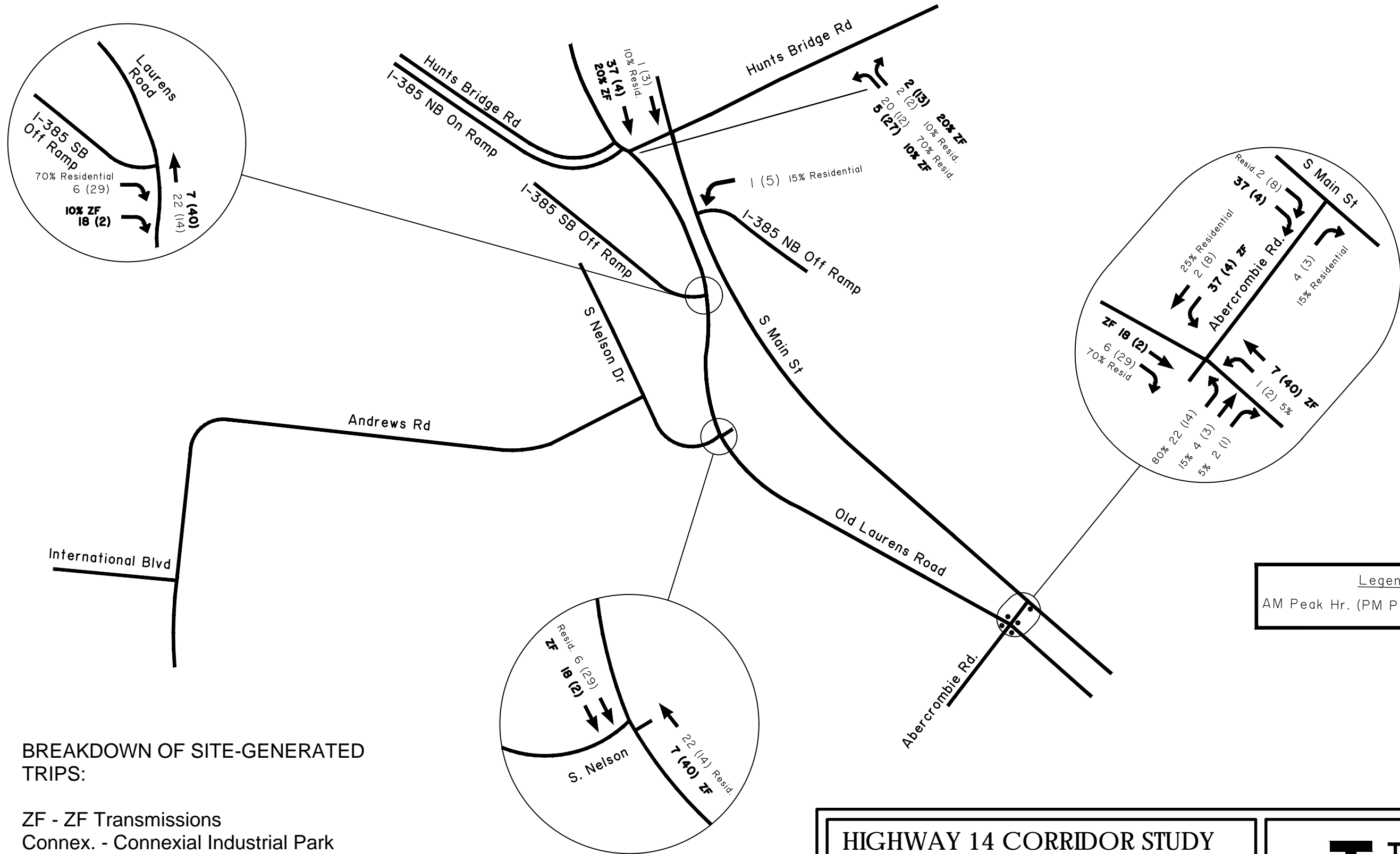
HIGHWAY 14 CORRIDOR -TRIP GENERATION CALCULATIONS

PHASE 3 - BUILD OUT 2039

J27743.0000

ITE LAND USE CODE	ITE LAND USE DESCRIPTION	X	SIZE	ADT		AM PEAK HOUR		PM PEAK HOUR	
130	Industrial Park  East of I-385	ksf	2400	$\ln(T) = 0.52\ln(X)+4.45$		$T = 0.40(X)$		$T = 0.40(X)$	
				$\ln(T) = 0.52\ln(2400)+4.45$		$T = 0.4(2400)$		$T = 0.4(2400)$	
				T = 4900		T = 960		T = 960	
				Enter	Exit	Enter	Exit	Enter	Exit
				50%	50%	81%	19%	21%	79%
				2450	2450	778	182	202	758
130	Industrial Park  West of I-385	ksf	2400	$\ln(T) = 0.52\ln(X)+4.45$		$T = 0.40(X)$		$T = 0.40(X)$	
				$\ln(T) = 0.52\ln(2400)+4.45$		$T = 0.4(2400)$		$T = 0.4(2400)$	
				T = 4900		T = 960		T = 960	
				Enter	Exit	Enter	Exit	Enter	Exit
				50%	50%	81%	19%	21%	79%
				2450	2450	778	182	202	758
TOTAL TRIPS PHASE 1				4900	4900	1556	364	404	1516
PASS-BY TRIPS				0	0	0	0	0	0
PRIMARY TRIPS				4900	4900	1556	364	404	1516





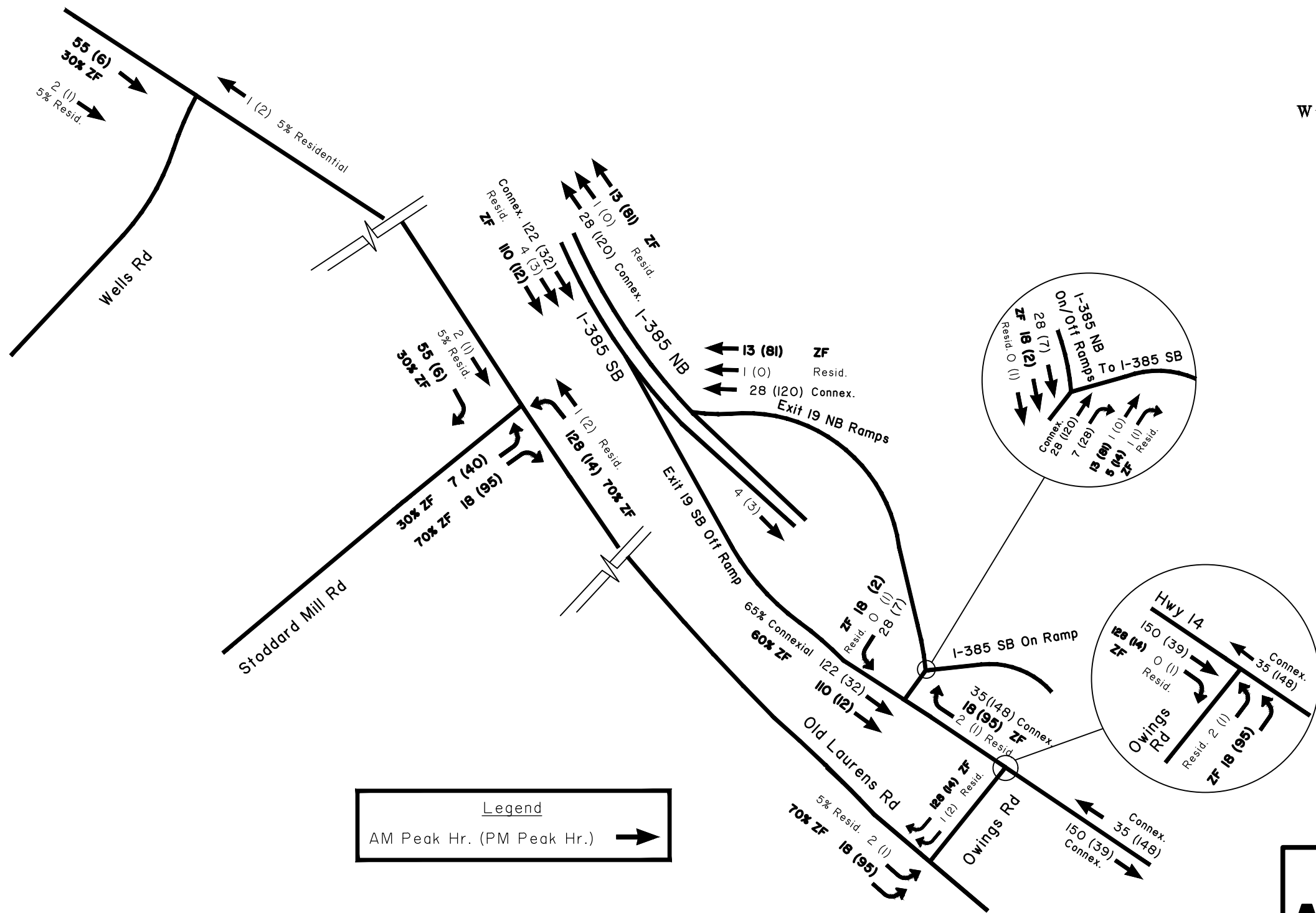
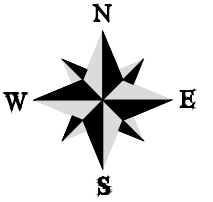
**BREAKDOWN OF SITE-GENERATED TRIPS:**

ZF - ZF Transmissions  
 Connex. - Connexial Industrial Park

**FIGURE**  
**AP.3A**

**HIGHWAY 14 CORRIDOR STUDY**  
 APPENDIX-SITE GENERATED TRIPS PHASE 1  
 CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019      DRAWN BY: JBL      SHEET: AP.3A  
 JOB NUMBER: J-27743.0000      REVIEWED BY:      SCALE: 1" = 500'

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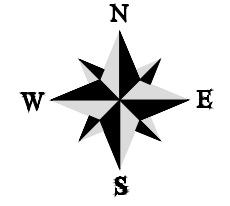
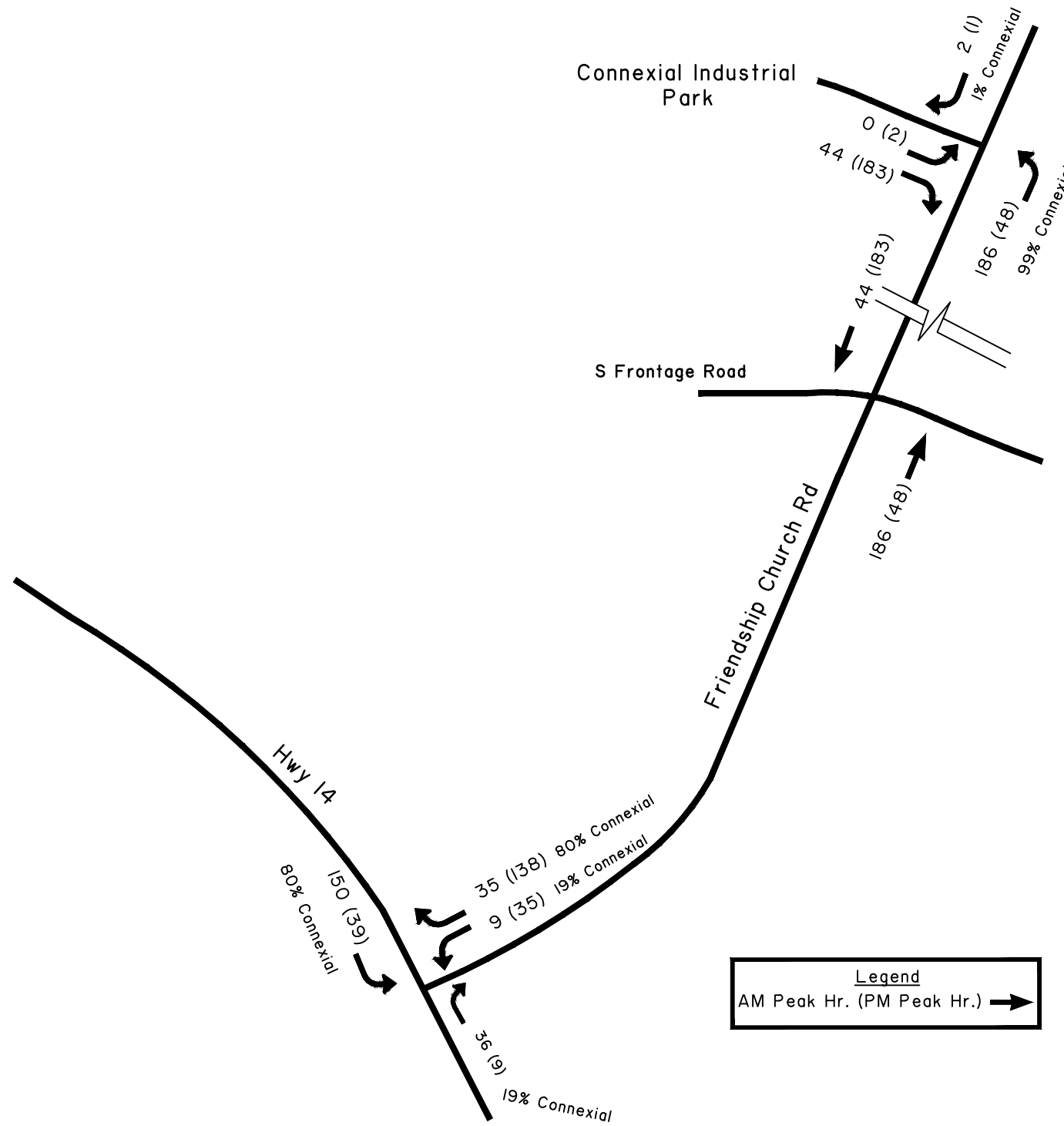
**Legend**  
 AM Peak Hr. (PM Peak Hr.) →

**FIGURE**  
**AP.3B**

**HIGHWAY 14 CORRIDOR STUDY**  
 APPENDIX-SITE GENERATED TRIPS PHASE 1  
 CLIENT:  
 LAURENS COUNTY DEVELOPMENT CORP.  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019  
 JOB NUMBER: J-27743.0000

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DRAWN BY: JBL  
 REVIEWED BY:  
 SHEET: AP.3B  
 SCALE: 1" = 500'



**Legend**  
 AM Peak Hr. (PM Peak Hr.) →

**FIGURE**  
**AP.3C**

**HIGHWAY 14 CORRIDOR STUDY**

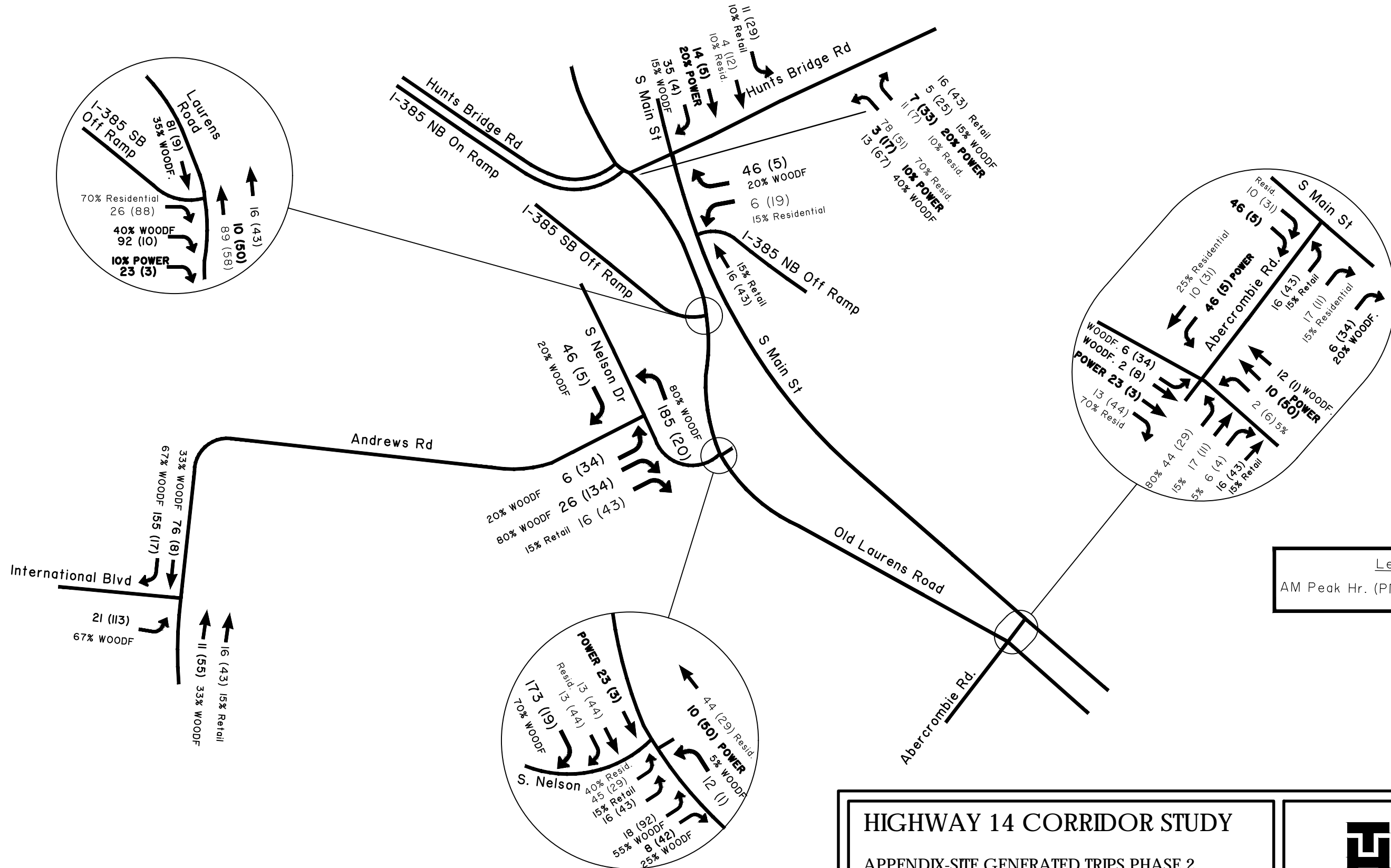
**APPENDIX-SITE GENERATED TRIPS PHASE 1**

CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**

LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: AP.3C  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 400'



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### HIGHWAY 14 CORRIDOR STUDY

#### APPENDIX-SITE GENERATED TRIPS PHASE 2

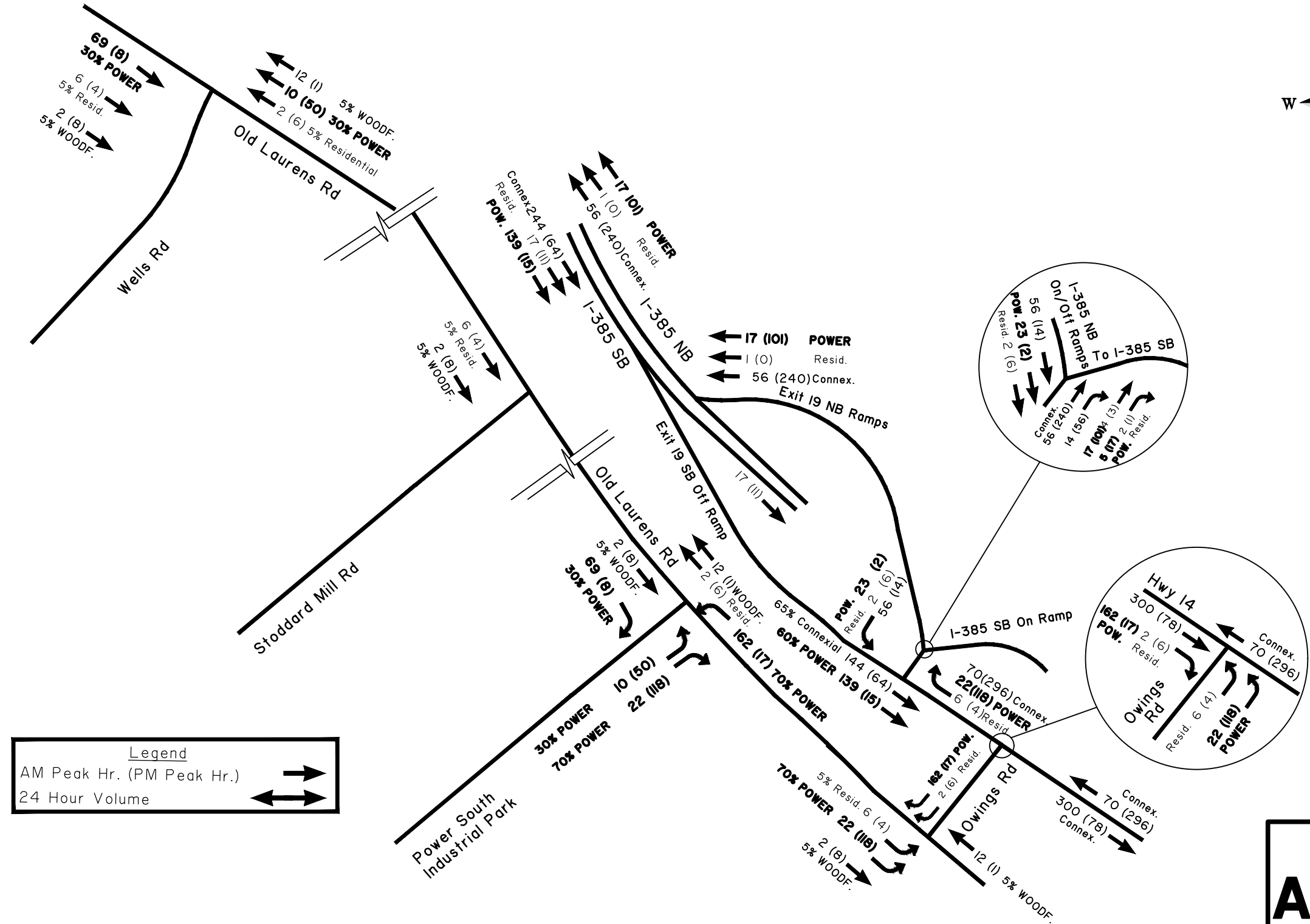
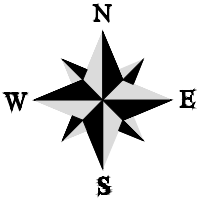
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**LAURENS COUNTY DEVELOPMENT CORP.**

LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: AP.5A  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 500'



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**FIGURE**  
**AP.5B**

**HIGHWAY 14 CORRIDOR STUDY**

**APPENDIX-SITE GENERATED TRIPS PHASE 2**

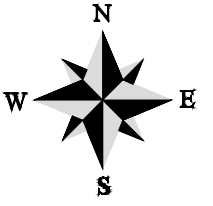
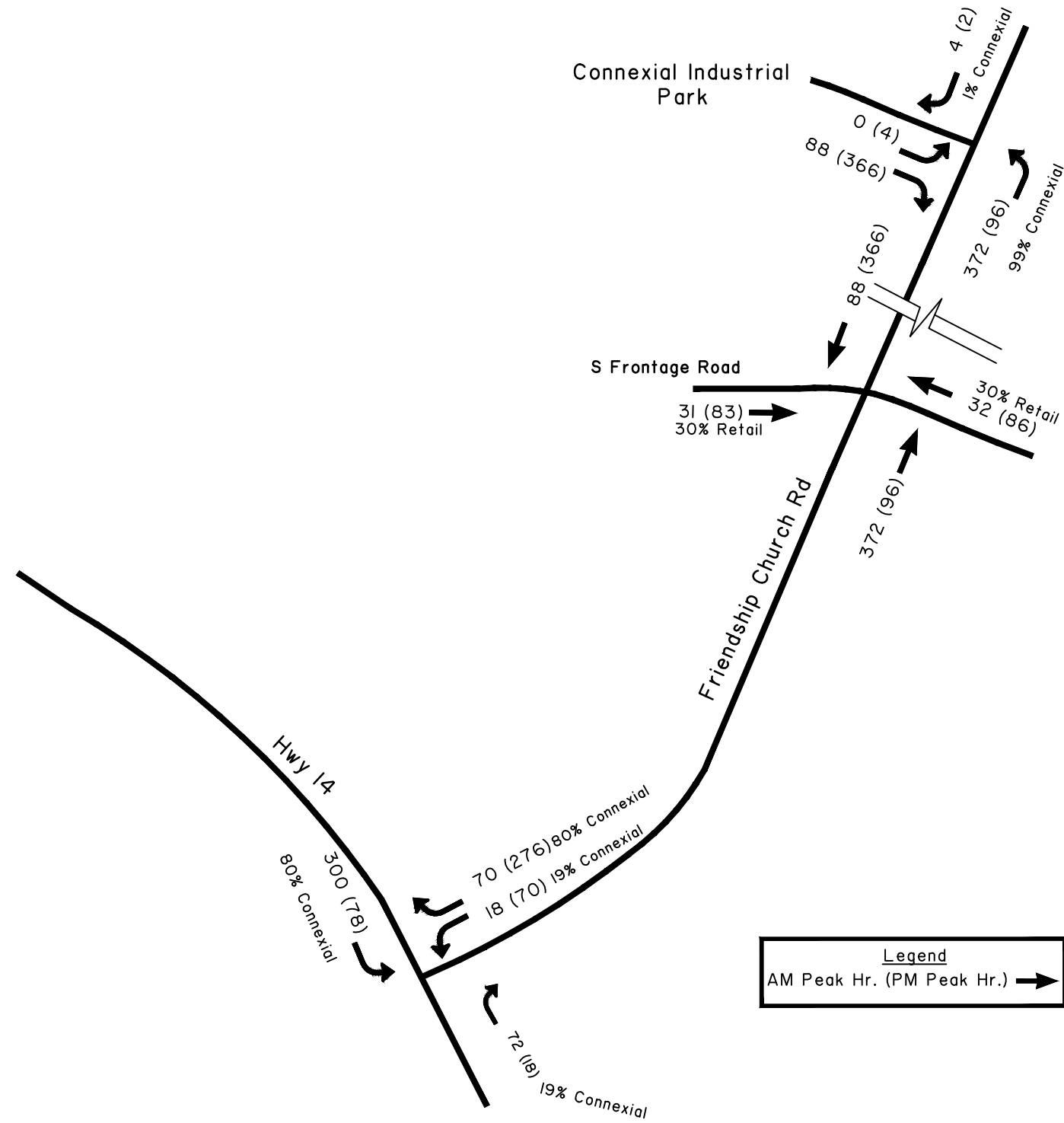
CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**

LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: AP.5B  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 500'



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**Legend**  
 AM Peak Hr. (PM Peak Hr.) →

**FIGURE**  
**AP.5C**

**HIGHWAY 14 CORRIDOR STUDY**

**APPENDIX-SITE GENERATED TRIPS PHASE 2**

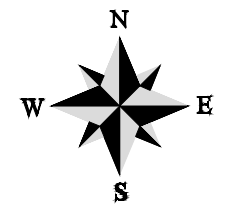
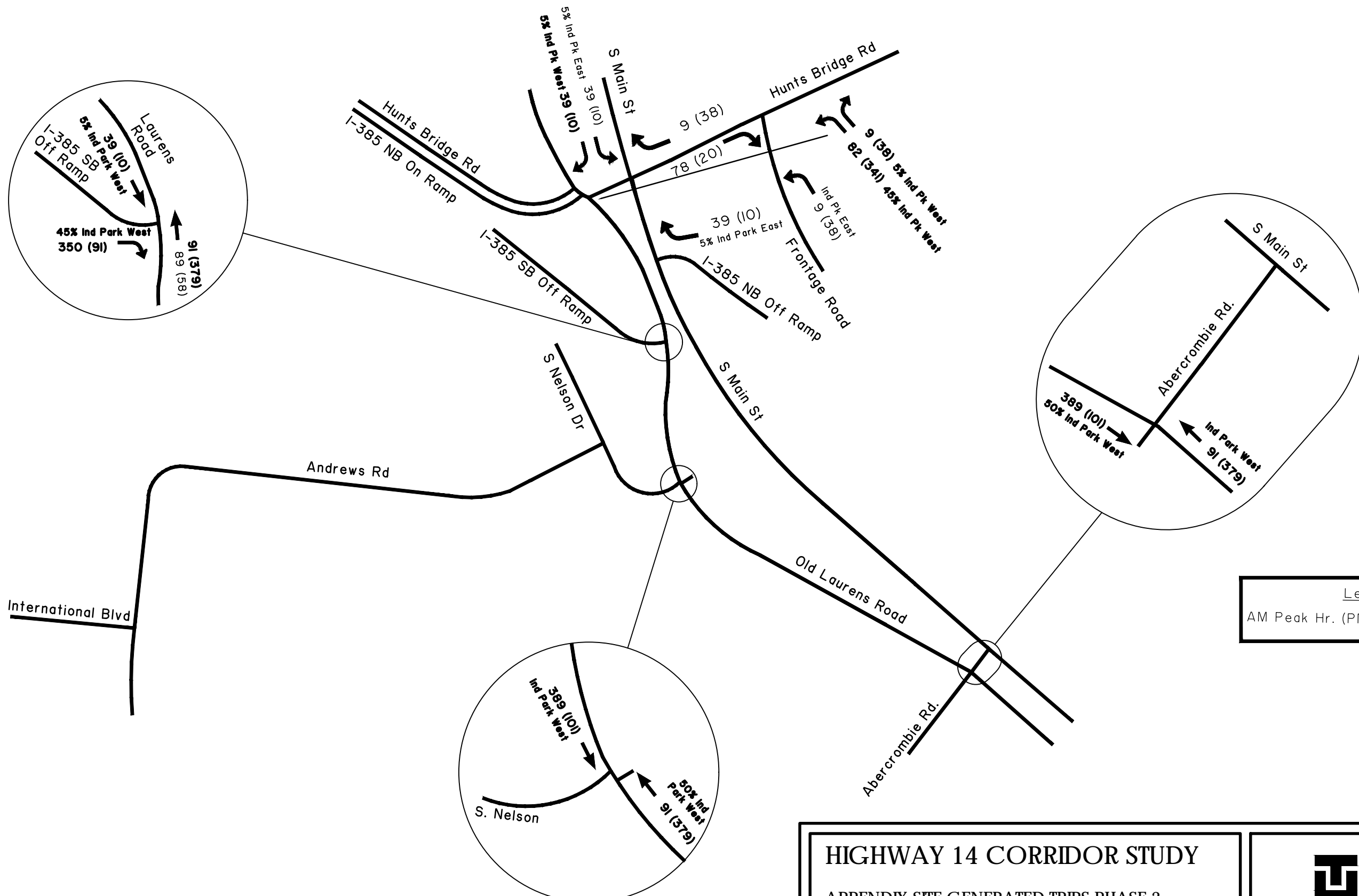
CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**

LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: AP.5C  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 400'



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Legend  
 AM Peak Hr. (PM Peak Hr.) →

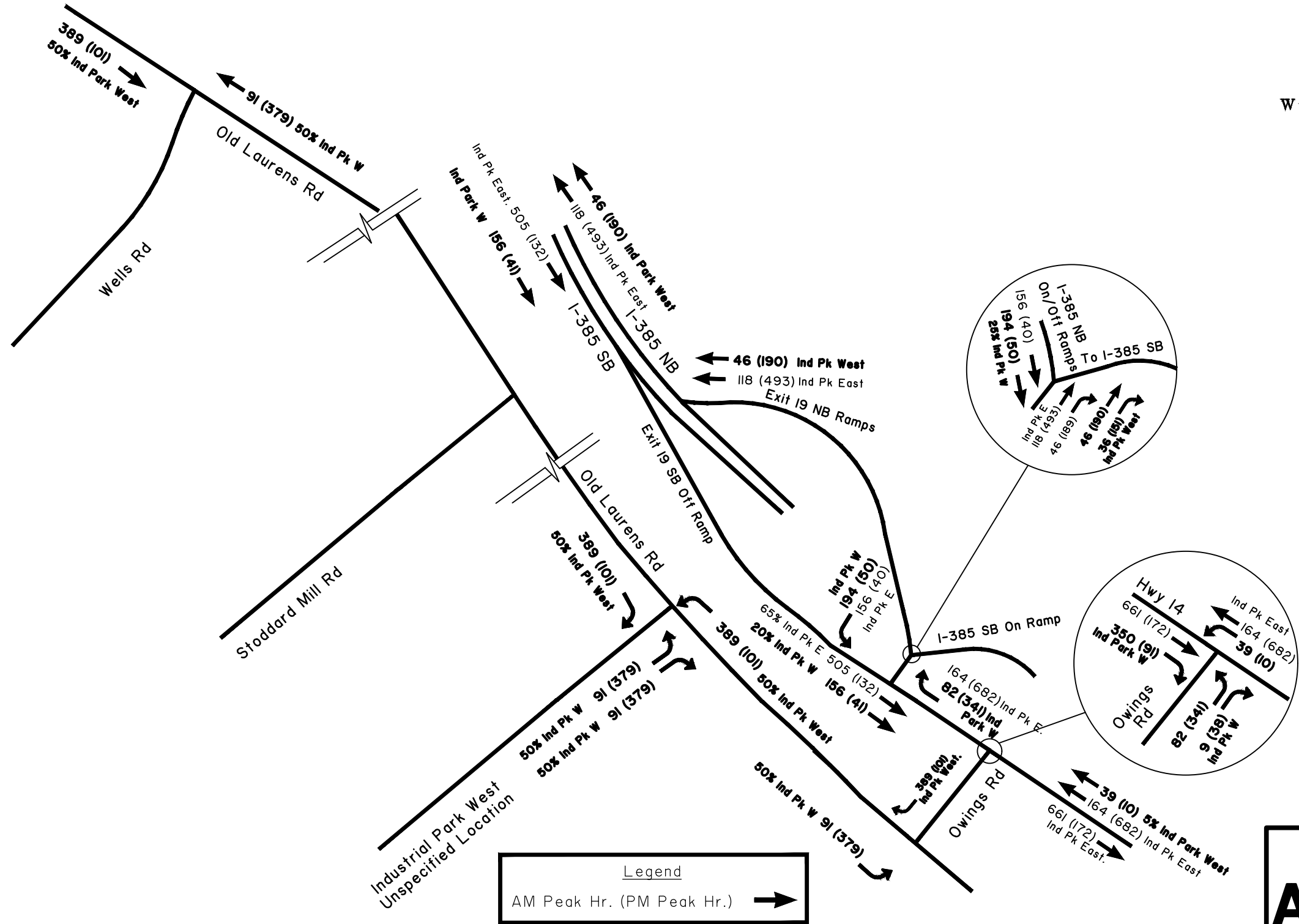
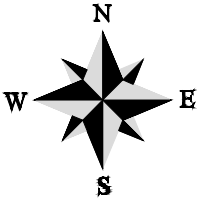
**FIGURE**  
**AP.7A**

**HIGHWAY 14 CORRIDOR STUDY**  
 APPENDIX-SITE GENERATED TRIPS PHASE 3  
 CLIENT:  
 LAURENS COUNTY DEVELOPMENT CORP.  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019  
 JOB NUMBER: J-27743.0000

DRAWN BY: JBL  
 REVIEWED BY:  
 SHEET: AP.7A  
 SCALE: 1" = 500'



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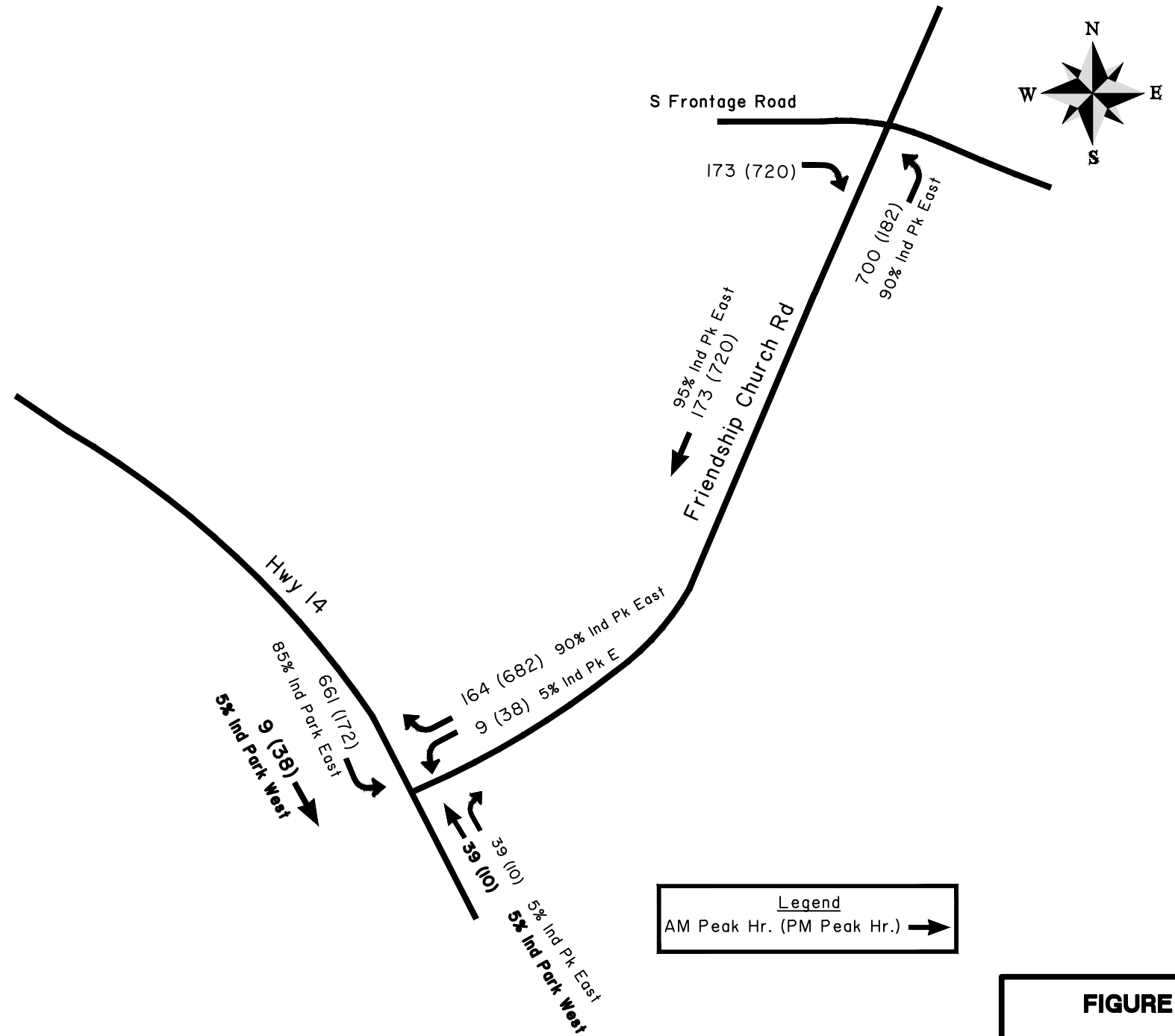
Legend  
 AM Peak Hr. (PM Peak Hr.) →

**FIGURE**  
**AP.7B**

**HIGHWAY 14 CORRIDOR STUDY**  
 APPENDIX-SITE GENERATED TRIPS PHASE 3  
 CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**  
 LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: AP.7B  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 500'

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**Legend**  
 AM Peak Hr. (PM Peak Hr.) →

**FIGURE**  
**AP.7C**

**HIGHWAY 14 CORRIDOR STUDY**

**APPENDIX-SITE GENERATED TRIPS PHASE 3**

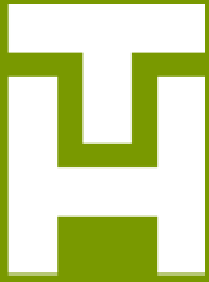
CLIENT:  
**LAURENS COUNTY DEVELOPMENT CORP.**

LOCATION: LAURENS COUNTY, SC  
 DATE: JUNE 2019 DRAWN BY: JBL SHEET: AP.7C  
 JOB NUMBER: J-27743.0000 REVIEWED BY: SCALE: 1" = 400'



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**HIGHWAY 14 CORRIDOR STUDY**  
BETWEEN I-385 EXITS 19 AND 22

**APPENDIX D**

Synchro Reports -HCM 6th Edition  
2022 PHASE 1

J - 27743

June 2019

HCM 6th TWSC  
1: Friendship Church Rd & S Frontage Rd

AM Peak Hour  
Phase 1 2022

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	6	8	10	8	4	4	271	7	2	151	6
Future Vol, veh/h	2	6	8	10	8	4	4	271	7	2	151	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	4	4	7	7	7	5	5	5
Mvmt Flow	2	7	9	11	9	4	4	301	8	2	168	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	496	493	172	497	492	305	175	0	0	309	0	0
Stage 1	176	176	-	313	313	-	-	-	-	-	-	-
Stage 2	320	317	-	184	179	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.54	6.24	4.17	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4.036	3.336	2.263	-	-	2.245	-	-
Pot Cap-1 Maneuver	487	480	877	480	475	730	1372	-	-	1235	-	-
Stage 1	831	757	-	693	653	-	-	-	-	-	-	-
Stage 2	696	658	-	813	747	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	475	477	877	468	472	730	1372	-	-	1235	-	-
Mov Cap-2 Maneuver	475	477	-	468	472	-	-	-	-	-	-	-
Stage 1	828	755	-	690	650	-	-	-	-	-	-	-
Stage 2	680	655	-	796	746	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11		12.5		0.1		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1372	-	-	617	502	1235	-
HCM Lane V/C Ratio	0.003	-	-	0.029	0.049	0.002	-
HCM Control Delay (s)	7.6	0	-	11	12.5	7.9	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-

HCM 6th TWSC  
1: Friendship Church Rd & S Frontage Rd

PM Peak Hour  
Phase 1 2022

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	5	11	7	7	4	13	169	16	4	233	10
Future Vol, veh/h	5	5	11	7	7	4	13	169	16	4	233	10
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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	10	10	10	0	0	0	7	7	7	3	3	3
Mvmt Flow	6	6	13	8	8	5	15	194	18	5	268	11

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	524	526	274	526	522	203	279	0	0	212	0	0
Stage 1	284	284	-	233	233	-	-	-	-	-	-	-
Stage 2	240	242	-	293	289	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.1	6.5	6.2	4.17	-	-	4.13	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.5	4	3.3	2.263	-	-	2.227	-	-
Pot Cap-1 Maneuver	451	446	746	466	462	843	1255	-	-	1352	-	-
Stage 1	706	662	-	775	716	-	-	-	-	-	-	-
Stage 2	746	691	-	719	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	437	438	746	447	454	843	1255	-	-	1352	-	-
Mov Cap-2 Maneuver	437	438	-	447	454	-	-	-	-	-	-	-
Stage 1	696	659	-	764	706	-	-	-	-	-	-	-
Stage 2	723	681	-	698	674	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.7		12.5		0.5		0.1	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1255	-	-	558	502	1352	-	-
HCM Lane V/C Ratio	0.012	-	-	0.043	0.041	0.003	-	-
HCM Control Delay (s)	7.9	0	-	11.7	12.5	7.7	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.1	0	-	-

Intersection						
Int Delay, s/veh	7.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	71	93	519	84	195	329
Future Vol, veh/h	71	93	519	84	195	329
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	76	100	558	90	210	354

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1377	603	0	0	648	0
Stage 1	603	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.13	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.227	-
Pot Cap-1 Maneuver	158	495	-	-	933	-
Stage 1	542	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	114	495	-	-	933	-
Mov Cap-2 Maneuver	114	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	325	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	44.8	0	3.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	114	495	933	-
HCM Lane V/C Ratio	-	-	0.67	0.202	0.225	-
HCM Control Delay (s)	-	-	84.9	14.1	10	0
HCM Lane LOS	-	-	F	B	A	A
HCM 95th %tile Q(veh)	-	-	3.5	0.7	0.9	-

Intersection						
Int Delay, s/veh	4.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	67	182	325	49	114	468
Future Vol, veh/h	67	182	325	49	114	468
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	74	200	357	54	125	514

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1148	384	0	0	411	0
Stage 1	384	-	-	-	-	-
Stage 2	764	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209	-
Pot Cap-1 Maneuver	220	664	-	-	1153	-
Stage 1	688	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	187	664	-	-	1153	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	390	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	187	664	1153
HCM Lane V/C Ratio	-	-	0.394	0.301	0.109
HCM Control Delay (s)	-	-	36.2	12.7	8.5
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	1.7	1.3	0.4

Intersection						
Int Delay, s/veh	18.3					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	471	187	41	564	128	67
Future Vol, veh/h	471	187	41	564	128	67
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	523	208	46	627	142	74

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	731	0	1346	627
Stage 1	-	-	-	-	627	-
Stage 2	-	-	-	-	719	-
Critical Hdwy	-	-	4.12	-	6.41	6.21
Critical Hdwy Stg 1	-	-	-	-	5.41	-
Critical Hdwy Stg 2	-	-	-	-	5.41	-
Follow-up Hdwy	-	-	2.218	-	3.509	3.309
Pot Cap-1 Maneuver	-	-	873	-	168	485
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	484	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	873	-	154	485
Mov Cap-2 Maneuver	-	-	-	-	154	-
Stage 1	-	-	-	-	534	-
Stage 2	-	-	-	-	445	-

Approach	EB	WB	NE
HCM Control Delay, s	0	0.6	135.3
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	201	-	-	873	-
HCM Lane V/C Ratio	1.078	-	-	0.052	-
HCM Control Delay (s)	135.3	-	-	9.4	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	10	-	-	0.2	-

Intersection						
Int Delay, s/veh	20.6					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	525	39	21	493	170	49
Future Vol, veh/h	525	39	21	493	170	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	2	2	1	2
Mvmt Flow	583	43	23	548	189	54

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	626	0	1199
Stage 1	-	-	-	-	605
Stage 2	-	-	-	-	594
Critical Hdwy	-	-	4.12	-	6.41
Critical Hdwy Stg 1	-	-	-	-	5.41
Critical Hdwy Stg 2	-	-	-	-	5.41
Follow-up Hdwy	-	-	2.218	-	3.509
Pot Cap-1 Maneuver	-	-	956	-	206
Stage 1	-	-	-	-	547
Stage 2	-	-	-	-	554
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	956	-	199
Mov Cap-2 Maneuver	-	-	-	-	199
Stage 1	-	-	-	-	547
Stage 2	-	-	-	-	535

Approach	EB	WB	NE
HCM Control Delay, s	0	0.4	121
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	230	-	-	956	-
HCM Lane V/C Ratio	1.058	-	-	0.024	-
HCM Control Delay (s)	121	-	-	8.9	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	10.4	-	-	0.1	-



HCM 6th Signalized Intersection Summary  
 10: Old Laurens Rd & Owings Rd

AM Peak Hour  
 Phase 1 2022



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	152	137	165	10	4	359
Future Volume (veh/h)	152	137	165	10	4	359
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	190	171	206	12	5	449
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	506	614	614	521	6	537
Arrive On Green	0.33	0.33	0.33	0.33	0.34	0.34
Sat Flow, veh/h	1172	1885	1885	1598	18	1591
Grp Volume(v), veh/h	190	171	206	12	455	0
Grp Sat Flow(s),veh/h/ln	1172	1885	1885	1598	1613	0
Q Serve(g_s), s	4.8	2.2	2.7	0.2	8.5	0.0
Cycle Q Clear(g_c), s	7.5	2.2	2.7	0.2	8.5	0.0
Prop In Lane	1.00			1.00	0.01	0.99
Lane Grp Cap(c), veh/h	506	614	614	521	544	0
V/C Ratio(X)	0.38	0.28	0.34	0.02	0.84	0.00
Avail Cap(c_a), veh/h	823	1126	1126	954	716	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.2	8.2	8.3	7.5	10.0	0.0
Incr Delay (d2), s/veh	0.5	0.2	0.3	0.0	6.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.6	0.8	0.0	3.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.6	8.4	8.7	7.5	16.6	0.0
LnGrp LOS	B	A	A	A	B	A
Approach Vol, veh/h		361	218		455	
Approach Delay, s/veh		10.1	8.6		16.6	
Approach LOS		B	A		B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		16.1			16.1	16.5
Change Period (Y+Rc), s		5.5			5.5	5.5
Max Green Setting (Gmax), s		19.5			19.5	14.5
Max Q Clear Time (g_c+I1), s		4.7			9.5	10.5
Green Ext Time (p_c), s		0.9			1.2	0.7
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			12.7			
HCM 6th LOS			B			

HCM 6th Signalized Intersection Summary  
 10: Old Laurens Rd & Owings Rd

PM Peak Hour  
 Phase 1 2022



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	199	150	56	4	7	91
Future Volume (veh/h)	199	150	56	4	7	91
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1900	1900	1900	1900
Adj Flow Rate, veh/h	252	190	71	5	9	115
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	3	3	0	0	0	0
Cap, veh/h	774	657	672	570	14	178
Arrive On Green	0.35	0.35	0.35	0.35	0.12	0.12
Sat Flow, veh/h	1313	1856	1900	1610	113	1448
Grp Volume(v), veh/h	252	190	71	5	125	0
Grp Sat Flow(s),veh/h/ln	1313	1856	1900	1610	1574	0
Q Serve(g_s), s	3.4	1.6	0.5	0.0	1.6	0.0
Cycle Q Clear(g_c), s	3.9	1.6	0.5	0.0	1.6	0.0
Prop In Lane	1.00			1.00	0.07	0.92
Lane Grp Cap(c), veh/h	774	657	672	570	194	0
V/C Ratio(X)	0.33	0.29	0.11	0.01	0.64	0.00
Avail Cap(c_a), veh/h	1526	1720	1761	1493	1085	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.9	4.9	4.6	4.4	8.8	0.0
Incr Delay (d2), s/veh	0.2	0.2	0.1	0.0	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.2	0.1	0.0	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.1	5.1	4.6	4.4	12.3	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		442	76		125	
Approach Delay, s/veh		5.7	4.6		12.3	
Approach LOS		A	A		B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		12.9			12.9	8.1
Change Period (Y+Rc), s		5.5			5.5	5.5
Max Green Setting (Gmax), s		19.5			19.5	14.5
Max Q Clear Time (g_c+I1), s		2.5			5.9	3.6
Green Ext Time (p_c), s		0.2			1.6	0.2
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			6.9			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	1.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		4		7	7	
Traffic Vol, veh/h	0	568	0	701	76	0
Future Vol, veh/h	0	568	0	701	76	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	16979	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	1	1	0	0
Mvmt Flow	0	631	0	779	84	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	631	-
Stage 1	-	-	0	-
Stage 2	-	-	631	-
Critical Hdwy	4.14	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.4	-
Follow-up Hdwy	2.236	-	3.5	-
Pot Cap-1 Maneuver	-	-	448	0
Stage 1	-	-	-	0
Stage 2	-	-	534	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	448	-
Mov Cap-2 Maneuver	-	-	448	-
Stage 1	-	-	-	-
Stage 2	-	-	534	-

Approach	EB	SB
HCM Control Delay, s	0	14.9
HCM LOS		B

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	448
HCM Lane V/C Ratio	-	-	0.188
HCM Control Delay (s)	0	-	14.9
HCM Lane LOS	A	-	B
HCM 95th %tile Q(veh)	-	-	0.7

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕		↕	↕	
Traffic Vol, veh/h	0	545	0	663	23	0
Future Vol, veh/h	0	545	0	663	23	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	16979	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	1	1	0	0
Mvmt Flow	0	606	0	737	26	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	606	-
Stage 1	-	-	0	-
Stage 2	-	-	606	-
Critical Hdwy	4.14	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.4	-
Follow-up Hdwy	2.236	-	3.5	-
Pot Cap-1 Maneuver	-	-	463	0
Stage 1	-	-	-	0
Stage 2	-	-	548	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	463	-
Mov Cap-2 Maneuver	-	-	463	-
Stage 1	-	-	-	-
Stage 2	-	-	548	-

Approach	EB	SB
HCM Control Delay, s	0	13.2
HCM LOS		B

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	463
HCM Lane V/C Ratio	-	-	0.055
HCM Control Delay (s)	0	-	13.2
HCM Lane LOS	A	-	B
HCM 95th %tile Q(veh)	-	-	0.2

Intersection						
Int Delay, s/veh	5.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	39	113	261	241	189	138
Future Vol, veh/h	39	113	261	241	189	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	215	-	-	350
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	1	1	2	2
Mvmt Flow	51	147	339	313	245	179

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1236	245	424	0	0
Stage 1	245	-	-	-	-
Stage 2	991	-	-	-	-
Critical Hdwy	6.42	6.22	4.11	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.209	-	-
Pot Cap-1 Maneuver	195	794	1141	-	-
Stage 1	796	-	-	-	-
Stage 2	359	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	137	794	1141	-	-
Mov Cap-2 Maneuver	137	-	-	-	-
Stage 1	560	-	-	-	-
Stage 2	359	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.7	4.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1141	-	137	794	-	-
HCM Lane V/C Ratio	0.297	-	0.37	0.185	-	-
HCM Control Delay (s)	9.5	-	45.9	10.6	-	-
HCM Lane LOS	A	-	E	B	-	-
HCM 95th %tile Q(veh)	1.3	-	1.5	0.7	-	-

Intersection						
Int Delay, s/veh	9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	77	182	68	77	175	36
Future Vol, veh/h	77	182	68	77	175	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	215	-	-	350
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	5	5	3	3	2	2
Mvmt Flow	154	364	136	154	350	72

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	776	350	422	0	-	0
Stage 1	350	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.13	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.227	-	-	-
Pot Cap-1 Maneuver	362	687	1132	-	-	-
Stage 1	707	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	319	687	1132	-	-	-
Mov Cap-2 Maneuver	319	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	652	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.1	4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1132	-	319	687	-	-
HCM Lane V/C Ratio	0.12	-	0.483	0.53	-	-
HCM Control Delay (s)	8.6	-	26.4	16	-	-
HCM Lane LOS	A	-	D	C	-	-
HCM 95th %tile Q(veh)	0.4	-	2.5	3.1	-	-

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	2	11	14	77	45	2
Future Vol, veh/h	2	11	14	77	45	2
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	67	67	67	67	67	67
Heavy Vehicles, %	14	14	4	4	4	4
Mvmt Flow	3	16	21	115	67	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	226	69	70	0	0
Stage 1	69	-	-	-	-
Stage 2	157	-	-	-	-
Critical Hdwy	6.54	6.34	4.14	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-
Follow-up Hdwy	3.626	3.426	2.236	-	-
Pot Cap-1 Maneuver	736	961	1518	-	-
Stage 1	924	-	-	-	-
Stage 2	843	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	725	961	1518	-	-
Mov Cap-2 Maneuver	725	-	-	-	-
Stage 1	910	-	-	-	-
Stage 2	843	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9	1.1	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1518	-	915	-	-
HCM Lane V/C Ratio	0.014	-	0.021	-	-
HCM Control Delay (s)	7.4	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	19	13	29	54	1
Future Vol, veh/h	0	19	13	29	54	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	70	70	70	70	70	70
Heavy Vehicles, %	11	11	17	17	2	2
Mvmt Flow	0	27	19	41	77	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	157	78	78	0	0
Stage 1	78	-	-	-	-
Stage 2	79	-	-	-	-
Critical Hdwy	6.51	6.31	4.27	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-
Follow-up Hdwy	3.599	3.399	2.353	-	-
Pot Cap-1 Maneuver	814	958	1431	-	-
Stage 1	923	-	-	-	-
Stage 2	922	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	803	958	1431	-	-
Mov Cap-2 Maneuver	803	-	-	-	-
Stage 1	910	-	-	-	-
Stage 2	922	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	8.9	2.3	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1431	-	958	-	-
HCM Lane V/C Ratio	0.013	-	0.028	-	-
HCM Control Delay (s)	7.5	0	8.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	290	371	1
Future Vol, veh/h	0	0	0	290	371	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	68	68	68	68	68	68
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	0	0	0	426	546	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	973	547	547	0	-	0
Stage 1	547	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	282	541	1027	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	282	541	1027	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	584	-	-	-	-	-
Stage 2	663	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1027	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	0	319	77	2
Future Vol, veh/h	1	1	0	319	77	2
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	66	66	66	66	66	66
Heavy Vehicles, %	0	0	2	2	6	6
Mvmt Flow	2	2	0	483	117	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	602	119	120	0	0
Stage 1	119	-	-	-	-
Stage 2	483	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-
Pot Cap-1 Maneuver	466	938	1468	-	-
Stage 1	911	-	-	-	-
Stage 2	625	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	466	938	1468	-	-
Mov Cap-2 Maneuver	466	-	-	-	-
Stage 1	911	-	-	-	-
Stage 2	625	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1468	-	623	-	-
HCM Lane V/C Ratio	-	-	0.005	-	-
HCM Control Delay (s)	0	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	20.2
Intersection LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	25	323	43	8	244	43	111	26	7	104	20	4
Future Vol, veh/h	25	323	43	8	244	43	111	26	7	104	20	4
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	2	2	2
Mvmt Flow	31	399	53	10	301	53	137	32	9	128	25	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	26.6	17.9	13.8	13.3
HCM LOS	D	C	B	B

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	77%	3%	6%	81%
Vol Thru, %	18%	83%	83%	16%
Vol Right, %	5%	15%	11%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	144	295	391	128
LT Vol	111	8	25	104
Through Vol	26	244	323	20
RT Vol	7	43	43	4
Lane Flow Rate	178	364	483	158
Geometry Grp	1	1	1	1
Degree of Util (X)	0.346	0.606	0.781	0.31
Departure Headway (Hd)	7.016	5.986	5.824	7.065
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	512	601	623	507
Service Time	5.076	4.034	3.867	5.129
HCM Lane V/C Ratio	0.348	0.606	0.775	0.312
HCM Control Delay	13.8	17.9	26.6	13.3
HCM Lane LOS	B	C	D	B
HCM 95th-tile Q	1.5	4.1	7.4	1.3

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	53	138	104	12	216	33	106	42	11	25	32	1
Future Vol, veh/h	53	138	104	12	216	33	106	42	11	25	32	1
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	2	2	2
Mvmt Flow	75	194	146	17	304	46	149	59	15	35	45	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.8	15.7	13.4	11
HCM LOS	C	C	B	B

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	67%	5%	18%	43%
Vol Thru, %	26%	83%	47%	55%
Vol Right, %	7%	13%	35%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	159	261	295	58
LT Vol	106	12	53	25
Through Vol	42	216	138	32
RT Vol	11	33	104	1
Lane Flow Rate	224	368	415	82
Geometry Grp	1	1	1	1
Degree of Util (X)	0.392	0.566	0.617	0.153
Departure Headway (Hd)	6.294	5.547	5.347	6.75
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	567	647	669	534
Service Time	4.381	3.624	3.421	4.75
HCM Lane V/C Ratio	0.395	0.569	0.62	0.154
HCM Control Delay	13.4	15.7	16.8	11
HCM Lane LOS	B	C	C	B
HCM 95th-tile Q	1.9	3.5	4.3	0.5

Intersection						
Int Delay, s/veh	3.1					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	T				T	
Traffic Vol, veh/h	89	127	0	0	56	39
Future Vol, veh/h	89	127	0	0	56	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	22350	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	85	85
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	105	149	0	0	66	46

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	180	180
Stage 1	-	-	180	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	803	855
Stage 1	-	-	844	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	803	855
Mov Cap-2 Maneuver	-	-	803	-
Stage 1	-	-	844	-
Stage 2	-	-	-	-

Approach	SE	NE
HCM Control Delay, s	0	10.1
HCM LOS		B

Minor Lane/Major Mvmt	NELn1	SET	SER
Capacity (veh/h)	824	-	-
HCM Lane V/C Ratio	0.136	-	-
HCM Control Delay (s)	10.1	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-

Intersection						
Int Delay, s/veh	4.6					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	T		Y			
Traffic Vol, veh/h	129	58	0	0	71	74
Future Vol, veh/h	129	58	0	0	71	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	22350	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	85	85
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	152	68	0	0	84	87

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	186	186
Stage 1	-	-	186	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	803	856
Stage 1	-	-	846	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	803	856
Mov Cap-2 Maneuver	-	-	803	-
Stage 1	-	-	846	-
Stage 2	-	-	-	-

Approach	SE	NE
HCM Control Delay, s	0	10.5
HCM LOS		B

Minor Lane/Major Mvmt	NELn1	SET	SER
Capacity (veh/h)	829	-	-
HCM Lane V/C Ratio	0.206	-	-
HCM Control Delay (s)	10.5	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.8	-	-

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	48	3	0	2	43	262	1	0	372	45
Future Vol, veh/h	7	1	48	3	0	2	43	262	1	0	372	45
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	5	5	5	0	0	0	2	2	2	4	4	4
Mvmt Flow	9	1	62	4	0	3	55	336	1	0	477	58

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	954	953	506	985	982	337	535	0	0	337	0	0
Stage 1	506	506	-	447	447	-	-	-	-	-	-	-
Stage 2	448	447	-	538	535	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.1	6.5	6.2	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.5	4	3.3	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	235	256	560	229	251	710	1033	-	-	1211	-	-
Stage 1	543	535	-	595	577	-	-	-	-	-	-	-
Stage 2	584	568	-	531	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	222	239	560	193	234	710	1033	-	-	1211	-	-
Mov Cap-2 Maneuver	222	239	-	193	234	-	-	-	-	-	-	-
Stage 1	507	535	-	556	539	-	-	-	-	-	-	-
Stage 2	543	531	-	472	527	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.2		18.6		1.2		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1033	-	-	461	272	1211	-
HCM Lane V/C Ratio	0.053	-	-	0.156	0.024	-	-
HCM Control Delay (s)	8.7	0	-	14.2	18.6	0	-
HCM Lane LOS	A	A	-	B	C	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.5	0.1	0	-

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	0	47	7	0	3	27	342	7	2	239	15
Future Vol, veh/h	15	0	47	7	0	3	27	342	7	2	239	15
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	8	8	8	0	0	0	4	4	4	5	5	5
Mvmt Flow	21	0	64	10	0	4	37	468	10	3	327	21

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	893	896	338	923	901	473	348	0	0	478	0	0
Stage 1	344	344	-	547	547	-	-	-	-	-	-	-
Stage 2	549	552	-	376	354	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.1	6.5	6.2	4.14	-	-	4.15	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.5	4	3.3	2.236	-	-	2.245	-	-
Pot Cap-1 Maneuver	256	273	691	252	280	595	1200	-	-	1069	-	-
Stage 1	659	626	-	525	521	-	-	-	-	-	-	-
Stage 2	509	505	-	649	634	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	246	261	691	221	267	595	1200	-	-	1069	-	-
Mov Cap-2 Maneuver	246	261	-	221	267	-	-	-	-	-	-	-
Stage 1	631	624	-	503	499	-	-	-	-	-	-	-
Stage 2	484	484	-	587	632	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	14.1		18.9		0.6		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1200	-	-	481	272	1069	-
HCM Lane V/C Ratio	0.031	-	-	0.177	0.05	0.003	-
HCM Control Delay (s)	8.1	0	-	14.1	18.9	8.4	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.2	0	-



Intersection						
Int Delay, s/veh	5.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗		↑	↑	
Traffic Vol, veh/h	44	323	0	314	97	0
Future Vol, veh/h	44	323	0	314	97	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	4	4	3	3	9	9
Mvmt Flow	56	414	0	403	124	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	527	124	-	0	-	0
Stage 1	124	-	-	-	-	-
Stage 2	403	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	-	-
Pot Cap-1 Maneuver	508	921	0	-	-	0
Stage 1	897	-	0	-	-	0
Stage 2	671	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	508	921	-	-	-	-
Mov Cap-2 Maneuver	508	-	-	-	-	-
Stage 1	897	-	-	-	-	-
Stage 2	671	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	508	921	-
HCM Lane V/C Ratio	-	0.111	0.45	-
HCM Control Delay (s)	-	13	12.1	-
HCM Lane LOS	-	B	B	-
HCM 95th %tile Q(veh)	-	0.4	2.4	-

Intersection						
Int Delay, s/veh	4.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗		↑	↑	
Traffic Vol, veh/h	124	127	0	411	58	0
Future Vol, veh/h	124	127	0	411	58	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	148	151	0	489	69	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	558	69	-	0	-	0
Stage 1	69	-	-	-	-	-
Stage 2	489	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	491	994	0	-	-	0
Stage 1	954	-	0	-	-	0
Stage 2	616	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	491	994	-	-	-	-
Mov Cap-2 Maneuver	491	-	-	-	-	-
Stage 1	954	-	-	-	-	-
Stage 2	616	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	491	994	-
HCM Lane V/C Ratio	-	0.301	0.152	-
HCM Control Delay (s)	-	15.5	9.3	-
HCM Lane LOS	-	C	A	-
HCM 95th %tile Q(veh)	-	1.3	0.5	-

Intersection						
Int Delay, s/veh	3.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	20	128	55	0	0	185
Future Vol, veh/h	20	128	55	0	0	185
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	85	85	85	85	85	85
Heavy Vehicles, %	8	8	8	2	2	1
Mvmt Flow	24	151	65	0	0	218

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	283	65	0	-	-	-
Stage 1	65	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	-	-
Pot Cap-1 Maneuver	695	982	-	0	0	-
Stage 1	943	-	-	0	0	-
Stage 2	804	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	695	982	-	-	-	-
Mov Cap-2 Maneuver	695	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	804	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.8	0	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 930	-
HCM Lane V/C Ratio	- 0.187	-
HCM Control Delay (s)	- 9.8	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0.7	-

Intersection						
Int Delay, s/veh	3.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔		↑			↑
Traffic Vol, veh/h	9	116	64	0	0	171
Future Vol, veh/h	9	116	64	0	0	171
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	91	91	91	91	91	91
Heavy Vehicles, %	7	7	2	2	6	6
Mvmt Flow	10	127	70	0	0	188

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	258	70	0	-	-	-
Stage 1	70	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	-	-
Pot Cap-1 Maneuver	720	979	-	0	0	-
Stage 1	940	-	-	0	0	-
Stage 2	832	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	720	979	-	-	-	-
Mov Cap-2 Maneuver	720	-	-	-	-	-
Stage 1	940	-	-	-	-	-
Stage 2	832	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 954	-
HCM Lane V/C Ratio	- 0.144	-
HCM Control Delay (s)	- 9.4	-
HCM Lane LOS	- A	-
HCM 95th %tile Q(veh)	- 0.5	-

Intersection	
Intersection Delay, s/veh	15.5
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	33	127	11	307	39	80	2	24	7
Future Vol, veh/h	0	0	0	33	127	11	307	39	80	2	24	7
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	8	8	8	4	4	4	9	9	9
Mvmt Flow	0	0	0	42	161	14	389	49	101	3	30	9
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	11.1	17.8	8.6
HCM LOS	B	C	A

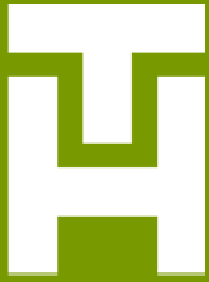
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	72%	19%	6%
Vol Thru, %	9%	74%	73%
Vol Right, %	19%	6%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	426	171	33
LT Vol	307	33	2
Through Vol	39	127	24
RT Vol	80	11	7
Lane Flow Rate	539	216	42
Geometry Grp	1	1	1
Degree of Util (X)	0.697	0.325	0.06
Departure Headway (Hd)	4.651	5.411	5.172
Convergence, Y/N	Yes	Yes	Yes
Cap	777	660	685
Service Time	2.699	3.488	3.256
HCM Lane V/C Ratio	0.694	0.327	0.061
HCM Control Delay	17.8	11.1	8.6
HCM Lane LOS	C	B	A
HCM 95th-tile Q	5.8	1.4	0.2

Intersection	
Intersection Delay, s/veh	23.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	31	63	3	339	27	173	6	21	6
Future Vol, veh/h	0	0	0	31	63	3	339	27	173	6	21	6
Peak Hour Factor	0.92	0.92	0.92	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	5	5	5	2	2	2	6	6	6
Mvmt Flow	0	0	0	41	84	4	452	36	231	8	28	8
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	10.3	27.3	8.5
HCM LOS	B	D	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	63%	32%	18%
Vol Thru, %	5%	65%	64%
Vol Right, %	32%	3%	18%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	539	97	33
LT Vol	339	31	6
Through Vol	27	63	21
RT Vol	173	3	6
Lane Flow Rate	719	129	44
Geometry Grp	1	1	1
Degree of Util (X)	0.858	0.206	0.062
Departure Headway (Hd)	4.299	5.722	5.062
Convergence, Y/N	Yes	Yes	Yes
Cap	841	623	703
Service Time	2.33	3.793	3.126
HCM Lane V/C Ratio	0.855	0.207	0.063
HCM Control Delay	27.3	10.3	8.5
HCM Lane LOS	D	B	A
HCM 95th-tile Q	10.6	0.8	0.2



THOMAS  
&  
HUTTON

**HIGHWAY 14 CORRIDOR STUDY**  
BETWEEN I-385 EXITS 19 AND 22

**APPENDIX E**

Synchro Reports -HCM 6th Edition  
2029 PHASE 2

J - 27743

June 2019

HCM 6th TWSC  
1: Friendship Church Rd & S Frontage Rd

AM Peak Hour  
Phase 2 2029

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	38	9	11	41	4	4	650	8	2	254	6
Future Vol, veh/h	2	38	9	11	41	4	4	650	8	2	254	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	4	4	7	7	7	5	5	5
Mvmt Flow	2	42	10	12	46	4	4	722	9	2	282	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1050	1029	286	1051	1028	727	289	0	0	731	0	0
Stage 1	290	290	-	735	735	-	-	-	-	-	-	-
Stage 2	760	739	-	316	293	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.54	6.24	4.17	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4.036	3.336	2.263	-	-	2.245	-	-
Pot Cap-1 Maneuver	207	236	758	203	232	421	1245	-	-	860	-	-
Stage 1	722	676	-	408	423	-	-	-	-	-	-	-
Stage 2	401	427	-	691	667	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	173	234	758	172	230	421	1245	-	-	860	-	-
Mov Cap-2 Maneuver	173	234	-	172	230	-	-	-	-	-	-	-
Stage 1	718	674	-	406	421	-	-	-	-	-	-	-
Stage 2	352	425	-	637	665	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	22.1		27.4		0		0.1	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1245	-	-	264	222	860	-
HCM Lane V/C Ratio	0.004	-	-	0.206	0.28	0.003	-
HCM Control Delay (s)	7.9	0	-	22.1	27.4	9.2	0
HCM Lane LOS	A	A	-	C	D	A	A
HCM 95th %tile Q(veh)	0	-	-	0.8	1.1	0	-



HCM 6th TWSC  
1: Friendship Church Rd & S Frontage Rd

PM Peak Hour  
Phase 1 2022

Intersection												
Int Delay, s/veh	9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	89	12	8	94	4	14	273	18	4	615	10
Future Vol, veh/h	6	89	12	8	94	4	14	273	18	4	615	10
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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	10	10	10	0	0	0	7	7	7	3	3	3
Mvmt Flow	7	102	14	9	108	5	16	314	21	5	707	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1136	1090	713	1138	1085	325	718	0	0	335	0	0
Stage 1	723	723	-	357	357	-	-	-	-	-	-	-
Stage 2	413	367	-	781	728	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.1	6.5	6.2	4.17	-	-	4.13	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.5	4	3.3	2.263	-	-	2.227	-	-
Pot Cap-1 Maneuver	173	208	419	180	218	721	860	-	-	1219	-	-
Stage 1	405	419	-	665	632	-	-	-	-	-	-	-
Stage 2	601	608	-	391	432	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	100	202	419	102	211	721	860	-	-	1219	-	-
Mov Cap-2 Maneuver	100	202	-	102	211	-	-	-	-	-	-	-
Stage 1	396	416	-	650	617	-	-	-	-	-	-	-
Stage 2	481	594	-	283	429	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	47.2		47.6		0.4		0.1	
HCM LOS	E		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	860	-	-	202	200	1219	-	-
HCM Lane V/C Ratio	0.019	-	-	0.609	0.609	0.004	-	-
HCM Control Delay (s)	9.3	0	-	47.2	47.6	8	0	-
HCM Lane LOS	A	A	-	E	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	3.5	3.5	0	-	-

Intersection						
Int Delay, s/veh	234.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	90	167	557	160	499	353
Future Vol, veh/h	90	167	557	160	499	353
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	97	180	599	172	537	380

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	2139	685	0	0	771
Stage 1	685	-	-	-	-
Stage 2	1454	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.13
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.227
Pot Cap-1 Maneuver	~ 53	445	-	-	839
Stage 1	497	-	-	-	-
Stage 2	213	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	~ 10	445	-	-	839
Mov Cap-2 Maneuver	~ 10	-	-	-	-
Stage 1	497	-	-	-	-
Stage 2	~ 40	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, \$	1635.8	0	9.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	10	445	839
HCM Lane V/C Ratio	-	-	9.677	0.404	0.64
HCM Control Delay (s)	-	\$	4636.8	18.5	16.6
HCM Lane LOS	-	-	F	C	C
HCM 95th %tile Q(veh)	-	-	13.5	1.9	4.7

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

Intersection						
Int Delay, s/veh	33.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	139	462	349	70	198	502
Future Vol, veh/h	139	462	349	70	198	502
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	153	508	384	77	218	552

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1411	423	0	0	461	0
Stage 1	423	-	-	-	-	-
Stage 2	988	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209	-
Pot Cap-1 Maneuver	~ 152	631	-	-	1105	-
Stage 1	661	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	~ 109	631	-	-	1105	-
Mov Cap-2 Maneuver	~ 109	-	-	-	-	-
Stage 1	661	-	-	-	-	-
Stage 2	258	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	92.1	0	2.6
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	109	631	1105
HCM Lane V/C Ratio	-	-	1.401	0.805	0.197
HCM Control Delay (s)	-	-	298.6	30	9.1
HCM Lane LOS	-	-	F	D	A
HCM 95th %tile Q(veh)	-	-	10.8	8.1	0.7

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

Intersection						
Int Delay, s/veh	123.5					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	795	355	44	673	164	72
Future Vol, veh/h	795	355	44	673	164	72
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	883	394	49	748	182	80

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1277	0	1926 1080
Stage 1	-	-	-	-	1080 -
Stage 2	-	-	-	-	846 -
Critical Hdwy	-	-	4.12	-	6.41 6.21
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	-	-	2.218	-	3.509 3.309
Pot Cap-1 Maneuver	-	-	544	-	~ 74 266
Stage 1	-	-	-	-	327 -
Stage 2	-	-	-	-	422 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	544	-	~ 63 266
Mov Cap-2 Maneuver	-	-	-	-	~ 63 -
Stage 1	-	-	-	-	327 -
Stage 2	-	-	-	-	357 -

Approach	EB	WB	NE
HCM Control Delay, s	0	0.8	\$ 1098.1
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	82	-	-	544	-
HCM Lane V/C Ratio	3.198	-	-	0.09	-
HCM Control Delay (s)	\$ 1098.1	-	-	12.3	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	26.3	-	-	0.3	-

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

Intersection						
Int Delay, s/veh	231					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations						
Traffic Vol, veh/h	639	62	22	814	298	53
Future Vol, veh/h	639	62	22	814	298	53
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	2	2	1	2
Mvmt Flow	710	69	24	904	331	59

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	779	0	1697 745
Stage 1	-	-	-	-	745 -
Stage 2	-	-	-	-	952 -
Critical Hdwy	-	-	4.12	-	6.41 6.22
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	-	-	2.218	-	3.509 3.318
Pot Cap-1 Maneuver	-	-	838	-	~ 102 414
Stage 1	-	-	-	-	471 -
Stage 2	-	-	-	-	377 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	838	-	~ 96 414
Mov Cap-2 Maneuver	-	-	-	-	~ 96 -
Stage 1	-	-	-	-	471 -
Stage 2	-	-	-	-	355 -

Approach	EB	WB	NE
HCM Control Delay, s	0	0.2	\$ 1242.3
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	109	-	-	838	-
HCM Lane V/C Ratio	3.578	-	-	0.029	-
HCM Control Delay (s)	\$ 1242.3	-	-	9.4	0
HCM Lane LOS	F	-	-	A	A
HCM 95th %tile Q(veh)	38.9	-	-	0.1	-

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

HCM 6th Signalized Intersection Summary  
 10: Old Laurens Rd & Owings Rd

AM Peak Hour  
 Phase 2 2029



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	189	147	199	11	4	539
Future Volume (veh/h)	189	147	199	11	4	539
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	236	184	249	14	5	674
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	470	680	680	576	4	597
Arrive On Green	0.36	0.36	0.36	0.36	0.37	0.37
Sat Flow, veh/h	1125	1885	1885	1598	12	1598
Grp Volume(v), veh/h	236	184	249	14	680	0
Grp Sat Flow(s),veh/h/ln	1125	1885	1885	1598	1612	0
Q Serve(g_s), s	8.1	2.9	4.0	0.2	15.5	0.0
Cycle Q Clear(g_c), s	12.1	2.9	4.0	0.2	15.5	0.0
Prop In Lane	1.00			1.00	0.01	0.99
Lane Grp Cap(c), veh/h	470	680	680	576	603	0
V/C Ratio(X)	0.50	0.27	0.37	0.02	1.13	0.00
Avail Cap(c_a), veh/h	566	841	841	713	603	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	9.4	9.8	8.5	13.0	0.0
Incr Delay (d2), s/veh	0.8	0.2	0.3	0.0	77.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.9	1.3	0.1	17.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.1	9.6	10.1	8.6	90.2	0.0
LnGrp LOS	B	A	B	A	F	A
Approach Vol, veh/h		420	263		680	
Approach Delay, s/veh		12.7	10.0		90.2	
Approach LOS		B	B		F	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		20.4			20.4	21.0
Change Period (Y+Rc), s		5.5			5.5	5.5
Max Green Setting (Gmax), s		18.5			18.5	15.5
Max Q Clear Time (g_c+I1), s		6.0			14.1	17.5
Green Ext Time (p_c), s		1.1			0.8	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			50.9			
HCM 6th LOS			D			

HCM 6th Signalized Intersection Summary  
 10: Old Laurens Rd & Owings Rd

PM Peak Hour  
 Phase 1 2022



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	329	169	61	4	8	120
Future Volume (veh/h)	329	169	61	4	8	120
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1900	1900	1900	1900
Adj Flow Rate, veh/h	416	214	77	5	10	152
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	3	3	0	0	0	0
Cap, veh/h	833	841	862	730	13	193
Arrive On Green	0.45	0.45	0.45	0.45	0.13	0.13
Sat Flow, veh/h	1306	1856	1900	1610	96	1466
Grp Volume(v), veh/h	416	214	77	5	163	0
Grp Sat Flow(s),veh/h/ln	1306	1856	1900	1610	1572	0
Q Serve(g_s), s	7.1	1.9	0.6	0.0	2.7	0.0
Cycle Q Clear(g_c), s	7.7	1.9	0.6	0.0	2.7	0.0
Prop In Lane	1.00			1.00	0.06	0.93
Lane Grp Cap(c), veh/h	833	841	862	730	207	0
V/C Ratio(X)	0.50	0.25	0.09	0.01	0.79	0.00
Avail Cap(c_a), veh/h	1447	1714	1755	1487	859	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.3	4.5	4.1	4.0	11.2	0.0
Incr Delay (d2), s/veh	0.5	0.2	0.0	0.0	6.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.3	0.1	0.0	1.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.8	4.6	4.2	4.0	17.6	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h		630	82		163	
Approach Delay, s/veh		6.0	4.2		17.6	
Approach LOS		A	A		B	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		17.5			17.5	9.0
Change Period (Y+Rc), s		5.5			5.5	5.5
Max Green Setting (Gmax), s		24.5			24.5	14.5
Max Q Clear Time (g_c+I1), s		2.6			9.7	4.7
Green Ext Time (p_c), s		0.3			2.4	0.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			8.0			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	5.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕		↕	↕	
Traffic Vol, veh/h	0	875	0	848	159	0
Future Vol, veh/h	0	875	0	848	159	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	16979	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	1	1	0	0
Mvmt Flow	0	972	0	942	177	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	972	-
Stage 1	-	-	0	-
Stage 2	-	-	972	-
Critical Hdwy	4.14	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.4	-
Follow-up Hdwy	2.236	-	3.5	-
Pot Cap-1 Maneuver	-	-	282	0
Stage 1	-	-	-	0
Stage 2	-	-	370	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	282	-
Mov Cap-2 Maneuver	-	-	282	-
Stage 1	-	-	-	-
Stage 2	-	-	370	-

Approach	EB	SB
HCM Control Delay, s	0	37
HCM LOS		E

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	282
HCM Lane V/C Ratio	-	-	0.626
HCM Control Delay (s)	0	-	37
HCM Lane LOS	A	-	E
HCM 95th %tile Q(veh)	-	-	3.9



Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕		↕	↕	
Traffic Vol, veh/h	0	661	0	1112	46	0
Future Vol, veh/h	0	661	0	1112	46	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	16979	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	1	1	0	0
Mvmt Flow	0	734	0	1236	51	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	734	-
Stage 1	-	-	0	-
Stage 2	-	-	734	-
Critical Hdwy	4.14	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.4	-
Follow-up Hdwy	2.236	-	3.5	-
Pot Cap-1 Maneuver	-	-	390	0
Stage 1	-	-	-	0
Stage 2	-	-	478	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	390	-
Mov Cap-2 Maneuver	-	-	390	-
Stage 1	-	-	-	-
Stage 2	-	-	478	-

Approach	EB	SB
HCM Control Delay, s	0	15.6
HCM LOS		C

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	390
HCM Lane V/C Ratio	-	-	0.131
HCM Control Delay (s)	0	-	15.6
HCM Lane LOS	A	-	C
HCM 95th %tile Q(veh)	-	-	0.4

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	39	113	261	282	280	138
Future Vol, veh/h	39	113	261	282	280	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	215	-	-	350
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	1	1	2	2
Mvmt Flow	51	147	339	366	364	179

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1408	364	543	0	-	0
Stage 1	364	-	-	-	-	-
Stage 2	1044	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	153	681	1031	-	-	-
Stage 1	703	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	103	681	1031	-	-	-
Mov Cap-2 Maneuver	103	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	339	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.6	4.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1031	-	103	681	-	-
HCM Lane V/C Ratio	0.329	-	0.492	0.215	-	-
HCM Control Delay (s)	10.2	-	69.9	11.7	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	1.4	-	2.2	0.8	-	-

Intersection						
Int Delay, s/veh	10.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	77	182	68	140	208	36
Future Vol, veh/h	77	182	68	140	208	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	215	-	-	350
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	5	5	3	3	2	2
Mvmt Flow	154	364	136	280	416	72

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	968	416	488	0	-	0
Stage 1	416	-	-	-	-	-
Stage 2	552	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.13	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.227	-	-	-
Pot Cap-1 Maneuver	278	630	1070	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	243	630	1070	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	571	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.4	2.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1070	-	243	630	-	-
HCM Lane V/C Ratio	0.127	-	0.634	0.578	-	-
HCM Control Delay (s)	8.9	-	42.4	18.2	-	-
HCM Lane LOS	A	-	E	C	-	-
HCM 95th %tile Q(veh)	0.4	-	3.9	3.7	-	-

Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	53	199	77	49	48
Future Vol, veh/h	8	53	199	77	49	48
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	67	67	67	67	67	67
Heavy Vehicles, %	14	14	4	4	4	4
Mvmt Flow	12	79	297	115	73	72

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	818	109	145	0	0
Stage 1	109	-	-	-	-
Stage 2	709	-	-	-	-
Critical Hdwy	6.54	6.34	4.14	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-
Follow-up Hdwy	3.626	3.426	2.236	-	-
Pot Cap-1 Maneuver	330	913	1425	-	-
Stage 1	886	-	-	-	-
Stage 2	467	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	256	913	1425	-	-
Mov Cap-2 Maneuver	256	-	-	-	-
Stage 1	688	-	-	-	-
Stage 2	467	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	5.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1425	-	683	-	-
HCM Lane V/C Ratio	0.208	-	0.133	-	-
HCM Control Delay (s)	8.2	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.8	-	0.5	-	-

Intersection						
Int Delay, s/veh	8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	34	196	33	29	54	6
Future Vol, veh/h	34	196	33	29	54	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	11	11	17	17	2	2
Mvmt Flow	49	280	47	41	77	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	217	82	86	0	0
Stage 1	82	-	-	-	-
Stage 2	135	-	-	-	-
Critical Hdwy	6.51	6.31	4.27	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-
Follow-up Hdwy	3.599	3.399	2.353	-	-
Pot Cap-1 Maneuver	752	953	1421	-	-
Stage 1	919	-	-	-	-
Stage 2	870	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	726	953	1421	-	-
Mov Cap-2 Maneuver	726	-	-	-	-
Stage 1	888	-	-	-	-
Stage 2	870	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	4.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1421	-	911	-	-
HCM Lane V/C Ratio	0.033	-	0.361	-	-
HCM Control Delay (s)	7.6	0	11.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	336	469	1
Future Vol, veh/h	0	0	0	336	469	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	68	68	68	68	68	68
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	0	0	0	494	690	1

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1185	691	691	0	0
Stage 1	691	-	-	-	-
Stage 2	494	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-
Pot Cap-1 Maneuver	211	448	908	-	-
Stage 1	501	-	-	-	-
Stage 2	617	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	211	448	908	-	-
Mov Cap-2 Maneuver	211	-	-	-	-
Stage 1	501	-	-	-	-
Stage 2	617	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	908	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	0	399	101	2
Future Vol, veh/h	1	1	0	399	101	2
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	66	66	66	66	66	66
Heavy Vehicles, %	0	0	2	2	6	6
Mvmt Flow	2	2	0	605	153	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	760	155	156	0	0
Stage 1	155	-	-	-	-
Stage 2	605	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-
Pot Cap-1 Maneuver	377	896	1424	-	-
Stage 1	878	-	-	-	-
Stage 2	549	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	377	896	1424	-	-
Mov Cap-2 Maneuver	377	-	-	-	-
Stage 1	878	-	-	-	-
Stage 2	549	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1424	-	531	-	-
HCM Lane V/C Ratio	-	-	0.006	-	-
HCM Control Delay (s)	0	-	11.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	72.7
Intersection LOS	F

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	33	370	59	11	284	46	161	60	14	155	31	4
Future Vol, veh/h	33	370	59	11	284	46	161	60	14	155	31	4
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	4	4	4	3	3	3	4	4	4	2	2	2
Mvmt Flow	41	457	73	14	351	57	199	74	17	191	38	5
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	133.2	48.5	28.7	23.7
HCM LOS	F	E	D	C

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	69%	3%	7%	82%
Vol Thru, %	26%	83%	80%	16%
Vol Right, %	6%	13%	13%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	235	341	462	190
LT Vol	161	11	33	155
Through Vol	60	284	370	31
RT Vol	14	46	59	4
Lane Flow Rate	290	421	570	235
Geometry Grp	1	1	1	1
Degree of Util (X)	0.675	0.89	1.198	0.564
Departure Headway (Hd)	8.992	8.123	7.563	9.315
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	403	450	479	389
Service Time	6.992	6.123	5.618	7.315
HCM Lane V/C Ratio	0.72	0.936	1.19	0.604
HCM Control Delay	28.7	48.5	133.2	23.7
HCM Lane LOS	D	E	F	C
HCM 95th-tile Q	4.8	9.5	21.5	3.3



Intersection	
Intersection Delay, s/veh	68.9
Intersection LOS	F

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	90	159	154	19	282	35	141	99	16	31	64	1
Future Vol, veh/h	90	159	154	19	282	35	141	99	16	31	64	1
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	2	2	2	4	4	4	3	3	3	2	2	2
Mvmt Flow	127	224	217	27	397	49	199	139	23	44	90	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	108.5	61.1	36	17.3
HCM LOS	F	F	E	C

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	55%	6%	22%	32%
Vol Thru, %	39%	84%	39%	67%
Vol Right, %	6%	10%	38%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	256	336	403	96
LT Vol	141	19	90	31
Through Vol	99	282	159	64
RT Vol	16	35	154	1
Lane Flow Rate	361	473	568	135
Geometry Grp	1	1	1	1
Degree of Util (X)	0.789	0.964	1.134	0.337
Departure Headway (Hd)	8.328	7.731	7.193	9.558
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	436	473	505	379
Service Time	6.328	5.731	5.29	7.558
HCM Lane V/C Ratio	0.828	1	1.125	0.356
HCM Control Delay	36	61.1	108.5	17.3
HCM Lane LOS	E	F	F	C
HCM 95th-tile Q	7	12	19.2	1.5

Intersection						
Int Delay, s/veh	3.6					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	T				T	
Traffic Vol, veh/h	95	191	0	0	76	65
Future Vol, veh/h	95	191	0	0	76	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	22350	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	85	85
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	112	225	0	0	89	76

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	225	225
Stage 1	-	-	225	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	757	807
Stage 1	-	-	805	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	757	807
Mov Cap-2 Maneuver	-	-	757	-
Stage 1	-	-	805	-
Stage 2	-	-	-	-

Approach	SE	NE
HCM Control Delay, s	0	10.9
HCM LOS		B

Minor Lane/Major Mvmt	NELn1	SET	SER
Capacity (veh/h)	779	-	-
HCM Lane V/C Ratio	0.213	-	-
HCM Control Delay (s)	10.9	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.8	-	-

Intersection						
Int Delay, s/veh	6.2					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	T		T			
Traffic Vol, veh/h	122	98	0	0	119	124
Future Vol, veh/h	122	98	0	0	119	124
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	22350	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	85	85
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	144	115	0	0	140	146

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	202	202
Stage 1	-	-	202	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	787	839
Stage 1	-	-	832	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	787	839
Mov Cap-2 Maneuver	-	-	787	-
Stage 1	-	-	832	-
Stage 2	-	-	-	-

Approach	SE	NE
HCM Control Delay, s	0	11.8
HCM LOS		B

Minor Lane/Major Mvmt	NELn1	SET	SER
Capacity (veh/h)	813	-	-
HCM Lane V/C Ratio	0.352	-	-
HCM Control Delay (s)	11.8	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1.6	-	-

Intersection												
Int Delay, s/veh	15.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	86	1	56	3	0	2	55	333	1	0	433	231
Future Vol, veh/h	86	1	56	3	0	2	55	333	1	0	433	231
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	5	5	5	0	0	0	2	2	2	4	4	4
Mvmt Flow	110	1	72	4	0	3	71	427	1	0	555	296

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1274	1273	703	1310	1421	428	851	0	0	428	0	0
Stage 1	703	703	-	570	570	-	-	-	-	-	-	-
Stage 2	571	570	-	740	851	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.1	6.5	6.2	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.5	4	3.3	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	142	165	433	137	138	631	788	-	-	1121	-	-
Stage 1	423	436	-	510	509	-	-	-	-	-	-	-
Stage 2	501	501	-	412	379	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	129	146	433	103	122	631	788	-	-	1121	-	-
Mov Cap-2 Maneuver	129	146	-	103	122	-	-	-	-	-	-	-
Stage 1	373	436	-	450	449	-	-	-	-	-	-	-
Stage 2	440	442	-	343	379	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	129		29.2		1.4		0	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	788	-	-	178	155	1121	-
HCM Lane V/C Ratio	0.089	-	-	1.03	0.041	-	-
HCM Control Delay (s)	10	0	-	129	29.2	0	-
HCM Lane LOS	B	A	-	F	D	A	-
HCM 95th %tile Q(veh)	0.3	-	-	8.6	0.1	0	-

Intersection												
Int Delay, s/veh	93.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	179	0	89	7	0	3	28	442	7	2	301	78
Future Vol, veh/h	179	0	89	7	0	3	28	442	7	2	301	78
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	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	8	8	8	0	0	0	4	4	4	5	5	5
Mvmt Flow	245	0	122	10	0	4	38	605	10	3	412	107

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1160	1163	466	1219	1211	610	519	0	0	615	0	0
Stage 1	472	472	-	686	686	-	-	-	-	-	-	-
Stage 2	688	691	-	533	525	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.1	6.5	6.2	4.14	-	-	4.15	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.5	4	3.3	2.236	-	-	2.245	-	-
Pot Cap-1 Maneuver	~ 168	190	584	159	184	498	1037	-	-	950	-	-
Stage 1	561	549	-	441	451	-	-	-	-	-	-	-
Stage 2	427	437	-	534	533	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 159	178	584	120	173	498	1037	-	-	950	-	-
Mov Cap-2 Maneuver	~ 159	178	-	120	173	-	-	-	-	-	-	-
Stage 1	530	546	-	416	426	-	-	-	-	-	-	-
Stage 2	400	413	-	420	530	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	\$ 395		30.5		0.5		0	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1037	-	-	210	155	950	-
HCM Lane V/C Ratio	0.037	-	-	1.748	0.088	0.003	-
HCM Control Delay (s)	8.6	0	-	\$ 395	30.5	8.8	0
HCM Lane LOS	A	A	-	F	D	A	A
HCM 95th %tile Q(veh)	0.1	-	-	25.1	0.3	0	-

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

Intersection						
Int Delay, s/veh	10.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗		↑	↑	
Traffic Vol, veh/h	48	485	0	450	184	0
Future Vol, veh/h	48	485	0	450	184	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	4	4	3	3	9	9
Mvmt Flow	62	622	0	577	236	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	813	236	-	0	-	0
Stage 1	236	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	-	-
Pot Cap-1 Maneuver	345	798	0	-	-	0
Stage 1	799	-	0	-	-	0
Stage 2	558	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	345	798	-	-	-	-
Mov Cap-2 Maneuver	345	-	-	-	-	-
Stage 1	799	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	345	798	-
HCM Lane V/C Ratio	-	0.178	0.779	-
HCM Control Delay (s)	-	17.7	23.5	-
HCM Lane LOS	-	C	C	-
HCM 95th %tile Q(veh)	-	0.6	7.8	-

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗		↑	↑	
Traffic Vol, veh/h	133	235	0	588	71	0
Future Vol, veh/h	133	235	0	588	71	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	158	280	0	700	85	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	785	85	-	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	361	974	0	-	-	0
Stage 1	938	-	0	-	-	0
Stage 2	493	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	361	974	-	-	-	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	361	974	-
HCM Lane V/C Ratio	-	0.439	0.287	-
HCM Control Delay (s)	-	22.5	10.2	-
HCM Lane LOS	-	C	B	-
HCM 95th %tile Q(veh)	-	2.2	1.2	-

Intersection						
Int Delay, s/veh	4.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	27	183	74	0	0	212
Future Vol, veh/h	27	183	74	0	0	212
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	85	85	85	85	85	85
Heavy Vehicles, %	8	8	8	2	2	1
Mvmt Flow	32	215	87	0	0	249

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	336	87	0	-	-	-
Stage 1	87	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	-	-
Pot Cap-1 Maneuver	647	955	-	0	0	-
Stage 1	921	-	-	0	0	-
Stage 2	779	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	647	955	-	-	-	-
Mov Cap-2 Maneuver	647	-	-	-	-	-
Stage 1	921	-	-	-	-	-
Stage 2	779	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 900	-
HCM Lane V/C Ratio	- 0.275	-
HCM Control Delay (s)	- 10.5	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 1.1	-



Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	28	130	74	0	0	225
Future Vol, veh/h	28	130	74	0	0	225
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	91	91	91	91	91	91
Heavy Vehicles, %	7	7	2	2	6	6
Mvmt Flow	31	143	81	0	0	247

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	328	81	0	-	-	-
Stage 1	81	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	-	-
Pot Cap-1 Maneuver	656	965	-	0	0	-
Stage 1	930	-	-	0	0	-
Stage 2	783	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	656	965	-	-	-	-
Mov Cap-2 Maneuver	656	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	783	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 891	-
HCM Lane V/C Ratio	- 0.195	-
HCM Control Delay (s)	- 10	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.7	-

Intersection	
Intersection Delay, s/veh	39.1
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	35	135	11	422	42	125	2	24	7
Future Vol, veh/h	0	0	0	35	135	11	422	42	125	2	24	7
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	8	8	8	4	4	4	9	9	9
Mvmt Flow	0	0	0	44	171	14	534	53	158	3	30	9
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	12.7	48.9	9.1
HCM LOS	B	E	A

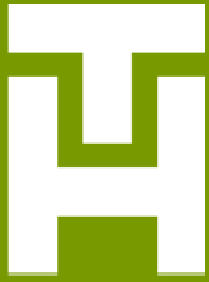
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	72%	19%	6%
Vol Thru, %	7%	75%	73%
Vol Right, %	21%	6%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	589	181	33
LT Vol	422	35	2
Through Vol	42	135	24
RT Vol	125	11	7
Lane Flow Rate	746	229	42
Geometry Grp	1	1	1
Degree of Util (X)	0.977	0.384	0.066
Departure Headway (Hd)	4.717	6.031	5.65
Convergence, Y/N	Yes	Yes	Yes
Cap	760	600	636
Service Time	2.808	4.034	3.669
HCM Lane V/C Ratio	0.982	0.382	0.066
HCM Control Delay	48.9	12.7	9.1
HCM Lane LOS	E	B	A
HCM 95th-tile Q	15.5	1.8	0.2

Intersection												
Intersection Delay, s/veh	141.5											
Intersection LOS	F											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	31	63	3	496	29	292	6	21	6
Future Vol, veh/h	0	0	0	31	63	3	496	29	292	6	21	6
Peak Hour Factor	0.92	0.92	0.92	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	5	5	5	2	2	2	6	6	6
Mvmt Flow	0	0	0	41	84	4	661	39	389	8	28	8
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	11.5	162.3	8.9
HCM LOS	B	F	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	61%	32%	18%
Vol Thru, %	4%	65%	64%
Vol Right, %	36%	3%	18%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	817	97	33
LT Vol	496	31	6
Through Vol	29	63	21
RT Vol	292	3	6
Lane Flow Rate	1089	129	44
Geometry Grp	1	1	1
Degree of Util (X)	1.308	0.215	0.064
Departure Headway (Hd)	4.321	6.656	5.563
Convergence, Y/N	Yes	Yes	Yes
Cap	850	543	648
Service Time	2.324	4.656	3.563
HCM Lane V/C Ratio	1.281	0.238	0.068
HCM Control Delay	162.3	11.5	8.9
HCM Lane LOS	F	B	A
HCM 95th-tile Q	41.8	0.8	0.2



THOMAS  
&  
HUTTON

**HIGHWAY 14 CORRIDOR STUDY**  
BETWEEN I-385 EXITS 19 AND 22

**APPENDIX F**

Synchro Reports -HCM 6th Edition  
2039 PHASE 3

J - 27743

June 2019

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	38	182	11	41	4	704	659	8	2	266	6
Future Vol, veh/h	2	38	182	11	41	4	704	659	8	2	266	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	0	4	4	4	7	7	7	5	5	5
Mvmt Flow	2	42	202	12	46	4	782	732	9	2	296	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2630	2609	300	2727	2608	737	303	0	0	741	0	0
Stage 1	304	304	-	2301	2301	-	-	-	-	-	-	-
Stage 2	2326	2305	-	426	307	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.14	6.54	6.24	4.17	-	-	4.15	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.14	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.536	4.036	3.336	2.263	-	-	2.245	-	-
Pot Cap-1 Maneuver	16	~ 25	744	13	~ 24	415	1230	-	-	852	-	-
Stage 1	710	667	-	51	72	-	-	-	-	-	-	-
Stage 2	50	74	-	602	657	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	0	744	-	0	415	1230	-	-	852	-	-
Mov Cap-2 Maneuver	-	0	-	-	0	-	-	-	-	-	-	-
Stage 1	710	665	-	51	0	-	-	-	-	-	-	-
Stage 2	-	0	-	409	655	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s					6.6		0.1	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1230	-	-	-	852	-	-
HCM Lane V/C Ratio	0.636	-	-	-	0.003	-	-
HCM Control Delay (s)	12.9	0	-	-	9.2	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	4.8	-	-	-	0	-	-

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

HCM 6th TWSC  
1: Friendship Church Rd & S Frontage Rd

PM Peak Hour  
Phase 3 2029

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	89	732	8	94	4	196	284	18	4	621	10
Future Vol, veh/h	6	89	732	8	94	4	196	284	18	4	621	10
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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	10	10	10	0	0	0	7	7	7	3	3	3
Mvmt Flow	7	102	841	9	108	5	225	326	21	5	714	11

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1573	1527	720	1988	1522	337	725	0	0	347	0	0
Stage 1	730	730	-	787	787	-	-	-	-	-	-	-
Stage 2	843	797	-	1201	735	-	-	-	-	-	-	-
Critical Hdwy	7.2	6.6	6.3	7.1	6.5	6.2	4.17	-	-	4.13	-	-
Critical Hdwy Stg 1	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.2	5.6	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.59	4.09	3.39	3.5	4	3.3	2.263	-	-	2.227	-	-
Pot Cap-1 Maneuver	85	113	~ 415	46	120	710	855	-	-	1206	-	-
Stage 1	402	416	-	388	406	-	-	-	-	-	-	-
Stage 2	347	387	-	228	428	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	-	~ 75	~ 415	-	~ 80	710	855	-	-	1206	-	-
Mov Cap-2 Maneuver	-	~ 75	-	-	~ 80	-	-	-	-	-	-	-
Stage 1	271	413	-	261	273	-	-	-	-	-	-	-
Stage 2	140	260	-	-	425	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s			4.2	0.1
HCM LOS	-	-		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	855	-	-	-	1206	-	-
HCM Lane V/C Ratio	0.263	-	-	-	0.004	-	-
HCM Control Delay (s)	10.7	0	-	-	8	0	-
HCM Lane LOS	B	A	-	-	A	A	-
HCM 95th %tile Q(veh)	1.1	-	-	-	0	-	-

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

Intersection						
Int Delay, s/veh	136.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↖		↘	↗
Traffic Vol, veh/h	102	336	647	203	1165	378
Future Vol, veh/h	102	336	647	203	1165	378
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	0	150	-	-	300	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	4	2	2	3	3
Mvmt Flow	110	361	696	218	1253	406

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	3717	805	0	0	914
Stage 1	805	-	-	-	-
Stage 2	2912	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	4.13
Critical Hdwy Stg 1	5.44	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	2.227
Pot Cap-1 Maneuver	~ 5	379	-	-	~ 742
Stage 1	436	-	-	-	-
Stage 2	~ 38	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	0	379	-	-	~ 742
Mov Cap-2 Maneuver	0	-	-	-	-
Stage 1	436	-	-	-	-
Stage 2	0	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s		0	249.9
HCM LOS	-		

Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT
Capacity (veh/h)	-	-	379	~ 742
HCM Lane V/C Ratio	-	-	0.953	1.688
HCM Control Delay (s)	-	-	68.7	\$ 331
HCM Lane LOS	-	-	F	F
HCM 95th %tile Q(veh)	-	-	10.6	70.5

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

Intersection						
Int Delay, s/veh	425.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	177	1149	400	84	378	586
Future Vol, veh/h	177	1149	400	84	378	586
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	1	1
Mvmt Flow	195	1263	440	92	415	644

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1960	486	0	0	532	0
Stage 1	486	-	-	-	-	-
Stage 2	1474	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.11	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.209	-
Pot Cap-1 Maneuver	~ 70	~ 581	-	-	1041	-
Stage 1	618	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	~ 27	~ 581	-	-	1041	-
Mov Cap-2 Maneuver	~ 27	-	-	-	-	-
Stage 1	618	-	-	-	-	-
Stage 2	~ 80	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	887.7	0	4.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	27	581	1041	-
HCM Lane V/C Ratio	-	-	7.204	2.173	0.399	-
HCM Control Delay (s)	-	-	\$ 3077.2	\$ 550.4	10.7	0
HCM Lane LOS	-	-	F	F	B	A
HCM 95th %tile Q(veh)	-	-	24	90.4	1.9	-

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



Intersection						
Int Delay, s/veh	1					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↑	↑		↑	↑	↑
Traffic Vol, veh/h	1487	710	87	889	256	87
Future Vol, veh/h	1487	710	87	889	256	87
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	250	-	-	100	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	2	2	1	1
Mvmt Flow	1652	789	97	988	284	97

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	2441
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	192
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	192
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NE
HCM Control Delay, s	0	3.7	
HCM LOS			-

Minor Lane/Major Mvmt	NELn1	NELn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	122	-	-	192	-
HCM Lane V/C Ratio	-	0.792	-	-	0.503	-
HCM Control Delay (s)	-	100.5	-	-	41.4	0
HCM Lane LOS	-	F	-	-	E	A
HCM 95th %tile Q(veh)	-	4.6	-	-	2.5	-

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

Intersection						
Int Delay, s/veh	204					
Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↔			↔		↔
Traffic Vol, veh/h	858	156	34	1529	646	96
Future Vol, veh/h	858	156	34	1529	646	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	1	2	2	1	2
Mvmt Flow	953	173	38	1699	718	107

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1126	0	2815 1040
Stage 1	-	-	-	-	1040 -
Stage 2	-	-	-	-	1775 -
Critical Hdwy	-	-	4.12	-	6.41 6.22
Critical Hdwy Stg 1	-	-	-	-	5.41 -
Critical Hdwy Stg 2	-	-	-	-	5.41 -
Follow-up Hdwy	-	-	2.218	-	3.509 3.318
Pot Cap-1 Maneuver	-	-	620	-	~ 20 280
Stage 1	-	-	-	-	~ 342 -
Stage 2	-	-	-	-	~ 150 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	620	-	0 280
Mov Cap-2 Maneuver	-	-	-	-	0 -
Stage 1	-	-	-	-	~ 342 -
Stage 2	-	-	-	-	0 -

Approach	EB	WB	NE
HCM Control Delay, s	0	0.2	\$ 911.9
HCM LOS			F

Minor Lane/Major Mvmt	NELn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	280	-	-	620	-
HCM Lane V/C Ratio	2.944	-	-	0.061	-
HCM Control Delay (s)	\$ 911.9	-	-	11.2	0
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	72.3	-	-	0.2	-

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

HCM 6th Signalized Intersection Summary  
 10: Old Laurens Rd & Owings Rd

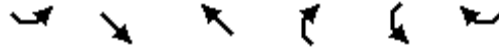
AM Peak Hour  
 Phase 3 2039



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Volume (veh/h)	293	163	215	12	5	951
Future Volume (veh/h)	293	163	215	12	5	951
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1885	1900	1900
Adj Flow Rate, veh/h	366	204	269	15	6	1189
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80
Percent Heavy Veh, %	1	1	1	1	0	0
Cap, veh/h	364	715	715	606	4	848
Arrive On Green	0.38	0.38	0.38	0.38	0.53	0.53
Sat Flow, veh/h	1104	1885	1885	1598	8	1602
Grp Volume(v), veh/h	366	204	269	15	1196	0
Grp Sat Flow(s),veh/h/ln	1104	1885	1885	1598	1611	0
Q Serve(g_s), s	33.1	9.0	12.4	0.7	63.5	0.0
Cycle Q Clear(g_c), s	45.5	9.0	12.4	0.7	63.5	0.0
Prop In Lane	1.00			1.00	0.01	0.99
Lane Grp Cap(c), veh/h	364	715	715	606	853	0
V/C Ratio(X)	1.00	0.29	0.38	0.02	1.40	0.00
Avail Cap(c_a), veh/h	364	715	715	606	853	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	46.2	25.9	27.0	23.3	28.3	0.0
Incr Delay (d2), s/veh	48.2	0.2	0.3	0.0	188.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.9	4.1	5.6	0.3	67.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	94.4	26.1	27.3	23.4	216.6	0.0
LnGrp LOS	F	C	C	C	F	A
Approach Vol, veh/h		570	284		1196	
Approach Delay, s/veh		69.9	27.1		216.6	
Approach LOS		E	C		F	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		51.0			51.0	69.0
Change Period (Y+Rc), s		5.5			5.5	5.5
Max Green Setting (Gmax), s		45.5			45.5	63.5
Max Q Clear Time (g_c+I1), s		14.4			47.5	65.5
Green Ext Time (p_c), s		1.6			0.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			149.5			
HCM 6th LOS			F			

HCM 6th Signalized Intersection Summary  
 10: Old Laurens Rd & Owings Rd

PM Peak Hour  
 Phase 3 2029



Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations	↶	↷	↶	↷	↶	↷
Traffic Volume (veh/h)	718	183	67	5	8	229
Future Volume (veh/h)	718	183	67	5	8	229
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1856	1856	1900	1900	1900	1900
Adj Flow Rate, veh/h	909	232	85	6	10	290
Peak Hour Factor	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %	3	3	0	0	0	0
Cap, veh/h	991	1330	1362	1154	8	243
Arrive On Green	0.72	0.72	0.72	0.72	0.16	0.16
Sat Flow, veh/h	1295	1856	1900	1610	52	1509
Grp Volume(v), veh/h	909	232	85	6	301	0
Grp Sat Flow(s),veh/h/ln	1295	1856	1900	1610	1566	0
Q Serve(g_s), s	62.8	3.6	1.2	0.1	14.5	0.0
Cycle Q Clear(g_c), s	64.0	3.6	1.2	0.1	14.5	0.0
Prop In Lane	1.00			1.00	0.03	0.96
Lane Grp Cap(c), veh/h	991	1330	1362	1154	252	0
V/C Ratio(X)	0.92	0.17	0.06	0.01	1.19	0.00
Avail Cap(c_a), veh/h	991	1330	1362	1154	252	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	13.3	4.1	3.8	3.6	37.8	0.0
Incr Delay (d2), s/veh	13.0	0.1	0.0	0.0	118.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	16.7	1.1	0.4	0.0	13.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.3	4.2	3.8	3.6	156.6	0.0
LnGrp LOS	C	A	A	A	F	A
Approach Vol, veh/h		1141	91		301	
Approach Delay, s/veh		21.8	3.8		156.6	
Approach LOS		C	A		F	
Timer - Assigned Phs		2			6	8
Phs Duration (G+Y+Rc), s		70.0			70.0	20.0
Change Period (Y+Rc), s		5.5			5.5	5.5
Max Green Setting (Gmax), s		64.5			64.5	14.5
Max Q Clear Time (g_c+I1), s		3.2			66.0	16.5
Green Ext Time (p_c), s		0.5			0.0	0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			47.2			
HCM 6th LOS			D			

Intersection						
Int Delay, s/veh	565.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕		↕	↕	
Traffic Vol, veh/h	0	1573	0	1156	512	0
Future Vol, veh/h	0	1573	0	1156	512	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	16979	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	1	1	0	0
Mvmt Flow	0	1748	0	1284	569	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	1748	-
Stage 1	-	-	0	-
Stage 2	-	-	1748	-
Critical Hdwy	4.14	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.4	-
Follow-up Hdwy	2.236	-	3.5	-
Pot Cap-1 Maneuver	-	-	~ 96	0
Stage 1	-	-	-	0
Stage 2	-	-	~ 155	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	~ 96	-
Mov Cap-2 Maneuver	-	-	~ 96	-
Stage 1	-	-	-	-
Stage 2	-	-	~ 155	-

Approach	EB	SB
HCM Control Delay, s	0	\$ 2303.4
HCM LOS		F

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	96
HCM Lane V/C Ratio	-	-	5.926
HCM Control Delay (s)	0	\$ 2303.4	
HCM Lane LOS	A	-	F
HCM 95th %tile Q(veh)	-	-	62.5

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

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕		↕	↕	
Traffic Vol, veh/h	0	890	0	2175	138	0
Future Vol, veh/h	0	890	0	2175	138	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	0	0	-
Veh in Median Storage, #	-	0	16979	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	4	4	1	1	0	0
Mvmt Flow	0	989	0	2417	153	0

Major/Minor	Major1		Minor2	
Conflicting Flow All	0	0	989	-
Stage 1	-	-	0	-
Stage 2	-	-	989	-
Critical Hdwy	4.14	-	6.4	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	5.4	-
Follow-up Hdwy	2.236	-	3.5	-
Pot Cap-1 Maneuver	-	-	276	0
Stage 1	-	-	-	0
Stage 2	-	-	363	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	276	-
Mov Cap-2 Maneuver	-	-	276	-
Stage 1	-	-	-	-
Stage 2	-	-	363	-

Approach	EB	SB
HCM Control Delay, s	0	33.2
HCM LOS		D

Minor Lane/Major Mvmt	EBL	EBT	SBLn1
Capacity (veh/h)	-	-	276
HCM Lane V/C Ratio	-	-	0.556
HCM Control Delay (s)	0	-	33.2
HCM Lane LOS	A	-	D
HCM 95th %tile Q(veh)	-	-	3.1

Intersection						
Int Delay, s/veh	5.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	39	113	261	390	227	138
Future Vol, veh/h	39	113	261	390	227	138
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	215	-	-	350
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	77	77	77	77	77	77
Heavy Vehicles, %	2	2	1	1	2	2
Mvmt Flow	51	147	339	506	295	179

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1479	295	474	0	-	0
Stage 1	295	-	-	-	-	-
Stage 2	1184	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.11	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.209	-	-	-
Pot Cap-1 Maneuver	138	744	1093	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	290	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	95	744	1093	-	-	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	290	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.6	3.9	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1093	-	95	744	-	-
HCM Lane V/C Ratio	0.31	-	0.533	0.197	-	-
HCM Control Delay (s)	9.8	-	79.7	11	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	1.3	-	2.4	0.7	-	-

Intersection						
Int Delay, s/veh	65.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↗	↖
Traffic Vol, veh/h	77	182	68	527	328	36
Future Vol, veh/h	77	182	68	527	328	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	150	215	-	-	350
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	50	50	50	50	50	50
Heavy Vehicles, %	5	5	3	3	2	2
Mvmt Flow	154	364	136	1054	656	72

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1982	656	728	0	-	0
Stage 1	656	-	-	-	-	-
Stage 2	1326	-	-	-	-	-
Critical Hdwy	6.45	6.25	4.13	-	-	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	2.227	-	-	-
Pot Cap-1 Maneuver	~ 66	460	871	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 56	460	871	-	-	-
Mov Cap-2 Maneuver	~ 56	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	244	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	307.3	1.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	871	-	56	460	-	-
HCM Lane V/C Ratio	0.156	-	2.75	0.791	-	-
HCM Control Delay (s)	9.9	-	947.4	36.5	-	-
HCM Lane LOS	A	-	F	E	-	-
HCM 95th %tile Q(veh)	0.6	-	15.9	7.1	-	-

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



Intersection						
Int Delay, s/veh	5.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	53	199	77	53	48
Future Vol, veh/h	8	53	199	77	53	48
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	67	67	67	67	67
Heavy Vehicles, %	14	14	4	4	4	4
Mvmt Flow	12	79	297	115	79	72

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	824	115	151	0	0
Stage 1	115	-	-	-	-
Stage 2	709	-	-	-	-
Critical Hdwy	6.54	6.34	4.14	-	-
Critical Hdwy Stg 1	5.54	-	-	-	-
Critical Hdwy Stg 2	5.54	-	-	-	-
Follow-up Hdwy	3.626	3.426	2.236	-	-
Pot Cap-1 Maneuver	327	906	1418	-	-
Stage 1	881	-	-	-	-
Stage 2	467	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	259	906	1418	-	-
Mov Cap-2 Maneuver	259	-	-	-	-
Stage 1	697	-	-	-	-
Stage 2	467	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	5.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1418	-	682	-	-
HCM Lane V/C Ratio	0.209	-	0.133	-	-
HCM Control Delay (s)	8.2	0	11.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.8	-	0.5	-	-

Intersection						
Int Delay, s/veh	8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	34	196	33	29	54	6
Future Vol, veh/h	34	196	33	29	54	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	0	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	11	11	17	17	2	2
Mvmt Flow	49	280	47	41	77	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	217	82	86	0	0
Stage 1	82	-	-	-	-
Stage 2	135	-	-	-	-
Critical Hdwy	6.51	6.31	4.27	-	-
Critical Hdwy Stg 1	5.51	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-
Follow-up Hdwy	3.599	3.399	2.353	-	-
Pot Cap-1 Maneuver	752	953	1421	-	-
Stage 1	919	-	-	-	-
Stage 2	870	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	727	953	1421	-	-
Mov Cap-2 Maneuver	727	-	-	-	-
Stage 1	889	-	-	-	-
Stage 2	870	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	4.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1421	-	911	-	-
HCM Lane V/C Ratio	0.033	-	0.361	-	-
HCM Control Delay (s)	7.6	-	11.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	0	459	888	1
Future Vol, veh/h	0	0	0	459	888	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	68	68	68	68	68	68
Heavy Vehicles, %	0	0	1	1	2	2
Mvmt Flow	0	0	0	675	1306	1

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1982	1307	1307	0	-	0
Stage 1	1307	-	-	-	-	-
Stage 2	675	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.209	-	-	-
Pot Cap-1 Maneuver	68	197	533	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	68	197	533	-	-	-
Mov Cap-2 Maneuver	68	-	-	-	-	-
Stage 1	256	-	-	-	-	-
Stage 2	510	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	533	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	1	1	0	813	209	2
Future Vol, veh/h	1	1	0	813	209	2
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	66	66	66	66	66	66
Heavy Vehicles, %	0	0	2	2	6	6
Mvmt Flow	2	2	0	1232	317	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1551	319	320	0	-	0
Stage 1	319	-	-	-	-	-
Stage 2	1232	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.218	-	-	-
Pot Cap-1 Maneuver	126	726	1240	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	278	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	126	726	1240	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	741	-	-	-	-	-
Stage 2	278	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1240	-	215	-	-
HCM Lane V/C Ratio	-	-	0.014	-	-
HCM Control Delay (s)	0	-	22	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Intersection Delay, s/veh	380.5
Intersection LOS	F

Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	36	788	62	11	401	50	169	62	14	161	32	5
Future Vol, veh/h	36	788	62	11	401	50	169	62	14	161	32	5
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	3	3	3	3	3	3	4	4	4	2	2	2
Mvmt Flow	44	973	77	14	495	62	209	77	17	199	40	6
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	662.1	167.6	42.9	34.7
HCM LOS	F	F	E	D

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	69%	2%	4%	81%
Vol Thru, %	25%	87%	89%	16%
Vol Right, %	6%	11%	7%	3%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	462	886	198
LT Vol	169	11	36	161
Through Vol	62	401	788	32
RT Vol	14	50	62	5
Lane Flow Rate	302	570	1094	244
Geometry Grp	1	1	1	1
Degree of Util (X)	0.73	1.255	2.414	0.611
Departure Headway (Hd)	12.439	10.664	8.553	13.083
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	293	348	438	279
Service Time	10.439	8.664	6.553	11.083
HCM Lane V/C Ratio	1.031	1.638	2.498	0.875
HCM Control Delay	42.9	167.6	662.1	34.7
HCM Lane LOS	E	F	F	D
HCM 95th-tile Q	5.3	19.1	79.2	3.7

Intersection	
Intersection Delay, s/veh	351.9
Intersection LOS	F

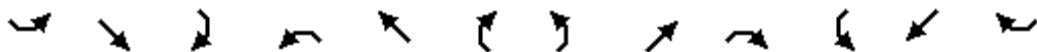
Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	95	273	162	20	679	38	150	103	17	33	67	1
Future Vol, veh/h	95	273	162	20	679	38	150	103	17	33	67	1
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Heavy Vehicles, %	2	2	2	3	3	3	3	3	3	2	2	2
Mvmt Flow	134	385	228	28	956	54	211	145	24	46	94	1
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	SE	NW	NE	SW
Opposing Approach	NW	SE	SW	NE
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SW	NE	SE	NW
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NE	SW	NW	SE
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	279.5	558.2	53.6	24.5
HCM LOS	F	F	F	C

Lane	NELn1	NWLn1	SELn1	SWLn1
Vol Left, %	56%	3%	18%	33%
Vol Thru, %	38%	92%	52%	66%
Vol Right, %	6%	5%	31%	1%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	270	737	530	101
LT Vol	150	20	95	33
Through Vol	103	679	273	67
RT Vol	17	38	162	1
Lane Flow Rate	380	1038	746	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.85	2.18	1.538	0.366
Departure Headway (Hd)	11.077	8.65	9.571	13.781
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	331	436	388	263
Service Time	9.077	6.65	7.571	11.781
HCM Lane V/C Ratio	1.148	2.381	1.923	0.54
HCM Control Delay	53.6	558.2	279.5	24.5
HCM Lane LOS	F	F	F	C
HCM 95th-tile Q	7.6	66.5	32.1	1.6

HCM 6th Signalized Intersection Summary  
20: Abercrombie & Old Laurens Rd

AM Peak Hour  
Phase 3 2039



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	36	788	62	11	401	50	169	62	14	161	32	5
Future Volume (veh/h)	36	788	62	11	401	50	169	62	14	161	32	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	44	973	77	14	495	62	209	77	17	199	40	6
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	4	4	4	2	2	2
Cap, veh/h	122	812	63	110	803	99	437	114	23	478	80	9
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	36	1628	126	15	1610	198	1067	452	90	1179	319	38
Grp Volume(v), veh/h	1094	0	0	571	0	0	303	0	0	245	0	0
Grp Sat Flow(s),veh/h/ln	1790	0	0	1822	0	0	1609	0	0	1535	0	0
Q Serve(g_s), s	9.2	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.0	0.0	0.0	8.3	0.0	0.0	5.9	0.0	0.0	4.8	0.0	0.0
Prop In Lane	0.04		0.07	0.02		0.11	0.69		0.06	0.81		0.02
Lane Grp Cap(c), veh/h	996	0	0	1011	0	0	574	0	0	568	0	0
V/C Ratio(X)	1.10	0.00	0.00	0.56	0.00	0.00	0.53	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	996	0	0	1011	0	0	932	0	0	907	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.9	0.0	0.0	6.6	0.0	0.0	12.2	0.0	0.0	11.9	0.0	0.0
Incr Delay (d2), s/veh	59.3	0.0	0.0	0.7	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.6	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.2	0.0	0.0	7.3	0.0	0.0	13.0	0.0	0.0	12.4	0.0	0.0
LnGrp LOS	F	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		1094			571			303				245
Approach Delay, s/veh		69.2			7.3			13.0				12.4
Approach LOS		E			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		13.6		22.5		13.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		10.3		7.9		20.0		6.8				
Green Ext Time (p_c), s		2.3		1.3		0.0		1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				39.2								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary  
 20: Abercrombie & Old Laurens Rd

PM Peak Hour  
 Phase 3 2029



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	95	273	162	20	679	38	150	103	17	33	67	1
Future Volume (veh/h)	95	273	162	20	679	38	150	103	17	33	67	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	134	385	228	28	956	54	211	145	24	46	94	1
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	3	3	3	3	3	3	2	2	2
Cap, veh/h	129	323	175	61	1004	56	283	149	24	161	300	3
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	125	532	289	24	1657	92	833	582	95	394	1172	11
Grp Volume(v), veh/h	747	0	0	1038	0	0	380	0	0	141	0	0
Grp Sat Flow(s),veh/h/ln	947	0	0	1773	0	0	1511	0	0	1577	0	0
Q Serve(g_s), s	4.4	0.0	0.0	0.0	0.0	0.0	14.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	48.5	0.0	0.0	44.1	0.0	0.0	20.0	0.0	0.0	5.1	0.0	0.0
Prop In Lane	0.18		0.31	0.03		0.05	0.56		0.06	0.33		0.01
Lane Grp Cap(c), veh/h	627	0	0	1121	0	0	457	0	0	464	0	0
V/C Ratio(X)	1.19	0.00	0.00	0.93	0.00	0.00	0.83	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	627	0	0	1121	0	0	457	0	0	464	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	14.5	0.0	0.0	29.4	0.0	0.0	23.9	0.0	0.0
Incr Delay (d2), s/veh	101.3	0.0	0.0	12.8	0.0	0.0	12.3	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.9	0.0	0.0	17.6	0.0	0.0	8.5	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	117.2	0.0	0.0	27.4	0.0	0.0	41.7	0.0	0.0	24.3	0.0	0.0
LnGrp LOS	F	A	A	C	A	A	D	A	A	C	A	A
Approach Vol, veh/h		747			1038			380				141
Approach Delay, s/veh		117.2			27.4			41.7				24.3
Approach LOS		F			C			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.0		26.0		54.0		26.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		48.5		20.5		48.5		20.5				
Max Q Clear Time (g_c+I1), s		46.1		22.0		50.5		7.1				
Green Ext Time (p_c), s		1.6		0.0		0.0		0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				58.6								
HCM 6th LOS				E								



Intersection						
Int Delay, s/veh	3.7					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	T				T	
Traffic Vol, veh/h	95	199	0	0	82	69
Future Vol, veh/h	95	199	0	0	82	69
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	22350	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	85	85
Heavy Vehicles, %	2	2	2	2	5	5
Mvmt Flow	112	234	0	0	96	81

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	229	229
Stage 1	-	-	229	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.545	3.345
Pot Cap-1 Maneuver	-	-	753	803
Stage 1	-	-	802	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	753	803
Mov Cap-2 Maneuver	-	-	753	-
Stage 1	-	-	802	-
Stage 2	-	-	-	-

Approach	SE	NE
HCM Control Delay, s	0	11
HCM LOS		B

Minor Lane/Major Mvmt	NELn1	SET	SER
Capacity (veh/h)	775	-	-
HCM Lane V/C Ratio	0.229	-	-
HCM Control Delay (s)	11	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	0.9	-	-

Intersection						
Int Delay, s/veh	6.4					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	T				T	
Traffic Vol, veh/h	132	102	0	0	126	131
Future Vol, veh/h	132	102	0	0	126	131
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Stop	Stop	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	22350	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	92	92	85	85
Heavy Vehicles, %	5	5	2	2	2	2
Mvmt Flow	155	120	0	0	148	154

Major/Minor	Major1		Minor1	
Conflicting Flow All	0	0	215	215
Stage 1	-	-	215	-
Stage 2	-	-	0	-
Critical Hdwy	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	773	825
Stage 1	-	-	821	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	-	-	773	825
Mov Cap-2 Maneuver	-	-	773	-
Stage 1	-	-	821	-
Stage 2	-	-	-	-

Approach	SE	NE
HCM Control Delay, s	0	12.2
HCM LOS		B

Minor Lane/Major Mvmt	NELn1	SET	SER
Capacity (veh/h)	799	-	-
HCM Lane V/C Ratio	0.378	-	-
HCM Control Delay (s)	12.2	-	-
HCM Lane LOS	B	-	-
HCM 95th %tile Q(veh)	1.8	-	-

Intersection												
Int Delay, s/veh	63.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	86	1	56	3	0	2	55	446	1	0	856	231
Future Vol, veh/h	86	1	56	3	0	2	55	446	1	0	856	231
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	5	5	5	0	0	0	2	2	2	4	4	4
Mvmt Flow	110	1	72	4	0	3	71	572	1	0	1097	296

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1813	1812	1097	1997	2108	573	1393	0	0	573	0	0
Stage 1	1097	1097	-	715	715	-	-	-	-	-	-	-
Stage 2	716	715	-	1282	1393	-	-	-	-	-	-	-
Critical Hdwy	7.15	6.55	6.25	7.1	6.5	6.2	4.12	-	-	4.14	-	-
Critical Hdwy Stg 1	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.15	5.55	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.545	4.045	3.345	3.5	4	3.3	2.218	-	-	2.236	-	-
Pot Cap-1 Maneuver	~ 59	77	256	45	52	523	491	-	-	990	-	-
Stage 1	255	285	-	425	438	-	-	-	-	-	-	-
Stage 2	417	430	-	205	211	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 52	66	256	28	44	523	491	-	-	990	-	-
Mov Cap-2 Maneuver	~ 52	66	-	28	44	-	-	-	-	-	-	-
Stage 1	218	285	-	363	374	-	-	-	-	-	-	-
Stage 2	355	368	-	147	211	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB			
HCM Control Delay, s	\$ 760.5		97.9		1.5		0			
HCM LOS	F		F							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	491	-	-	76	45	990	-	-
HCM Lane V/C Ratio	0.144	-	-	2.412	0.142	-	-	-
HCM Control Delay (s)	13.6	-	-	\$ 760.5	97.9	0	-	-
HCM Lane LOS	B	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	0.5	-	-	17.4	0.5	0	-	-

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

Intersection												
Int Delay, s/veh	51.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕		↖	↗			↕	
Traffic Vol, veh/h	179	0	89	7	0	3	28	442	7	2	301	78
Future Vol, veh/h	179	0	89	7	0	3	28	442	7	2	301	78
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	0	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	8	8	8	0	0	0	4	4	4	5	5	5
Mvmt Flow	245	0	122	10	0	4	38	605	10	3	412	107

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	1160	1163	466	1219	1211	610	519	0	0	615	0	0
Stage 1	472	472	-	686	686	-	-	-	-	-	-	-
Stage 2	688	691	-	533	525	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.58	6.28	7.1	6.5	6.2	4.14	-	-	4.15	-	-
Critical Hdwy Stg 1	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.58	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4.072	3.372	3.5	4	3.3	2.236	-	-	2.245	-	-
Pot Cap-1 Maneuver	~ 168	190	584	159	184	498	1037	-	-	950	-	-
Stage 1	561	549	-	441	451	-	-	-	-	-	-	-
Stage 2	427	437	-	534	533	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	~ 161	182	584	122	176	498	1037	-	-	950	-	-
Mov Cap-2 Maneuver	~ 161	182	-	122	176	-	-	-	-	-	-	-
Stage 1	540	546	-	425	434	-	-	-	-	-	-	-
Stage 2	408	421	-	420	530	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	215.2		29.9		0.5		0	
HCM LOS	F		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1037	-	-	161	584	158	950	-	-
HCM Lane V/C Ratio	0.037	-	-	1.523	0.209	0.087	0.003	-	-
HCM Control Delay (s)	8.6	-	-	\$ 315.8	12.8	29.9	8.8	0	-
HCM Lane LOS	A	-	-	F	B	D	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	16.2	0.8	0.3	0	-	-

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

Intersection						
Int Delay, s/veh	120.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗		↑	↑	
Traffic Vol, veh/h	53	864	0	657	233	0
Future Vol, veh/h	53	864	0	657	233	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	78	78	78	78	78	78
Heavy Vehicles, %	4	4	3	3	9	9
Mvmt Flow	68	1108	0	842	299	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1141	299	-	0	-	0
Stage 1	299	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Critical Hdwy	6.44	6.24	-	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.336	-	-	-	-
Pot Cap-1 Maneuver	220	~ 736	0	-	-	0
Stage 1	748	-	0	-	-	0
Stage 2	419	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	220	~ 736	-	-	-	-
Mov Cap-2 Maneuver	220	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	419	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	238	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	220	736	-
HCM Lane V/C Ratio	-	0.309	1.505	-
HCM Control Delay (s)	-	28.5	250.9	-
HCM Lane LOS	-	D	F	-
HCM 95th %tile Q(veh)	-	1.3	54.1	-

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

Intersection						
Int Delay, s/veh	5.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘	↗		↑	↑	
Traffic Vol, veh/h	133	235	0	588	71	0
Future Vol, veh/h	133	235	0	588	71	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	2	2	2	2	4	4
Mvmt Flow	158	280	0	700	85	0

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	785	85	-	0	-	0
Stage 1	85	-	-	-	-	-
Stage 2	700	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	361	974	0	-	-	0
Stage 1	938	-	0	-	-	0
Stage 2	493	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	361	974	-	-	-	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	938	-	-	-	-	-
Stage 2	493	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	EBLn2	SBT
Capacity (veh/h)	-	361	974	-
HCM Lane V/C Ratio	-	0.439	0.287	-
HCM Control Delay (s)	-	22.5	10.2	-
HCM Lane LOS	-	C	B	-
HCM 95th %tile Q(veh)	-	2.2	1.2	-

Intersection						
Int Delay, s/veh	5.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑		↑			↑
Traffic Vol, veh/h	29	236	80	0	0	228
Future Vol, veh/h	29	236	80	0	0	228
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	85	85	85	85	85	85
Heavy Vehicles, %	8	8	8	2	2	1
Mvmt Flow	34	278	94	0	0	268

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	362	94	0	-	-	-
Stage 1	94	-	-	-	-	-
Stage 2	268	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	-	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	-	-
Pot Cap-1 Maneuver	625	947	-	0	0	-
Stage 1	915	-	-	0	0	-
Stage 2	763	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	625	947	-	-	-	-
Mov Cap-2 Maneuver	625	-	-	-	-	-
Stage 1	915	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 896	-
HCM Lane V/C Ratio	- 0.348	-
HCM Control Delay (s)	- 11.1	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 1.6	-

Intersection						
Int Delay, s/veh	3.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑			↑
Traffic Vol, veh/h	28	130	74	0	0	225
Future Vol, veh/h	28	130	74	0	0	225
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	91	91	91	91	91	91
Heavy Vehicles, %	7	7	2	2	6	6
Mvmt Flow	31	143	81	0	0	247

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	328	81	0	-	-	-
Stage 1	81	-	-	-	-	-
Stage 2	247	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	-	-
Pot Cap-1 Maneuver	656	965	-	0	0	-
Stage 1	930	-	-	0	0	-
Stage 2	783	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	656	965	-	-	-	-
Mov Cap-2 Maneuver	656	-	-	-	-	-
Stage 1	930	-	-	-	-	-
Stage 2	783	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 891	-
HCM Lane V/C Ratio	- 0.195	-
HCM Control Delay (s)	- 10	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.7	-



<b>Intersection</b>	
Intersection Delay, s/veh	126.7
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	121	150	13	536	46	143	2	28	8
Future Vol, veh/h	0	0	0	121	150	13	536	46	143	2	28	8
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles, %	2	2	2	8	8	8	4	4	4	9	9	9
Mvmt Flow	0	0	0	153	190	16	678	58	181	3	35	10
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	19.6	174.8	10.2
HCM LOS	C	F	B

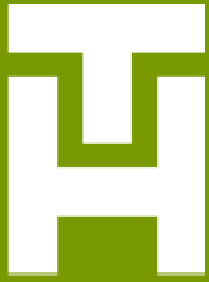
Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	74%	43%	5%
Vol Thru, %	6%	53%	74%
Vol Right, %	20%	5%	21%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	725	284	38
LT Vol	536	121	2
Through Vol	46	150	28
RT Vol	143	13	8
Lane Flow Rate	918	359	48
Geometry Grp	1	1	1
Degree of Util (X)	1.328	0.606	0.081
Departure Headway (Hd)	5.208	6.776	6.582
Convergence, Y/N	Yes	Yes	Yes
Cap	697	536	548
Service Time	3.282	4.776	4.582
HCM Lane V/C Ratio	1.317	0.67	0.088
HCM Control Delay	174.8	19.6	10.2
HCM Lane LOS	F	C	B
HCM 95th-tile Q	37.1	4	0.3

Intersection	
Intersection Delay, s/veh	450.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	47	74	3	870	32	348	7	24	7
Future Vol, veh/h	0	0	0	47	74	3	870	32	348	7	24	7
Peak Hour Factor	0.92	0.92	0.92	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles, %	2	2	2	5	5	5	2	2	2	6	6	6
Mvmt Flow	0	0	0	63	99	4	1160	43	464	9	32	9
Number of Lanes	0	0	0	0	1	0	0	1	0	0	1	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	14.2	507	10
HCM LOS	B	F	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	70%	38%	18%
Vol Thru, %	3%	60%	63%
Vol Right, %	28%	2%	18%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	1250	124	38
LT Vol	870	47	7
Through Vol	32	74	24
RT Vol	348	3	7
Lane Flow Rate	1667	165	51
Geometry Grp	1	1	1
Degree of Util (X)	2.091	0.275	0.075
Departure Headway (Hd)	4.516	8.175	6.457
Convergence, Y/N	Yes	Yes	Yes
Cap	817	443	558
Service Time	2.52	6.175	4.457
HCM Lane V/C Ratio	2.04	0.372	0.091
HCM Control Delay	507	14.2	10
HCM Lane LOS	F	B	A
HCM 95th-tile Q	114.1	1.1	0.2



THOMAS  
&  
HUTTON

**HIGHWAY 14 CORRIDOR STUDY**  
BETWEEN I-385 EXITS 19 AND 22

**APPENDIX G**

Synchro Reports -HCM 6th Edition  
2039 PHASE 3 with Improvements

J - 27743

July 2019

Intersection	
Intersection Delay, s/veh	471.5
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	38	182	11	41	4	704	659	8	2	266	6
Future Vol, veh/h	2	38	182	11	41	4	704	659	8	2	266	6
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Vehicles, %	0	0	0	4	4	4	7	7	7	5	5	5
Mvmt Flow	2	42	202	12	46	4	782	732	9	2	296	7
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	17.7	14.7	654.2	18.2
HCM LOS	C	B	F	C

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	51%	1%	20%	1%
Vol Thru, %	48%	17%	73%	97%
Vol Right, %	1%	82%	7%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	1371	222	56	274
LT Vol	704	2	11	2
Through Vol	659	38	41	266
RT Vol	8	182	4	6
Lane Flow Rate	1523	247	62	304
Geometry Grp	1	1	1	1
Degree of Util (X)	2.413	0.415	0.125	0.503
Departure Headway (Hd)	5.702	8.671	10.201	7.697
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	655	419	354	472
Service Time	3.707	6.671	8.201	5.697
HCM Lane V/C Ratio	2.325	0.589	0.175	0.644
HCM Control Delay	654.2	17.7	14.7	18.2
HCM Lane LOS	F	C	B	C
HCM 95th-tile Q	116.3	2	0.4	2.8

Intersection	
Intersection Delay, s/veh	328.1
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	89	732	8	94	4	196	284	18	4	621	10
Future Vol, veh/h	6	89	732	8	94	4	196	284	18	4	621	10
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles, %	10	10	10	0	0	0	7	7	7	3	3	3
Mvmt Flow	7	102	841	9	108	5	225	326	21	5	714	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	468.9	26.6	180.7	310.7
HCM LOS	F	D	F	F

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	39%	1%	8%	1%
Vol Thru, %	57%	11%	89%	98%
Vol Right, %	4%	89%	4%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	498	827	106	635
LT Vol	196	6	8	4
Through Vol	284	89	94	621
RT Vol	18	732	4	10
Lane Flow Rate	572	951	122	730
Geometry Grp	1	1	1	1
Degree of Util (X)	1.275	1.976	0.325	1.599
Departure Headway (Hd)	12.076	9.06	16.09	11.139
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	309	409	225	336
Service Time	10.076	7.06	14.09	9.139
HCM Lane V/C Ratio	1.851	2.325	0.542	2.173
HCM Control Delay	180.7	468.9	26.6	310.7
HCM Lane LOS	F	F	D	F
HCM 95th-tile Q	18.1	53.9	1.3	30.5

HCM 6th Signalized Intersection Summary  
6: Hwy 14 & Friendship Church

AM Peak Hour  
Phase 3 2039 w TSM Improvements



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	102	336	647	203	1165	378
Future Volume (veh/h)	102	336	647	203	1165	378
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1841	1841	1870	1870	1856	1856
Adj Flow Rate, veh/h	110	0	696	218	1253	406
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	4	4	2	2	3	3
Cap, veh/h	133		507	159	836	1572
Arrive On Green	0.08	0.00	0.37	0.37	0.44	0.85
Sat Flow, veh/h	1753	1560	1366	428	1767	1856
Grp Volume(v), veh/h	110	0	0	914	1253	406
Grp Sat Flow(s),veh/h/ln	1753	1560	0	1793	1767	1856
Q Serve(g_s), s	8.8	0.0	0.0	53.0	63.5	6.1
Cycle Q Clear(g_c), s	8.8	0.0	0.0	53.0	63.5	6.1
Prop In Lane	1.00	1.00		0.24	1.00	
Lane Grp Cap(c), veh/h	133		0	665	836	1572
V/C Ratio(X)	0.83		0.00	1.37	1.50	0.26
Avail Cap(c_a), veh/h	221		0	665	836	1572
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	65.1	0.0	0.0	44.9	36.3	2.1
Incr Delay (d2), s/veh	12.1	0.0	0.0	177.5	230.7	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	0.0	0.0	55.9	80.0	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	77.2	0.0	0.0	222.4	267.0	2.2
LnGrp LOS	E		A	F	F	A
Approach Vol, veh/h	110	A	914			1659
Approach Delay, s/veh	77.2		222.4			202.2
Approach LOS	E		F			F
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	68.0	58.5			126.5	16.3
Change Period (Y+Rc), s	4.5	5.5			5.5	5.5
Max Green Setting (Gmax), s	63.5	53.0			121.0	18.0
Max Q Clear Time (g_c+I1), s	65.5	55.0			8.1	10.8
Green Ext Time (p_c), s	0.0	0.0			2.7	0.1

Intersection Summary

HCM 6th Ctrl Delay	203.9
HCM 6th LOS	F

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
6: Hwy 14 & Friendship Church

PM Peak Hour  
Phase 3 2039 w Improvmts



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↶	↷		↶	↷
Traffic Volume (veh/h)	177	1149	400	84	378	586
Future Volume (veh/h)	177	1149	400	84	378	586
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1885	1885
Adj Flow Rate, veh/h	195	0	440	92	415	644
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	2	1	1
Cap, veh/h	258		548	115	551	1226
Arrive On Green	0.14	0.00	0.37	0.37	0.18	0.65
Sat Flow, veh/h	1781	1585	1500	314	1795	1885
Grp Volume(v), veh/h	195	0	0	532	415	644
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1814	1795	1885
Q Serve(g_s), s	5.6	0.0	0.0	14.1	6.7	9.7
Cycle Q Clear(g_c), s	5.6	0.0	0.0	14.1	6.7	9.7
Prop In Lane	1.00	1.00		0.17	1.00	
Lane Grp Cap(c), veh/h	258		0	662	551	1226
V/C Ratio(X)	0.76		0.00	0.80	0.75	0.53
Avail Cap(c_a), veh/h	2372		0	1301	1009	2370
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	0.0	15.3	9.8	5.0
Incr Delay (d2), s/veh	4.5	0.0	0.0	2.3	2.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	5.2	1.9	2.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.5	0.0	0.0	17.7	11.9	5.3
LnGrp LOS	C		A	B	B	A
Approach Vol, veh/h	195	A	532			1059
Approach Delay, s/veh	26.5		17.7			7.9
Approach LOS	C		B			A
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	15.3	25.1			40.4	13.3
Change Period (Y+Rc), s	5.5	5.5			5.5	5.5
Max Green Setting (Gmax), s	23.5	38.5			67.5	71.5
Max Q Clear Time (g_c+I1), s	8.7	16.1			11.7	7.6
Green Ext Time (p_c), s	1.1	3.5			5.0	0.6

Intersection Summary

HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
58: Owings Road & Hwy 14

AM Peak Hour  
Phase 3 2039

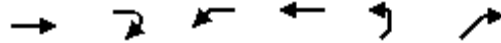


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↑	↑	↑	↑	↑
Traffic Volume (veh/h)	1487	710	87	889	256	87
Future Volume (veh/h)	1487	710	87	889	256	87
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1616	772	95	966	278	95
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1446	1225	55	1446	253	226
Arrive On Green	0.77	0.77	0.77	0.77	0.14	0.14
Sat Flow, veh/h	1870	1585	147	1870	1781	1585
Grp Volume(v), veh/h	1616	772	95	966	278	95
Grp Sat Flow(s),veh/h/ln	1870	1585	147	1870	1781	1585
Q Serve(g_s), s	100.5	28.0	0.0	31.5	18.5	7.1
Cycle Q Clear(g_c), s	100.5	28.0	100.5	31.5	18.5	7.1
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1446	1225	55	1446	253	226
V/C Ratio(X)	1.12	0.63	1.72	0.67	1.10	0.42
Avail Cap(c_a), veh/h	1446	1225	55	1446	253	226
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	14.7	6.5	65.0	6.9	55.7	50.9
Incr Delay (d2), s/veh	62.9	2.5	386.7	2.5	84.8	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	59.0	8.8	7.8	11.6	14.3	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	77.6	9.0	451.7	9.4	140.6	52.1
LnGrp LOS	F	A	F	A	F	D
Approach Vol, veh/h	2388			1061	373	
Approach Delay, s/veh	55.4			49.0	118.0	
Approach LOS	E			D	F	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		24.0		106.0		106.0
Change Period (Y+Rc), s		5.5		5.5		5.5
Max Green Setting (Gmax), s		18.5		100.5		100.5
Max Q Clear Time (g_c+I1), s		20.5		102.5		102.5
Green Ext Time (p_c), s		0.0		0.0		0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			59.8			
HCM 6th LOS			E			



HCM 6th Signalized Intersection Summary  
 12: Owings Rd & Hwy 14

PM Peak Hour  
 Phase 3 2029



Movement	EBT	EBR	WBL	WBT	NEL	NER
Lane Configurations	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	858	156	34	1529	646	96
Future Volume (veh/h)	858	156	34	1529	646	96
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1885	1885	1870	1870	1885	1870
Adj Flow Rate, veh/h	953	173	38	1699	718	107
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	1	1	2	2	1	2
Cap, veh/h	1175	996	167	1166	545	481
Arrive On Green	0.62	0.62	0.62	0.62	0.30	0.30
Sat Flow, veh/h	1885	1598	500	1870	1795	1585
Grp Volume(v), veh/h	953	173	38	1699	718	107
Grp Sat Flow(s),veh/h/ln	1885	1598	500	1870	1795	1585
Q Serve(g_s), s	57.8	6.9	9.4	93.5	45.5	7.6
Cycle Q Clear(g_c), s	57.8	6.9	67.2	93.5	45.5	7.6
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1175	996	167	1166	545	481
V/C Ratio(X)	0.81	0.17	0.23	1.46	1.32	0.22
Avail Cap(c_a), veh/h	1175	996	167	1166	545	481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.5	11.9	47.1	28.2	52.2	39.0
Incr Delay (d2), s/veh	4.4	0.1	0.7	210.6	155.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.1	2.5	1.2	107.8	44.0	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.9	12.0	47.8	238.8	208.1	39.3
LnGrp LOS	C	B	D	F	F	D
Approach Vol, veh/h	1126			1737	825	
Approach Delay, s/veh	23.8			234.7	186.2	
Approach LOS	C			F	F	
Timer - Assigned Phs		2		4		8
Phs Duration (G+Y+Rc), s		51.0		99.0		99.0
Change Period (Y+Rc), s		5.5		5.5		5.5
Max Green Setting (Gmax), s		45.5		93.5		93.5
Max Q Clear Time (g_c+I1), s		47.5		59.8		95.5
Green Ext Time (p_c), s		0.0		10.3		0.0
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			159.4			
HCM 6th LOS			F			

HCM 6th Signalized Intersection Summary  
20: Abercrombie & Old Laurens Rd

AM Peak Hour  
Phase 3 2039



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	36	788	62	11	401	50	169	62	14	161	32	5
Future Volume (veh/h)	36	788	62	11	401	50	169	62	14	161	32	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1841	1841	1841	1870	1870	1870
Adj Flow Rate, veh/h	44	973	77	14	495	62	209	77	17	199	40	6
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Percent Heavy Veh, %	3	3	3	3	3	3	4	4	4	2	2	2
Cap, veh/h	122	812	63	110	803	99	437	114	23	478	80	9
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.25	0.25	0.25	0.25	0.25	0.25
Sat Flow, veh/h	36	1628	126	15	1610	198	1067	452	90	1179	319	38
Grp Volume(v), veh/h	1094	0	0	571	0	0	303	0	0	245	0	0
Grp Sat Flow(s),veh/h/ln	1790	0	0	1822	0	0	1609	0	0	1535	0	0
Q Serve(g_s), s	9.2	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	18.0	0.0	0.0	8.3	0.0	0.0	5.9	0.0	0.0	4.8	0.0	0.0
Prop In Lane	0.04		0.07	0.02		0.11	0.69		0.06	0.81		0.02
Lane Grp Cap(c), veh/h	996	0	0	1011	0	0	574	0	0	568	0	0
V/C Ratio(X)	1.10	0.00	0.00	0.56	0.00	0.00	0.53	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	996	0	0	1011	0	0	932	0	0	907	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.9	0.0	0.0	6.6	0.0	0.0	12.2	0.0	0.0	11.9	0.0	0.0
Incr Delay (d2), s/veh	59.3	0.0	0.0	0.7	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	20.6	0.0	0.0	1.8	0.0	0.0	1.8	0.0	0.0	1.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.2	0.0	0.0	7.3	0.0	0.0	13.0	0.0	0.0	12.4	0.0	0.0
LnGrp LOS	F	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		1094			571			303				245
Approach Delay, s/veh		69.2			7.3			13.0				12.4
Approach LOS		E			A			B				B
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		13.6		22.5		13.6				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		10.3		7.9		20.0		6.8				
Green Ext Time (p_c), s		2.3		1.3		0.0		1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				39.2								
HCM 6th LOS				D								

HCM 6th Signalized Intersection Summary  
 20: Abercrombie & Old Laurens Rd

PM Peak Hour  
 Phase 3 2029



Movement	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (veh/h)	95	273	162	20	679	38	150	103	17	33	67	1
Future Volume (veh/h)	95	273	162	20	679	38	150	103	17	33	67	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1856	1856	1856	1870	1870	1870
Adj Flow Rate, veh/h	134	385	228	28	956	54	211	145	24	46	94	1
Peak Hour Factor	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71	0.71
Percent Heavy Veh, %	2	2	2	3	3	3	3	3	3	2	2	2
Cap, veh/h	129	323	175	61	1004	56	283	149	24	161	300	3
Arrive On Green	0.61	0.61	0.61	0.61	0.61	0.61	0.26	0.26	0.26	0.26	0.26	0.26
Sat Flow, veh/h	125	532	289	24	1657	92	833	582	95	394	1172	11
Grp Volume(v), veh/h	747	0	0	1038	0	0	380	0	0	141	0	0
Grp Sat Flow(s),veh/h/ln	947	0	0	1773	0	0	1511	0	0	1577	0	0
Q Serve(g_s), s	4.4	0.0	0.0	0.0	0.0	0.0	14.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	48.5	0.0	0.0	44.1	0.0	0.0	20.0	0.0	0.0	5.1	0.0	0.0
Prop In Lane	0.18		0.31	0.03		0.05	0.56		0.06	0.33		0.01
Lane Grp Cap(c), veh/h	627	0	0	1121	0	0	457	0	0	464	0	0
V/C Ratio(X)	1.19	0.00	0.00	0.93	0.00	0.00	0.83	0.00	0.00	0.30	0.00	0.00
Avail Cap(c_a), veh/h	627	0	0	1121	0	0	457	0	0	464	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	15.9	0.0	0.0	14.5	0.0	0.0	29.4	0.0	0.0	23.9	0.0	0.0
Incr Delay (d2), s/veh	101.3	0.0	0.0	12.8	0.0	0.0	12.3	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	28.9	0.0	0.0	17.6	0.0	0.0	8.5	0.0	0.0	2.1	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	117.2	0.0	0.0	27.4	0.0	0.0	41.7	0.0	0.0	24.3	0.0	0.0
LnGrp LOS	F	A	A	C	A	A	D	A	A	C	A	A
Approach Vol, veh/h		747			1038			380				141
Approach Delay, s/veh		117.2			27.4			41.7				24.3
Approach LOS		F			C			D				C
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		54.0		26.0		54.0		26.0				
Change Period (Y+Rc), s		5.5		5.5		5.5		5.5				
Max Green Setting (Gmax), s		48.5		20.5		48.5		20.5				
Max Q Clear Time (g_c+I1), s		46.1		22.0		50.5		7.1				
Green Ext Time (p_c), s		1.6		0.0		0.0		0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				58.6								
HCM 6th LOS				E								

HCM 6th Signalized Intersection Summary  
 31: 385 SB Off & Old Laurens

AM Peak Hour  
 Phase 3 2039



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	53	864	0	657	233	0
Future Volume (veh/h)	53	864	0	657	233	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1841	1841	0	1856	1767	0
Adj Flow Rate, veh/h	68	0	0	842	299	0
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	4	4	0	3	9	0
Cap, veh/h	132		0	1053	1003	0
Arrive On Green	0.08	0.00	0.00	0.57	0.57	0.00
Sat Flow, veh/h	1753	1560	0	1856	1767	0
Grp Volume(v), veh/h	68	0	0	842	299	0
Grp Sat Flow(s),veh/h/ln	1753	1560	0	1856	1767	0
Q Serve(g_s), s	0.9	0.0	0.0	9.0	2.2	0.0
Cycle Q Clear(g_c), s	0.9	0.0	0.0	9.0	2.2	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	132		0	1053	1003	0
V/C Ratio(X)	0.52		0.00	0.80	0.30	0.00
Avail Cap(c_a), veh/h	1252		0	1325	1262	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	11.2	0.0	0.0	4.3	2.8	0.0
Incr Delay (d2), s/veh	3.1	0.0	0.0	2.8	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	14.3	0.0	0.0	7.1	3.0	0.0
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	68	A		842	299	
Approach Delay, s/veh	14.3			7.1	3.0	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		18.8		6.4		18.8
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		11.0		2.9		4.2
Green Ext Time (p_c), s		3.3		0.1		1.4

Intersection Summary

HCM 6th Ctrl Delay	6.5
HCM 6th LOS	A

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary  
 31: 385 SB Off & Old Laurens

PM Peak Hour  
 Phase 3 2029



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	133	235	0	588	71	0
Future Volume (veh/h)	133	235	0	588	71	0
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	0	1870	1841	0
Adj Flow Rate, veh/h	158	0	0	700	85	0
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	0	2	4	0
Cap, veh/h	239		0	938	924	0
Arrive On Green	0.13	0.00	0.00	0.50	0.50	0.00
Sat Flow, veh/h	1781	1585	0	1870	1841	0
Grp Volume(v), veh/h	158	0	0	700	85	0
Grp Sat Flow(s),veh/h/ln	1781	1585	0	1870	1841	0
Q Serve(g_s), s	2.1	0.0	0.0	7.4	0.6	0.0
Cycle Q Clear(g_c), s	2.1	0.0	0.0	7.4	0.6	0.0
Prop In Lane	1.00	1.00	0.00			0.00
Lane Grp Cap(c), veh/h	239		0	938	924	0
V/C Ratio(X)	0.66		0.00	0.75	0.09	0.00
Avail Cap(c_a), veh/h	1298		0	1363	1341	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	10.2	0.0	0.0	4.9	3.2	0.0
Incr Delay (d2), s/veh	3.1	0.0	0.0	1.3	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	0.7	0.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.3	0.0	0.0	6.2	3.3	0.0
LnGrp LOS	B		A	A	A	A
Approach Vol, veh/h	158	A		700	85	
Approach Delay, s/veh	13.3			6.2	3.3	
Approach LOS	B			A	A	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		16.9		7.8		16.9
Change Period (Y+Rc), s		4.5		4.5		4.5
Max Green Setting (Gmax), s		18.0		18.0		18.0
Max Q Clear Time (g_c+I1), s		9.4		4.1		2.6
Green Ext Time (p_c), s		3.0		0.3		0.3
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			7.1			
HCM 6th LOS			A			
<b>Notes</b>						
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.						

HCM 6th Signalized Intersection Summary  
39: Old Laurens & I385 On

AM Peak Hour  
Phase 3 2039 w TSM Improvements



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↔		↔	↔			↔	
Traffic Volume (veh/h)	0	0	0	121	150	13	536	46	143	2	28	8
Future Volume (veh/h)	0	0	0	121	150	13	536	46	143	2	28	8
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No		No			No
Adj Sat Flow, veh/h/ln				1900	1781	1900	1841	1841	1841	1767	1767	1767
Adj Flow Rate, veh/h				153	190	16	678	58	181	3	35	10
Peak Hour Factor				0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Percent Heavy Veh, %				0	8	0	4	4	4	9	9	9
Cap, veh/h				199	247	21	915	199	620	102	158	43
Arrive On Green				0.27	0.27	0.27	0.27	0.51	0.51	0.12	0.12	0.12
Sat Flow, veh/h				738	916	77	3401	393	1227	51	1272	348
Grp Volume(v), veh/h				359	0	0	678	0	239	48	0	0
Grp Sat Flow(s),veh/h/ln				1731	0	0	1700	0	1620	1671	0	0
Q Serve(g_s), s				7.7	0.0	0.0	7.3	0.0	3.4	0.0	0.0	0.0
Cycle Q Clear(g_c), s				7.7	0.0	0.0	7.3	0.0	3.4	1.0	0.0	0.0
Prop In Lane				0.43		0.04	1.00		0.76	0.06		0.21
Lane Grp Cap(c), veh/h				467	0	0	915	0	819	303	0	0
V/C Ratio(X)				0.77	0.00	0.00	0.74	0.00	0.29	0.16	0.00	0.00
Avail Cap(c_a), veh/h				776	0	0	1313	0	1533	834	0	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh				13.5	0.0	0.0	13.4	0.0	5.8	15.8	0.0	0.0
Incr Delay (d2), s/veh				2.7	0.0	0.0	1.3	0.0	0.2	0.2	0.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.7	0.0	0.0	2.4	0.0	0.8	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				16.2	0.0	0.0	14.7	0.0	5.9	16.1	0.0	0.0
LnGrp LOS				B	A	A	B	A	A	B	A	A
Approach Vol, veh/h					359			917				48
Approach Delay, s/veh					16.2			12.4				16.1
Approach LOS					B			B				B
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		24.8			15.3	9.5		15.3				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		38.0			15.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s		5.4			9.3	3.0		9.7				
Green Ext Time (p_c), s		1.6			1.5	0.1		1.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											13.6	
HCM 6th LOS											B	

Lanes, Volumes, Timings  
39: Old Laurens & I385 On

AM Peak Hour  
Phase 3 2039 w TSM Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕		↕	↕			↕	
Traffic Volume (vph)	0	0	0	121	150	13	536	46	143	2	28	8
Future Volume (vph)	0	0	0	121	150	13	536	46	143	2	28	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	125		0	150		0	0		0
Storage Lanes	0		0	0		0	2		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt					0.994			0.886				0.972
Flt Protected					0.979		0.950					0.997
Satd. Flow (prot)	0	0	0	0	1712	0	3367	1619	0	0	1689	0
Flt Permitted					0.979		0.950					0.965
Satd. Flow (perm)	0	0	0	0	1712	0	3367	1619	0	0	1635	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					4			181				10
Link Speed (mph)		30			30			30				30
Link Distance (ft)		254			235			294				76
Travel Time (s)		5.8			5.3			6.7				1.7
Peak Hour Factor	0.92	0.92	0.92	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79	0.79
Heavy Vehicles (%)	2%	2%	2%	8%	8%	8%	4%	4%	4%	9%	9%	9%
Adj. Flow (vph)	0	0	0	153	190	16	678	58	181	3	35	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	359	0	678	239	0	0	48	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			24				24
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
Number of Detectors				1	2		1	2		1	2	
Detector Template				Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)				20	100		20	100		20	100	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	6		20	6		20	6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Prot	NA		Perm	NA	
Protected Phases					8		5	2			6	

Lanes, Volumes, Timings  
39: Old Laurens & I385 On

AM Peak Hour  
Phase 3 2039 w TSM Improvements



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases				8						6		
Detector Phase				8	8		5	2		6	6	
Switch Phase												
Minimum Initial (s)				5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)				22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)				22.5	22.5		20.0	42.5		22.5	22.5	
Total Split (%)				34.6%	34.6%		30.8%	65.4%		34.6%	34.6%	
Maximum Green (s)				18.0	18.0		15.5	38.0		18.0	18.0	
Yellow Time (s)				3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)				1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					4.5		4.5	4.5			4.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		None	Min		Min	Min	
Walk Time (s)				7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)				0	0			0		0	0	
Act Effct Green (s)					15.0		14.3	25.7			6.8	
Actuated g/C Ratio					0.30		0.29	0.52			0.14	
v/c Ratio					0.69		0.70	0.26			0.21	
Control Delay					23.6		21.2	3.2			19.7	
Queue Delay					0.0		0.0	0.0			0.0	
Total Delay					23.6		21.2	3.2			19.7	
LOS					C		C	A			B	
Approach Delay					23.6			16.5			19.7	
Approach LOS					C			B			B	

Intersection Summary

Area Type: Other  
 Cycle Length: 65  
 Actuated Cycle Length: 49.8  
 Natural Cycle: 65  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 0.70  
 Intersection Signal Delay: 18.5  
 Intersection LOS: B  
 Intersection Capacity Utilization 44.8%  
 ICU Level of Service A  
 Analysis Period (min) 15

Splits and Phases: 39: Old Laurens & I385 On





HCM 6th Signalized Intersection Summary  
39: Old Laurens & I385 On

PM Peak Hour  
Phase 3 2039 w Improvmts



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕		↕	↕			↕	
Traffic Volume (veh/h)	0	0	0	47	74	3	870	32	348	7	24	7
Future Volume (veh/h)	0	0	0	47	74	3	870	32	348	7	24	7
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No			No			No		
Adj Sat Flow, veh/h/ln				1900	1826	1900	1870	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h				63	99	4	1160	43	464	9	32	9
Peak Hour Factor				0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %				0	5	0	2	2	2	6	6	6
Cap, veh/h				88	138	6	1514	90	970	117	134	33
Arrive On Green				0.13	0.13	0.13	0.44	0.66	0.66	0.12	0.12	0.12
Sat Flow, veh/h				677	1064	43	3456	136	1470	156	1146	286
Grp Volume(v), veh/h				166	0	0	1160	0	507	50	0	0
Grp Sat Flow(s),veh/h/ln				1784	0	0	1728	0	1606	1588	0	0
Q Serve(g_s), s				3.8	0.0	0.0	12.2	0.0	6.7	0.0	0.0	0.0
Cycle Q Clear(g_c), s				3.8	0.0	0.0	12.2	0.0	6.7	1.1	0.0	0.0
Prop In Lane				0.38		0.02	1.00		0.92	0.18		0.18
Lane Grp Cap(c), veh/h				232	0	0	1514	0	1060	285	0	0
V/C Ratio(X)				0.72	0.00	0.00	0.77	0.00	0.48	0.18	0.00	0.00
Avail Cap(c_a), veh/h				750	0	0	2461	0	1987	732	0	0
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)				1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh				17.9	0.0	0.0	10.2	0.0	3.6	17.2	0.0	0.0
Incr Delay (d2), s/veh				4.1	0.0	0.0	0.8	0.0	0.3	0.3	0.0	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.6	0.0	0.0	3.5	0.0	1.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				22.0	0.0	0.0	11.0	0.0	4.0	17.5	0.0	0.0
LnGrp LOS				C	A	A	B	A	A	B	A	A
Approach Vol, veh/h					166			1667			50	
Approach Delay, s/veh					22.0			8.9			17.5	
Approach LOS					C			A			B	
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		32.8			23.3	9.5		10.1				
Change Period (Y+Rc), s		4.5			4.5	4.5		4.5				
Max Green Setting (Gmax), s		53.0			30.5	18.0		18.0				
Max Q Clear Time (g_c+I1), s		8.7			14.2	3.1		5.8				
Green Ext Time (p_c), s		4.3			4.6	0.1		0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay											10.3	
HCM 6th LOS											B	

Lanes, Volumes, Timings  
39: Old Laurens & I385 On

PM Peak Hour  
Phase 3 2039 w Improvmts



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕		↕	↕			↕	
Traffic Volume (vph)	0	0	0	47	74	3	870	32	348	7	24	7
Future Volume (vph)	0	0	0	47	74	3	870	32	348	7	24	7
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	0.97	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>					0.997			0.863			0.976	
Fl <sub>t</sub> Protected					0.981		0.950				0.991	
Satd. Flow (prot)	0	0	0	0	1770	0	3433	1608	0	0	1734	0
Fl <sub>t</sub> Permitted					0.981		0.950				0.839	
Satd. Flow (perm)	0	0	0	0	1770	0	3433	1608	0	0	1468	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					1			464			9	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		254			235			294			76	
Travel Time (s)		5.8			5.3			6.7			1.7	
Peak Hour Factor	0.92	0.92	0.92	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Heavy Vehicles (%)	2%	2%	2%	5%	5%	5%	2%	2%	2%	6%	6%	6%
Adj. Flow (vph)	0	0	0	63	99	4	1160	43	464	9	32	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	166	0	1160	507	0	0	50	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			24			24	
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
Number of Detectors				1	2		1	2		1	2	
Detector Template				Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)				20	100		20	100		20	100	
Trailing Detector (ft)				0	0		0	0		0	0	
Detector 1 Position(ft)				0	0		0	0		0	0	
Detector 1 Size(ft)				20	6		20	6		20	6	
Detector 1 Type				Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)				0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)					94			94			94	
Detector 2 Size(ft)					6			6			6	
Detector 2 Type					Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)					0.0			0.0			0.0	
Turn Type				Perm	NA		Prot	NA		Perm	NA	
Protected Phases					8		5	2			6	
Permitted Phases				8						6		
Detector Phase				8	8		5	2		6	6	
Switch Phase												

Lanes, Volumes, Timings  
39: Old Laurens & I385 On

PM Peak Hour  
Phase 3 2039 w Improvmts



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)				5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)				22.5	22.5		9.5	22.5		22.5	22.5	
Total Split (s)				22.5	22.5		35.0	57.5		22.5	22.5	
Total Split (%)				28.1%	28.1%		43.8%	71.9%		28.1%	28.1%	
Maximum Green (s)				18.0	18.0		30.5	53.0		18.0	18.0	
Yellow Time (s)				3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)				1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)					0.0		0.0	0.0			0.0	
Total Lost Time (s)					4.5		4.5	4.5			4.5	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)				3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode				None	None		None	Min		Min	Min	
Walk Time (s)				7.0	7.0			7.0		7.0	7.0	
Flash Dont Walk (s)				11.0	11.0			11.0		11.0	11.0	
Pedestrian Calls (#/hr)				0	0			0		0	0	
Act Effct Green (s)					11.0		25.5	37.4				7.3
Actuated g/C Ratio					0.19		0.44	0.65				0.13
v/c Ratio					0.49		0.76	0.42				0.26
Control Delay					27.6		18.0	1.9				25.7
Queue Delay					0.0		0.0	0.0				0.0
Total Delay					27.6		18.0	1.9				25.7
LOS					C		B	A				C
Approach Delay					27.6			13.1				25.7
Approach LOS					C			B				C

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	57.6
Natural Cycle:	80
Control Type:	Actuated-Uncoordinated
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	14.7
Intersection LOS:	B
Intersection Capacity Utilization:	45.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 39: Old Laurens & I385 On

