AECOM



SC Highway 81 Corridor Study

FINAL

Anderson County - GPATS

Project number: P60711445

April 2024

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
Christian Herrygers, EIT	Fei Yuan, PE	Ryan Eckenrode, PE, PTOE, RSP2I	

Revision History

Revision	Revision date	Details	Authorized	Name	Position

Distribution List

# Hard Copies	PDF Required	Association / Company Name

Prepared for:

Anderson County Planning & Development- GPATS

Prepared by:

AECOM
10 Patewood Drive
Greenville, SC 29615
aecom.com





Copyright © 2024 by AECOM

All rights reserved. No part of this copyrighted work may be reproduced, distributed, or transmitted in any form or by any means without the prior written permission of AECOM.

Table of Contents

1. Executive Summary 6
2. Introduction 8
3. Existing Conditions 12
3.1 Corridor Characteristics 12
3.2 Field Review 12
3.3 Study Intersections 15
3.4 Traffic Counts 26
3.5 Crash Data 28
4. Background Growth 30
4.1 ANATS Model 30
4.2 AADT trends 30
4.3 Planned Projects 31
5. Public Involvement 34
5.1 Stakeholder Meetings 34
5.2 Public Information Meetings 36
6. Turn Lane Warrant Analysis 38
7. Capacity Analysis 40
7.1 Existing 2023 Condition Analysis 41
7.2 No-Build 2028 Condition Analysis 46
7.3 No-Build 2043 Condition Analysis 51
7.4 Build 2028 Short-Term Condition Analysis 58
7.5 Build 2043 Short-Term Condition Analysis 65
7.6 Build 2043 Long-Term Condition Analysis 71
8. Conclusions & Recommendations 78
8.1 Project Priority Ranking 82
8.2 Funding Alternatives 82

Appendix A – Field Visit Notes
Appendix B – Traffic Volume Raw Counts
Appendix C – Crash Data
Appendix D – ANATS 2010 and 2045 Traffic Projections
Appendix E – Historical AADT
Appendix F – Public Involvement
Appendix G – Turn Lane Analysis
Appendix H – Existing Signal Plans
Appendix I – Existing 2023 Synchro & Sim Traffic Reports
Appendix J – No-Build 2028 Synchro & Sim Traffic Reports
Appendix K – No Build 2043 Synchro & Sim Traffic Reports
Appendix L – Build 2028 Short-Term Synchro & Sim Traffic Reports
Appendix M – Build 2043 Short-Term Synchro & Sim Traffic Reports
Appendix N – Build 2043 Long-Term Synchro & Sim Traffic Reports
Appendix O – Short-Term Project Concept Drawings
Appendix P – Long-Term Project Concept Drawings

Figures

Figure 1 - Vicinity Map 10
Figure 2 - Study Intersections 11
Figure 3 - Existing Lane Configuration 14
Figure 4 - Existing 2023 AM / PM Peak Hour Traffic Volumes 27
Figure 5 - Projected 2028 AM / PM Peak Hour Traffic Volumes....32
Figure 6 - Projected 2043 AM / PM Peak Hour Traffic Volumes....33
Figure 7 - Existing 2023 AM / PM Peak Hour Volumes and LOS....44
Figure 8 - No-Build 2028 AM / PM Peak Hour Volumes and LOS....49
Figure 9 - No-Build 2043 AM / PM Peak Hour Volumes and LOS....55
Figure 10 - Build 2028 Short-Term Lane Configuration....59
Figure 11 - Build 2028 Short-Term AM / PM Peak Hour Volumes and LOS 64
Figure 12 - Build 2043 Short-Term AM / PM Peak Hour Volumes and LOS....70
Figure 13 - Build 2043 Long-Term Lane Configuration 72
Figure 14 - Build 2043 Long-Term AM / PM Peak Hour Volumes and LOS....75

Tables

Table 1 - 2023 Daily Traffic Volumes 26
Table 2 - Intersection Crash Summary 28
Table 3 - ANATS Model Projection 30
Table 4 - Historic AADT 31
Table 5 - Left and Right-Turn Lane Warrant Summary 38
Table 6 - Level of Service (LOS) Index....41
Table 7 - Existing 2023 Summary of LOS and Delay....42
Table 8 - Existing 2023 Summary of 95th Percentile Vehicle Queues....45
Table 9 - No-Build 2028 Summary of LOS and Delay....47
Table 10 - No-Build 2028 Summary of 95th Percentile Vehicle Queues 50
Table 11 - No-Build 2043 Summary of LOS and Delay....53
Table 12 - No-Build 2043 Summary of 95th Percentile Vehicle Queues 56
Table 13 - Build 2028 Short-Term Summary of LOS and Delay....60
Table 14 - Build 2028 Short-Term Summary of 95th Percentile Vehicle Queues....62
Table 15 - Build 2043 Short-Term Summary of LOS and Delay....66
Table 16 - Build 2043 Short-Term Summary of 95th Percentile Vehicle Queues....68
Table 17 - Build 2043 Long-Term Summary of LOS and Delay....73
Table 18 - Build 2043 Long-Term Summary of 95th Percentile Vehicle Queues 76
Table 19 - Intersection LOS Comparison 2028 Short-Term 79
Table 20 - Intersection LOS Comparison 2043 Long-Term....81
Table 21 - SC Highway 81 Corridor Study Short-Term Recommendations (2024 – 2028) 85
Table 22 - SC Highway 81 Corridor Study Long-Term Recommendations (2029 – 2043)....86

1. Executive Summary

SC Highway 81 (Anderson Road) is experiencing significant growth leading to transportation challenges including increased congestion and safety concerns along the corridor. This study recognizes the regional and local importance of the corridor and seeks to address issues and concerns related to safety, connectivity and capacity; and formulate a series of projects and recommendations to address those issues. The study area begins at the intersection of Lake Road / Wren School Road (S-953) and ends at the intersection of Powdersville Main / Piedmont Road (S-52) totaling approximately 5.7 miles. The corridor is considered north-south in this area and is a two-lane minor arterial carrying between 8,900 (southern end) to 11,900 (northern end) vehicles per day. On average,35 crashes a year occur within the study area limits.

Based on historic annual average daily traffic volumes, the development potential, the zoning and planned future developments in the area, and engineering judgement, a high annual average growth rate of 2.5% is utilized to project the future traffic growth in the study area.

The purpose of this study is to develop a corridor plan to accommodate future development which includes identifying new forms of traffic control at key intersections, mitigating any existing crash patterns, identifying future land use, and improving multimodal connectivity with pedestrian enhancement.

Below are the recommended short-term improvements to be implemented along SC Highway 81 by the year 2028 in order of ranking.

Rank #S1 – Old Williamston Road - ($3.70M)

- Install a new signal.
- Install a southbound left-turn lane on SC Highway 81 with 150 feet of storage.
- Install a westbound left turn lane on Old Williamston Road with 150 feet of storage.
- Install a northbound right turn lane on SC Highway 81 with 150 feet of storage.

Rank #S2 – Sherman Road / Pine Road - ($392K)

- Install a westbound right-turn lane on Pine Road with 100 feet of storage.

Rank #S3 – Circle Road - ($1.31M)

- Install a southbound right-turn lane on SC Highway 81 with 100 feet of storage.
- Install an eastbound left-turn lane on Circle Road with 150 feet of storage and restripe other eastbound lane as a shared left / thru / right-turn lane.

Rank #S4 – Cely Road - ($370K)

- Install a 100 feet northbound bypass lane on SC Highway 81.

Rank #S5 – Lake Road / Wren School Road - ($1.97M)

- Install a northbound right-turn lane on SC Highway 81 with 200 feet of storage.
- Install a westbound right-turn lane on Wren School Road with 225 feet of storage.

Rank #S6 – Powdersville Main / Piedmont Road - ($30K)

- Install northbound left-turn protected/permissive phase on SC Highway 81.

Rank #S7 – Powdersville YMCA Driveway - ($1.62M)

- Install a northbound left-turn lane on SC Highway 81 with 150 feet of storage.

Rank #S8 – Van Henry Lane - ($1.98M)

- Install a northbound left-turn lane on SC Highway 81 with 150 feet of storage.

Rank #S9 – SC Highway 86 - ($30K)

- Install northbound left-turn protected/permissive phase on SC Highway 81.

AECOM also developed corridor related recommendations that would be considered long-term improvements to be implemented along SC Highway 81 by the year 2043 as shown below in order of ranking:

Rank #L1 – Sherman Road / Pine Road - ($1.82M)

- Realign Sherman Road with Pine Road to improve safety.

Rank #L2 – Airy Springs Road/ Southern Oaks Drive - ($450K)

- Install southbound right-turn lane on SC Highway 81 with 100 feet of storage.

Rank #L3 – Circle Road ($3.30M)

- Install a southbound left-turn lane on SC Highway 81 with 150 feet of storage.
- Extend the southbound right-turn lane on SC Highway 81 back to the intersection with Powdersville Main/Piedmont Road.
- Install a northbound left-turn lane on SC Highway 81 with 150 feet of storage.
- Install a northbound shared thru/right-turn lane on Circle Road with 150 feet of storage.
- Extend eastbound left-turn lane on Circle Road to provide 275 feet of storage.

Rank #L4 – Powdersville Main / Piedmont Road - ($950K)

- Install a westbound right-turn lane on Piedmont Road with 200 feet of storage.
- Restripe the westbound shared thru/right-turn lane to through only on Piedmont Road.
- Install southbound left-turn protected/permissive phase on SC Highway 81.

Rank #L5 – Mt Airy Church Road - ($1.40M)

- Install a southbound right-turn lane on SC Highway 81 with 100 feet of storage.
- Realign Mt. Airy Church Road to intersect with SC Highway 81 at 90 degrees.

Rank #L6 – SC Highway 86 - ($2.50M)

- Install northbound right-turn lane on SC Highway 81 with 200 feet of storage.
- Install eastbound right-turn lane on SC Highway 86 with 225 feet of storage.
- Install southbound right-turn lane on SC Highway 81 with 200 feet of storage.

Rank #L7 – Widening from Old Williamston Road to Circle Road ($30M)

- Widen SC Highway 81 to install a Two-Way Left-Turn Lane (TWLTL) starting at Old Williamston Road heading northbound to end at Circle Road. Install curb and gutter and provide a sidewalk on west side of road and a shared use path on east side of road.

It should be noted that AECOM used a high 2.5% annual growth rate and results indicated SC Highway 81 is not expected to need additional through lanes in the year 2043.

Cost estimates and project prioritization for Short-term and Long-term projects have been identified in **Section 8.0** of this report along with concepts shown in **Appendix O** and **Appendix P**.

2. Introduction

SC Highway 81 (Anderson Road) is experiencing significant growth leading to transportation challenges including increased congestion and safety concerns along the corridor. This continued growth is expected to worsen and impact existing traffic patterns in the area by further increasing congestion and creating additional safety issues requiring improvements to the roadway infrastructure. This corridor study recognizes the regional and local importance of the corridor and seeks to address issues and concerns related to safety, connectivity, and capacity; and formulate a series of projects and recommendations to address those issues.

AECOM was retained by the Anderson County – Greenville-Pickens Anderson Transportation Study (GPATS) to perform the following tasks along SC Highway 81:

- Conduct a corridor study that included a review of the existing traffic operation and safety conditions along the corridor within the study area.
- Project future traffic conditions based on potential future land use and development plan.
- Identify potential deficiencies to propose improvement measures.

The SC Highway 81 Corridor study area is in northern Anderson County, beginning at the intersection of Lake Road / Wren School Road and ending near the core of the Powdersville community at the intersection of Powdersville Main / Piedmont Road as shown in **Figure 1**. The total corridor length is approximately 5.7 miles. The corridor is primarily a two-lane minor arterial carrying 8,900 to 11,900 vehicles per day.

This study is a culmination of involvement with the community and stakeholders including Anderson County, GPATS, and The South Carolina Department of Transportation (SCDOT). It will seek to analyze traffic operations, crash history, growth patterns, and access management strategies to improve safety and traffic flow. These efforts will result in Short-term, and Long-termrecommendations that local governments and the SCDOT could implement in the future to benefit the corridor.

In addition to increased volumes, approximately 36 crashes per year occurred within the study area limits over a 5.5-year time frame from February 2017 to October 2022 totaling 200 crashes (25% injury related). By establishing access management strategies and intersection improvements, the corridor is expected to be able to handle the additional traffic volumes while reducing the number and severity of collisions.

The project study area includes a 5.7-mile span along SC 81 (Anderson Road) from Lake Road / Wren School Road to Powdersville Main / Piedmont Road. AECOM has identified the following intersections to be studied as part of this corridor study as shown in **Figure 2**:

1. SC Highway 81 at Lake Road / Wren School Road (S-953) - *Signalized*
2. SC Highway 81 at Wren Crossing Lane / Planters Walk Drive - *Unsignalized*
3. SC Highway 81 at SC Highway 86 - *Signalized*
4. SC Highway 81 at Still Meadow Lane - *Unsignalized*
5. SC Highway 81 at Airy Springs Road / Southern Oaks Drive - *Unsignalized*
6. SC Highway 81 at Van Henry Lane - *Unsignalized*
7. SC Highway 81 at Mt Airy Church Road - *Unsignalized*
8. SC Highway 81 at Orr Road - *Unsignalized*

9. SC Highway 81 at Mountain Springs Road - *Unsignalized*
10. SC Highway 81 at Powdersville YMCA Driveway - *Unsignalized*
11. SC Highway 81 at Powdersville YMCA Driveway / Tripp Road - *Unsignalized*
12. SC Highway 81 at Wyatt Road - *Unsignalized*
13. SC Highway 81 at Tripp Road - *Unsignalized*
14. SC Highway 81 at Wilson Way - *Unsignalized*
15. SC Highway 81 at Old Williamston Road - *Unsignalized*
16. SC Highway 81 at Jameson Drive - *Unsignalized*
17. SC Highway 81 at Cely Road - *Unsignalized*
18. SC Highway 81 at Heritage Lane - *Unsignalized*
19. SC Highway 81 at Sherman Road / Pine Road - *Unsignalized*
20. SC Highway 81 at Holborne Drive - *Unsignalized*
21. SC Highway 81 at Circle Road - *Signalized*
22. SC Highway 81 at Powdersville Main / Piedmont Road (S-52) - *Signalized*

AECOM was tasked with studying traffic conditions along the proposed project during the weekday AM and PM peak hours for six (6) scenarios:

- Existing 2023: An analysis of the existing conditions in the year 2023.
- No-Build 2028: An analysis of future conditions in the year 2028 using historic traffic volume trends in the surrounding area if no changes are implemented.
- No-Build 2043: An analysis of future conditions in the year 2043 using historic traffic volume trends in the surrounding area if no changes are implemented.
- Build 2028 Short-Term: An analysis of future conditions in the year 2028 if the Short-Term Improvements are constructed.
- Build 2043 Short-Term: An analysis of the future conditions in the year 2043 if the Build Short-Term Improvements from 2028 are constructed.
- Build 2043 Long-Term: An analysis of the future conditions in the year 2043 if all the Short-Term and Long-Term improvements are constructed.

Based on these scenarios, the study will determine if the proposed improvements would have a positive impact on safety and traffic regarding LOS, delay, and queuing.

This report also includes a conceptual design of the proposed improvements. These improvements were separated into Short-term and Long-term along with their associated cost estimates.

SC 81 Corridor Study

= Project Extent

Montague
Holly Hill
Parker
Greenville
Welcome
Traber
Five Forks
Gantt
Mauldin
Golden Grove
Belle Terre Acres
Piedmont
White Plains
Piercetown
Woodville
East View
Ware Place
Simpso
Donaldson Center Airport
Lake Conestee Nature Park
Georges Creek
Saluda Dam Rd
Hamilton Creek
Old Easley Hwy
Powdersville Rd
Brushy Creek Rd
Highway 153
Three Bridges Rd
Anderson Rd
Grove Rd
Augusta St
Parkins Mill Rd
Laurens Rd
Woodruff Rd
Roper Mountain Rd
Pelham Rd
E North St
N Main St
Rutherford Rd
Miller Rd
E Butler Rd
S Main St
Bethel Rd
Piedmont Hwy
Pelzer Hwy
Pickens Creek
Moore Rd
Hurricane Creek
Cherokee Rd
Bessie Rd
S Piedmont Hwy
Fork Shoals Rd
Garrison Rd
Greenville Hwy
Little Garvin Creek
I-185
987 ft
935 ft
1073 ft
1363 ft
1764 ft

N

0 1 2 4 Miles

SC Highway 81 Corridor Study	
Figure 1 - Vicinity Map	
AECOM	February 2024

1. Lake Road / Wren School Road
2. Wren Crossing Lane / Planters Walk Drive
3. SC Highway 86
4. Still Meadow Lane
5. Airy Springs Road / Southern Oaks Drive
6. Van Henry Lane
7. Mt Airy Church Road
8. Orr Road
9. Mountain Springs Road
10. Powdersville YMCA Driveway
11. Powdersville YMCA Driveway / Tripp Road
12. Wyatt Road
13. Tripp Road
14. Wilson Way
15. Old Williamston Road
16. Jameson Drive
17. Cely Road
18. Heritage Lane
19. Sherman Road / Pine Road
20. Holborne Drive
21. Circle Road
22. Powdersville Main / Piedmont Road

Project Extent
Study Intersections

0 0.13 0.25 0.5 Miles

SC Highway 81 Corridor Study

Figure 2 - Study Intersection Map

AECOM

February 2024

3. Existing Conditions

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

3.1 Corridor Characteristics

According to SCDOT traffic data, the study area of SC Highway 81 is classified as a 2-lane minor arterial with a speed limit ranging from 40 to 50 miles per hour (mph).

- Wren School Road to Still Meadow Lane (45 mph)
- Still Meadow Lane to Tripp Road (50 mph)
- Tripp Road to Powdersville Main / Piedmont Road (40 mph)

Beginning from the south the Average Daily Traffic (ADT) starts at 7,300 vehicles per day and increases to 11,900 vehicles per day based on a typical weekday in May 2023. The heavy truck percentage varies between two (2) and four (4) percent. Based on a recent field review and information provided by SCDOT, most of this corridor from just east of SC 86 to just west of Circle Road was improved with a safety project in 2020 that resurfaced the roadway with two-foot shoulders. Centerline and edge line rumble stripes were added along with highly reflective pavement markings. These recent improvements are proven countermeasures to reduce road departure crashes.

Some of the major intersecting roads along the SC Highway 81 corridor that have corresponding SCDOT traffic count stations include SC Highway 86, Mt Airy Church Road, and Old Williamston Road.

SC Highway 86 intersects with SC Highway 81 approximately 1000 feet north of Lake Road. It is a 2-lane minor arterial with a speed limit of 40 mph south of SC Highway 81 and 45 mph north of SC Highway 81. According to SCDOT traffic count data, SC Highway 86 carried 6,700 vehicles in 2022.

Mt Airy Church Road is a 2-lane minor collector with a speed limit of 35 mph. It intersects with SC Highway 81 from the northwest. According to SCDOT traffic count data, Mt. Airy Church Road carried 1,800 vehicles in 2022.

Old Williamston Road intersects with SC Highway 81 from the south as a 2-lane major collector with a speed limit of 40 mph. According to SCDOT traffic count data, Old Williamston Road carried 3,100 vehicles in 2022.

3.2 Field Review

AECOM conducted a field visit in September 2023 on Monday (September 11th and September 18th) and Tuesday (September 12th and September 19th) to record the existing roadway geometry and operations. The field visit notes can be found in **Appendix A**. The existing lane configuration is shown in **Figure 3**



Looking west towards SC Highway 81 from Wren School Road



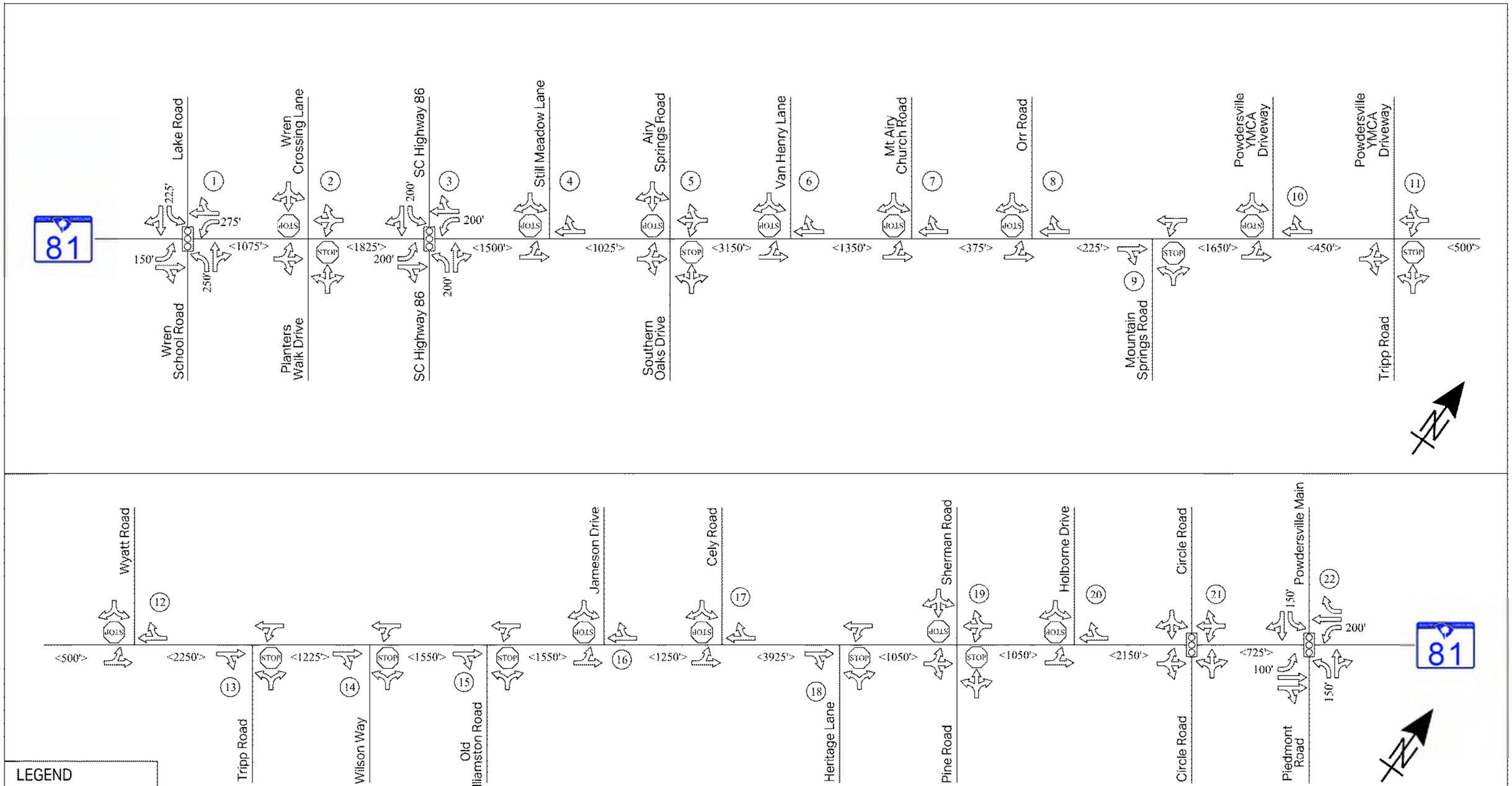
Looking north towards SC Highway 81 from Old Williamston Road.



Looking south towards SC Highway 81 from Cely Road



Looking north on SC Highway 81 towards Circle Road Signal



SC Highway 81 Corridor Study

Figure 3 - Existing Lane Configuration

AECOM

February 2024

3.3 Study Intersections

Intersection 1: Lake Road / Wren School Road (S-953)

Lake Road approaches SC Highway 81 from the west and Wren School Road approaches from the east to form a four-legged intersection. All approaches from each street consist of one left-turn lane and one shared through / right-turn lane. Both L15ake Road and Wren School Road are two-lane major collectors with posted speed limits of 35 mph. The speed limit on SC Highway 81 in the area is 45 mph. The intersection is controlled by a traffic control signal with protected-permissive left-turn signal phases for the southbound (SC 81) and westbound (Wren School Road) approaches. The land use is generally commercial and institutional. It should be noted that Wren School Road serves the nearby Wren Elementary, Middle, and High schools.



Southbound SC Highway 81 north of Lake Road / Wren School Road

Intersection 2: Wren Crossing Lane / Planters Walk Drive

Wren Crossing Lane intersects SC Highway 81 from the west and Planters Walk Drive approaches from the east to form a four-legged intersection. All approaches consist of one shared left / through / right-turn lane. Both Wren Crossing Lane and Planters Walk Drive have posted speed limits of 25 mph. The speed limit on SC Highway 81 in the area is 45 mph. The intersection is unsignalized and controlled by Two-Way-Stop Control (TWSC) signs on Wren Crossing Lane and Planters Walk Drive. The land use is generally residential with neighborhoods on both sides of SC Highway 81.



Northbound SC Highway 81 South of Wren Crossing Lane/Planters Walk Drive

Intersection 3: SC Highway 86

SC Highway 86 is a two-lane minor arterial at this intersection with a posted speed limit of 40 mph on the south leg and 45 mph on the north leg to form a four-legged signalized intersection. Land use in the vicinity is undeveloped / wooded land. All approaches on SC Highway 81 and SC Highway 86 consist of one left-turn lane and one shared through / right-turn lane. Currently the signal provides permissive only phasing on all approaches. The speed limit on SC Highway 81 in the area is 45 mph. It should be noted that a residential development called Anderson Oaks is being built to the north and east of this intersection.



Northbound SC Highway 81 South of SC Highway 86

Intersection 4: Still Meadow Lane

Still Meadow Lane intersects SC Highway 81 from the west with one general purpose lane providing access to the Still Meadow neighborhood. Still Meadow Lane has a landscaped median with a posted speed limit of 25 mph and is controlled by a stop sign. The southbound approach on SC Highway 81 consists of one shared through / right-turn lane and the northbound approach has one shared through left-turn lane. The speed limit on SC Highway 81 in the area is 50 mph.



Northbound SC Highway 81 south of Still Meadow Lane

Intersection 5: Airy Springs Road / Southern Oaks Drive

Airy Springs Road intersects SC Highway 81 from the west and Southern Oaks Drive approaches from the east as single lane approaches. Airy Springs Road has a posted speed limit of 35 mph and Southern Oaks Drive has no posted speed limit. The intersection is TWSC with stop signs at

Airy Springs Road and Southern Oaks Drive. Both the northbound and southbound approaches on SC Highway 81 consist of one through lane. Land use in the vicinity is a mix of recreational, residential, and undeveloped / wooded land. The speed limit on SC Highway 81 in the area is 50 mph.



Southbound SC Highway 81 north of Airy Springs Road/Southern Oaks Drive

Intersection 6: Van Henry Lane

Van Henry Lane intersects SC Highway 81 as a single lane approach from the northeast at a skewed angle. On SC Highway 81, the northbound approach consists of a shared through left-turn lane while southbound approach has a shared through / right-turn lane. Land use in vicinity of the intersection is mostly residential, churches, and wooded land. The speed limit on SC Highway 81 in the area is 50 mph. The posted speed limit on Van Henry Lane is not posted. The intersection is controlled by a stop sign on the side street.

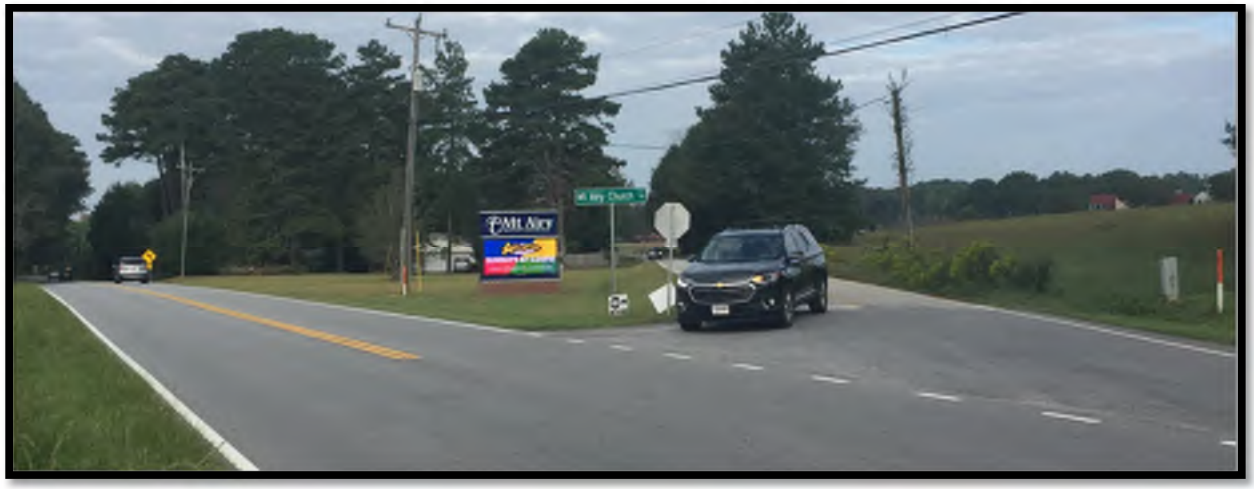


Southbound SC Highway 81 north of Van Henry Lane

Intersection 7: Mt Airy Church Road

Mt Airy Church Road intersects SC Highway 81 as a single lane approach from the northwest at a skewed angle. On SC Highway 81, the northbound approach consists of a shared through / left-turn lane while the southbound approach has a shared through / right-turn lane. Land use in vicinity of the intersection is mostly residential, churches, and wooded land. The speed limit on

SC Highway 81 in the area is 50 mph. The posted speed limit on Mt Airy Church Road is 35 mph. The intersection is controlled by a stop sign on the side street.



Southbound SC Highway 81 at Mt Airy Church Road

Intersection 8: Orr Road

Orr Road intersects SC Highway 81 from the west as single lane approach to form a three-legged intersection. On SC Highway 81, the northbound approach consists of a shared through / left-turn lane while the southbound approach has a shared through / right-turn lane. The speed limit on SC Highway 81 in the area is 50 mph and 35 mph on Orr Road. The intersection is controlled by a stop sign on the side street. Land use is mostly residential / wooded.



Southbound SC Highway 81 north of Orr Road

Intersection 9: Mountain Springs Road

Mountain Springs Road intersects SC Highway 81 from the east as a single lane approach to form a three-legged intersection. On SC Highway 81, the northbound approach consists of a shared through / right-turn lane while the southbound approach has a shared through / left-turn lane. The speed limit on SC Highway 81 in the area is 50 mph and 35 mph on Mountain Springs Road. The intersection is controlled by a stop sign on the side street. Land use is mostly residential / wooded.



Southbound SC Highway 81 north of Mountain Springs Road

Intersection 10: Powdersville YMCA Driveway

The Powdersville YMCA Driveway intersects SC Highway 81 from the west as a single lane approach to form a three-legged intersection. On SC Highway 81, the northbound approach consists of a shared through / left-turn lane while the southbound approach has a shared through / right-turn lane. The speed limit on SC Highway 81 in the area is 50 mph and there is no posted speed limit on the Powdersville YMCA Driveway. The intersection is controlled by a stop sign on the side street.



Southbound SC Highway 81 North of Powdersville YMCA Driveway

Intersection 11: Powdersville YMCA Driveway / Tripp Road

The Powdersville YMCA Driveway intersects SC Highway 81 from the west and is a one-way entrance only driveway. Tripp Road approaches SC Highway 81 from the east. There are shared left-turn / through / right-turn lanes on all approaches except for the one way on Powdersville YMCA Driveway. The speed limit on SC Highway 81 in the area is 50 mph and 35 mph on Tripp Road. There is no posted speed limit on the Powdersville YMCA Driveway. The intersection is controlled by a stop sign on Tripp Road. Land use is residential / recreational / churches / wooded.



Northbound SC Highway 81 south of Powdersville YMCA Driveway / Tripp Road

Intersection 12: Wyatt Road

Wyatt Road intersects SC Highway 81 from the west as a single lane approach and is located approximately 500 feet north of Tripp Road. On SC Highway 81, the northbound approach consists of a shared through / left-turn lane while the southbound approach has a shared through / right-turn lane. The speed limit on SC Highway 81 in the area is 50 mph and 30 mph on Wyatt Road. The intersection is controlled by a stop sign on the side street. Land use is primarily residential and wooded.



Southbound SC Highway 81 north of Wyatt Road

Intersection 13: Tripp Road

Tripp Road intersects SC Highway 81 from the east as a single lane approach to form a three-legged intersection. On SC Highway 81, the northbound approach consists of a shared through / right-turn lane while the southbound approach has a shared through / left-turn lane. The speed limit on SC Highway 81 changes from 50 mph to 40 mph just east of Tripp Road. Tripp Road has a speed limit of 35 mph. The intersection is controlled by a stop sign on the side street. Land use is mostly residential / commercial / wooded.



Southbound SC Highway 81 north of Tripp Road

Intersection 14: Wilson Way

Wilson Way intersects SC Highway 81 from the east as a single lane approach to form a three-legged intersection. On SC Highway 81, the northbound approach consists of a shared through / right-turn lane while the southbound approach has a shared through / left-turn lane. The speed limit on SC Highway 81 in the area is 40 mph and 25 mph on Wilson Way. The intersection is controlled by a stop sign on the side street. Land use is mostly residential.



Southbound SC Highway 81 north of Wilson Way

Intersection 15: Old Williamston Road

SC Highway 81 makes a 90 degree turn between Wilson Way and Old Williamston Road and becomes predominant north-south direction again. Old Williamston Road is major collector that intersects SC Highway 81 from the southeast as a single lane approach to form a skewed three-leg intersection. On SC Highway 81, the northbound approach consists of a shared through / right-turn lane while the southbound approach has a shared through / left-turn lane. The speed limit on SC Highway 81 in the area is 40 mph and 35 mph on Old Williamston Road. The intersection is controlled by a stop sign on the side street. Land use is mostly residential / commercial / wooded.



Northbound SC Highway 81 south of Old Williamston Road

Intersection 16: Jameson Drive

Jameson Drive intersects SC Highway 81 from the west as single lane approach to form a three-legged intersection. On SC Highway 81, the northbound approach consists of a shared through / left-turn lane while the southbound approach has a shared through / right-turn lane. The speed limit on SC Highway 81 in the area is 40 mph and 25 mph on Jameson Drive. The intersection is controlled by a stop sign on the side street. Land use is residential / recreational / churches / wooded.



Northbound SC Highway 81 south of Jameson Drive

Intersection 17: Cely Road

Cely Road intersects SC Highway 81 from the west as single lane approach to form a three-legged intersection. On SC Highway 81, the northbound approach consists of a shared through / left-turn lane while the southbound approach has a shared through / right-turn lane. The speed limit on SC Highway 81 in the area is 40 mph and 35 mph on Cely Road. The intersection is controlled by a stop sign on the side street. Land use is residential / wooded. It should be noted that this intersection is near the bridge over Big Brushy Creek.



Southbound SC Highway 81 north of Cely Road

Intersection 18: Heritage Lane

Heritage Lane intersects SC Highway 81 from the east as a single lane approach to form a three-legged intersection. On SC Highway 81, the northbound approach consists of a shared through / right-turn lane while the southbound approach has a shared through / left-turn lane. The speed limit on SC Highway 81 in the area is 40 mph and 30 mph on Heritage Lane. The intersection is controlled by a stop sign on the side street. Land use is mostly residential / commercial / wooded.



Southbound SC Highway 81 north of Heritage Lane

Intersection 19: Sherman Road / Pine Road

Sherman Road intersects SC Highway 81 from the west and Pine Road approaches from the east as single lane approaches offset by approximately 30 feet. Both Sherman Road and Pine Road have a posted speed limit of 35 mph and controlled by a stop sign. Both the northbound and southbound approaches on SC Highway 81 consist of one shared left / through / right-turn lane. Land use in the vicinity is a mix of residential, commercial, and undeveloped / wooded land. The speed limit on SC Highway 81 in the area is 40 mph.



Northbound SC Highway 81 south of Sherman Road / Pine Road

Intersection 20: Holborne Drive

Holborne Drive intersects SC Highway 81 from the west as single lane approach to form at three-legged intersection. On SC Highway 81, the northbound approach consists of a shared through / left-turn lane while the southbound approach has a shared through / right-turn lane. The speed limit on SC Highway 81 in the area is 40 mph and 25 mph on Holborne Drive. The intersection is controlled by a stop sign on the side street. Land use is residential.



Southbound SC Highway 81 north of Holborne Drive

Intersection 21: Circle Road

Circle Road is a two-lane east / west roadway that intersects SC Highway to form a four-legged signalized intersection. All approaches on SC Highway 81 and Circle Road consists of one shared left-turn / through / right-turn lane. Currently the signal provides split phasing on Circle Road (approximately 30 feet offset) and permissive only phasing for SC Highway 81. The speed limit on SC Highway 81 in the area is 40 mph with Circle Road having a posted speed limit of 35 mph. It should be noted that this intersection has special preemptive phasing for the fire department on the northeast corner. SC Highway 81 also opens up to two northbound through lanes just north of the intersection. Land use in the vicinity is government, commercial, and residential.



Southbound SC Highway 81 north of Circle Road

Intersection 22: Powdersville Main / Piedmont Road

Powdersville Main and Piedmont Road intersect SC Highway 81 to form a four-legged signalized intersection. Northbound SC Highway 81 has one left-turn lane and two through lanes with the outermost lane being a shared through / right-turn lane. Southbound SC Highway 81 has one left-turn lane, one through lane, and one right-turn only lane drop at this intersection. Both Powdersville Main and Piedmont Road have an exclusive left-turn lane and a shared through / right-turn lane for their approaches. The speed limit on SC Highway 81 in the area is 40 mph with Powdersville Main / Piedmont Road with posted speed limits of 35 mph. Currently the signal has permissive only phasing on all four approaches. Land use in the vicinity is government commercial, churches, and an elementary school.



Northbound SC Highway 81 south of Powdersville Main/Piedmont Road

3.4 Traffic Counts

Peak hour turning movement counts were collected between 7:00 AM to 9:00 AM, and 2:00 PM to 6:00 PM along SC Highway 81 during May of 2023.

The AM peak hour was 7:15 AM to 8:15 AM throughout the entire corridor and the PM peak hour fluctuated at each intersection with the southernmost intersection (Lake Road / Wren School Road) being 2:45 PM to 3:45 PM, and all the other study intersections north of it having a peak hour starting between 4:45 PM to 5:45 PM and 5:00 PM to 6:00 PM.

Based on these observations, traffic volumes observed during the peak hours of each individual intersection were utilized to conduct the traffic analysis. The observed peak hour factors and heavy vehicle percentage for these intersections are also reflected in the analysis.

To supplement the SCDOT permanent count stations and to obtain vehicular classification, 24-hour bi-directional counts were collected along the study area on SC Highway 81 in five (5) different locations on Tuesday May 23rd, 2023. **Table 1** summarizes the daily traffic volumes and the heavy truck percentages.

Table 1 - 2023 Daily Traffic Volumes

Count Location: SC Highway 81	ADT	Heavy Truck %
South of Wren School Road	8,900	4%
South of Southern Oaks Drive	9,000	3%
South of Wilson Way	9,300	3%
South of Heritage Lane	11,600	2%
South of Circle Road	11,900	2%

Existing 2023 peak hour traffic volumes are summarized in **Figure 4.** Raw traffic counts are found in **Appendix B**.

SC Highway 81 Corridor Study

Figure 4 - Existing 2023 AM / PM Peak Hour Volumes

AECOM

February 2024

3.5 Crash Data

Crash data between February 1, 2017 and October 31, 2022 was provided by Anderson County. To perform a crash analysis for the SC Highway 81 study corridor, AECOM determined a total of 200 crashes were reported along the 5.7-mile section during this 5.5-year time period. There were 2 fatalities reported in the study area and roughly 1 out of every 4 crashes resulted in an injury.

Based on this data, the predominant type of crash was rear-end, comprising 49% (99 crashes) of all crashes followed by angle crashes at 24% (49 crashes). There was one injury crash that occurred in 2018 near Still Meadow Drive involving a pedal cycle. Most of the crashes occurred under daylight or dawn/dusk while 29% of the crashes occurred in the late evening or dark. The most prevalent crash type is non-injury or property damage only (PDO) at 74 percent of crashes while the remaining 26% resulted in an injury.

AECOM also performed a detailed crash review at the 22 study intersections identifying crash types and frequencies as summarized in **Table 2.**

Table 2 - Intersection Crash Summary

Int#	Location	Angle	Head On	Other	Rear End	Side Swipe	Total
1	Lake Road / Wren School Road	1	0	0	3	0	4
2	Wren Crossing Lane / Planters Walk Drive	0	0	1	2	0	3
3	SC Highway 86	6	1	0	5	0	12
4	Still Meadow Lane	0	0	2	2	1	5
5	Airy Springs Road / Southern Oaks Drive	2	0	0	7	0	9
6	Van Henry Lane	1	0	3	3	0	7
7	Mt Airy Church Road	1	0	0	3	0	4
8	Orr Road	1	0	0	1	0	2
9	Mountain Springs Road	1	0	0	1	1	3
10	Powdersville YMCA Driveway	3	0	0	1	0	4
11	Powdersville YMCA Driveway / Tripp Road	1	0	1	5	1	8
12	Wyatt Road	0	0	0	0	0	0
13	Tripp Road	0	0	0	5	0	5
14	Wilson Way	0	0	0	1	0	1
15	Old Williamston Road	6	0	2	5	1	14
16	Jameson Drive	1	0	0	2	1	4
17	Cely Road	0	1	1	8	0	10
18	Heritage Lane	0	0	3	4	0	7
19	Sherman Road / Pine Road	2	0	1	5	0	8
20	Holborne Drive	0	0	0	1	0	1
21	Circle Road	6	0	1	13	0	20
22	Powdersville Main / Piedmont Road	10	1	0	6	0	17
	Total	42	3	15	83	5	148

As shown in the table above, 148 of the 200 (approximately 74 percent) total crashes along the 5.7-mile corridor occurred at the twenty-two (22) study intersections. The Circle Road intersection had the highest number with 20 crashes (6 of the crashes are angle, 13 are rear-end type, and one was other). The next highest is Powdersville Main / Piedmont Road at seventeen (17) crashes and fourteen (14) crashes at Old Williamston Road. It is also noted that the signalized intersection of SC Highway 86 had twelve (12) crashes reported during the study period and six (6) of these crashes are angle type which typically results in a more severe crash type.

The crash data with full details can be found in **Appendix C.**

4. Background Growth

To determine an annual traffic growth rate along SC Highway 81, the regional travel demand model prepared for the Anderson Area Transportation Study (ANATS) Metropolitan Planning Organization (MPO) and the SCDOT historic annual average daily traffic (AADT) volume data were both reviewed. Findings from these two sources are summarized below.

4.1 ANATS Model

Annual average growth rate for links within the study area were projected based on comparing the 2010 Base model and the 2045 Do-Nothing Model. **Table 3** provides a summary of the 2010 and 2045 model volumes and the calculated annual average growth rate based on the ANATS model. As shown in Table 3, the annual average growth rate ranges from 0.60% at the north to 0.94% at the south.

Table 3 - ANATS Model Projection

Intersections along SC Highway 81	2010	2020	2030	2040	2045 Projection AADT	Annual Average Growth
Segment 1 (Wren School to SC 86)	10,105	11,111	12,325	13,209	13,494	0.83%
Segment 2 (SC 86 to Airy Springs)	9,905	10,983	12,424	13,351	13,746	0.94%
Segment 3 (Airy Springs to Van Henry)	9,905	10,983	12,424	13,351	13,746	0.94%
Segment 4 (Van Henry to Old Williamston)	6,566	6,960	7,255	7,801	8,119	0.61%
Segment 5 (Old Williamston to Circle)	11,144	11,973	12,796	13,423	13,728	0.60%
Segment 6 (Circle to SC 153)	26,422	28,223	29,986	31,681	32,532	0.60%
Segment 7 (SC 153 to Old Anderson)	17,448	19,193	21,322	23,508	24,780	1.01%
Segment 8 (Old Anderson to Bridges)	11,961	12,955	13,520	14,265	15,391	0.72%
Segment 9 (Bridges to Anderson/Greenville County Line)	11,780	12,768	13,260	13,982	14,471	0.59%

The 2010 and 2045 ANATS model projection information are included in **Appendix D.**

4.2 AADT trends

AECOM also reviewed the historic Annual Average Daily Traffic (AADT) data. South Carolina Department of Transportation (SCDOT) count station 212 is located on SC Highway 81 at the intersection Still Meadow Lane which is within the study limit toward the south end, and the 2014 to 2022 AADT showed an increase at an annual average rate of 4.8%. Station 214 is located on Anderson Road north of SC Highway 153, which is north of the study limit, and the historic AADT

reveals an annual average growth rate of 3.0% between 2014 and 2022. **Table 4** shows the AADT from 2014 to 2022.

As shown, the AADT from 2014 to 2022 fluctuates, with the 2014 AADT being the lowest at both stations. The annual average growth rate at Station 212 from 2014 to 2022 is 4.8%, which is slightly higher than the ANATS model projection of 1.0% for the same section of SC Highway 81. The areas along SC Highway 81 north of the study limit has an annual average growth rate of 3.0% from 2014 to 2022, which is higher than the historic growth within the study limits. Considering Station 214 located just north of the study limits, the growth in the area could also potentially have an impact to the study area for this project, so a weighted annual average growth rate for the two SCDOT count stations from 2014 to 2022 were calculated resulting in a growth rate of 3.6% per year.

Table 4 - Historic AADT

	SC Highway 81 between SC 8 and SC 153 (Station 212)	SC Highway 81 between SC 153 and the Anderson/ Greenville County Line (Station 214)	Overall
2014 AADT	5,000	10,300	15,300
2015 AADT	5,400	10,800	16,200
2016 AADT	5,900	12,300	18,200
2017 AADT	6,400	11,500	17,900
2018 AADT	7,100	12,100	19,200
2019 AADT	7,000	12,000	19,000
2020 AADT	6,900	12,800	19,700
2021 AADT	7,300	13,600	20,900
2022 AADT	7,300	13,000	20,300
2014 to 2022 Annual Average Growth	4.8%	3.0%	3.6%

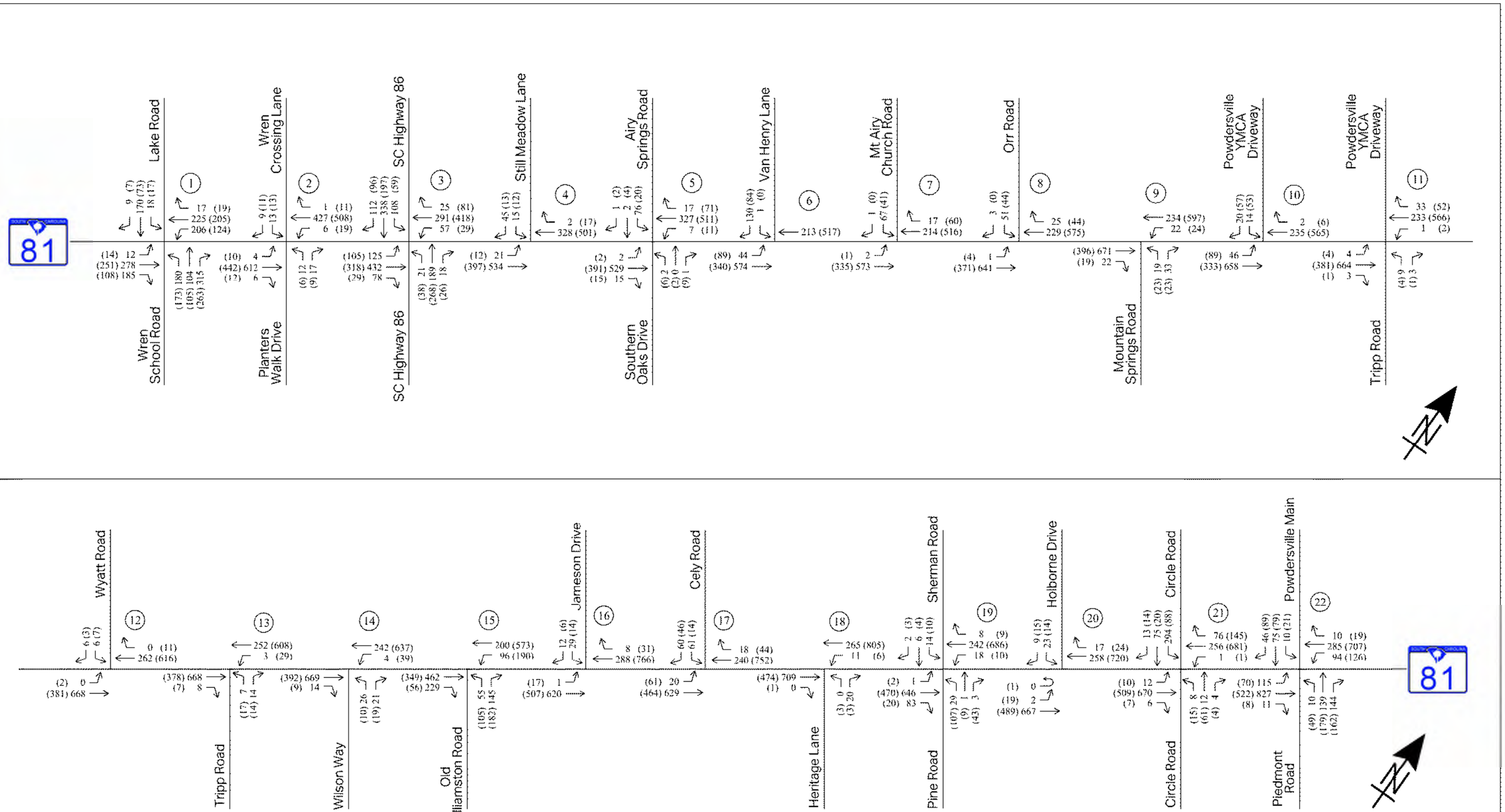
Based on the development potential, the zoning and planned future developments in the area and engineering judgement, a weighted annual average growth rate of 2.5% is considered appropriate and is expected to provide a more conservative projection and potentially more representative of the future growth over the area.

The SCDOT historic AADT information are included in **Appendix E**.

4.3 Planned Projects

There are currently plans to construct a new subdivision called Anderson Oaks which will affect a part of the southern end and add new driveways near the SC Highway 86 signal along both highways. The projected number of trips that will result in building this development was found to be 1,284 trips. The expected trips generated by this development is considered already included in the general background growth over the 20-year period addressed in this study.

Traffic volumes were projected to the future year 2028 and 2043. The projected 2028 peak hour traffic volumes are shown in **Figure 5.** The projected 2043 peak hour traffic volumes are shown in **Figure 6**.

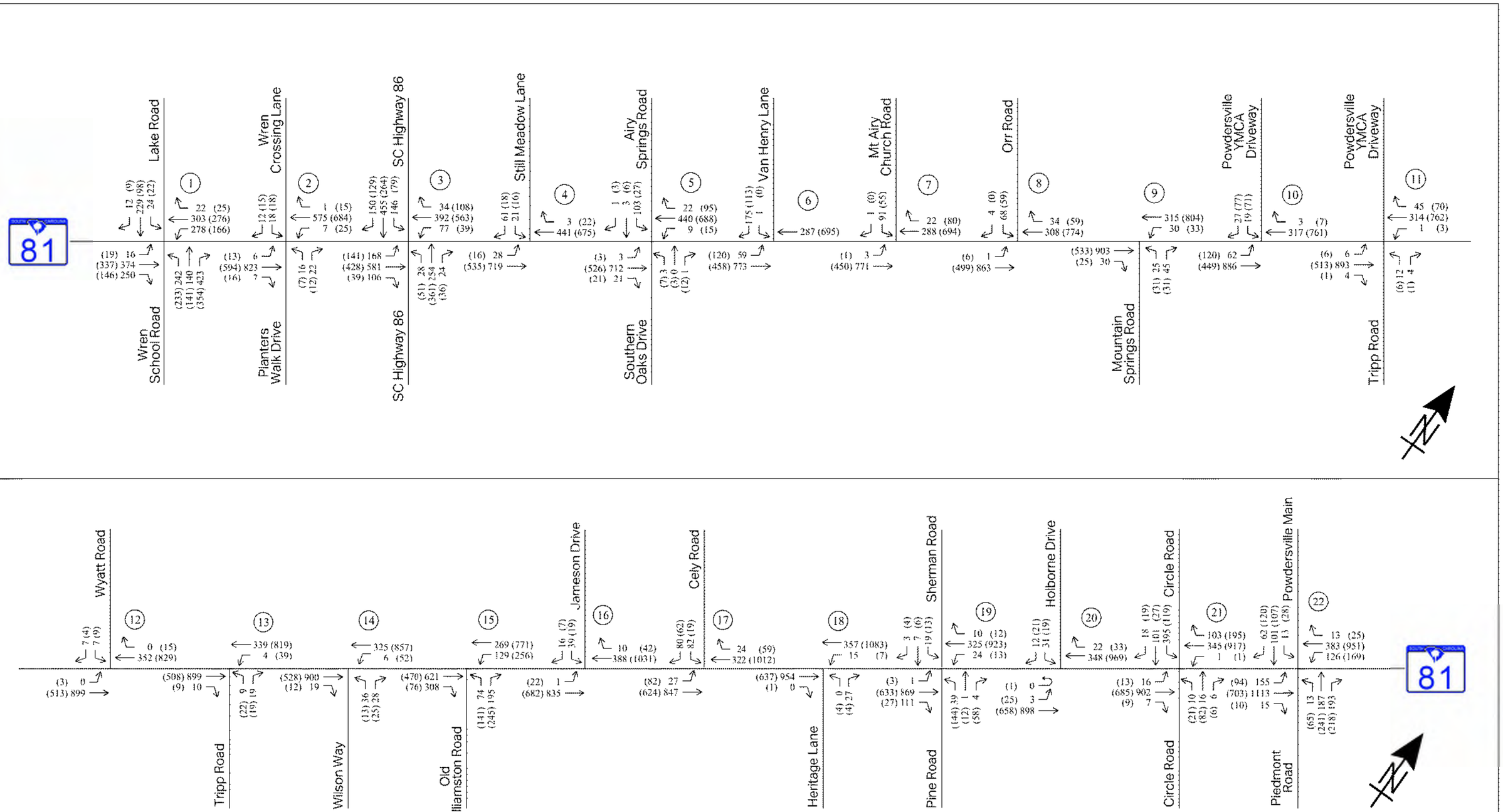


SC Highway 81 Corridor Study

Figure 5 - Projected 2028 AM / PM Peak Hour Volumes

AECOM

February 2024



SC Highway 81 Corridor Study

Figure 6 - Projected 2043 AM / PM Peak Hour Volumes

AECOM

February 2024

5. Public Involvement

Public involvement is crucial in identifying the concerns, needs, and priorities of transportation projects. Conducting a substantive and well-planned public outreach effort is also essential in determining and developing those priorities. An effective public involvement process increases community support and backing of projects and can lead to increased trust in local government. Conversely, poor public outreach efforts can cause stakeholders to view the process as merely "checking the box" leading to limited participation as well as increased concerns surrounding any potential projects.

As the SC Highway 81 Corridor Study was initiated a Public Involvement Plan was developed with several specified goals. These included:

- Stakeholder meetings with various business owners, technical staff, school officials, citizens, real estate developers and elected officials
- A project Wiki-Map interactive website for the corridor study
- Two public information meetings to provide information to the public on the project as well as engage the public in a meaningful way to receive vital input and feedback.

5.1 Stakeholder Meetings

The project team conducted several meetings with the stakeholder team throughout the project. The Stakeholder Groups were comprised of three groups including a Citizens Group, Government and Technical Group and the Project Team. The following entities were among those represented:

- Anderson County Planning
- Anderson County Engineering
- Anderson County Council
- Real Estate Representative
- Citizen Representatives
- Powdersville Water
- Anderson County School District 1
- GPATS MPO
- SCDOT

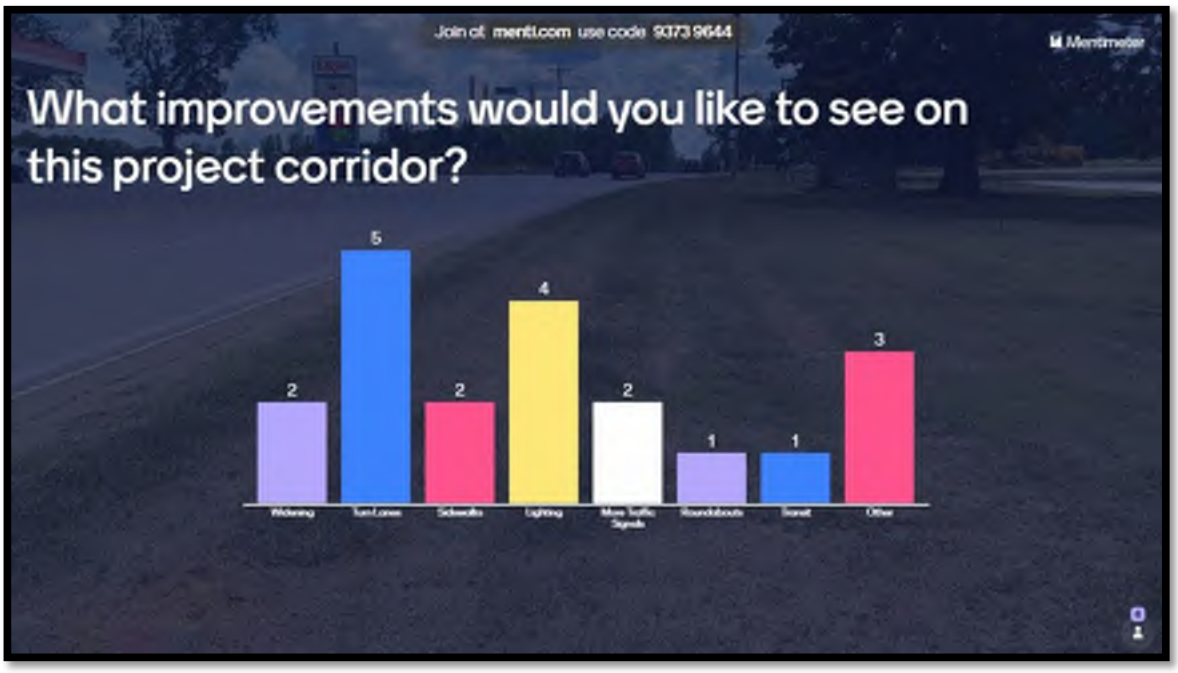


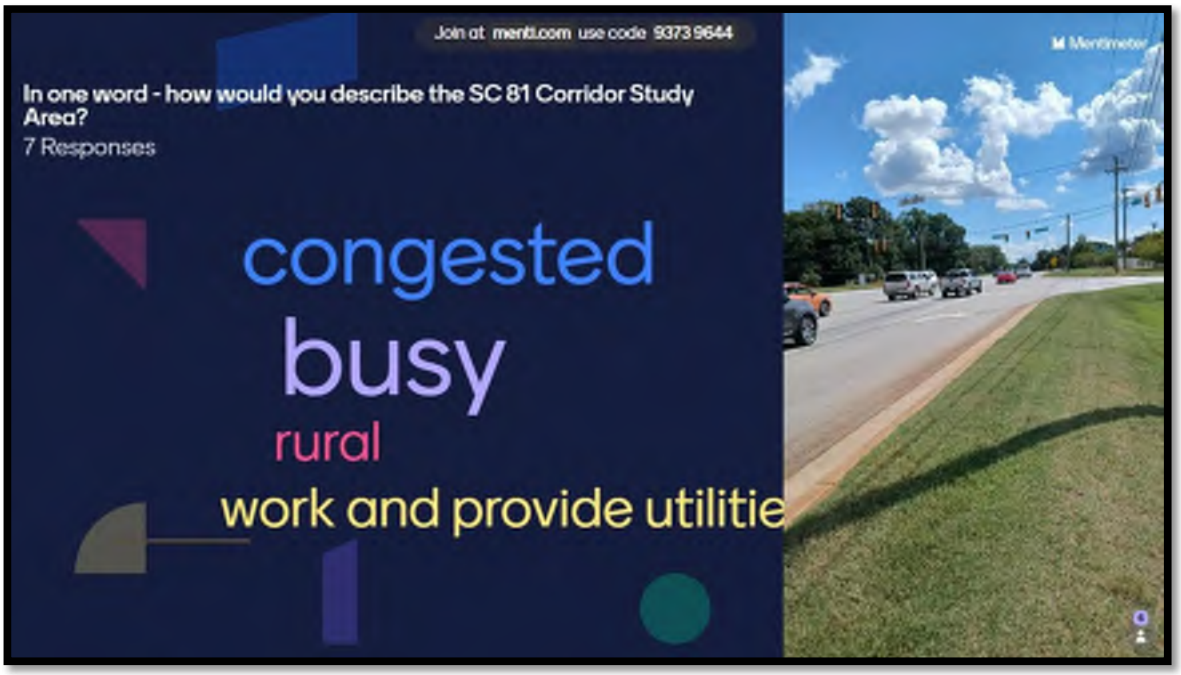
The groups met on September 7, 2023, and September 12, 2023, for interactive meetings with members of the project team. During these stakeholder meetings, members of the project team gave an overview of the corridor study and gathered feedback on important issues related to the study area which specifically included discussions on traffic, safety, and land use data, as well as other valuable input from the stakeholders. The stakeholder groups continued to provide input for the duration of the study. Equally important, these meetings allowed the project team to receive vital input and feedback during discussions with members of the stakeholder team.

Discussions also included a series of Menti-Poll questions that were asked of the Stakeholder Groups. These included:

- In one word how would you describe the SC Highway 81 Corridor Study Area?
- What is your association with the SC Highway 81 project corridor?

- What is your biggest concern along the corridor?
- What improvements would you like to see on this project corridor?
- In order of importance, what would you like to see along this corridor?



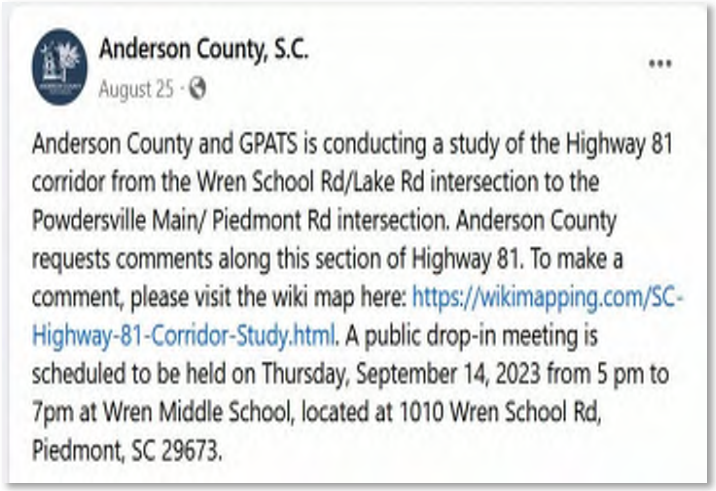


An additional meeting was held with the District 2 Traffic Engineer Representative from the South Carolina Department of Transportation to discuss the status of the study and present draft project recommendations. This meeting was crucial in helping to identify any concerns or issues the agency may have with the proposed improvements along the corridor.

5.2 Public Information Meetings

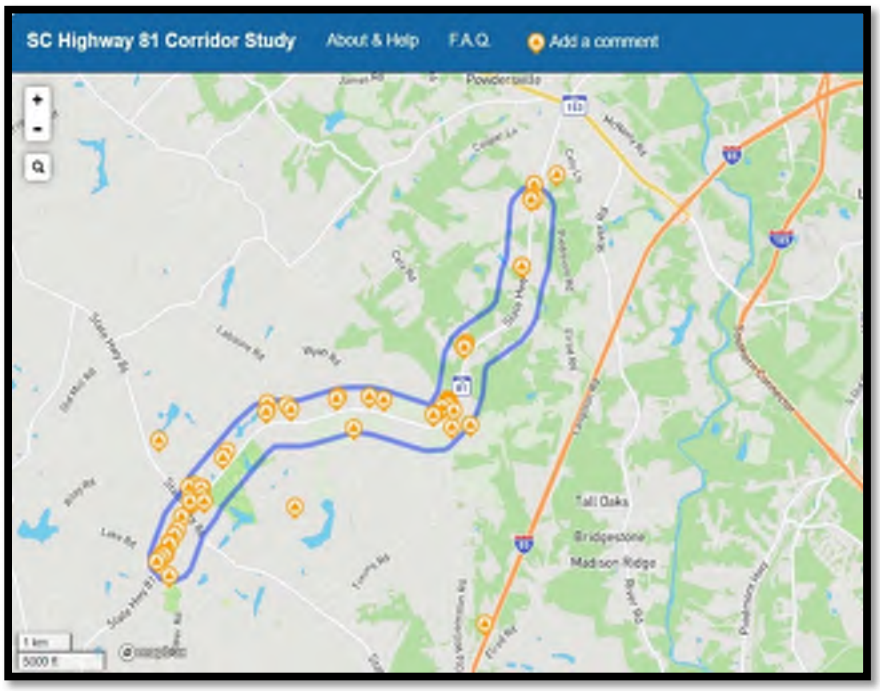
The project team conducted two public information meetings, including one near the beginning of the study aimed at gaining feedback and input from the public on concerns and issues they deemed important. The second meeting occurred near the completion of the study and was used to present project recommendations and findings to the public. All public meeting display boards and tables summarizes comments can be found in **Appendix F**.

The **first meeting** was held on September 14, 2023, at Wren Middle School located at 1010 Wren School Road in Piedmont, South Carolina and was attended by 69 members of the public. The public was made aware of the meeting by a social media campaign including Facebook posts on the Anderson County government page as well as ten yard signs strategically placed at locations along the study area corridor. Additionally, as a result of this meeting 36 comment forms were obtained containing a breakout of 129 different feedback themes being mentioned.



The **second meeting** was held on December 12, 2023, also at Wren Middle School. It was attended by 52 members of the public. The public was made aware of the meeting once again by a social media campaign including Facebook posts on the Anderson County government page as well as 10 yard signs strategically placed at locations along the study area corridor. Additionally, as a result of this meeting 17 comment forms were obtained containing a breakout of 17 different feedback themes being mentioned. Public Information Meetings





A key component of the public involvement goals entailed the utilization of a SC Highway 81 Corridor Study Wiki Map website. Wiki Map is an internet-based mapping platform that allows participants to comment on suggested routes and notate their own specific recommendations on a shared interactive map. A press release was also created announcing the project and the location of the wiki map. This press release was shared with Anderson County and GPATS MPO for inclusion on their websites and social media outlets. For this study the Wiki Map was specifically tailored to the SC Highway 81 Corridor and was available for comments from August 10, 2023, through September 25, 2023.

The use of the SC Highway 81 Corridor Study Wiki Map website garnered a large response with a total of 116 visitors to the site including 74 leaving comments.

The Public Information Meeting attendance lists, handouts, press release, flyers, as well as comments received during the public comment periods from both meetings can be found in **Appendix F**.

6. Turn Lane Warrant Analysis

AECOM used SCDOT Turn Lane warrant guidelines to determine whether a left or right-turn lane should be considered along the corridor at the study intersections. **Table 5** provides a summary of the turn lane analysis results. Details of this analysis are shown in **Appendix G**.

Table 5 - Left and Right-Turn Lane Warrant Summary

Intersection	Turn Warrant Volume AM/PM		
	2023	2028	2043
1. Lake Rd / Wren School Rd - Signal			
Eastbound Left	Existing	Existing	Existing
Eastbound Right	No/No	No/No	No/No
Westbound Left	Existing	Existing	Existing
Westbound Right	Yes/Yes	Yes/Yes	Yes/Yes
Northbound Left	Existing	Existing	Existing
Northbound Right	Yes/Yes	Yes/Yes	Yes/Yes
Southbound Left	Existing	Existing	Existing
Southbound Right	No/No	No/No	No/No
2. Wren Crossing Ln / Planters Walk Dr			
Northbound Left	Yes/No	Yes/Yes	Yes/Yes
Southbound Left	No/No	Yes/Yes	Yes/Yes
3. SC Highway 86- Signal			
Eastbound Left	Existing	Existing	Existing
Eastbound Right	Yes/Yes	Yes/Yes	Yes/Yes
Westbound Left	Existing	Existing	Existing
Westbound Right	No/No	No/No	No/No
Northbound Left	Existing	Existing	Existing
Northbound Right	Yes/No	Yes/No	Yes/No
Southbound Left	Existing	Existing	Existing
Southbound Right	No/Yes	No/Yes	No/Yes
4. Still Meadow Ln			
Northbound Left	No/No	No/No	No/Yes
5. Airy Springs Rd / Southern Oaks Dr			
Northbound Left	No/No	Yes/Yes	Yes/Yes
Southbound Left	No/Yes	No/Yes	Yes/Yes
Southbound Right	No/No	No/Yes	Yes/Yes
6. Van Henry Ln			
Northbound Left	No/No	Yes/Yes	Yes/Yes
7. Mt. Airy Church Rd			
Northbound Left	No/No	No/No	Yes/Yes
Southbound Right	No/No	No/No	Yes/Yes
8. Orr Rd			
Northbound Left	No/No	Yes/No	Yes/Yes
Southbound Right	No/No	No/No	No/Yes
9. Mountain Springs Rd			
Southbound Left	No/Yes	No/Yes	Yes/Yes
10. Powdersville YMCA Dwy			
Northbound Left	Yes/No	Yes/Yes	Yes/Yes
11. Powdersville YMCA Dwy / Tripp Rd			
Northbound Left	Yes/No	Yes/No	Yes/Yes
Southbound Left	No/Yes	Yes/Yes	Yes/Yes

Table 5 (Continued) - Left and Right-Turn Lane Warrant Summary

Intersection	Turn Warrant Volume AM/PM		
	2023	2028	2043
12. Wyatt Rd			
Northbound Left	Yes/No	Yes/No	Yes/Yes
13. Tripp Rd			
Southbound Left	No/Yes	No/Yes	Yes/Yes
Southbound Right	No/No	No/No	No/Yes
14. Wilson Way			
Southbound left	No/Yes	No/Yes	Yes/Yes
15. Old Williamston Rd			
Northbound Right	Yes/No	Yes/No	Yes/Yes
Southbound Left	No/Yes	No/Yes	Yes/Yes
16. Jameson Dr			
Northbound Left	No/Yes	Yes/Yes	Yes/Yes
17. Cely Rd			
Northbound Left	No/Yes	Yes/Yes	Yes/Yes
Southbound Right	No/No	No/No	No/Yes
18. Heritage Ln			
Southbound Left	No/Yes	No/Yes	Yes/Yes
19. Sherman Rd / Pine Rd			
Northbound Right	Yes/No	Yes/No	Yes/Yes
Northbound Left	Yes/Yes	Yes/Yes	Yes/Yes
Southbound Left	No/Yes	No/Yes	Yes/Yes
20. Holborne Dr			
Northbound Left	Yes/Yes	Yes/Yes	Yes/Yes
21. Circle Rd- Signal			
Eastbound Left	Yes/Yes	Yes/Yes	Yes/Yes
Eastbound Right	No/No	No/No	No/No
Westbound Left	No/No	No/No	No/No
Westbound Right	No/No	No/No	No/No
Northbound Left	No/No	No/No	No/No
Northbound Right	No/No	No/No	No/No
Southbound Left	No/No	No/No	No/No
Southbound Right	Yes/Yes	Yes/Yes	Yes/Yes
22. Powdersville Main/Piedmont Rd - Signal			
Eastbound Left	Existing	Existing	Existing
Eastbound Right	No/No	No/Yes	Yes/Yes
Westbound Left	Existing	Existing	Existing
Westbound Right	Yes/Yes	Yes/Yes	Yes/Yes
Northbound Left	Existing	Existing	Existing
Northbound Right	No/No	No/No	No/No
Southbound Left	Existing	Existing	Existing
Southbound Right	Existing	Existing	Existing

7. Capacity Analysis

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



The Highway Capacity Manual (HCM) 6 also defines LOS at an unsignalized intersection by average control delay per vehicle, which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the controlled delay for unsignalized intersections, such as availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue. Volume to capacity ratios is a metric used for unsignalized intersections because many stop controlled intersection may have a poor LOS, but do not warrant a traffic signal. Once the volume to capacity ratio exceeds 0.8, long delays and queuing are present.

The Highway Capacity Manual explains that drivers perceive that a signalized intersection is designed to carry higher traffic volumes and therefore expect to experience greater delays at signalized intersections. Unsignalized intersections are assigned a LOS for each minor movement. Typically, LOS C of LOS D is considered the minimum acceptable level of service at an intersection. **Table 6** defines the traffic flow conditions and approximate driver comfort level at each level of service.

Table 6 - Level of Service (LOS) Index

LOS	Traffic Flow Conditions	Delay (seconds) Signalized Intersections	Delay (seconds) Unsignalized Intersections
A	Progression is extremely favorable and most vehicles do not stop at all.	0-10	0-10
B	Good progression, some delay.	10-20	10-15
C	Fair progression, higher delay.	20-35	15-25
D	Unfavorable progression, congestion becomes apparent.	35-55	25-35
E	Unfavorable progression, congestion becomes apparent.	55-80	35-50
F	Poor progression, significant delay.	>80	>50

AECOM calculated the intersection LOS for each of the 22 project study intersections for existing and future conditions. The intersections were analyzed using Highway Capacity 6th Edition software and Synchro 11.1 (build 1, Rev 6) software. AECOM analyzed Existing 2023, No-Build 2028, No-Build 2043, Build 2028 Short-term, Build 2043 Short-term, Build 2043 Long-term traffic projections for the AM and PM peak hours.

To determine the necessary roadway improvements required for future development, a LOS "D" or better was the target value. Turn lane storage recommendations will accommodate the needs of 95th percentile queuing. Sim Traffic was used to estimate storage requirements by using the 95th percentile queuing.

Existing signal plans and timings for the four signalized study intersections were provided to AECOM by SCDOT. Signal phasing, timing, minimum green, and clearance times for the analysis are based on the existing signal plan as shown in **Appendix H**.

7.1 Existing 2023 Condition Analysis

AECOM analyzed the Existing 2023 traffic conditions during the AM and PM peak hours at each of the study intersections. The results are summarized **Table 7** and shown visually in **Figure 6.**

Analysis indicates that the following locations are expected to operate at LOS E or LOS F or have queuing issues:

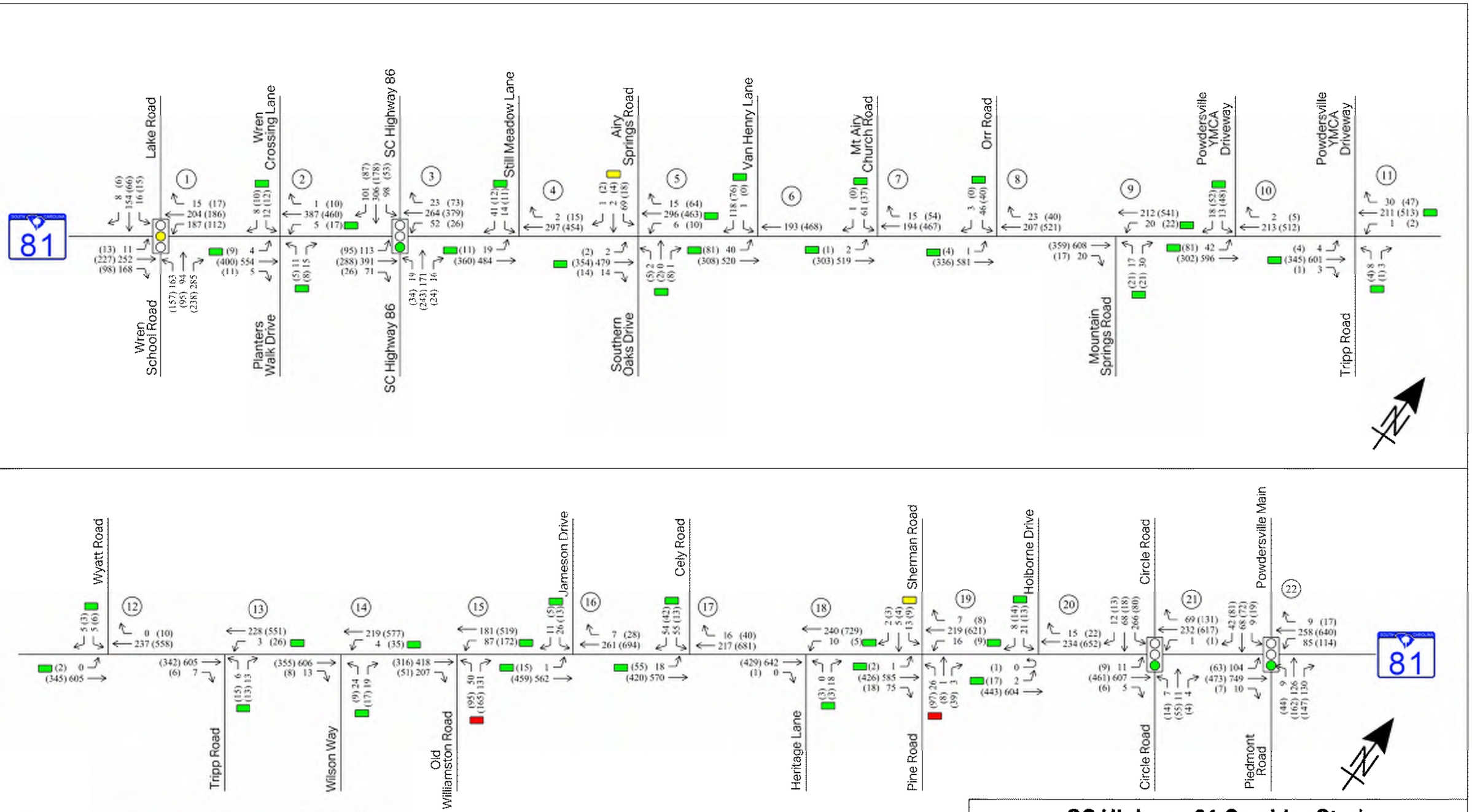
- At the intersection of SC 81 and Wren School Road, the westbound approach currently operates at LOS E during the AM Peak hour.
- At the intersection of SC 81 and Old Williamston Road, vehicles entering the westbound approach tend to queue significantly and operate at a LOS D in the AM Peak hour and a failing LOS F in the PM Peak hour.
- At the intersection of SC 81 and Pine Road / Sherman Road, vehicles entering the westbound approach tend to queue significantly and operate at a LOS D in the AM Peak hour and a near-failing LOS E in the PM Peak hour.

Table 7 - Existing 2023 Summary of LOS and Delay

ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
1	SC Highway 81 at Lake Rd / Wren School Rd	**Overall**	**D**	**C**	**43.3**	**21.2**
		EB Approach	D	C	40.5	24.4
		WB Approach	E	B	59.8	19.7
		NB Approach	D	C	43.3	27.9
		SB Approach	C	B	22.4	15.6
2	SC Highway 81 at Wren Crossing Ln / Planters Walk Dr (Unsignalized)	EB Approach	C	C	22.9	21.2
		WB Approach	C	C	20.8	17.5
		NB Left	A	A	8.3	8.6
		SB Left	A	A	8.9	8.4
3	SC Highway 81 at SC Highway 86	**Overall**	**B**	**B**	**17.9**	**14.6**
		EB Approach	C	B	22.4	17.0
		WB Approach	B	B	14.7	16.7
		NB Approach	B	B	17.6	12.9
		SB Approach	B	B	13.9	13.1
4	SC Highway 81 at Still Meadow Ln (Unsignalized)	EB Approach	B	C	13.3	15.7
		NB Left	A	A	8.0	8.5
5	SC Highway 81 at Airy Springs Rd / Southern Oaks Dr (Unsignalized)	EB Approach	D	C	26.2	23.2
		WB Approach	C	C	17.1	16.4
		NB Left	A	A	8.0	8.7
		SB Left	A	A	8.6	8.2
6	SC Highway 81 at Van Henry Ln (Unsignalized)	EB Approach	B	B	10.3	12.5
		NB Left	A	A	7.7	8.7
7	SC Highway 81 at Mt. Airy Church Rd (Unsignalized)	EB Approach	C	C	18.7	16.8
		NB Left	A	A	7.7	8.5
8	SC Highway 81 at Orr Rd (Unsignalized)	EB Approach	C	C	19.4	18.6
		NB Left	A	A	7.8	8.6
9	SC Highway 81 at Mountain Springs Rd (Unsignalized)	WB Approach	C	C	17.8	15.5
		SB Left	A	A	9.4	8.2
10	SC Highway 81 at Powdersville YMCA Dwy (Unsignalized)	EB Approach	B	C	14.6	20.0
		NB Left	A	A	7.8	8.7
11	SC Highway 81 at Powdersville YMCA Dwy / Tripp Rd (Unsignalized)	WB Approach	C	C	17.7	15.6
		NB Left	A	A	7.8	8.6
		SB Left	A	A	9.0	8.7

Table 7 (Continued) - Existing 2023 Summary of LOS and Delay

ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
12	SC Highway 81 at Wyatt Rd (Unsignalized)	EB Approach	B	C	14.2	16.2
		NB Left	A	A	0.0	8.6
13	SC Highway 81 at Tripp Rd (Unsignalized)	WB Approach	C	C	15.6	15.6
		SB Left	A	A	9.1	8.1
14	SC Highway 81 at Wilson Way (Unsignalized)	WB Approach	C	B	18.9	14.2
		SB Left	A	A	9.2	8.1
15	SC Highway 81 at Old Williamston Rd (Unsignalized)	WB Approach	D	F	29.2	66.5
		SB Left	A	A	9.9	8.6
16	SC Highway 81 at Jameson Dr (Unsignalized)	EB Approach	C	C	16.6	23.9
		NB Left	A	A	7.9	9.4
17	SC Highway 81 at Cely Rd (Unsignalized)	EB Approach	C	C	17.5	18.7
		NB Left	A	A	7.9	9.4
18	SC Highway 81 at Heritage Ln (Unsignalized)	WB Approach	B	C	14.5	16.9
		SB Left	A	A	9.2	8.2
19	SC Highway 81 at Sherman Rd / Pine Rd (Unsignalized)	EB Approach	C	D	22.6	25.0
		WB Approach	D	E	25.3	47.9
		NB Left	A	A	7.7	8.8
		SB Left	A	A	9.4	8.4
20	SC Highway 81 at Holborne Dr (Unsignalized)	EB Approach	C	C	16.6	18.8
		NB Left	A	A	7.8	9.0
21	SC Highway 81 at Circle Rd 	**Overall**	**C**	**C**	**34.3**	**21.3**
		EB Approach	D	C	54.0	33.9
		WB Approach	D	C	43.7	33.3
		NB Approach	C	B	30.8	14.5
		SB Approach	B	C	18.2	22.5
22	SC Highway 81 at Powdersville Main / Piedmont Rd 	**Overall**	**B**	**B**	**15.0**	**17.0**
		EB Approach	B	B	16.6	18.6
		WB Approach	C	C	21.3	26.2
		NB Approach	B	B	13.5	11.1
		SB Approach	B	B	13.4	16.6



SC Highway 81 Corridor Study

Figure 7 - Existing 2023 AM / PM Peak Hour Volumes & LOS

AECOM

February 2024

AECOM also analyzed the Existing 2023 95th percentile queues at each intersection as shown below in **Table 8**. All existing turn lanes currently provide adequate storage along SC Highway 81. Notable queues include vehicles entering SC Highway 81 from Old Williamston Road currently extend approximately 250 feet during the PM peak hour and eastbound approach from Circle Road vehicle queue extending 281 feet during the AM Peak hour.

Table 8 - Existing 2023 Summary of 95th Percentile Vehicle Queues

Intersection	95th Percentile Queue (ft)		
	Storage Length	AM	PM
1. Lake Rd / Wren School Rd			
Eastbound Left	225	32	29
Westbound Left	250	145	127
Northbound Left	150	21	17
Southbound Left	275	134	64
2. Wren Crossing Ln / Planters Walk Dr			
Eastbound Approach		43	39
Westbound Approach		43	31
3. SC Highway 86			
Eastbound Left	200	80	49
Westbound Left	200	35	47
Northbound Left	200	137	82
Southbound Left	200	69	39
4. Still Meadow Ln			
Eastbound Approach		45	36
5. Airy Springs Rd / Southern Oaks Dr			
Eastbound Approach		63	44
Westbound Approach		9	30
6. Van Henry Ln			
Eastbound Approach		73	55
7. Mt. Airy Church Rd			
Eastbound Approach		58	52
8. Orr Rd			
Eastbound Approach		51	53
9. Mountain Springs Rd			
Westbound Approach		47	44
10. Powdersville YMCA Dwy			
Eastbound Approach		43	62
11. Powdersville YMCA Dwy / Tripp Rd			
Westbound Approach		12	7
12. Wyatt Rd			
Eastbound Approach		26	31
13. Tripp Rd			
Westbound Approach		38	39
14. Wilson Way			
Westbound Approach		49	50
15. Old Williamston Rd			
Westbound Approach		118	247
16. Jameson Dr			
Eastbound Approach		46	42

Table 8 (Continued) - Existing 2023 Summary of 95th Percentile Vehicle Queues

Intersection	95th Percentile Queue (ft)		
	Storage Length	AM	PM
17. Cely Rd			
Eastbound Approach		68	47
Northbound Approach		33	100
18. Heritage Ln			
Westbound Approach		36	22
19. Sherman Rd / Pine Rd			
Eastbound Approach		41	37
Westbound Approach		45	113
20. Holborne Dr			
Eastbound Approach		38	48
21. Circle Rd			
Eastbound Approach		281	95
Westbound Approach		42	73
Northbound Approach		349	260
Southbound Approach		204	433
22. Powdersville Main / Piedmont Rd			
Eastbound Left	150	14	39
Westbound Left	150	23	46
Northbound Left	100	69	101
Southbound Left	200	80	70
Southbound Right		13	25

The Synchro and Sim Traffic outputs for the Existing 2023 conditions analysis are included in **Appendix I**.

7.2 No-Build 2028 Condition Analysis

AECOM analyzed the projected No-Build 2028 traffic conditions during the AM and PM peak hours at each study intersection. The No Build condition assumes all geometry and traffic control remain the same as the current 2023 condition. The results are summarized **Table 9** and shown visually in **Figure 8**.

Analysis indicates that all the study intersections currently operate at acceptable levels of services except the following locations where capacity issues are noted:

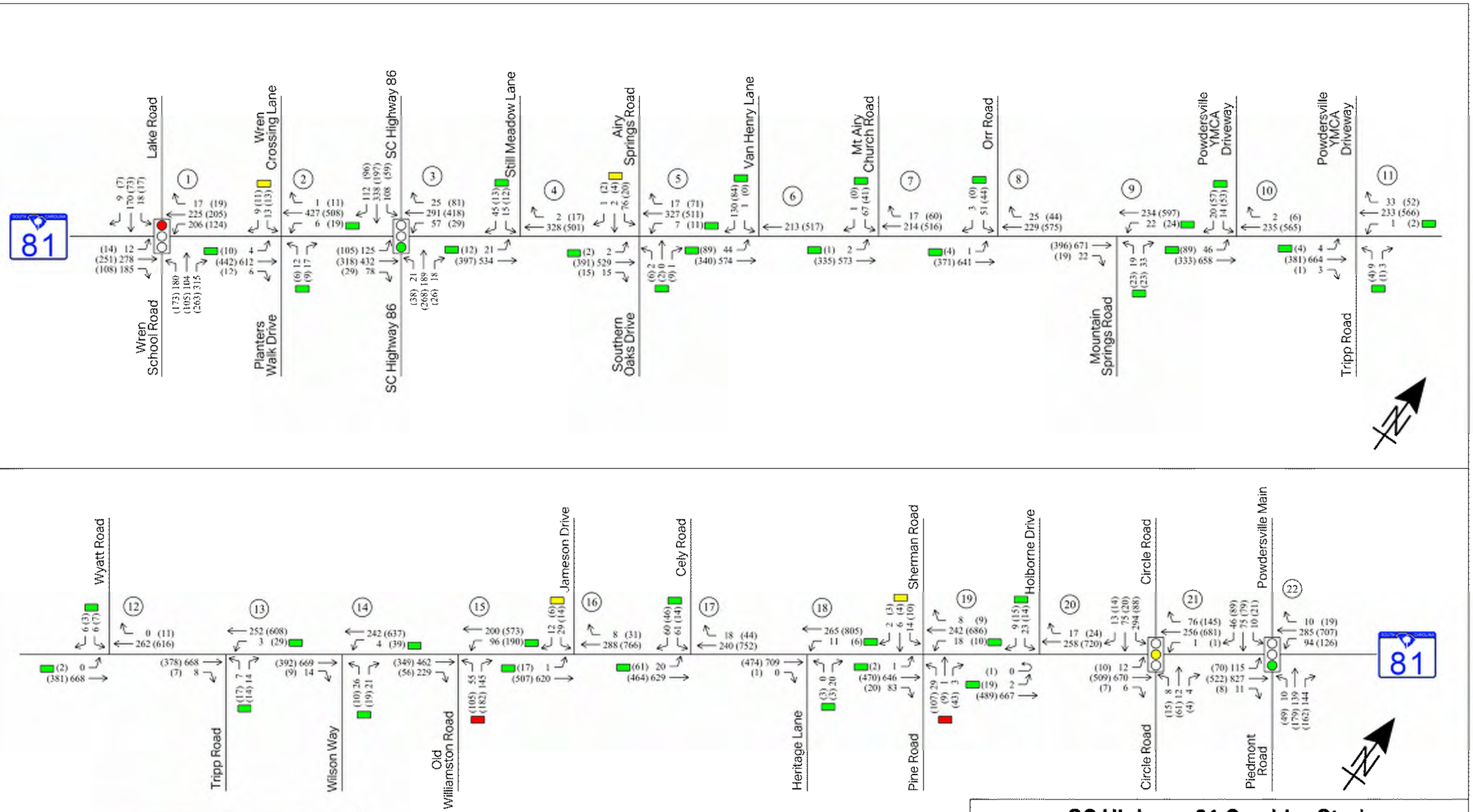
- At the intersection of SC Highway 81 and Wren School Road, the overall LOS is expected to be LOS E in the AM peak hour.
- At the intersection of SC Highway 81 and Old Williamston Road, vehicles entering the westbound approach are expected to operate at a LOS E in the AM Peak hour and a failing LOS F in the PM Peak hour with moderate queuing.
- At the intersection of SC Highway 81 and Pine Road / Sherman Road, vehicles entering the westbound approach are expected operate at a LOS F in the PM Peak hour.
- At the intersection of SC 81 and Circle Road, vehicles entering the eastbound approach tend to queue significantly and operate at a near-failing LOS E in the AM Peak hour.

Table 9 - No-Build 2028 Summary of LOS and Delay

ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
1	SC Highway 81 at Lake Rd / Wren School Rd	**Overall**	**E**	**C**	**65.8**	**24.4**
		EB Approach	D	C	48.3	27.6
		WB Approach	F	C	87.3	23.8
		NB Approach	E	C	73.3	32.2
		SB Approach	D	B	36.6	16.3
2	SC Highway 81 at Wren Crossing Ln / Planters Walk Dr (Unsignalized)	EB Approach	D	C	27.3	24.9
		WB Approach	C	C	24.3	20.3
		NB Left	A	A	8.4	8.8
		SB Left	A	A	9.2	8.6
3	SC Highway 81 at SC Highway 86	**Overall**	**C**	**B**	**22.1**	**16.5**
		EB Approach	C	C	29.2	20.9
		WB Approach	B	C	16.3	20.2
		NB Approach	C	B	21.8	13.2
		SB Approach	B	B	15.6	14.0
4	SC Highway 81 at Still Meadow Ln (Unsignalized)	EB Approach	B	C	14.3	17.2
		NB Left	A	A	8.1	8.7
5	SC Highway 81 at Airy Springs Rd / Southern Oaks Dr (Unsignalized)	EB Approach	D	D	33.5	27.5
		WB Approach	C	C	19.0	18.4
		NB Left	A	A	8.1	8.9
		SB Left	A	A	8.8	8.3
6	SC Highway 81 at Van Henry Ln (Unsignalized)	EB Approach	B	B	10.6	13.3
		NB Left	A	A	7.8	8.9
7	SC Highway 81 at Mt. Airy Church Rd (Unsignalized)	EB Approach	C	C	21.5	18.7
		NB Left	A	A	7.8	8.6
8	SC Highway 81 at Orr Rd (Unsignalized)	EB Approach	C	C	22.4	21.1
		NB Left	A	A	7.8	8.8
9	SC Highway 81 at Mountain Springs Rd (Unsignalized)	WB Approach	C	C	20.3	17.1
		SB Left	A	A	9.7	8.3
10	SC Highway 81 at Powdersville YMCA Dwy (Unsignalized)	EB Approach	C	C	16.0	24.2
		NB Left	A	A	7.9	9.0
11	SC Highway 81 at Powdersville YMCA Dwy / Tripp Rd (Unsignalized)	WB Approach	C	C	19.8	17.1
		NB Left	A	A	7.9	8.8
		SB Left	A	A	9.2	8.8

Table 9 (Continued) - No-Build 2028 Summary of LOS and Delay

ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
12	SC Highway 81 at Wyatt Rd (Unsignalized)	EB Approach	C	C	15.4	18.0
		NB Left	A	A	0.0	8.8
13	SC Highway 81 at Tripp Rd (Unsignalized)	WB Approach	C	C	17.3	17.5
		SB Left	A	A	9.4	8.2
14	SC Highway 81 at Wilson Way (Unsignalized)	WB Approach	C	C	21.6	15.6
		SB Left	A	A	9.5	8.2
15	SC Highway 81 at Old Williamston Rd (Unsignalized)	WB Approach	E	F	45.0	161.3
		SB Left	B	A	10.4	8.8
16	SC Highway 81 at Jameson Dr (Unsignalized)	EB Approach	C	D	18.6	28.0
		NB Left	A	A	7.9	9.7
17	SC Highway 81 at Cely Rd (Unsignalized)	EB Approach	C	C	20.7	21.7
		NB Left	A	A	8.0	9.8
18	SC Highway 81 at Heritage Ln (Unsignalized)	WB Approach	C	C	15.7	18.8
		SB Left	A	A	9.5	8.3
19	SC Highway 81 at Sherman Rd / Pine Rd (Unsignalized)	EB Approach	D	D	26.8	30.4
		WB Approach	D	F	31.2	87.9
		NB Left	A	A	7.8	9.0
		SB Left	A	A	9.7	8.6
20	SC Highway 81 at Holborne Dr (Unsignalized)	EB Approach	C	C	18.4	21.5
		NB Left	A	A	7.9	9.3
21	SC Highway 81 at Circle Rd	**Overall**	**D**	**C**	**44.6**	**24.0**
		EB Approach	E	D	73.5	39.0
		WB Approach	D	D	47.0	37.3
		NB Approach	D	B	40.5	14.4
		SB Approach	B	C	19.9	26.5
22	SC Highway 81 at Powdersville Main / Piedmont Rd	**Overall**	**B**	**C**	**16.3**	**20.6**
		EB Approach	B	C	18.5	20.7
		WB Approach	C	D	28.2	38.1
		NB Approach	B	B	13.5	11.2
		SB Approach	B	B	13.7	19.1



SC Highway 81 Corridor Study

Figure 8 - No-Build 2028 AM / PM Peak Hour Volumes & LOS

AECOM

February 2024

AECOM also analyzed the No- Build 2028 95th percentile queues at each intersection as shown below in **Table 10**.

Table 10 - No-Build 2028 Summary of 95th Percentile Vehicle Queues

Intersection	95th Percentile Queue (ft)		
	Storage Length	AM	PM
1. Lake Rd / Wren School Rd			
Eastbound Left	225	68	30
Westbound Left	250	160	147
Northbound Left	150	22	32
Southbound Left	275	134	97
2. Wren Crossing Ln / Planters Walk Dr			
Eastbound Approach		50	46
Westbound Approach		43	34
3. SC Highway 86			
Eastbound Left	200	104	74
Westbound Left	200	36	53
Northbound Left	200	113	109
Southbound Left	200	64	27
4. Still Meadow Ln			
Eastbound Approach		43	40
5. Airy Springs Rd / Southern Oaks Dr			
Eastbound Approach		64	44
Westbound Approach		0	32
6. Van Henry Ln			
Eastbound Approach		71	69
7. Mt. Airy Church Rd			
Eastbound Approach		68	69
8. Orr Rd			
Eastbound Approach		63	45
9. Mountain Springs Rd			
Westbound Approach		46	47
10. Powdersville YMCA Dwy			
Eastbound Approach		42	58
11. Powdersville YMCA Dwy / Tripp Rd			
Westbound Approach		19	8
12. Wyatt Rd			
Eastbound Approach		25	21
13. Tripp Rd			
Westbound Approach		37	38
14. Wilson Way			
Westbound Approach		47	45
15. Old Williamston Rd			
Westbound Approach		162	353
16. Jameson Dr			
Eastbound Approach		43	54
17. Cely Rd			
Eastbound Approach		61	46
Northbound Approach		23	202
18. Heritage Ln			
Westbound Approach		37	16

Table 10 (Continued) - No-Build 2028 Summary of 95th Percentile Vehicle Queues

Intersection	95th Percentile Queue (ft)		
	Storage Length	AM	PM
19. Sherman Rd / Pine Rd			
Eastbound Approach		43	34
Westbound Approach		44	133
20. Holborne Dr			
Eastbound Approach		52	54
21. Circle Rd			
Eastbound Approach		264	136
Westbound Approach		47	115
Northbound Approach		376	346
Southbound Approach		190	525
22. Powdersville Main / Piedmont Rd			
Eastbound Left	150	14	30
Westbound Left	150	17	63
Northbound Left	100	91	67
Southbound Left	200	82	142
Southbound Right		14	20

The Synchro and Sim Traffic outputs for the No-Build 2028 conditions analysis are included in **Appendix J**.

7.3 No-Build 2043 Condition Analysis

AECOM analyzed the No-Build 2043 traffic conditions during the AM and PM peak hours at each study intersections. The results are summarized in **Table 11** and shown visually in **Figure 8**.

Analysis indicates that the following locations are expected to operate at LOS E or LOS F or have a queuing issue:

- At the intersection of SC Highway 81 and Wren School Road, the overall operation is expected to be LOS F in the AM peak hour and LOS E during the PM peak hour with significant queuing along SC Highway 81. The westbound left-turn lane on Wren School Road and southbound left-turn lane on SC Highway 81 queues exceed the existing storage provided in the AM peak hour.

- At the intersection of SC Highway 81 and Wren Crossing Lane / Planters Walk Drive, both minor street approaches are expected to operate at LOS F in the AM and PM peak hours.

- At the intersection of SC Highway 81 and SC 86, the overall operation is expected to be LOS E in the AM peak hour. The eastbound left-turn lane on SC 86 and northbound and southbound left-turn lanes on SC Highway 81 queues exceeded the existing storage provided.

- At the intersection of SC Highway 81 and Airy Springs Road / Southern Oaks Drive, the Airy Springs Road approach is expected to operate at LOS F in the AM and PM peak hours.

- At the intersection of SC Highway 81 and Mt Airy Chuch Road, the minor street approach is expected to operate at LOS E in the AM peak hour.

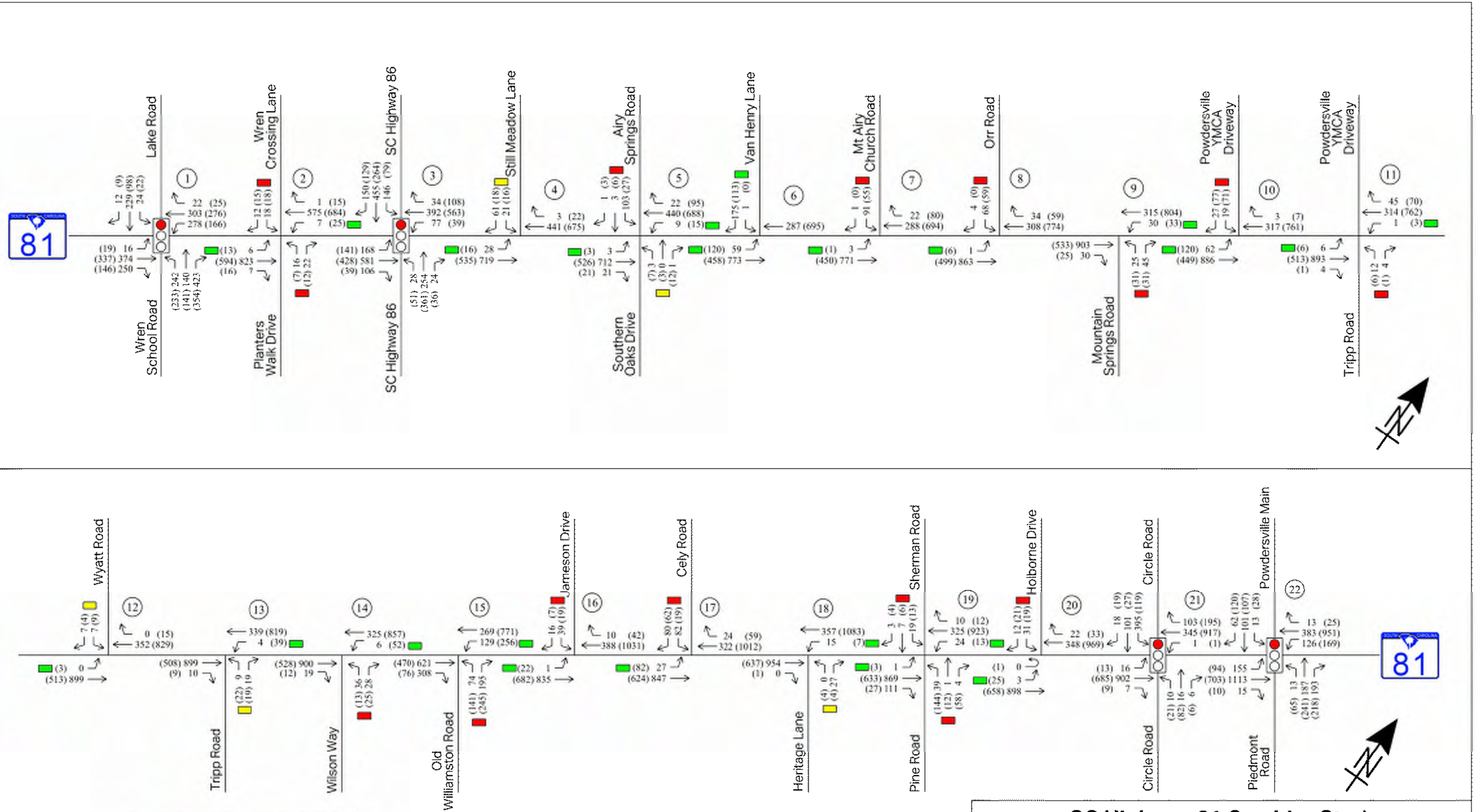
- At the intersection of SC Highway 81 and Orr Road, the minor street approach is expected to operate at LOS E in the AM and PM peak hours.
- At the intersection of SC Highway 81 and Mountains Spring Road, the minor street approach is expected to operate at LOS E in the AM peak hour.
- At the intersection of SC Highway 81 and Powdersville YMCA Driveway, the minor street approach is expected to operate at LOS F in the PM peak hour.
- At the intersection of SC Highway 81 and Powdersville YMCA Driveway / Tripp Road, the Tripp Road approach is expected to operate at LOS E in the AM peak hour.
- At the intersection of SC Highway 81 and Wilson Way, the minor street approach is expected to operate at LOS E in the AM peak hour.
- At the intersection of SC Highway 81 and Old Williamston Road, the minor street approach is expected to be LOS F in the AM and PM peak hours with significant queueing.
- At the intersection of SC Highway 81 and Jameson Drive, the minor street approach is expected to operate at LOS F in the PM peak hour.
- At the intersection of SC Highway 81 and Cely Road, the minor street approach is expected to operate at LOS F in the AM and PM peak hours.
- At the intersection of SC Highway 81 and Sherman Road / Pine Road, both minor street approaches are expected to be LOS F in the AM and PM peak hours.
- At the intersection of SC Highway 81 and Holborne Drive, the minor street approach is expected to operate at LOS F in the PM peak hour.
- At the intersection of SC Highway 81 and Circle Road, the overall operation is expected to be LOS F in the AM Peak hour. Significant queuing along eastbound Circle Road and SC Highway 81 on both northbound and southbound approaches is expected.
- At the intersection of SC Highway 81 and Powdersville Main / Piedmont Road, the overall operation is expected to be LOS E in the PM peak hour. The northbound left-turn lane and southbound left-turn lane on SC Highway 81 queues exceed the existing storage provided.

Table 11 - No-Build 2043 Summary of LOS and Delay

ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
1	SC Highway 81 at Lake Rd / Wren School Rd	**Overall**	**F**	**E**	**167.0**	**59.0**
		EB Approach	D	D	52.2	37.2
		WB Approach	E	D	73.3	37.8
		NB Approach	F	F	284.9	122.0
		SB Approach	F	C	217.7	30.2
2	SC Highway 81 at Wren Crossing Ln / Planters Walk Dr (Unsignalized)	EB Approach	F	F	70.0	56.9
		WB Approach	F	E	54.6	35.0
		NB Left	A	A	9.0	9.6
		SB Left	B	A	10.3	9.3
3	SC Highway 81 at SC Highway 86	**Overall**	**E**	**D**	**60.1**	**37.7**
		EB Approach	D	C	46.5	33.1
		WB Approach	C	C	26.8	31.8
		NB Approach	E	D	71.5	52.0
		SB Approach	F	C	81.3	32.2
4	SC Highway 81 at Still Meadow Ln (Unsignalized)	EB Approach	C	D	21.7	26.5
		NB Left	A	A	8.5	9.5
5	SC Highway 81 at Airy Springs Rd / Southern Oaks Dr (Unsignalized)	EB Approach	F	F	152.0	62.5
		WB Approach	D	D	31.2	29.5
		NB Left	A	A	8.4	9.7
		SB Left	A	A	9.5	8.8
6	SC Highway 81 at Van Henry Ln (Unsignalized)	EB Approach	B	C	12.1	17.8
		NB Left	A	A	8.1	10.0
7	SC Highway 81 at Mt. Airy Church Rd (Unsignalized)	EB Approach	E	D	47.3	30.5
		NB Left	A	A	8.0	9.3
8	SC Highway 81 at Orr Rd (Unsignalized)	EB Approach	E	E	47.4	39.3
		NB Left	A	A	8.1	9.6
9	SC Highway 81 at Mountain Springs Rd (Unsignalized)	WB Approach	E	D	39.8	28.7
		SB Left	B	A	11.2	8.8
10	SC Highway 81 at Powdersville YMCA Dwy (Unsignalized)	EB Approach	D	F	26.2	91.1
		NB Left	A	B	8.2	10.0
11	SC Highway 81 at Powdersville YMCA Dwy / Tripp Rd (Unsignalized)	WB Approach	E	D	40.1	31.7
		NB Left	A	A	8.1	9.5
		SB Left	B	A	10.3	9.3

Table 11 (Continued) - No Build 2043 Summary of LOS and Delay

ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
12	SC Highway 81 at Wyatt Rd (Unsignalized)	EB Approach	C	D	21.5	26.5
		NB Left	A	A	0.0	9.7
13	SC Highway 81 at Tripp Rd (Unsignalized)	WB Approach	D	D	25.9	28.2
		SB Left	B	A	10.6	8.7
14	SC Highway 81 at Wilson Way (Unsignalized)	WB Approach	E	C	44.6	23.4
		SB Left	B	A	10.8	8.7
15	SC Highway 81 at Old Williamston Rd (Unsignalized)	WB Approach	F	F	407.5	1323.0
		SB Left	B	A	12.8	9.8
16	SC Highway 81 at Jameson Dr (Unsignalized)	EB Approach	D	F	31.9	64.1
		NB Left	A	B	8.2	11.2
17	SC Highway 81 at Cely Rd (Unsignalized)	EB Approach	F	F	61.7	53.2
		NB Left	A	B	8.2	11.5
18	SC Highway 81 at Heritage Ln (Unsignalized)	WB Approach	C	D	21.8	29.9
		SB Left	B	A	10.8	8.8
19	SC Highway 81 at Sherman Rd / Pine Rd (Unsignalized)	EB Approach	F	F	55.8	75.1
		WB Approach	F	F	87.3	710.1
		NB Left	A	B	8.0	10.0
		SB Left	B	A	11.2	9.2
20	SC Highway 81 at Holborne Dr (Unsignalized)	EB Approach	D	E	30.6	40.8
		NB Left	A	B	8.1	10.5
21	SC Highway 81 at Circle Rd	**Overall**	**F**	**D**	**120.5**	**55.0**
		EB Approach	F	D	198.4	53.4
		WB Approach	E	D	56.6	48.7
		NB Approach	F	B	125.5	17.8
		SB Approach	C	E	25.1	79.5
22	SC Highway 81 at Powdersville Main / Piedmont Rd	**Overall**	**C**	**E**	**28.1**	**58.0**
		EB Approach	C	C	28.5	29.2
		WB Approach	D	D	46.8	47.2
		NB Approach	C	D	20.7	51.1
		SB Approach	C	E	31.9	74.2



SC Highway 81 Corridor Study

Figure 9 - No-Build 2043 AM / PM Peak Hour Volumes & LOS

AECOM

February 2024

AECOM also analyzed the No Build 2043 95th percentile queues at each intersection as shown below in **Table 12**.

Table 12 - No-Build 2043 Summary of 95th Percentile Vehicle Queues

Intersection	95th Percentile Queue (ft)		
	Storage Length	AM	PM
1. Lake Rd / Wren School Rd			
Eastbound Left	225	61	39
Westbound Left	250	325	166
Northbound Left	150	150	128
Southbound Left	275	435	108
2. Wren Crossing Ln / Planters Walk Dr			
Eastbound Approach		46	58
Westbound Approach		51	39
3. SC Highway 86			
Eastbound Left	200	249	85
Westbound Left	200	71	66
Northbound Left	200	312	281
Southbound Left	200	279	33
4. Still Meadow Ln			
Eastbound Approach		58	42
5. Airy Springs Rd / Southern Oaks Dr			
Eastbound Approach		93	46
Westbound Approach		9	37
6. Van Henry Ln			
Eastbound Approach		102	113
7. Mt. Airy Church Rd			
Eastbound Approach		87	92
8. Orr Rd			
Eastbound Approach		89	59
9. Mountain Springs Rd			
Westbound Approach		70	57
10. Powdersville YMCA Dwy			
Eastbound Approach		49	82
11. Powdersville YMCA Dwy / Tripp Rd			
Westbound Approach		21	8
12. Wyatt Rd			
Eastbound Approach		29	27
13. Tripp Rd			
Westbound Approach		45	51
14. Wilson Way			
Westbound Approach		70	51
15. Old Williamston Rd			
Westbound Approach		782	629
16. Jameson Dr			
Eastbound Approach		43	52
17. Cely Rd			
Eastbound Approach		98	89
Northbound Approach		68	185
18. Heritage Ln			
Westbound Approach		56	37

Table 12 (Continued) - No-Build 2043 Summary of 95th Percentile Vehicle Queues

Intersection	95th Percentile Queue (ft)		
	Storage Length	AM	PM
19. Sherman Rd / Pine Rd			
Eastbound Approach		53	42
Westbound Approach		75	432
20. Holborne Dr			
Eastbound Approach		55	68
21. Circle Rd			
Eastbound Approach		913	205
Westbound Approach		50	133
Northbound Approach		1533	1348
Southbound Approach		499	716
22. Powdersville Main / Piedmont Rd			
Eastbound Left	150	16	32
Westbound Left	150	22	132
Northbound Left	100	148	170
Southbound Left	200	172	422
Southbound Right		20	636

The Synchro and Sim Traffic outputs for the No-Build 2043 conditions analysis are included in **Appendix K**.

7.4 Build 2028 Short-Term Condition Analysis

AECOM analyzed the Build 2028 traffic conditions during the AM and PM peak hours at each of the study intersections. As indicated, some of the study intersections are expected to operate at failing or near failing conditions in 2028 if no improvements in the vicinity are constructed. AECOM examined different alternatives to improve the traffic operations within the area. Based on our analysis, the following improvements were considered and assumed in the Build 2028 Short-Term condition as shown visually in **Figure 10.** The following is a summary of the short-term improvements recommended to implement by 2028.

Lake Road / Wren School Road

- Install a northbound right-turn lane on SC Highway 81 with 200 feet of storage.
- Install a westbound right-turn lane on Wren School Road with 225 feet of storage.

SC Highway 86

- Install northbound left-turn protected/permissive phase on SC Highway 81.

Van Henry Lane

- Install a northbound left-turn lane on SC Highway 81 with 150 feet of storage.

Powdersville YMCA Driveway

- Install a northbound left-turn lane on SC Highway 81 with 150 feet of storage.

Old Williamston Road

- Install a new signal.
- Install a southbound left-turn lane on SC Highway 81 with 150 feet of storage.
- Install a westbound left turn lane on Old Williamston Road with 150 feet of storage.
- Install a northbound right turn lane on SC Highway 81 with 150 feet of storage.

Cely Road

- Install a 100 feet northbound bypass lane on SC Highway 81.

Sherman Road / Pine Road

- Install a westbound right-turn lane on Pine Road with 100 feet of storage.

Circle Road

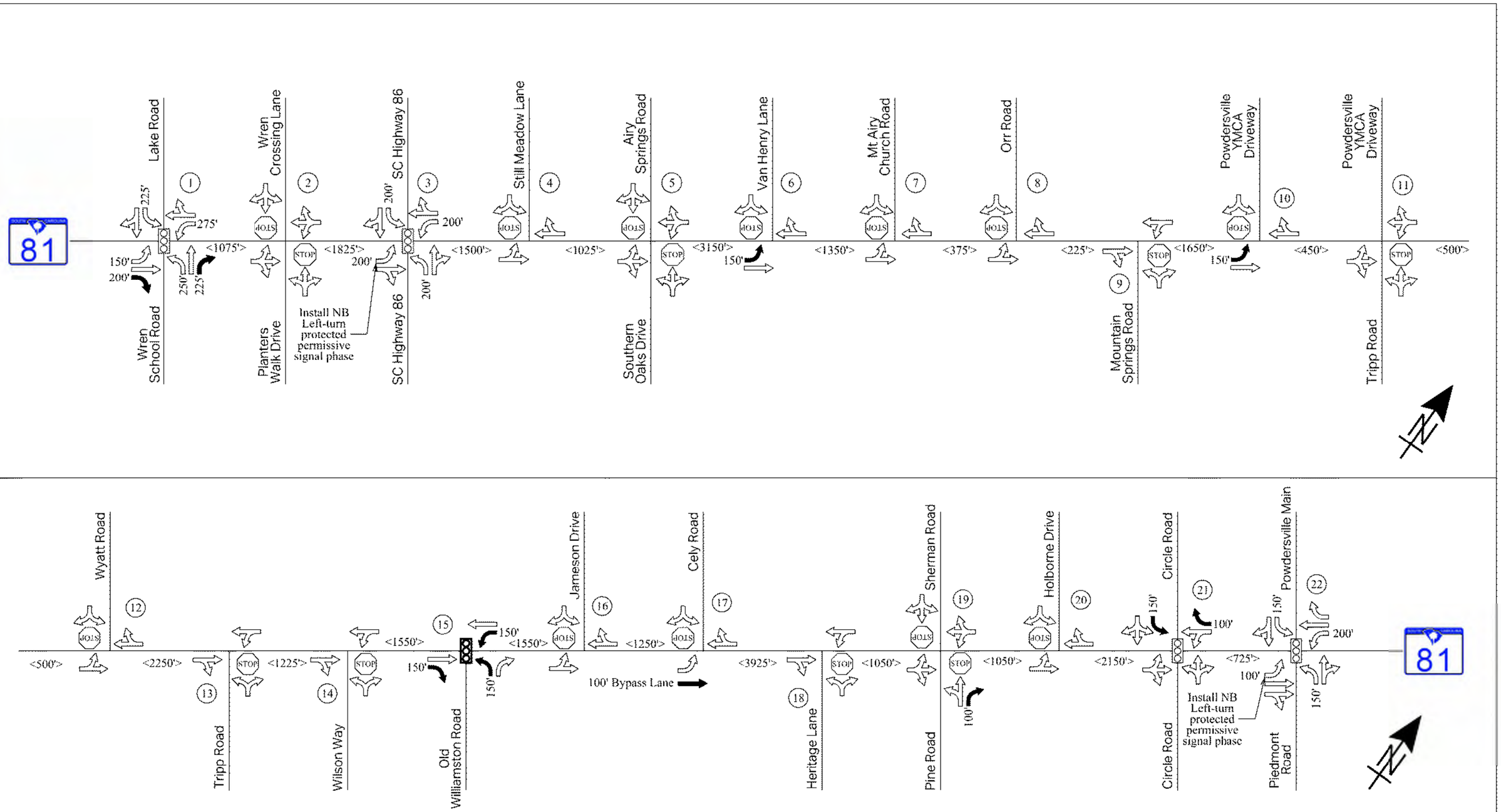
- Install a southbound right-turn lane on SC Highway 81 with 100 feet of storage.
- Install an eastbound left-turn lane on Circle Road with 150 feet of storage and restripe other eastbound lane as a shared left / thru / right-turn lane.

Powdersville Main / Piedmont Road

- Install northbound left-turn protected/permissive phase on SC Highway 81.

AECOM analyzed the Build 2028 Short-Term traffic conditions during the AM and PM peak hours at each study intersections with the above recommendations. The results are summarized in **Table 13** and visually shown in **Figure 11**. Analysis indicates that he following locations are expected to operate at LOS E or LOS F or have queuing issues:

- At the intersection of SC Highway 81 and Sherman Road / Pine Road, the Pine Road approach is expected to be LOS E in the PM peak hours.
- At the intersection of SC Highway 81 and Powdersville Main / Piedmont Road, the westbound approach along Piedmont is expected to operate at LOS F in the PM peak hour. The southbound left-turn storage is also expected to be exceeded by the 95th percentile queue.



LEGEND

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

SC Highway 81 Corridor Study

Figure 10 - Build 2028 Short-Term Lane Configuration

AECOM

February 2024

Table 13 - Build 2028 Short-Term Summary of LOS and Delay

ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
1	SC Highway 81 at Lake Rd / Wren School Rd	**Overall**	**C**	**B**	**23.0**	**15.8**
		EB Approach	D	C	39.9	26.9
		WB Approach	B	B	18.2	14.0
		NB Approach	C	B	26.6	19.1
		SB Approach	B	B	18.4	12.2
2	SC Highway 81 at Wren Crossing Ln / Planters Walk Dr (Unsignalized)	EB Approach	D	C	27.3	24.9
		WB Approach	C	C	24.3	20.3
		NB Left	A	A	8.4	8.8
		SB Left	A	A	9.2	8.6
3	SC Highway 81 at SC Highway 86	**Overall**	**C**	**C**	**20.9**	**20.1**
		EB Approach	C	C	22.7	24.7
		WB Approach	B	C	16.6	23.9
		NB Approach	B	B	17.6	10.7
		SB Approach	C	C	26.4	22.8
4	SC Highway 81 at Still Meadow Ln (Unsignalized)	EB Approach	B	C	14.3	17.2
		NB Left	A	A	8.1	8.7
5	SC Highway 81 at Airy Springs Rd / Southern Oaks Dr (Unsignalized)	EB Approach	D	D	33.5	27.5
		WB Approach	C	C	19.0	18.4
		NB Left	A	A	8.1	8.9
		SB Left	A	A	8.8	8.3
6	SC Highway 81 at Van Henry Ln (Unsignalized)	EB Approach	B	B	10.6	13.3
		NB Left	A	A	7.8	8.9
7	SC Highway 81 at Mt. Airy Church Rd (Unsignalized)	EB Approach	C	C	21.5	18.7
		NB Left	A	A	7.8	8.6
8	SC Highway 81 at Orr Rd (Unsignalized)	EB Approach	C	C	22.4	21.1
		NB Left	A	A	7.8	8.8
9	SC Highway 81 at Mountain Springs Rd (Unsignalized)	WB Approach	C	C	20.3	17.1
		SB Left	A	A	9.7	8.3
10	SC Highway 81 at Powdersville YMCA Dwy (Unsignalized)	EB Approach	B	C	12.8	16.8
		NB Left	A	A	7.9	9.0
11	SC Highway 81 at Powdersville YMCA Dwy / Tripp Rd (Unsignalized)	WB Approach	C	C	19.8	17.1
		NB Left	A	A	7.9	8.8
		SB Left	A	A	9.2	8.8

Table 13 (Continued) - Build 2028 Short-Term Summary of LOS and Delay

ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
12	SC Highway 81 at Wyatt Rd (Unsignalized)	EB Approach	C	C	15.4	18.0
		NB Left	A	A	0.0	8.8
13	SC Highway 81 at Tripp Rd (Unsignalized)	WB Approach	C	C	17.3	17.5
		SB Left	A	A	9.4	8.2
14	SC Highway 81 at Wilson Way (Unsignalized)	WB Approach	C	C	21.6	15.6
		SB Left	A	A	9.5	8.2
15	SC Highway 81 at Old Williamston Rd	**Overall**	**B**	**B**	**11.5**	**10.3**
		WB Approach	B	B	16.6	13.9
		NB Approach	B	B	12.3	13.4
		SB Approach	A	A	6.0	7.2
16	SC Highway 81 at Jameson Dr (Unsignalized)	EB Approach	C	D	18.6	28.0
		NB Left	A	A	7.9	9.7
17	SC Highway 81 at Cely Rd (Unsignalized)	EB Approach	C	C	20.4	21.5
		NB Left	A	A	8.0	9.8
18	SC Highway 81 at Heritage Ln (Unsignalized)	WB Approach	C	C	15.7	18.8
		SB Left	A	A	9.5	8.3
19	SC Highway 81 at Sherman Rd / Pine Rd (Unsignalized)	EB Approach	D	D	26.8	30.4
		WB Approach	D	E	30.7	49.5
		NB Left	A	A	7.8	9.0
		SB Left	A	A	9.7	8.6
20	SC Highway 81 at Holborne Dr (Unsignalized)	EB Approach	C	C	18.4	21.5
		NB Left	A	A	7.9	9.3
21	SC Highway 81 at Circle Rd	**Overall**	**C**	**A**	**23.8**	**9.7**
		EB Approach	D	D	50.2	46.6
		WB Approach	D	D	52.1	51.7
		NB Approach	B	A	17.9	8.0
		SB Approach	A	A	0.5	0.8
22	SC Highway 81 at Powdersville Main / Piedmont Rd	**Overall**	**B**	**D**	**19.5**	**36.5**
		EB Approach	C	C	31.2	34.3
		WB Approach	D	F	52.7	87.5
		NB Approach	A	A	2.0	3.7
		SB Approach	C	D	33.4	36.9

AECOM also analyzed the Build 2028 Short-Term 95th percentile queues at each intersection as shown below in **Table 14**.

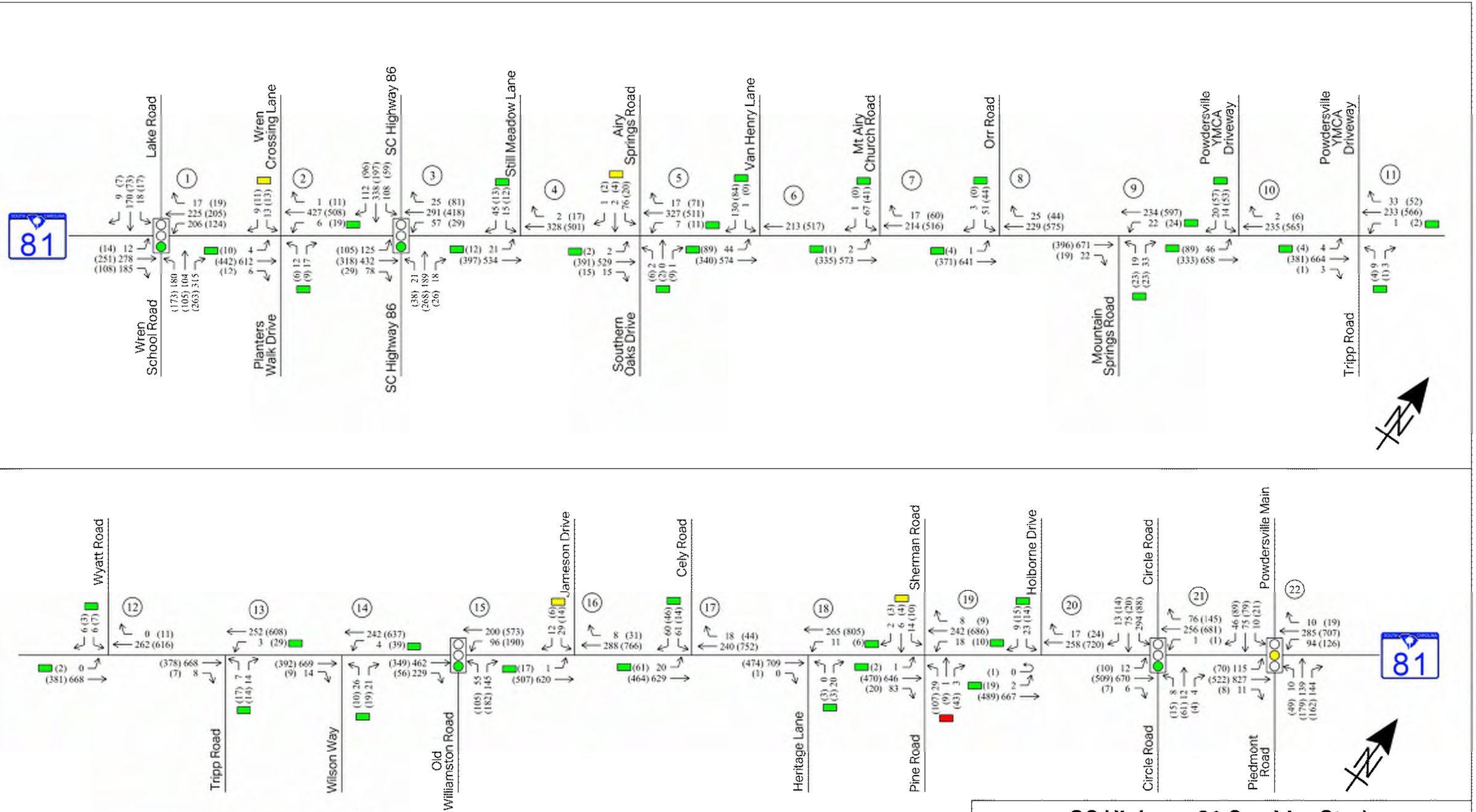
Table 14 - Build 2028 Short-Term Summary of 95th Percentile Vehicle Queues

Intersection	95th Percentile Queue (ft)		
	Storage Length	AM	PM
1. Lake Rd / Wren School Rd			
Eastbound Left	225	38	35
Westbound Left	250	143	140
Westbound Right	225	109	80
Northbound Left	150	88	27
Northbound Right	200	106	64
Southbound Left	275	126	89
2. Wren Crossing Ln / Planters Walk Dr			
Eastbound Approach		34	36
Westbound Approach		45	35
3. SC Highway 86			
Eastbound Left	200	140	71
Westbound Left	200	35	62
Northbound Left	200	77	89
Southbound Left	200	63	27
4. Still Meadow Ln			
Eastbound Approach		49	40
5. Airy Springs Rd / Southern Oaks Dr			
Eastbound Approach		63	52
Westbound Approach		18	33
6. Van Henry Ln			
Eastbound Approach		62	70
Northbound Left	150	36	59
7. Mt. Airy Church Rd			
Eastbound Approach		60	60
8. Orr Rd			
Eastbound Approach		63	66
9. Mountain Springs Rd			
Westbound Approach		51	48
10. Powdersville YMCA Dwy			
Eastbound Approach		43	81
Northbound Left	150	26	51
11. Powdersville YMCA Dwy / Tripp Rd			
Westbound Approach		17	4
12. Wyatt Rd			
Eastbound Approach		26	27
13. Tripp Rd			
Westbound Approach		35	38
14. Wilson Way			
Westbound Approach		52	48

Table 14 (Continued) - Build 2028 Short-Term Summary of 95th Percentile Vehicle Queues

Intersection	95th Percentile Queue (ft)		
	Storage Length	AM	PM
15. Old Williamston Rd			
Westbound Left	150	56	68
Westbound Right		39	54
Northbound Right	150	70	54
Southbound Left	150	58	72
16. Jameson Dr			
Eastbound Approach		54	54
17. Cely Rd			
Eastbound Approach		49	58
Northbound Left		25	47
Northbound Thru		0	0
18. Heritage Ln			
Westbound Approach		45	27
19. Sherman Rd / Pine Rd			
Eastbound Approach		49	34
Westbound Left		63	105
Westbound Right	100	13	53
20. Holborne Dr			
Eastbound Approach		51	53
21. Circle Rd			
Eastbound Left	150	130	68
Southbound Right	100	19	94
22. Powdersville Main / Piedmont Rd			
Eastbound Left	150	19	23
Westbound Left	150	17	45
Northbound Left	100	56	82
Southbound Left	200	69	226
Southbound Right		13	31

The Synchro and Sim Traffic outputs for the Build 2028 Short-Term conditions analysis are included in **Appendix L**.



SC Highway 81 Corridor Study

Figure 11 - Build 2028 Short-Term AM / PM Peak Hour Volumes & LOS

AECOM

February 2024

7.5 Build 2043 Short-Term Condition Analysis

AECOM analyzed the 2043 traffic operation conditions with the recommended Short-Term improvements during the AM and PM peak hours at each study intersection. The following results are summarized in **Table 15** and visually shown in **Figure 12**.

Analysis indicates that the following locations are expected to operate at LOS E or LOS F or have queuing issues:

- At the intersection of SC Highway 81 and Wren School Road, the overall LOS is expected to operate at a LOS D or better; however, the southbound and eastbound approaches are expected to operate at LOS E (southbound) and LOS F (eastbound) in the AM peak hour.
- At the intersection of SC Highway 81 and Wren Crossing Lane / Planters Walk Drive, both minor street approaches are expected to operate at LOS F in the AM and PM peak hours.
- At the intersection of SC Highway 81 and SC 86, the overall operation is expected to be LOS F in the AM peak hour. The eastbound left-turn lane on SC 86 and northbound and southbound left-turn lanes on SC Highway 81 queues exceeded the existing storage provided.
- At the intersection of SC Highway 81 and Airy Springs Road / Southern Oaks Drive, the Airy Springs Road approach is expected to operate at LOS F in the AM and PM peak hours.
- At the intersection of SC Highway 81 and Mt Airy Church Road, the minor street approach is expected to operate at LOS E in the AM peak hour.
- At the intersection of SC Highway 81 and Orr Road, the minor street approach is expected to operate at LOS E in the AM and PM peak hours.
- At the intersection of SC Highway 81 and Mountains Spring Road, the minor street approach is expected to operate at LOS E in the AM peak hour.
- At the intersection of SC Highway 81 and Wilson Way, the minor street approach is expected to operate at LOS E in the AM peak hour.
- At the intersection of SC Highway 81 and Sherman Road / Pine Road, both minor street approaches are expected to be LOS F in the AM and PM peak hours.
- At the intersection of SC Highway 81 and Holborne Drive, the minor street approach is expected to operate at LOS F in the PM peak hour.
- At the intersection of SC 81 and Circle Road, the overall operation is expected to be LOS D in the AM Peak hour and LOS B during the PM Peak hour. The eastbound left-turn lane on Circle Road and southbound right-turn lane on SC 81 queues exceed the existing storage provided.
- At the intersection of SC Highway 81 and Powdersville Main / Piedmont Road, the overall operation is expected to be LOS E in the PM peak hour. The northbound left-turn lane and westbound left-turn lane on Piedmont Road queues exceed the existing storage provided.

Table 15 - Build 2043 Short-Term Summary of LOS and Delay

ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
1	SC Highway 81 at Lake Rd / Wren School Rd	**Overall**	**D**	**C**	**53.1**	**20.3**
		EB Approach	F	D	88.5	36.3
		WB Approach	D	B	39.5	18.4
		NB Approach	D	C	46.3	23.2
		SB Approach	E	B	62.8	15.5
2	SC Highway 81 at Wren Crossing Ln / Planters Walk Dr (Unsignalized)	EB Approach	F	F	70.0	56.9
		WB Approach	F	E	54.6	35.0
		NB Left	A	A	9.0	9.6
		SB Left	B	A	10.3	9.3
3	SC Highway 81 at SC Highway 86	**Overall**	**F**	**D**	**80.1**	**41.1**
		EB Approach	D	E	45.9	60.1
		WB Approach	D	D	38.6	52.1
		NB Approach	F	B	143.6	16.9
		SB Approach	D	D	48.4	42.2
4	SC Highway 81 at Still Meadow Ln (Unsignalized)	EB Approach	C	D	21.7	26.5
		NB Left	A	A	8.5	9.5
5	SC Highway 81 at Airy Springs Rd / Southern Oaks Dr (Unsignalized)	EB Approach	F	F	152.0	62.5
		WB Approach	D	D	31.2	29.5
		NB Left	A	A	8.4	9.7
		SB Left	A	A	9.5	8.8
6	SC Highway 81 at Van Henry Ln (Unsignalized)	EB Approach	B	C	12.0	17.8
		NB Left	A	A	8.1	10.0
7	SC Highway 81 at Mt. Airy Church Rd (Unsignalized)	EB Approach	E	D	47.3	30.5
		NB Left	A	A	8.0	9.3
8	SC Highway 81 at Orr Rd (Unsignalized)	EB Approach	E	E	47.4	39.3
		NB Left	A	A	8.1	9.6
9	SC Highway 81 at Mountain Springs Rd (Unsignalized)	WB Approach	E	D	39.8	28.7
		SB Left	B	A	11.2	8.8
10	SC Highway 81 at Powdersville YMCA Dwy (Unsignalized)	EB Approach	C	D	15.9	27.8
		NB Left	A	B	8.2	10.0
11	SC Highway 81 at Powdersville YMCA Dwy / Tripp Rd (Unsignalized)	WB Approach	D	D	31.4	25.7
		NB Left	A	A	8.1	9.5
		SB Left	B	A	10.3	9.3

Table 15 (Continued) - Build 2043 Short-Term Summary of LOS and Delay

ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
12	SC Highway 81 at Wyatt Rd (Unsignalized)	EB Approach	C	D	21.5	26.5
		NB Left	A	A	0.0	9.7
13	SC Highway 81 at Tripp Rd (Unsignalized)	WB Approach	D	D	25.9	28.2
		SB Left	B	A	10.6	8.7
14	SC Highway 81 at Wilson Way (Unsignalized)	WB Approach	E	C	44.6	23.4
		SB Left	B	A	10.8	8.7
15	SC Highway 81 at Old Williamston Rd	**Overall**	**B**	**B**	**18.4**	**12.7**
		WB Approach	C	B	21.0	16.8
		NB Approach	C	B	22.3	16.0
		SB Approach	A	A	7.7	9.4
16	SC Highway 81 at Jameson Dr (Unsignalized)	EB Approach	C	D	18.4	25.4
		NB Left	A	B	8.2	11.2
17	SC Highway 81 at Cely Rd (Unsignalized)	EB Approach	C	D	23.4	27.0
		NB Left	A	B	8.2	11.5
18	SC Highway 81 at Heritage Ln (Unsignalized)	WB Approach	C	C	21.8	17.6
		SB Left	B	A	10.8	8.8
19	SC Highway 81 at Sherman Rd / Pine Rd (Unsignalized)	EB Approach	F	F	55.8	75.1
		WB Left/Thru	F	F	88.9	689.4
		WB Right	C	B	18.4	13.9
		NB Left	A	B	8.0	10.0
		SB Left	B	A	11.2	9.2
20	SC Highway 81 at Holborne Dr (Unsignalized)	EB Approach	D	E	30.6	40.8
		NB Left	A	B	8.1	10.5
21	SC Highway 81 at Circle Rd	**Overall**	**D**	**B**	**53.6**	**11.4**
		EB Approach	F	D	92.0	48.3
		WB Approach	D	E	52.5	56.4
		NB Approach	E	B	55.6	12.4
		SB Approach	A	A	0.7	0.4
22	SC Highway 81 at Powdersville Main / Piedmont Rd	**Overall**	**C**	**E**	**24.2**	**69.7**
		EB Approach	C	D	30.6	39.5
		WB Approach	F	F	89.2	210.7
		NB Approach	A	A	2.9	3.0
		SB Approach	C	E	25.7	59.0

AECOM also analyzed the Build 2043 Short-Term build 95th percentile queues at each intersection as shown below in **Table 16.**

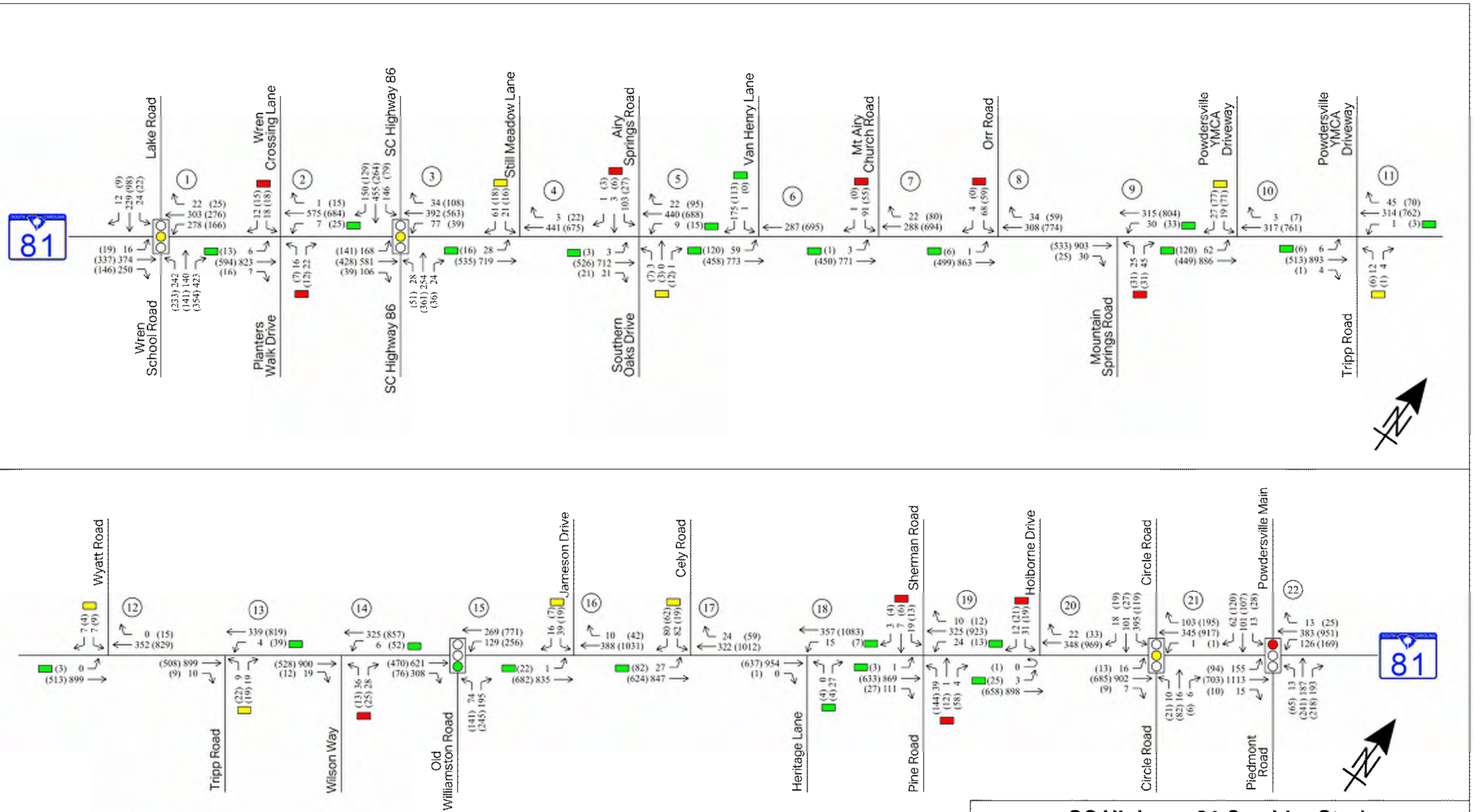
Table 16 - Build 2043 Short-Term Summary of 95th Percentile Vehicle Queues

Intersection	95th Percentile Queue (ft)		
	Storage Length	AM	PM
1. Lake Rd / Wren School Rd			
Eastbound Left	225	46	45
Westbound Left	250	249	183
Westbound Right	225	177	133
Northbound Left	150	132	36
Northbound Right	200	244	115
Southbound Left	275	179	110
2. Wren Crossing Ln / Planters Walk Dr			
Eastbound Approach		47	46
Westbound Approach		57	42
3. SC Highway 86			
Eastbound Left	200	315	213
Westbound Left	200	81	87
Northbound Left	200	396	112
Southbound Left	200	84	117
4. Still Meadow Ln			
Eastbound Approach		53	40
5. Airy Springs Rd / Southern Oaks Dr			
Eastbound Approach		66	60
Westbound Approach		18	44
6. Van Henry Ln			
Eastbound Approach		84	109
Northbound Left	150	33	82
7. Mt. Airy Church Rd			
Eastbound Approach		84	84
8. Orr Rd			
Eastbound Approach		72	64
9. Mountain Springs Rd			
Westbound Approach		60	59
10. Powdersville YMCA Dwy			
Eastbound Approach		46	116
Northbound Left	150	29	70
11. Powdersville YMCA Dwy / Tripp Rd			
Westbound Approach		27	15
12. Wyatt Rd			
Eastbound Approach		38	29
13. Tripp Rd			
Westbound Approach		41	46
14. Wilson Way			
Westbound Approach		62	61

Table 16 - Build 2043 Short-Term Summary of 95th Percentile Vehicle Queues

Intersection	95th Percentile Queue (ft)		
	Storage Length	AM	PM
15. Old Williamston Rd			
Westbound Left	150	58	125
Westbound Right		63	103
Northbound Right	150	147	133
Southbound Left	150	100	113
16. Jameson Dr			
Eastbound Approach		54	55
17. Cely Rd			
Eastbound Approach		83	141
Northbound Left		40	76
Northbound Thru		0	0
18. Heritage Ln			
Westbound Approach		51	30
19. Sherman Rd / Pine Rd			
Eastbound Approach		59	48
Westbound Left		66	354
Westbound Right	100	17	221
20. Holborne Dr			
Eastbound Approach		59	54
21. Circle Rd			
Eastbound Left	150	192	52
Westbound Approach		62	175
Northbound Approach		641	1561
Southbound Right	100	32	237
22. Powdersville Main / Piedmont Rd			
Eastbound Left	150	20	60
Westbound Left	150	26	355
Northbound Left	100	93	95
Southbound Left	200	324	405
Southbound Right		366	498

The Synchro and Sim Traffic outputs for the Build 2043 Short-Term build conditions analysis are included in **Appendix M**.



SC Highway 81 Corridor Study

Figure 12 - Build 2043 Short-Term AM / PM Peak Hour Volumes & LOS

AECOM

February 2024

7.6 Build 2043 Long-Term Condition Analysis

As indicated in previous analysis, with the recommended short-term improvements, there are still intersections that are expected to operate at or near failing conditions with the expected traffic growth. AECOM examined different alternatives to improve the traffic operations within the area. Based on our analysis, the following Long-Term improvement measures were considered and assumed in the 2043 Build condition as shown graphically in **Figure 12**.

SC Highway 86

- Install northbound right-turn lane on SC Highway 81 with 200 feet of storage.
- Install eastbound right-turn lane on SC Highway 86 with 225 feet of storage.
- Install southbound right-turn lane on SC Highway 81 with 200 feet of storage.

Airy Springs Road/ Southern Oaks Drive

- Install southbound right-turn lane on SC Highway 81 with 100 feet of storage.

Mt Airy Church Road

- Install a southbound right-turn lane on SC Highway 81 with 100 feet of storage.
- Realign Mt. Airy Church Road to intersect with SC Highway 81 at 90 degrees.

Sherman Road / Pine Road

- Realign Sherman Road with Pine Road to improve safety and monitor for signalization.

Circle Road

- Install a southbound left-turn lane on SC Highway 81 with 150 feet of storage.
- Extend the southbound right-turn lane on SC Highway 81 back to the intersection with Powdersville Main/Piedmont Road.
- Install a northbound left-turn lane on SC Highway 81 with 150 feet of storage.
- Install a northbound shared thru/right-turn lane on Circle Road with 150 feet of storage.

Powdersville Main / Piedmont Road

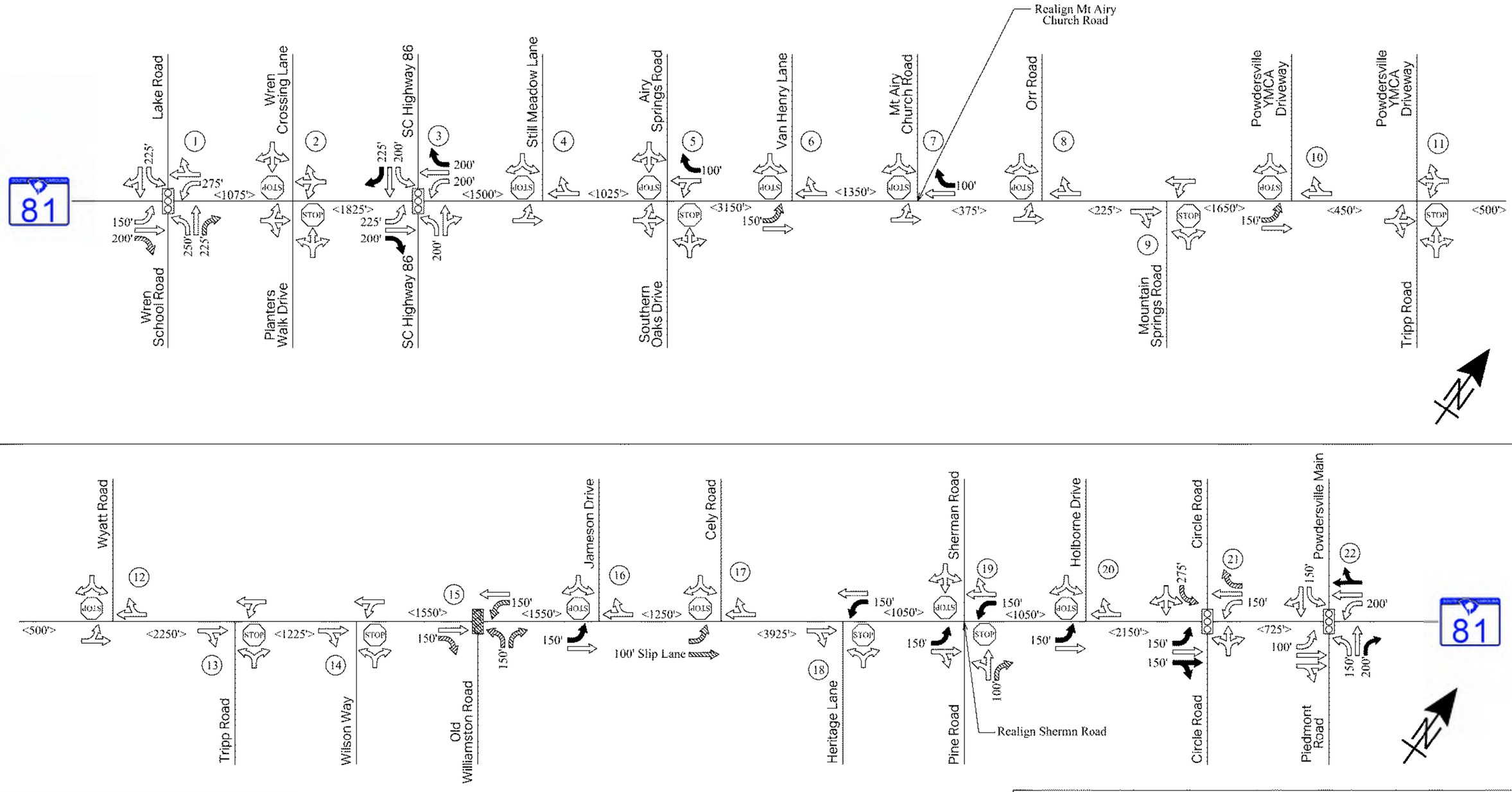
- Install a westbound right-turn lane on Piedmont Road with 200 feet of storage.
- Restripe the westbound shared thru/right-turn lane to through only on Piedmont Road.
- Install southbound left-turn protected/permissive phase on SC Highway 81.

SC Highway 81 Widening from Old Williamston Road to Circle Road

- Widen SC Highway 81 to install a Two-Way Left-Turn Lane (TWLTL) starting at Old Williamston Road heading northbound to end at Circle Road. Install curb and gutter and provide a sidewalk on west side of road and a shared use path on east side of road.

AECOM analyzed the Build 2043 Long-Term traffic conditions during the AM and PM peak hours at each study intersection. The results are summarized in **Table 17** and in **Figure 13**. The analysis indicates that the following locations are still expected to operate at LOS F for the minor street approach issue:

- SC 81 and Wren Crossing Lane / Planters Walk Drive
- SC 81 and Airy Springs Road / Southern Oaks Drive
- SC 81 and Sherman Road / Pine Road (should be monitored for signalization)



SC Highway 81 Corridor Study

Figure 13 - Build 2043 Long-Term Lane Configuration

AECOM

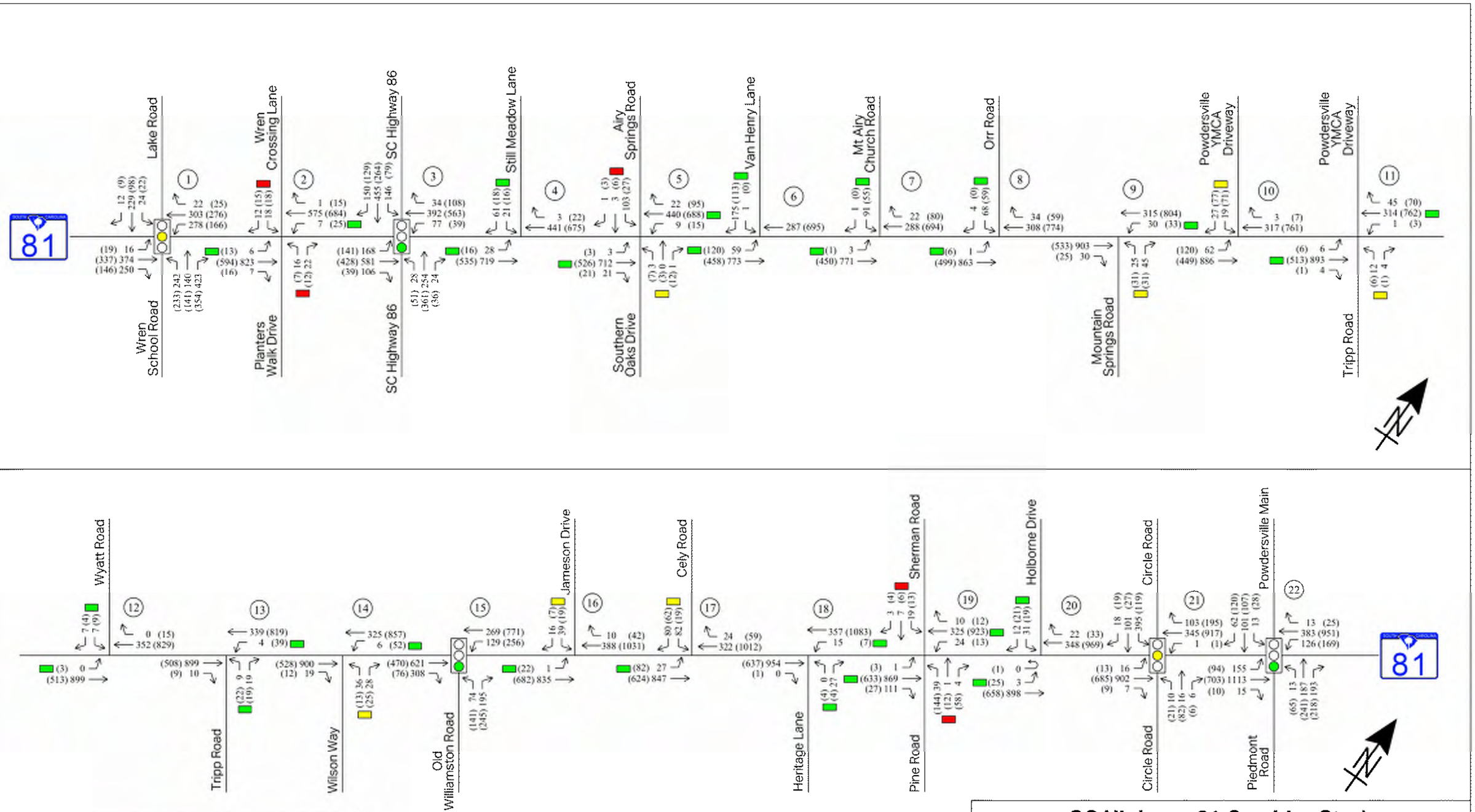
February 2024

Table 17 - Build 2043 Long-Term Summary of LOS and Delay

ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
1	SC Highway 81 at Lake Rd / Wren School Rd	**Overall**	**D**	**C**	**53.2**	**20.3**
		EB Approach	F	C	116.6	33.7
		WB Approach	D	B	44.5	19.4
		NB Approach	D	C	46.8	23.1
		SB Approach	D	B	43.7	14.8
2	SC Highway 81 at Wren Crossing Ln / Planters Walk Dr (Unsignalized)	EB Approach	F	F	70.0	56.9
		WB Approach	F	E	54.6	35.0
		NB Left	A	A	9.0	9.6
		SB Left	B	A	10.3	9.3
3	SC Highway 81 at SC Highway 86	**Overall**	**C**	**C**	**25.9**	**27.7**
		EB Approach	C	C	29.0	27.3
		WB Approach	C	C	25.3	33.1
		NB Approach	C	B	20.4	18.2
		SB Approach	C	C	31.0	32.8
4	SC Highway 81 at Still Meadow Ln (Unsignalized)	EB Approach	C	C	15.6	17.7
		NB Left	A	A	8.5	9.5
5	SC Highway 81 at Airy Springs Rd / Southern Oaks Dr (Unsignalized)	EB Approach	F	F	146.0	55.5
		WB Approach	D	D	31.2	29.5
		NB Left	A	A	8.4	9.7
		SB Left	A	A	9.5	8.8
6	SC Highway 81 at Van Henry Ln (Unsignalized)	EB Approach	B	C	12.0	17.8
		NB Left	A	A	8.1	10.0
7	SC Highway 81 at Mt. Airy Church Rd (Unsignalized)	EB Approach	C	C	22.7	17.6
		NB Left	A	A	8.0	9.3
8	SC Highway 81 at Orr Rd (Unsignalized)	EB Approach	C	C	22.9	20.1
		NB Left	A	A	8.1	9.6
9	SC Highway 81 at Mountain Springs Rd (Unsignalized)	WB Approach	D	C	25.9	17.4
		SB Left	B	A	11.2	8.8
10	SC Highway 81 at Powdersville YMCA Dwy (Unsignalized)	EB Approach	C	D	15.9	27.8
		NB Left	A	B	8.2	10.0
11	SC Highway 81 at Powdersville YMCA Dwy /Tripp Rd (Unsignalized)	WB Approach	D	D	31.4	25.7
		NB Left	A	A	8.1	9.5
		SB Left	B	A	10.3	9.3

Table 17 (Continued) - Build 2043 Long-Term Summary of LOS and Delay

ID#	Intersection	Approach	HCM 6 Level of Service (LOS)		Control Delay (sec/veh)	
			AM	PM	AM	PM
12	SC Highway 81 at Wyatt Rd (Unsignalized)	EB Approach	C	C	15.3	17.9
		NB Left	A	A	0.0	9.7
13	SC Highway 81 at Tripp Rd (Unsignalized)	WB Approach	C	C	20.6	17.2
		SB Left	B	A	10.6	8.7
14	SC Highway 81 at Wilson Way (Unsignalized)	WB Approach	D	C	25.7	15.9
		SB Left	B	A	10.8	8.7
15	SC Highway 81 at Old Williamston Rd	**Overall**	**B**	**B**	**13.4**	**12.7**
		WB Approach	C	B	25.1	16.7
		NB Approach	B	B	12.4	15.9
		SB Approach	A	A	7.6	9.4
16	SC Highway 81 at Jameson Dr (Unsignalized)	EB Approach	C	D	18.4	25.1
		NB Left	A	B	8.2	11.2
17	SC Highway 81 at Cely Rd (Unsignalized)	EB Approach	C	D	23.4	27.0
		NB Left	A	B	8.2	11.5
18	SC Highway 81 at Heritage Ln (Unsignalized)	WB Approach	C	C	21.8	17.5
		SB Left	B	A	10.8	8.8
19	SC Highway 81 at Sherman Rd / Pine Rd (Unsignalized)	EB Approach	F	F	55.2	72.5
		WB Left	F	F	87.2	674.5
		WB Right	C	B	18.4	13.9
		NB Left	A	B	8.0	10.0
		SB Left	B	A	11.2	9.2
20	SC Highway 81 at Holborne Dr (Unsignalized)	EB Approach	C	C	18.3	21.9
		NB Left	A	B	8.1	10.5
21	SC Highway 81 at Circle Rd	**Overall**	**D**	**B**	**45.3**	**12.6**
		EB Approach	F	E	132.6	60.5
		WB Approach	E	E	73.1	63.8
		NB Approach	B	A	12.3	7.7
		SB Approach	A	A	0.7	3.0
22	SC Highway 81 at Powdersville Main / Piedmont Rd	**Overall**	**B**	**C**	**15.9**	**24.7**
		EB Approach	D	E	53.6	73.0
		WB Approach	D	E	51.2	65.6
		NB Approach	A	A	2.4	1.7
		SB Approach	A	B	9.5	11.5



SC Highway 81 Corridor Study

Figure 14 - Build 2043 Long-Term AM / PM Peak Hour Volumes & LOS

AECOM

February 2024

AECOM also analyzed the Build 2043 Long-Term 95th percentile queues at each intersection as shown below in **Table 18**.

Table 18 - Build 2043 Long-Term Summary of 95th Percentile Vehicle Queues

Intersection	95th Percentile Queue (ft)		
	Storage Length	AM	PM
1. Lake Rd / Wren School Rd			
Eastbound Left	250	76	54
Westbound Left	225	214	161
Westbound Right	225	164	140
Northbound Left	150	39	38
Northbound Right	200	210	62
Southbound Left	275	290	149
2. Wren Crossing Ln / Planters Walk Dr			
Eastbound Approach		56	45
Westbound Approach		53	32
3. SC Highway 86			
Eastbound Left	200	191	131
Eastbound Right	225	54	91
Westbound Left	200	127	122
Northbound Left	200	183	101
Northbound Right	200	166	39
Southbound Left	200	91	111
Southbound Right	200	41	223
4. Still Meadow Ln			
Eastbound Approach		61	45
5. Airy Springs Rd / Southern Oaks Dr			
Eastbound Approach		83	40
Westbound Approach		13	37
Southbound Right	100	0	0
6. Van Henry Ln			
Eastbound Approach		93	104
Northbound Left	150	48	81
7. Mt. Airy Church Rd			
Eastbound Approach		59	49
Southbound Right	100	0	0
8. Orr Rd			
Eastbound Approach		100	62
9. Mountain Springs Rd			
Westbound Approach		68	67
10. Powdersville YMCA Dwy			
Eastbound Approach		50	100
Northbound Left	150	36	68
11. Powdersville YMCA Dwy / Tripp Rd			
Westbound Approach		28	7
12. Wyatt Rd			
Eastbound Approach		25	26
13. Tripp Rd			
Westbound Approach		41	46
14. Wilson Way			
Westbound Approach		79	55

Table 18 (Continued) - Build 2043 Long-Term Summary of 95th Percentile Vehicle Queues

Intersection	95th Percentile Queue (ft)		
	Storage Length	AM	PM
15. Old Williamston Rd			
Westbound Left	150	64	85
Westbound Right		80	87
Northbound Right	150	133	45
Southbound Left	150	115	106
16. Jameson Dr			
Eastbound Approach		55	51
Northbound Left	150	0	41
17. Cely Rd			
Eastbound Approach		94	113
Northbound Left		22	82
Northbound Thru		0	0
18. Heritage Ln			
Westbound Approach		57	26
Southbound Left	150	34	17
19. Sherman Rd / Pine Rd			
Eastbound Approach		50	34
Westbound Right	100	24	190
Northbound Left	150	8	14
Southbound Left	150	27	19
20. Holborne Dr			
Eastbound Approach		56	66
Northbound Left	150	14	40
21. Circle Rd			
Eastbound Left	150	259	76
Northbound Left	150	18	23
Northbound Thru/Right	150	247	165
Southbound Left	150	0	0
Southbound Right		37	281
22. Powdersville Main / Piedmont Rd			
Eastbound Left	150	24	60
Westbound Left	150	48	103
Westbound Right	200	116	170
Northbound Left	100	85	87
Southbound Left	200	109	96
Southbound Thru/Right		107	245

The Synchro and Sim Traffic outputs for the Build 2043 Long-Term conditions analysis are included in **Appendix N**.

8. Conclusions & Recommendations

The recommendations developed for SC Highway 81 Corridor study focus on traffic operations and safety improvements. The recommended short-term roadway improvements shown in **Figure 9** and described below are expected to provide an acceptable level of service in 2028 as summarized in **Table 19**. The one exception is Pine Road approach at LOS E that should improve with the signalization at Old Williamston Road; however, and Pine Road should also be monitored for signalization.

Lake Road / Wren School Road

- Install a northbound right-turn lane on SC Highway 81 with 200 feet of storage.
- Install a westbound right-turn lane on Wren School Road with 225 feet of storage.

SC Highway 86

- Install northbound left-turn protected/permissive phase on SC Highway 81.

Van Henry Lane

- Install a northbound left-turn lane on SC Highway 81 with 150 feet of storage.

Powdersville YMCA Driveway

- Install a northbound left-turn lane on SC Highway 81 with 150 feet of storage.

Old Williamston Road

- Install a new signal.
- Install a southbound left-turn lane on SC Highway 81 with 150 feet of storage.
- Install a westbound left turn lane on Old Williamston Road with 150 feet of storage.
- Install a northbound right turn lane on SC Highway 81 with 150 feet of storage.

Cely Road

- Install a 100-foot northbound bypass lane on SC Highway 81.

Sherman Road / Pine Road

- Install a westbound right-turn lane on Pine Road with 100 feet of storage.

Circle Road

- Install a southbound right-turn lane on SC Highway 81 with 100 feet of storage.
- Install an eastbound left-turn lane on Circle Road with 150 feet of storage and restripe other eastbound lane as a shared left / thru / right-turn lane.

Powdersville Main / Piedmont Road

- Install northbound left-turn protected/permissive phase on SC Highway 81.

Table 19 - Intersection LOS Comparison 2028 Short-Term

#	Intersection	2023 Existing		No-Build 2028		Build 2028	
		AM	PM	AM	PM	AM	PM
1	SC Highway 81 at Lake Rd / Wren School Rd	D	C	E	C	C	B
2	SC Highway 81 at Wren Crossing Ln / Planters Walk Dr	C	C	D	C	D	C
3	SC Highway 81 at SC Highway 86	B	B	C	B	C	C
4	SC Highway 81 at Still Meadow Ln	B	C	B	C	B	C
5	SC Highway 81 at Airy Springs Rd / Southern Oaks Dr	D	C	D	D	D	D
6	SC Highway 81 at Van Henry Ln	B	B	B	B	B	B
7	SC Highway 81 at Mt Airy Church Rd	C	C	C	C	C	C
8	SC Highway 81 at Orr Rd	C	C	C	C	C	C
9	SC Highway 81 at Mountain Springs Rd	C	C	C	C	C	C
10	SC Highway 81 at Powdersville YMCA Dwy	B	C	C	C	C	C
11	SC Highway 81 at Powdersville YMCA Dwy / Tripp Rd	C	C	C	C	C	C
12	SC Highway 81 at Wyatt Rd	B	C	C	C	C	C
13	SC Highway 81 at Tripp Rd	C	C	C	C	C	C
14	SC Highway 81 at Wilson Way	C	B	C	C	C	C
15	SC Highway 81 at Old Williamston Rd	D	F	E	F	B	B
16	SC Highway 81 at Jameson Dr	C	C	C	D	C	D
17	SC Highway 81 at Cely Rd	C	C	C	C	C	C
18	SC Highway 81 at Heritage Ln	B	C	C	C	C	C
19	SC Highway 81 at Sherman Rd / Pine Rd	D	E	D	F	D	E
20	SC Highway 81 at Holborne Dr	C	C	C	C	C	C
21	SC Highway 81 at Circle Rd	C	C	D	C	C	A
22	SC Highway 81 at Powdersville Main / Piedmont Rd	B	B	B	C	B	D

The recommended long-term roadway improvements are shown in **Figure 12** and described below. With the recommended roadway improvements described below, the study intersections along SC Highway 81 are expected to operate at acceptable levels of service as shown in **Table 20**. The intersections of Wren Crossing Lane / Planters Walk Drive, Airy Spring Road / Southern Oak Drive, Sherman Road / Pine Road are expected to operate at LOS F for the minor street approaches; however, a traffic signal is not expected to be warranted. It should be noted that traffic volumes on Pine Street are low with minimal queuing.

SC Highway 86

- Install northbound right-turn lane on SC Highway 81 with 200 feet of storage.
- Install eastbound right-turn lane on SC Highway 86 with 225 feet of storage.
- Install southbound right-turn lane on SC Highway 81 with 200 feet of storage.

Airy Springs Road/ Southern Oaks Drive

- Install southbound right-turn lane on SC Highway 81 with 100 feet of storage.

Mt Airy Church Road

- Install a southbound right-turn lane on SC Highway 81 with 100 feet of storage.
- Realign Mt. Airy Church Road to intersect with SC Highway 81 at 90 degrees.

Sherman Road / Pine Road

- Realign Sherman Road with Pine Road to improve safety and monitor for signalization.

Circle Road

- Install a southbound left-turn lane on SC Highway 81 with 150 feet of storage.
- Extend the southbound right-turn lane on SC Highway 81 back to the intersection with Powdersville Main/Piedmont Road.
- Install a northbound left-turn lane on SC Highway 81 with 150 feet of storage.
- Install a northbound shared thru/right-turn lane on SC Highway 81 with 150 feet of storage.
- Extend eastbound left-turn lane on Circle Road to provide 275 feet of storage.

Powdersville Main / Piedmont Road

- Install a westbound right-turn lane on Piedmont Road with 200 feet of storage.
- Restripe the westbound shared thru/right-turn lane to through only on Piedmont Road.
- Install southbound left-turn protected/permissive phase on SC Highway 81.

SC Highway 81 Widening from Old Williamston Road to Circle Road

- Widen SC Highway 81 to install a Two-Way Left-Turn Lane (TWLTL) starting at Old Williamston Road heading northbound to end at Circle Road. Install curb and gutter and provide a sidewalk on west side of road and a shared use path on east side of road.

Table 20 - Intersection LOS Comparison 2043 Long-Term

#	Intersection	2023 Existing		2043 No-Build		2043 Build Short-Term		2043 Build Long-Term	
		AM	PM	AM	PM	AM	PM	AM	PM
1	SC Highway 81 at Lake Rd / Wren School Rd	D	C	F	E	D	C	D	C
2	SC Highway 81 at Wren Crossing Ln / Planters Walk Dr	C	C	F	F	F	F	F	F
3	SC Highway 81 at SC Highway 86	B	B	E	D	F	D	C	C
4	SC Highway 81 at Still Meadow Ln	B	C	C	D	C	D	C	C
5	SC Highway 81 at Airy Springs Rd / Southern Oaks Dr	D	C	F	F	F	F	F	F
6	SC Highway 81 at Van Henry Ln	B	B	B	C	B	C	B	C
7	SC Highway 81 at Mt Airy Church Rd	C	C	E	D	E	D	B	C
8	SC Highway 81 at Orr Rd	C	C	E	E	E	E	C	C
9	SC Highway 81 at Mountain Springs Rd	C	C	E	D	E	D	D	C
10	SC Highway 81 at Powdersville YMCA Dwy	B	C	D	F	C	D	C	D
11	SC Highway 81 at Powdersville YMCA Dwy / Tripp Rd	C	C	E	D	D	D	D	D
12	SC Highway 81 at Wyatt Rd	B	C	C	D	C	D	C	C
13	SC Highway 81 at Tripp Rd	C	C	D	D	D	D	C	C
14	SC Highway 81 at Wilson Way	C	B	E	C	E	C	D	C
15	SC Highway 81 at Old Williamston Rd	D	F	F	F	B	B	B	B
16	SC Highway 81 at Jameson Dr	C	C	D	F	C	D	C	D
17	SC Highway 81 at Cely Rd	C	C	F	F	C	D	C	D
18	SC Highway 81 at Heritage Ln	B	C	C	D	C	C	C	C
19	SC Highway 81 at Sherman Rd / Pine Rd	D	E	F	F	F	F	F	F
20	SC Highway 81 at Holborne Dr	C	C	D	E	D	E	C	C
21	SC Highway 81 at Circle Rd	C	C	F	D	D	B	D	B
22	SC Highway 81 at Powdersville Main / Piedmont Rd	B	B	C	E	C	E	B	C

8.1 Project Priority Ranking

In order to rank projects based on a data driven process utilizing quantifiable and objective criteria a ranking process was developed based on SCDOT Planning Directive PD-15. Individual intersections were ranked using criteria agreed upon by the Anderson County Staff. It was also established several criteria often used by SCDOT would not be included in the ranking process as they were consistent throughout the study area corridor thus would have little influence on final rankings. These included environmental impact, alternative transportation solutions, Pavement Quality Index (PQI), truck percentage, and consistency with local land use plans.

For intersections, criteria and percentages included the following:

- Traffic volume and congestion (LOS) – 50%
- Public Safety (crashes) – 25%
- Financial Viability (project cost estimates) – 15%
- Public Input – 10%

The project team developed a list of projects and associated costs for Short-Term (2024-2028) and Long-Term (2029-2043) categories. The costs were developed based on conceptual designs quantities of the considered improvements as part of this SC Highway 81 Corridor Study and are summarized below in **Table 21**, and **Table 22**.

A basic concept showing all the projects included in the short-term recommendation is included in **Appendix O**.

Additionally, a basic concept showing all the projects included in the long-term recommendations are included in **Appendix P**.

GPATS will utilize these ranked projects and incorporate the findings into their long-range transportation plan. It should be noted development and changing conditions through the corridor could have an impact on these rankings and priorities. It is recommended project priorities be re-evaluated and updated every five years or as deemed necessary.

8.2 Funding Alternatives

One of the harsh realities of transportation planning is that funding for transportation improvements is extremely limited. If current growth and travel trends continue as forecasted, transportation improvements in the Anderson County area of GPATS will not keep pace with rising traffic congestion. Like most areas in South Carolina, funding in the form of higher gas taxes or other fees on users of the transportation system unfortunately are inadequate to keep pace with the projected growth and traffic congestion. Although no one has a crystal ball for what funding levels may look like in the future, the project team has identified various sources that potentially could be used to fund proposed improvements.

Local Funding Options



Anderson County voters are anticipated to have a one percent transportation sales and use tax referendum on the ballot during the November 2024 elections. If approved, it will go into effect for fiscal year ending May 1, 2025, and will be in place for a limited time, ending April 30, 2032. The tax could raise an estimated $360 million over seven years and could be used for a variety of projects including road improvements, bridges, transit, and other transportation related projects including drainage. As part of the Referendum, voters will also have the opportunity to decide if they want a supporting bond that will be secured by proceeds from the tax. The $15 million bond issue would allow the county to immediately begin work on transportation projects. The bond would then be repaid as funds from the sales tax are gathered. If this one percent sales tax is approved, it could potentially be a major contributor to aid with the transportation infrastructure needs for corridors like SC Highway 81. Additionally, impact fees, Tax Increment Financing and Municipal Improvement Districts are also possible funding options typically utilized for funding at the local level.

State Funding Options

An obvious option would be the GPATS (Greenville Pickens Area Transportation Study) Regional Mobility Funding allocated by SCDOT to the GPATS region on an annual basis. That amount is currently $29,199,000 annually. Additionally, Anderson County Transportation Committee (CTC) C-funds can be used at the discretion of the CTC. Other counties have benefited by using C-Funds as matching funds to obtain various grants, such as the SCDOT Transportation Alternatives Program and transit grants. These grants are available for multiple purposes, but mostly for pedestrian accommodations and beautification. In addition, the SCDOT has Safety Funds that can be used on qualifying intersections and corridors based on ADT and collision history. Some of the intersection projects recommended below could be candidates for this safety program funding. A request to evaluate the recommended intersection projects could be submitted to SCDOT Traffic Engineering to determine if any of the recommended intersection projects may be eligible for funding. There is also funding at SCDOT for upgrading traffic signals and installing new traffic signals where needed, as well as improving traffic signal timing on coordinated traffic signal systems. Additionally, the SCDOT administers the Safe Routes to Schools program that allows for bicycle and pedestrian improvements in and around schools. The Transportation Alternatives Program (TAP) allows local governments and other eligible entities to apply for grants for a variety of non-motorized transportation projects. A final funding option at the state level would be to apply for funding from the South Carolina Transportation Infrastructure Bank (SCTIB). To date, the Bank has assisted with funding up to $5.9 billion on 100 projects, in 29 counties and 5 municipalities.

Federal Funding Options

The Bipartisan Infrastructure Law, as enacted in the Infrastructure Investment and Jobs Act, was signed into law by President Biden in November 2021 and is the largest federal investment in public transportation in the nation’s history. The legislation reauthorizes surface transportation programs for FY 2022-2026 and provides advance appropriations for certain programs. The Bipartisan Infrastructure Law authorizes up to $108 billion to support federal public transportation

programs, including $91 billion in guaranteed funding. At the federal level, there are several funding options that could assist in the SC Highway 81 Corridor. Most of these funding sources are also administered by the SCDOT. However, the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grant program is part of President Biden's Infrastructure plan and include annual discretionary allocations for projects across the country. RAISE projects are reviewed and evaluated on statutory criteria of safety, environmental sustainability, quality of life, mobility and community connectivity, economic competitiveness and opportunity including tourism, state of good repair, partnership and collaboration, and innovation. The Rural Surface Transportation Grant Program supports projects that improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. Additionally, the Safe Streets and Roads for All (SS4A) program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries.

Innovative Funding

Public-Private Partnerships (PPP or P3) are arrangements between the public and private sectors where some of the services that fall under the responsibility of the public sector are provided by the private sector. This can occur in any public sector and usually involves a contract between the public and private parties. Public Private partnerships are increasing in popularity around the country and basically involve a private entity building a road or making improvements to a corridor with numerous smaller projects now being funded with public private partnerships. P3s have emerged, in part, because of the growing demands on the transportation system and constraints on public resources. To date, the number of P3s in the United States is relatively small, as is the amount of long-term private financing provided. Among the reasons for this are the availability to state and local governments of tax-preferred municipal bonds; the need for some kind of revenue stream, such as a toll, fare, or tax, to provide funding; and the fact that many states have very limited experience with P3s.

Table 21 - SC Highway 81 Corridor Study Short-Term Recommendations (2024 – 2028)

Rank # (Figure #)	Location	Improvements	Cost
S1 (Appendix O Figure O-5)	Old Williamston Road	▪ Install a new signal at the intersection. ▪ Install a southbound left-turn lane on SC Highway 81 with 150 feet of storage. ▪ Install a westbound left-turn lane on Old Williamston Rd with 150 feet of storage. ▪ Install a northbound right-turn lane on SC Highway 81 with 150 feet of storage.	$3.70M
S2 (Appendix O Figure O-7)	Sherman Road / Pine Road	▪ Install a westbound right-turn lane on Pine Road with 100 feet of storage.	$392K
S3 (Appendix O Figure O-8)	Circle Road	▪ Install a southbound right-turn lane on SC Highway 81 with 100 feet of storage. ▪ Install an eastbound left-turn lane on Circle Road with 150 feet of storage and restripe other eastbound lane as a shared left / thru / right-turn lane	$1.31M
S4 (Appendix O Figure O-6)	Cely Road	▪ Install a 100 feet northbound bypass lane on SC Highway 81.	$370K
S5 (Appendix O Figure O-1)	Lake Road / Wren School Road	▪ Install a northbound right-turn lane on SC Highway 81 with 200 feet of storage. ▪ Install a westbound right-turn lane on Wren School Road with 225 feet of storage.	$1.97M
S6 (Appendix O Figure O-8)	Piedmont Road / Powdersville Main	▪ Install northbound left-turn protected/permissive phase on SC Highway 81.	$30K
S7 (Appendix O Figure O-4)	Powdersville YMCA Driveway	▪ Install a northbound left-turn lane on SC Highway 81 with 150 feet of storage.	$1.62M
S8 (Appendix O Figure O-3)	Van Henry Lane	▪ Install a northbound left-turn lane on SC Highway 81 with 150 feet of storage.	$1.98M
S9 (Appendix O Figure O-2)	SC Highway 86	▪ Install northbound left-turn protected/permissive phase on SC Highway 81.	$30K
Total			$11.40M

Table 22 - SC Highway 81 Corridor Study Long-Term Recommendations (2029 – 2043)

Rank # (Figure #)	Location	Improvements	Cost
L1 (Appendix P Figure P-4)	Sherman Road / Pine Drive	▪ Realignment of Sherman Road with Pine Road to improve safety.	$1.82M
L2 (Appendix P Figure P-2)	Airy Springs Road/ Southern Oaks Drive	▪ Install southbound right-turn lane on SC Highway 81 with 100 feet of storage.	$450K
L3 (Appendix P Figure P-5)	Circle Road	▪ Install a southbound left-turn lane on SC Highway 81 with 150 feet of storage. ▪ Extend the southbound right-turn lane on SC Highway 81 back to the intersection with Powdersville Main/Piedmont Road. ▪ Install a northbound left-turn lane on SC Highway 81 with 150 feet storage. ▪ Install a northbound shared thru/right-turn lane on Circle Road with 150 feet of storage. ▪ Extend eastbound left-turn lane on Circle Road to provide 275 feet of storage.	$3.30M
L4 (Appendix P Figure P-5)	Piedmont Road / Powdersville Main	▪ Install a westbound right-turn lane on Piedmont Road with 200 feet of storage. ▪ Restripe the westbound shared thru/right-turn lane to thru only on Piedmont Road. ▪ Install southbound left-turn protected/permissive phase on SC Highway 81.	$950K
L5 (Appendix P Figure P-3)	Mt Airy Church Road	▪ Install a southbound right-turn lane on SC Highway 81 with 100 feet storage. ▪ Realign Mt. Airy Church Road to intersect with SC Highway 81 at 90 degrees.	$1.40M
L6 (Appendix P Figure P-1)	SC Highway 86	▪ Install northbound right-turn lane on SC Highway 81 with 200 feet of storage. ▪ Install eastbound right-turn lane on SC Highway 86 with 225 feet of storage. ▪ Install southbound right-turn lane on SC Highway 81 with 200 feet storage.	$2.50M
L7 (No Figures)	Corridor-Wide	▪ Widen SC Highway 81 to install a Two-Way Left-Turn Lane (TWLTL) starting at Old Williamston Road heading northbound to end at Circle Road. Install curb and gutter and provide a sidewalk on west side of road and a shared use path on east side of road.	$30M
Total			$40.42M

Appendix A – Field Visit Notes

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study | City/State: Piedmont, SC

Date: 9/11/23 | Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	45
Eastbound Approach	Lake Road	35
Southbound Approach	SC 81 (Anderson Road)	45
Westbound Approach	Wren School Road	35

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB	AA	Prot PP (Perm) Split	Y N	Y N	Y N	Y N
EB	AA	Prot PP (Perm) Split	Y N	Y N	Y N	Y N
SB	OA	Prot (PP) Perm Split	Y N	Y N	Y N	Y N
WB	OA	Prot (PP) Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

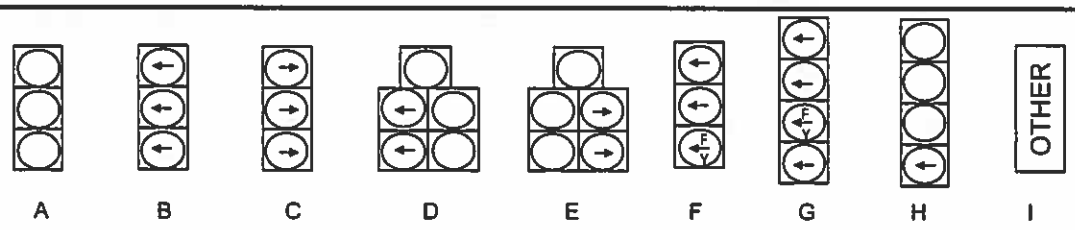
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB	↰ ↱	(1) 2 3	1 2 3	150	
EB	↰ ↱	(1) 2 3	1 2 3	225	
SB	↰ ↱	(1) 2 3	1 2 3	275	
WB	↰ ↱	(1) 2 3	1 2 3	250	

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Powdersville, SC

Date: 9/18/23 Project: 60711445

Intersection ID:

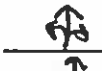
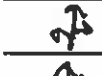
		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	45
Eastbound Approach	Wren Crossing Lane	25
Southbound Approach	SC 81 (Anderson Road)	45
Westbound Approach	Planters Walk Drive	25

SIGNALIZED OR ~~UNSIGNALIZED~~

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

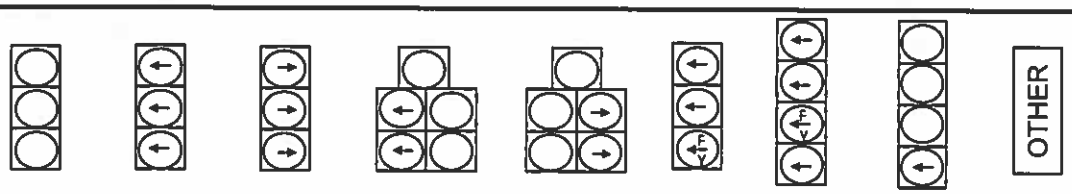
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		(1) 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		(1) 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Piedmont, SC

Date: 9/11/23 Project: 60711445

Intersection ID:		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	45
Eastbound Approach	SC Highway 86	40
Southbound Approach	SC 81 (Anderson Road)	45
Westbound Approach	SC Highway 86	40

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB	A A	Prot PP (Perm) Split	Y N	Y N	Y N	Y N
EB	A A	Prot PP (Perm) Split	Y N	Y N	Y N	Y N
SB	A A	Prot PP (Perm) Split	Y N	Y N	Y N	Y N
WB	A A	Prot PP (Perm) Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

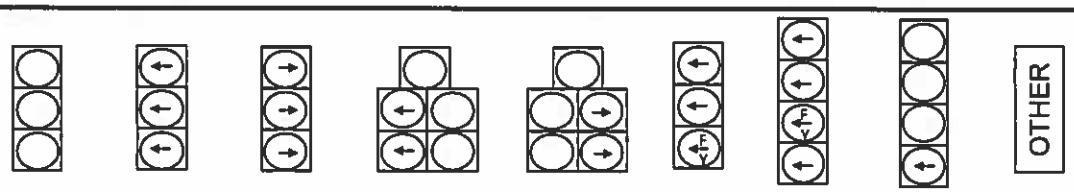
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB	↰ ↱	(1) 2 3	1 2 3	200	
EB	↰ ↑ ↱	(1) 2 3	1 2 3	200	
SB	↰ ↱	(1) 2 3	1 2 3	200	
WB	↰ ↱	(1) 2 3	1 2 3	200	

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Powdersville, SC

Date: 9/18/23 Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	45
Eastbound Approach	Still Meadow Lane	25
Southbound Approach	SC 81 (Anderson Road)	45
Westbound Approach		

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

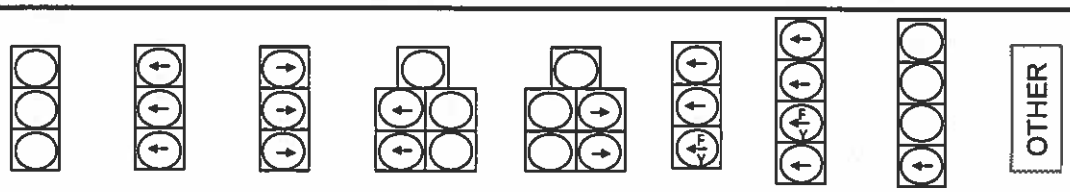
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		1 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red	No Left Turn	School Zone
No U-Turn	Yield	Do Not Block Intersection
No Right Turn	OTHER:	

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study | City/State: Powdersville, SC

Date: 9/18/23 | Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	50
Eastbound Approach	Airy Springs Road	~~25~~ 35
Southbound Approach	SC 81 (Anderson Road)	50
Westbound Approach	Southern Oaks Drive	25

SIGNALIZED OR (UNSIGNALIZED)

	Signal Head*	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

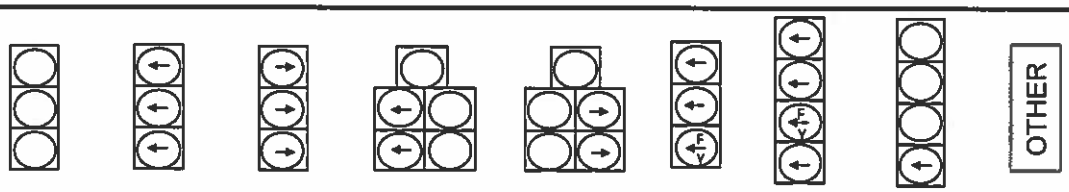
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		(1) 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		(1) 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red	No Left Turn	School Zone
No U-Turn	Yield	Do Not Block Intersection
No Right Turn	OTHER:	

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Powdersville, SC

Date: 9/18/23 Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	50
Eastbound Approach	Van Henry Lane	30
Southbound Approach	SC 81 (Anderson Road)	50
Westbound Approach		

SIGNALIZED OR ~~UNSIGNALIZED~~

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

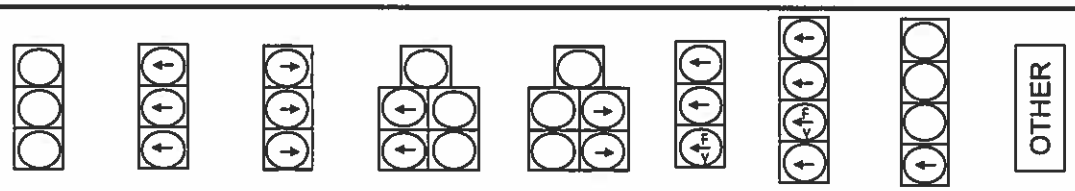
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		1 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study

City/State: Powdersville, SC

Date: 9/18/23

Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	50
Eastbound Approach	Mt Airy Church Road	35
Southbound Approach	SC 81 (Anderson Road)	50
Westbound Approach		

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

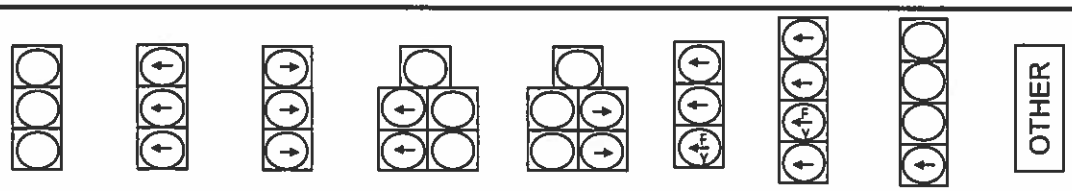
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		1 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red	No Left Turn	School Zone
No U-Turn	Yield	Do Not Block Intersection
No Right Turn	OTHER:	

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Powdersville, SC

Date: 9/18/23 Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	50
Eastbound Approach	Orr Road	35
Southbound Approach	SC 81 (Anderson Road)	50
Westbound Approach		

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

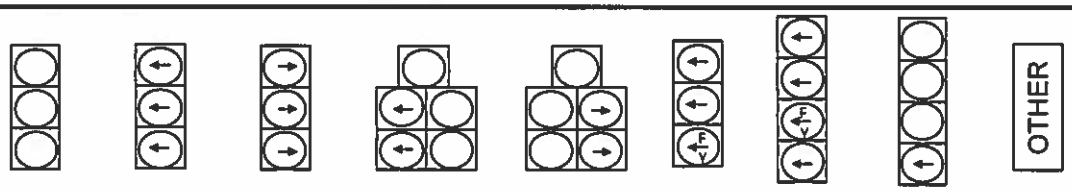
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		1 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Powdersville, SC

Date: 9/18/23 Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	50
Eastbound Approach		
Southbound Approach	SC 81 (Anderson Road)	50
Westbound Approach	Mountain Springs Road	35

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

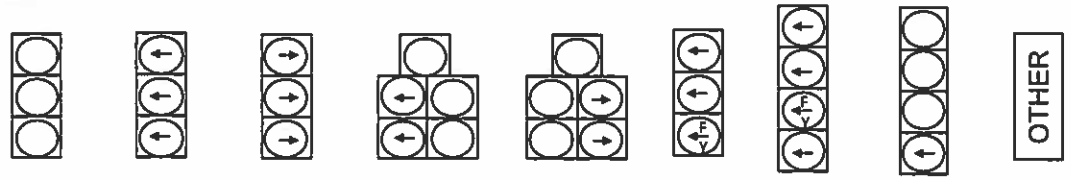
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		1 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Piedmont, SC

Date: 9/11/23 Project: 60711445

Intersection ID:		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	50
Eastbound Approach	Powdersville YMCA	15
Southbound Approach	SC 81 (Anderson Road)	50
Westbound Approach		35

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

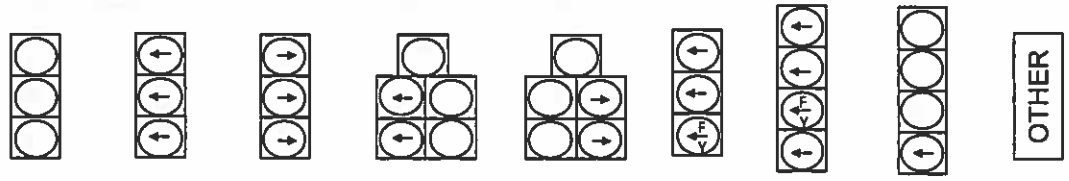
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		1 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study | City/State: Piedmont, SC

Date: 9/11/23 | Project: 60711445

Intersection ID:		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	50
Eastbound Approach	Powdersville YMCA	15
Southbound Approach	SC 81 (Anderson Road)	50
Westbound Approach	Tripp Road	35

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB	_____	Prot PP Perm Split	Y N	Y N	Y N	Y N
EB	_____	Prot PP Perm Split	Y N	Y N	Y N	Y N
SB	_____	Prot PP Perm Split	Y N	Y N	Y N	Y N
WB	_____	Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

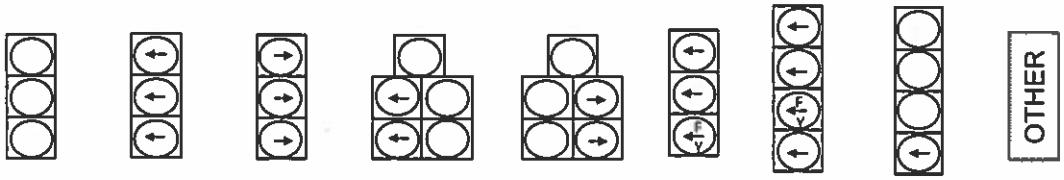
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3	_____	_____
EB	_____	1 2 3	1 2 3	_____	_____
SB		(1) 2 3	1 2 3	_____	_____
WB		(1) 2 3	1 2 3	_____	_____

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red	No Left Turn	School Zone
No U-Turn	Yield	Do Not Block Intersection
No Right Turn	OTHER:	

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Powdersville, SC

Date: 9/18/23 Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	50
Eastbound Approach	Wyatt Road	30
Southbound Approach	SC 81 (Anderson Road)	50
Westbound Approach		

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

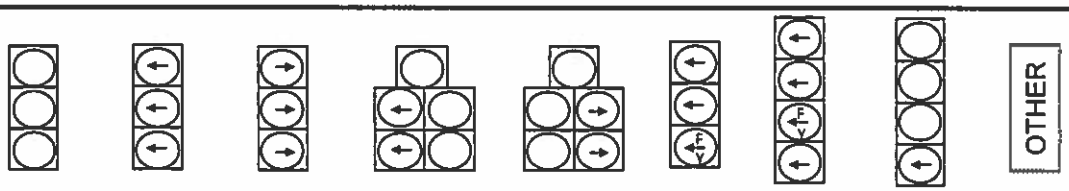
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		1 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red	No Left Turn	School Zone
No U-Turn	Yield	Do Not Block Intersection
No Right Turn	OTHER:	

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Powdersville, SC

Date: 9/18/23 Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	50
Eastbound Approach		
Southbound Approach	SC 81 (Anderson Road)	40
Westbound Approach	Tripp Road	35

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

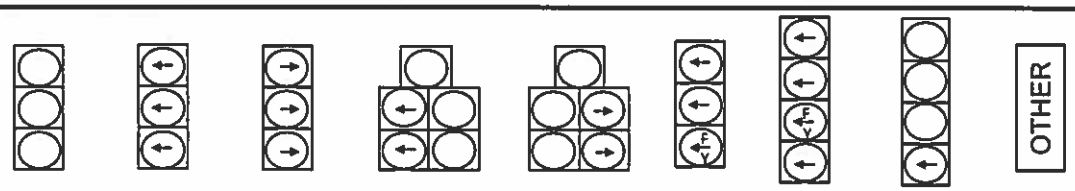
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		1 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Powdersville, SC

Date: 9/18/23 Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	40
Eastbound Approach		
Southbound Approach	SC 81 (Anderson Road)	40
Westbound Approach	Wilson Way	25

SIGNALIZED OR (UNSIGNALIZED)

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

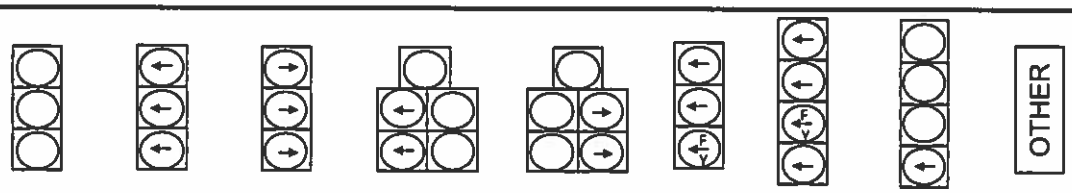
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB	↱	(1) 2 3	1 2 3		
EB		1 2 3	1 2 3		
SB	↰	(1) 2 3	1 2 3		
WB	↱↰	1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Piedmont, SC

Date: 9/11/23 Project: 60711445

Intersection ID:		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	40
Eastbound Approach		35
Southbound Approach	SC 81 (Anderson Road)	40
Westbound Approach	Old Williamston Road	40

SIGNALIZED OR UNSIGNALIZED

	Signal Head*	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

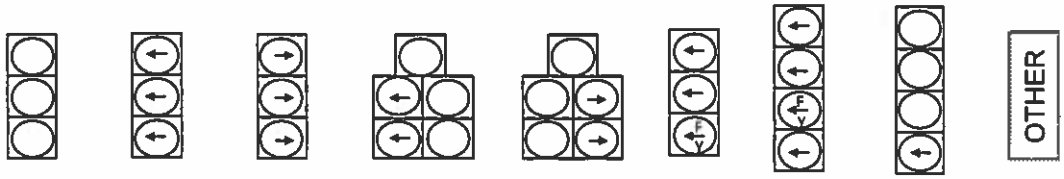
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		1 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Powdersville, SC

Date: 9/18/23 Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	40
Eastbound Approach	Jameson Drive	25
Southbound Approach	SC 81 (Anderson Road)	40
Westbound Approach		

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

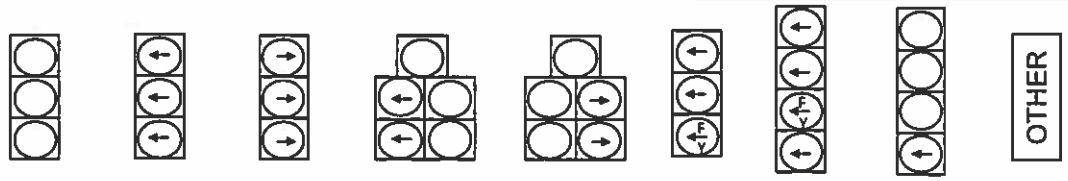
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		1 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB	.	1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study | City/State: Powdersville, SC

Date: 9/18/23 | Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	40
Eastbound Approach	Cely Road	35
Southbound Approach	SC 81 (Anderson Road)	40
Westbound Approach		

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X-Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

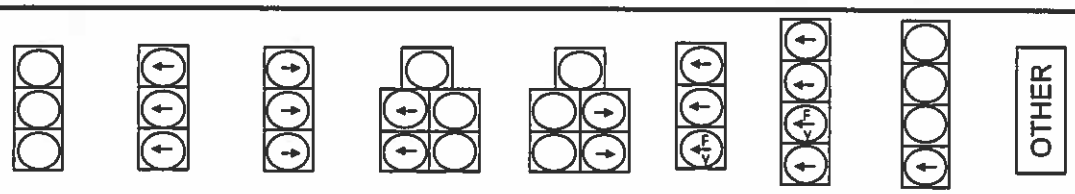
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB	↰↑	(1) 2 3	1 2 3		
EB	↰↱	1 2 3	1 2 3		
SB	↑↱	(1) 2 3	1 2 3		
WB		1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



Drivers were driving very fast around this intersection. A lot of slopes.

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Powdersville, SC

Date: 9/18/23 Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	40
Eastbound Approach		
Southbound Approach	SC 81 (Anderson Road)	40
Westbound Approach	Heritage Lane	30

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

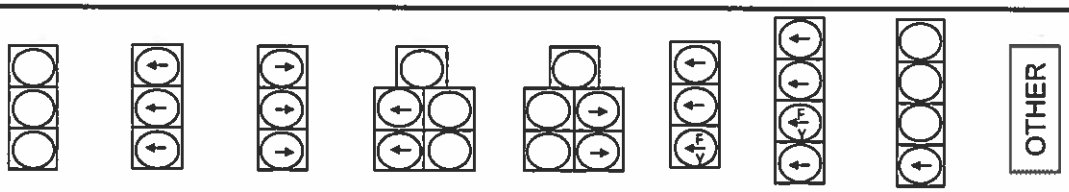
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		1 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Powdersville, SC

Date: 9/11/23 Project: 60711445

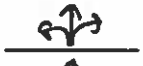
Intersection ID:		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	40
Eastbound Approach	Sherman Road	35
Southbound Approach	SC 81 (Anderson Road)	40
Westbound Approach	Pine Road	35

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

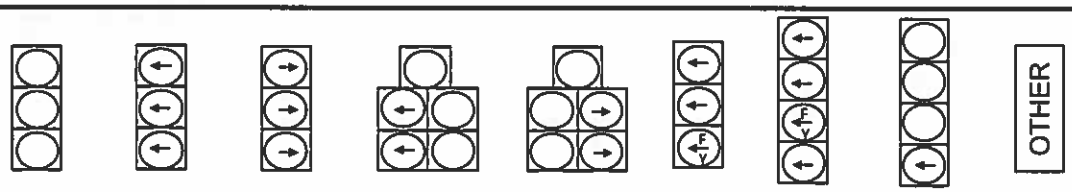
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		(1) 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		(1) 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red	No Left Turn	School Zone
No U-Turn	Yield	Do Not Block Intersection
No Right Turn	OTHER:	

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study City/State: Powdersville, SC

Date: 9/18/23 Project: 60711445

Intersection ID:

		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	40
Eastbound Approach	Holborne Drive	25
Southbound Approach	SC 81 (Anderson Road)	40
Westbound Approach		

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB		Prot PP Perm Split	Y N	Y N	Y N	Y N
EB		Prot PP Perm Split	Y N	Y N	Y N	Y N
SB		Prot PP Perm Split	Y N	Y N	Y N	Y N
WB		Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

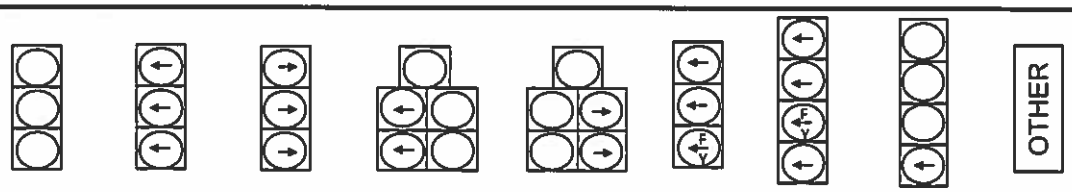
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		1 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		1 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red
No U-Turn
No Right Turn
No Left Turn
Yield
OTHER:
School Zone
Do Not Block Intersection

SIGNAL HEADS



A B C D E F G H I

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study | City/State: Powdersville, SC

Date: 9/11/23 | Project: 60711445

Intersection ID:		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	40
Eastbound Approach	Circle Road	35
Southbound Approach	SC 81 (Anderson Road)	40
Westbound Approach	Circle Road	35

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB	AA	Prot PP Perm Split	Y N	Y N	Y N	Y N
EB	HA	Prot PP Perm Split	Y N	Y N	Y N	Y N
SB	AA	Prot PP Perm Split	Y N	Y N	Y N	Y N
WB	HAI + AA for Fire Dep.	Prot PP Perm Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

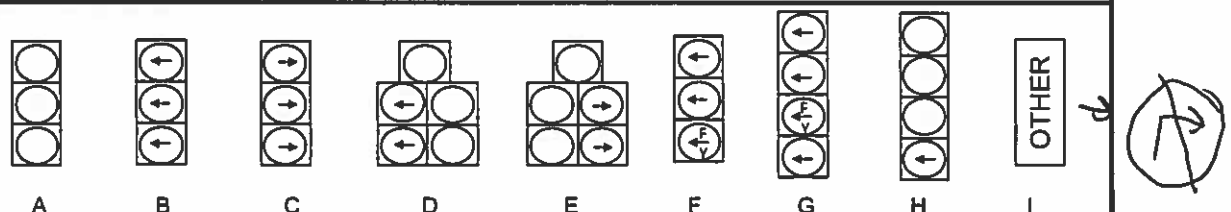
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB		(1) 2 3	1 2 3		
EB		(1) 2 3	1 2 3		
SB		(1) 2 3	1 2 3		
WB		(1) 2 3	1 2 3		

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red	No Left Turn	School Zone
No U-Turn	Yield	Do Not Block Intersection
(No Right Turn) for WB	OTHER:	

SIGNAL HEADS



A B C D E F G H I

In case of fire department emergency, there are additional heads for WB further Northbound

AECOM

Intersection Data Collection Form

Name: SC 81 Corridor Study | City/State: Powdersville, SC

Date: 9/11/23 | Project: 60711445

Intersection ID:		Speed Limit
Northbound Approach	SC 81 (Anderson Road)	40
Eastbound Approach	Powdersville Main	35
Southbound Approach	SC 81 (Anderson Road)	40
Westbound Approach	Piedmont Road	35

SIGNALIZED OR UNSIGNALIZED

	Signal Head	Phasing	Overlap	X -Walk	Ped Sig	Preempt
NB	AA	Prot PP (Perm) Split	Y N	Y N	Y N	Y N
EB	AA	Prot PP (Perm) Split	Y N	Y N	Y N	Y N
SB	AA	Prot PP (Perm) Split	Y N	Y N	Y N	Y N
WB	AA	Prot PP (Perm) Split	Y N	Y N	Y N	Y N

* Circle if Advanced Head

GEOMETRY

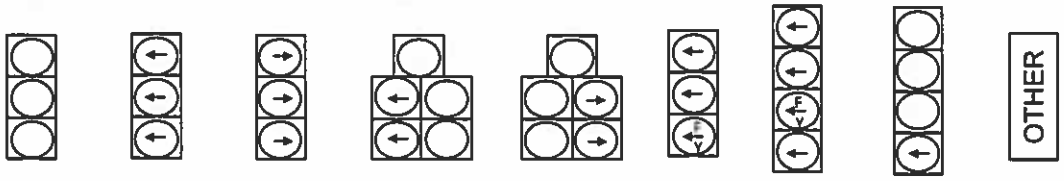
	Lane Configuration	Thru Lanes	Receiving Lanes	Left Turn Storage	Right Turn Storage
NB	↰ ↑ ↱	1 (2) 3	1 2 3	100	
EB	↰ ↱	(1) 2 3	1 2 3	150	
SB	↰ ↑ ↱	(1) 2 3	1 2 3	200	
WB	↰ ↱	(1) 2 3	1 2 3	150	

* Storage length measured from Google Earth Map

SIGNS

No Turn on Red	No Left Turn	School Zone
No U-Turn	Yield	Do Not Block Intersection
No Right Turn	OTHER:	

SIGNAL HEADS



A B C D E F G H I

Appendix B – Traffic Volume Raw Counts

Bi-Directional Class Count || NB EB 15min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 23
SC-81 (North),
south of Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.729689°, -82.548424°

Click here for Map

0000 - 2400 (24h Session) (05-23-2023)
NB EB 15min

	Northbound (Movement 23.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	1	2	1	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	4	13
0100 - 0115	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
0300 - 0315	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	5
0400 - 0415	0	2	0	0	1	0	0	0	0	0	0	0	0	3	
0415 - 0430	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0430 - 0445	0	6	2	0	0	1	0	0	1	0	0	0	0	10	
0445 - 0500	0	7	2	0	0	0	0	0	0	0	0	0	0	9	27
0500 - 0515	0	10	5	0	1	0	0	0	0	0	0	0	0	16	
0515 - 0530	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0530 - 0545	0	14	6	0	0	0	0	0	0	0	0	0	0	20	
0545 - 0600	0	18	7	2	0	0	0	0	0	0	0	0	0	27	74
0600 - 0615	0	11	12	0	1	0	0	0	1	0	0	0	0	25	
0615 - 0630	0	16	11	3	0	1	0	0	0	0	0	0	0	31	
0630 - 0645	0	19	13	3	0	3	0	0	0	0	0	0	0	38	
0645 - 0700	1	26	17	2	2	1	0	1	0	0	0	0	0	50	144
0700 - 0715	0	40	10	0	0	0	0	0	0	0	0	0	0	50	
0715 - 0730	0	80	21	0	0	0	0	0	1	0	0	0	0	102	
0730 - 0745	2	120	36	0	2	0	0	0	2	0	0	0	0	162	
0745 - 0800	0	164	38	1	0	0	0	0	0	1	0	0	0	204	518
0800 - 0815	1	67	21	0	1	1	0	3	0	0	0	0	0	94	
0815 - 0830	0	51	14	0	1	0	0	1	0	0	0	0	0	67	
0830 - 0845	0	37	11	0	0	0	0	0	0	0	0	0	0	48	
0845 - 0900	0	37	16	0	1	2	0	1	0	0	0	0	0	57	266
0900 - 0915	0	32	20	1	0	1	0	0	0	0	0	0	0	54	
0915 - 0930	0	52	20	0	2	0	0	0	0	0	0	0	0	74	
0930 - 0945	0	35	17	0	1	0	0	0	0	0	0	0	0	53	
0945 - 1000	0	40	16	0	1	0	0	0	1	0	0	0	0	58	239
1000 - 1015	0	27	16	0	0	0	0	0	1	0	0	0	0	44	
1015 - 1030	0	40	17	0	1	3	0	1	1	0	0	0	0	63	
1030 - 1045	1	32	12	0	4	0	0	1	0	0	0	0	0	50	
1045 - 1100	0	35	19	0	2	0	0	1	0	0	0	0	0	57	214
1100 - 1115	0	38	8	0	2	1	0	1	1	0	0	0	0	51	
1115 - 1130	1	38	16	0	1	0	0	1	0	0	0	0	0	57	
1130 - 1145	0	50	13	0	1	0	0	1	1	0	0	0	0	66	
1145 - 1200	2	34	21	0	0	0	0	0	0	0	0	0	0	57	231
1200 - 1215	0	45	13	0	0	1	0	0	0	0	0	0	0	59	
1215 - 1230	0	50	20	0	0	0	0	0	0	0	0	0	0	70	
1230 - 1245	0	31	14	0	0	0	0	0	0	0	0	0	0	45	
1245 - 1300	0	43	11	0	3	0	0	0	0	0	0	0	0	57	231
1300 - 1315	0	40	12	0	2	3	0	0	0	0	0	0	0	57	
1315 - 1330	0	40	13	1	1	0	0	0	0	0	0	0	0	55	
1330 - 1345	1	55	18	0	0	0	0	0	0	0	0	0	0	74	
1345 - 1400	0	66	13	0	1	1	0	1	1	0	0	0	0	83	269
1400 - 1415	0	29	13	11	1	0	0	1	1	0	0	0	0	56	
1415 - 1430	0	34	15	0	2	0	0	1	0	0	0	0	0	52	
1430 - 1445	1	32	20	0	1	1	0	0	0	0	0	0	0	55	
1445 - 1500	0	73	17	0	1	0	0	0	0	0	0	0	0	91	254
1500 - 1515	0	109	20	1	0	0	0	2	0	0	0	0	0	132	
1515 - 1530	1	128	37	1	0	0	0	0	0	0	0	0	0	167	
1530 - 1545	0	81	14	1	1	0	0	0	0	0	0	0	0	97	
1545 - 1600	0	50	12	0	0	1	0	0	1	0	0	0	0	64	460
1600 - 1615	0	60	25	1	2	1	0	0	2	1	0	0	0	92	
1615 - 1630	1	54	27	0	0	0	0	0	1	0	0	0	0	83	
1630 - 1645	0	62	22	0	3	1	0	0	2	0	0	0	0	90	
1645 - 1700	0	63	20	0	4	0	0	1	0	0	0	0	0	88	353
1700 - 1715	0	61	29	0	2	0	0	0	0	1	0	0	0	93	
1715 - 1730	0	92	26	0	1	0	0	0	0	0	0	0	0	119	
1730 - 1745	0	81	29	0	2	0	0	0	0	0	0	0	0	112	
1745 - 1800	2	75	17	0	1	1	0	1	0	0	0	0	0	97	421
1800 - 1815	2	41	25	0	4	0	0	0	0	0	0	0	0	72	
1815 - 1830	0	52	21	0	0	0	0	0	0	0	0	0	0	73	
1830 - 1845	0	37	19	0	2	0	0	1	0	0	0	0	0	59	
1845 - 1900	0	46	11	0	1	0	0	0	0	0	0	0	0	58	262
1900 - 1915	1	59	14	0	1	0	0	0	0	0	0	0	0	75	
1915 - 1930	1	48	16	0	0	0	0	0	0	0	0	0	0	65	
1930 - 1945	0	33	14	0	0	0	0	0	0	0	0	0	0	47	
1945 - 2000	1	27	10	0	0	0	0	0	0	0	0	0	0	38	225
2000 - 2015	0	28	12	0	0	0	0	0	0	0	0	0	0	40	
2015 - 2030	2	23	7	0	0	0	0	0	0	0	0	0	0	32	
2030 - 2045	0	18	6	0	1	0	0	0	0	0	0	0	0	25	
2045 - 2100	0	22	9	0	0	0	0	0	0	0	0	0	0	31	128
2100 - 2115	1	28	9	0	0	0	0	0	0	0	0	0	0	38	
2115 - 2130	0	24	7	0	0	0	0	0	1	0	0	0	0	32	
2130 - 2145	0	23	5	0	0	0	0	0	0	0	0	0	0	28	
2145 - 2200	0	14	3	0	0	0	0	0	0	0	0	0	0	17	115
2200 - 2215	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
2215 - 2230	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2230 - 2245	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2245 - 2300	0	8	2	0	0	0	0	0	0	0	0	0	0	10	49
2300 - 2315	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2315 - 2330	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2330 - 2345	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	1	1	0	0	0	0	0	0	0	0	0	0	2	23

Session Total	23	3246	1107	28	62	24	0	20	19	3	0	0	0	4532
Session Average	0.24	33.81	11.53	0.29	0.65	0.25	0.00	0.21	0.20	0.03	0.00	0.00	0.00	47.21
Session Percentage	0.51	71.62	24.43	0.62	1.37	0.53	0.00	0.44	0.42	0.07	0.00	0.00	0.00	

AM Peak Hour	0645 - 0745	0715 - 0815	0715 - 0815	0545 - 0645	0945 - 1045	0600 - 0700	-	0800 - 0900	0645 - 0745	0700 - 0800	-	-	-	0715 - 0815
AM Peak Volume	3	431	116	8	6	5	0	5	3	1	0	0	0	562

Noon Peak Hour	1100 - 1200	1445 - 1545	1430 - 1530	1315 - 1415	1015 - 1115	1015 - 1115	-	1015 - 1115	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	3	391	94	12	9	4	0	4	2	0	0	0	0	487

PM Peak Hour	1715 - 1815	1500 - 1600	1645 - 1745	1500 - 1600	1630 - 1730	1545 - 1645	-	1500 - 1600	1545 - 1645	1515 - 1615	-	-	-	1500 - 1600
PM Peak Volume	4	368	104	3	10	3	0	2	6	1	0	0	0	460

Site 23
SC-81 (North),
south of Wren School Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (24h Session) (05-24-2023)
NB EB 15min

	Northbound (Movement 23.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0015 - 0030	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0045 - 0100	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**11**
0100 - 0115	0	1	1	0	0	0	0	0	1	0	0	0	0	**3**	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**8**
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0230 - 0245	0	1	1	0	0	1	0	0	0	0	0	0	0	**3**	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**6**
0300 - 0315	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0345 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**7**
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0430 - 0445	0	4	3	0	0	1	0	0	1	0	0	0	0	**9**	
0445 - 0500	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**	**25**
0500 - 0515	0	4	5	0	0	0	0	0	0	0	0	0	0	**9**	
0515 - 0530	0	11	4	0	1	0	0	0	0	0	0	0	0	**16**	
0530 - 0545	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**	
0545 - 0600	0	13	8	1	0	0	0	0	0	0	0	0	0	**22**	**66**
0600 - 0615	0	12	9	1	1	0	0	0	0	0	0	0	0	**23**	
0615 - 0630	0	20	14	4	0	0	0	0	0	0	0	0	0	**38**	
0630 - 0645	0	21	19	2	1	1	0	0	0	0	0	0	0	**44**	
0645 - 0700	1	30	13	4	0	2	0	0	1	0	0	0	0	**51**	**156**
0700 - 0715	0	29	10	0	1	0	0	0	0	0	0	0	0	**40**	
0715 - 0730	0	83	26	0	2	1	0	0	0	0	0	0	0	**112**	
0730 - 0745	0	115	42	0	0	1	0	0	0	0	0	0	0	**158**	
0745 - 0800	0	152	40	1	1	1	0	0	0	0	0	0	0	**195**	**505**
0800 - 0815	0	55	16	0	2	1	0	0	0	0	0	0	0	**74**	
0815 - 0830	0	40	17	0	3	0	0	2	1	0	0	0	0	**63**	
0830 - 0845	1	51	13	0	1	0	0	0	0	0	0	0	0	**66**	
0845 - 0900	0	38	14	0	1	0	0	0	1	1	0	0	0	**55**	**258**
0900 - 0915	0	29	7	1	0	0	0	0	0	0	0	0	0	**37**	
0915 - 0930	0	40	13	0	1	0	0	0	0	0	0	0	0	**54**	
0930 - 0945	0	53	13	0	1	1	0	0	0	0	0	0	0	**68**	
0945 - 1000	0	31	18	0	2	0	0	0	0	0	0	0	0	**51**	**210**
1000 - 1015	0	32	12	0	1	1	0	0	1	0	0	0	0	**47**	
1015 - 1030	0	46	14	0	2	0	0	0	1	0	0	0	0	**63**	
1030 - 1045	0	36	13	0	1	0	0	0	1	0	0	0	0	**51**	
1045 - 1100	0	55	12	0	1	1	0	1	1	0	0	0	0	**71**	**232**
1100 - 1115	1	52	16	0	1	0	0	0	0	0	0	0	0	**70**	
1115 - 1130	0	39	11	0	1	0	0	0	1	0	0	0	0	**52**	
1130 - 1145	0	46	11	0	3	0	0	1	0	0	0	0	0	**61**	
1145 - 1200	0	40	7	0	2	0	0	0	0	0	0	0	0	**49**	**232**
1200 - 1215	0	44	21	0	0	0	0	0	0	0	0	0	0	**65**	
1215 - 1230	0	48	16	0	1	0	0	0	1	0	0	0	0	**66**	
1230 - 1245	0	36	15	0	2	1	0	0	1	0	0	0	0	**55**	
1245 - 1300	0	37	14	0	4	0	0	2	0	0	0	0	0	**57**	**243**
1300 - 1315	0	41	17	0	3	1	0	0	0	0	0	0	0	**62**	
1315 - 1330	0	45	14	1	2	1	0	0	0	0	0	0	0	**63**	
1330 - 1345	0	52	18	0	2	2	0	0	1	0	0	0	0	**75**	
1345 - 1400	0	42	12	1	1	1	0	0	0	0	0	0	0	**57**	**257**
1400 - 1415	1	37	13	9	0	3	0	0	0	0	0	0	0	**63**	
1415 - 1430	0	57	19	0	1	1	0	0	0	0	0	0	0	**78**	
1430 - 1445	0	71	29	0	0	1	0	0	0	0	0	0	0	**101**	
1445 - 1500	0	68	22	0	0	3	0	0	0	0	0	0	0	**93**	**335**
1500 - 1515	0	93	27	0	3	1	0	0	0	0	0	0	0	**124**	
1515 - 1530	0	86	22	0	0	2	0	1	0	0	0	0	0	**111**	
1530 - 1545	0	60	13	1	1	3	0	0	0	0	0	0	0	**78**	
1545 - 1600	2	60	21	1	4	1	0	0	0	0	0	0	0	**89**	**402**
1600 - 1615	2	56	17	0	0	3	0	2	0	0	0	0	0	**80**	
1615 - 1630	0	44	19	0	2	2	0	0	0	0	0	0	0	**67**	
1630 - 1645	0	70	21	0	1	1	0	0	1	0	0	0	0	**94**	
1645 - 1700	0	67	19	0	1	0	0	1	0	0	0	0	0	**88**	**329**
1700 - 1715	1	69	23	0	1	1	0	0	0	0	0	0	0	**95**	
1715 - 1730	0	71	18	0	1	1	0	0	0	0	0	0	0	**91**	
1730 - 1745	0	81	24	0	0	1	0	0	0	0	0	0	0	**106**	
1745 - 1800	1	62	16	0	0	0	0	0	0	0	0	0	0	**79**	**371**
1800 - 1815	2	58	35	0	0	0	0	0	0	0	0	0	0	**95**	
1815 - 1830	0	74	26	0	1	0	0	0	0	0	0	0	0	**101**	
1830 - 1845	1	52	27	0	0	0	0	0	0	0	0	0	0	**80**	
1845 - 1900	0	23	11	0	0	0	0	0	0	0	0	0	0	**34**	**310**
1900 - 1915	2	28	12	0	2	0	0	0	0	0	0	0	0	**44**	
1915 - 1930	0	25	11	0	0	0	0	0	0	0	0	0	0	**36**	
1930 - 1945	0	29	13	0	0	0	0	0	0	0	0	0	0	**42**	
1945 - 2000	0	41	15	0	1	0	0	0	0	0	0	0	0	**57**	**179**
2000 - 2015	1	48	21	0	0	0	0	0	0	0	0	0	0	**70**	
2015 - 2030	0	32	10	0	0	0	0	0	0	0	0	0	0	**42**	
2030 - 2045	0	38	12	0	1	0	1	0	0	0	0	0	0	**52**	
2045 - 2100	1	26	12	0	0	0	0	0	0	0	0	0	0	**39**	**203**
2100 - 2115	0	19	11	0	0	0	0	0	0	0	0	0	0	**30**	
2115 - 2130	0	11	6	0	0	0	0	0	0	0	0	0	0	**17**	
2130 - 2145	0	14	4	0	0	0	0	0	0	0	0	0	0	**18**	
2145 - 2200	0	9	2	0	1	0	0	0	0	0	0	0	0	**12**	**77**
2200 - 2215	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	
2215 - 2230	0	6	3	0	0	0	0	0	0	0	0	0	0	**9**	
2230 - 2245	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
2245 - 2300	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**35**
2300 - 2315	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
2315 - 2330	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	
2330 - 2345	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	
2345 - 0000	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	**23**

Session Total	17	3199	1103	27	66	42	1	10	14	1	0	0	0	**4480**
Session Average	0.18	33.32	11.49	0.28	0.69	0.44	0.01	0.10	0.15	0.01	0.00	0.00	0.00	**46.67**
Session Percentage	0.38	71.41	24.62	0.60	1.47	0.94	0.02	0.22	0.31	0.02	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0715 - 0815	0715 - 0815	0600 - 0700	0745 - 0845	0630 - 0730	-	0730 - 0830	0945 - 1045	0800 - 0900	-	-	-	**0715 - 0815**
AM Peak Volume	1	405	124	11	7	4	0	2	3	1	0	0	0	**539**

Noon Peak Hour	1015 - 1115	1430 - 1530	1430 - 1530	1315 - 1415	1230 - 1330	1445 - 1545	-	1045 - 1145	1000 - 1100	-	-	-	-	**1430 - 1530**
Noon Peak Volume	1	318	100	11	11	9	0	2	4	0	0	0	0	**429**

PM Peak Hour	1515 - 1615	1500 - 1600	1745 - 1845	1500 - 1600	1500 - 1600	1515 - 1615	1945 - 2045	1515 - 1615	1545 - 1645	-	-	-	-	**1500 - 1600**
PM Peak Volume	4	299	104	2	8	9	1	3	1	0	0	0	0	**402**

Bi-Directional Class Count || SB WB 15min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 23
SC-81 (North),
south of Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.729689°, -82.548424°

Click here for Map

0000 - 2400 (24h Session) (05-23-2023)
SB WB 15min

	Southbound (Movement 23.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	9
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	1	0	0	0	0	0	0	0	0	0	0	0	0	1	7
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0445 - 0500	0	3	1	0	0	0	0	0	0	0	0	0	0	4	15
0500 - 0515	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0515 - 0530	1	4	2	0	0	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	10	5	0	0	0	0	0	0	0	0	0	0	15	
0545 - 0600	0	9	3	0	0	0	0	0	0	0	0	0	0	12	45
0600 - 0615	0	12	8	0	0	0	0	0	0	0	0	0	0	20	
0615 - 0630	0	15	3	0	1	0	0	1	0	0	0	0	0	20	
0630 - 0645	0	23	9	0	0	0	0	0	0	0	0	0	0	32	
0645 - 0700	0	39	18	0	0	0	0	0	0	0	0	0	0	57	129
0700 - 0715	0	47	12	2	2	3	0	0	1	0	0	0	0	67	
0715 - 0730	1	101	25	3	1	0	0	0	0	0	0	0	0	131	
0730 - 0745	0	100	26	0	4	0	0	0	0	0	0	0	0	130	
0745 - 0800	0	65	17	2	1	0	0	0	1	0	0	0	0	86	414
0800 - 0815	0	37	16	2	0	2	0	0	1	0	0	0	0	58	
0815 - 0830	1	33	11	1	1	0	0	0	0	0	0	0	0	47	
0830 - 0845	0	25	9	0	2	0	0	0	0	0	0	0	0	36	
0845 - 0900	0	38	15	0	2	0	0	2	1	0	0	0	0	58	199
0900 - 0915	0	29	16	0	0	2	0	0	0	0	0	0	0	47	
0915 - 0930	0	42	15	0	0	1	0	1	0	0	0	0	0	59	
0930 - 0945	0	34	14	1	3	0	0	2	1	0	0	0	0	55	
0945 - 1000	0	35	11	0	3	1	0	0	0	0	0	0	0	50	211
1000 - 1015	0	30	19	0	2	0	0	0	1	0	0	0	0	52	
1015 - 1030	0	35	24	1	2	0	0	0	0	0	0	0	0	62	
1030 - 1045	0	41	14	0	0	1	0	0	1	0	0	0	0	57	
1045 - 1100	0	25	15	0	1	0	0	0	0	0	0	0	0	41	212
1100 - 1115	0	39	16	0	1	0	0	0	1	0	0	0	0	57	
1115 - 1130	0	36	13	0	0	0	0	0	1	0	0	0	0	50	
1130 - 1145	0	33	17	0	0	2	0	1	1	1	0	0	0	55	
1145 - 1200	1	47	6	0	0	0	0	0	0	0	0	0	0	54	216
1200 - 1215	1	53	11	1	1	0	0	1	1	0	0	0	0	69	
1215 - 1230	0	37	14	0	1	0	0	0	0	0	0	0	0	52	
1230 - 1245	0	38	11	0	1	1	0	0	0	0	0	0	0	51	
1245 - 1300	0	35	12	0	1	0	0	1	1	0	0	0	0	50	222
1300 - 1315	1	60	14	0	0	0	0	0	0	0	0	0	0	75	
1315 - 1330	0	42	9	1	0	1	0	2	0	0	0	0	0	55	
1330 - 1345	0	52	16	0	3	0	0	0	1	0	0	0	0	72	
1345 - 1400	0	42	15	0	1	0	1	0	1	0	0	0	0	60	262
1400 - 1415	0	40	11	0	3	0	0	0	0	0	0	0	0	54	
1415 - 1430	0	69	12	0	1	0	0	0	0	0	0	0	0	82	
1430 - 1445	1	79	18	1	0	1	0	0	0	0	0	0	0	100	
1445 - 1500	0	61	15	0	2	0	0	0	0	0	0	0	0	78	314
1500 - 1515	0	68	24	0	0	0	0	0	0	0	0	0	0	92	
1515 - 1530	0	55	18	1	0	1	0	1	0	0	0	0	0	76	
1530 - 1545	0	45	20	0	0	0	0	2	0	0	0	0	0	67	
1545 - 1600	0	59	18	2	0	1	0	1	1	0	0	0	0	82	317
1600 - 1615	2	53	20	1	0	2	0	1	0	0	0	0	0	79	
1615 - 1630	0	59	20	4	1	0	0	1	0	0	0	0	0	85	
1630 - 1645	0	65	22	1	0	0	0	0	0	0	0	0	0	88	
1645 - 1700	0	79	17	0	0	2	0	0	0	0	0	0	0	98	350
1700 - 1715	0	61	25	0	3	1	0	1	0	0	0	0	0	91	
1715 - 1730	0	106	35	0	2	1	0	0	1	0	0	0	0	145	
1730 - 1745	0	107	23	0	3	0	0	0	0	0	0	0	0	133	
1745 - 1800	0	84	17	0	2	0	0	0	0	0	0	0	0	103	472
1800 - 1815	1	70	16	0	0	1	0	1	0	0	0	0	0	89	
1815 - 1830	0	69	15	0	0	0	0	0	0	0	0	0	0	84	
1830 - 1845	1	47	15	0	0	0	0	1	0	0	0	0	0	64	
1845 - 1900	1	61	17	0	0	0	0	0	0	1	0	0	0	80	317
1900 - 1915	0	54	13	0	1	0	0	1	0	0	0	0	0	69	
1915 - 1930	1	41	8	0	0	0	0	0	0	1	0	0	0	51	
1930 - 1945	1	54	10	0	0	0	0	0	0	0	0	0	0	65	
1945 - 2000	0	50	12	0	0	0	0	0	0	0	0	0	0	62	247
2000 - 2015	0	47	8	0	0	0	0	0	0	0	0	0	0	55	
2015 - 2030	1	38	14	0	0	0	0	0	1	0	0	0	0	54	
2030 - 2045	0	27	9	0	0	0	0	0	0	0	0	0	0	36	
2045 - 2100	0	25	9	1	0	0	0	0	0	0	0	0	0	35	180
2100 - 2115	1	29	7	0	0	0	0	0	0	0	0	0	0	37	
2115 - 2130	0	25	4	0	0	0	0	0	0	0	0	0	0	29	
2130 - 2145	0	27	6	0	0	0	0	0	0	0	0	0	0	33	
2145 - 2200	0	20	4	0	0	0	0	0	1	0	0	0	0	25	124
2200 - 2215	0	14	3	0	0	1	0	0	0	0	0	0	0	18	
2215 - 2230	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
2230 - 2245	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2245 - 2300	0	7	1	0	0	0	0	0	0	0	0	0	0	8	53
2300 - 2315	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2315 - 2330	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2330 - 2345	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
2345 - 0000	0	4	1	0	0	0	0	0	0	0	0	0	0	5	34

Session Total	17	3233	974	25	52	25	1	21	18	3	0	0	0	4369
Session Average	0.18	33.68	10.15	0.26	0.54	0.26	0.01	0.22	0.19	0.03	0.00	0.00	0.00	45.51
Session Percentage	0.39	74.00	22.29	0.57	1.19	0.57	0.02	0.48	0.41	0.07	0.00	0.00	0.00	

AM Peak Hour	0500 - 0600	0700 - 0800	0715 - 0815	0700 - 0800	0930 - 1030	0900 - 1000	-	0845 - 0945	0700 - 0800	-	-	-	-	0700 - 0800
AM Peak Volume	1	313	84	7	10	4	0	5	2	0	0	0	0	414

Noon Peak Hour	1115 - 1215	1415 - 1515	1445 - 1545	1430 - 1530	1330 - 1430	1045 - 1145	1300 - 1400	1230 - 1330	1030 - 1130	1045 - 1145	-	-	-	1415 - 1515
Noon Peak Volume	2	277	77	2	8	2	1	3	3	1	0	0	0	352

PM Peak Hour	1800 - 1900	1715 - 1815	1645 - 1745	1545 - 1645	1700 - 1800	1515 - 1615	-	1515 - 1615	1500 - 1600	1830 - 1930	-	-	-	1700 - 1800
PM Peak Volume	3	367	100	8	10	4	0	5	1	2	0	0	0	472

Site 23
SC-81 (North),
south of Wren School Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (24h Session) (05-24-2023)
SB WB 15min

	Southbound (Movement 23.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0015 - 0030	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0045 - 0100	0	2	0	0	0	0	0	0	0	1	0	0	0	**3**	**16**
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0145 - 0200	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**9**
0200 - 0215	0	3	0	0	0	1	0	0	1	0	0	0	0	**5**	
0215 - 0230	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0245 - 0300	1	3	0	0	0	1	0	0	0	0	0	0	0	**5**	**16**
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0345 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**7**
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0430 - 0445	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	
0445 - 0500	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**18**
0500 - 0515	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0515 - 0530	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	
0530 - 0545	0	12	2	0	0	0	0	1	0	0	0	0	0	**15**	
0545 - 0600	0	15	5	0	0	0	0	0	0	0	0	0	0	**20**	**48**
0600 - 0615	0	8	5	0	0	0	0	0	0	0	0	0	0	**13**	
0615 - 0630	0	17	5	0	0	0	0	0	0	0	0	0	0	**22**	
0630 - 0645	0	31	9	0	0	0	0	0	0	0	0	0	0	**40**	
0645 - 0700	0	29	15	0	1	0	0	0	1	0	0	0	0	**46**	**121**
0700 - 0715	0	53	17	1	1	0	0	0	0	0	0	0	0	**72**	
0715 - 0730	0	100	28	4	1	0	0	0	0	0	0	0	0	**133**	
0730 - 0745	1	92	19	0	2	0	0	0	0	0	0	0	0	**114**	
0745 - 0800	0	60	16	2	3	2	0	0	1	0	0	0	0	**84**	**403**
0800 - 0815	0	36	16	0	2	1	0	0	1	0	0	0	0	**56**	
0815 - 0830	0	43	10	0	3	2	0	0	0	0	0	0	0	**58**	
0830 - 0845	1	34	12	0	1	0	0	0	0	0	0	0	0	**48**	
0845 - 0900	0	35	13	0	1	2	0	0	2	0	0	0	0	**53**	**215**
0900 - 0915	0	37	19	0	1	0	0	0	1	0	0	0	0	**58**	
0915 - 0930	0	31	19	0	3	0	0	0	0	0	0	0	0	**53**	
0930 - 0945	0	31	13	1	4	1	0	0	0	0	0	0	0	**50**	
0945 - 1000	2	40	16	0	2	1	0	0	0	0	0	0	0	**61**	**222**
1000 - 1015	0	30	18	0	1	0	0	0	1	0	0	0	0	**50**	
1015 - 1030	0	48	15	0	0	0	0	0	1	0	0	0	0	**64**	
1030 - 1045	0	29	14	0	0	4	0	0	0	0	0	0	0	**47**	
1045 - 1100	1	46	13	0	0	0	0	0	0	0	0	0	0	**60**	**221**
1100 - 1115	0	39	17	0	2	0	0	1	1	0	0	0	0	**60**	
1115 - 1130	0	30	16	0	0	0	0	1	3	0	0	0	0	**50**	
1130 - 1145	0	32	11	0	1	0	0	0	2	0	0	0	0	**46**	
1145 - 1200	1	43	12	0	2	1	0	0	0	0	0	0	0	**59**	**215**
1200 - 1215	0	62	10	0	2	0	0	1	1	0	0	0	0	**76**	
1215 - 1230	0	49	18	0	1	0	0	0	1	0	0	0	0	**69**	
1230 - 1245	0	39	15	0	1	0	0	0	0	0	0	0	0	**55**	
1245 - 1300	2	40	10	1	0	1	0	0	1	0	0	0	0	**55**	**255**
1300 - 1315	0	46	13	0	1	1	0	0	1	0	0	0	0	**62**	
1315 - 1330	0	43	17	0	0	2	0	0	0	0	0	0	0	**62**	
1330 - 1345	0	49	10	0	1	4	0	0	1	0	0	0	0	**65**	
1345 - 1400	0	48	14	0	1	3	0	1	0	0	0	0	0	**67**	**256**
1400 - 1415	1	56	10	0	1	1	0	0	0	0	0	0	0	**69**	
1415 - 1430	0	81	23	0	1	1	0	0	0	0	0	0	0	**106**	
1430 - 1445	0	70	16	1	1	3	0	0	1	0	0	0	0	**92**	
1445 - 1500	0	80	19	0	0	1	0	0	0	0	0	0	0	**100**	**367**
1500 - 1515	0	71	18	0	0	4	0	0	0	0	0	0	0	**93**	
1515 - 1530	0	57	13	0	0	1	0	1	0	0	0	0	0	**72**	
1530 - 1545	0	45	14	1	0	2	0	0	0	0	0	0	0	**62**	
1545 - 1600	1	65	12	4	1	1	0	1	0	0	0	0	0	**85**	**312**
1600 - 1615	0	54	14	0	2	4	0	0	1	0	0	0	0	**75**	
1615 - 1630	0	60	15	3	1	0	0	0	0	0	0	0	0	**79**	
1630 - 1645	1	69	22	2	5	0	0	0	0	0	0	0	0	**99**	
1645 - 1700	0	54	18	0	1	4	0	1	0	0	0	0	0	**78**	**331**
1700 - 1715	0	60	19	0	2	2	0	1	0	0	0	0	0	**84**	
1715 - 1730	0	75	27	0	0	1	0	0	0	0	0	0	0	**103**	
1730 - 1745	0	74	20	0	1	2	0	0	1	0	0	0	0	**98**	
1745 - 1800	1	77	26	0	0	1	0	0	0	0	0	0	0	**105**	**390**
1800 - 1815	2	82	39	0	1	0	0	0	0	0	0	0	0	**124**	
1815 - 1830	1	61	31	0	1	0	0	0	1	0	0	0	0	**95**	
1830 - 1845	1	44	13	0	0	1	0	0	0	0	0	0	0	**59**	
1845 - 1900	0	45	12	0	0	0	0	0	0	0	0	0	0	**57**	**335**
1900 - 1915	1	32	10	0	1	0	0	0	0	0	0	0	0	**44**	
1915 - 1930	0	49	23	0	0	1	0	0	0	0	0	0	0	**73**	
1930 - 1945	2	48	18	0	0	0	0	0	0	0	0	0	0	**68**	
1945 - 2000	0	42	12	0	0	1	0	0	0	0	0	0	0	**55**	**240**
2000 - 2015	0	35	9	0	0	0	0	0	0	0	0	0	0	**44**	
2015 - 2030	0	45	11	0	1	0	0	0	0	0	0	0	0	**57**	
2030 - 2045	0	43	13	0	0	0	0	0	0	0	0	0	0	**56**	
2045 - 2100	3	49	19	0	0	0	0	0	0	0	0	0	0	**71**	**228**
2100 - 2115	0	38	10	0	0	0	0	0	0	0	0	0	0	**48**	
2115 - 2130	0	25	9	0	0	0	0	0	0	0	0	0	0	**34**	
2130 - 2145	0	26	5	0	0	0	0	0	0	0	0	0	0	**31**	
2145 - 2200	0	25	5	0	0	0	0	0	0	0	0	0	0	**30**	**143**
2200 - 2215	0	17	6	0	0	0	0	0	0	0	0	0	0	**23**	
2215 - 2230	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	
2230 - 2245	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	
2245 - 2300	0	5	2	0	1	0	0	0	0	0	0	0	0	**8**	**60**
2300 - 2315	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**	
2315 - 2330	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	
2330 - 2345	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
2345 - 0000	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	**32**

Session Total	23	3244	1022	20	59	58	0	9	24	1	0	0	0	**4460**
Session Average	0.24	33.79	10.65	0.21	0.61	0.60	0.00	0.09	0.25	0.01	0.00	0.00	0.00	**46.46**
Session Percentage	0.52	72.74	22.91	0.45	1.32	1.30	0.00	0.20	0.54	0.02	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0700 - 0800	0730 - 0830	0730 - 0830	-	0500 - 0600	0800 - 0900	-	-	-	-	**0700 - 0800**
AM Peak Volume	2	305	80	7	10	5	0	1	3	0	0	0	0	**403**

Noon Peak Hour	1200 - 1300	1415 - 1515	1415 - 1515	1200 - 1300	1130 - 1230	1300 - 1400	-	1030 - 1130	1045 - 1145	-	-	-	-	**1415 - 1515**
Noon Peak Volume	2	302	76	1	6	10	0	2	6	0	0	0	0	**391**

PM Peak Hour	1745 - 1845	1715 - 1815	1730 - 1830	1545 - 1645	1545 - 1645	1645 - 1745	-	1500 - 1600	1730 - 1830	-	-	-	-	**1715 - 1815**
PM Peak Volume	5	308	116	9	9	9	0	2	2	0	0	0	0	**430**

Bi-Directional Class Count || Bi-Directional 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 23
SC-81 (North),
south of Wren School Rd

Date
Tuesday, May 23, 2023

Lat/Long
34.729689°, -82.548424°

Weather
Fair
66°F

0000 - 2400 (24h Session) (05-23-2023)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0015 - 0030	1	4	3	0	0	0	0	0	0	0	0	0	0	8	
0030 - 0045	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	4	1	0	0	0	0	0	0	0	0	0	0	5	22
0100 - 0115	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0115 - 0130	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3	19
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	1	2	0	0	0	0	0	0	0	0	0	0	0	3	11
0300 - 0315	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0315 - 0330	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	13
0400 - 0415	0	3	0	0	1	0	0	0	0	0	0	0	0	4	
0415 - 0430	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0430 - 0445	0	12	4	0	0	1	0	0	1	0	0	0	0	18	
0445 - 0500	0	10	3	0	0	0	0	0	0	0	0	0	0	13	42
0500 - 0515	0	18	8	0	1	0	0	0	0	0	0	0	0	27	
0515 - 0530	1	12	5	0	0	0	0	0	0	0	0	0	0	18	
0530 - 0545	0	24	11	0	0	0	0	0	0	0	0	0	0	35	
0545 - 0600	0	27	10	2	0	0	0	0	0	0	0	0	0	39	119
0600 - 0615	0	23	20	0	1	0	0	0	1	0	0	0	0	45	
0615 - 0630	0	31	14	3	1	1	0	1	0	0	0	0	0	51	
0630 - 0645	0	42	22	3	0	3	0	0	0	0	0	0	0	70	
0645 - 0700	1	65	35	2	2	1	0	1	0	0	0	0	0	107	273
0700 - 0715	0	87	22	2	2	3	0	0	1	0	0	0	0	117	
0715 - 0730	1	181	46	3	1	0	0	0	1	0	0	0	0	233	
0730 - 0745	2	220	62	0	6	0	0	0	2	0	0	0	0	292	
0745 - 0800	0	229	55	3	1	0	0	0	1	1	0	0	0	290	932
0800 - 0815	1	104	37	2	1	3	0	3	1	0	0	0	0	152	
0815 - 0830	1	84	25	1	2	0	0	1	0	0	0	0	0	114	
0830 - 0845	0	62	20	0	2	0	0	0	0	0	0	0	0	84	
0845 - 0900	0	75	31	0	3	2	0	3	1	0	0	0	0	115	465
0900 - 0915	0	61	36	1	0	3	0	0	0	0	0	0	0	101	
0915 - 0930	0	94	35	0	2	1	0	1	0	0	0	0	0	133	
0930 - 0945	0	69	31	1	4	0	0	2	1	0	0	0	0	108	
0945 - 1000	0	75	27	0	4	1	0	0	1	0	0	0	0	108	450
1000 - 1015	0	57	35	0	2	0	0	0	2	0	0	0	0	96	
1015 - 1030	0	75	41	1	3	3	0	1	1	0	0	0	0	125	
1030 - 1045	1	73	26	0	4	1	0	1	1	0	0	0	0	107	
1045 - 1100	0	60	34	0	3	0	0	1	0	0	0	0	0	98	426
1100 - 1115	0	77	24	0	3	1	0	1	2	0	0	0	0	108	
1115 - 1130	1	74	29	0	1	0	0	1	1	0	0	0	0	107	
1130 - 1145	0	83	30	0	1	2	0	2	2	1	0	0	0	121	
1145 - 1200	3	81	27	0	0	0	0	0	0	0	0	0	0	111	447
1200 - 1215	1	98	24	1	1	1	0	1	1	0	0	0	0	128	
1215 - 1230	0	87	34	0	1	0	0	0	0	0	0	0	0	122	
1230 - 1245	0	69	25	0	1	1	0	0	0	0	0	0	0	96	
1245 - 1300	0	78	23	0	4	0	0	1	1	0	0	0	0	107	453
1300 - 1315	1	100	26	0	2	3	0	0	0	0	0	0	0	132	
1315 - 1330	0	82	22	2	1	1	0	2	0	0	0	0	0	110	
1330 - 1345	1	107	34	0	3	0	0	0	1	0	0	0	0	146	
1345 - 1400	0	108	28	0	2	1	1	1	2	0	0	0	0	143	531
1400 - 1415	0	69	24	11	4	0	0	1	1	0	0	0	0	110	
1415 - 1430	0	103	27	0	3	0	0	1	0	0	0	0	0	134	
1430 - 1445	2	111	38	1	1	2	0	0	0	0	0	0	0	155	
1445 - 1500	0	134	32	0	3	0	0	0	0	0	0	0	0	169	568
1500 - 1515	0	177	44	1	0	0	0	2	0	0	0	0	0	224	
1515 - 1530	1	183	55	2	0	1	0	1	0	0	0	0	0	243	
1530 - 1545	0	126	34	1	1	0	0	2	0	0	0	0	0	164	
1545 - 1600	0	109	30	2	0	2	0	1	2	0	0	0	0	146	777
1600 - 1615	2	113	45	2	2	3	0	1	2	1	0	0	0	171	
1615 - 1630	1	113	47	4	1	0	0	1	1	0	0	0	0	168	
1630 - 1645	0	127	44	1	3	1	0	0	2	0	0	0	0	178	
1645 - 1700	0	142	37	0	4	2	0	1	0	0	0	0	0	186	703
1700 - 1715	0	122	54	0	5	1	0	1	0	1	0	0	0	184	
1715 - 1730	0	198	61	0	3	1	0	0	1	0	0	0	0	264	
1730 - 1745	0	188	52	0	5	0	0	0	0	0	0	0	0	245	
1745 - 1800	2	159	34	0	3	1	0	1	0	0	0	0	0	200	893
1800 - 1815	3	111	41	0	4	1	0	1	0	0	0	0	0	161	
1815 - 1830	0	121	36	0	0	0	0	0	0	0	0	0	0	157	
1830 - 1845	1	84	34	0	2	0	0	2	0	0	0	0	0	123	
1845 - 1900	1	107	28	0	1	0	0	0	0	1	0	0	0	138	579
1900 - 1915	1	113	27	0	2	0	0	1	0	0	0	0	0	144	
1915 - 1930	2	89	24	0	0	0	0	0	0	1	0	0	0	116	
1930 - 1945	1	87	24	0	0	0	0	0	0	0	0	0	0	112	
1945 - 2000	1	77	22	0	0	0	0	0	0	0	0	0	0	100	472
2000 - 2015	0	75	20	0	0	0	0	0	0	0	0	0	0	95	
2015 - 2030	3	61	21	0	0	0	0	0	1	0	0	0	0	86	
2030 - 2045	0	45	15	0	1	0	0	0	0	0	0	0	0	61	
2045 - 2100	0	47	18	1	0	0	0	0	0	0	0	0	0	66	308
2100 - 2115	2	57	16	0	0	0	0	0	0	0	0	0	0	75	
2115 - 2130	0	49	11	0	0	0	0	0	1	0	0	0	0	61	
2130 - 2145	0	50	11	0	0	0	0	0	0	0	0	0	0	61	
2145 - 2200	0	34	7	0	0	0	0	0	1	0	0	0	0	42	239
2200 - 2215	0	29	6	0	0	1	0	0	0	0	0	0	0	36	
2215 - 2230	0	22	6	0	0	0	0	0	0	0	0	0	0	28	
2230 - 2245	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
2245 - 2300	0	15	3	0	0	0	0	0	0	0	0	0	0	18	102
2300 - 2315	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
2315 - 2330	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
2330 - 2345	0	7	5	0	0	0	0	0	0	0	0	0	0	12	
2345 - 0000	0	5	2	0	0	0	0	0	0	0	0	0	0	7	57

Session Total	40	6479	2081	53	114	49	1	41	37	6	0	0	0	8901
Session Average	0.42	67.49	21.68	0.55	1.19	0.51	0.01	0.43	0.39	0.06	0.00	0.00	0.00	92.72
Session Percentage	0.45	72.79	23.38	0.60	1.28	0.55	0.01	0.46	0.42	0.07	0.00	0.00	0.00	

AM Peak Hour	0645 - 0745	0715 - 0815	0715 - 0815	0615 - 0715	0930 - 1030	0615 - 0715	-	0800 - 0900	0700 - 0800	0700 - 0800	-	-	-	0715 - 0815
AM Peak Volume	4	734	200	10	13	8	0	7	5	1	0	0	0	967

Noon Peak Hour	1115 - 1215	1445 - 1545	1430 - 1530	1315 - 1415	1015 - 1115	1015 - 1115	1300 - 1400	1045 - 1145	1045 - 1145	1045 - 1145	-	-	-	1445 - 1545
Noon Peak Volume	5	620	169	13	13	5	1	5	5	1	0	0	0	800

PM Peak Hour	1745 - 1845	1700 - 1800	1645 - 1745	1530 - 1630	1645 - 1745	1515 - 1615	-	1500 - 1600	1545 - 1645	1830 - 1930	-	-	-	1700 - 1800
PM Peak Volume	6	667	204	9	17	6	0	6	7	2	0	0	0	893

Site 23
SC-81 (North),
south of Wren School Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (24h Session) (05-24-2023)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0015 - 0030	0	12	1	0	0	0	0	0	0	0	0	0	0	13	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	3	1	0	0	0	0	0	0	1	0	0	0	5	27
0100 - 0115	0	3	1	0	0	0	0	0	1	0	0	0	0	5	
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	4	1	0	0	0	0	0	0	0	0	0	0	5	17
0200 - 0215	0	4	0	0	0	1	0	0	1	0	0	0	0	6	
0215 - 0230	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0230 - 0245	0	3	1	0	0	1	0	0	0	0	0	0	0	5	
0245 - 0300	1	3	0	0	0	1	0	0	0	0	0	0	0	5	22
0300 - 0315	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	4	2	0	0	0	0	0	0	0	0	0	0	6	14
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0415 - 0430	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
0430 - 0445	0	8	5	0	0	1	0	0	1	0	0	0	0	15	
0445 - 0500	0	13	4	0	0	0	0	0	0	0	0	0	0	17	43
0500 - 0515	0	10	6	0	0	0	0	0	0	0	0	0	0	16	
0515 - 0530	0	15	6	0	1	0	0	0	0	0	0	0	0	22	
0530 - 0545	0	29	4	0	0	0	0	1	0	0	0	0	0	34	
0545 - 0600	0	28	13	1	0	0	0	0	0	0	0	0	0	42	114
0600 - 0615	0	20	14	1	1	0	0	0	0	0	0	0	0	36	
0615 - 0630	0	37	19	4	0	0	0	0	0	0	0	0	0	60	
0630 - 0645	0	52	28	2	1	1	0	0	0	0	0	0	0	84	
0645 - 0700	1	59	28	4	1	2	0	0	2	0	0	0	0	97	277
0700 - 0715	0	82	27	1	2	0	0	0	0	0	0	0	0	112	
0715 - 0730	0	183	54	4	3	1	0	0	0	0	0	0	0	245	
0730 - 0745	1	207	61	0	2	1	0	0	0	0	0	0	0	272	
0745 - 0800	0	212	56	3	4	3	0	0	1	0	0	0	0	279	908
0800 - 0815	0	91	32	0	4	2	0	0	1	0	0	0	0	130	
0815 - 0830	0	83	27	0	6	2	0	2	1	0	0	0	0	121	
0830 - 0845	2	85	25	0	2	0	0	0	0	0	0	0	0	114	
0845 - 0900	0	73	27	0	2	2	0	0	3	1	0	0	0	108	473
0900 - 0915	0	66	26	1	1	0	0	0	1	0	0	0	0	95	
0915 - 0930	0	71	32	0	4	0	0	0	0	0	0	0	0	107	
0930 - 0945	0	84	26	1	5	2	0	0	0	0	0	0	0	118	
0945 - 1000	2	71	34	0	4	1	0	0	0	0	0	0	0	112	432
1000 - 1015	0	62	30	0	2	1	0	0	2	0	0	0	0	97	
1015 - 1030	0	94	29	0	2	0	0	0	2	0	0	0	0	127	
1030 - 1045	0	65	27	0	1	4	0	0	1	0	0	0	0	98	
1045 - 1100	1	101	25	0	1	1	0	1	1	0	0	0	0	131	453
1100 - 1115	1	91	33	0	3	0	0	1	1	0	0	0	0	130	
1115 - 1130	0	69	27	0	1	0	0	1	4	0	0	0	0	102	
1130 - 1145	0	78	22	0	4	0	0	1	2	0	0	0	0	107	
1145 - 1200	1	83	19	0	4	1	0	0	0	0	0	0	0	108	447
1200 - 1215	0	106	31	0	2	0	0	1	1	0	0	0	0	141	
1215 - 1230	0	97	34	0	2	0	0	0	2	0	0	0	0	135	
1230 - 1245	0	75	30	0	3	1	0	0	1	0	0	0	0	110	
1245 - 1300	2	77	24	1	4	1	0	2	1	0	0	0	0	112	498
1300 - 1315	0	87	30	0	4	2	0	0	1	0	0	0	0	124	
1315 - 1330	0	88	31	1	2	3	0	0	0	0	0	0	0	125	
1330 - 1345	0	101	28	0	3	6	0	0	2	0	0	0	0	140	
1345 - 1400	0	90	26	1	2	4	0	1	0	0	0	0	0	124	513
1400 - 1415	2	93	23	9	1	4	0	0	0	0	0	0	0	132	
1415 - 1430	0	138	42	0	2	2	0	0	0	0	0	0	0	184	
1430 - 1445	0	141	45	1	1	4	0	0	1	0	0	0	0	193	
1445 - 1500	0	148	41	0	0	4	0	0	0	0	0	0	0	193	702
1500 - 1515	0	164	45	0	3	5	0	0	0	0	0	0	0	217	
1515 - 1530	0	143	35	0	0	3	0	2	0	0	0	0	0	183	
1530 - 1545	0	105	27	2	1	5	0	0	0	0	0	0	0	140	
1545 - 1600	3	125	33	5	5	2	0	1	0	0	0	0	0	174	714
1600 - 1615	2	110	31	0	2	7	0	2	1	0	0	0	0	155	
1615 - 1630	0	104	34	3	3	2	0	0	0	0	0	0	0	146	
1630 - 1645	1	139	43	2	6	1	0	0	1	0	0	0	0	193	
1645 - 1700	0	121	37	0	2	4	0	2	0	0	0	0	0	166	660
1700 - 1715	1	129	42	0	3	3	0	1	0	0	0	0	0	179	
1715 - 1730	0	146	45	0	1	2	0	0	0	0	0	0	0	194	
1730 - 1745	0	155	44	0	1	3	0	0	1	0	0	0	0	204	
1745 - 1800	2	139	42	0	0	1	0	0	0	0	0	0	0	184	761
1800 - 1815	4	140	74	0	1	0	0	0	0	0	0	0	0	219	
1815 - 1830	1	135	57	0	2	0	0	0	1	0	0	0	0	196	
1830 - 1845	2	96	40	0	0	1	0	0	0	0	0	0	0	139	
1845 - 1900	0	68	23	0	0	0	0	0	0	0	0	0	0	91	645
1900 - 1915	3	60	22	0	3	0	0	0	0	0	0	0	0	88	
1915 - 1930	0	74	34	0	0	1	0	0	0	0	0	0	0	109	
1930 - 1945	2	77	31	0	0	0	0	0	0	0	0	0	0	110	
1945 - 2000	0	83	27	0	1	1	0	0	0	0	0	0	0	112	419
2000 - 2015	1	83	30	0	0	0	0	0	0	0	0	0	0	114	
2015 - 2030	0	77	21	0	1	0	0	0	0	0	0	0	0	99	
2030 - 2045	0	81	25	0	1	0	1	0	0	0	0	0	0	108	
2045 - 2100	4	75	31	0	0	0	0	0	0	0	0	0	0	110	431
2100 - 2115	0	57	21	0	0	0	0	0	0	0	0	0	0	78	
2115 - 2130	0	36	15	0	0	0	0	0	0	0	0	0	0	51	
2130 - 2145	0	40	9	0	0	0	0	0	0	0	0	0	0	49	
2145 - 2200	0	34	7	0	1	0	0	0	0	0	0	0	0	42	220
2200 - 2215	0	27	8	0	0	0	0	0	0	0	0	0	0	35	
2215 - 2230	0	21	6	0	0	0	0	0	0	0	0	0	0	27	
2230 - 2245	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
2245 - 2300	0	9	3	0	1	0	0	0	0	0	0	0	0	13	95
2300 - 2315	0	16	6	0	0	0	0	0	0	0	0	0	0	22	
2315 - 2330	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
2330 - 2345	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
2345 - 0000	0	5	2	0	0	0	0	0	0	0	0	0	0	7	55

Session Total	40	6443	2125	47	125	100	1	19	38	2	0	0	0	8940
Session Average	0.42	67.11	22.14	0.49	1.30	1.04	0.01	0.20	0.40	0.02	0.00	0.00	0.00	93.13
Session Percentage	0.45	72.07	23.77	0.53	1.40	1.12	0.01	0.21	0.43	0.02	0.00	0.00	0.00	

AM Peak Hour	0645 - 0745	0715 - 0815	0715 - 0815	0600 - 0700	0730 - 0830	0730 - 0830	-	0730 - 0830	0800 - 0900	0800 - 0900	-	-	-	0715 - 0815
AM Peak Volume	2	693	203	11	16	8	0	2	5	1	0	0	0	926

Noon Peak Hour	1015 - 1115	1430 - 1530	1415 - 1515	1315 - 1415	1215 - 1315	1315 - 1415	-	1045 - 1145	1045 - 1145	-	-	-	-	1415 - 1515
Noon Peak Volume	2	596	173	11	13	17	0	4	8	0	0	0	0	787

PM Peak Hour	1745 - 1845	1715 - 1815	1730 - 1830	1530 - 1630	1545 - 1645	1515 - 1615	1945 - 2045	1515 - 1615	1545 - 1645	-	-	-	-	1730 - 1830
PM Peak Volume	9	580	217	10	16	17	1	5	2	0	0	0	0	803

Bi-Directional Class Count || NB EB Average 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 23
SC-81 (North),
south of Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (Weekday 24h Session) (All Dates)
NB EB Average 15min

	NB EB Average 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	1	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	1	4	1	0	0	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12
0100 - 0115	0	2	1	0	0	0	0	0	1	0	0	0	0	3	
0115 - 0130	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	1	1	0	0	1	0	0	0	0	0	0	0	2	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0300 - 0315	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	3	1	0	0	0	0	0	0	0	0	0	0	3	6
0400 - 0415	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0430 - 0445	0	5	3	0	0	1	0	0	1	0	0	0	0	10	
0445 - 0500	0	8	3	0	0	0	0	0	0	0	0	0	0	11	26
0500 - 0515	0	7	5	0	1	0	0	0	0	0	0	0	0	13	
0515 - 0530	0	10	4	0	1	0	0	0	0	0	0	0	0	14	
0530 - 0545	0	16	4	0	0	0	0	0	0	0	0	0	0	20	
0545 - 0600	0	16	8	2	0	0	0	0	0	0	0	0	0	25	70
0600 - 0615	0	12	11	1	1	0	0	0	1	0	0	0	0	24	
0615 - 0630	0	18	13	4	0	1	0	0	0	0	0	0	0	35	
0630 - 0645	0	20	16	3	1	2	0	0	0	0	0	0	0	41	
0645 - 0700	1	28	15	3	1	2	0	1	1	0	0	0	0	51	150
0700 - 0715	0	35	10	0	1	0	0	0	0	0	0	0	0	45	
0715 - 0730	0	82	24	0	1	1	0	0	1	0	0	0	0	107	
0730 - 0745	1	118	39	0	1	1	0	0	1	0	0	0	0	160	
0745 - 0800	0	158	39	1	1	1	0	0	0	1	0	0	0	200	512
0800 - 0815	1	61	19	0	2	1	0	2	0	0	0	0	0	84	
0815 - 0830	0	46	16	0	2	0	0	2	1	0	0	0	0	65	
0830 - 0845	1	44	12	0	1	0	0	0	0	0	0	0	0	57	
0845 - 0900	0	38	15	0	1	1	0	1	1	1	0	0	0	56	262
0900 - 0915	0	31	14	1	0	1	0	0	0	0	0	0	0	46	
0915 - 0930	0	46	17	0	2	0	0	0	0	0	0	0	0	64	
0930 - 0945	0	44	15	0	1	1	0	0	0	0	0	0	0	61	
0945 - 1000	0	36	17	0	2	0	0	0	1	0	0	0	0	55	225
1000 - 1015	0	30	14	0	1	1	0	0	1	0	0	0	0	46	
1015 - 1030	0	43	16	0	2	2	0	1	1	0	0	0	0	63	
1030 - 1045	1	34	13	0	3	0	0	1	1	0	0	0	0	51	
1045 - 1100	0	45	16	0	2	1	0	1	1	0	0	0	0	64	223
1100 - 1115	1	45	12	0	2	1	0	1	1	0	0	0	0	61	
1115 - 1130	1	39	14	0	1	0	0	1	1	0	0	0	0	55	
1130 - 1145	0	48	12	0	2	0	0	1	1	0	0	0	0	64	
1145 - 1200	1	37	14	0	1	0	0	0	0	0	0	0	0	53	232
1200 - 1215	0	45	17	0	0	1	0	0	0	0	0	0	0	62	
1215 - 1230	0	49	18	0	1	0	0	0	1	0	0	0	0	68	
1230 - 1245	0	34	15	0	1	1	0	0	1	0	0	0	0	50	
1245 - 1300	0	40	13	0	4	0	0	1	0	0	0	0	0	57	237
1300 - 1315	0	41	15	0	3	2	0	0	0	0	0	0	0	60	
1315 - 1330	0	43	14	1	2	1	0	0	0	0	0	0	0	59	
1330 - 1345	1	54	18	0	1	1	0	0	1	0	0	0	0	75	
1345 - 1400	0	54	13	1	1	1	0	1	1	0	0	0	0	70	263
1400 - 1415	1	33	13	10	1	2	0	1	1	0	0	0	0	60	
1415 - 1430	0	46	17	0	2	1	0	1	0	0	0	0	0	65	
1430 - 1445	1	52	25	0	1	1	0	0	0	0	0	0	0	78	
1445 - 1500	0	71	20	0	1	2	0	0	0	0	0	0	0	92	295
1500 - 1515	0	101	24	1	2	1	0	1	0	0	0	0	0	128	
1515 - 1530	1	107	30	1	0	1	0	1	0	0	0	0	0	139	
1530 - 1545	0	71	14	1	1	2	0	0	0	0	0	0	0	88	
1545 - 1600	1	55	17	1	2	1	0	0	1	0	0	0	0	77	431
1600 - 1615	1	58	21	1	1	2	0	1	1	1	0	0	0	86	
1615 - 1630	1	49	23	0	1	1	0	0	1	0	0	0	0	75	
1630 - 1645	0	66	22	0	2	1	0	0	2	0	0	0	0	92	
1645 - 1700	0	65	20	0	3	0	0	1	0	0	0	0	0	88	341
1700 - 1715	1	65	26	0	2	1	0	0	0	1	0	0	0	94	
1715 - 1730	0	82	22	0	1	1	0	0	0	0	0	0	0	105	
1730 - 1745	0	81	27	0	1	1	0	0	0	0	0	0	0	109	
1745 - 1800	2	69	17	0	1	1	0	1	0	0	0	0	0	88	396
1800 - 1815	2	50	30	0	2	0	0	0	0	0	0	0	0	84	
1815 - 1830	0	63	24	0	1	0	0	0	0	0	0	0	0	87	
1830 - 1845	1	45	23	0	1	0	0	1	0	0	0	0	0	70	
1845 - 1900	0	35	11	0	1	0	0	0	0	0	0	0	0	46	286
1900 - 1915	2	44	13	0	2	0	0	0	0	0	0	0	0	60	
1915 - 1930	1	37	14	0	0	0	0	0	0	0	0	0	0	51	
1930 - 1945	0	31	14	0	0	0	0	0	0	0	0	0	0	45	
1945 - 2000	1	34	13	0	1	0	0	0	0	0	0	0	0	48	202
2000 - 2015	1	38	17	0	0	0	0	0	0	0	0	0	0	55	
2015 - 2030	1	28	9	0	0	0	0	0	0	0	0	0	0	37	
2030 - 2045	0	28	9	0	1	0	1	0	0	0	0	0	0	39	
2045 - 2100	1	24	11	0	0	0	0	0	0	0	0	0	0	35	166
2100 - 2115	1	24	10	0	0	0	0	0	0	0	0	0	0	34	
2115 - 2130	0	18	7	0	0	0	0	0	1	0	0	0	0	25	
2130 - 2145	0	19	5	0	0	0	0	0	0	0	0	0	0	23	
2145 - 2200	0	12	3	0	1	0	0	0	0	0	0	0	0	15	96
2200 - 2215	0	13	3	0	0	0	0	0	0	0	0	0	0	15	
2215 - 2230	0	8	3	0	0	0	0	0	0	0	0	0	0	10	
2230 - 2245	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2245 - 2300	0	6	2	0	0	0	0	0	0	0	0	0	0	8	42
2300 - 2315	0	8	2	0	0	0	0	0	0	0	0	0	0	9	
2315 - 2330	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2330 - 2345	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
2345 - 0000	0	2	1	0	0	0	0	0	0	0	0	0	0	3	23

Session Total	20	3223	1105	28	64	33	1	15	17	2	0	0	0	4506
Session Average	0.21	33.57	11.51	0.29	0.67	0.34	0.01	0.16	0.17	0.02	0.00	0.00	0.00	46.94
Session Percentage	0.44	71.52	24.52	0.61	1.42	0.73	0.01	0.33	0.37	0.04	0.00	0.00	0.00	

AM Peak Hour	0645 - 0745	0715 - 0815	0715 - 0815	0600 - 0700	0945 - 1045	0600 - 0700	-	0800 - 0900	0945 - 1045	0700 - 0800	-	-	-	0715 - 0815
AM Peak Volume	2	418	120	10	6	4	0	4	3	1	0	0	0	551

Noon Peak Hour	1100 - 1200	1445 - 1545	1430 - 1530	1315 - 1415	1230 - 1330	1300 - 1400	-	1045 - 1145	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	2	349	97	12	9	5	0	3	3	0	0	0	0	447

PM Peak Hour	1745 - 1845	1500 - 1600	1730 - 1830	1500 - 1600	1615 - 1715	1515 - 1615	1945 - 2045	1600 - 1700	1545 - 1645	1515 - 1615	-	-	-	1500 - 1600
PM Peak Volume	4	334	97	3	7	6	1	2	4	1	0	0	0	431

Bi-Directional Class Count || SB WB Average 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 23
SC-81 (North),
south of Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (Weekday 24h Session) (All Dates)
SB WB Average 15min

	SB WB Average 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	1	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	0	5	2	0	0	0	0	0	0	0	0	0	0	6	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	0	0	0	0	0	0	0	1	0	0	0	2	13
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	4	1	0	0	0	0	0	0	0	0	0	0	4	11
0200 - 0215	0	2	0	0	0	1	0	0	1	0	0	0	0	3	
0215 - 0230	0	2	2	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	1	2	0	0	0	1	0	0	0	0	0	0	0	3	12
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	3	8
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0445 - 0500	0	4	1	0	0	0	0	0	0	0	0	0	0	5	17
0500 - 0515	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0515 - 0530	1	4	2	0	0	0	0	0	0	0	0	0	0	7	
0530 - 0545	0	11	4	0	0	0	0	1	0	0	0	0	0	15	
0545 - 0600	0	12	4	0	0	0	0	0	0	0	0	0	0	16	47
0600 - 0615	0	10	7	0	0	0	0	0	0	0	0	0	0	17	
0615 - 0630	0	16	4	0	1	0	0	1	0	0	0	0	0	21	
0630 - 0645	0	27	9	0	0	0	0	0	0	0	0	0	0	36	
0645 - 0700	0	34	17	0	1	0	0	0	1	0	0	0	0	52	125
0700 - 0715	0	50	15	2	2	2	0	0	1	0	0	0	0	70	
0715 - 0730	1	101	27	4	1	0	0	0	0	0	0	0	0	132	
0730 - 0745	1	96	23	0	3	0	0	0	0	0	0	0	0	122	
0745 - 0800	0	63	17	2	2	1	0	0	1	0	0	0	0	85	409
0800 - 0815	0	37	16	1	1	2	0	0	1	0	0	0	0	57	
0815 - 0830	1	38	11	1	2	1	0	0	0	0	0	0	0	53	
0830 - 0845	1	30	11	0	2	0	0	0	0	0	0	0	0	42	
0845 - 0900	0	37	14	0	2	1	0	1	2	0	0	0	0	56	207
0900 - 0915	0	33	18	0	1	1	0	0	1	0	0	0	0	53	
0915 - 0930	0	37	17	0	2	1	0	1	0	0	0	0	0	56	
0930 - 0945	0	33	14	1	4	1	0	1	1	0	0	0	0	53	
0945 - 1000	1	38	14	0	3	1	0	0	0	0	0	0	0	56	217
1000 - 1015	0	30	19	0	2	0	0	0	1	0	0	0	0	51	
1015 - 1030	0	42	20	1	1	0	0	0	1	0	0	0	0	63	
1030 - 1045	0	35	14	0	0	3	0	0	1	0	0	0	0	52	
1045 - 1100	1	36	14	0	1	0	0	0	0	0	0	0	0	51	217
1100 - 1115	0	39	17	0	2	0	0	1	1	0	0	0	0	59	
1115 - 1130	0	33	15	0	0	0	0	1	2	0	0	0	0	50	
1130 - 1145	0	33	14	0	1	1	0	1	2	1	0	0	0	51	
1145 - 1200	1	45	9	0	1	1	0	0	0	0	0	0	0	57	216
1200 - 1215	1	58	11	1	2	0	0	1	1	0	0	0	0	73	
1215 - 1230	0	43	16	0	1	0	0	0	1	0	0	0	0	61	
1230 - 1245	0	39	13	0	1	1	0	0	0	0	0	0	0	53	
1245 - 1300	1	38	11	1	1	1	0	1	1	0	0	0	0	53	239
1300 - 1315	1	53	14	0	1	1	0	0	1	0	0	0	0	69	
1315 - 1330	0	43	13	1	0	2	0	1	0	0	0	0	0	59	
1330 - 1345	0	51	13	0	2	2	0	0	1	0	0	0	0	69	
1345 - 1400	0	45	15	0	1	2	1	1	1	0	0	0	0	64	259
1400 - 1415	1	48	11	0	2	1	0	0	0	0	0	0	0	62	
1415 - 1430	0	75	18	0	1	1	0	0	0	0	0	0	0	94	
1430 - 1445	1	75	17	1	1	2	0	0	1	0	0	0	0	96	
1445 - 1500	0	71	17	0	1	1	0	0	0	0	0	0	0	89	341
1500 - 1515	0	70	21	0	0	2	0	0	0	0	0	0	0	93	
1515 - 1530	0	56	16	1	0	1	0	1	0	0	0	0	0	74	
1530 - 1545	0	45	17	1	0	1	0	1	0	0	0	0	0	65	
1545 - 1600	1	62	15	3	1	1	0	1	1	0	0	0	0	84	315
1600 - 1615	1	54	17	1	1	3	0	1	1	0	0	0	0	77	
1615 - 1630	0	60	18	4	1	0	0	1	0	0	0	0	0	82	
1630 - 1645	1	67	22	2	3	0	0	0	0	0	0	0	0	94	
1645 - 1700	0	67	18	0	1	3	0	1	0	0	0	0	0	88	341
1700 - 1715	0	61	22	0	3	2	0	1	0	0	0	0	0	88	
1715 - 1730	0	91	31	0	1	1	0	0	1	0	0	0	0	124	
1730 - 1745	0	91	22	0	2	1	0	0	1	0	0	0	0	116	
1745 - 1800	1	81	22	0	1	1	0	0	0	0	0	0	0	104	431
1800 - 1815	2	76	28	0	1	1	0	1	0	0	0	0	0	107	
1815 - 1830	1	65	23	0	1	0	0	0	1	0	0	0	0	90	
1830 - 1845	1	46	14	0	0	1	0	1	0	0	0	0	0	62	
1845 - 1900	1	53	15	0	0	0	0	0	0	1	0	0	0	69	326
1900 - 1915	1	43	12	0	1	0	0	1	0	0	0	0	0	57	
1915 - 1930	1	45	16	0	0	1	0	0	0	1	0	0	0	62	
1930 - 1945	2	51	14	0	0	0	0	0	0	0	0	0	0	67	
1945 - 2000	0	46	12	0	0	1	0	0	0	0	0	0	0	59	244
2000 - 2015	0	41	9	0	0	0	0	0	0	0	0	0	0	50	
2015 - 2030	1	42	13	0	1	0	0	0	1	0	0	0	0	56	
2030 - 2045	0	35	11	0	0	0	0	0	0	0	0	0	0	46	
2045 - 2100	2	37	14	1	0	0	0	0	0	0	0	0	0	53	204
2100 - 2115	1	34	9	0	0	0	0	0	0	0	0	0	0	43	
2115 - 2130	0	25	7	0	0	0	0	0	0	0	0	0	0	32	
2130 - 2145	0	27	6	0	0	0	0	0	0	0	0	0	0	32	
2145 - 2200	0	23	5	0	0	0	0	0	1	0	0	0	0	28	134
2200 - 2215	0	16	5	0	0	1	0	0	0	0	0	0	0	21	
2215 - 2230	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
2230 - 2245	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2245 - 2300	0	6	2	0	1	0	0	0	0	0	0	0	0	8	57
2300 - 2315	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
2315 - 2330	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2330 - 2345	0	6	3	0	0	0	0	0	0	0	0	0	0	8	
2345 - 0000	0	3	1	0	0	0	0	0	0	0	0	0	0	4	33

Session Total	20	3239	998	23	56	42	1	15	21	2	0	0	0	4415
Session Average	0.21	33.73	10.40	0.23	0.58	0.43	0.01	0.16	0.22	0.02	0.00	0.00	0.00	45.98
Session Percentage	0.45	73.36	22.61	0.51	1.26	0.94	0.01	0.34	0.48	0.05	0.00	0.00	0.00	

AM Peak Hour	0645 - 0745	0700 - 0800	0715 - 0815	0700 - 0800	0915 - 1015	0730 - 0830	-	0845 - 0945	0800 - 0900	-	-	-	-	0700 - 0800
AM Peak Volume	1	309	82	7	9	4	0	3	3	0	0	0	0	409

Noon Peak Hour	1115 - 1215	1415 - 1515	1415 - 1515	1430 - 1530	1330 - 1430	1300 - 1400	1300 - 1400	1115 - 1215	1045 - 1145	1045 - 1145	-	-	-	1415 - 1515
Noon Peak Volume	2	290	73	2	6	6	1	2	5	1	0	0	0	372

PM Peak Hour	1745 - 1845	1715 - 1815	1715 - 1815	1545 - 1645	1615 - 1715	1645 - 1745	-	1515 - 1615	1515 - 1615	1830 - 1930	-	-	-	1715 - 1815
PM Peak Volume	4	338	102	9	7	7	0	4	1	1	0	0	0	450

Bi-Directional Class Count || Volume Summary 15min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 23
SC-81 (North),
south of Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (24h Session) (05-23-2023)
Volume Summary 15min

TIME	Volume Summary 15min NB	SB	15min Total	60min Total
0000 - 0015	3	3	**6**	
0015 - 0030	4	4	**8**	
0030 - 0045	2	1	**3**	
0045 - 0100	4	1	**5**	**22**
0100 - 0115	3	3	**6**	
0115 - 0130	3	1	**4**	
0130 - 0145	1	5	**6**	
0145 - 0200	0	3	**3**	**19**
0200 - 0215	1	1	**2**	
0215 - 0230	1	2	**3**	
0230 - 0245	0	3	**3**	
0245 - 0300	2	1	**3**	**11**
0300 - 0315	2	1	**3**	
0315 - 0330	0	1	**1**	
0330 - 0345	0	4	**4**	
0345 - 0400	3	2	**5**	**13**
0400 - 0415	3	1	**4**	
0415 - 0430	5	2	**7**	
0430 - 0445	10	8	**18**	
0445 - 0500	9	4	**13**	**42**
0500 - 0515	16	11	**27**	
0515 - 0530	11	7	**18**	
0530 - 0545	20	15	**35**	
0545 - 0600	27	12	**39**	**119**
0600 - 0615	25	20	**45**	
0615 - 0630	31	20	**51**	
0630 - 0645	38	32	**70**	
0645 - 0700	50	57	**107**	**273**
0700 - 0715	50	67	**117**	
0715 - 0730	102	131	**233**	
0730 - 0745	162	130	**292**	
0745 - 0800	204	86	**290**	**932**
0800 - 0815	94	58	**152**	
0815 - 0830	67	47	**114**	
0830 - 0845	48	36	**84**	
0845 - 0900	57	58	**115**	**465**
0900 - 0915	54	47	**101**	
0915 - 0930	74	59	**133**	
0930 - 0945	53	55	**108**	
0945 - 1000	58	50	**108**	**450**
1000 - 1015	44	52	**96**	
1015 - 1030	63	62	**125**	
1030 - 1045	50	57	**107**	
1045 - 1100	57	41	**98**	**426**
1100 - 1115	51	57	**108**	
1115 - 1130	57	50	**107**	
1130 - 1145	66	55	**121**	
1145 - 1200	57	54	**111**	**447**

Time	Volume Summary 15min NB	SB	15min Total	60min Total
1200 - 1215	59	69	**128**	
1215 - 1230	70	52	**122**	
1230 - 1245	45	51	**96**	
1245 - 1300	57	50	**107**	**453**
1300 - 1315	57	75	**132**	
1315 - 1330	55	55	**110**	
1330 - 1345	74	72	**146**	
1345 - 1400	83	60	**143**	**531**
1400 - 1415	56	54	**110**	
1415 - 1430	52	82	**134**	
1430 - 1445	55	100	**155**	
1445 - 1500	91	78	**169**	**568**
1500 - 1515	132	92	**224**	
1515 - 1530	167	76	**243**	
1530 - 1545	97	67	**164**	
1545 - 1600	64	82	**146**	**777**
1600 - 1615	92	79	**171**	
1615 - 1630	83	85	**168**	
1630 - 1645	90	88	**178**	
1645 - 1700	88	98	**186**	**703**
1700 - 1715	93	91	**184**	
1715 - 1730	119	145	**264**	
1730 - 1745	112	133	**245**	
1745 - 1800	97	103	**200**	**893**
1800 - 1815	72	89	**161**	
1815 - 1830	73	84	**157**	
1830 - 1845	59	64	**123**	
1845 - 1900	58	80	**138**	**579**
1900 - 1915	75	69	**144**	
1915 - 1930	65	51	**116**	
1930 - 1945	47	65	**112**	
1945 - 2000	38	62	**100**	**472**
2000 - 2015	40	55	**95**	
2015 - 2030	32	54	**86**	
2030 - 2045	25	36	**61**	
2045 - 2100	31	35	**66**	**308**
2100 - 2115	38	37	**75**	
2115 - 2130	32	29	**61**	
2130 - 2145	28	33	**61**	
2145 - 2200	17	25	**42**	**239**
2200 - 2215	18	18	**36**	
2215 - 2230	11	17	**28**	
2230 - 2245	10	10	**20**	
2245 - 2300	10	8	**18**	**102**
2300 - 2315	10	11	**21**	
2315 - 2330	7	10	**17**	
2330 - 2345	4	8	**12**	
2345 - 0000	2	5	**7**	**57**

Session Total	4532	4369	**8901**
Session Average	47.21	45.51	**92.72**
Session Percentage	50.92	49.08	

Site 23
SC-81 (North),
south of Wren School Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (24h Session) (05-24-2023)
Volume Summary 15min

	Volume Summary 15min		15min	60min
TIME	NB	SB	Total	Total
0000 - 0015	3	3	**6**	
0015 - 0030	5	8	**13**	
0030 - 0045	1	2	**3**	
0045 - 0100	2	3	**5**	**27**
0100 - 0115	3	2	**5**	
0115 - 0130	2	2	**4**	
0130 - 0145	3	0	**3**	
0145 - 0200	0	5	**5**	**17**
0200 - 0215	1	5	**6**	
0215 - 0230	2	4	**6**	
0230 - 0245	3	2	**5**	
0245 - 0300	0	5	**5**	**22**
0300 - 0315	2	2	**4**	
0315 - 0330	1	1	**2**	
0330 - 0345	1	1	**2**	
0345 - 0400	3	3	**6**	**14**
0400 - 0415	0	3	**3**	
0415 - 0430	4	4	**8**	
0430 - 0445	9	6	**15**	
0445 - 0500	12	5	**17**	**43**
0500 - 0515	9	7	**16**	
0515 - 0530	16	6	**22**	
0530 - 0545	19	15	**34**	
0545 - 0600	22	20	**42**	**114**
0600 - 0615	23	13	**36**	
0615 - 0630	38	22	**60**	
0630 - 0645	44	40	**84**	
0645 - 0700	51	46	**97**	**277**
0700 - 0715	40	72	**112**	
0715 - 0730	112	133	**245**	
0730 - 0745	158	114	**272**	
0745 - 0800	195	84	**279**	**908**
0800 - 0815	74	56	**130**	
0815 - 0830	63	58	**121**	
0830 - 0845	66	48	**114**	
0845 - 0900	55	53	**108**	**473**
0900 - 0915	37	58	**95**	
0915 - 0930	54	53	**107**	
0930 - 0945	68	50	**118**	
0945 - 1000	51	61	**112**	**432**
1000 - 1015	47	50	**97**	
1015 - 1030	63	64	**127**	
1030 - 1045	51	47	**98**	
1045 - 1100	71	60	**131**	**453**
1100 - 1115	70	60	**130**	
1115 - 1130	52	50	**102**	
1130 - 1145	61	46	**107**	
1145 - 1200	49	59	**108**	**447**

	Volume Summary 15min		15min	60min
Time	NB	SB	Total	Total
1200 - 1215	65	76	**141**	
1215 - 1230	66	69	**135**	
1230 - 1245	55	55	**110**	
1245 - 1300	57	55	**112**	**498**
1300 - 1315	62	62	**124**	
1315 - 1330	63	62	**125**	
1330 - 1345	75	65	**140**	
1345 - 1400	57	67	**124**	**513**
1400 - 1415	63	69	**132**	
1415 - 1430	78	106	**184**	
1430 - 1445	101	92	**193**	
1445 - 1500	93	100	**193**	**702**
1500 - 1515	124	93	**217**	
1515 - 1530	111	72	**183**	
1530 - 1545	78	62	**140**	
1545 - 1600	89	85	**174**	**714**
1600 - 1615	80	75	**155**	
1615 - 1630	67	79	**146**	
1630 - 1645	94	99	**193**	
1645 - 1700	88	78	**166**	**660**
1700 - 1715	95	84	**179**	
1715 - 1730	91	103	**194**	
1730 - 1745	106	98	**204**	
1745 - 1800	79	105	**184**	**761**
1800 - 1815	95	124	**219**	
1815 - 1830	101	95	**196**	
1830 - 1845	80	59	**139**	
1845 - 1900	34	57	**91**	**645**
1900 - 1915	44	44	**88**	
1915 - 1930	36	73	**109**	
1930 - 1945	42	68	**110**	
1945 - 2000	57	55	**112**	**419**
2000 - 2015	70	44	**114**	
2015 - 2030	42	57	**99**	
2030 - 2045	52	56	**108**	
2045 - 2100	39	71	**110**	**431**
2100 - 2115	30	48	**78**	
2115 - 2130	17	34	**51**	
2130 - 2145	18	31	**49**	
2145 - 2200	12	30	**42**	**220**
2200 - 2215	12	23	**35**	
2215 - 2230	9	18	**27**	
2230 - 2245	9	11	**20**	
2245 - 2300	5	8	**13**	**95**
2300 - 2315	8	14	**22**	
2315 - 2330	6	7	**13**	
2330 - 2345	5	8	**13**	
2345 - 0000	4	3	**7**	**55**

Session Total	4480	4460	**8940**
Session Average	46.67	46.46	**93.13**
Session Percentage	50.11	49.89	

Bi-Directional Class Count || NB EB 60min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 23
SC-81 (North),
south of Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (24h Session) (05-23-2023)
NB EB 60min

	Northbound (Movement 23.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	1	8	4	0	0	0	0	0	0	0	0	0	0	**13**
0100 - 0200	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
0200 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0300 - 0400	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
0400 - 0500	0	19	5	0	1	1	0	0	1	0	0	0	0	**27**
0500 - 0600	0	50	21	2	1	0	0	0	0	0	0	0	0	**74**
0600 - 0700	1	72	53	8	3	5	0	1	1	0	0	0	0	**144**
0700 - 0800	2	404	105	1	2	0	0	0	3	1	0	0	0	**518**
0800 - 0900	1	192	62	0	3	3	0	5	0	0	0	0	0	**266**
0900 - 1000	0	159	73	1	4	1	0	0	1	0	0	0	0	**239**
1000 - 1100	1	134	64	0	7	3	0	3	2	0	0	0	0	**214**
1100 - 1200	3	160	58	0	4	1	0	3	2	0	0	0	0	**231**
1200 - 1300	0	169	58	0	3	1	0	0	0	0	0	0	0	**231**
1300 - 1400	1	201	56	1	4	4	0	1	1	0	0	0	0	**269**
1400 - 1500	1	168	65	11	5	1	0	2	1	0	0	0	0	**254**
1500 - 1600	1	368	83	3	1	1	0	2	1	0	0	0	0	**460**
1600 - 1700	1	239	94	1	9	2	0	1	5	1	0	0	0	**353**
1700 - 1800	2	309	101	0	6	1	0	1	0	1	0	0	0	**421**
1800 - 1900	2	176	76	0	7	0	0	1	0	0	0	0	0	**262**
1900 - 2000	3	167	54	0	1	0	0	0	0	0	0	0	0	**225**
2000 - 2100	2	91	34	0	1	0	0	0	0	0	0	0	0	**128**
2100 - 2200	1	89	24	0	0	0	0	0	1	0	0	0	0	**115**
2200 - 2300	0	40	9	0	0	0	0	0	0	0	0	0	0	**49**
2300 - 2400	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**

Session Total	23	3246	1107	28	62	24	0	20	19	3	0	0	0	**4532**
Session Average	0.96	135.25	46.13	1.17	2.58	1.00	0.00	0.83	0.79	0.13	0.00	0.00	0.00	**188.83**
Session Percentage	0.51	71.62	24.43	0.62	1.37	0.53	0.00	0.44	0.42	0.07	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	0900 - 1000	0600 - 0700	-	0800 - 0900	0700 - 0800	0700 - 0800	-	-	-	**0700 - 0800**
AM Peak Volume	2	404	105	8	4	5	0	5	3	1	0	0	0	**518**

Noon Peak Hour	1100 - 1200	1300 - 1400	1400 - 1500	1400 - 1500	1000 - 1100	1300 - 1400	-	1000 - 1100	1000 - 1100	-	-	-	-	**1300 - 1400**
Noon Peak Volume	3	201	65	11	7	4	0	3	2	0	0	0	0	**269**

PM Peak Hour	1900 - 2000	1500 - 1600	1700 - 1800	1500 - 1600	1600 - 1700	1600 - 1700	-	1500 - 1600	1600 - 1700	1600 - 1700	-	-	-	**1500 - 1600**
PM Peak Volume	3	368	101	3	9	2	0	2	5	1	0	0	0	**460**

Site 23
SC-81 (North),
south of Wren School Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (24h Session) (05-24-2023)
NB EB 60min

	Northbound (Movement 23.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
0100 - 0200	0	6	1	0	0	0	0	0	1	0	0	0	0	**8**
0200 - 0300	0	4	1	0	0	1	0	0	0	0	0	0	0	**6**
0300 - 0400	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**
0400 - 0500	0	17	6	0	0	1	0	0	1	0	0	0	0	**25**
0500 - 0600	0	45	19	1	1	0	0	0	0	0	0	0	0	**66**
0600 - 0700	1	83	55	11	2	3	0	0	1	0	0	0	0	**156**
0700 - 0800	0	379	118	1	4	3	0	0	0	0	0	0	0	**505**
0800 - 0900	1	184	60	0	7	1	0	2	2	1	0	0	0	**258**
0900 - 1000	0	153	51	1	4	1	0	0	0	0	0	0	0	**210**
1000 - 1100	0	169	51	0	5	2	0	1	4	0	0	0	0	**232**
1100 - 1200	1	177	45	0	7	0	0	1	1	0	0	0	0	**232**
1200 - 1300	0	165	66	0	7	1	0	2	2	0	0	0	0	**243**
1300 - 1400	0	180	61	2	8	5	0	0	1	0	0	0	0	**257**
1400 - 1500	1	233	83	9	1	8	0	0	0	0	0	0	0	**335**
1500 - 1600	2	299	83	2	8	7	0	1	0	0	0	0	0	**402**
1600 - 1700	2	237	76	0	4	6	0	3	1	0	0	0	0	**329**
1700 - 1800	2	283	81	0	2	3	0	0	0	0	0	0	0	**371**
1800 - 1900	3	207	99	0	1	0	0	0	0	0	0	0	0	**310**
1900 - 2000	2	123	51	0	3	0	0	0	0	0	0	0	0	**179**
2000 - 2100	2	144	55	0	1	0	1	0	0	0	0	0	0	**203**
2100 - 2200	0	53	23	0	1	0	0	0	0	0	0	0	0	**77**
2200 - 2300	0	27	8	0	0	0	0	0	0	0	0	0	0	**35**
2300 - 2400	0	16	7	0	0	0	0	0	0	0	0	0	0	**23**

Session Total	17	3199	1103	27	66	42	1	10	14	1	0	0	0	**4480**
Session Average	0.71	133.29	45.96	1.13	2.75	1.75	0.04	0.42	0.58	0.04	0.00	0.00	0.00	**186.67**
Session Percentage	0.38	71.41	24.62	0.60	1.47	0.94	0.02	0.22	0.31	0.02	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0700 - 0800	0700 - 0800	0600 - 0700	0800 - 0900	0600 - 0700	-	0800 - 0900	0800 - 0900	0800 - 0900	-	-	-	**0700 - 0800**
AM Peak Volume	1	379	118	11	7	3	0	2	2	1	0	0	0	**505**

Noon Peak Hour	1100 - 1200	1400 - 1500	1400 - 1500	1400 - 1500	1300 - 1400	1400 - 1500	-	1200 - 1300	1000 - 1100	-	-	-	-	**1400 - 1500**
Noon Peak Volume	1	233	83	9	8	8	0	2	4	0	0	0	0	**335**

PM Peak Hour	1800 - 1900	1500 - 1600	1800 - 1900	1500 - 1600	1500 - 1600	1500 - 1600	-	1600 - 1700	1600 - 1700	-	-	-	-	**1500 - 1600**
PM Peak Volume	3	299	99	2	8	7	0	3	1	0	0	0	0	**402**

Bi-Directional Class Count || SB WB 60min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 23
SC-81 (North),
south of Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (24h Session) (05-23-2023)
SB WB 60min

	Southbound (Movement 23.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
0100 - 0200	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
0200 - 0300	1	4	2	0	0	0	0	0	0	0	0	0	0	**7**
0300 - 0400	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**
0400 - 0500	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**
0500 - 0600	1	31	13	0	0	0	0	0	0	0	0	0	0	**45**
0600 - 0700	0	89	38	0	1	0	0	1	0	0	0	0	0	**129**
0700 - 0800	1	313	80	7	8	3	0	0	2	0	0	0	0	**414**
0800 - 0900	1	133	51	3	5	2	0	2	2	0	0	0	0	**199**
0900 - 1000	0	140	56	1	6	4	0	3	1	0	0	0	0	**211**
1000 - 1100	0	131	72	1	5	1	0	0	2	0	0	0	0	**212**
1100 - 1200	1	155	52	0	1	2	0	1	3	1	0	0	0	**216**
1200 - 1300	1	163	48	1	4	1	0	2	2	0	0	0	0	**222**
1300 - 1400	1	196	54	1	4	1	1	2	2	0	0	0	0	**262**
1400 - 1500	1	249	56	1	6	1	0	0	0	0	0	0	0	**314**
1500 - 1600	0	227	80	3	0	2	0	4	1	0	0	0	0	**317**
1600 - 1700	2	256	79	6	1	4	0	2	0	0	0	0	0	**350**
1700 - 1800	0	358	100	0	10	2	0	1	1	0	0	0	0	**472**
1800 - 1900	3	247	63	0	0	1	0	2	0	1	0	0	0	**317**
1900 - 2000	2	199	43	0	1	0	0	1	0	1	0	0	0	**247**
2000 - 2100	1	137	40	1	0	0	0	0	1	0	0	0	0	**180**
2100 - 2200	1	101	21	0	0	0	0	0	1	0	0	0	0	**124**
2200 - 2300	0	42	10	0	0	1	0	0	0	0	0	0	0	**53**
2300 - 2400	0	25	9	0	0	0	0	0	0	0	0	0	0	**34**

Session Total	17	3233	974	25	52	25	1	21	18	3	0	0	0	**4369**
Session Average	0.71	134.71	40.58	1.04	2.17	1.04	0.04	0.88	0.75	0.13	0.00	0.00	0.00	**182.04**
Session Percentage	0.39	74.00	22.29	0.57	1.19	0.57	0.02	0.48	0.41	0.07	0.00	0.00	0.00	

AM Peak Hour	0500 - 0600	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	-	0900 - 1000	0700 - 0800	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	313	80	7	8	4	0	3	2	0	0	0	0	**414**

Noon Peak Hour	1100 - 1200	1400 - 1500	1000 - 1100	1000 - 1100	1400 - 1500	1100 - 1200	1300 - 1400	1200 - 1300	1100 - 1200	1100 - 1200	-	-	-	**1400 - 1500**
Noon Peak Volume	1	249	72	1	6	2	1	2	3	1	0	0	0	**314**

PM Peak Hour	1800 - 1900	1700 - 1800	1700 - 1800	1600 - 1700	1700 - 1800	1600 - 1700	-	1500 - 1600	1500 - 1600	1800 - 1900	-	-	-	**1700 - 1800**
PM Peak Volume	3	358	100	6	10	4	0	4	1	1	0	0	0	**472**

Site 23
SC-81 (North),
south of Wren School Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (24h Session) (05-24-2023)
SB WB 60min

	Southbound (Movement 23.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	13	2	0	0	0	0	0	0	1	0	0	0	**16**
0100 - 0200	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
0200 - 0300	1	10	2	0	0	2	0	0	1	0	0	0	0	**16**
0300 - 0400	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
0400 - 0500	0	14	4	0	0	0	0	0	0	0	0	0	0	**18**
0500 - 0600	0	37	10	0	0	0	0	1	0	0	0	0	0	**48**
0600 - 0700	0	85	34	0	1	0	0	0	1	0	0	0	0	**121**
0700 - 0800	1	305	80	7	7	2	0	0	1	0	0	0	0	**403**
0800 - 0900	1	148	51	0	7	5	0	0	3	0	0	0	0	**215**
0900 - 1000	2	139	67	1	10	2	0	0	1	0	0	0	0	**222**
1000 - 1100	1	153	60	0	1	4	0	0	2	0	0	0	0	**221**
1100 - 1200	1	144	56	0	5	1	0	2	6	0	0	0	0	**215**
1200 - 1300	2	190	53	1	4	1	0	1	3	0	0	0	0	**255**
1300 - 1400	0	186	54	0	3	10	0	1	2	0	0	0	0	**256**
1400 - 1500	1	287	68	1	3	6	0	0	1	0	0	0	0	**367**
1500 - 1600	1	238	57	5	1	8	0	2	0	0	0	0	0	**312**
1600 - 1700	1	237	69	5	9	8	0	1	1	0	0	0	0	**331**
1700 - 1800	1	286	92	0	3	6	0	1	1	0	0	0	0	**390**
1800 - 1900	4	232	95	0	2	1	0	0	1	0	0	0	0	**335**
1900 - 2000	3	171	63	0	1	2	0	0	0	0	0	0	0	**240**
2000 - 2100	3	172	52	0	1	0	0	0	0	0	0	0	0	**228**
2100 - 2200	0	114	29	0	0	0	0	0	0	0	0	0	0	**143**
2200 - 2300	0	46	13	0	1	0	0	0	0	0	0	0	0	**60**
2300 - 2400	0	23	9	0	0	0	0	0	0	0	0	0	0	**32**

Session Total	23	3244	1022	20	59	58	0	9	24	1	0	0	0	**4460**
Session Average	0.96	135.17	42.58	0.83	2.46	2.42	0.00	0.38	1.00	0.04	0.00	0.00	0.00	**185.83**
Session Percentage	0.52	72.74	22.91	0.45	1.32	1.30	0.00	0.20	0.54	0.02	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	0800 - 0900	-	0500 - 0600	0800 - 0900	-	-	-	-	**0700 - 0800**
AM Peak Volume	2	305	80	7	10	5	0	1	3	0	0	0	0	**403**

Noon Peak Hour	1200 - 1300	1400 - 1500	1400 - 1500	1200 - 1300	1100 - 1200	1300 - 1400	-	1100 - 1200	1100 - 1200	-	-	-	-	**1400 - 1500**
Noon Peak Volume	2	287	68	1	5	10	0	2	6	0	0	0	0	**367**

PM Peak Hour	1800 - 1900	1700 - 1800	1800 - 1900	1500 - 1600	1600 - 1700	1500 - 1600	-	1500 - 1600	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	4	286	95	5	9	8	0	2	1	0	0	0	0	**390**

Bi-Directional Class Count || Bi-Directional 60min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 23
SC-81 (North),
south of Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (24h Session) (05-23-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	1	15	6	0	0	0	0	0	0	0	0	0	0	**22**
0100 - 0200	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
0200 - 0300	1	8	2	0	0	0	0	0	0	0	0	0	0	**11**
0300 - 0400	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**
0400 - 0500	0	31	8	0	1	1	0	0	1	0	0	0	0	**42**
0500 - 0600	1	81	34	2	1	0	0	0	0	0	0	0	0	**119**
0600 - 0700	1	161	91	8	4	5	0	2	1	0	0	0	0	**273**
0700 - 0800	3	717	185	8	10	3	0	0	5	1	0	0	0	**932**
0800 - 0900	2	325	113	3	8	5	0	7	2	0	0	0	0	**465**
0900 - 1000	0	299	129	2	10	5	0	3	2	0	0	0	0	**450**
1000 - 1100	1	265	136	1	12	4	0	3	4	0	0	0	0	**426**
1100 - 1200	4	315	110	0	5	3	0	4	5	1	0	0	0	**447**
1200 - 1300	1	332	106	1	7	2	0	2	2	0	0	0	0	**453**
1300 - 1400	2	397	110	2	8	5	1	3	3	0	0	0	0	**531**
1400 - 1500	2	417	121	12	11	2	0	2	1	0	0	0	0	**568**
1500 - 1600	1	595	163	6	1	3	0	6	2	0	0	0	0	**777**
1600 - 1700	3	495	173	7	10	6	0	3	5	1	0	0	0	**703**
1700 - 1800	2	667	201	0	16	3	0	2	1	1	0	0	0	**893**
1800 - 1900	5	423	139	0	7	1	0	3	0	1	0	0	0	**579**
1900 - 2000	5	366	97	0	2	0	0	1	0	1	0	0	0	**472**
2000 - 2100	3	228	74	1	1	0	0	0	1	0	0	0	0	**308**
2100 - 2200	2	190	45	0	0	0	0	0	2	0	0	0	0	**239**
2200 - 2300	0	82	19	0	0	1	0	0	0	0	0	0	0	**102**
2300 - 2400	0	43	14	0	0	0	0	0	0	0	0	0	0	**57**

Session Total	40	6479	2081	53	114	49	1	41	37	6	0	0	0	**8901**
Session Average	1.67	269.96	86.71	2.21	4.75	2.04	0.04	1.71	1.54	0.25	0.00	0.00	0.00	**370.88**
Session Percentage	0.45	72.79	23.38	0.60	1.28	0.55	0.01	0.46	0.42	0.07	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	0700 - 0800	0600 - 0700	-	0800 - 0900	0700 - 0800	0700 - 0800	-	-	-	**0700 - 0800**
AM Peak Volume	3	717	185	8	10	5	0	7	5	1	0	0	0	**932**

Noon Peak Hour	1100 - 1200	1400 - 1500	1000 - 1100	1400 - 1500	1000 - 1100	1300 - 1400	1300 - 1400	1100 - 1200	1100 - 1200	1100 - 1200	-	-	-	**1400 - 1500**
Noon Peak Volume	4	417	136	12	12	5	1	4	5	1	0	0	0	**568**

PM Peak Hour	1800 - 1900	1700 - 1800	1700 - 1800	1600 - 1700	1700 - 1800	1600 - 1700	-	1500 - 1600	1600 - 1700	1600 - 1700	-	-	-	**1700 - 1800**
PM Peak Volume	5	667	201	7	16	6	0	6	5	1	0	0	0	**893**

Site 23
SC-81 (North),
south of Wren School Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (24h Session) (05-24-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	23	3	0	0	0	0	0	0	1	0	0	0	**27**
0100 - 0200	0	14	2	0	0	0	0	0	1	0	0	0	0	**17**
0200 - 0300	1	14	3	0	0	3	0	0	1	0	0	0	0	**22**
0300 - 0400	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**
0400 - 0500	0	31	10	0	0	1	0	0	1	0	0	0	0	**43**
0500 - 0600	0	82	29	1	1	0	0	1	0	0	0	0	0	**114**
0600 - 0700	1	168	89	11	3	3	0	0	2	0	0	0	0	**277**
0700 - 0800	1	684	198	8	11	5	0	0	1	0	0	0	0	**908**
0800 - 0900	2	332	111	0	14	6	0	2	5	1	0	0	0	**473**
0900 - 1000	2	292	118	2	14	3	0	0	1	0	0	0	0	**432**
1000 - 1100	1	322	111	0	6	6	0	1	6	0	0	0	0	**453**
1100 - 1200	2	321	101	0	12	1	0	3	7	0	0	0	0	**447**
1200 - 1300	2	355	119	1	11	2	0	3	5	0	0	0	0	**498**
1300 - 1400	0	366	115	2	11	15	0	1	3	0	0	0	0	**513**
1400 - 1500	2	520	151	10	4	14	0	0	1	0	0	0	0	**702**
1500 - 1600	3	537	140	7	9	15	0	3	0	0	0	0	0	**714**
1600 - 1700	3	474	145	5	13	14	0	4	2	0	0	0	0	**660**
1700 - 1800	3	569	173	0	5	9	0	1	1	0	0	0	0	**761**
1800 - 1900	7	439	194	0	3	1	0	0	1	0	0	0	0	**645**
1900 - 2000	5	294	114	0	4	2	0	0	0	0	0	0	0	**419**
2000 - 2100	5	316	107	0	2	0	1	0	0	0	0	0	0	**431**
2100 - 2200	0	167	52	0	1	0	0	0	0	0	0	0	0	**220**
2200 - 2300	0	73	21	0	1	0	0	0	0	0	0	0	0	**95**
2300 - 2400	0	39	16	0	0	0	0	0	0	0	0	0	0	**55**

Session Total	40	6443	2125	47	125	100	1	19	38	2	0	0	0	**8940**
Session Average	1.67	268.46	88.54	1.96	5.21	4.17	0.04	0.79	1.58	0.08	0.00	0.00	0.00	**372.50**
Session Percentage	0.45	72.07	23.77	0.53	1.40	1.12	0.01	0.21	0.43	0.02	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0600 - 0700	0800 - 0900	0800 - 0900	-	0800 - 0900	0800 - 0900	0800 - 0900	-	-	-	**0700 - 0800**
AM Peak Volume	2	684	198	11	14	6	0	2	5	1	0	0	0	**908**

Noon Peak Hour	1100 - 1200	1400 - 1500	1400 - 1500	1400 - 1500	1100 - 1200	1300 - 1400	-	1100 - 1200	1100 - 1200	-	-	-	-	**1400 - 1500**
Noon Peak Volume	2	520	151	10	12	15	0	3	7	0	0	0	0	**702**

PM Peak Hour	1800 - 1900	1700 - 1800	1800 - 1900	1500 - 1600	1600 - 1700	1500 - 1600	-	1600 - 1700	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	7	569	194	7	13	15	0	4	2	0	0	0	0	**761**

Bi-Directional Class Count || Volume Summary 60min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 23
SC-81 (North),
south of Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (24h Session) (05-23-2023)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	13	9	**22**
0100 - 0200	7	12	**19**
0200 - 0300	4	7	**11**
0300 - 0400	5	8	**13**
0400 - 0500	27	15	**42**
0500 - 0600	74	45	**119**
0600 - 0700	144	129	**273**
0700 - 0800	518	414	**932**
0800 - 0900	266	199	**465**
0900 - 1000	239	211	**450**
1000 - 1100	214	212	**426**
1100 - 1200	231	216	**447**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	231	222	**453**
1300 - 1400	269	262	**531**
1400 - 1500	254	314	**568**
1500 - 1600	460	317	**777**
1600 - 1700	353	350	**703**
1700 - 1800	421	472	**893**
1800 - 1900	262	317	**579**
1900 - 2000	225	247	**472**
2000 - 2100	128	180	**308**
2100 - 2200	115	124	**239**
2200 - 2300	49	53	**102**
2300 - 2400	23	34	**57**

Session Total	4532	4369	**8901**
Session Average	188.83	182.04	**370.88**
Session Percentage	50.92	49.08	

Site 23
SC-81 (North),
south of Wren School Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.729689°, -82.548424°

0000 - 2400 (24h Session) (05-24-2023)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	11	16	**27**
0100 - 0200	8	9	**17**
0200 - 0300	6	16	**22**
0300 - 0400	7	7	**14**
0400 - 0500	25	18	**43**
0500 - 0600	66	48	**114**
0600 - 0700	156	121	**277**
0700 - 0800	505	403	**908**
0800 - 0900	258	215	**473**
0900 - 1000	210	222	**432**
1000 - 1100	232	221	**453**
1100 - 1200	232	215	**447**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	243	255	**498**
1300 - 1400	257	256	**513**
1400 - 1500	335	367	**702**
1500 - 1600	402	312	**714**
1600 - 1700	329	331	**660**
1700 - 1800	371	390	**761**
1800 - 1900	310	335	**645**
1900 - 2000	179	240	**419**
2000 - 2100	203	228	**431**
2100 - 2200	77	143	**220**
2200 - 2300	35	60	**95**
2300 - 2400	23	32	**55**

Session Total	4480	4460	**8940**
Session Average	186.67	185.83	**372.50**
Session Percentage	50.11	49.89	

Bi-Directional Class Count || Graphical Analysis NB EB

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 23

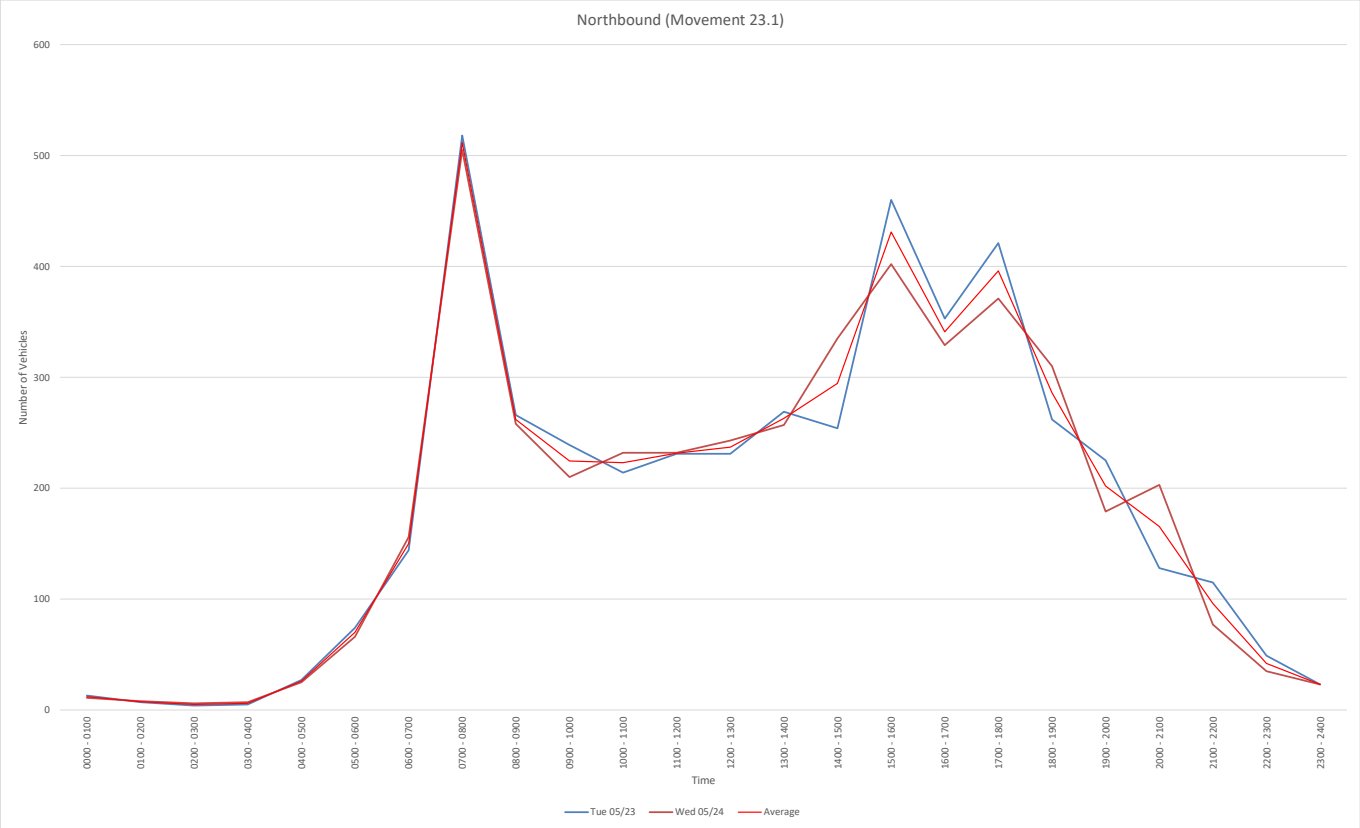
SC-81 (North),
south of Wren School Rd

Lat/Long

34.729689°, -82.548424°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Class Count || Graphical Analysis SB WB

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 23

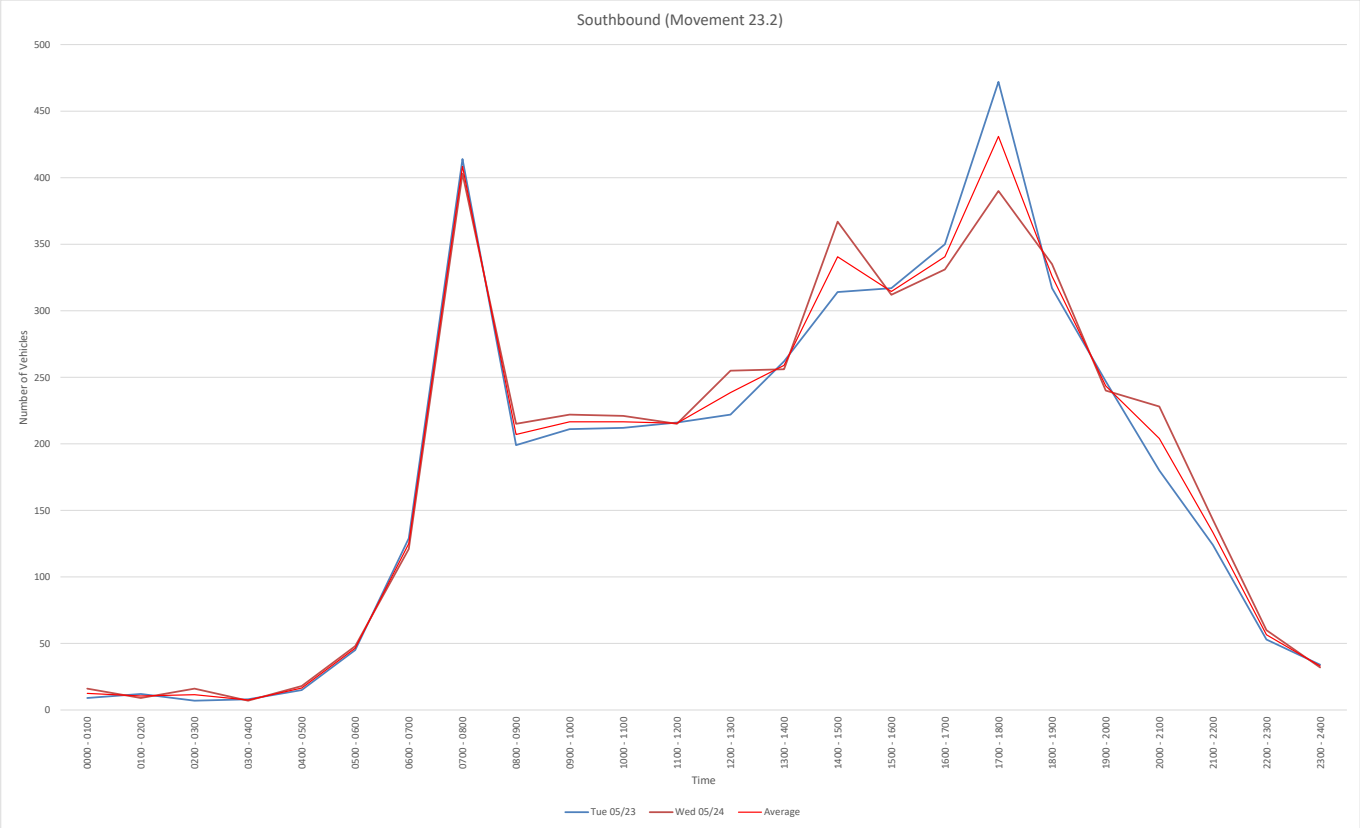
SC-81 (North),
south of Wren School Rd

Lat/Long

34.729689°, -82.548424°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



NB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 23
Station ID: 1
Location 1: SC-81 (North), south of Wren School Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	1	2	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	6	2	0	0	1	0	0	1	0	0	0	0
5/23/2023	4:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	10	5	0	1	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	8	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	14	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	0	18	7	2	0	0	0	0	0	0	0	0	0
5/23/2023	6:00 AM	0	11	12	0	1	0	0	0	1	0	0	0	0
5/23/2023	6:15 AM	0	16	11	3	0	1	0	0	0	0	0	0	0
5/23/2023	6:30 AM	0	19	13	3	0	3	0	0	0	0	0	0	0
5/23/2023	6:45 AM	1	26	17	2	2	1	0	1	0	0	0	0	0
5/23/2023	7:00 AM	0	40	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:15 AM	0	80	21	0	0	0	0	0	1	0	0	0	0
5/23/2023	7:30 AM	2	120	36	0	2	0	0	0	2	0	0	0	0
5/23/2023	7:45 AM	0	164	38	1	0	0	0	0	0	1	0	0	0
5/23/2023	8:00 AM	1	67	21	0	1	1	0	3	0	0	0	0	0
5/23/2023	8:15 AM	0	51	14	0	1	0	0	1	0	0	0	0	0
5/23/2023	8:30 AM	0	37	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:45 AM	0	37	16	0	1	2	0	1	0	0	0	0	0
5/23/2023	9:00 AM	0	32	20	1	0	1	0	0	0	0	0	0	0
5/23/2023	9:15 AM	0	52	20	0	2	0	0	0	0	0	0	0	0
5/23/2023	9:30 AM	0	35	17	0	1	0	0	0	0	0	0	0	0
5/23/2023	9:45 AM	0	40	16	0	1	0	0	0	1	0	0	0	0
5/23/2023	10:00 AM	0	27	16	0	0	0	0	0	1	0	0	0	0
5/23/2023	10:15 AM	0	40	17	0	1	3	0	1	1	0	0	0	0
5/23/2023	10:30 AM	1	32	12	0	4	0	0	1	0	0	0	0	0
5/23/2023	10:45 AM	0	35	19	0	2	0	0	1	0	0	0	0	0
5/23/2023	11:00 AM	0	38	8	0	2	1	0	1	1	0	0	0	0
5/23/2023	11:15 AM	1	38	16	0	1	0	0	1	0	0	0	0	0
5/23/2023	11:30 AM	0	50	13	0	1	0	0	1	1	0	0	0	0
5/23/2023	11:45 AM	2	34	21	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:00 PM	0	45	13	0	0	1	0	0	0	0	0	0	0
5/23/2023	12:15 PM	0	50	20	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 PM	0	31	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 PM	0	43	11	0	3	0	0	0	0	0	0	0	0
5/23/2023	1:00 PM	0	40	12	0	2	3	0	0	0	0	0	0	0
5/23/2023	1:15 PM	0	40	13	1	1	0	0	0	0	0	0	0	0
5/23/2023	1:30 PM	1	55	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 PM	0	66	13	0	1	1	0	1	1	0	0	0	0
5/23/2023	2:00 PM	0	29	13	11	1	0	0	1	1	0	0	0	0
5/23/2023	2:15 PM	0	34	15	0	2	0	0	1	0	0	0	0	0
5/23/2023	2:30 PM	1	32	20	0	1	1	0	0	0	0	0	0	0
5/23/2023	2:45 PM	0	73	17	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:00 PM	0	109	20	1	0	0	0	2	0	0	0	0	0
5/23/2023	3:15 PM	1	128	37	1	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 PM	0	81	14	1	1	0	0	0	0	0	0	0	0
5/23/2023	3:45 PM	0	50	12	0	0	1	0	0	1	0	0	0	0
5/23/2023	4:00 PM	0	60	25	1	2	1	0	0	2	1	0	0	0
5/23/2023	4:15 PM	1	54	27	0	0	0	0	0	1	0	0	0	0
5/23/2023	4:30 PM	0	62	22	0	3	1	0	0	2	0	0	0	0
5/23/2023	4:45 PM	0	63	20	0	4	0	0	1	0	0	0	0	0
5/23/2023	5:00 PM	0	61	29	0	2	0	0	0	0	1	0	0	0
5/23/2023	5:15 PM	0	92	26	0	1	0	0	0	0	0	0	0	0
5/23/2023	5:30 PM	0	81	29	0	2	0	0	0	0	0	0	0	0
5/23/2023	5:45 PM	2	75	17	0	1	1	0	1	0	0	0	0	0
5/23/2023	6:00 PM	2	41	25	0	4	0	0	0	0	0	0	0	0
5/23/2023	6:15 PM	0	52	21	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:30 PM	0	37	19	0	2	0	0	1	0	0	0	0	0
5/23/2023	6:45 PM	0	46	11	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:00 PM	1	59	14	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	1	48	16	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	0	33	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	1	27	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	0	28	12	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	2	23	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	0	18	6	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	22	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	1	28	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	24	7	0	0	0	0	0	1	0	0	0	0
5/23/2023	9:30 PM	0	23	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	14	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	15	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	1	1	0	0	0	0	0	1	0	0	0	0
5/24/2023	1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	1	1	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	4	3	0	0	1	0	0	1	0	0	0	0
5/24/2023	4:45 AM	0	9	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	4	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	11	4	0	1	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	17	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	13	8	1	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	12	9	1	1	0	0	0	0	0	0	0	0
5/24/2023	6:15 AM	0	20	14	4	0	0	0	0	0	0	0	0	0
5/24/2023	6:30 AM	0	21	19	2	1	1	0	0	0	0	0	0	0
5/24/2023	6:45 AM	1	30	13	4	0	2	0	0	1	0	0	0	0
5/24/2023	7:00 AM	0	29	10	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:15 AM	0	83	26	0	2	1	0	0	0	0	0	0	0
5/24/2023	7:30 AM	0	115	42	0	0	1	0	0	0	0	0	0	0
5/24/2023	7:45 AM	0	152	40	1	1	1	0	0	0	0	0	0	0
5/24/2023	8:00 AM	0	55	16	0	2	1	0	0	0	0	0	0	0
5/24/2023	8:15 AM	0	40	17	0	3	0	0	2	1	0	0	0	0
5/24/2023	8:30 AM	1	51	13	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:45 AM	0	38	14	0	1	0	0	0	1	1	0	0	0
5/24/2023	9:00 AM	0	29	7	1	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 AM	0	40	13	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:30 AM	0	53	13	0	1	1	0	0	0	0	0	0	0
5/24/2023	9:45 AM	0	31	18	0	2	0	0	0	0	0	0	0	0
5/24/2023	10:00 AM	0	32	12	0	1	1	0	0	1	0	0	0	0
5/24/2023	10:15 AM	0	46	14	0	2	0	0	0	1	0	0	0	0
5/24/2023	10:30 AM	0	36	13	0	1	0	0	0	1	0	0	0	0
5/24/2023	10:45 AM	0	55	12	0	1	1	0	1	1	0	0	0	0
5/24/2023	11:00 AM	1	52	16	0	1	0	0	0	0	0	0	0	0
5/24/2023	11:15 AM	0	39	11	0	1	0	0	0	1	0	0	0	0
5/24/2023	11:30 AM	0	46	11	0	3	0	0	1	0	0	0	0	0
5/24/2023	11:45 AM	0	40	7	0	2	0	0	0	0	0	0	0	0
5/24/2023	12:00 PM	0	44	21	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 PM	0	48	16	0	1	0	0	0	1	0	0	0	0
5/24/2023	12:30 PM	0	36	15	0	2	1	0	0	1	0	0	0	0
5/24/2023	12:45 PM	0	37	14	0	4	0	0	2	0	0	0	0	0
5/24/2023	1:00 PM	0	41	17	0	3	1	0	0	0	0	0	0	0
5/24/2023	1:15 PM	0	45	14	1	2	1	0	0	0	0	0	0	0
5/24/2023	1:30 PM	0	52	18	0	2	2	0	0	1	0	0	0	0
5/24/2023	1:45 PM	0	42	12	1	1	1	0	0	0	0	0	0	0
5/24/2023	2:00 PM	1	37	13	9	0	3	0	0	0	0	0	0	0
5/24/2023	2:15 PM	0	57	19	0	1	1	0	0	0	0	0	0	0
5/24/2023	2:30 PM	0	71	29	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:45 PM	0	68	22	0	0	3	0	0	0	0	0	0	0
5/24/2023	3:00 PM	0	93	27	0	3	1	0	0	0	0	0	0	0
5/24/2023	3:15 PM	0	86	22	0	0	2	0	1	0	0	0	0	0
5/24/2023	3:30 PM	0	60	13	1	1	3	0	0	0	0	0	0	0
5/24/2023	3:45 PM	2	60	21	1	4	1	0	0	0	0	0	0	0
5/24/2023	4:00 PM	2	56	17	0	0	3	0	2	0	0	0	0	0
5/24/2023	4:15 PM	0	44	19	0	2	2	0	0	0	0	0	0	0
5/24/2023	4:30 PM	0	70	21	0	1	1	0	0	1	0	0	0	0
5/24/2023	4:45 PM	0	67	19	0	1	0	0	1	0	0	0	0	0
5/24/2023	5:00 PM	1	69	23	0	1	1	0	0	0	0	0	0	0
5/24/2023	5:15 PM	0	71	18	0	1	1	0	0	0	0	0	0	0
5/24/2023	5:30 PM	0	81	24	0	0	1	0	0	0	0	0	0	0
5/24/2023	5:45 PM	1	62	16	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 PM	2	58	35	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:15 PM	0	74	26	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:30 PM	1	52	27	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 PM	0	23	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:00 PM	2	28	12	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	0	25	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	0	29	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	41	15	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:00 PM	1	48	21	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	0	32	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:30 PM	0	38	12	0	1	0	1	0	0	0	0	0	0
5/24/2023	8:45 PM	1	26	12	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	0	19	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	11	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	14	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	9	2	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	6	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	4	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	3	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 23
Station ID: 1
Location 1: SC-81 (North), south of Wren School Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	1	4	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	10	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	0	9	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:00 AM	0	12	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:15 AM	0	15	3	0	1	0	0	1	0	0	0	0	0
5/23/2023	6:30 AM	0	23	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:45 AM	0	39	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:00 AM	0	47	12	2	2	3	0	0	1	0	0	0	0
5/23/2023	7:15 AM	1	101	25	3	1	0	0	0	0	0	0	0	0
5/23/2023	7:30 AM	0	100	26	0	4	0	0	0	0	0	0	0	0
5/23/2023	7:45 AM	0	65	17	2	1	0	0	0	1	0	0	0	0
5/23/2023	8:00 AM	0	37	16	2	0	2	0	0	1	0	0	0	0
5/23/2023	8:15 AM	1	33	11	1	1	0	0	0	0	0	0	0	0
5/23/2023	8:30 AM	0	25	9	0	2	0	0	0	0	0	0	0	0
5/23/2023	8:45 AM	0	38	15	0	2	0	0	2	1	0	0	0	0
5/23/2023	9:00 AM	0	29	16	0	0	2	0	0	0	0	0	0	0
5/23/2023	9:15 AM	0	42	15	0	0	1	0	1	0	0	0	0	0
5/23/2023	9:30 AM	0	34	14	1	3	0	0	2	1	0	0	0	0
5/23/2023	9:45 AM	0	35	11	0	3	1	0	0	0	0	0	0	0
5/23/2023	10:00 AM	0	30	19	0	2	0	0	0	1	0	0	0	0
5/23/2023	10:15 AM	0	35	24	1	2	0	0	0	0	0	0	0	0
5/23/2023	10:30 AM	0	41	14	0	0	1	0	0	1	0	0	0	0
5/23/2023	10:45 AM	0	25	15	0	1	0	0	0	0	0	0	0	0
5/23/2023	11:00 AM	0	39	16	0	1	0	0	0	1	0	0	0	0
5/23/2023	11:15 AM	0	36	13	0	0	0	0	0	1	0	0	0	0
5/23/2023	11:30 AM	0	33	17	0	0	2	0	1	1	1	0	0	0
5/23/2023	11:45 AM	1	47	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:00 PM	1	53	11	1	1	0	0	1	1	0	0	0	0
5/23/2023	12:15 PM	0	37	14	0	1	0	0	0	0	0	0	0	0
5/23/2023	12:30 PM	0	38	11	0	1	1	0	0	0	0	0	0	0
5/23/2023	12:45 PM	0	35	12	0	1	0	0	1	1	0	0	0	0
5/23/2023	1:00 PM	1	60	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 PM	0	42	9	1	0	1	0	2	0	0	0	0	0
5/23/2023	1:30 PM	0	52	16	0	3	0	0	0	1	0	0	0	0
5/23/2023	1:45 PM	0	42	15	0	1	0	1	0	1	0	0	0	0
5/23/2023	2:00 PM	0	40	11	0	3	0	0	0	0	0	0	0	0
5/23/2023	2:15 PM	0	69	12	0	1	0	0	0	0	0	0	0	0
5/23/2023	2:30 PM	1	79	18	1	0	1	0	0	0	0	0	0	0
5/23/2023	2:45 PM	0	61	15	0	2	0	0	0	0	0	0	0	0
5/23/2023	3:00 PM	0	68	24	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 PM	0	55	18	1	0	1	0	1	0	0	0	0	0
5/23/2023	3:30 PM	0	45	20	0	0	0	0	2	0	0	0	0	0
5/23/2023	3:45 PM	0	59	18	2	0	1	0	1	1	0	0	0	0
5/23/2023	4:00 PM	2	53	20	1	0	2	0	1	0	0	0	0	0
5/23/2023	4:15 PM	0	59	20	4	1	0	0	1	0	0	0	0	0
5/23/2023	4:30 PM	0	65	22	1	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 PM	0	79	17	0	0	2	0	0	0	0	0	0	0
5/23/2023	5:00 PM	0	61	25	0	3	1	0	1	0	0	0	0	0
5/23/2023	5:15 PM	0	106	35	0	2	1	0	0	1	0	0	0	0
5/23/2023	5:30 PM	0	107	23	0	3	0	0	0	0	0	0	0	0
5/23/2023	5:45 PM	0	84	17	0	2	0	0	0	0	0	0	0	0
5/23/2023	6:00 PM	1	70	16	0	0	1	0	1	0	0	0	0	0
5/23/2023	6:15 PM	0	69	15	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:30 PM	1	47	15	0	0	0	0	1	0	0	0	0	0
5/23/2023	6:45 PM	1	61	17	0	0	0	0	0	0	1	0	0	0
5/23/2023	7:00 PM	0	54	13	0	1	0	0	1	0	0	0	0	0
5/23/2023	7:15 PM	1	41	8	0	0	0	0	0	0	1	0	0	0
5/23/2023	7:30 PM	1	54	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	0	50	12	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	0	47	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	1	38	14	0	0	0	0	0	1	0	0	0	0
5/23/2023	8:30 PM	0	27	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	25	9	1	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	1	29	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	25	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	27	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	20	4	0	0	0	0	0	1	0	0	0	0
5/23/2023	10:00 PM	0	14	3	0	0	1	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	13	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	7	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	5	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	2	0	0	0	0	0	0	0	1	0	0	0
5/24/2023	1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	3	0	0	0	1	0	0	1	0	0	0	0
5/24/2023	2:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	1	3	0	0	0	1	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	12	2	0	0	0	0	1	0	0	0	0	0
5/24/2023	5:45 AM	0	15	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	8	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:15 AM	0	17	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:30 AM	0	31	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 AM	0	29	15	0	1	0	0	0	1	0	0	0	0
5/24/2023	7:00 AM	0	53	17	1	1	0	0	0	0	0	0	0	0
5/24/2023	7:15 AM	0	100	28	4	1	0	0	0	0	0	0	0	0
5/24/2023	7:30 AM	1	92	19	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:45 AM	0	60	16	2	3	2	0	0	1	0	0	0	0
5/24/2023	8:00 AM	0	36	16	0	2	1	0	0	1	0	0	0	0
5/24/2023	8:15 AM	0	43	10	0	3	2	0	0	0	0	0	0	0
5/24/2023	8:30 AM	1	34	12	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:45 AM	0	35	13	0	1	2	0	0	2	0	0	0	0
5/24/2023	9:00 AM	0	37	19	0	1	0	0	0	1	0	0	0	0
5/24/2023	9:15 AM	0	31	19	0	3	0	0	0	0	0	0	0	0
5/24/2023	9:30 AM	0	31	13	1	4	1	0	0	0	0	0	0	0
5/24/2023	9:45 AM	2	40	16	0	2	1	0	0	0	0	0	0	0
5/24/2023	10:00 AM	0	30	18	0	1	0	0	0	1	0	0	0	0
5/24/2023	10:15 AM	0	48	15	0	0	0	0	0	1	0	0	0	0
5/24/2023	10:30 AM	0	29	14	0	0	4	0	0	0	0	0	0	0
5/24/2023	10:45 AM	1	46	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 AM	0	39	17	0	2	0	0	1	1	0	0	0	0
5/24/2023	11:15 AM	0	30	16	0	0	0	0	1	3	0	0	0	0
5/24/2023	11:30 AM	0	32	11	0	1	0	0	0	2	0	0	0	0
5/24/2023	11:45 AM	1	43	12	0	2	1	0	0	0	0	0	0	0
5/24/2023	12:00 PM	0	62	10	0	2	0	0	1	1	0	0	0	0
5/24/2023	12:15 PM	0	49	18	0	1	0	0	0	1	0	0	0	0
5/24/2023	12:30 PM	0	39	15	0	1	0	0	0	0	0	0	0	0
5/24/2023	12:45 PM	2	40	10	1	0	1	0	0	1	0	0	0	0
5/24/2023	1:00 PM	0	46	13	0	1	1	0	0	1	0	0	0	0
5/24/2023	1:15 PM	0	43	17	0	0	2	0	0	0	0	0	0	0
5/24/2023	1:30 PM	0	49	10	0	1	4	0	0	1	0	0	0	0
5/24/2023	1:45 PM	0	48	14	0	1	3	0	1	0	0	0	0	0
5/24/2023	2:00 PM	1	56	10	0	1	1	0	0	0	0	0	0	0
5/24/2023	2:15 PM	0	81	23	0	1	1	0	0	0	0	0	0	0
5/24/2023	2:30 PM	0	70	16	1	1	3	0	0	1	0	0	0	0
5/24/2023	2:45 PM	0	80	19	0	0	1	0	0	0	0	0	0	0
5/24/2023	3:00 PM	0	71	18	0	0	4	0	0	0	0	0	0	0
5/24/2023	3:15 PM	0	57	13	0	0	1	0	1	0	0	0	0	0
5/24/2023	3:30 PM	0	45	14	1	0	2	0	0	0	0	0	0	0
5/24/2023	3:45 PM	1	65	12	4	1	1	0	1	0	0	0	0	0
5/24/2023	4:00 PM	0	54	14	0	2	4	0	0	1	0	0	0	0
5/24/2023	4:15 PM	0	60	15	3	1	0	0	0	0	0	0	0	0
5/24/2023	4:30 PM	1	69	22	2	5	0	0	0	0	0	0	0	0
5/24/2023	4:45 PM	0	54	18	0	1	4	0	1	0	0	0	0	0
5/24/2023	5:00 PM	0	60	19	0	2	2	0	1	0	0	0	0	0
5/24/2023	5:15 PM	0	75	27	0	0	1	0	0	0	0	0	0	0
5/24/2023	5:30 PM	0	74	20	0	1	2	0	0	1	0	0	0	0
5/24/2023	5:45 PM	1	77	26	0	0	1	0	0	0	0	0	0	0
5/24/2023	6:00 PM	2	82	39	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:15 PM	1	61	31	0	1	0	0	0	1	0	0	0	0
5/24/2023	6:30 PM	1	44	13	0	0	1	0	0	0	0	0	0	0
5/24/2023	6:45 PM	0	45	12	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:00 PM	1	32	10	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	0	49	23	0	0	1	0	0	0	0	0	0	0
5/24/2023	7:30 PM	2	48	18	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	42	12	0	0	1	0	0	0	0	0	0	0
5/24/2023	8:00 PM	0	35	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	0	45	11	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:30 PM	0	43	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:45 PM	3	49	19	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	0	38	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	25	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	26	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	25	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	17	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	15	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	5	2	0	1	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	10	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0

NB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 23
Station ID: 1
Location 1: SC-81 (North), south of Wren School Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	1	8	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	1	8	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	8	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	8	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	5	0	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	9	1	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	15	3	0	1	1	0	0	1	0	0	0	0
5/23/2023	4:00 AM	0	19	5	0	1	1	0	0	1	0	0	0	0
5/23/2023	4:15 AM	0	27	10	0	1	1	0	0	1	0	0	0	0
5/23/2023	4:30 AM	0	31	12	0	1	1	0	0	1	0	0	0	0
5/23/2023	4:45 AM	0	39	16	0	1	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	50	21	2	1	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	51	28	2	1	0	0	0	1	0	0	0	0
5/23/2023	5:30 AM	0	59	36	5	1	1	0	0	1	0	0	0	0
5/23/2023	5:45 AM	0	64	43	8	1	4	0	0	1	0	0	0	0
5/23/2023	6:00 AM	1	72	53	8	3	5	0	1	1	0	0	0	0
5/23/2023	6:15 AM	1	101	51	8	2	5	0	1	0	0	0	0	0
5/23/2023	6:30 AM	1	165	61	5	2	4	0	1	1	0	0	0	0
5/23/2023	6:45 AM	3	266	84	2	4	1	0	1	3	0	0	0	0
5/23/2023	7:00 AM	2	404	105	1	2	0	0	0	3	1	0	0	0
5/23/2023	7:15 AM	3	431	116	1	3	1	0	3	3	1	0	0	0
5/23/2023	7:30 AM	3	402	109	1	4	1	0	4	2	1	0	0	0
5/23/2023	7:45 AM	1	319	84	1	2	1	0	4	0	1	0	0	0
5/23/2023	8:00 AM	1	192	62	0	3	3	0	5	0	0	0	0	0
5/23/2023	8:15 AM	0	157	61	1	2	3	0	2	0	0	0	0	0
5/23/2023	8:30 AM	0	158	67	1	3	3	0	1	0	0	0	0	0
5/23/2023	8:45 AM	0	156	73	1	4	3	0	1	0	0	0	0	0
5/23/2023	9:00 AM	0	159	73	1	4	1	0	0	1	0	0	0	0
5/23/2023	9:15 AM	0	154	69	0	4	0	0	0	2	0	0	0	0
5/23/2023	9:30 AM	0	142	66	0	3	3	0	1	3	0	0	0	0
5/23/2023	9:45 AM	1	139	61	0	6	3	0	2	3	0	0	0	0
5/23/2023	10:00 AM	1	134	64	0	7	3	0	3	2	0	0	0	0
5/23/2023	10:15 AM	1	145	56	0	9	4	0	4	2	0	0	0	0
5/23/2023	10:30 AM	2	143	55	0	9	1	0	4	1	0	0	0	0
5/23/2023	10:45 AM	1	161	56	0	6	1	0	4	2	0	0	0	0
5/23/2023	11:00 AM	3	160	58	0	4	1	0	3	2	0	0	0	0
5/23/2023	11:15 AM	3	167	63	0	2	1	0	2	1	0	0	0	0
5/23/2023	11:30 AM	2	179	67	0	1	1	0	1	1	0	0	0	0
5/23/2023	11:45 AM	2	160	68	0	0	1	0	0	0	0	0	0	0
5/23/2023	12:00 PM	0	169	58	0	3	1	0	0	0	0	0	0	0
5/23/2023	12:15 PM	0	164	57	0	5	3	0	0	0	0	0	0	0
5/23/2023	12:30 PM	0	154	50	1	6	3	0	0	0	0	0	0	0
5/23/2023	12:45 PM	1	178	54	1	6	3	0	0	0	0	0	0	0
5/23/2023	1:00 PM	1	201	56	1	4	4	0	1	1	0	0	0	0
5/23/2023	1:15 PM	1	190	57	12	3	1	0	2	2	0	0	0	0
5/23/2023	1:30 PM	1	184	59	11	4	1	0	3	2	0	0	0	0
5/23/2023	1:45 PM	1	161	61	11	5	2	0	3	2	0	0	0	0
5/23/2023	2:00 PM	1	168	65	11	5	1	0	2	1	0	0	0	0
5/23/2023	2:15 PM	1	248	72	1	4	1	0	3	0	0	0	0	0
5/23/2023	2:30 PM	2	342	94	2	2	1	0	2	0	0	0	0	0
5/23/2023	2:45 PM	1	391	88	3	2	0	0	2	0	0	0	0	0
5/23/2023	3:00 PM	1	368	83	3	1	1	0	2	1	0	0	0	0
5/23/2023	3:15 PM	1	319	88	3	3	2	0	0	3	1	0	0	0
5/23/2023	3:30 PM	1	245	78	2	3	2	0	0	4	1	0	0	0
5/23/2023	3:45 PM	1	226	86	1	5	3	0	0	6	1	0	0	0
5/23/2023	4:00 PM	1	239	94	1	9	2	0	1	5	1	0	0	0
5/23/2023	4:15 PM	1	240	98	0	9	1	0	1	3	1	0	0	0
5/23/2023	4:30 PM	0	278	97	0	10	1	0	1	2	1	0	0	0
5/23/2023	4:45 PM	0	297	104	0	9	0	0	1	0	1	0	0	0
5/23/2023	5:00 PM	2	309	101	0	6	1	0	1	0	1	0	0	0
5/23/2023	5:15 PM	4	289	97	0	8	1	0	1	0	0	0	0	0
5/23/2023	5:30 PM	4	249	92	0	7	1	0	1	0	0	0	0	0
5/23/2023	5:45 PM	4	205	82	0	7	1	0	2	0	0	0	0	0
5/23/2023	6:00 PM	2	176	76	0	7	0	0	1	0	0	0	0	0
5/23/2023	6:15 PM	1	194	65	0	4	0	0	1	0	0	0	0	0
5/23/2023	6:30 PM	2	190	60	0	4	0	0	1	0	0	0	0	0
5/23/2023	6:45 PM	2	186	55	0	2	0	0	0	0	0	0	0	0
5/23/2023	7:00 PM	3	167	54	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	2	136	52	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	3	111	43	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	3	96	35	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	2	91	34	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	3	91	31	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	1	92	31	0	1	0	0	0	1	0	0	0	0
5/23/2023	8:45 PM	1	97	30	0	0	0	0	0	1	0	0	0	0
5/23/2023	9:00 PM	1	89	24	0	0	0	0	0	1	0	0	0	0
5/23/2023	9:15 PM	0	76	18	0	0	0	0	0	1	0	0	0	0
5/23/2023	9:30 PM	0	61	13	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	46	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	40	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	34	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	31	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	25	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	18	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	12	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	11	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	8	2	0	0	0	0	0	1	0	0	0	0
5/24/2023	12:30 AM	0	5	2	0	0	0	0	0	1	0	0	0	0
5/24/2023	12:45 AM	0	7	2	0	0	0	0	0	1	0	0	0	0
5/24/2023	1:00 AM	0	6	1	0	0	0	0	0	1	0	0	0	0
5/24/2023	1:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	4	1	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	4	1	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	4	2	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	3	2	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	10	4	0	0	1	0	0	1	0	0	0	0
5/24/2023	4:00 AM	0	17	6	0	0	1	0	0	1	0	0	0	0
5/24/2023	4:15 AM	0	21	11	0	0	1	0	0	1	0	0	0	0
5/24/2023	4:30 AM	0	28	15	0	1	1	0	0	1	0	0	0	0
5/24/2023	4:45 AM	0	41	14	0	1	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	45	19	1	1	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	53	23	2	2	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	62	33	6	1	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	66	50	8	2	1	0	0	0	0	0	0	0
5/24/2023	6:00 AM	1	83	55	11	2	3	0	0	1	0	0	0	0
5/24/2023	6:15 AM	1	100	56	10	2	3	0	0	1	0	0	0	0
5/24/2023	6:30 AM	1	163	68	6	4	4	0	0	1	0	0	0	0
5/24/2023	6:45 AM	1	257	91	4	3	4	0	0	1	0	0	0	0
5/24/2023	7:00 AM	0	379	118	1	4	3	0	0	0	0	0	0	0
5/24/2023	7:15 AM	0	405	124	1	5	4	0	0	0	0	0	0	0
5/24/2023	7:30 AM	0	362	115	1	6	3	0	2	1	0	0	0	0
5/24/2023	7:45 AM	1	298	86	1	7	2	0	2	1	0	0	0	0
5/24/2023	8:00 AM	1	184	60	0	7	1	0	2	2	1	0	0	0
5/24/2023	8:15 AM	1	158	51	1	5	0	0	2	2	1	0	0	0
5/24/2023	8:30 AM	1	158	47	1	3	0	0	0	1	1	0	0	0
5/24/2023	8:45 AM	0	160	47	1	3	1	0	0	1	1	0	0	0
5/24/2023	9:00 AM	0	153	51	1	4	1	0	0	0	0	0	0	0
5/24/2023	9:15 AM	0	156	56	0	5	2	0	0	1	0	0	0	0
5/24/2023	9:30 AM	0	162	57	0	6	2	0	0	2	0	0	0	0
5/24/2023	9:45 AM	0	145	57	0	6	1	0	0	3	0	0	0	0
5/24/2023	10:00 AM	0	169	51	0	5	2	0	1	4	0	0	0	0
5/24/2023	10:15 AM	1	189	55	0	5	1	0	1	3	0	0	0	0
5/24/2023	10:30 AM	1	182	52	0	4	1	0	1	3	0	0	0	0
5/24/2023	10:45 AM	1	192	50	0	6	1	0	2	2	0	0	0	0
5/24/2023	11:00 AM	1	177	45	0	7	0	0	1	1	0	0	0	0
5/24/2023	11:15 AM	0	169	50	0	6	0	0	1	1	0	0	0	0
5/24/2023	11:30 AM	0	178	55	0	6	0	0	1	1	0	0	0	0
5/24/2023	11:45 AM	0	168	59	0	5	1	0	0	2	0	0	0	0
5/24/2023	12:00 PM	0	165	66	0	7	1	0	2	2	0	0	0	0
5/24/2023	12:15 PM	0	162	62	0	10	2	0	2	2	0	0	0	0
5/24/2023	12:30 PM	0	159	60	1	11	3	0	2	1	0	0	0	0
5/24/2023	12:45 PM	0	175	63	1	11	4	0	2	1	0	0	0	0
5/24/2023	1:00 PM	0	180	61	2	8	5	0	0	1	0	0	0	0
5/24/2023	1:15 PM	1	176	57	11	5	7	0	0	1	0	0	0	0
5/24/2023	1:30 PM	1	188	62	10	4	7	0	0	1	0	0	0	0
5/24/2023	1:45 PM	1	207	73	10	2	6	0	0	0	0	0	0	0
5/24/2023	2:00 PM	1	233	83	9	1	8	0	0	0	0	0	0	0
5/24/2023	2:15 PM	0	289	97	0	4	6	0	0	0	0	0	0	0
5/24/2023	2:30 PM	0	318	100	0	3	7	0	1	0	0	0	0	0
5/24/2023	2:45 PM	0	307	84	1	4	9	0	1	0	0	0	0	0
5/24/2023	3:00 PM	2	299	83	2	8	7	0	1	0	0	0	0	0
5/24/2023	3:15 PM	4	262	73	2	5	9	0	3	0	0	0	0	0
5/24/2023	3:30 PM	4	220	70	2	7	9	0	2	0	0	0	0	0
5/24/2023	3:45 PM	4	230	78	1	7	7	0	2	1	0	0	0	0
5/24/2023	4:00 PM	2	237	76	0	4	6	0	3	1	0	0	0	0
5/24/2023	4:15 PM	1	250	82	0	5	4	0	1	1	0	0	0	0
5/24/2023	4:30 PM	1	277	81	0	4	3	0	1	1	0	0	0	0
5/24/2023	4:45 PM	1	288	84	0	3	3	0	1	0	0	0	0	0
5/24/2023	5:00 PM	2	283	81	0	2	3	0	0	0	0	0	0	0
5/24/2023	5:15 PM	3	272	93	0	1	2	0	0	0	0	0	0	0
5/24/2023	5:30 PM	3	275	101	0	1	1	0	0	0	0	0	0	0
5/24/2023	5:45 PM	4	246	104	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:00 PM	3	207	99	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:15 PM	3	177	76	0	3	0	0	0	0	0	0	0	0
5/24/2023	6:30 PM	3	128	61	0	2	0	0	0	0	0	0	0	0
5/24/2023	6:45 PM	2	105	47	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:00 PM	2	123	51	0	3	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	1	143	60	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	1	150	59	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	1	159	58	0	2	0	1	0	0	0	0	0	0
5/24/2023	8:00 PM	2	144	55	0	1	0	1	0	0	0	0	0	0
5/24/2023	8:15 PM	1	115	45	0	1	0	1	0	0	0	0	0	0
5/24/2023	8:30 PM	1	94	41	0	1	0	1	0	0	0	0	0	0
5/24/2023	8:45 PM	1	70	33	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	0	53	23	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	44	14	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	39	11	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	32	9	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	27	8	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	23	8	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	21	7	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	17	7	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	16	7	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	10	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	6	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 23
Station ID: 1
Location 1: SC-81 (North), south of Wren School Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	1	4	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	1	4	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	1	3	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	1	4	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	12	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	19	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	1	21	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	1	25	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	1	31	13	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	1	35	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	46	19	0	1	0	0	1	0	0	0	0	0
5/23/2023	5:45 AM	0	59	23	0	1	0	0	1	0	0	0	0	0
5/23/2023	6:00 AM	0	89	38	0	1	0	0	1	0	0	0	0	0
5/23/2023	6:15 AM	0	124	42	2	3	3	0	1	1	0	0	0	0
5/23/2023	6:30 AM	1	210	64	5	3	3	0	0	1	0	0	0	0
5/23/2023	6:45 AM	1	287	81	5	7	3	0	0	1	0	0	0	0
5/23/2023	7:00 AM	1	313	80	7	8	3	0	0	2	0	0	0	0
5/23/2023	7:15 AM	1	303	84	7	6	2	0	0	2	0	0	0	0
5/23/2023	7:30 AM	1	235	70	5	6	2	0	0	2	0	0	0	0
5/23/2023	7:45 AM	1	160	53	5	4	2	0	0	2	0	0	0	0
5/23/2023	8:00 AM	1	133	51	3	5	2	0	2	2	0	0	0	0
5/23/2023	8:15 AM	1	125	51	1	5	2	0	2	1	0	0	0	0
5/23/2023	8:30 AM	0	134	55	0	4	3	0	3	1	0	0	0	0
5/23/2023	8:45 AM	0	143	60	1	5	3	0	5	2	0	0	0	0
5/23/2023	9:00 AM	0	140	56	1	6	4	0	3	1	0	0	0	0
5/23/2023	9:15 AM	0	141	59	1	8	2	0	3	2	0	0	0	0
5/23/2023	9:30 AM	0	134	68	2	10	1	0	2	2	0	0	0	0
5/23/2023	9:45 AM	0	141	68	1	7	2	0	0	2	0	0	0	0
5/23/2023	10:00 AM	0	131	72	1	5	1	0	0	2	0	0	0	0
5/23/2023	10:15 AM	0	140	69	1	4	1	0	0	2	0	0	0	0
5/23/2023	10:30 AM	0	141	58	0	2	1	0	0	3	0	0	0	0
5/23/2023	10:45 AM	0	133	61	0	2	2	0	1	3	1	0	0	0
5/23/2023	11:00 AM	1	155	52	0	1	2	0	1	3	1	0	0	0
5/23/2023	11:15 AM	2	169	47	1	1	2	0	2	3	1	0	0	0
5/23/2023	11:30 AM	2	170	48	1	2	2	0	2	2	1	0	0	0
5/23/2023	11:45 AM	2	175	42	1	3	1	0	1	1	0	0	0	0
5/23/2023	12:00 PM	1	163	48	1	4	1	0	2	2	0	0	0	0
5/23/2023	12:15 PM	1	170	51	0	3	1	0	1	1	0	0	0	0
5/23/2023	12:30 PM	1	175	46	1	2	2	0	3	1	0	0	0	0
5/23/2023	12:45 PM	1	189	51	1	4	1	0	3	2	0	0	0	0
5/23/2023	1:00 PM	1	196	54	1	4	1	1	2	2	0	0	0	0
5/23/2023	1:15 PM	0	176	51	1	7	1	1	2	2	0	0	0	0
5/23/2023	1:30 PM	0	203	54	0	8	0	1	0	2	0	0	0	0
5/23/2023	1:45 PM	1	230	56	1	5	1	1	0	1	0	0	0	0
5/23/2023	2:00 PM	1	249	56	1	6	1	0	0	0	0	0	0	0
5/23/2023	2:15 PM	1	277	69	1	3	1	0	0	0	0	0	0	0
5/23/2023	2:30 PM	1	263	75	2	2	2	0	1	0	0	0	0	0
5/23/2023	2:45 PM	0	229	77	1	2	1	0	3	0	0	0	0	0
5/23/2023	3:00 PM	0	227	80	3	0	2	0	4	1	0	0	0	0
5/23/2023	3:15 PM	2	212	76	4	0	4	0	5	1	0	0	0	0
5/23/2023	3:30 PM	2	216	78	7	1	3	0	5	1	0	0	0	0
5/23/2023	3:45 PM	2	236	80	8	1	3	0	3	1	0	0	0	0
5/23/2023	4:00 PM	2	256	79	6	1	4	0	2	0	0	0	0	0
5/23/2023	4:15 PM	0	264	84	5	4	3	0	2	0	0	0	0	0
5/23/2023	4:30 PM	0	311	99	1	5	4	0	1	1	0	0	0	0
5/23/2023	4:45 PM	0	353	100	0	8	4	0	1	1	0	0	0	0
5/23/2023	5:00 PM	0	358	100	0	10	2	0	1	1	0	0	0	0
5/23/2023	5:15 PM	1	367	91	0	7	2	0	1	1	0	0	0	0
5/23/2023	5:30 PM	1	330	71	0	5	1	0	1	0	0	0	0	0
5/23/2023	5:45 PM	2	270	63	0	2	1	0	2	0	0	0	0	0
5/23/2023	6:00 PM	3	247	63	0	0	1	0	2	0	1	0	0	0
5/23/2023	6:15 PM	2	231	60	0	1	0	0	2	0	1	0	0	0
5/23/2023	6:30 PM	3	203	53	0	1	0	0	2	0	2	0	0	0
5/23/2023	6:45 PM	3	210	48	0	1	0	0	1	0	2	0	0	0
5/23/2023	7:00 PM	2	199	43	0	1	0	0	1	0	1	0	0	0
5/23/2023	7:15 PM	2	192	38	0	0	0	0	0	0	1	0	0	0
5/23/2023	7:30 PM	2	189	44	0	0	0	0	0	1	0	0	0	0
5/23/2023	7:45 PM	1	162	43	0	0	0	0	0	1	0	0	0	0
5/23/2023	8:00 PM	1	137	40	1	0	0	0	0	1	0	0	0	0
5/23/2023	8:15 PM	2	119	39	1	0	0	0	0	1	0	0	0	0
5/23/2023	8:30 PM	1	106	29	1	0	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	1	106	26	1	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	1	101	21	0	0	0	0	0	1	0	0	0	0
5/23/2023	9:15 PM	0	86	17	0	0	1	0	0	1	0	0	0	0
5/23/2023	9:30 PM	0	74	17	0	0	1	0	0	1	0	0	0	0
5/23/2023	9:45 PM	0	55	13	0	0	1	0	0	1	0	0	0	0
5/23/2023	10:00 PM	0	42	10	0	0	1	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	37	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	31	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	28	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	25	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	16	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	9	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	13	2	0	0	0	0	0	0	1	0	0	0
5/24/2023	12:15 AM	0	13	1	0	0	0	0	0	0	1	0	0	0
5/24/2023	12:30 AM	0	8	0	0	0	0	0	0	0	1	0	0	0
5/24/2023	12:45 AM	0	6	0	0	0	0	0	0	0	1	0	0	0
5/24/2023	1:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	0	9	1	0	0	1	0	0	1	0	0	0	0
5/24/2023	1:30 AM	0	9	3	0	0	1	0	0	1	0	0	0	0
5/24/2023	1:45 AM	0	11	3	0	0	1	0	0	1	0	0	0	0
5/24/2023	2:00 AM	1	10	2	0	0	2	0	0	1	0	0	0	0
5/24/2023	2:15 AM	1	9	2	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:30 AM	1	8	0	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:45 AM	1	7	0	0	0	1	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	12	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	14	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	18	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	18	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	26	6	0	0	0	0	1	0	0	0	0	0
5/24/2023	5:00 AM	0	37	10	0	0	0	0	1	0	0	0	0	0
5/24/2023	5:15 AM	0	39	14	0	0	0	0	1	0	0	0	0	0
5/24/2023	5:30 AM	0	52	17	0	0	0	0	1	0	0	0	0	0
5/24/2023	5:45 AM	0	71	24	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	85	34	0	1	0	0	0	1	0	0	0	0
5/24/2023	6:15 AM	0	130	46	1	2	0	0	0	1	0	0	0	0
5/24/2023	6:30 AM	0	213	69	5	3	0	0	0	1	0	0	0	0
5/24/2023	6:45 AM	1	274	79	5	5	0	0	0	1	0	0	0	0
5/24/2023	7:00 AM	1	305	80	7	7	2	0	0	1	0	0	0	0
5/24/2023	7:15 AM	1	288	79	6	8	3	0	0	2	0	0	0	0
5/24/2023	7:30 AM	1	231	61	2	10	5	0	0	2	0	0	0	0
5/24/2023	7:45 AM	1	173	54	2	9	5	0	0	2	0	0	0	0
5/24/2023	8:00 AM	1	148	51	0	7	5	0	0	3	0	0	0	0
5/24/2023	8:15 AM	1	149	54	0	6	4	0	0	3	0	0	0	0
5/24/2023	8:30 AM	1	137	63	0	6	2	0	0	3	0	0	0	0
5/24/2023	8:45 AM	0	134	64	1	9	3	0	0	3	0	0	0	0
5/24/2023	9:00 AM	2	139	67	1	10	2	0	0	1	0	0	0	0
5/24/2023	9:15 AM	2	132	66	1	10	2	0	0	1	0	0	0	0
5/24/2023	9:30 AM	2	149	62	1	7	2	0	0	2	0	0	0	0
5/24/2023	9:45 AM	2	147	63	0	3	5	0	0	2	0	0	0	0
5/24/2023	10:00 AM	1	153	60	0	1	4	0	0	2	0	0	0	0
5/24/2023	10:15 AM	1	162	59	0	2	4	0	1	2	0	0	0	0
5/24/2023	10:30 AM	1	144	60	0	2	4	0	2	4	0	0	0	0
5/24/2023	10:45 AM	1	147	57	0	3	0	0	2	6	0	0	0	0
5/24/2023	11:00 AM	1	144	56	0	5	1	0	2	6	0	0	0	0
5/24/2023	11:15 AM	1	167	49	0	5	1	0	2	6	0	0	0	0
5/24/2023	11:30 AM	1	186	51	0	6	1	0	1	4	0	0	0	0
5/24/2023	11:45 AM	1	193	55	0	6	1	0	1	2	0	0	0	0
5/24/2023	12:00 PM	2	190	53	1	4	1	0	1	3	0	0	0	0
5/24/2023	12:15 PM	2	174	56	1	3	2	0	0	3	0	0	0	0
5/24/2023	12:30 PM	2	168	55	1	2	4	0	0	2	0	0	0	0
5/24/2023	12:45 PM	2	178	50	1	2	8	0	0	3	0	0	0	0
5/24/2023	1:00 PM	0	186	54	0	3	10	0	1	2	0	0	0	0
5/24/2023	1:15 PM	1	196	51	0	3	10	0	1	1	0	0	0	0
5/24/2023	1:30 PM	1	234	57	0	4	9	0	1	1	0	0	0	0
5/24/2023	1:45 PM	1	255	63	1	4	8	0	1	1	0	0	0	0
5/24/2023	2:00 PM	1	287	68	1	3	6	0	0	1	0	0	0	0
5/24/2023	2:15 PM	0	302	76	1	2	9	0	0	1	0	0	0	0
5/24/2023	2:30 PM	0	278	66	1	1	9	0	1	1	0	0	0	0
5/24/2023	2:45 PM	0	253	64	1	0	8	0	1	0	0	0	0	0
5/24/2023	3:00 PM	1	238	57	5	1	8	0	2	0	0	0	0	0
5/24/2023	3:15 PM	1	221	53	5	3	8	0	2	1	0	0	0	0
5/24/2023	3:30 PM	1	224	55	8	4	7	0	1	1	0	0	0	0
5/24/2023	3:45 PM	2	248	63	9	9	5	0	1	1	0	0	0	0
5/24/2023	4:00 PM	1	237	69	5	9	8	0	1	1	0	0	0	0
5/24/2023	4:15 PM	1	243	74	5	9	6	0	2	0	0	0	0	0
5/24/2023	4:30 PM	1	258	86	2	8	7	0	2	0	0	0	0	0
5/24/2023	4:45 PM	0	263	84	0	4	9	0	2	1	0	0	0	0
5/24/2023	5:00 PM	1	286	92	0	3	6	0	1	1	0	0	0	0
5/24/2023	5:15 PM	3	308	112	0	2	4	0	0	1	0	0	0	0
5/24/2023	5:30 PM	4	294	116	0	3	3	0	0	2	0	0	0	0
5/24/2023	5:45 PM	5	264	109	0	2	2	0	0	1	0	0	0	0
5/24/2023	6:00 PM	4	232	95	0	2	1	0	0	1	0	0	0	0
5/24/2023	6:15 PM	3	182	66	0	2	1	0	0	1	0	0	0	0
5/24/2023	6:30 PM	2	170	58	0	1	2	0	0	0	0	0	0	0
5/24/2023	6:45 PM	3	174	63	0	1	1	0	0	0	0	0	0	0
5/24/2023	7:00 PM	3	171	63	0	1	2	0	0	0	0	0	0	0
5/24/2023	7:15 PM	2	174	62	0	0	2	0	0	0	0	0	0	0
5/24/2023	7:30 PM	2	170	50	0	1	1	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	165	45	0	1	1	0	0	0	0	0	0	0
5/24/2023	8:00 PM	3	172	52	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	3	175	53	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:30 PM	3	155	51	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:45 PM	3	138	43	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	0	114	29	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	93	25	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	83	19	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	66	16	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	46	13	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	39	11	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	29	10	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	26	10	0	1	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	23	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	13	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	8	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || NB EB 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 24
SC-81,
north of Southern Oaks Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.744669°, -82.535897°

Click here for Map

0000 - 2400 (24h Session) (05-23-2023)
NB EB 15min

	Northbound (Movement 24.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	8
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	1	0	0	0	1	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0300 - 0315	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	2	2	0	0	0	0	0	0	0	0	0	0	4	10
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0415 - 0430	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
0445 - 0500	0	8	2	0	0	0	0	0	0	0	0	0	0	10	23
0500 - 0515	0	13	10	0	1	0	0	0	0	0	0	0	0	24	
0515 - 0530	1	15	3	0	0	0	0	0	0	0	0	0	0	19	
0530 - 0545	0	23	4	0	0	0	0	0	0	0	0	0	0	27	
0545 - 0600	1	20	8	2	0	0	0	0	0	0	0	0	0	31	101
0600 - 0615	0	12	12	0	1	0	0	0	0	0	0	0	0	25	
0615 - 0630	0	18	17	2	0	0	0	0	0	0	0	0	0	37	
0630 - 0645	0	29	16	4	0	2	0	0	0	0	0	0	0	51	
0645 - 0700	1	32	21	2	2	1	0	0	0	0	0	0	0	59	172
0700 - 0715	0	54	17	0	1	0	0	0	0	0	0	0	0	72	
0715 - 0730	0	83	25	0	0	0	1	0	0	0	0	0	0	109	
0730 - 0745	2	116	34	0	1	0	0	0	0	0	0	0	0	153	
0745 - 0800	0	141	26	1	1	0	0	0	0	0	0	0	0	169	503
0800 - 0815	2	95	19	1	0	0	0	4	0	0	0	0	0	121	
0815 - 0830	0	61	13	0	1	1	0	0	0	0	0	0	0	76	
0830 - 0845	0	57	7	0	2	0	0	1	0	0	0	0	0	67	
0845 - 0900	1	49	15	0	1	1	0	0	0	0	0	0	0	67	331
0900 - 0915	0	32	9	1	0	1	0	0	0	0	0	0	0	43	
0915 - 0930	0	50	25	0	1	0	0	0	0	0	0	0	0	76	
0930 - 0945	0	42	16	0	1	0	0	1	0	0	0	0	0	60	
0945 - 1000	0	49	17	0	0	0	0	0	1	0	0	0	0	67	246
1000 - 1015	0	33	20	0	1	0	0	0	0	0	0	0	0	54	
1015 - 1030	0	34	15	0	1	3	0	0	0	0	0	0	0	53	
1030 - 1045	1	41	15	0	2	0	0	1	0	0	0	0	0	60	
1045 - 1100	0	38	18	0	1	0	0	0	0	0	0	0	0	57	224
1100 - 1115	0	44	12	0	0	1	0	0	0	0	0	0	0	57	
1115 - 1130	1	45	12	0	2	0	0	0	0	0	0	0	0	60	
1130 - 1145	0	53	18	0	1	1	0	0	0	0	0	0	0	73	
1145 - 1200	1	41	11	0	0	0	0	0	0	0	0	0	0	53	243
1200 - 1215	0	51	14	0	2	1	0	0	0	0	0	0	0	68	
1215 - 1230	0	49	21	0	1	0	0	1	0	0	0	0	0	72	
1230 - 1245	0	44	13	0	0	0	0	0	0	0	0	0	0	57	
1245 - 1300	0	41	18	0	4	0	0	1	0	0	0	0	0	64	261
1300 - 1315	0	35	10	0	2	3	0	0	0	0	0	0	0	50	
1315 - 1330	0	35	7	1	2	0	0	0	0	0	0	0	0	45	
1330 - 1345	0	55	15	0	0	0	0	0	1	0	0	0	0	71	
1345 - 1400	0	59	14	0	1	1	0	1	0	0	0	0	0	76	242
1400 - 1415	1	33	14	11	0	0	0	0	0	0	0	0	0	59	
1415 - 1430	0	44	16	0	2	0	0	1	0	0	0	0	0	63	
1430 - 1445	1	39	15	0	1	1	0	0	0	0	0	0	0	57	
1445 - 1500	0	67	16	0	1	1	0	1	0	0	0	0	0	86	265
1500 - 1515	0	84	21	0	0	0	0	0	0	0	0	0	0	105	
1515 - 1530	1	97	24	0	0	0	0	0	0	0	0	0	0	122	
1530 - 1545	0	63	26	1	1	0	0	0	0	0	0	0	0	91	
1545 - 1600	0	53	12	0	0	1	0	0	1	0	0	0	0	67	385
1600 - 1615	1	58	23	1	4	0	0	0	1	0	0	0	0	88	
1615 - 1630	1	56	32	0	0	0	0	0	0	0	0	0	0	89	
1630 - 1645	0	63	20	0	3	0	0	0	2	0	0	0	0	88	
1645 - 1700	0	53	21	0	5	0	0	0	1	0	0	0	0	80	345
1700 - 1715	0	69	23	0	3	0	0	1	0	0	0	0	0	96	
1715 - 1730	0	77	26	0	1	0	0	0	0	0	0	0	0	104	
1730 - 1745	1	71	24	0	0	0	0	0	0	0	0	0	0	96	
1745 - 1800	0	64	19	0	2	0	0	1	0	0	0	0	0	86	382
1800 - 1815	1	49	19	0	0	0	0	0	1	0	0	0	0	70	
1815 - 1830	0	54	20	0	0	0	0	0	0	0	0	0	0	74	
1830 - 1845	0	56	11	0	0	0	0	0	0	0	0	0	0	67	
1845 - 1900	1	45	12	0	2	0	0	1	0	0	0	0	0	61	272
1900 - 1915	1	50	14	0	1	0	0	0	0	0	0	0	0	66	
1915 - 1930	1	42	15	0	0	0	0	0	0	0	0	0	0	58	
1930 - 1945	0	32	10	0	1	0	0	0	0	0	0	0	0	43	
1945 - 2000	0	28	7	0	0	0	0	0	0	0	0	0	0	35	202
2000 - 2015	0	18	11	0	0	0	0	0	0	0	0	0	0	29	
2015 - 2030	2	27	6	0	0	0	0	0	0	0	0	0	0	35	
2030 - 2045	0	16	9	0	1	0	0	0	0	0	0	0	0	26	
2045 - 2100	0	17	8	0	0	0	0	0	0	0	0	0	0	25	115
2100 - 2115	0	22	10	0	0	0	0	0	0	0	0	0	0	32	
2115 - 2130	0	13	5	0	0	0	0	0	0	0	0	0	0	18	
2130 - 2145	0	19	7	0	0	0	0	0	0	0	0	0	0	26	
2145 - 2200	0	14	4	0	0	0	0	0	0	0	0	0	0	18	94
2200 - 2215	0	12	4	0	0	0	0	1	0	0	0	0	0	17	
2215 - 2230	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2230 - 2245	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2245 - 2300	0	3	1	0	0	0	0	0	0	0	0	0	0	4	38
2300 - 2315	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	3	20

Session Total	24	3258	1077	27	62	19	1	16	8	0	0	0	0	4492
Session Average	0.25	33.94	11.22	0.28	0.65	0.20	0.01	0.17	0.08	0.00	0.00	0.00	0.00	46.79
Session Percentage	0.53	72.53	23.98	0.60	1.38	0.42	0.02	0.36	0.18	0.00	0.00	0.00	0.00	

AM Peak Hour	0715 - 0815	0715 - 0815	0715 - 0815	0545 - 0645	0645 - 0745	0600 - 0700	0630 - 0730	0745 - 0845	0900 - 1000	-	-	-	-	0715 - 0815
AM Peak Volume	4	435	104	8	4	3	1	5	1	0	0	0	0	552

Noon Peak Hour	1030 - 1130	1445 - 1545	1445 - 1545	1315 - 1415	1230 - 1330	1015 - 1115	-	1200 - 1300	1245 - 1345	-	-	-	-	1445 - 1545
Noon Peak Volume	2	311	87	12	8	4	0	2	1	0	0	0	0	404

PM Peak Hour	1830 - 1930	1500 - 1600	1600 - 1700	1515 - 1615	1600 - 1700	1500 - 1600	-	1700 - 1800	1545 - 1645	-	-	-	-	1500 - 1600
PM Peak Volume	3	297	96	2	12	1	0	2	4	0	0	0	0	385

Site 24
SC-81,
north of Southern Oaks Dr

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.744669°, -82.535897°

0000 - 2400 (24h Session) (05-24-2023)
NB EB 15min

	Northbound (Movement 24.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0015 - 0030	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**9**
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**5**
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**6**
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**10**
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0415 - 0430	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0430 - 0445	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	
0445 - 0500	0	9	3	0	0	0	0	0	0	0	0	0	0	**12**	**26**
0500 - 0515	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**	
0515 - 0530	0	16	5	0	0	0	0	0	0	0	0	0	0	**21**	
0530 - 0545	0	19	6	0	0	0	0	0	0	0	0	0	0	**25**	
0545 - 0600	0	20	4	0	0	0	0	0	0	0	0	0	0	**24**	**83**
0600 - 0615	0	18	6	1	1	0	0	0	0	0	0	0	0	**26**	
0615 - 0630	0	22	9	2	0	0	0	0	0	0	0	0	0	**33**	
0630 - 0645	0	33	16	4	0	0	0	0	0	0	0	0	0	**53**	
0645 - 0700	0	52	18	2	1	1	0	1	0	0	0	0	0	**75**	**187**
0700 - 0715	1	53	19	0	0	0	0	0	0	0	0	0	0	**73**	
0715 - 0730	0	89	25	0	2	1	0	1	1	0	0	0	0	**119**	
0730 - 0745	0	120	29	0	0	1	0	0	0	0	0	0	0	**150**	
0745 - 0800	0	136	32	1	1	1	0	0	0	0	0	0		**171**	**513**
0800 - 0815	0	89	22	0	1	0	0	1	1	0	0	0	0	**114**	
0815 - 0830	1	45	19	0	4	1	0	2	1	0	0	0	0	**73**	
0830 - 0845	0	52	12	0	1	0	0	0	0	0	0	0	0	**65**	
0845 - 0900	0	47	18	0	1	0	0	0	2	0	0	0	0	**68**	**320**
0900 - 0915	0	38	10	1	1	0	0	0	0	0	0	0	0	**50**	
0915 - 0930	0	42	12	0	1	0	0	0	0	0	0	0	0	**55**	
0930 - 0945	0	58	13	0	0	0	0	0	0	0	0	0	0	**71**	
0945 - 1000	2	42	12	0	2	0	0	0	0	0	0	0	0	**58**	**234**
1000 - 1015	0	43	12	0	1	0	0	0	0	0	0	0	0	**56**	
1015 - 1030	0	50	17	0	0	0	0	0	1	0	0	0	0	**68**	
1030 - 1045	0	49	14	0	1	0	0	0	1	0	0	0	0	**65**	
1045 - 1100	1	58	9	0	0	1	0	1	0	0	0	0	0	**70**	**259**
1100 - 1115	1	58	13	0	0	0	0	0	0	0	0	0	0	**72**	
1115 - 1130	0	43	7	0	0	0	0	0	0	0	0	0	0	**50**	
1130 - 1145	0	48	11	0	3	0	0	1	0	0	0	0	0	**63**	
1145 - 1200	0	44	8	0	2	0	0	0	0	0	0	0	0	**54**	**239**
1200 - 1215	0	58	17	0	1	0	0	0	0	0	0	0	0	**76**	
1215 - 1230	0	46	16	0	0	0	0	1	0	0	0	0	0	**63**	
1230 - 1245	0	45	14	0	3	1	0	0	0	0	0	0	0	**63**	
1245 - 1300	0	46	12	0	2	0	0	1	0	0	0	0	0	**61**	**263**
1300 - 1315	0	44	14	0	1	1	0	0	0	0	0	0	0	**60**	
1315 - 1330	0	46	16	1	1	1	0	0	0	0	0	0	0	**65**	
1330 - 1345	0	59	18	0	3	0	0	0	0	0	0	0	0	**80**	
1345 - 1400	1	47	9	0	1	3	0	0	0	0	0	0	0	**61**	**266**
1400 - 1415	0	47	14	10	1	2	0	0	0	0	0	0	0	**74**	
1415 - 1430	0	36	8	0	1	2	0	0	0	0	0	0	0	**47**	
1430 - 1445	0	61	15	0	1	1	0	0	0	0	0	0	0	**78**	
1445 - 1500	0	59	13	0	0	2	0	0	0	0	0	0	0	**74**	**273**
1500 - 1515	0	77	23	0	0	1	0	0	0	0	0	0	0	**101**	
1515 - 1530	0	76	12	0	1	2	0	1	1	0	0	0	0	**93**	
1530 - 1545	0	53	16	1	0	2	0	0	0	0	0	0	0	**72**	
1545 - 1600	2	61	23	1	2	2	0	0	0	0	0	0	0	**91**	**357**
1600 - 1615	1	62	14	0	3	3	0	1	0	0	0	0	0	**84**	
1615 - 1630	1	43	17	0	1	1	0	1	0	0	0	0	0	**64**	
1630 - 1645	0	60	12	0	2	1	0	0	0	0	0	0	0	**75**	
1645 - 1700	0	61	19	1	1	0	0	0	0	0	0	0	0	**82**	**305**
1700 - 1715	0	58	26	0	0	0	0	0	0	0	0	0	0	**84**	
1715 - 1730	1	73	19	0	0	1	0	0	0	0	0	0	0	**94**	
1730 - 1745	2	78	28	0	0	1	0	1	0	0	0	0	0	**110**	
1745 - 1800	0	80	16	0	0	0	0	0	0	0	0	0	0	**96**	**384**
1800 - 1815	2	56	29	0	1	0	0	0	0	0	0	0	0	**88**	
1815 - 1830	0	83	22	0	1	0	0	0	0	0	0	0	0	**106**	
1830 - 1845	1	63	18	0	0	0	0	0	0	0	0	0	0	**82**	
1845 - 1900	0	25	17	0	1	0	0	1	0	0	0	0	0	**44**	**320**
1900 - 1915	2	29	8	0	2	0	0	0	0	0	0	0	0	**41**	
1915 - 1930	0	43	11	0	0	0	0	0	0	0	0	0	0	**54**	
1930 - 1945	0	31	11	0	0	0	0	0	0	0	0	0	0	**42**	
1945 - 2000	0	46	11	0	0	0	0	0	0	0	0	0	0	**57**	**194**
2000 - 2015	1	41	18	0	0	0	0	0	0	0	0	0	0	**60**	
2015 - 2030	0	41	10	0	0	0	0	0	0	0	0	0	0	**51**	
2030 - 2045	1	31	11	0	1	1	0	0	0	0	0	0	0	**45**	
2045 - 2100	0	27	6	0	0	0	0	0	0	0	0	0	0	**33**	**189**
2100 - 2115	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**	
2115 - 2130	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**	
2130 - 2145	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	
2145 - 2200	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**60**
2200 - 2215	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
2215 - 2230	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	
2230 - 2245	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	
2245 - 2300	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**33**
2300 - 2315	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	
2315 - 2330	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
2330 - 2345	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	
2345 - 0000	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**19**

Session Total	21	3438	960	25	54	34	0	14	8	0	0	0	0	**4554**
Session Average	0.22	35.81	10.00	0.26	0.56	0.35	0.00	0.15	0.08	0.00	0.00	0.00	0.00	**47.44**
Session Percentage	0.46	75.49	21.08	0.55	1.19	0.75	0.00	0.31	0.18	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0715 - 0815	0715 - 0815	0600 - 0700	0745 - 0845	0645 - 0745	-	0730 - 0830	0800 - 0900	-	-	-	-	**0715 - 0815**
AM Peak Volume	2	434	108	9	7	3	0	3	4	0	0	0	0	**554**

Noon Peak Hour	1015 - 1115	1430 - 1530	1445 - 1545	1315 - 1415	1230 - 1330	1345 - 1445	-	1045 - 1145	1000 - 1100	-	-	-	-	**1430 - 1530**
Noon Peak Volume	2	273	64	11	7	8	0	2	2	0	0	0	0	**346**

PM Peak Hour	1715 - 1815	1730 - 1830	1730 - 1830	1500 - 1600	1545 - 1645	1515 - 1615	-	1515 - 1615	1500 - 1600	-	-	-	-	**1730 - 1830**
PM Peak Volume	5	297	95	2	8	9	0	2	1	0	0	0	0	**400**

Bi-Directional Class Count || SB WB 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 24
SC-81,
north of Southern Oaks Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.744669°, -82.535897°

Click here for Map

0000 - 2400 (24h Session) (05-23-2023)
SB WB 15min

	Southbound (Movement 24.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	12
0100 - 0115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3	13
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0445 - 0500	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12
0500 - 0515	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0515 - 0530	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0530 - 0545	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0545 - 0600	0	6	1	0	0	0	0	0	0	0	0	0	0	7	29
0600 - 0615	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
0615 - 0630	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
0630 - 0645	0	20	13	0	1	0	0	0	0	0	0	0	0	34	
0645 - 0700	0	25	14	0	1	0	0	0	0	0	0	0	0	40	112
0700 - 0715	0	45	15	3	2	3	0	0	0	0	0	0	0	68	
0715 - 0730	0	71	21	1	1	0	0	0	0	0	0	0	0	94	
0730 - 0745	0	64	23	0	4	0	0	0	0	0	0	0	0	91	
0745 - 0800	0	48	18	3	1	0	0	0	0	0	0	0	0	70	323
0800 - 0815	0	38	15	1	1	0	0	1	0	0	0	0	0	56	
0815 - 0830	0	34	10	1	2	0	0	0	0	0	0	0	0	47	
0830 - 0845	0	29	8	0	0	0	0	0	0	0	0	0	0	37	
0845 - 0900	0	41	16	0	4	0	0	0	1	0	0	0	0	62	202
0900 - 0915	0	32	16	0	0	3	0	0	0	0	0	0	0	51	
0915 - 0930	0	43	14	0	0	0	0	1	0	0	0	0	0	58	
0930 - 0945	0	34	19	1	4	0	0	0	0	0	0	0	0	58	
0945 - 1000	0	34	9	0	1	0	0	0	1	0	0	0	0	45	212
1000 - 1015	0	33	11	0	1	0	0	0	0	0	0	0	0	45	
1015 - 1030	0	32	19	1	2	0	0	0	0	0	0	0	0	54	
1030 - 1045	0	48	16	0	2	0	0	1	0	1	0	0	0	68	
1045 - 1100	0	27	13	0	1	0	0	0	0	0	0	0	0	41	208
1100 - 1115	0	39	17	0	1	0	0	0	0	0	0	0	0	57	
1115 - 1130	0	32	12	0	0	3	0	0	0	0	0	0	0	47	
1130 - 1145	0	41	13	0	1	1	0	0	0	0	0	0	0	56	
1145 - 1200	2	43	18	0	1	0	0	0	0	0	0	0	0	64	224
1200 - 1215	1	47	12	1	3	0	0	1	0	0	0	0	0	65	
1215 - 1230	0	49	20	1	0	0	0	0	0	0	0	0	0	70	
1230 - 1245	1	38	16	0	1	0	0	0	1	0	0	0	0	57	
1245 - 1300	0	51	19	0	1	1	0	0	0	0	0	0	0	72	264
1300 - 1315	1	63	15	1	1	0	0	0	0	0	0	0	0	81	
1315 - 1330	0	37	18	0	0	1	0	2	0	0	0	0	0	58	
1330 - 1345	0	54	23	0	2	0	0	0	0	0	0	0	0	79	
1345 - 1400	0	53	14	0	2	0	1	1	0	0	0	0	0	71	289
1400 - 1415	0	42	11	0	3	0	0	0	0	0	0	0	0	56	
1415 - 1430	0	70	12	0	0	0	0	0	0	0	0	0	0	82	
1430 - 1445	1	61	14	1	0	1	0	0	0	0	0	0	0	78	
1445 - 1500	0	62	13	0	2	0	0	0	0	0	0	0	0	77	293
1500 - 1515	1	49	24	0	0	0	0	0	0	0	0	0	0	74	
1515 - 1530	0	50	19	1	0	1	0	1	0	0	0	0	0	72	
1530 - 1545	0	53	13	1	0	0	0	0	0	0	0	0	0	67	
1545 - 1600	0	60	24	1	0	0	0	2	0	0	0	0	0	87	300
1600 - 1615	1	72	9	1	0	2	0	1	0	0	0	0	0	86	
1615 - 1630	1	64	19	2	0	0	0	0	0	0	0	0	0	86	
1630 - 1645	0	89	34	1	0	0	0	1	0	0	0	0	0	125	
1645 - 1700	0	83	26	0	1	1	0	0	0	0	0	0	0	111	408
1700 - 1715	0	78	37	0	2	1	0	0	0	0	0	0	0	118	
1715 - 1730	0	119	36	0	3	1	0	0	1	0	0	0	0	160	
1730 - 1745	1	106	29	0	2	0	0	0	1	0	0	0	0	139	
1745 - 1800	1	88	31	0	2	0	0	0	0	0	0	0	0	122	539
1800 - 1815	1	80	21	0	1	0	0	0	0	0	0	0	0	103	
1815 - 1830	3	68	16	0	0	0	0	0	0	0	0	0	0	87	
1830 - 1845	0	62	18	0	0	0	0	0	0	0	0	0	0	80	
1845 - 1900	0	65	14	0	0	0	0	0	0	0	0	0	0	79	349
1900 - 1915	0	55	17	0	1	0	0	0	0	0	0	0	0	73	
1915 - 1930	2	52	12	0	0	0	0	0	0	0	0	0	0	66	
1930 - 1945	1	64	12	0	0	0	0	0	0	0	0	0	0	77	
1945 - 2000	0	44	15	0	0	0	0	0	0	0	0	0	0	59	275
2000 - 2015	0	57	17	0	0	0	0	0	0	0	0	0	0	74	
2015 - 2030	1	39	18	0	0	0	0	0	0	0	0	0	0	58	
2030 - 2045	0	35	14	0	0	0	0	0	0	0	0	0	0	49	
2045 - 2100	0	28	15	1	0	0	0	0	0	0	0	0	0	44	225
2100 - 2115	0	22	7	0	0	0	0	0	0	0	0	0	0	29	
2115 - 2130	0	28	10	0	0	0	0	0	0	0	0	0	0	38	
2130 - 2145	0	26	7	0	0	0	0	0	0	0	0	0	0	33	
2145 - 2200	0	19	6	0	0	0	0	0	0	0	0	0	0	25	125
2200 - 2215	0	17	5	0	0	0	0	0	0	0	0	0	0	22	
2215 - 2230	0	14	6	0	0	0	0	0	0	0	0	0	0	20	
2230 - 2245	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	7	5	0	0	0	0	0	0	0	0	0	0	12	62
2300 - 2315	0	8	8	0	0	0	0	0	0	0	0	0	0	16	
2315 - 2330	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
2330 - 2345	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
2345 - 0000	0	4	2	0	0	0	0	0	0	0	0	0	0	6	38

Session Total	19	3303	1083	23	58	19	1	12	5	1	0	0	0	4524
Session Average	0.20	34.41	11.28	0.24	0.60	0.20	0.01	0.13	0.05	0.01	0.00	0.00	0.00	47.13
Session Percentage	0.42	73.01	23.94	0.51	1.28	0.42	0.02	0.27	0.11	0.02	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0700 - 0800	0645 - 0745	0615 - 0715	-	0715 - 0815	0800 - 0900	0945 - 1045	-	-	-	0700 - 0800
AM Peak Volume	0	228	77	7	8	3	0	1	1	1	0	0	0	323

Noon Peak Hour	1145 - 1245	1415 - 1515	1245 - 1345	1130 - 1230	1315 - 1415	1045 - 1145	1300 - 1400	1300 - 1400	1145 - 1245	1000 - 1100	-	-	-	1415 - 1515
Noon Peak Volume	4	242	75	2	7	4	1	3	1	1	0	0	0	311

PM Peak Hour	1730 - 1830	1715 - 1815	1630 - 1730	1530 - 1630	1700 - 1800	1515 - 1615	-	1515 - 1615	1645 - 1745	-	-	-	-	1700 - 1800
PM Peak Volume	6	393	133	5	9	3	0	4	2	0	0	0	0	539

Site 24
SC-81,
north of Southern Oaks Dr

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.744669°, -82.535897°

0000 - 2400 (24h Session) (05-24-2023)
SB WB 15min

	Southbound (Movement 24.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0015 - 0030	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**18**
0100 - 0115	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**10**
0200 - 0215	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**10**
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**4**
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0430 - 0445	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0445 - 0500	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**12**
0500 - 0515	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0515 - 0530	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0530 - 0545	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	
0545 - 0600	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**	**38**
0600 - 0615	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**	
0615 - 0630	0	16	3	0	0	0	0	0	0	0	0	0	0	**19**	
0630 - 0645	0	30	6	0	0	0	0	0	0	0	0	0	0	**36**	
0645 - 0700	0	32	8	0	1	0	0	0	0	0	0	0	0	**41**	**110**
0700 - 0715	0	42	15	3	1	0	0	0	0	0	0	0	0	**61**	
0715 - 0730	0	73	20	1	1	0	0	0	0	0	0	0	0	**95**	
0730 - 0745	0	70	17	0	5	0	0	0	0	0	0	0	0	**92**	
0745 - 0800	0	48	9	2	1	0	0	0	0	0	0	0	0	**60**	**308**
0800 - 0815	1	42	19	0	2	0	0	0	1	0	0	0	0	**65**	
0815 - 0830	0	39	12	0	1	0	0	0	0	0	0	0	0	**52**	
0830 - 0845	0	38	12	0	3	0	0	0	0	0	0	0	0	**53**	
0845 - 0900	0	33	10	0	0	2	0	0	1	0	0	0	0	**46**	**216**
0900 - 0915	0	34	21	0	0	0	0	0	0	0	0	0	0	**55**	
0915 - 0930	0	27	18	0	3	0	0	1	0	0	0	0	0	**49**	
0930 - 0945	0	40	13	1	4	0	0	0	0	0	0	0	0	**58**	
0945 - 1000	2	46	15	0	4	0	1	0	0	0	0	0	0	**68**	**230**
1000 - 1015	0	41	18	0	1	0	0	0	0	0	0	0	0	**60**	
1015 - 1030	0	34	13	0	1	1	0	0	1	0	0	0	0	**50**	
1030 - 1045	0	35	9	0	1	2	0	0	0	0	0	0	0	**47**	
1045 - 1100	0	51	13	0	0	0	0	0	0	0	0	0	0	**64**	**221**
1100 - 1115	0	45	13	0	0	0	0	1	0	0	0	0	0	**59**	
1115 - 1130	0	47	19	0	0	0	0	0	0	0	0	0	0	**66**	
1130 - 1145	0	42	10	0	1	0	0	1	0	0	0	0	0	**54**	
1145 - 1200	0	49	10	0	2	0	0	0	0	0	0	0	0	**61**	**240**
1200 - 1215	0	49	13	0	2	0	0	0	0	0	0	0	0	**64**	
1215 - 1230	0	52	19	0	1	0	0	0	1	0	0	0	0	**73**	
1230 - 1245	0	48	15	0	1	0	0	0	0	0	0	0	0	**64**	
1245 - 1300	2	50	11	0	1	1	0	0	0	0	0	0	0	**65**	**266**
1300 - 1315	0	59	17	0	0	1	0	0	0	0	0	0	0	**77**	
1315 - 1330	0	50	24	0	0	2	0	0	0	0	0	0	0	**76**	
1330 - 1345	0	56	11	0	0	0	0	0	0	0	0	0	0	**67**	
1345 - 1400	0	38	10	0	1	2	0	0	0	0	0	0	0	**51**	**271**
1400 - 1415	1	54	11	0	0	1	0	0	0	0	0	0	0	**67**	
1415 - 1430	0	80	18	0	0	0	0	0	0	0	0	0	0	**98**	
1430 - 1445	2	54	14	1	0	3	0	0	0	0	0	0	0	**74**	
1445 - 1500	0	63	21	0	0	1	0	0	0	0	0	0	0	**85**	**324**
1500 - 1515	0	52	23	0	0	3	0	0	0	0	0	0	0	**78**	
1515 - 1530	0	56	16	0	0	2	0	1	0	0	0	0	0	**75**	
1530 - 1545	0	56	23	1	3	1	0	0	0	0	0	0	0	**84**	
1545 - 1600	1	76	21	2	1	2	0	1	0	0	0	0	0	**104**	**341**
1600 - 1615	0	66	16	1	0	4	0	0	0	0	0	0	0	**87**	
1615 - 1630	0	73	19	2	1	0	0	0	0	0	0	0	0	**95**	
1630 - 1645	1	72	24	1	3	0	0	1	0	0	0	0	0	**102**	
1645 - 1700	1	70	25	0	2	3	0	0	0	0	0	0	0	**101**	**385**
1700 - 1715	0	79	29	0	1	2	0	1	0	0	0	0	0	**112**	
1715 - 1730	0	100	35	0	0	1	0	0	0	0	0	0	0	**136**	
1730 - 1745	0	86	23	0	1	0	0	0	0	0	0	0	0	**110**	
1745 - 1800	2	86	57	0	0	0	0	0	0	0	0	0	0	**145**	**503**
1800 - 1815	1	89	38	0	2	0	0	1	0	0	0	0	0	**131**	
1815 - 1830	2	68	32	0	1	0	0	1	0	0	0	0	0	**104**	
1830 - 1845	2	46	14	0	0	0	0	1	0	0	0	0	0	**63**	
1845 - 1900	1	63	14	0	0	0	0	0	0	0	0	0	0	**78**	**376**
1900 - 1915	0	39	9	0	0	0	0	0	0	0	0	0	0	**48**	
1915 - 1930	1	62	21	0	0	0	0	0	0	0	0	0	0	**84**	
1930 - 1945	1	52	20	0	1	0	0	0	0	0	0	0	0	**74**	
1945 - 2000	0	55	12	0	0	0	0	0	0	0	0	0	0	**67**	**273**
2000 - 2015	0	45	12	0	0	0	0	0	0	0	0	0	0	**57**	
2015 - 2030	0	51	9	0	0	0	0	0	0	0	0	0	0	**60**	
2030 - 2045	1	54	12	0	0	0	0	0	0	0	0	0	0	**67**	
2045 - 2100	4	58	13	0	0	0	0	0	0	0	0	0	0	**75**	**259**
2100 - 2115	0	46	3	0	0	0	0	0	0	0	0	0	0	**49**	
2115 - 2130	0	39	3	0	1	0	0	0	0	0	0	0	0	**43**	
2130 - 2145	0	35	2	0	0	0	0	0	0	0	0	0	0	**37**	
2145 - 2200	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**	**149**
2200 - 2215	0	18	1	0	1	0	0	0	0	0	0	0	0	**20**	
2215 - 2230	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**	
2230 - 2245	3	14	1	0	0	0	0	0	0	0	0	0	0	**18**	
2245 - 2300	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	**69**
2300 - 2315	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	
2315 - 2330	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	
2330 - 2345	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
2345 - 0000	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**32**

Session Total	29	3489	1027	15	56	34	1	10	4	0	0	0	0	**4665**
Session Average	0.30	36.34	10.70	0.16	0.58	0.35	0.01	0.10	0.04	0.00	0.00	0.00	0.00	**48.59**
Session Percentage	0.62	74.79	22.02	0.32	1.20	0.73	0.02	0.21	0.09	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0900 - 1000	0700 - 0800	0915 - 1015	0945 - 1045	0900 - 1000	0830 - 0930	0800 - 0900	-	-	-	-	**0715 - 0815**
AM Peak Volume	2	233	67	6	12	3	1	1	2	0	0	0	0	**312**

Noon Peak Hour	1345 - 1445	1400 - 1500	1445 - 1545	1345 - 1445	1130 - 1230	1430 - 1530	-	1045 - 1145	1000 - 1100	-	-	-	-	**1415 - 1515**
Noon Peak Volume	3	251	83	1	6	9	0	2	1	0	0	0	0	**335**

PM Peak Hour	1745 - 1845	1715 - 1815	1715 - 1815	1530 - 1630	1615 - 1715	1515 - 1615	-	1745 - 1845	-	-	-	-	-	**1715 - 1815**
PM Peak Volume	7	361	153	6	7	9	0	3	0	0	0	0	0	**522**

Bi-Directional Class Count || Bi-Directional 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 24
SC-81,
north of Southern Oaks Dr

Date
Tuesday, May 23, 2023

Lat/Long
34.744669°, -82.535897°

Weather
Fair
66°F

0000 - 2400 (24h Session) (05-23-2023)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0030 - 0045	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	4	2	0	0	0	0	0	0	0	0	0	0	6	20
0100 - 0115	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0115 - 0130	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0130 - 0145	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3	17
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0230 - 0245	1	2	0	0	1	0	0	0	0	0	0	0	0	4	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
0300 - 0315	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0345 - 0400	0	2	2	0	0	0	0	0	0	0	0	0	0	4	14
0400 - 0415	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0415 - 0430	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0430 - 0445	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
0445 - 0500	0	11	2	0	0	0	0	0	0	0	0	0	0	13	35
0500 - 0515	0	19	11	0	1	0	0	0	0	0	0	0	0	31	
0515 - 0530	1	20	3	0	0	0	0	0	0	0	0	0	0	24	
0530 - 0545	0	31	6	0	0	0	0	0	0	0	0	0	0	37	
0545 - 0600	1	26	9	2	0	0	0	0	0	0	0	0	0	38	130
0600 - 0615	0	25	16	0	1	0	0	0	0	0	0	0	0	42	
0615 - 0630	0	37	19	2	0	0	0	0	0	0	0	0	0	58	
0630 - 0645	0	49	29	4	1	2	0	0	0	0	0	0	0	85	
0645 - 0700	1	57	35	2	3	1	0	0	0	0	0	0	0	99	284
0700 - 0715	0	99	32	3	3	3	0	0	0	0	0	0	0	140	
0715 - 0730	0	154	46	1	1	0	1	0	0	0	0	0	0	203	
0730 - 0745	2	180	57	0	5	0	0	0	0	0	0	0	0	244	
0745 - 0800	0	189	44	4	2	0	0	0	0	0	0	0	0	239	826
0800 - 0815	2	133	34	2	1	0	0	5	0	0	0	0	0	177	
0815 - 0830	0	95	23	1	3	1	0	0	0	0	0	0	0	123	
0830 - 0845	0	86	15	0	2	0	0	1	0	0	0	0	0	104	
0845 - 0900	1	90	31	0	5	1	0	0	1	0	0	0	0	129	533
0900 - 0915	0	64	25	1	0	4	0	0	0	0	0	0	0	94	
0915 - 0930	0	93	39	0	1	0	0	1	0	0	0	0	0	134	
0930 - 0945	0	76	35	1	5	0	0	1	0	0	0	0	0	118	
0945 - 1000	0	83	26	0	1	0	0	0	2	0	0	0	0	112	458
1000 - 1015	0	66	31	0	2	0	0	0	0	0	0	0	0	99	
1015 - 1030	0	66	34	1	3	3	0	0	0	0	0	0	0	107	
1030 - 1045	1	89	31	0	4	0	0	2	0	1	0	0	0	128	
1045 - 1100	0	65	31	0	2	0	0	0	0	0	0	0	0	98	432
1100 - 1115	0	83	29	0	1	1	0	0	0	0	0	0	0	114	
1115 - 1130	1	77	24	0	2	3	0	0	0	0	0	0	0	107	
1130 - 1145	0	94	31	0	2	2	0	0	0	0	0	0	0	129	
1145 - 1200	3	84	29	0	1	0	0	0	0	0	0	0	0	117	467
1200 - 1215	1	98	26	1	5	1	0	1	0	0	0	0	0	133	
1215 - 1230	0	98	41	1	1	0	0	1	0	0	0	0	0	142	
1230 - 1245	1	82	29	0	1	0	0	0	1	0	0	0	0	114	
1245 - 1300	0	92	37	0	5	1	0	1	0	0	0	0	0	136	525
1300 - 1315	1	98	25	1	3	3	0	0	0	0	0	0	0	131	
1315 - 1330	0	72	25	1	2	1	0	2	0	0	0	0	0	103	
1330 - 1345	0	109	38	0	2	0	0	0	1	0	0	0	0	150	
1345 - 1400	0	112	28	0	3	1	1	2	0	0	0	0	0	147	531
1400 - 1415	1	75	25	11	3	0	0	0	0	0	0	0	0	115	
1415 - 1430	0	114	28	0	2	0	0	1	0	0	0	0	0	145	
1430 - 1445	2	100	29	1	1	2	0	0	0	0	0	0	0	135	
1445 - 1500	0	129	29	0	3	1	0	1	0	0	0	0	0	163	558
1500 - 1515	1	133	45	0	0	0	0	0	0	0	0	0	0	179	
1515 - 1530	1	147	43	1	0	1	0	1	0	0	0	0	0	194	
1530 - 1545	0	116	39	2	1	0	0	0	0	0	0	0	0	158	
1545 - 1600	0	113	36	1	0	1	0	2	1	0	0	0	0	154	685
1600 - 1615	2	130	32	2	4	2	0	1	1	0	0	0	0	174	
1615 - 1630	2	120	51	2	0	0	0	0	0	0	0	0	0	175	
1630 - 1645	0	152	54	1	3	0	0	1	2	0	0	0	0	213	
1645 - 1700	0	136	47	0	6	1	0	0	1	0	0	0	0	191	753
1700 - 1715	0	147	60	0	5	1	0	1	0	0	0	0	0	214	
1715 - 1730	0	196	62	0	4	1	0	0	1	0	0	0	0	264	
1730 - 1745	2	177	53	0	2	0	0	0	1	0	0	0	0	235	
1745 - 1800	1	152	50	0	4	0	0	1	0	0	0	0	0	208	921
1800 - 1815	2	129	40	0	1	0	0	0	1	0	0	0	0	173	
1815 - 1830	3	122	36	0	0	0	0	0	0	0	0	0	0	161	
1830 - 1845	0	118	29	0	0	0	0	0	0	0	0	0	0	147	
1845 - 1900	1	110	26	0	2	0	0	1	0	0	0	0	0	140	621
1900 - 1915	1	105	31	0	2	0	0	0	0	0	0	0	0	139	
1915 - 1930	3	94	27	0	0	0	0	0	0	0	0	0	0	124	
1930 - 1945	1	96	22	0	1	0	0	0	0	0	0	0	0	120	
1945 - 2000	0	72	22	0	0	0	0	0	0	0	0	0	0	94	477
2000 - 2015	0	75	28	0	0	0	0	0	0	0	0	0	0	103	
2015 - 2030	3	66	24	0	0	0	0	0	0	0	0	0	0	93	
2030 - 2045	0	51	23	0	1	0	0	0	0	0	0	0	0	75	
2045 - 2100	0	45	23	1	0	0	0	0	0	0	0	0	0	69	340
2100 - 2115	0	44	17	0	0	0	0	0	0	0	0	0	0	61	
2115 - 2130	0	41	15	0	0	0	0	0	0	0	0	0	0	56	
2130 - 2145	0	45	14	0	0	0	0	0	0	0	0	0	0	59	
2145 - 2200	0	33	10	0	0	0	0	0	0	0	0	0	0	43	219
2200 - 2215	0	29	9	0	0	0	0	1	0	0	0	0	0	39	
2215 - 2230	0	22	9	0	0	0	0	0	0	0	0	0	0	31	
2230 - 2245	0	11	3	0	0	0	0	0	0	0	0	0	0	14	
2245 - 2300	0	10	6	0	0	0	0	0	0	0	0	0	0	16	100
2300 - 2315	0	15	11	0	0	0	0	0	0	0	0	0	0	26	
2315 - 2330	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
2330 - 2345	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2345 - 0000	0	7	2	0	0	0	0	0	0	0	0	0	0	9	58

Session Total	43	6561	2160	50	120	38	2	28	13	1	0	0	0	9016
Session Average	0.45	68.34	22.50	0.52	1.25	0.40	0.02	0.29	0.14	0.01	0.00	0.00	0.00	93.92
Session Percentage	0.48	72.77	23.96	0.55	1.33	0.42	0.02	0.31	0.14	0.01	0.00	0.00	0.00	

AM Peak Hour	0715 - 0815	0715 - 0815	0715 - 0815	0615 - 0715	0645 - 0745	0615 - 0715	0630 - 0730	0745 - 0845	0900 - 1000	0945 - 1045	-	-	-	0715 - 0815
AM Peak Volume	4	656	181	11	12	6	1	6	2	1	0	0	0	863

Noon Peak Hour	1115 - 1215	1445 - 1545	1445 - 1545	1315 - 1415	1200 - 1300	1045 - 1145	1300 - 1400	1300 - 1400	1145 - 1245	1000 - 1100	-	-	-	1445 - 1545
Noon Peak Volume	5	525	156	12	12	6	1	4	1	1	0	0	0	694

PM Peak Hour	1730 - 1830	1700 - 1800	1700 - 1800	1530 - 1630	1630 - 1730	1515 - 1615	-	1515 - 1615	1545 - 1645	-	-	-	-	1700 - 1800
PM Peak Volume	8	672	225	7	18	4	0	4	4	0	0	0	0	921

Site 24
SC-81,
north of Southern Oaks Dr

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.744669°, -82.535897°

0000 - 2400 (24h Session) (05-24-2023)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
0015 - 0030	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**	
0030 - 0045	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0045 - 0100	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**27**
0100 - 0115	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**15**
0200 - 0215	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0245 - 0300	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**16**
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0345 - 0400	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	**14**
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0415 - 0430	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0430 - 0445	0	14	1	0	0	0	0	0	0	0	0	0	0	**15**	
0445 - 0500	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**	**38**
0500 - 0515	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**	
0515 - 0530	0	20	5	0	0	0	0	0	0	0	0	0	0	**25**	
0530 - 0545	0	29	8	0	0	0	0	0	0	0	0	0	0	**37**	
0545 - 0600	0	33	7	0	0	0	0	0	0	0	0	0	0	**40**	**121**
0600 - 0615	0	28	10	1	1	0	0	0	0	0	0	0	0	**40**	
0615 - 0630	0	38	12	2	0	0	0	0	0	0	0	0	0	**52**	
0630 - 0645	0	63	22	4	0	0	0	0	0	0	0	0	0	**89**	
0645 - 0700	0	84	26	2	2	1	0	1	0	0	0	0	0	**116**	**297**
0700 - 0715	1	95	34	3	1	0	0	0	0	0	0	0	0	**134**	
0715 - 0730	0	162	45	1	3	1	0	1	1	0	0	0	0	**214**	
0730 - 0745	0	190	46	0	5	1	0	0	0	0	0	0	0	**242**	
0745 - 0800	0	184	41	3	2	1	0	0	0	0	0	0	0	**231**	**821**
0800 - 0815	1	131	41	0	3	0	0	1	2	0	0	0	0	**179**	
0815 - 0830	1	84	31	0	5	1	0	2	1	0	0	0	0	**125**	
0830 - 0845	0	90	24	0	4	0	0	0	0	0	0	0	0	**118**	
0845 - 0900	0	80	28	0	1	2	0	0	3	0	0	0	0	**114**	**536**
0900 - 0915	0	72	31	1	1	0	0	0	0	0	0	0	0	**105**	
0915 - 0930	0	69	30	0	4	0	0	1	0	0	0	0	0	**104**	
0930 - 0945	0	98	26	1	4	0	0	0	0	0	0	0	0	**129**	
0945 - 1000	4	88	27	0	6	0	1	0	0	0	0	0	0	**126**	**464**
1000 - 1015	0	84	30	0	2	0	0	0	0	0	0	0	0	**116**	
1015 - 1030	0	84	30	0	1	1	0	0	2	0	0	0	0	**118**	
1030 - 1045	0	84	23	0	2	2	0	0	1	0	0	0	0	**112**	
1045 - 1100	1	109	22	0	0	1	0	1	0	0	0	0	0	**134**	**480**
1100 - 1115	1	103	26	0	0	0	0	1	0	0	0	0	0	**131**	
1115 - 1130	0	90	26	0	0	0	0	0	0	0	0	0	0	**116**	
1130 - 1145	0	90	21	0	4	0	0	2	0	0	0	0	0	**117**	
1145 - 1200	0	93	18	0	4	0	0	0	0	0	0	0	0	**115**	**479**
1200 - 1215	0	107	30	0	3	0	0	0	0	0	0	0	0	**140**	
1215 - 1230	0	98	35	0	1	0	0	1	1	0	0	0	0	**136**	
1230 - 1245	0	93	29	0	4	1	0	0	0	0	0	0	0	**127**	
1245 - 1300	2	96	23	0	3	1	0	1	0	0	0	0	0	**126**	**529**
1300 - 1315	0	103	31	0	1	2	0	0	0	0	0	0	0	**137**	
1315 - 1330	0	96	40	1	1	3	0	0	0	0	0	0	0	**141**	
1330 - 1345	0	115	29	0	3	0	0	0	0	0	0	0	0	**147**	
1345 - 1400	1	85	19	0	2	5	0	0	0	0	0	0	0	**112**	**537**
1400 - 1415	1	101	25	10	1	3	0	0	0	0	0	0	0	**141**	
1415 - 1430	0	116	26	0	1	2	0	0	0	0	0	0	0	**145**	
1430 - 1445	2	115	29	1	1	4	0	0	0	0	0	0	0	**152**	
1445 - 1500	0	122	34	0	0	3	0	0	0	0	0	0	0	**159**	**597**
1500 - 1515	0	129	46	0	0	4	0	0	0	0	0	0	0	**179**	
1515 - 1530	0	132	28	0	1	4	0	2	1	0	0	0	0	**168**	
1530 - 1545	0	109	39	2	3	3	0	0	0	0	0	0	0	**156**	
1545 - 1600	3	137	44	3	3	4	0	1	0	0	0	0	0	**195**	**698**
1600 - 1615	1	128	30	1	3	7	0	1	0	0	0	0	0	**171**	
1615 - 1630	1	116	36	2	2	1	0	1	0	0	0	0	0	**159**	
1630 - 1645	1	132	36	1	5	1	0	1	0	0	0	0	0	**177**	
1645 - 1700	1	131	44	1	3	3	0	0	0	0	0	0	0	**183**	**690**
1700 - 1715	0	137	55	0	1	2	0	1	0	0	0	0	0	**196**	
1715 - 1730	1	173	54	0	0	2	0	0	0	0	0	0	0	**230**	
1730 - 1745	2	164	51	0	1	1	0	1	0	0	0	0	0	**220**	
1745 - 1800	2	166	73	0	0	0	0	0	0	0	0	0	0	**241**	**887**
1800 - 1815	3	145	67	0	3	0	0	1	0	0	0	0	0	**219**	
1815 - 1830	2	151	54	0	2	0	0	1	0	0	0	0	0	**210**	
1830 - 1845	3	109	32	0	0	0	0	1	0	0	0	0	0	**145**	
1845 - 1900	1	88	31	0	1	0	0	1	0	0	0	0	0	**122**	**696**
1900 - 1915	2	68	17	0	2	0	0	0	0	0	0	0	0	**89**	
1915 - 1930	1	105	32	0	0	0	0	0	0	0	0	0	0	**138**	
1930 - 1945	1	83	31	0	1	0	0	0	0	0	0	0	0	**116**	
1945 - 2000	0	101	23	0	0	0	0	0	0	0	0	0	0	**124**	**467**
2000 - 2015	1	86	30	0	0	0	0	0	0	0	0	0	0	**117**	
2015 - 2030	0	92	19	0	0	0	0	0	0	0	0	0	0	**111**	
2030 - 2045	2	85	23	0	1	1	0	0	0	0	0	0	0	**112**	
2045 - 2100	4	85	19	0	0	0	0	0	0	0	0	0	0	**108**	**448**
2100 - 2115	0	62	5	0	0	0	0	0	0	0	0	0	0	**67**	
2115 - 2130	0	54	4	0	1	0	0	0	0	0	0	0	0	**59**	
2130 - 2145	0	49	4	0	0	0	0	0	0	0	0	0	0	**53**	
2145 - 2200	0	28	2	0	0	0	0	0	0	0	0	0	0	**30**	**209**
2200 - 2215	0	25	3	0	1	0	0	0	0	0	0	0	0	**29**	
2215 - 2230	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**	
2230 - 2245	3	22	1	0	0	0	0	0	0	0	0	0	0	**26**	
2245 - 2300	0	20	0	0	0	0	0	0	0	0	0	0	0	**20**	**102**
2300 - 2315	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	
2315 - 2330	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**	
2330 - 2345	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
2345 - 0000	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**51**

Session Total	50	6927	1987	40	110	68	1	24	12	0	0	0	0	**9219**
Session Average	0.52	72.16	20.70	0.42	1.15	0.71	0.01	0.25	0.13	0.00	0.00	0.00	0.00	**96.03**
Session Percentage	0.54	75.14	21.55	0.43	1.19	0.74	0.01	0.26	0.13	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0715 - 0815	0715 - 0815	0615 - 0715	0915 - 1015	0645 - 0745	0900 - 1000	0730 - 0830	0800 - 0900	-	-	-	-	**0715 - 0815**
AM Peak Volume	4	667	173	11	16	3	1	3	6	0	0	0	0	**866**

Noon Peak Hour	1345 - 1445	1430 - 1530	1445 - 1545	1315 - 1415	1130 - 1230	1430 - 1530	-	1045 - 1145	1000 - 1100	-	-	-	-	**1445 - 1545**
Noon Peak Volume	4	498	147	11	12	15	0	4	3	0	0	0	0	**662**

PM Peak Hour	1745 - 1845	1715 - 1815	1715 - 1815	1530 - 1630	1545 - 1645	1515 - 1615	-	1515 - 1615	1500 - 1600	-	-	-	-	**1715 - 1815**
PM Peak Volume	10	648	245	8	13	18	0	4	1	0	0	0	0	**910**

Bi-Directional Class Count || NB EB Average 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 24
SC-81,
north of Southern Oaks Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.744669°, -82.535897°

0000 - 2400 (Weekday 24h Session) (All Dates)
NB EB Average 15min

	NB EB Average 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	9
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	1	1	0	0	1	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0300 - 0315	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	4	1	0	0	0	0	0	0	0	0	0	0	5	10
0400 - 0415	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	4	1	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0445 - 0500	0	9	3	0	0	0	0	0	0	0	0	0	0	11	25
0500 - 0515	0	12	7	0	1	0	0	0	0	0	0	0	0	19	
0515 - 0530	1	16	4	0	0	0	0	0	0	0	0	0	0	20	
0530 - 0545	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
0545 - 0600	1	20	6	1	0	0	0	0	0	0	0	0	0	28	92
0600 - 0615	0	15	9	1	1	0	0	0	0	0	0	0	0	26	
0615 - 0630	0	20	13	2	0	0	0	0	0	0	0	0	0	35	
0630 - 0645	0	31	16	4	0	1	0	0	0	0	0	0	0	52	
0645 - 0700	1	42	20	2	2	1	0	1	0	0	0	0	0	67	180
0700 - 0715	1	54	18	0	1	0	0	0	0	0	0	0	0	73	
0715 - 0730	0	86	25	0	1	1	1	1	1	0	0	0	0	114	
0730 - 0745	1	118	32	0	1	1	0	0	0	0	0	0	0	152	
0745 - 0800	0	139	29	1	1	1	0	0	0	0	0	0	0	170	508
0800 - 0815	1	92	21	1	1	0	0	3	1	0	0	0	0	118	
0815 - 0830	1	53	16	0	3	1	0	1	1	0	0	0	0	75	
0830 - 0845	0	55	10	0	2	0	0	1	0	0	0	0	0	66	
0845 - 0900	1	48	17	0	1	1	0	0	1	0	0	0	0	68	326
0900 - 0915	0	35	10	1	1	1	0	0	0	0	0	0	0	47	
0915 - 0930	0	46	19	0	1	0	0	0	0	0	0	0	0	66	
0930 - 0945	0	50	15	0	1	0	0	1	0	0	0	0	0	66	
0945 - 1000	1	46	15	0	1	0	0	0	1	0	0	0	0	63	240
1000 - 1015	0	38	16	0	1	0	0	0	0	0	0	0	0	55	
1015 - 1030	0	42	16	0	1	2	0	0	1	0	0	0	0	61	
1030 - 1045	1	45	15	0	2	0	0	1	1	0	0	0	0	63	
1045 - 1100	1	48	14	0	1	1	0	1	0	0	0	0	0	64	242
1100 - 1115	1	51	13	0	0	1	0	0	0	0	0	0	0	65	
1115 - 1130	1	44	10	0	1	0	0	0	0	0	0	0	0	55	
1130 - 1145	0	51	15	0	2	1	0	1	0	0	0	0	0	68	
1145 - 1200	1	43	10	0	1	0	0	0	0	0	0	0	0	54	241
1200 - 1215	0	55	16	0	2	1	0	0	0	0	0	0	0	72	
1215 - 1230	0	48	19	0	1	0	0	1	0	0	0	0	0	68	
1230 - 1245	0	45	14	0	2	1	0	0	0	0	0	0	0	60	
1245 - 1300	0	44	15	0	3	0	0	1	0	0	0	0	0	63	262
1300 - 1315	0	40	12	0	2	2	0	0	0	0	0	0	0	55	
1315 - 1330	0	41	12	1	2	1	0	0	0	0	0	0	0	55	
1330 - 1345	0	57	17	0	2	0	0	0	1	0	0	0	0	76	
1345 - 1400	1	53	12	0	1	2	0	1	0	0	0	0	0	69	254
1400 - 1415	1	40	14	11	1	1	0	0	0	0	0	0	0	67	
1415 - 1430	0	40	12	0	2	1	0	1	0	0	0	0	0	55	
1430 - 1445	1	50	15	0	1	1	0	0	0	0	0	0	0	68	
1445 - 1500	0	63	15	0	1	2	0	1	0	0	0	0	0	80	269
1500 - 1515	0	81	22	0	0	1	0	0	0	0	0	0	0	103	
1515 - 1530	1	87	18	0	1	1	0	1	1	0	0	0	0	108	
1530 - 1545	0	58	21	1	1	1	0	0	0	0	0	0	0	82	
1545 - 1600	1	57	18	1	1	2	0	0	1	0	0	0	0	79	371
1600 - 1615	1	60	19	1	4	2	0	1	1	0	0	0	0	86	
1615 - 1630	1	50	25	0	1	1	0	1	0	0	0	0	0	77	
1630 - 1645	0	62	16	0	3	1	0	0	1	0	0	0	0	82	
1645 - 1700	0	57	20	1	3	0	0	0	1	0	0	0	0	81	325
1700 - 1715	0	64	25	0	2	0	0	1	0	0	0	0	0	90	
1715 - 1730	1	75	23	0	1	1	0	0	0	0	0	0	0	99	
1730 - 1745	2	75	26	0	0	1	0	1	0	0	0	0	0	103	
1745 - 1800	0	72	18	0	1	0	0	1	0	0	0	0	0	91	383
1800 - 1815	2	53	24	0	1	0	0	0	1	0	0	0	0	79	
1815 - 1830	0	69	21	0	1	0	0	0	0	0	0	0	0	90	
1830 - 1845	1	60	15	0	0	0	0	0	0	0	0	0	0	75	
1845 - 1900	1	35	15	0	2	0	0	1	0	0	0	0	0	53	296
1900 - 1915	2	40	11	0	2	0	0	0	0	0	0	0	0	54	
1915 - 1930	1	43	13	0	0	0	0	0	0	0	0	0	0	56	
1930 - 1945	0	32	11	0	1	0	0	0	0	0	0	0	0	43	
1945 - 2000	0	37	9	0	0	0	0	0	0	0	0	0	0	46	198
2000 - 2015	1	30	15	0	0	0	0	0	0	0	0	0	0	45	
2015 - 2030	1	34	8	0	0	0	0	0	0	0	0	0	0	43	
2030 - 2045	1	24	10	0	1	1	0	0	0	0	0	0	0	36	
2045 - 2100	0	22	7	0	0	0	0	0	0	0	0	0	0	29	152
2100 - 2115	0	19	6	0	0	0	0	0	0	0	0	0	0	25	
2115 - 2130	0	14	3	0	0	0	0	0	0	0	0	0	0	17	
2130 - 2145	0	17	5	0	0	0	0	0	0	0	0	0	0	21	
2145 - 2200	0	12	3	0	0	0	0	0	0	0	0	0	0	14	77
2200 - 2215	0	10	3	0	0	0	0	1	0	0	0	0	0	13	
2215 - 2230	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
2230 - 2245	0	7	1	0	0	0	0	0	0	0	0	0	0	7	
2245 - 2300	0	5	1	0	0	0	0	0	0	0	0	0	0	5	36
2300 - 2315	0	5	3	0	0	0	0	0	0	0	0	0	0	7	
2315 - 2330	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
2330 - 2345	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	4	0	0	0	0	0	0	0	0	0	0	0	4	20

Session Total	23	3348	1019	26	58	27	1	15	8	0	0	0	0	4523
Session Average	0.23	34.88	10.61	0.27	0.60	0.28	0.01	0.16	0.08	0.00	0.00	0.00	0.00	47.11
Session Percentage	0.50	74.02	22.52	0.57	1.28	0.59	0.01	0.33	0.18	0.00	0.00	0.00	0.00	

AM Peak Hour	0730 - 0830	0715 - 0815	0715 - 0815	0600 - 0700	0745 - 0845	0630 - 0730	0630 - 0730	0745 - 0845	0800 - 0900	-	-	-	-	0715 - 0815
AM Peak Volume	3	435	106	9	6	3	1	4	2	0	0	0	0	553

Noon Peak Hour	1030 - 1130	1445 - 1545	1445 - 1545	1315 - 1415	1230 - 1330	1345 - 1445	-	1200 - 1300	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	2	288	76	12	8	5	0	2	1	0	0	0	0	372

PM Peak Hour	1715 - 1815	1700 - 1800	1645 - 1745	1515 - 1615	1600 - 1700	1515 - 1615	-	1700 - 1800	1545 - 1645	-	-	-	-	1700 - 1800
PM Peak Volume	4	285	93	2	10	5	0	2	2	0	0	0	0	383

Bi-Directional Class Count || SB WB Average 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 24
SC-81,
north of Southern Oaks Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.744669°, -82.535897°

0000 - 2400 (Weekday 24h Session) (All Dates)
SB WB Average 15min

	SB WB Average 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0015 - 0030	0	6	1	0	0	0	0	0	0	0	0	0	0	6	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	15
0100 - 0115	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	4
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0445 - 0500	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12
0500 - 0515	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0515 - 0530	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0530 - 0545	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0545 - 0600	0	10	2	0	0	0	0	0	0	0	0	0	0	12	34
0600 - 0615	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
0615 - 0630	0	18	3	0	0	0	0	0	0	0	0	0	0	20	
0630 - 0645	0	25	10	0	1	0	0	0	0	0	0	0	0	35	
0645 - 0700	0	29	11	0	1	0	0	0	0	0	0	0	0	41	111
0700 - 0715	0	44	15	3	2	2	0	0	0	0	0	0	0	65	
0715 - 0730	0	72	21	1	1	0	0	0	0	0	0	0	0	95	
0730 - 0745	0	67	20	0	5	0	0	0	0	0	0	0	0	92	
0745 - 0800	0	48	14	3	1	0	0	0	0	0	0	0	0	65	316
0800 - 0815	1	40	17	1	2	0	0	1	1	0	0	0	0	61	
0815 - 0830	0	37	11	1	2	0	0	0	0	0	0	0	0	50	
0830 - 0845	0	34	10	0	2	0	0	0	0	0	0	0	0	45	
0845 - 0900	0	37	13	0	2	1	0	0	1	0	0	0	0	54	209
0900 - 0915	0	33	19	0	0	2	0	0	0	0	0	0	0	53	
0915 - 0930	0	35	16	0	2	0	0	1	0	0	0	0	0	54	
0930 - 0945	0	37	16	1	4	0	0	0	0	0	0	0	0	58	
0945 - 1000	1	40	12	0	3	0	1	0	1	0	0	0	0	57	221
1000 - 1015	0	37	15	0	1	0	0	0	0	0	0	0	0	53	
1015 - 1030	0	33	16	1	2	1	0	0	1	0	0	0	0	52	
1030 - 1045	0	42	13	0	2	1	0	1	0	1	0	0	0	58	
1045 - 1100	0	39	13	0	1	0	0	0	0	0	0	0	0	53	215
1100 - 1115	0	42	15	0	1	0	0	1	0	0	0	0	0	58	
1115 - 1130	0	40	16	0	0	2	0	0	0	0	0	0	0	57	
1130 - 1145	0	42	12	0	1	1	0	1	0	0	0	0	0	55	
1145 - 1200	1	46	14	0	2	0	0	0	0	0	0	0	0	63	232
1200 - 1215	1	48	13	1	3	0	0	1	0	0	0	0	0	65	
1215 - 1230	0	51	20	1	1	0	0	0	1	0	0	0	0	72	
1230 - 1245	1	43	16	0	1	0	0	0	1	0	0	0	0	61	
1245 - 1300	1	51	15	0	1	1	0	0	0	0	0	0	0	69	265
1300 - 1315	1	61	16	1	1	1	0	0	0	0	0	0	0	79	
1315 - 1330	0	44	21	0	0	2	0	1	0	0	0	0	0	67	
1330 - 1345	0	55	17	0	1	0	0	0	0	0	0	0	0	73	
1345 - 1400	0	46	12	0	2	1	1	1	0	0	0	0	0	61	280
1400 - 1415	1	48	11	0	2	1	0	0	0	0	0	0	0	62	
1415 - 1430	0	75	15	0	0	0	0	0	0	0	0	0	0	90	
1430 - 1445	2	58	14	1	0	2	0	0	0	0	0	0	0	76	
1445 - 1500	0	63	17	0	1	1	0	0	0	0	0	0	0	81	309
1500 - 1515	1	51	24	0	0	2	0	0	0	0	0	0	0	76	
1515 - 1530	0	53	18	1	0	2	0	1	0	0	0	0	0	74	
1530 - 1545	0	55	18	1	2	1	0	0	0	0	0	0	0	76	
1545 - 1600	1	68	23	2	1	1	0	2	0	0	0	0	0	96	321
1600 - 1615	1	69	13	1	0	3	0	1	0	0	0	0	0	87	
1615 - 1630	1	69	19	2	1	0	0	0	0	0	0	0	0	91	
1630 - 1645	1	81	29	1	2	0	0	1	0	0	0	0	0	114	
1645 - 1700	1	77	26	0	2	2	0	0	0	0	0	0	0	106	397
1700 - 1715	0	79	33	0	2	2	0	1	0	0	0	0	0	115	
1715 - 1730	0	110	36	0	2	1	0	0	1	0	0	0	0	148	
1730 - 1745	1	96	26	0	2	0	0	0	1	0	0	0	0	125	
1745 - 1800	2	87	44	0	1	0	0	0	0	0	0	0	0	134	521
1800 - 1815	1	85	30	0	2	0	0	1	0	0	0	0	0	117	
1815 - 1830	3	68	24	0	1	0	0	1	0	0	0	0	0	96	
1830 - 1845	1	54	16	0	0	0	0	1	0	0	0	0	0	72	
1845 - 1900	1	64	14	0	0	0	0	0	0	0	0	0	0	79	363
1900 - 1915	0	47	13	0	1	0	0	0	0	0	0	0	0	61	
1915 - 1930	2	57	17	0	0	0	0	0	0	0	0	0	0	75	
1930 - 1945	1	58	16	0	1	0	0	0	0	0	0	0	0	76	
1945 - 2000	0	50	14	0	0	0	0	0	0	0	0	0	0	63	274
2000 - 2015	0	51	15	0	0	0	0	0	0	0	0	0	0	66	
2015 - 2030	1	45	14	0	0	0	0	0	0	0	0	0	0	59	
2030 - 2045	1	45	13	0	0	0	0	0	0	0	0	0	0	58	
2045 - 2100	2	43	14	1	0	0	0	0	0	0	0	0	0	60	242
2100 - 2115	0	34	5	0	0	0	0	0	0	0	0	0	0	39	
2115 - 2130	0	34	7	0	1	0	0	0	0	0	0	0	0	41	
2130 - 2145	0	31	5	0	0	0	0	0	0	0	0	0	0	35	
2145 - 2200	0	19	4	0	0	0	0	0	0	0	0	0	0	23	137
2200 - 2215	0	18	3	0	1	0	0	0	0	0	0	0	0	21	
2215 - 2230	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
2230 - 2245	2	10	2	0	0	0	0	0	0	0	0	0	0	13	
2245 - 2300	0	11	3	0	0	0	0	0	0	0	0	0	0	13	66
2300 - 2315	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
2315 - 2330	0	9	2	0	0	0	0	0	0	0	0	0	0	10	
2330 - 2345	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2345 - 0000	0	5	1	0	0	0	0	0	0	0	0	0	0	6	35

Session Total	24	3396	1055	19	57	27	1	11	5	1	0	0	0	4595
Session Average	0.25	35.38	10.99	0.20	0.59	0.28	0.01	0.11	0.05	0.01	0.00	0.00	0.00	47.86
Session Percentage	0.52	73.91	22.96	0.41	1.24	0.58	0.02	0.24	0.10	0.01	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0715 - 0815	0700 - 0800	0915 - 1015	0815 - 0915	0900 - 1000	0830 - 0930	0800 - 0900	0945 - 1045	-	-	-	0700 - 0800
AM Peak Volume	1	231	71	7	9	3	1	1	2	1	0	0	0	316

Noon Peak Hour	1145 - 1245	1415 - 1515	1445 - 1545	1430 - 1530	1130 - 1230	1430 - 1530	1300 - 1400	1300 - 1400	1145 - 1245	1000 - 1100	-	-	-	1415 - 1515
Noon Peak Volume	2	246	76	2	6	6	1	2	1	1	0	0	0	323

PM Peak Hour	1745 - 1845	1715 - 1815	1700 - 1800	1530 - 1630	1630 - 1730	1515 - 1615	-	1515 - 1615	1645 - 1745	-	-	-	-	1715 - 1815
PM Peak Volume	6	377	139	6	6	6	0	3	1	0	0	0	0	523

Bi-Directional Class Count || Volume Summary 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 24
SC-81,
north of Southern Oaks Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.744669°, -82.535897°

0000 - 2400 (24h Session) (05-23-2023)
Volume Summary 15min

TIME	Volume Summary 15min NB	SB	15min Total	60min Total
0000 - 0015	2	1	**3**	
0015 - 0030	1	5	**6**	
0030 - 0045	2	3	**5**	
0045 - 0100	3	3	**6**	**20**
0100 - 0115	0	4	**4**	
0115 - 0130	3	2	**5**	
0130 - 0145	1	4	**5**	
0145 - 0200	0	3	**3**	**17**
0200 - 0215	0	2	**2**	
0215 - 0230	2	2	**4**	
0230 - 0245	2	2	**4**	
0245 - 0300	2	0	**2**	**12**
0300 - 0315	2	0	**2**	
0315 - 0330	2	0	**2**	
0330 - 0345	2	4	**6**	
0345 - 0400	4	0	**4**	**14**
0400 - 0415	3	1	**4**	
0415 - 0430	3	2	**5**	
0430 - 0445	7	6	**13**	
0445 - 0500	10	3	**13**	**35**
0500 - 0515	24	7	**31**	
0515 - 0530	19	5	**24**	
0530 - 0545	27	10	**37**	
0545 - 0600	31	7	**38**	**130**
0600 - 0615	25	17	**42**	
0615 - 0630	37	21	**58**	
0630 - 0645	51	34	**85**	
0645 - 0700	59	40	**99**	**284**
0700 - 0715	72	68	**140**	
0715 - 0730	109	94	**203**	
0730 - 0745	153	91	**244**	
0745 - 0800	169	70	**239**	**826**
0800 - 0815	121	56	**177**	
0815 - 0830	76	47	**123**	
0830 - 0845	67	37	**104**	
0845 - 0900	67	62	**129**	**533**
0900 - 0915	43	51	**94**	
0915 - 0930	76	58	**134**	
0930 - 0945	60	58	**118**	
0945 - 1000	67	45	**112**	**458**
1000 - 1015	54	45	**99**	
1015 - 1030	53	54	**107**	
1030 - 1045	60	68	**128**	
1045 - 1100	57	41	**98**	**432**
1100 - 1115	57	57	**114**	
1115 - 1130	60	47	**107**	
1130 - 1145	73	56	**129**	
1145 - 1200	53	64	**117**	**467**

Time	Volume Summary 15min NB	SB	15min Total	60min Total
1200 - 1215	68	65	**133**	
1215 - 1230	72	70	**142**	
1230 - 1245	57	57	**114**	
1245 - 1300	64	72	**136**	**525**
1300 - 1315	50	81	**131**	
1315 - 1330	45	58	**103**	
1330 - 1345	71	79	**150**	
1345 - 1400	76	71	**147**	**531**
1400 - 1415	59	56	**115**	
1415 - 1430	63	82	**145**	
1430 - 1445	57	78	**135**	
1445 - 1500	86	77	**163**	**558**
1500 - 1515	105	74	**179**	
1515 - 1530	122	72	**194**	
1530 - 1545	91	67	**158**	
1545 - 1600	67	87	**154**	**685**
1600 - 1615	88	86	**174**	
1615 - 1630	89	86	**175**	
1630 - 1645	88	125	**213**	
1645 - 1700	80	111	**191**	**753**
1700 - 1715	96	118	**214**	
1715 - 1730	104	160	**264**	
1730 - 1745	96	139	**235**	
1745 - 1800	86	122	**208**	**921**
1800 - 1815	70	103	**173**	
1815 - 1830	74	87	**161**	
1830 - 1845	67	80	**147**	
1845 - 1900	61	79	**140**	**621**
1900 - 1915	66	73	**139**	
1915 - 1930	58	66	**124**	
1930 - 1945	43	77	**120**	
1945 - 2000	35	59	**94**	**477**
2000 - 2015	29	74	**103**	
2015 - 2030	35	58	**93**	
2030 - 2045	26	49	**75**	
2045 - 2100	25	44	**69**	**340**
2100 - 2115	32	29	**61**	
2115 - 2130	18	38	**56**	
2130 - 2145	26	33	**59**	
2145 - 2200	18	25	**43**	**219**
2200 - 2215	17	22	**39**	
2215 - 2230	11	20	**31**	
2230 - 2245	6	8	**14**	
2245 - 2300	4	12	**16**	**100**
2300 - 2315	10	16	**26**	
2315 - 2330	4	8	**12**	
2330 - 2345	3	8	**11**	
2345 - 0000	3	6	**9**	**58**

Session Total	4492	4524	**9016**
Session Average	46.79	47.13	**93.92**
Session Percentage	49.82	50.18	

Site 24
SC-81,
north of Southern Oaks Dr

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.744669°, -82.535897°

0000 - 2400 (24h Session) (05-24-2023)
Volume Summary 15min

	Volume Summary 15min		15min	60min
TIME	NB	SB	Total	Total
0000 - 0015	0	8	**8**	
0015 - 0030	5	7	**12**	
0030 - 0045	2	1	**3**	
0045 - 0100	2	2	**4**	**27**
0100 - 0115	1	6	**7**	
0115 - 0130	2	2	**4**	
0130 - 0145	1	0	**1**	
0145 - 0200	1	2	**3**	**15**
0200 - 0215	3	4	**7**	
0215 - 0230	0	3	**3**	
0230 - 0245	1	1	**2**	
0245 - 0300	2	2	**4**	**16**
0300 - 0315	1	0	**1**	
0315 - 0330	3	0	**3**	
0330 - 0345	1	1	**2**	
0345 - 0400	5	3	**8**	**14**
0400 - 0415	1	1	**2**	
0415 - 0430	5	2	**7**	
0430 - 0445	8	7	**15**	
0445 - 0500	12	2	**14**	**38**
0500 - 0515	13	6	**19**	
0515 - 0530	21	4	**25**	
0530 - 0545	25	12	**37**	
0545 - 0600	24	16	**40**	**121**
0600 - 0615	26	14	**40**	
0615 - 0630	33	19	**52**	
0630 - 0645	53	36	**89**	
0645 - 0700	75	41	**116**	**297**
0700 - 0715	73	61	**134**	
0715 - 0730	119	95	**214**	
0730 - 0745	150	92	**242**	
0745 - 0800	171	60	**231**	**821**
0800 - 0815	114	65	**179**	
0815 - 0830	73	52	**125**	
0830 - 0845	65	53	**118**	
0845 - 0900	68	46	**114**	**536**
0900 - 0915	50	55	**105**	
0915 - 0930	55	49	**104**	
0930 - 0945	71	58	**129**	
0945 - 1000	58	68	**126**	**464**
1000 - 1015	56	60	**116**	
1015 - 1030	68	50	**118**	
1030 - 1045	65	47	**112**	
1045 - 1100	70	64	**134**	**480**
1100 - 1115	72	59	**131**	
1115 - 1130	50	66	**116**	
1130 - 1145	63	54	**117**	
1145 - 1200	54	61	**115**	**479**

	Volume Summary 15min		15min	60min
Time	NB	SB	Total	Total
1200 - 1215	76	64	**140**	
1215 - 1230	63	73	**136**	
1230 - 1245	63	64	**127**	
1245 - 1300	61	65	**126**	**529**
1300 - 1315	60	77	**137**	
1315 - 1330	65	76	**141**	
1330 - 1345	80	67	**147**	
1345 - 1400	61	51	**112**	**537**
1400 - 1415	74	67	**141**	
1415 - 1430	47	98	**145**	
1430 - 1445	78	74	**152**	
1445 - 1500	74	85	**159**	**597**
1500 - 1515	101	78	**179**	
1515 - 1530	93	75	**168**	
1530 - 1545	72	84	**156**	
1545 - 1600	91	104	**195**	**698**
1600 - 1615	84	87	**171**	
1615 - 1630	64	95	**159**	
1630 - 1645	75	102	**177**	
1645 - 1700	82	101	**183**	**690**
1700 - 1715	84	112	**196**	
1715 - 1730	94	136	**230**	
1730 - 1745	110	110	**220**	
1745 - 1800	96	145	**241**	**887**
1800 - 1815	88	131	**219**	
1815 - 1830	106	104	**210**	
1830 - 1845	82	63	**145**	
1845 - 1900	44	78	**122**	**696**
1900 - 1915	41	48	**89**	
1915 - 1930	54	84	**138**	
1930 - 1945	42	74	**116**	
1945 - 2000	57	67	**124**	**467**
2000 - 2015	60	57	**117**	
2015 - 2030	51	60	**111**	
2030 - 2045	45	67	**112**	
2045 - 2100	33	75	**108**	**448**
2100 - 2115	18	49	**67**	
2115 - 2130	16	43	**59**	
2130 - 2145	16	37	**53**	
2145 - 2200	10	20	**30**	**209**
2200 - 2215	9	20	**29**	
2215 - 2230	10	17	**27**	
2230 - 2245	8	18	**26**	
2245 - 2300	6	14	**20**	**102**
2300 - 2315	4	10	**14**	
2315 - 2330	7	12	**19**	
2330 - 2345	4	5	**9**	
2345 - 0000	4	5	**9**	**51**

Session Total	4554	4665	**9219**
Session Average	47.44	48.59	**96.03**
Session Percentage	49.40	50.60	

Bi-Directional Class Count || NB EB 60min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 24
SC-81,
north of Southern Oaks Dr

Date
Tuesday, May 23, 2023

Lat/Long
34.744669°, -82.535897°

Weather
Fair
66°F

0000 - 2400 (24h Session) (05-23-2023)
NB EB 60min

	Northbound (Movement 24.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
0100 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0200 - 0300	1	3	1	0	1	0	0	0	0	0	0	0	0	**6**
0300 - 0400	0	5	5	0	0	0	0	0	0	0	0	0	0	**10**
0400 - 0500	0	16	7	0	0	0	0	0	0	0	0	0	0	**23**
0500 - 0600	2	71	25	2	1	0	0	0	0	0	0	0	0	**101**
0600 - 0700	1	91	66	8	3	3	0	0	0	0	0	0	0	**172**
0700 - 0800	2	394	102	1	3	0	1	0	0	0	0	0	0	**503**
0800 - 0900	3	262	54	1	4	2	0	5	0	0	0	0	0	**331**
0900 - 1000	0	173	67	1	2	1	0	1	1	0	0	0	0	**246**
1000 - 1100	1	146	68	0	5	3	0	1	0	0	0	0	0	**224**
1100 - 1200	2	183	53	0	3	2	0	0	0	0	0	0	0	**243**
1200 - 1300	0	185	66	0	7	1	0	2	0	0	0	0	0	**261**
1300 - 1400	0	184	46	1	5	4	0	1	1	0	0	0	0	**242**
1400 - 1500	2	183	61	11	4	2	0	2	0	0	0	0	0	**265**
1500 - 1600	1	297	83	1	1	1	0	0	1	0	0	0	0	**385**
1600 - 1700	2	230	96	1	12	0	0	0	4	0	0	0	0	**345**
1700 - 1800	1	281	92	0	6	0	0	2	0	0	0	0	0	**382**
1800 - 1900	2	204	62	0	2	0	0	1	1	0	0	0	0	**272**
1900 - 2000	2	152	46	0	2	0	0	0	0	0	0	0	0	**202**
2000 - 2100	2	78	34	0	1	0	0	0	0	0	0	0	0	**115**
2100 - 2200	0	68	26	0	0	0	0	0	0	0	0	0	0	**94**
2200 - 2300	0	28	9	0	0	0	0	1	0	0	0	0	0	**38**
2300 - 2400	0	15	5	0	0	0	0	0	0	0	0	0	0	**20**

Session Total	24	3258	1077	27	62	19	1	16	8	0	0	0	0	**4492**
Session Average	1.00	135.75	44.88	1.13	2.58	0.79	0.04	0.67	0.33	0.00	0.00	0.00	0.00	**187.17**
Session Percentage	0.53	72.53	23.98	0.60	1.38	0.42	0.02	0.36	0.18	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0600 - 0700	0800 - 0900	0600 - 0700	0700 - 0800	0800 - 0900	0900 - 1000	-	-	-	-	**0700 - 0800**
AM Peak Volume	3	394	102	8	4	3	1	5	1	0	0	0	0	**503**

Noon Peak Hour	1100 - 1200	1200 - 1300	1000 - 1100	1400 - 1500	1200 - 1300	1300 - 1400	-	1200 - 1300	1300 - 1400	-	-	-	-	**1400 - 1500**
Noon Peak Volume	2	185	68	11	7	4	0	2	1	0	0	0	0	**265**

PM Peak Hour	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	-	1700 - 1800	1600 - 1700	-	-	-	-	**1500 - 1600**
PM Peak Volume	2	297	96	1	12	1	0	2	4	0	0	0	0	**385**

Site 24
SC-81,
north of Southern Oaks Dr

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.744669°, -82.535897°

0000 - 2400 (24h Session) (05-24-2023)
NB EB 60min

	Northbound (Movement 24.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
0100 - 0200	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
0200 - 0300	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
0300 - 0400	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
0400 - 0500	0	23	3	0	0	0	0	0	0	0	0	0	0	**26**
0500 - 0600	0	65	18	0	0	0	0	0	0	0	0	0	0	**83**
0600 - 0700	0	125	49	9	2	1	0	1	0	0	0	0	0	**187**
0700 - 0800	1	398	105	1	3	3	0	1	1	0	0	0	0	**513**
0800 - 0900	1	233	71	0	7	1	0	3	4	0	0	0	0	**320**
0900 - 1000	2	180	47	1	4	0	0	0	0	0	0	0	0	**234**
1000 - 1100	1	200	52	0	2	1	0	1	2	0	0	0	0	**259**
1100 - 1200	1	193	39	0	5	0	0	1	0	0	0	0	0	**239**
1200 - 1300	0	195	59	0	6	1	0	2	0	0	0	0	0	**263**
1300 - 1400	1	196	57	1	6	5	0	0	0	0	0	0	0	**266**
1400 - 1500	0	203	50	10	3	7	0	0	0	0	0	0	0	**273**
1500 - 1600	2	267	74	2	3	7	0	1	1	0	0	0	0	**357**
1600 - 1700	2	226	62	1	7	5	0	2	0	0	0	0	0	**305**
1700 - 1800	3	289	89	0	0	2	0	1	0	0	0	0	0	**384**
1800 - 1900	3	227	86	0	3	0	0	1	0	0	0	0	0	**320**
1900 - 2000	2	149	41	0	2	0	0	0	0	0	0	0	0	**194**
2000 - 2100	2	140	45	0	1	1	0	0	0	0	0	0	0	**189**
2100 - 2200	0	54	6	0	0	0	0	0	0	0	0	0	0	**60**
2200 - 2300	0	30	3	0	0	0	0	0	0	0	0	0	0	**33**
2300 - 2400	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**

Session Total	21	3438	960	25	54	34	0	14	8	0	0	0	0	**4554**
Session Average	0.88	143.25	40.00	1.04	2.25	1.42	0.00	0.58	0.33	0.00	0.00	0.00	0.00	**189.75**
Session Percentage	0.46	75.49	21.08	0.55	1.19	0.75	0.00	0.31	0.18	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0600 - 0700	0800 - 0900	0700 - 0800	-	0800 - 0900	0800 - 0900	-	-	-	-	**0700 - 0800**
AM Peak Volume	2	398	105	9	7	3	0	3	4	0	0	0	0	**513**

Noon Peak Hour	1000 - 1100	1400 - 1500	1200 - 1300	1400 - 1500	1200 - 1300	1400 - 1500	-	1200 - 1300	1000 - 1100	-	-	-	-	**1400 - 1500**
Noon Peak Volume	1	203	59	10	6	7	0	2	2	0	0	0	0	**273**

PM Peak Hour	1700 - 1800	1700 - 1800	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	-	1600 - 1700	1500 - 1600	-	-	-	-	**1700 - 1800**
PM Peak Volume	3	289	89	2	7	7	0	2	1	0	0	0	0	**384**

Bi-Directional Class Count || SB WB 60min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 24
SC-81,
north of Southern Oaks Dr

Date
Tuesday, May 23, 2023

Lat/Long
34.744669°, -82.535897°

Weather
Fair
66°F

0000 - 2400 (24h Session) (05-23-2023)
SB WB 60min

	Southbound (Movement 24.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**
0100 - 0200	0	13	0	0	0	0	0	0	0	0	0	0	0	**13**
0200 - 0300	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
0300 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0400 - 0500	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
0500 - 0600	0	25	4	0	0	0	0	0	0	0	0	0	0	**29**
0600 - 0700	0	77	33	0	2	0	0	0	0	0	0	0	0	**112**
0700 - 0800	0	228	77	7	8	3	0	0	0	0	0	0	0	**323**
0800 - 0900	0	142	49	2	7	0	0	1	1	0	0	0	0	**202**
0900 - 1000	0	143	58	1	5	3	0	1	1	0	0	0	0	**212**
1000 - 1100	0	140	59	1	6	0	0	1	0	1	0	0	0	**208**
1100 - 1200	2	155	60	0	3	4	0	0	0	0	0	0	0	**224**
1200 - 1300	2	185	67	2	5	1	0	1	1	0	0	0	0	**264**
1300 - 1400	1	207	70	1	5	1	1	3	0	0	0	0	0	**289**
1400 - 1500	1	235	50	1	5	1	0	0	0	0	0	0	0	**293**
1500 - 1600	1	212	80	3	0	1	0	3	0	0	0	0	0	**300**
1600 - 1700	2	308	88	4	1	3	0	2	0	0	0	0	0	**408**
1700 - 1800	2	391	133	0	9	2	0	0	2	0	0	0	0	**539**
1800 - 1900	4	275	69	0	1	0	0	0	0	0	0	0	0	**349**
1900 - 2000	3	215	56	0	1	0	0	0	0	0	0	0	0	**275**
2000 - 2100	1	159	64	1	0	0	0	0	0	0	0	0	0	**225**
2100 - 2200	0	95	30	0	0	0	0	0	0	0	0	0	0	**125**
2200 - 2300	0	44	18	0	0	0	0	0	0	0	0	0	0	**62**
2300 - 2400	0	23	15	0	0	0	0	0	0	0	0	0	0	**38**

Session Total	19	3303	1083	23	58	19	1	12	5	1	0	0	0	**4524**
Session Average	0.79	137.63	45.13	0.96	2.42	0.79	0.04	0.50	0.21	0.04	0.00	0.00	0.00	**188.50**
Session Percentage	0.42	73.01	23.94	0.51	1.28	0.42	0.02	0.27	0.11	0.02	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	-	0800 - 0900	0800 - 0900	-	-	-	-	**0700 - 0800**
AM Peak Volume	0	228	77	7	8	3	0	1	1	0	0	0	0	**323**

Noon Peak Hour	1100 - 1200	1400 - 1500	1300 - 1400	1200 - 1300	1000 - 1100	1100 - 1200	1300 - 1400	1300 - 1400	1200 - 1300	1000 - 1100	-	-	-	**1400 - 1500**
Noon Peak Volume	2	235	70	2	6	4	1	3	1	1	0	0	0	**293**

PM Peak Hour	1800 - 1900	1700 - 1800	1700 - 1800	1600 - 1700	1700 - 1800	1600 - 1700	-	1500 - 1600	1700 - 1800	-	-	-	-	**1700 - 1800**
PM Peak Volume	4	391	133	4	9	3	0	3	2	0	0	0	0	**539**

Site 24
SC-81,
north of Southern Oaks Dr

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.744669°, -82.535897°

0000 - 2400 (24h Session) (05-24-2023)
SB WB 60min

	Southbound (Movement 24.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	17	1	0	0	0	0	0	0	0	0	0	0	**18**
0100 - 0200	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
0200 - 0300	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**
0300 - 0400	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0400 - 0500	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
0500 - 0600	0	32	6	0	0	0	0	0	0	0	0	0	0	**38**
0600 - 0700	0	88	21	0	1	0	0	0	0	0	0	0	0	**110**
0700 - 0800	0	233	61	6	8	0	0	0	0	0	0	0	0	**308**
0800 - 0900	1	152	53	0	6	2	0	0	2	0	0	0	0	**216**
0900 - 1000	2	147	67	1	11	0	1	1	0	0	0	0	0	**230**
1000 - 1100	0	161	53	0	3	3	0	0	1	0	0	0	0	**221**
1100 - 1200	0	183	52	0	3	0	0	2	0	0	0	0	0	**240**
1200 - 1300	2	199	58	0	5	1	0	0	1	0	0	0	0	**266**
1300 - 1400	0	203	62	0	1	5	0	0	0	0	0	0	0	**271**
1400 - 1500	3	251	64	1	0	5	0	0	0	0	0	0	0	**324**
1500 - 1600	1	240	83	3	4	8	0	2	0	0	0	0	0	**341**
1600 - 1700	2	281	84	4	6	7	0	1	0	0	0	0	0	**385**
1700 - 1800	2	351	144	0	2	3	0	1	0	0	0	0	0	**503**
1800 - 1900	6	266	98	0	3	0	0	3	0	0	0	0	0	**376**
1900 - 2000	2	208	62	0	1	0	0	0	0	0	0	0	0	**273**
2000 - 2100	5	208	46	0	0	0	0	0	0	0	0	0	0	**259**
2100 - 2200	0	139	9	0	1	0	0	0	0	0	0	0	0	**149**
2200 - 2300	3	63	2	0	1	0	0	0	0	0	0	0	0	**69**
2300 - 2400	0	32	0	0	0	0	0	0	0	0	0	0	0	**32**

Session Total	29	3489	1027	15	56	34	1	10	4	0	0	0	0	**4665**
Session Average	1.21	145.38	42.79	0.63	2.33	1.42	0.04	0.42	0.17	0.00	0.00	0.00	0.00	**194.38**
Session Percentage	0.62	74.79	22.02	0.32	1.20	0.73	0.02	0.21	0.09	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0900 - 1000	0700 - 0800	0900 - 1000	0800 - 0900	0900 - 1000	0900 - 1000	0800 - 0900	-	-	-	-	**0700 - 0800**
AM Peak Volume	2	233	67	6	11	2	1	1	2	0	0	0	0	**308**

Noon Peak Hour	1400 - 1500	1400 - 1500	1400 - 1500	1400 - 1500	1200 - 1300	1300 - 1400	-	1100 - 1200	1000 - 1100	-	-	-	-	**1400 - 1500**
Noon Peak Volume	3	251	64	1	5	5	0	2	1	0	0	0	0	**324**

PM Peak Hour	1800 - 1900	1700 - 1800	1700 - 1800	1600 - 1700	1600 - 1700	1500 - 1600	-	1800 - 1900	-	-	-	-	-	**1700 - 1800**
PM Peak Volume	6	351	144	4	6	8	0	3	0	0	0	0	0	**503**

Bi-Directional Class Count || Bi-Directional 60min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 24
SC-81,
north of Southern Oaks Dr

Date
Tuesday, May 23, 2023

Lat/Long
34.744669°, -82.535897°

Weather
Fair
66°F

0000 - 2400 (24h Session) (05-23-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	15	5	0	0	0	0	0	0	0	0	0	0	**20**
0100 - 0200	0	17	0	0	0	0	0	0	0	0	0	0	0	**17**
0200 - 0300	1	9	1	0	1	0	0	0	0	0	0	0	0	**12**
0300 - 0400	0	9	5	0	0	0	0	0	0	0	0	0	0	**14**
0400 - 0500	0	27	8	0	0	0	0	0	0	0	0	0	0	**35**
0500 - 0600	2	96	29	2	1	0	0	0	0	0	0	0	0	**130**
0600 - 0700	1	168	99	8	5	3	0	0	0	0	0	0	0	**284**
0700 - 0800	2	622	179	8	11	3	1	0	0	0	0	0	0	**826**
0800 - 0900	3	404	103	3	11	2	0	6	1	0	0	0	0	**533**
0900 - 1000	0	316	125	2	7	4	0	2	2	0	0	0	0	**458**
1000 - 1100	1	286	127	1	11	3	0	2	0	1	0	0	0	**432**
1100 - 1200	4	338	113	0	6	6	0	0	0	0	0	0	0	**467**
1200 - 1300	2	370	133	2	12	2	0	3	1	0	0	0	0	**525**
1300 - 1400	1	391	116	2	10	5	1	4	1	0	0	0	0	**531**
1400 - 1500	3	418	111	12	9	3	0	2	0	0	0	0	0	**558**
1500 - 1600	2	509	163	4	1	2	0	3	1	0	0	0	0	**685**
1600 - 1700	4	538	184	5	13	3	0	2	4	0	0	0	0	**753**
1700 - 1800	3	672	225	0	15	2	0	2	2	0	0	0	0	**921**
1800 - 1900	6	479	131	0	3	0	0	1	1	0	0	0	0	**621**
1900 - 2000	5	367	102	0	3	0	0	0	0	0	0	0	0	**477**
2000 - 2100	3	237	98	1	1	0	0	0	0	0	0	0	0	**340**
2100 - 2200	0	163	56	0	0	0	0	0	0	0	0	0	0	**219**
2200 - 2300	0	72	27	0	0	0	0	1	0	0	0	0	0	**100**
2300 - 2400	0	38	20	0	0	0	0	0	0	0	0	0	0	**58**

Session Total	43	6561	2160	50	120	38	2	28	13	1	0	0	0	**9016**
Session Average	1.79	273.38	90.00	2.08	5.00	1.58	0.08	1.17	0.54	0.04	0.00	0.00	0.00	**375.67**
Session Percentage	0.48	72.77	23.96	0.55	1.33	0.42	0.02	0.31	0.14	0.01	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0600 - 0700	0700 - 0800	0900 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	-	-	-	-	**0700 - 0800**
AM Peak Volume	3	622	179	8	11	4	1	6	2	0	0	0	0	**826**

Noon Peak Hour	1100 - 1200	1400 - 1500	1200 - 1300	1400 - 1500	1200 - 1300	1100 - 1200	1300 - 1400	1300 - 1400	1200 - 1300	1000 - 1100	-	-	-	**1400 - 1500**
Noon Peak Volume	4	418	133	12	12	6	1	4	1	1	0	0	0	**558**

PM Peak Hour	1800 - 1900	1700 - 1800	1700 - 1800	1600 - 1700	1700 - 1800	1600 - 1700	-	1500 - 1600	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	6	672	225	5	15	3	0	3	4	0	0	0	0	**921**

Site 24
SC-81,
north of Southern Oaks Dr

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.744669°, -82.535897°

0000 - 2400 (24h Session) (05-24-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	26	1	0	0	0	0	0	0	0	0	0	0	**27**
0100 - 0200	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
0200 - 0300	0	16	0	0	0	0	0	0	0	0	0	0	0	**16**
0300 - 0400	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
0400 - 0500	0	34	4	0	0	0	0	0	0	0	0	0	0	**38**
0500 - 0600	0	97	24	0	0	0	0	0	0	0	0	0	0	**121**
0600 - 0700	0	213	70	9	3	1	0	1	0	0	0	0	0	**297**
0700 - 0800	1	631	166	7	11	3	0	1	1	0	0	0	0	**821**
0800 - 0900	2	385	124	0	13	3	0	3	6	0	0	0	0	**536**
0900 - 1000	4	327	114	2	15	0	1	1	0	0	0	0	0	**464**
1000 - 1100	1	361	105	0	5	4	0	1	3	0	0	0	0	**480**
1100 - 1200	1	376	91	0	8	0	0	3	0	0	0	0	0	**479**
1200 - 1300	2	394	117	0	11	2	0	2	1	0	0	0	0	**529**
1300 - 1400	1	399	119	1	7	10	0	0	0	0	0	0	0	**537**
1400 - 1500	3	454	114	11	3	12	0	0	0	0	0	0	0	**597**
1500 - 1600	3	507	157	5	7	15	0	3	1	0	0	0	0	**698**
1600 - 1700	4	507	146	5	13	12	0	3	0	0	0	0	0	**690**
1700 - 1800	5	640	233	0	2	5	0	2	0	0	0	0	0	**887**
1800 - 1900	9	493	184	0	6	0	0	4	0	0	0	0	0	**696**
1900 - 2000	4	357	103	0	3	0	0	0	0	0	0	0	0	**467**
2000 - 2100	7	348	91	0	1	1	0	0	0	0	0	0	0	**448**
2100 - 2200	0	193	15	0	1	0	0	0	0	0	0	0	0	**209**
2200 - 2300	3	93	5	0	1	0	0	0	0	0	0	0	0	**102**
2300 - 2400	0	47	4	0	0	0	0	0	0	0	0	0	0	**51**

Session Total	50	6927	1987	40	110	68	1	24	12	0	0	0	0	**9219**
Session Average	2.08	288.63	82.79	1.67	4.58	2.83	0.04	1.00	0.50	0.00	0.00	0.00	0.00	**384.13**
Session Percentage	0.54	75.14	21.55	0.43	1.19	0.74	0.01	0.26	0.13	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0600 - 0700	0900 - 1000	0700 - 0800	0900 - 1000	0800 - 0900	0800 - 0900	-	-	-	-	**0700 - 0800**
AM Peak Volume	4	631	166	9	15	3	1	3	6	0	0	0	0	**821**

Noon Peak Hour	1400 - 1500	1400 - 1500	1300 - 1400	1400 - 1500	1200 - 1300	1400 - 1500	-	1100 - 1200	1000 - 1100	-	-	-	-	**1400 - 1500**
Noon Peak Volume	3	454	119	11	11	12	0	3	3	0	0	0	0	**597**

PM Peak Hour	1800 - 1900	1700 - 1800	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	-	1800 - 1900	1500 - 1600	-	-	-	-	**1700 - 1800**
PM Peak Volume	9	640	233	5	13	15	0	4	1	0	0	0	0	**887**

Bi-Directional Class Count || Volume Summary 60min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 24
SC-81,
north of Southern Oaks Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.744669°, -82.535897°

0000 - 2400 (24h Session) (05-23-2023)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	8	12	**20**
0100 - 0200	4	13	**17**
0200 - 0300	6	6	**12**
0300 - 0400	10	4	**14**
0400 - 0500	23	12	**35**
0500 - 0600	101	29	**130**
0600 - 0700	172	112	**284**
0700 - 0800	503	323	**826**
0800 - 0900	331	202	**533**
0900 - 1000	246	212	**458**
1000 - 1100	224	208	**432**
1100 - 1200	243	224	**467**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	261	264	**525**
1300 - 1400	242	289	**531**
1400 - 1500	265	293	**558**
1500 - 1600	385	300	**685**
1600 - 1700	345	408	**753**
1700 - 1800	382	539	**921**
1800 - 1900	272	349	**621**
1900 - 2000	202	275	**477**
2000 - 2100	115	225	**340**
2100 - 2200	94	125	**219**
2200 - 2300	38	62	**100**
2300 - 2400	20	38	**58**

Session Total	4492	4524	**9016**
Session Average	187.17	188.50	**375.67**
Session Percentage	49.82	50.18	

Site 24
SC-81,
north of Southern Oaks Dr

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.744669°, -82.535897°

0000 - 2400 (24h Session) (05-24-2023)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	9	18	**27**
0100 - 0200	5	10	**15**
0200 - 0300	6	10	**16**
0300 - 0400	10	4	**14**
0400 - 0500	26	12	**38**
0500 - 0600	83	38	**121**
0600 - 0700	187	110	**297**
0700 - 0800	513	308	**821**
0800 - 0900	320	216	**536**
0900 - 1000	234	230	**464**
1000 - 1100	259	221	**480**
1100 - 1200	239	240	**479**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	263	266	**529**
1300 - 1400	266	271	**537**
1400 - 1500	273	324	**597**
1500 - 1600	357	341	**698**
1600 - 1700	305	385	**690**
1700 - 1800	384	503	**887**
1800 - 1900	320	376	**696**
1900 - 2000	194	273	**467**
2000 - 2100	189	259	**448**
2100 - 2200	60	149	**209**
2200 - 2300	33	69	**102**
2300 - 2400	19	32	**51**

Session Total	4554	4665	**9219**
Session Average	189.75	194.38	**384.13**
Session Percentage	49.40	50.60	

Bi-Directional Class Count || Graphical Analysis NB EB

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 24

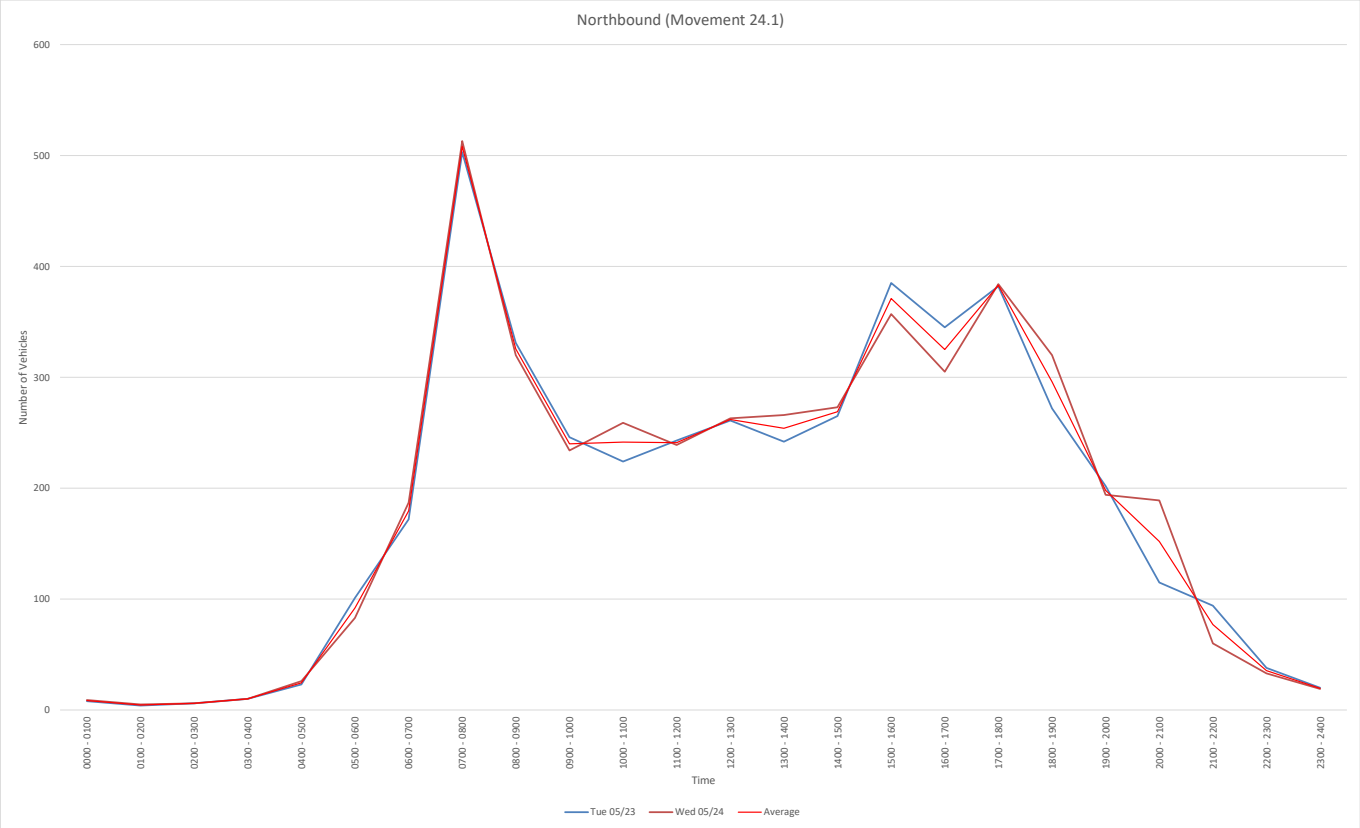
SC-81,
north of Southern Oaks Dr

Lat/Long

34.744669°, -82.535897°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Class Count || Graphical Analysis SB WB

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 24

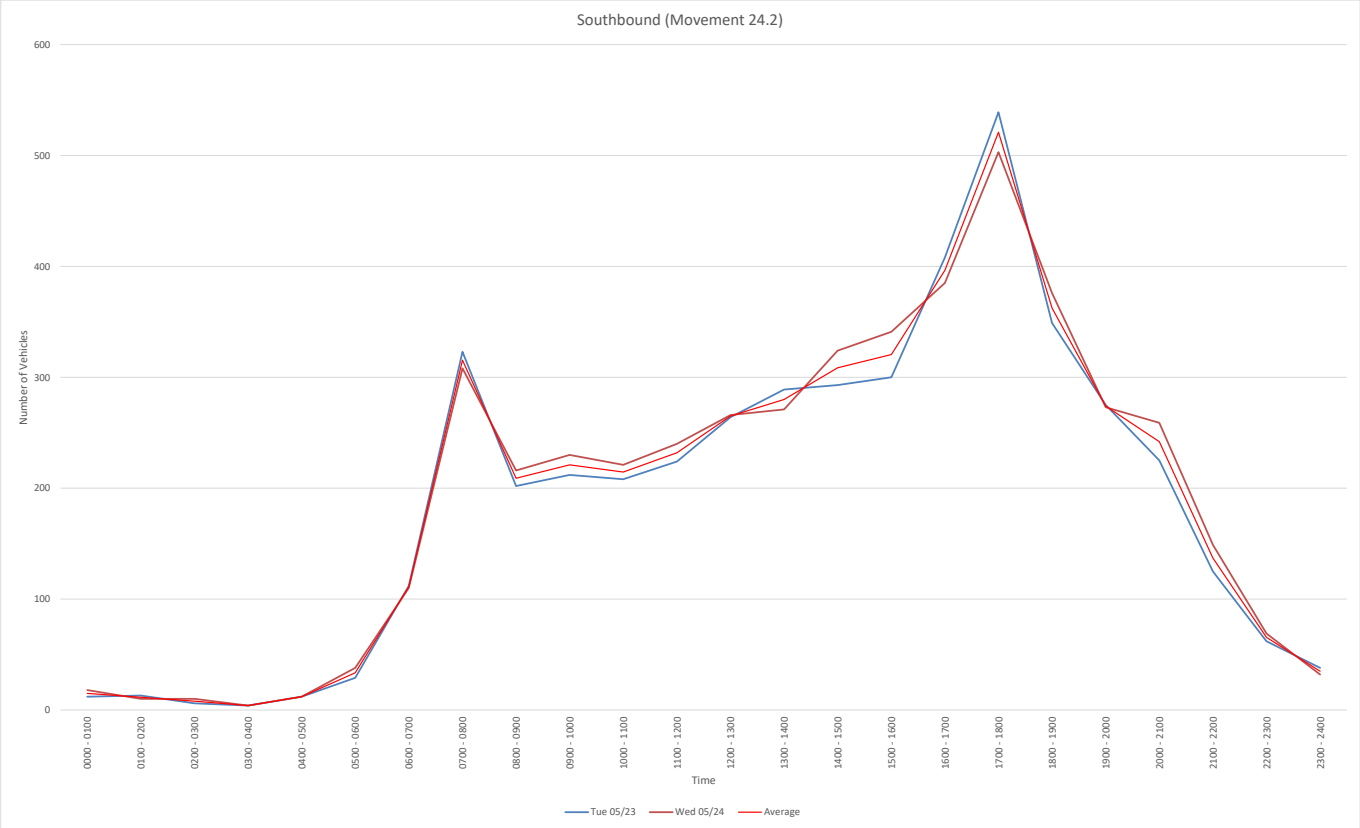
SC-81,
north of Southern Oaks Dr

Lat/Long

34.744669°, -82.535897°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



NB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 24
Station ID: 1
Location 1: SC-81, north of Southern Oaks Dr
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	4	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	13	10	0	1	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	1	15	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	23	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	1	20	8	2	0	0	0	0	0	0	0	0	0
5/23/2023	6:00 AM	0	12	12	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:15 AM	0	18	17	2	0	0	0	0	0	0	0	0	0
5/23/2023	6:30 AM	0	29	16	4	0	2	0	0	0	0	0	0	0
5/23/2023	6:45 AM	1	32	21	2	2	1	0	0	0	0	0	0	0
5/23/2023	7:00 AM	0	54	17	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:15 AM	0	83	25	0	0	0	1	0	0	0	0	0	0
5/23/2023	7:30 AM	2	116	34	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:45 AM	0	141	26	1	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 AM	2	95	19	1	0	0	0	4	0	0	0	0	0
5/23/2023	8:15 AM	0	61	13	0	1	1	0	0	0	0	0	0	0
5/23/2023	8:30 AM	0	57	7	0	2	0	0	1	0	0	0	0	0
5/23/2023	8:45 AM	1	49	15	0	1	1	0	0	0	0	0	0	0
5/23/2023	9:00 AM	0	32	9	1	0	1	0	0	0	0	0	0	0
5/23/2023	9:15 AM	0	50	25	0	1	0	0	0	0	0	0	0	0
5/23/2023	9:30 AM	0	42	16	0	1	0	0	1	0	0	0	0	0
5/23/2023	9:45 AM	0	49	17	0	0	0	0	0	1	0	0	0	0
5/23/2023	10:00 AM	0	33	20	0	1	0	0	0	0	0	0	0	0
5/23/2023	10:15 AM	0	34	15	0	1	3	0	0	0	0	0	0	0
5/23/2023	10:30 AM	1	41	15	0	2	0	0	1	0	0	0	0	0
5/23/2023	10:45 AM	0	38	18	0	1	0	0	0	0	0	0	0	0
5/23/2023	11:00 AM	0	44	12	0	0	1	0	0	0	0	0	0	0
5/23/2023	11:15 AM	1	45	12	0	2	0	0	0	0	0	0	0	0
5/23/2023	11:30 AM	0	53	18	0	1	1	0	0	0	0	0	0	0
5/23/2023	11:45 AM	1	41	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:00 PM	0	51	14	0	2	1	0	0	0	0	0	0	0
5/23/2023	12:15 PM	0	49	21	0	1	0	0	1	0	0	0	0	0
5/23/2023	12:30 PM	0	44	13	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 PM	0	41	18	0	4	0	0	1	0	0	0	0	0
5/23/2023	1:00 PM	0	35	10	0	2	3	0	0	0	0	0	0	0
5/23/2023	1:15 PM	0	35	7	1	2	0	0	0	0	0	0	0	0
5/23/2023	1:30 PM	0	55	15	0	0	0	0	0	1	0	0	0	0
5/23/2023	1:45 PM	0	59	14	0	1	1	0	1	0	0	0	0	0
5/23/2023	2:00 PM	1	33	14	11	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 PM	0	44	16	0	2	0	0	1	0	0	0	0	0
5/23/2023	2:30 PM	1	39	15	0	1	1	0	0	0	0	0	0	0
5/23/2023	2:45 PM	0	67	16	0	1	1	0	1	0	0	0	0	0
5/23/2023	3:00 PM	0	84	21	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 PM	1	97	24	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 PM	0	63	26	1	1	0	0	0	0	0	0	0	0
5/23/2023	3:45 PM	0	53	12	0	0	1	0	0	1	0	0	0	0
5/23/2023	4:00 PM	1	58	23	1	4	0	0	0	1	0	0	0	0
5/23/2023	4:15 PM	1	56	32	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 PM	0	63	20	0	3	0	0	0	2	0	0	0	0
5/23/2023	4:45 PM	0	53	21	0	5	0	0	0	1	0	0	0	0
5/23/2023	5:00 PM	0	69	23	0	3	0	0	1	0	0	0	0	0
5/23/2023	5:15 PM	0	77	26	0	1	0	0	0	0	0	0	0	0
5/23/2023	5:30 PM	1	71	24	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 PM	0	64	19	0	2	0	0	1	0	0	0	0	0
5/23/2023	6:00 PM	1	49	19	0	0	0	0	0	1	0	0	0	0
5/23/2023	6:15 PM	0	54	20	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:30 PM	0	56	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:45 PM	1	45	12	0	2	0	0	1	0	0	0	0	0
5/23/2023	7:00 PM	1	50	14	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	1	42	15	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	0	32	10	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	0	28	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	0	18	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	2	27	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	0	16	9	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	17	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	22	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	13	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	19	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	14	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	12	4	0	0	0	0	1	0	0	0	0	0
5/23/2023	10:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	9	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	16	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	19	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	20	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	18	6	1	1	0	0	0	0	0	0	0	0
5/24/2023	6:15 AM	0	22	9	2	0	0	0	0	0	0	0	0	0
5/24/2023	6:30 AM	0	33	16	4	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 AM	0	52	18	2	1	1	0	1	0	0	0	0	0
5/24/2023	7:00 AM	1	53	19	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:15 AM	0	89	25	0	2	1	0	1	1	0	0	0	0
5/24/2023	7:30 AM	0	120	29	0	0	1	0	0	0	0	0	0	0
5/24/2023	7:45 AM	0	136	32	1	1	1	0	0	0	0	0	0	0
5/24/2023	8:00 AM	0	89	22	0	1	0	0	1	1	0	0	0	0
5/24/2023	8:15 AM	1	45	19	0	4	1	0	2	1	0	0	0	0
5/24/2023	8:30 AM	0	52	12	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:45 AM	0	47	18	0	1	0	0	0	2	0	0	0	0
5/24/2023	9:00 AM	0	38	10	1	1	0	0	0	0	0	0	0	0
5/24/2023	9:15 AM	0	42	12	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:30 AM	0	58	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 AM	2	42	12	0	2	0	0	0	0	0	0	0	0
5/24/2023	10:00 AM	0	43	12	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:15 AM	0	50	17	0	0	0	0	0	1	0	0	0	0
5/24/2023	10:30 AM	0	49	14	0	1	0	0	0	1	0	0	0	0
5/24/2023	10:45 AM	1	58	9	0	0	1	0	1	0	0	0	0	0
5/24/2023	11:00 AM	1	58	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 AM	0	43	7	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 AM	0	48	11	0	3	0	0	1	0	0	0	0	0
5/24/2023	11:45 AM	0	44	8	0	2	0	0	0	0	0	0	0	0
5/24/2023	12:00 PM	0	58	17	0	1	0	0	0	0	0	0	0	0
5/24/2023	12:15 PM	0	46	16	0	0	0	0	1	0	0	0	0	0
5/24/2023	12:30 PM	0	45	14	0	3	1	0	0	0	0	0	0	0
5/24/2023	12:45 PM	0	46	12	0	2	0	0	1	0	0	0	0	0
5/24/2023	1:00 PM	0	44	14	0	1	1	0	0	0	0	0	0	0
5/24/2023	1:15 PM	0	46	16	1	1	1	0	0	0	0	0	0	0
5/24/2023	1:30 PM	0	59	18	0	3	0	0	0	0	0	0	0	0
5/24/2023	1:45 PM	1	47	9	0	1	3	0	0	0	0	0	0	0
5/24/2023	2:00 PM	0	47	14	10	1	2	0	0	0	0	0	0	0
5/24/2023	2:15 PM	0	36	8	0	1	2	0	0	0	0	0	0	0
5/24/2023	2:30 PM	0	61	15	0	1	1	0	0	0	0	0	0	0
5/24/2023	2:45 PM	0	59	13	0	0	2	0	0	0	0	0	0	0
5/24/2023	3:00 PM	0	77	23	0	0	1	0	0	0	0	0	0	0
5/24/2023	3:15 PM	0	76	12	0	1	2	0	1	1	0	0	0	0
5/24/2023	3:30 PM	0	53	16	1	0	2	0	0	0	0	0	0	0
5/24/2023	3:45 PM	2	61	23	1	2	2	0	0	0	0	0	0	0
5/24/2023	4:00 PM	1	62	14	0	3	3	0	1	0	0	0	0	0
5/24/2023	4:15 PM	1	43	17	0	1	1	0	1	0	0	0	0	0
5/24/2023	4:30 PM	0	60	12	0	2	1	0	0	0	0	0	0	0
5/24/2023	4:45 PM	0	61	19	1	1	0	0	0	0	0	0	0	0
5/24/2023	5:00 PM	0	58	26	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 PM	1	73	19	0	0	1	0	0	0	0	0	0	0
5/24/2023	5:30 PM	2	78	28	0	0	1	0	1	0	0	0	0	0
5/24/2023	5:45 PM	0	80	16	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 PM	2	56	29	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:15 PM	0	83	22	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:30 PM	1	63	18	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 PM	0	25	17	0	1	0	0	1	0	0	0	0	0
5/24/2023	7:00 PM	2	29	8	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	0	43	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	0	31	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	46	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:00 PM	1	41	18	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	0	41	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:30 PM	1	31	11	0	1	1	0	0	0	0	0	0	0
5/24/2023	8:45 PM	0	27	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	0	16	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	14	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 24
Station ID: 1
Location 1: SC-81, north of Southern Oaks Dr
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:00 AM	0	13	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:15 AM	0	19	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:30 AM	0	20	13	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:45 AM	0	25	14	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:00 AM	0	45	15	3	2	3	0	0	0	0	0	0	0
5/23/2023	7:15 AM	0	71	21	1	1	0	0	0	0	0	0	0	0
5/23/2023	7:30 AM	0	64	23	0	4	0	0	0	0	0	0	0	0
5/23/2023	7:45 AM	0	48	18	3	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 AM	0	38	15	1	1	0	0	1	0	0	0	0	0
5/23/2023	8:15 AM	0	34	10	1	2	0	0	0	0	0	0	0	0
5/23/2023	8:30 AM	0	29	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:45 AM	0	41	16	0	4	0	0	0	1	0	0	0	0
5/23/2023	9:00 AM	0	32	16	0	0	3	0	0	0	0	0	0	0
5/23/2023	9:15 AM	0	43	14	0	0	0	0	1	0	0	0	0	0
5/23/2023	9:30 AM	0	34	19	1	4	0	0	0	0	0	0	0	0
5/23/2023	9:45 AM	0	34	9	0	1	0	0	0	1	0	0	0	0
5/23/2023	10:00 AM	0	33	11	0	1	0	0	0	0	0	0	0	0
5/23/2023	10:15 AM	0	32	19	1	2	0	0	0	0	0	0	0	0
5/23/2023	10:30 AM	0	48	16	0	2	0	0	1	0	1	0	0	0
5/23/2023	10:45 AM	0	27	13	0	1	0	0	0	0	0	0	0	0
5/23/2023	11:00 AM	0	39	17	0	1	0	0	0	0	0	0	0	0
5/23/2023	11:15 AM	0	32	12	0	0	3	0	0	0	0	0	0	0
5/23/2023	11:30 AM	0	41	13	0	1	1	0	0	0	0	0	0	0
5/23/2023	11:45 AM	2	43	18	0	1	0	0	0	0	0	0	0	0
5/23/2023	12:00 PM	1	47	12	1	3	0	0	1	0	0	0	0	0
5/23/2023	12:15 PM	0	49	20	1	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 PM	1	38	16	0	1	0	0	0	1	0	0	0	0
5/23/2023	12:45 PM	0	51	19	0	1	1	0	0	0	0	0	0	0
5/23/2023	1:00 PM	1	63	15	1	1	0	0	0	0	0	0	0	0
5/23/2023	1:15 PM	0	37	18	0	0	1	0	2	0	0	0	0	0
5/23/2023	1:30 PM	0	54	23	0	2	0	0	0	0	0	0	0	0
5/23/2023	1:45 PM	0	53	14	0	2	0	1	1	0	0	0	0	0
5/23/2023	2:00 PM	0	42	11	0	3	0	0	0	0	0	0	0	0
5/23/2023	2:15 PM	0	70	12	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 PM	1	61	14	1	0	1	0	0	0	0	0	0	0
5/23/2023	2:45 PM	0	62	13	0	2	0	0	0	0	0	0	0	0
5/23/2023	3:00 PM	1	49	24	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 PM	0	50	19	1	0	1	0	1	0	0	0	0	0
5/23/2023	3:30 PM	0	53	13	1	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 PM	0	60	24	1	0	0	0	2	0	0	0	0	0
5/23/2023	4:00 PM	1	72	9	1	0	2	0	1	0	0	0	0	0
5/23/2023	4:15 PM	1	64	19	2	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 PM	0	89	34	1	0	0	0	1	0	0	0	0	0
5/23/2023	4:45 PM	0	83	26	0	1	1	0	0	0	0	0	0	0
5/23/2023	5:00 PM	0	78	37	0	2	1	0	0	0	0	0	0	0
5/23/2023	5:15 PM	0	119	36	0	3	1	0	0	1	0	0	0	0
5/23/2023	5:30 PM	1	106	29	0	2	0	0	0	1	0	0	0	0
5/23/2023	5:45 PM	1	88	31	0	2	0	0	0	0	0	0	0	0
5/23/2023	6:00 PM	1	80	21	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:15 PM	3	68	16	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:30 PM	0	62	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:45 PM	0	65	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:00 PM	0	55	17	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	2	52	12	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	1	64	12	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	0	44	15	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	0	57	17	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	1	39	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	0	35	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	28	15	1	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	22	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	28	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	26	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	19	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	17	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	14	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	7	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	8	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	5	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	13	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:15 AM	0	16	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:30 AM	0	30	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 AM	0	32	8	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:00 AM	0	42	15	3	1	0	0	0	0	0	0	0	0
5/24/2023	7:15 AM	0	73	20	1	1	0	0	0	0	0	0	0	0
5/24/2023	7:30 AM	0	70	17	0	5	0	0	0	0	0	0	0	0
5/24/2023	7:45 AM	0	48	9	2	1	0	0	0	0	0	0	0	0
5/24/2023	8:00 AM	1	42	19	0	2	0	0	0	1	0	0	0	0
5/24/2023	8:15 AM	0	39	12	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:30 AM	0	38	12	0	3	0	0	0	0	0	0	0	0
5/24/2023	8:45 AM	0	33	10	0	0	2	0	0	1	0	0	0	0
5/24/2023	9:00 AM	0	34	21	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 AM	0	27	18	0	3	0	0	1	0	0	0	0	0
5/24/2023	9:30 AM	0	40	13	1	4	0	0	0	0	0	0	0	0
5/24/2023	9:45 AM	2	46	15	0	4	0	1	0	0	0	0	0	0
5/24/2023	10:00 AM	0	41	18	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:15 AM	0	34	13	0	1	1	0	0	1	0	0	0	0
5/24/2023	10:30 AM	0	35	9	0	1	2	0	0	0	0	0	0	0
5/24/2023	10:45 AM	0	51	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 AM	0	45	13	0	0	0	0	1	0	0	0	0	0
5/24/2023	11:15 AM	0	47	19	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 AM	0	42	10	0	1	0	0	1	0	0	0	0	0
5/24/2023	11:45 AM	0	49	10	0	2	0	0	0	0	0	0	0	0
5/24/2023	12:00 PM	0	49	13	0	2	0	0	0	0	0	0	0	0
5/24/2023	12:15 PM	0	52	19	0	1	0	0	0	1	0	0	0	0
5/24/2023	12:30 PM	0	48	15	0	1	0	0	0	0	0	0	0	0
5/24/2023	12:45 PM	2	50	11	0	1	1	0	0	0	0	0	0	0
5/24/2023	1:00 PM	0	59	17	0	0	1	0	0	0	0	0	0	0
5/24/2023	1:15 PM	0	50	24	0	0	2	0	0	0	0	0	0	0
5/24/2023	1:30 PM	0	56	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 PM	0	38	10	0	1	2	0	0	0	0	0	0	0
5/24/2023	2:00 PM	1	54	11	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:15 PM	0	80	18	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 PM	2	54	14	1	0	3	0	0	0	0	0	0	0
5/24/2023	2:45 PM	0	63	21	0	0	1	0	0	0	0	0	0	0
5/24/2023	3:00 PM	0	52	23	0	0	3	0	0	0	0	0	0	0
5/24/2023	3:15 PM	0	56	16	0	0	2	0	1	0	0	0	0	0
5/24/2023	3:30 PM	0	56	23	1	3	1	0	0	0	0	0	0	0
5/24/2023	3:45 PM	1	76	21	2	1	2	0	1	0	0	0	0	0
5/24/2023	4:00 PM	0	66	16	1	0	4	0	0	0	0	0	0	0
5/24/2023	4:15 PM	0	73	19	2	1	0	0	0	0	0	0	0	0
5/24/2023	4:30 PM	1	72	24	1	3	0	0	1	0	0	0	0	0
5/24/2023	4:45 PM	1	70	25	0	2	3	0	0	0	0	0	0	0
5/24/2023	5:00 PM	0	79	29	0	1	2	0	1	0	0	0	0	0
5/24/2023	5:15 PM	0	100	35	0	0	1	0	0	0	0	0	0	0
5/24/2023	5:30 PM	0	86	23	0	1	0	0	0	0	0	0	0	0
5/24/2023	5:45 PM	2	86	57	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 PM	1	89	38	0	2	0	0	1	0	0	0	0	0
5/24/2023	6:15 PM	2	68	32	0	1	0	0	1	0	0	0	0	0
5/24/2023	6:30 PM	2	46	14	0	0	0	0	1	0	0	0	0	0
5/24/2023	6:45 PM	1	63	14	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:00 PM	0	39	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	1	62	21	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	1	52	20	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	55	12	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:00 PM	0	45	12	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	0	51	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:30 PM	1	54	12	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:45 PM	4	58	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	0	46	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	39	3	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	35	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	19	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	18	1	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	3	14	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	14	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0

NB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 24
Station ID: 1
Location 1: SC-81, north of Southern Oaks Dr
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	1	1	1	0	1	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	1	3	1	0	1	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	1	4	2	0	1	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	1	4	2	0	1	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	5	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	6	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	7	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	10	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	16	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	27	16	0	1	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	1	40	18	0	1	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	1	59	19	0	1	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	2	71	25	2	1	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	2	70	27	2	1	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	1	73	41	4	1	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	1	79	53	8	1	2	0	0	0	0	0	0	0
5/23/2023	6:00 AM	1	91	66	8	3	3	0	0	0	0	0	0	0
5/23/2023	6:15 AM	1	133	71	8	3	3	0	0	0	0	0	0	0
5/23/2023	6:30 AM	1	198	79	6	3	3	1	0	0	0	0	0	0
5/23/2023	6:45 AM	3	285	97	2	4	1	1	0	0	0	0	0	0
5/23/2023	7:00 AM	2	394	102	1	3	0	1	0	0	0	0	0	0
5/23/2023	7:15 AM	4	435	104	2	2	0	1	4	0	0	0	0	0
5/23/2023	7:30 AM	4	413	92	2	3	1	0	4	0	0	0	0	0
5/23/2023	7:45 AM	2	354	65	2	4	1	0	5	0	0	0	0	0
5/23/2023	8:00 AM	3	262	54	1	4	2	0	5	0	0	0	0	0
5/23/2023	8:15 AM	1	199	44	1	4	3	0	1	0	0	0	0	0
5/23/2023	8:30 AM	1	188	56	1	4	2	0	1	0	0	0	0	0
5/23/2023	8:45 AM	1	173	65	1	3	2	0	1	0	0	0	0	0
5/23/2023	9:00 AM	0	173	67	1	2	1	0	1	1	0	0	0	0
5/23/2023	9:15 AM	0	174	78	0	3	0	0	1	1	0	0	0	0
5/23/2023	9:30 AM	0	158	68	0	3	3	0	1	1	0	0	0	0
5/23/2023	9:45 AM	1	157	67	0	4	3	0	1	1	0	0	0	0
5/23/2023	10:00 AM	1	146	68	0	5	3	0	1	0	0	0	0	0
5/23/2023	10:15 AM	1	157	60	0	4	4	0	1	0	0	0	0	0
5/23/2023	10:30 AM	2	168	57	0	5	1	0	1	0	0	0	0	0
5/23/2023	10:45 AM	1	180	60	0	4	2	0	0	0	0	0	0	0
5/23/2023	11:00 AM	2	183	53	0	3	2	0	0	0	0	0	0	0
5/23/2023	11:15 AM	2	190	55	0	5	2	0	0	0	0	0	0	0
5/23/2023	11:30 AM	1	194	64	0	4	2	0	1	0	0	0	0	0
5/23/2023	11:45 AM	1	185	59	0	3	1	0	1	0	0	0	0	0
5/23/2023	12:00 PM	0	185	66	0	7	1	0	2	0	0	0	0	0
5/23/2023	12:15 PM	0	169	62	0	7	3	0	2	0	0	0	0	0
5/23/2023	12:30 PM	0	155	48	1	8	3	0	1	0	0	0	0	0
5/23/2023	12:45 PM	0	166	50	1	8	3	0	1	1	0	0	0	0
5/23/2023	1:00 PM	0	184	46	1	5	4	0	1	1	0	0	0	0
5/23/2023	1:15 PM	1	182	50	12	3	1	0	1	1	0	0	0	0
5/23/2023	1:30 PM	1	191	59	11	3	1	0	2	1	0	0	0	0
5/23/2023	1:45 PM	2	175	59	11	4	2	0	2	0	0	0	0	0
5/23/2023	2:00 PM	2	183	61	11	4	2	0	2	0	0	0	0	0
5/23/2023	2:15 PM	1	234	68	0	4	2	0	2	0	0	0	0	0
5/23/2023	2:30 PM	2	287	76	0	2	2	0	1	0	0	0	0	0
5/23/2023	2:45 PM	1	311	87	1	2	1	0	1	0	0	0	0	0
5/23/2023	3:00 PM	1	297	83	1	1	1	0	0	1	0	0	0	0
5/23/2023	3:15 PM	2	271	85	2	5	1	0	0	2	0	0	0	0
5/23/2023	3:30 PM	2	230	93	2	5	1	0	0	2	0	0	0	0
5/23/2023	3:45 PM	2	230	87	1	7	1	0	0	4	0	0	0	0
5/23/2023	4:00 PM	2	230	96	1	12	0	0	0	4	0	0	0	0
5/23/2023	4:15 PM	1	241	96	0	11	0	0	1	3	0	0	0	0
5/23/2023	4:30 PM	0	262	90	0	12	0	0	1	3	0	0	0	0
5/23/2023	4:45 PM	1	270	94	0	9	0	0	1	1	0	0	0	0
5/23/2023	5:00 PM	1	281	92	0	6	0	0	2	0	0	0	0	0
5/23/2023	5:15 PM	2	261	88	0	3	0	0	1	1	0	0	0	0
5/23/2023	5:30 PM	2	238	82	0	2	0	0	1	1	0	0	0	0
5/23/2023	5:45 PM	1	223	69	0	2	0	0	1	1	0	0	0	0
5/23/2023	6:00 PM	2	204	62	0	2	0	0	1	1	0	0	0	0
5/23/2023	6:15 PM	2	205	57	0	3	0	0	1	0	0	0	0	0
5/23/2023	6:30 PM	3	193	52	0	3	0	0	1	0	0	0	0	0
5/23/2023	6:45 PM	3	169	51	0	4	0	0	1	0	0	0	0	0
5/23/2023	7:00 PM	2	152	46	0	2	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	1	120	43	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	2	105	34	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	2	89	33	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	2	78	34	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	2	82	33	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	0	68	32	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	71	30	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	68	26	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	58	20	0	0	0	0	1	0	0	0	0	0
5/23/2023	9:30 PM	0	53	18	0	0	0	0	1	0	0	0	0	0
5/23/2023	9:45 PM	0	39	12	0	0	0	0	1	0	0	0	0	0
5/23/2023	10:00 PM	0	28	9	0	0	0	0	1	0	0	0	0	0
5/23/2023	10:15 PM	0	23	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	18	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	15	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	15	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	19	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	23	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	32	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	43	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	54	17	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	65	18	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	73	21	1	1	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	79	25	3	1	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	93	35	7	1	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	125	49	9	2	1	0	1	0	0	0	0	0
5/24/2023	6:15 AM	1	160	62	8	1	1	0	1	0	0	0	0	0
5/24/2023	6:30 AM	1	227	78	6	3	2	0	2	1	0	0	0	0
5/24/2023	6:45 AM	1	314	91	2	3	3	0	2	1	0	0	0	0
5/24/2023	7:00 AM	1	398	105	1	3	3	0	1	1	0	0	0	0
5/24/2023	7:15 AM	0	434	108	1	4	3	0	2	2	0	0	0	0
5/24/2023	7:30 AM	1	390	102	1	6	3	0	3	2	0	0	0	0
5/24/2023	7:45 AM	1	322	85	1	7	2	0	3	2	0	0	0	0
5/24/2023	8:00 AM	1	233	71	0	7	1	0	3	4	0	0	0	0
5/24/2023	8:15 AM	1	182	59	1	7	1	0	2	3	0	0	0	0
5/24/2023	8:30 AM	0	179	52	1	4	0	0	0	2	0	0	0	0
5/24/2023	8:45 AM	0	185	53	1	3	0	0	0	2	0	0	0	0
5/24/2023	9:00 AM	2	180	47	1	4	0	0	0	0	0	0	0	0
5/24/2023	9:15 AM	2	185	49	0	4	0	0	0	0	0	0	0	0
5/24/2023	9:30 AM	2	193	54	0	3	0	0	0	1	0	0	0	0
5/24/2023	9:45 AM	2	184	55	0	4	0	0	0	2	0	0	0	0
5/24/2023	10:00 AM	1	200	52	0	2	1	0	1	2	0	0	0	0
5/24/2023	10:15 AM	2	215	53	0	1	1	0	1	2	0	0	0	0
5/24/2023	10:30 AM	2	208	43	0	1	1	0	1	1	0	0	0	0
5/24/2023	10:45 AM	2	207	40	0	3	1	0	2	0	0	0	0	0
5/24/2023	11:00 AM	1	193	39	0	5	0	0	1	0	0	0	0	0
5/24/2023	11:15 AM	0	193	43	0	6	0	0	1	0	0	0	0	0
5/24/2023	11:30 AM	0	196	52	0	6	0	0	2	0	0	0	0	0
5/24/2023	11:45 AM	0	193	55	0	6	1	0	1	0	0	0	0	0
5/24/2023	12:00 PM	0	195	59	0	6	1	0	2	0	0	0	0	0
5/24/2023	12:15 PM	0	181	56	0	6	2	0	2	0	0	0	0	0
5/24/2023	12:30 PM	0	181	56	1	7	3	0	1	0	0	0	0	0
5/24/2023	12:45 PM	0	195	60	1	7	2	0	1	0	0	0	0	0
5/24/2023	1:00 PM	1	196	57	1	6	5	0	0	0	0	0	0	0
5/24/2023	1:15 PM	1	199	57	11	6	6	0	0	0	0	0	0	0
5/24/2023	1:30 PM	1	189	49	10	6	7	0	0	0	0	0	0	0
5/24/2023	1:45 PM	1	191	46	10	4	8	0	0	0	0	0	0	0
5/24/2023	2:00 PM	0	203	50	10	3	7	0	0	0	0	0	0	0
5/24/2023	2:15 PM	0	233	59	0	2	6	0	0	0	0	0	0	0
5/24/2023	2:30 PM	0	273	63	0	2	6	0	1	1	0	0	0	0
5/24/2023	2:45 PM	0	265	64	1	1	7	0	1	1	0	0	0	0
5/24/2023	3:00 PM	2	267	74	2	3	7	0	1	1	0	0	0	0
5/24/2023	3:15 PM	3	252	65	2	6	9	0	2	1	0	0	0	0
5/24/2023	3:30 PM	4	219	70	2	6	8	0	2	0	0	0	0	0
5/24/2023	3:45 PM	4	226	66	1	8	7	0	2	0	0	0	0	0
5/24/2023	4:00 PM	2	226	62	1	7	5	0	2	0	0	0	0	0
5/24/2023	4:15 PM	1	222	74	1	4	2	0	1	0	0	0	0	0
5/24/2023	4:30 PM	1	252	76	1	3	2	0	0	0	0	0	0	0
5/24/2023	4:45 PM	3	270	92	1	1	2	0	1	0	0	0	0	0
5/24/2023	5:00 PM	3	289	89	0	0	2	0	1	0	0	0	0	0
5/24/2023	5:15 PM	5	287	92	0	1	2	0	1	0	0	0	0	0
5/24/2023	5:30 PM	4	297	95	0	2	1	0	1	0	0	0	0	0
5/24/2023	5:45 PM	3	282	85	0	2	0	0	0	0	0	0	0	0
5/24/2023	6:00 PM	3	227	86	0	3	0	0	1	0	0	0	0	0
5/24/2023	6:15 PM	3	200	65	0	4	0	0	1	0	0	0	0	0
5/24/2023	6:30 PM	3	160	54	0	3	0	0	1	0	0	0	0	0
5/24/2023	6:45 PM	2	128	47	0	3	0	0	1	0	0	0	0	0
5/24/2023	7:00 PM	2	149	41	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	1	161	51	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	1	159	50	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	2	159	50	0	1	1	0	0	0	0	0	0	0
5/24/2023	8:00 PM	2	140	45	0	1	1	0	0	0	0	0	0	0
5/24/2023	8:15 PM	1	115	29	0	1	1	0	0	0	0	0	0	0
5/24/2023	8:30 PM	1	89	20	0	1	1	0	0	0	0	0	0	0
5/24/2023	8:45 PM	0	72	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	0	54	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	45	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	39	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	33	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	30	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	25	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	23	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	17	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	15	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 24
Station ID: 1
Location 1: SC-81, north of Southern Oaks Dr
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	13	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	13	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	16	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	19	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	22	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	25	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	32	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	46	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	0	58	20	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:00 AM	0	77	33	0	2	0	0	0	0	0	0	0	0
5/23/2023	6:15 AM	0	109	44	3	4	3	0	0	0	0	0	0	0
5/23/2023	6:30 AM	0	161	63	4	5	3	0	0	0	0	0	0	0
5/23/2023	6:45 AM	0	205	73	4	8	3	0	0	0	0	0	0	0
5/23/2023	7:00 AM	0	228	77	7	8	3	0	0	0	0	0	0	0
5/23/2023	7:15 AM	0	221	77	5	7	0	0	1	0	0	0	0	0
5/23/2023	7:30 AM	0	184	66	5	8	0	0	1	0	0	0	0	0
5/23/2023	7:45 AM	0	149	51	5	4	0	0	1	0	0	0	0	0
5/23/2023	8:00 AM	0	142	49	2	7	0	0	1	1	0	0	0	0
5/23/2023	8:15 AM	0	136	50	1	6	3	0	0	1	0	0	0	0
5/23/2023	8:30 AM	0	145	54	0	4	3	0	1	1	0	0	0	0
5/23/2023	8:45 AM	0	150	65	1	8	3	0	1	1	0	0	0	0
5/23/2023	9:00 AM	0	143	58	1	5	3	0	1	1	0	0	0	0
5/23/2023	9:15 AM	0	144	53	1	6	0	0	1	1	0	0	0	0
5/23/2023	9:30 AM	0	133	58	2	8	0	0	0	1	0	0	0	0
5/23/2023	9:45 AM	0	147	55	1	6	0	0	1	1	1	0	0	0
5/23/2023	10:00 AM	0	140	59	1	6	0	0	1	0	1	0	0	0
5/23/2023	10:15 AM	0	146	65	1	6	0	0	1	0	1	0	0	0
5/23/2023	10:30 AM	0	146	58	0	4	3	0	1	0	1	0	0	0
5/23/2023	10:45 AM	0	139	55	0	3	4	0	0	0	0	0	0	0
5/23/2023	11:00 AM	2	155	60	0	3	4	0	0	0	0	0	0	0
5/23/2023	11:15 AM	3	163	55	1	5	4	0	1	0	0	0	0	0
5/23/2023	11:30 AM	3	180	63	2	5	1	0	1	0	0	0	0	0
5/23/2023	11:45 AM	4	177	66	2	5	0	0	1	1	0	0	0	0
5/23/2023	12:00 PM	2	185	67	2	5	1	0	1	1	0	0	0	0
5/23/2023	12:15 PM	2	201	70	2	3	1	0	0	1	0	0	0	0
5/23/2023	12:30 PM	2	189	68	1	3	2	0	2	1	0	0	0	0
5/23/2023	12:45 PM	1	205	75	1	4	2	0	2	0	0	0	0	0
5/23/2023	1:00 PM	1	207	70	1	5	1	1	3	0	0	0	0	0
5/23/2023	1:15 PM	0	186	66	0	7	1	1	3	0	0	0	0	0
5/23/2023	1:30 PM	0	219	60	0	7	0	1	1	0	0	0	0	0
5/23/2023	1:45 PM	1	226	51	1	5	1	1	1	0	0	0	0	0
5/23/2023	2:00 PM	1	235	50	1	5	1	0	0	0	0	0	0	0
5/23/2023	2:15 PM	2	242	63	1	2	1	0	0	0	0	0	0	0
5/23/2023	2:30 PM	2	222	70	2	2	2	0	1	0	0	0	0	0
5/23/2023	2:45 PM	1	214	69	2	2	1	0	1	0	0	0	0	0
5/23/2023	3:00 PM	1	212	80	3	0	1	0	3	0	0	0	0	0
5/23/2023	3:15 PM	1	235	65	4	0	3	0	4	0	0	0	0	0
5/23/2023	3:30 PM	2	249	65	5	0	2	0	3	0	0	0	0	0
5/23/2023	3:45 PM	2	285	86	5	0	2	0	4	0	0	0	0	0
5/23/2023	4:00 PM	2	308	88	4	1	3	0	2	0	0	0	0	0
5/23/2023	4:15 PM	1	314	116	3	3	2	0	1	0	0	0	0	0
5/23/2023	4:30 PM	0	369	133	1	6	3	0	1	1	0	0	0	0
5/23/2023	4:45 PM	1	386	128	0	8	3	0	0	2	0	0	0	0
5/23/2023	5:00 PM	2	391	133	0	9	2	0	0	2	0	0	0	0
5/23/2023	5:15 PM	3	393	117	0	8	1	0	0	2	0	0	0	0
5/23/2023	5:30 PM	6	342	97	0	5	0	0	0	1	0	0	0	0
5/23/2023	5:45 PM	5	298	86	0	3	0	0	0	0	0	0	0	0
5/23/2023	6:00 PM	4	275	69	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:15 PM	3	250	65	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:30 PM	2	234	61	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:45 PM	3	236	55	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:00 PM	3	215	56	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	3	217	56	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	2	204	62	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	1	175	64	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	1	159	64	1	0	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	1	124	54	1	0	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	0	113	46	1	0	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	104	39	1	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	95	30	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	90	28	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	76	24	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	56	19	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	44	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	35	21	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	26	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	26	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	23	15	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	15	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	10	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	16	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	15	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	17	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	21	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	32	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	37	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	49	12	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	69	16	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	88	21	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:15 AM	0	120	32	3	2	0	0	0	0	0	0	0	0
5/24/2023	6:30 AM	0	177	49	4	3	0	0	0	0	0	0	0	0
5/24/2023	6:45 AM	0	217	60	4	8	0	0	0	0	0	0	0	0
5/24/2023	7:00 AM	0	233	61	6	8	0	0	0	0	0	0	0	0
5/24/2023	7:15 AM	1	233	65	3	9	0	0	0	1	0	0	0	0
5/24/2023	7:30 AM	1	199	57	2	9	0	0	0	1	0	0	0	0
5/24/2023	7:45 AM	1	167	52	2	7	0	0	0	1	0	0	0	0
5/24/2023	8:00 AM	1	152	53	0	6	2	0	0	2	0	0	0	0
5/24/2023	8:15 AM	0	144	55	0	4	2	0	0	1	0	0	0	0
5/24/2023	8:30 AM	0	132	61	0	6	2	0	1	1	0	0	0	0
5/24/2023	8:45 AM	0	134	62	1	7	2	0	1	1	0	0	0	0
5/24/2023	9:00 AM	2	147	67	1	11	0	1	1	0	0	0	0	0
5/24/2023	9:15 AM	2	154	64	1	12	0	1	1	0	0	0	0	0
5/24/2023	9:30 AM	2	161	59	1	10	1	1	0	1	0	0	0	0
5/24/2023	9:45 AM	2	156	55	0	7	3	1	0	1	0	0	0	0
5/24/2023	10:00 AM	0	161	53	0	3	3	0	0	1	0	0	0	0
5/24/2023	10:15 AM	0	165	48	0	2	3	0	1	1	0	0	0	0
5/24/2023	10:30 AM	0	178	54	0	1	2	0	1	0	0	0	0	0
5/24/2023	10:45 AM	0	185	55	0	1	0	0	2	0	0	0	0	0
5/24/2023	11:00 AM	0	183	52	0	3	0	0	2	0	0	0	0	0
5/24/2023	11:15 AM	0	187	52	0	5	0	0	1	0	0	0	0	0
5/24/2023	11:30 AM	0	192	52	0	6	0	0	1	1	0	0	0	0
5/24/2023	11:45 AM	0	198	57	0	6	0	0	0	1	0	0	0	0
5/24/2023	12:00 PM	2	199	58	0	5	1	0	0	1	0	0	0	0
5/24/2023	12:15 PM	2	209	62	0	3	2	0	0	1	0	0	0	0
5/24/2023	12:30 PM	2	207	67	0	2	4	0	0	0	0	0	0	0
5/24/2023	12:45 PM	2	215	63	0	1	4	0	0	0	0	0	0	0
5/24/2023	1:00 PM	0	203	62	0	1	5	0	0	0	0	0	0	0
5/24/2023	1:15 PM	1	198	56	0	1	5	0	0	0	0	0	0	0
5/24/2023	1:30 PM	1	228	50	0	1	3	0	0	0	0	0	0	0
5/24/2023	1:45 PM	3	226	53	1	1	6	0	0	0	0	0	0	0
5/24/2023	2:00 PM	3	251	64	1	0	5	0	0	0	0	0	0	0
5/24/2023	2:15 PM	2	249	76	1	0	7	0	0	0	0	0	0	0
5/24/2023	2:30 PM	2	225	74	1	0	9	0	1	0	0	0	0	0
5/24/2023	2:45 PM	0	227	83	1	3	7	0	1	0	0	0	0	0
5/24/2023	3:00 PM	1	240	83	3	4	8	0	2	0	0	0	0	0
5/24/2023	3:15 PM	1	254	76	4	4	9	0	2	0	0	0	0	0
5/24/2023	3:30 PM	1	271	79	6	5	7	0	1	0	0	0	0	0
5/24/2023	3:45 PM	2	287	80	6	5	6	0	2	0	0	0	0	0
5/24/2023	4:00 PM	2	281	84	4	6	7	0	1	0	0	0	0	0
5/24/2023	4:15 PM	2	294	97	3	7	5	0	2	0	0	0	0	0
5/24/2023	4:30 PM	2	321	113	1	6	6	0	2	0	0	0	0	0
5/24/2023	4:45 PM	1	335	112	0	4	6	0	1	0	0	0	0	0
5/24/2023	5:00 PM	2	351	144	0	2	3	0	1	0	0	0	0	0
5/24/2023	5:15 PM	3	361	153	0	3	1	0	1	0	0	0	0	0
5/24/2023	5:30 PM	5	329	150	0	4	0	0	2	0	0	0	0	0
5/24/2023	5:45 PM	7	289	141	0	3	0	0	3	0	0	0	0	0
5/24/2023	6:00 PM	6	266	98	0	3	0	0	3	0	0	0	0	0
5/24/2023	6:15 PM	5	216	69	0	1	0	0	2	0	0	0	0	0
5/24/2023	6:30 PM	4	210	58	0	0	0	0	1	0	0	0	0	0
5/24/2023	6:45 PM	3	216	64	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:00 PM	2	208	62	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	2	214	65	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	1	203	53	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	1	205	45	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:00 PM	5	208	46	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	5	209	37	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:30 PM	5	197	31	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:45 PM	4	178	21	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	0	139	9	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	111	7	0	2	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	89	4	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	3	68	3	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	3	63	2	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	3	55	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	3	50	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	41	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	32	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	22	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || NB EB 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 25
SC-81,
west of Wilson Way

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.747582°, -82.508511°

Click here for Map

0000 - 2400 (24h Session) (05-23-2023)
NB EB 15min

	Eastbound (Movement 25.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0245 - 0300	0	3	0	0	1	0	0	0	0	0	0	0	0	4	5
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	7
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0445 - 0500	0	7	1	0	0	0	0	0	0	0	0	0	0	8	19
0500 - 0515	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0515 - 0530	0	8	2	0	1	0	0	0	0	0	0	0	0	11	
0530 - 0545	0	17	3	0	0	0	0	0	0	0	0	0	0	20	
0545 - 0600	0	24	7	1	0	0	0	0	0	0	0	0	0	32	76
0600 - 0615	1	15	12	1	0	0	0	0	0	0	0	0	0	29	
0615 - 0630	0	29	13	0	1	0	0	0	0	0	0	0	0	43	
0630 - 0645	0	49	17	1	1	2	0	0	0	0	0	0	0	70	
0645 - 0700	0	40	24	3	1	0	0	0	0	0	0	0	0	68	210
0700 - 0715	1	52	26	0	3	0	0	0	1	0	0	0	0	83	
0715 - 0730	0	91	20	0	0	0	0	0	0	0	0	0	0	111	
0730 - 0745	0	130	33	0	1	0	0	0	0	0	0	0	0	164	
0745 - 0800	2	148	39	1	1	0	0	0	0	0	0	0	0	191	549
0800 - 0815	1	124	26	0	1	1	0	2	0	0	0	0	0	155	
0815 - 0830	1	64	19	0	2	0	0	1	0	0	0	0	0	87	
0830 - 0845	0	69	16	0	1	0	0	0	0	0	0	0	0	86	
0845 - 0900	0	55	14	0	1	1	0	0	1	0	0	0	0	72	400
0900 - 0915	1	43	13	1	0	1	0	0	0	0	0	0	0	59	
0915 - 0930	0	41	16	0	1	1	0	0	0	0	0	0	0	59	
0930 - 0945	0	54	19	0	1	0	0	0	0	0	0	0	0	74	
0945 - 1000	0	57	20	0	0	1	0	1	0	0	0	0	0	79	271
1000 - 1015	0	45	11	0	1	1	0	0	1	0	0	0	0	59	
1015 - 1030	0	44	12	0	3	1	0	0	0	0	0	0	0	60	
1030 - 1045	0	59	15	0	1	1	0	1	0	0	0	0	0	77	
1045 - 1100	1	52	16	0	2	0	0	0	0	0	0	0	0	71	267
1100 - 1115	0	42	12	1	0	1	0	0	0	0	0	0	0	56	
1115 - 1130	1	55	13	0	0	1	0	0	0	0	0	0	0	70	
1130 - 1145	0	50	12	0	2	0	0	1	0	0	0	0	0	65	
1145 - 1200	1	48	16	0	0	0	0	0	0	0	0	0	0	65	256
1200 - 1215	0	61	15	0	0	0	0	0	0	0	0	0	0	76	
1215 - 1230	0	59	17	0	1	1	0	1	0	0	0	0	0	79	
1230 - 1245	0	54	14	0	0	0	0	0	0	0	0	0	0	68	
1245 - 1300	0	50	19	0	2	1	0	1	0	0	0	0	0	73	296
1300 - 1315	0	46	12	0	2	1	0	1	0	0	0	0	0	62	
1315 - 1330	0	39	14	1	3	2	0	0	0	0	0	0	0	59	
1330 - 1345	0	48	14	0	0	0	0	0	0	0	0	0	0	62	
1345 - 1400	1	55	16	0	1	1	0	0	1	0	0	0	0	75	258
1400 - 1415	0	42	11	4	0	0	0	1	0	0	0	0	0	58	
1415 - 1430	1	43	15	4	2	0	0	0	0	0	0	0	0	65	
1430 - 1445	1	41	14	0	1	1	0	0	0	0	0	0	0	58	
1445 - 1500	0	42	16	0	2	0	0	0	0	0	0	0	0	60	241
1500 - 1515	0	73	19	0	0	0	0	0	0	0	0	0	0	92	
1515 - 1530	0	81	17	1	0	0	0	0	0	0	0	0	0	99	
1530 - 1545	1	73	22	1	2	0	0	0	0	0	0	0	0	99	
1545 - 1600	0	59	17	0	0	1	0	0	0	0	0	0	0	77	367
1600 - 1615	0	43	27	3	2	0	0	0	1	0	0	0	0	76	
1615 - 1630	1	49	28	0	2	0	0	1	0	0	0	0	0	81	
1630 - 1645	0	62	15	0	2	0	0	0	2	0	0	0	0	81	
1645 - 1700	0	58	17	0	5	0	0	0	1	0	0	0	0	81	319
1700 - 1715	0	58	28	0	2	0	0	1	0	0	0	0	0	89	
1715 - 1730	0	65	18	0	1	0	0	0	0	0	0	0	0	84	
1730 - 1745	0	75	18	0	2	0	0	0	0	0	0	0	0	95	
1745 - 1800	0	74	15	0	1	0	0	0	0	0	0	0	0	90	358
1800 - 1815	0	53	21	0	0	0	1	1	1	0	0	0	0	77	
1815 - 1830	2	48	17	0	0	0	0	0	0	0	0	0	0	67	
1830 - 1845	0	47	12	0	0	0	0	0	0	0	0	0	0	59	
1845 - 1900	0	43	13	0	2	0	0	1	0	0	0	0	0	59	262
1900 - 1915	1	62	20	0	0	0	0	0	0	0	0	0	0	83	
1915 - 1930	0	52	9	0	0	0	0	0	0	0	0	0	0	61	
1930 - 1945	0	47	11	0	0	0	0	0	0	0	0	0	0	58	
1945 - 2000	1	23	12	0	0	0	0	0	0	0	0	0	0	36	238
2000 - 2015	0	34	11	0	0	0	0	0	0	0	0	0	0	45	
2015 - 2030	0	25	8	0	0	0	0	0	0	0	0	0	0	33	
2030 - 2045	1	23	8	0	1	0	0	0	0	0	0	0	0	33	
2045 - 2100	0	33	7	0	0	0	0	0	0	0	0	0	0	40	151
2100 - 2115	0	22	6	0	0	0	0	0	0	0	0	0	0	28	
2115 - 2130	0	26	3	0	0	0	0	0	0	0	0	0	0	29	
2130 - 2145	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
2145 - 2200	0	15	3	0	0	0	0	0	0	0	0	0	0	18	92
2200 - 2215	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
2215 - 2230	0	15	2	0	0	0	0	0	1	0	0	0	0	18	
2230 - 2245	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2245 - 2300	0	6	0	0	0	0	0	0	0	0	0	0	0	6	37
2300 - 2315	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
2315 - 2330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	4	0	0	0	0	0	0	0	0	0	0	0	4	15

Session Total	20	3520	1033	23	62	20	1	14	10	0	0	0	0	4703
Session Average	0.21	36.67	10.76	0.24	0.65	0.21	0.01	0.15	0.10	0.00	0.00	0.00	0.00	48.99
Session Percentage	0.43	74.85	21.96	0.49	1.32	0.43	0.02	0.30	0.21	0.00	0.00	0.00	0.00	

AM Peak Hour	0730 - 0830	0715 - 0815	0700 - 0800	0600 - 0700	0615 - 0715	0945 - 1045	-	0730 - 0830	0615 - 0715	-	-	-	-	0715 - 0815
AM Peak Volume	4	493	118	5	6	4	0	3	1	0	0	0	0	621

Noon Peak Hour	1345 - 1445	1445 - 1545	1445 - 1545	1330 - 1430	1000 - 1100	1230 - 1330	-	1215 - 1315	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	3	269	74	8	7	4	0	3	1	0	0	0	0	350

PM Peak Hour	1815 - 1915	1500 - 1600	1530 - 1630	1515 - 1615	1600 - 1700	1500 - 1600	1715 - 1815	1615 - 1715	1600 - 1700	-	-	-	-	1500 - 1600
PM Peak Volume	3	286	94	5	11	1	1	2	4	0	0	0	0	367

Site 25
SC-81,
west of Wilson Way

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-24-2023)
NB EB 15min

	Eastbound (Movement 25.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0015 - 0030	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	
0030 - 0045	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**7**
0100 - 0115	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**5**
0200 - 0215	1	2	0	0	0	0	0	0	0	0	0	0	0	**3**	
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0230 - 0245	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**7**
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0315 - 0330	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0345 - 0400	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	**8**
0400 - 0415	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0415 - 0430	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0430 - 0445	0	2	2	0	0	0	0	0	0	0	0	0	0	**4**	
0445 - 0500	0	8	3	0	0	0	0	0	0	0	0	0	0	**11**	**20**
0500 - 0515	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**	
0515 - 0530	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0530 - 0545	0	15	3	0	0	0	0	0	0	0	0	0	0	**18**	
0545 - 0600	0	24	4	1	0	0	0	0	0	0	0	0	0	**29**	**64**
0600 - 0615	0	17	9	1	0	0	0	0	0	0	0	0	0	**27**	
0615 - 0630	0	26	18	0	1	0	0	0	0	0	0	0	0	**45**	
0630 - 0645	0	40	20	1	1	0	0	0	0	0	0	0	0	**62**	
0645 - 0700	0	42	25	2	1	1	0	0	0	0	0	0	0	**71**	**205**
0700 - 0715	1	53	34	1	0	1	0	1	0	0	0	0	0	**91**	
0715 - 0730	2	93	26	0	2	1	0	0	0	0	0	0	0	**124**	
0730 - 0745	0	117	40	0	0	1	0	0	1	0	0	0	0	**159**	
0745 - 0800	0	127	44	1	1	0	0	0	0	0	0	0	0	**173**	**547**
0800 - 0815	0	115	36	0	2	0	0	0	0	0	0	0	0	**153**	
0815 - 0830	1	66	10	0	3	0	0	1	0	0	0	0	0	**81**	
0830 - 0845	0	61	24	0	4	2	0	1	1	0	0	0	0	**93**	
0845 - 0900	0	52	17	0	0	0	0	0	1	1	0	0	0	**71**	**398**
0900 - 0915	0	46	10	1	0	0	0	1	0	0	0	0	0	**58**	
0915 - 0930	0	51	11	0	1	0	0	0	0	0	0	0	0	**63**	
0930 - 0945	0	46	17	0	0	0	0	0	0	0	0	0	0	**63**	
0945 - 1000	2	45	21	0	1	0	0	0	0	0	0	0	0	**69**	**253**
1000 - 1015	0	52	20	0	3	0	0	0	0	0	0	0	0	**75**	
1015 - 1030	0	38	13	0	2	0	0	0	1	0	0	0	0	**54**	
1030 - 1045	0	48	14	0	1	0	0	0	0	0	0	0	0	**63**	
1045 - 1100	0	62	15	0	0	0	0	1	1	0	0	0	0	**79**	**271**
1100 - 1115	2	52	18	0	0	1	0	0	0	0	0	0	0	**73**	
1115 - 1130	0	56	16	0	1	0	0	0	0	0	0	0	0	**73**	
1130 - 1145	0	43	12	0	3	0	0	0	0	0	0	0	0	**58**	
1145 - 1200	1	45	7	0	2	0	0	1	0	0	0	0	0	**56**	**260**
1200 - 1215	0	72	18	0	0	0	0	1	0	0	0	0	0	**91**	
1215 - 1230	0	50	14	0	1	0	0	0	1	0	0	0	0	**66**	
1230 - 1245	0	61	17	0	2	0	0	0	0	0	0	0	0	**80**	
1245 - 1300	0	61	10	0	2	1	0	1	0	0	0	0	0	**75**	**312**
1300 - 1315	0	51	11	0	1	1	0	0	0	0	0	0	0	**64**	
1315 - 1330	0	42	14	1	2	0	1	0	0	0	0	0	0	**60**	
1330 - 1345	0	64	14	0	2	0	1	0	0	0	0	0	0	**81**	
1345 - 1400	1	52	9	0	0	3	0	0	0	0	0	0	0	**65**	**270**
1400 - 1415	0	48	12	5	2	2	0	0	0	0	0	0	0	**69**	
1415 - 1430	0	50	11	4	0	3	0	0	0	0	0	0	0	**68**	
1430 - 1445	0	54	12	0	0	1	0	0	0	0	0	0	0	**67**	
1445 - 1500	0	51	14	0	2	1	0	0	1	0	0	0	0	**69**	**273**
1500 - 1515	0	59	19	0	0	1	0	0	0	0	0	0	0	**79**	
1515 - 1530	0	75	15	1	1	1	1	0	0	0	0	0	0	**94**	
1530 - 1545	0	69	9	1	0	0	0	1	1	0	0	0	0	**81**	
1545 - 1600	2	50	14	0	1	1	0	0	0	0	0	0	0	**68**	**322**
1600 - 1615	1	62	15	1	0	3	0	1	0	0	0	0	0	**83**	
1615 - 1630	0	51	21	1	3	3	0	1	0	0	0	0	0	**80**	
1630 - 1645	0	51	10	0	0	0	0	1	0	0	0	0	0	**62**	
1645 - 1700	0	55	17	1	1	1	0	0	0	0	0	0	0	**75**	**300**
1700 - 1715	0	69	16	0	0	0	0	1	0	0	0	0	0	**86**	
1715 - 1730	1	78	14	0	0	0	0	1	0	0	0	0	0	**94**	
1730 - 1745	2	60	18	0	0	2	0	0	0	0	0	0	0	**82**	
1745 - 1800	0	65	15	0	0	0	0	0	0	0	0	0	0	**80**	**342**
1800 - 1815	1	64	29	0	0	0	0	0	0	0	0	0	0	**94**	
1815 - 1830	0	71	25	0	1	0	0	1	0	0	0	0	0	**98**	
1830 - 1845	1	67	13	0	0	0	0	0	0	0	0	0	0	**81**	
1845 - 1900	0	45	6	0	0	0	0	1	0	0	0	0	0	**52**	**325**
1900 - 1915	0	34	13	0	1	0	0	0	0	0	0	0	0	**48**	
1915 - 1930	0	36	7	0	1	0	0	0	0	0	0	0	0	**44**	
1930 - 1945	0	40	6	0	0	0	0	0	0	0	0	0	0	**46**	
1945 - 2000	0	44	9	0	0	0	0	0	0	0	0	0	0	**53**	**191**
2000 - 2015	0	50	11	0	0	0	0	0	0	0	0	0	0	**61**	
2015 - 2030	0	40	12	0	0	0	0	0	0	0	0	0	0	**52**	
2030 - 2045	0	37	10	0	0	0	1	0	0	0	0	0	0	**48**	
2045 - 2100	0	39	8	0	0	0	0	0	0	0	0	0	0	**47**	**208**
2100 - 2115	2	32	4	0	0	0	0	0	0	0	0	0	0	**38**	
2115 - 2130	0	23	2	0	0	0	0	0	0	0	0	0	0	**25**	
2130 - 2145	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	
2145 - 2200	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	**86**
2200 - 2215	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	
2215 - 2230	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
2230 - 2245	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	
2245 - 2300	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**36**
2300 - 2315	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
2315 - 2330	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
2330 - 2345	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
2345 - 0000	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	**16**

Session Total	21	3565	1005	23	52	31	4	16	8	1	0	0	0	**4726**
Session Average	0.22	37.14	10.47	0.24	0.54	0.32	0.04	0.17	0.08	0.01	0.00	0.00	0.00	**49.23**
Session Percentage	0.44	75.43	21.27	0.49	1.10	0.66	0.08	0.34	0.17	0.02	0.00	0.00	0.00	

AM Peak Hour	0630 - 0730	0715 - 0815	0715 - 0815	0600 - 0700	0745 - 0845	0645 - 0745	-	0815 - 0915	0800 - 0900	0800 - 0900	-	-	-	**0715 - 0815**
AM Peak Volume	3	452	146	4	10	4	0	3	2	1	0	0	0	**609**

Noon Peak Hour	1100 - 1200	1445 - 1545	1030 - 1130	1330 - 1430	1230 - 1330	1345 - 1445	1245 - 1345	1115 - 1215	1000 - 1100	-	-	-	-	**1445 - 1545**
Noon Peak Volume	3	254	63	9	7	9	2	2	2	0	0	0	0	**323**

PM Peak Hour	1715 - 1815	1700 - 1800	1730 - 1830	1515 - 1615	1530 - 1630	1530 - 1630	1500 - 1600	1530 - 1630	1500 - 1600	-	-	-	-	**1730 - 1830**
PM Peak Volume	4	272	87	3	4	7	1	3	1	0	0	0	0	**354**

Bi-Directional Class Count || SB WB 15min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 25
SC-81,
west of Wilson Way

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.747582°, -82.508511°

Click here for Map

0000 - 2400 (24h Session) (05-23-2023)
SB WB 15min

	Westbound (Movement 25.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	4	0	0	0	0	0	0	0	0	0	0	0	4	11
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	11
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	6	2	0	0	0	0	0	0	0	0	0	0	8	9
0500 - 0515	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0515 - 0530	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0530 - 0545	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
0545 - 0600	0	7	1	0	0	0	0	0	0	0	0	0	0	8	39
0600 - 0615	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0615 - 0630	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0630 - 0645	0	10	11	0	1	0	0	0	0	0	0	0	0	22	
0645 - 0700	0	18	11	1	0	0	0	0	0	0	0	0	0	30	71
0700 - 0715	1	22	16	1	0	3	0	0	0	0	0	0	0	43	
0715 - 0730	0	47	11	2	2	0	0	0	0	0	0	0	0	62	
0730 - 0745	0	53	12	0	3	0	0	0	0	0	0	0	0	68	
0745 - 0800	0	44	19	3	1	0	0	0	0	0	0	0	0	67	240
0800 - 0815	1	32	10	1	1	2	0	1	0	0	0	0	0	48	
0815 - 0830	0	32	15	1	1	0	0	0	0	0	0	0	0	49	
0830 - 0845	0	26	6	0	1	0	0	0	0	0	0	0	0	33	
0845 - 0900	0	28	23	0	3	0	0	0	1	0	0	0	0	55	185
0900 - 0915	0	44	19	0	0	2	0	0	0	0	0	0	0	65	
0915 - 0930	0	52	16	0	0	0	0	1	0	0	0	0	0	69	
0930 - 0945	0	36	11	1	4	0	0	2	0	0	0	0	0	54	
0945 - 1000	0	31	10	0	3	0	0	0	1	0	0	0	0	45	233
1000 - 1015	0	32	11	0	2	1	0	1	0	0	0	0	0	47	
1015 - 1030	1	36	14	1	2	0	0	1	0	0	0	0	0	55	
1030 - 1045	0	44	15	0	1	2	0	0	0	0	0	0	0	62	
1045 - 1100	0	32	13	0	2	1	0	0	0	0	0	0	0	48	212
1100 - 1115	0	52	16	0	2	0	0	0	0	0	0	0	0	70	
1115 - 1130	0	35	8	0	0	1	2	0	0	0	0	0	0	46	
1130 - 1145	0	36	11	0	1	2	0	0	0	0	0	0	0	50	
1145 - 1200	1	46	17	0	2	0	0	0	0	0	0	0	0	66	232
1200 - 1215	1	42	13	1	1	0	0	0	0	0	0	0	0	58	
1215 - 1230	0	52	15	0	0	0	0	0	0	0	0	0	0	67	
1230 - 1245	1	44	19	0	1	0	0	1	0	0	0	0	0	66	
1245 - 1300	0	53	20	0	1	0	0	0	1	0	0	0	0	75	266
1300 - 1315	2	55	16	0	1	0	0	0	0	0	0	0	0	74	
1315 - 1330	0	45	20	1	0	1	0	2	0	0	0	0	0	69	
1330 - 1345	0	53	26	0	1	0	0	0	0	0	0	0	0	80	
1345 - 1400	0	55	16	0	2	1	0	1	0	0	0	0	0	75	298
1400 - 1415	0	54	13	0	3	0	0	0	0	0	0	0	0	70	
1415 - 1430	0	70	10	0	1	0	0	0	0	0	0	0	0	81	
1430 - 1445	2	59	18	0	1	1	0	0	0	0	0	0	0	81	
1445 - 1500	0	56	11	0	2	0	0	1	0	0	0	0	0	70	302
1500 - 1515	1	58	26	0	0	0	0	0	0	0	0	0	0	85	
1515 - 1530	0	58	22	1	0	1	0	1	0	0	0	0	0	83	
1530 - 1545	0	62	23	1	0	0	0	0	0	0	0	0	0	86	
1545 - 1600	0	67	30	0	0	0	0	2	1	0	0	0	0	100	354
1600 - 1615	1	81	21	1	0	0	0	0	0	0	0	0	0	104	
1615 - 1630	1	81	23	1	0	0	0	0	0	0	0	0	0	106	
1630 - 1645	0	87	36	0	1	0	0	1	0	0	0	0	0	125	
1645 - 1700	0	85	38	0	2	0	1	0	0	0	0	0	0	126	461
1700 - 1715	0	88	42	0	3	1	0	0	0	0	0	0	0	134	
1715 - 1730	0	120	37	0	1	1	0	0	1	0	0	0	0	160	
1730 - 1745	1	104	37	0	3	0	0	1	0	0	0	0	0	146	
1745 - 1800	1	101	40	0	1	1	0	1	0	0	0	0	0	145	585
1800 - 1815	1	92	24	0	0	0	0	0	0	0	0	0	0	117	
1815 - 1830	0	77	22	0	0	0	0	0	0	0	0	0	0	99	
1830 - 1845	1	64	25	0	0	0	0	1	0	0	0	0	0	91	
1845 - 1900	1	56	14	0	0	0	0	0	0	0	0	0	0	71	378
1900 - 1915	0	64	16	0	1	0	0	0	0	0	0	0	0	81	
1915 - 1930	1	58	14	0	0	0	0	0	0	0	0	0	0	73	
1930 - 1945	1	61	9	0	0	0	0	0	0	0	0	0	0	71	
1945 - 2000	0	49	11	0	0	0	0	0	0	0	0	0	0	60	285
2000 - 2015	0	49	12	0	1	0	0	0	0	0	0	0	0	62	
2015 - 2030	0	41	18	0	0	0	0	0	0	0	0	0	0	59	
2030 - 2045	0	31	9	0	0	0	0	0	0	0	0	0	0	40	
2045 - 2100	0	29	9	1	0	0	0	0	0	0	0	0	0	39	200
2100 - 2115	0	21	5	0	0	0	0	0	0	0	0	0	0	26	
2115 - 2130	0	32	4	0	0	0	0	0	0	0	0	0	0	36	
2130 - 2145	0	38	2	0	0	0	0	0	0	0	0	0	0	40	
2145 - 2200	0	26	6	0	0	0	0	0	0	0	0	0	0	32	134
2200 - 2215	0	23	3	0	0	0	0	0	0	0	0	0	0	26	
2215 - 2230	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
2230 - 2245	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2245 - 2300	0	13	1	0	0	0	0	0	0	0	0	0	0	14	62
2300 - 2315	0	15	2	0	0	0	0	0	0	0	0	0	0	17	
2315 - 2330	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
2330 - 2345	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	5	0	0	0	0	0	0	0	0	0	0	0	5	42

Session Total	20	3391	1085	18	59	21	3	18	5	0	0	0	0	4620
Session Average	0.21	35.32	11.30	0.19	0.61	0.22	0.03	0.19	0.05	0.00	0.00	0.00	0.00	48.13
Session Percentage	0.43	73.40	23.48	0.39	1.28	0.45	0.06	0.39	0.11	0.00	0.00	0.00	0.00	

AM Peak Hour	0615 - 0715	0715 - 0815	0845 - 0945	0700 - 0800	0930 - 1030	0615 - 0715	-	0915 - 1015	0800 - 0900	-	-	-	-	0715 - 0815
AM Peak Volume	1	176	69	6	11	3	0	4	1	0	0	0	0	245

Noon Peak Hour	1145 - 1245	1415 - 1515	1245 - 1345	1445 - 1545	1000 - 1100	1000 - 1100	1030 - 1130	1230 - 1330	1200 - 1300	-	-	-	-	1445 - 1545
Noon Peak Volume	3	243	82	2	7	4	2	3	1	0	0	0	0	324

PM Peak Hour	1715 - 1815	1715 - 1815	1700 - 1800	1515 - 1615	1645 - 1745	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	3	417	156	3	9	3	1	3	1	0	0	0	0	585

Site 25
SC-81,
west of Wilson Way

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-24-2023)
SB WB 15min

	Westbound (Movement 25.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0015 - 0030	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**19**
0100 - 0115	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**12**
0200 - 0215	0	2	0	0	1	0	0	0	0	0	0	0	0	**3**	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**9**
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	**3**
0400 - 0415	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0445 - 0500	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**14**
0500 - 0515	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**	
0515 - 0530	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	
0530 - 0545	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0545 - 0600	0	12	2	0	0	0	0	0	0	0	0	0	0	**14**	**43**
0600 - 0615	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	
0615 - 0630	0	6	1	0	1	0	0	0	0	0	0	0	0	**8**	
0630 - 0645	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**	
0645 - 0700	0	22	5	1	0	0	0	0	0	0	0	0	0	**28**	**55**
0700 - 0715	1	26	8	2	0	0	0	0	0	0	0	0	0	**37**	
0715 - 0730	0	47	13	0	1	0	0	0	0	0	0	0	0	**61**	
0730 - 0745	0	54	13	0	4	0	1	0	0	0	0	0	0	**72**	
0745 - 0800	0	29	7	2	0	0	0	0	0	0	0	0	0	**38**	**208**
0800 - 0815	1	32	16	0	1	0	0	0	1	0	0	0	0	**51**	
0815 - 0830	0	33	10	0	1	0	0	0	0	0	0	0	0	**44**	
0830 - 0845	0	32	11	0	2	0	1	0	0	0	0	0	0	**46**	
0845 - 0900	0	30	15	0	1	3	0	0	1	0	0	0	0	**50**	**191**
0900 - 0915	0	36	18	0	0	0	0	0	0	0	0	0	0	**54**	
0915 - 0930	0	35	13	0	3	0	0	1	0	0	0	0	0	**52**	
0930 - 0945	0	32	15	1	3	0	0	0	0	0	0	0	0	**51**	
0945 - 1000	1	45	13	0	5	0	1	0	0	0	0	0	0	**65**	**222**
1000 - 1015	1	41	16	0	2	0	0	0	0	0	0	0	0	**60**	
1015 - 1030	0	33	15	0	1	0	0	0	1	0	0	0	0	**50**	
1030 - 1045	0	29	12	0	1	3	0	0	0	0	0	0	0	**45**	
1045 - 1100	0	59	15	0	1	0	0	0	0	0	0	0	0	**75**	**230**
1100 - 1115	0	42	15	0	0	0	0	1	0	0	0	0	0	**58**	
1115 - 1130	0	50	23	0	1	0	0	0	0	0	0	0	0	**74**	
1130 - 1145	0	37	10	0	0	0	0	1	0	0	0	0	0	**48**	
1145 - 1200	1	46	5	0	1	1	0	0	0	0	0	0	0	**54**	**234**
1200 - 1215	0	52	14	0	1	0	0	0	0	0	0	0	0	**67**	
1215 - 1230	0	54	18	0	1	0	0	2	0	0	0	0	0	**75**	
1230 - 1245	0	55	14	0	2	0	0	0	0	0	0	0	0	**71**	
1245 - 1300	3	46	15	0	2	0	0	0	0	0	0	0	0	**66**	**279**
1300 - 1315	1	62	20	0	0	2	0	1	0	0	0	0	0	**86**	
1315 - 1330	0	53	20	0	0	0	1	0	0	0	0	0	0	**74**	
1330 - 1345	0	59	9	0	0	0	1	0	0	0	0	0	0	**69**	
1345 - 1400	0	43	9	0	0	0	2	0	0	0	0	0	0	**54**	**283**
1400 - 1415	1	58	12	0	0	1	0	0	0	0	0	0	0	**72**	
1415 - 1430	0	77	18	0	0	0	0	0	0	0	0	0	0	**95**	
1430 - 1445	2	57	9	0	1	1	1	0	0	0	0	0	0	**71**	
1445 - 1500	0	68	23	0	0	0	1	0	0	0	0	0	0	**92**	**330**
1500 - 1515	0	65	26	0	0	2	0	0	0	0	0	0	0	**93**	
1515 - 1530	0	60	15	0	2	1	1	2	0	0	0	0	0	**81**	
1530 - 1545	0	55	21	1	1	1	0	0	0	0	0	0	0	**79**	
1545 - 1600	1	84	21	1	1	1	1	1	0	0	0	0	0	**111**	**364**
1600 - 1615	0	82	16	0	1	1	1	0	0	0	0	0	0	**101**	
1615 - 1630	0	75	24	0	1	0	0	0	0	0	0	0	0	**100**	
1630 - 1645	1	104	25	1	2	0	0	0	0	0	0	0	0	**133**	
1645 - 1700	0	82	23	0	1	2	1	1	0	0	0	0	0	**110**	**444**
1700 - 1715	0	87	30	0	0	1	1	1	0	0	0	0	0	**120**	
1715 - 1730	1	120	33	0	0	0	1	1	0	0	0	0	0	**156**	
1730 - 1745	0	83	24	0	1	0	0	0	1	0	0	0	0	**109**	
1745 - 1800	2	96	42	0	0	0	0	0	0	0	0	0	0	**140**	**525**
1800 - 1815	1	101	32	0	2	0	0	0	0	0	0	0	0	**136**	
1815 - 1830	0	83	33	0	2	0	0	1	0	0	0	0	0	**119**	
1830 - 1845	2	60	17	0	0	0	0	0	0	0	0	0	0	**79**	
1845 - 1900	0	59	13	0	0	0	0	0	0	0	0	0	0	**72**	**406**
1900 - 1915	0	48	9	0	0	0	0	1	0	0	0	0	0	**58**	
1915 - 1930	0	68	20	0	0	0	0	0	0	0	0	0	0	**88**	
1930 - 1945	2	54	18	0	0	0	0	0	0	0	0	0	0	**74**	
1945 - 2000	0	51	17	0	0	0	0	0	0	0	0	0	0	**68**	**288**
2000 - 2015	0	50	11	0	1	0	0	0	0	0	0	0	0	**62**	
2015 - 2030	0	48	12	0	0	0	0	0	0	0	0	0	0	**60**	
2030 - 2045	0	39	10	0	0	0	0	0	0	0	0	0	0	**49**	
2045 - 2100	3	57	8	0	0	0	0	0	0	0	0	0	0	**68**	**239**
2100 - 2115	0	42	6	0	0	1	0	0	0	0	0	0	0	**49**	
2115 - 2130	0	40	4	0	0	0	0	0	0	0	0	0	0	**44**	
2130 - 2145	0	39	6	0	0	0	0	0	0	0	0	0	0	**45**	
2145 - 2200	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**	**160**
2200 - 2215	0	21	3	0	0	0	0	0	0	0	0	0	0	**24**	
2215 - 2230	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	
2230 - 2245	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**	
2245 - 2300	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	**72**
2300 - 2315	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**	
2315 - 2330	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	
2330 - 2345	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
2345 - 0000	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**35**

Session Total	25	3525	1000	9	52	21	15	14	4	0	0	0	0	**4665**
Session Average	0.26	36.72	10.42	0.09	0.54	0.22	0.16	0.15	0.04	0.00	0.00	0.00	0.00	**48.59**
Session Percentage	0.54	75.56	21.44	0.19	1.11	0.45	0.32	0.30	0.09	0.00	0.00	0.00	0.00	

AM Peak Hour	0915 - 1015	0715 - 0815	0845 - 0945	0700 - 0800	0915 - 1015	0800 - 0900	0645 - 0745	0830 - 0930	0800 - 0900	-	-	-	-	**0915 - 1015**
AM Peak Volume	2	162	61	4	13	3	1	1	2	0	0	0	0	**228**

Noon Peak Hour	1215 - 1315	1415 - 1515	1445 - 1545	1445 - 1545	1200 - 1300	1430 - 1530	1300 - 1400	1130 - 1230	1000 - 1100	-	-	-	-	**1415 - 1515**
Noon Peak Volume	4	267	85	1	6	4	4	3	1	0	0	0	0	**351**

PM Peak Hour	1745 - 1845	1715 - 1815	1715 - 1815	1500 - 1600	1515 - 1615	1500 - 1600	1515 - 1615	1500 - 1600	1645 - 1745	-	-	-	-	**1715 - 1815**
PM Peak Volume	5	400	131	2	5	5	3	3	1	0	0	0	0	**541**

Bi-Directional Class Count || Bi-Directional 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 25
SC-81,
west of Wilson Way

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-23-2023)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0015 - 0030	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
0030 - 0045	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0045 - 0100	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**16**
0100 - 0115	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0115 - 0130	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**15**
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0245 - 0300	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	**13**
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**9**
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0430 - 0445	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0445 - 0500	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**	**28**
0500 - 0515	0	17	5	0	0	0	0	0	0	0	0	0	0	**22**	
0515 - 0530	0	19	4	0	1	0	0	0	0	0	0	0	0	**24**	
0530 - 0545	0	26	3	0	0	0	0	0	0	0	0	0	0	**29**	
0545 - 0600	0	31	8	1	0	0	0	0	0	0	0	0	0	**40**	**115**
0600 - 0615	1	24	13	1	0	0	0	0	0	0	0	0	0	**39**	
0615 - 0630	0	37	14	0	1	0	0	0	0	0	0	0	0	**52**	
0630 - 0645	0	59	28	1	2	2	0	0	0	0	0	0	0	**92**	
0645 - 0700	0	58	35	4	1	0	0	0	0	0	0	0	0	**98**	**281**
0700 - 0715	2	74	42	1	3	3	0	0	1	0	0	0	0	**126**	
0715 - 0730	0	138	31	2	2	0	0	0	0	0	0	0	0	**173**	
0730 - 0745	0	183	45	0	4	0	0	0	0	0	0	0	0	**232**	
0745 - 0800	2	192	58	4	2	0	0	0	0	0	0	0	0	**258**	**789**
0800 - 0815	2	156	36	1	2	3	0	3	0	0	0	0	0	**203**	
0815 - 0830	1	96	34	1	3	0	0	1	0	0	0	0	0	**136**	
0830 - 0845	0	95	22	0	2	0	0	0	0	0	0	0	0	**119**	
0845 - 0900	0	83	37	0	4	1	0	0	2	0	0	0	0	**127**	**585**
0900 - 0915	1	87	32	1	0	3	0	0	0	0	0	0	0	**124**	
0915 - 0930	0	93	32	0	1	1	0	1	0	0	0	0	0	**128**	
0930 - 0945	0	90	30	1	5	0	0	2	0	0	0	0	0	**128**	
0945 - 1000	0	88	30	0	3	1	0	1	1	0	0	0	0	**124**	**504**
1000 - 1015	0	77	22	0	3	2	0	1	1	0	0	0	0	**106**	
1015 - 1030	1	80	26	1	5	1	0	1	0	0	0	0	0	**115**	
1030 - 1045	0	103	30	0	2	3	0	1	0	0	0	0	0	**139**	
1045 - 1100	1	84	29	0	4	1	0	0	0	0	0	0	0	**119**	**479**
1100 - 1115	0	94	28	1	2	1	0	0	0	0	0	0	0	**126**	
1115 - 1130	1	90	21	0	0	2	2	0	0	0	0	0	0	**116**	
1130 - 1145	0	86	23	0	3	2	0	1	0	0	0	0	0	**115**	
1145 - 1200	2	94	33	0	2	0	0	0	0	0	0	0	0	**131**	**488**
1200 - 1215	1	103	28	1	1	0	0	0	0	0	0	0	0	**134**	
1215 - 1230	0	111	32	0	1	1	0	1	0	0	0	0	0	**146**	
1230 - 1245	1	98	33	0	1	0	0	1	0	0	0	0	0	**134**	
1245 - 1300	0	103	39	0	3	1	0	1	1	0	0	0	0	**148**	**562**
1300 - 1315	2	101	28	0	3	1	0	1	0	0	0	0	0	**136**	
1315 - 1330	0	84	34	2	3	3	0	2	0	0	0	0	0	**128**	
1330 - 1345	0	101	40	0	1	0	0	0	0	0	0	0	0	**142**	
1345 - 1400	1	110	32	0	3	2	0	1	1	0	0	0	0	**150**	**556**
1400 - 1415	0	96	24	4	3	0	0	1	0	0	0	0	0	**128**	
1415 - 1430	1	113	25	4	3	0	0	0	0	0	0	0	0	**146**	
1430 - 1445	3	100	32	0	2	2	0	0	0	0	0	0	0	**139**	
1445 - 1500	0	98	27	0	4	0	0	1	0	0	0	0	0	**130**	**543**
1500 - 1515	1	131	45	0	0	0	0	0	0	0	0	0	0	**177**	
1515 - 1530	0	139	39	2	0	1	0	1	0	0	0	0	0	**182**	
1530 - 1545	1	135	45	2	2	0	0	0	0	0	0	0	0	**185**	
1545 - 1600	0	126	47	0	0	1	0	2	1	0	0	0	0	**177**	**721**
1600 - 1615	1	124	48	4	2	0	0	0	1	0	0	0	0	**180**	
1615 - 1630	2	130	51	1	2	0	0	1	0	0	0	0	0	**187**	
1630 - 1645	0	149	51	0	3	0	0	1	2	0	0	0	0	**206**	
1645 - 1700	0	143	55	0	7	0	1	0	1	0	0	0	0	**207**	**780**
1700 - 1715	0	146	70	0	5	1	0	1	0	0	0	0	0	**223**	
1715 - 1730	0	185	55	0	2	1	0	0	1	0	0	0	0	**244**	
1730 - 1745	1	179	55	0	5	0	0	1	0	0	0	0	0	**241**	
1745 - 1800	1	175	55	0	2	1	0	1	0	0	0	0	0	**235**	**943**
1800 - 1815	1	145	45	0	0	0	1	1	1	0	0	0	0	**194**	
1815 - 1830	2	125	39	0	0	0	0	0	0	0	0	0	0	**166**	
1830 - 1845	1	111	37	0	0	0	0	1	0	0	0	0	0	**150**	
1845 - 1900	1	99	27	0	2	0	0	1	0	0	0	0	0	**130**	**640**
1900 - 1915	1	126	36	0	1	0	0	0	0	0	0	0	0	**164**	
1915 - 1930	1	110	23	0	0	0	0	0	0	0	0	0	0	**134**	
1930 - 1945	1	108	20	0	0	0	0	0	0	0	0	0	0	**129**	
1945 - 2000	1	72	23	0	0	0	0	0	0	0	0	0	0	**96**	**523**
2000 - 2015	0	83	23	0	1	0	0	0	0	0	0	0	0	**107**	
2015 - 2030	0	66	26	0	0	0	0	0	0	0	0	0	0	**92**	
2030 - 2045	1	54	17	0	1	0	0	0	0	0	0	0	0	**73**	
2045 - 2100	0	62	16	1	0	0	0	0	0	0	0	0	0	**79**	**351**
2100 - 2115	0	43	11	0	0	0	0	0	0	0	0	0	0	**54**	
2115 - 2130	0	58	7	0	0	0	0	0	0	0	0	0	0	**65**	
2130 - 2145	0	54	3	0	0	0	0	0	0	0	0	0	0	**57**	
2145 - 2200	0	41	9	0	0	0	0	0	0	0	0	0	0	**50**	**226**
2200 - 2215	0	30	3	0	0	0	0	0	0	0	0	0	0	**33**	
2215 - 2230	0	27	4	0	0	0	0	0	1	0	0	0	0	**32**	
2230 - 2245	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	
2245 - 2300	0	19	1	0	0	0	0	0	0	0	0	0	0	**20**	**99**
2300 - 2315	0	21	2	0	0	0	0	0	0	0	0	0	0	**23**	
2315 - 2330	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**	
2330 - 2345	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**	
2345 - 0000	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**57**

Session Total	40	6911	2118	41	121	41	4	32	15	0	0	0	0	**9323**
Session Average	0.42	71.99	22.06	0.43	1.26	0.43	0.04	0.33	0.16	0.00	0.00	0.00	0.00	**97.11**
Session Percentage	0.43	74.13	22.72	0.44	1.30	0.44	0.04	0.34	0.16	0.00	0.00	0.00	0.00	

AM Peak Hour	0730 - 0830	0715 - 0815	0700 - 0800	0630 - 0730	0930 - 1030	0945 - 1045	-	0915 - 1015	0800 - 0900	-	-	-	-	**0715 - 0815**
AM Peak Volume	5	669	176	8	16	7	0	5	2	0	0	0	0	**866**

Noon Peak Hour	1345 - 1445	1445 - 1545	1445 - 1545	1330 - 1430	1000 - 1100	1000 - 1100	1030 - 1130	1230 - 1330	1000 - 1100	-	-	-	-	**1445 - 1545**
Noon Peak Volume	5	503	156	8	14	7	2	5	1	0	0	0	0	**674**

PM Peak Hour	1730 - 1830	1700 - 1800	1645 - 1745	1515 - 1615	1645 - 1745	1700 - 1800	1600 - 1700	1545 - 1645	1545 - 1645	-	-	-	-	**1700 - 1800**
PM Peak Volume	5	685	235	8	19	3	1	4	4	0	0	0	0	**943**

Site 25
SC-81,
west of Wilson Way

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-24-2023)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0015 - 0030	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**	
0030 - 0045	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0045 - 0100	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**26**
0100 - 0115	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**17**
0200 - 0215	1	4	0	0	1	0	0	0	0	0	0	0	0	**6**	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0230 - 0245	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0245 - 0300	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	**16**
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0315 - 0330	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0345 - 0400	0	2	3	0	0	0	0	0	0	0	0	0	0	**5**	**11**
0400 - 0415	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0415 - 0430	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
0430 - 0445	0	3	2	0	0	0	0	0	0	0	0	0	0	**5**	
0445 - 0500	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**	**34**
0500 - 0515	0	18	6	0	0	0	0	0	0	0	0	0	0	**24**	
0515 - 0530	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**	
0530 - 0545	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**	
0545 - 0600	0	36	6	1	0	0	0	0	0	0	0	0	0	**43**	**107**
0600 - 0615	0	20	11	1	0	0	0	0	0	0	0	0	0	**32**	
0615 - 0630	0	32	19	0	2	0	0	0	0	0	0	0	0	**53**	
0630 - 0645	0	50	24	1	1	0	0	0	0	0	0	0	0	**76**	
0645 - 0700	0	64	30	3	1	1	0	0	0	0	0	0	0	**99**	**260**
0700 - 0715	2	79	42	3	0	1	0	1	0	0	0	0	0	**128**	
0715 - 0730	2	140	39	0	3	1	0	0	0	0	0	0	0	**185**	
0730 - 0745	0	171	53	0	4	1	1	0	1	0	0	0	0	**231**	
0745 - 0800	0	156	51	3	1	0	0	0	0	0	0	0	0	**211**	**755**
0800 - 0815	1	147	52	0	3	0	0	0	1	0	0	0	0	**204**	
0815 - 0830	1	99	20	0	4	0	0	1	0	0	0	0	0	**125**	
0830 - 0845	0	93	35	0	6	2	1	1	1	0	0	0	0	**139**	
0845 - 0900	0	82	32	0	1	3	0	0	2	1	0	0	0	**121**	**589**
0900 - 0915	0	82	28	1	0	0	0	1	0	0	0	0	0	**112**	
0915 - 0930	0	86	24	0	4	0	0	1	0	0	0	0	0	**115**	
0930 - 0945	0	78	32	1	3	0	0	0	0	0	0	0	0	**114**	
0945 - 1000	3	90	34	0	6	0	1	0	0	0	0	0	0	**134**	**475**
1000 - 1015	1	93	36	0	5	0	0	0	0	0	0	0	0	**135**	
1015 - 1030	0	71	28	0	3	0	0	0	2	0	0	0	0	**104**	
1030 - 1045	0	77	26	0	2	3	0	0	0	0	0	0	0	**108**	
1045 - 1100	0	121	30	0	1	0	0	1	1	0	0	0	0	**154**	**501**
1100 - 1115	2	94	33	0	0	1	0	1	0	0	0	0	0	**131**	
1115 - 1130	0	106	39	0	2	0	0	0	0	0	0	0	0	**147**	
1130 - 1145	0	80	22	0	3	0	0	1	0	0	0	0	0	**106**	
1145 - 1200	2	91	12	0	3	1	0	1	0	0	0	0	0	**110**	**494**
1200 - 1215	0	124	32	0	1	0	0	1	0	0	0	0	0	**158**	
1215 - 1230	0	104	32	0	2	0	0	2	1	0	0	0	0	**141**	
1230 - 1245	0	116	31	0	4	0	0	0	0	0	0	0	0	**151**	
1245 - 1300	3	107	25	0	4	1	0	1	0	0	0	0	0	**141**	**591**
1300 - 1315	1	113	31	0	1	3	0	1	0	0	0	0	0	**150**	
1315 - 1330	0	95	34	1	2	0	2	0	0	0	0	0	0	**134**	
1330 - 1345	0	123	23	0	2	0	2	0	0	0	0	0	0	**150**	
1345 - 1400	1	95	18	0	0	3	2	0	0	0	0	0	0	**119**	**553**
1400 - 1415	1	106	24	5	2	3	0	0	0	0	0	0	0	**141**	
1415 - 1430	0	127	29	4	0	3	0	0	0	0	0	0	0	**163**	
1430 - 1445	2	111	21	0	1	2	1	0	0	0	0	0	0	**138**	
1445 - 1500	0	119	37	0	2	1	1	0	1	0	0	0	0	**161**	**603**
1500 - 1515	0	124	45	0	0	3	0	0	0	0	0	0	0	**172**	
1515 - 1530	0	135	30	1	3	2	2	2	0	0	0	0	0	**175**	
1530 - 1545	0	124	30	2	1	1	0	1	1	0	0	0	0	**160**	
1545 - 1600	3	134	35	1	2	2	1	1	0	0	0	0	0	**179**	**686**
1600 - 1615	1	144	31	1	1	4	1	1	0	0	0	0	0	**184**	
1615 - 1630	0	126	45	1	4	3	0	1	0	0	0	0	0	**180**	
1630 - 1645	1	155	35	1	2	0	0	1	0	0	0	0	0	**195**	
1645 - 1700	0	137	40	1	2	3	1	1	0	0	0	0	0	**185**	**744**
1700 - 1715	0	156	46	0	0	1	1	2	0	0	0	0	0	**206**	
1715 - 1730	2	198	47	0	0	0	1	2	0	0	0	0	0	**250**	
1730 - 1745	2	143	42	0	1	2	0	0	1	0	0	0	0	**191**	
1745 - 1800	2	161	57	0	0	0	0	0	0	0	0	0	0	**220**	**867**
1800 - 1815	2	165	61	0	2	0	0	0	0	0	0	0	0	**230**	
1815 - 1830	0	154	58	0	3	0	0	2	0	0	0	0	0	**217**	
1830 - 1845	3	127	30	0	0	0	0	0	0	0	0	0	0	**160**	
1845 - 1900	0	104	19	0	0	0	0	1	0	0	0	0	0	**124**	**731**
1900 - 1915	0	82	22	0	1	0	0	1	0	0	0	0	0	**106**	
1915 - 1930	0	104	27	0	1	0	0	0	0	0	0	0	0	**132**	
1930 - 1945	2	94	24	0	0	0	0	0	0	0	0	0	0	**120**	
1945 - 2000	0	95	26	0	0	0	0	0	0	0	0	0	0	**121**	**479**
2000 - 2015	0	100	22	0	1	0	0	0	0	0	0	0	0	**123**	
2015 - 2030	0	88	24	0	0	0	0	0	0	0	0	0	0	**112**	
2030 - 2045	0	76	20	0	0	0	1	0	0	0	0	0	0	**97**	
2045 - 2100	3	96	16	0	0	0	0	0	0	0	0	0	0	**115**	**447**
2100 - 2115	2	74	10	0	0	1	0	0	0	0	0	0	0	**87**	
2115 - 2130	0	63	6	0	0	0	0	0	0	0	0	0	0	**69**	
2130 - 2145	0	48	7	0	0	0	0	0	0	0	0	0	0	**55**	
2145 - 2200	0	32	3	0	0	0	0	0	0	0	0	0	0	**35**	**246**
2200 - 2215	0	30	5	0	0	0	0	0	0	0	0	0	0	**35**	
2215 - 2230	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**	
2230 - 2245	0	29	4	0	0	0	0	0	0	0	0	0	0	**33**	
2245 - 2300	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**	**108**
2300 - 2315	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	
2315 - 2330	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	
2330 - 2345	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	
2345 - 0000	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**	**51**

Session Total	46	7090	2005	32	104	52	19	30	12	1	0	0	0	**9391**
Session Average	0.48	73.85	20.89	0.33	1.08	0.54	0.20	0.31	0.13	0.01	0.00	0.00	0.00	**97.82**
Session Percentage	0.49	75.50	21.35	0.34	1.11	0.55	0.20	0.32	0.13	0.01	0.00	0.00	0.00	

AM Peak Hour	0630 - 0730	0715 - 0815	0715 - 0815	0615 - 0715	0915 - 1015	0800 - 0900	0645 - 0745	0815 - 0915	0800 - 0900	0800 - 0900	-	-	-	**0715 - 0815**
AM Peak Volume	4	614	195	7	18	5	1	3	4	1	0	0	0	**831**

Noon Peak Hour	1100 - 1200	1445 - 1545	1445 - 1545	1330 - 1430	1000 - 1100	1345 - 1445	1300 - 1400	1130 - 1230	1000 - 1100	-	-	-	-	**1445 - 1545**
Noon Peak Volume	4	502	142	9	11	11	6	5	3	0	0	0	0	**668**

PM Peak Hour	1715 - 1815	1715 - 1815	1730 - 1830	1515 - 1615	1545 - 1645	1530 - 1630	1515 - 1615	1630 - 1730	1500 - 1600	-	-	-	-	**1715 - 1815**
PM Peak Volume	8	667	218	5	9	10	4	6	1	0	0	0	0	**891**

Bi-Directional Class Count || NB EB Average 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 25
SC-81,
west of Wilson Way

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (Weekday 24h Session) (All Dates)
NB EB Average 15min

	NB EB Average 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	6
0100 - 0115	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	5
0200 - 0215	1	1	0	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	3	0	0	1	0	0	0	0	0	0	0	0	4	6
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0315 - 0330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	3	8
0400 - 0415	0	4	1	0	0	0	0	0	0	0	0	0	0	4	
0415 - 0430	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0445 - 0500	0	8	2	0	0	0	0	0	0	0	0	0	0	10	20
0500 - 0515	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
0515 - 0530	0	7	2	0	1	0	0	0	0	0	0	0	0	9	
0530 - 0545	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
0545 - 0600	0	24	6	1	0	0	0	0	0	0	0	0	0	31	70
0600 - 0615	1	16	11	1	0	0	0	0	0	0	0	0	0	28	
0615 - 0630	0	28	16	0	1	0	0	0	0	0	0	0	0	44	
0630 - 0645	0	45	19	1	1	1	0	0	0	0	0	0	0	66	
0645 - 0700	0	41	25	3	1	1	0	0	0	0	0	0	0	70	208
0700 - 0715	1	53	30	1	2	1	0	1	1	0	0	0	0	87	
0715 - 0730	1	92	23	0	1	1	0	0	0	0	0	0	0	118	
0730 - 0745	0	124	37	0	1	1	0	0	1	0	0	0	0	162	
0745 - 0800	1	138	42	1	1	0	0	0	0	0	0	0	0	182	548
0800 - 0815	1	120	31	0	2	1	0	1	0	0	0	0	0	154	
0815 - 0830	1	65	15	0	3	0	0	1	0	0	0	0	0	84	
0830 - 0845	0	65	20	0	3	1	0	1	1	0	0	0	0	90	
0845 - 0900	0	54	16	0	1	1	0	0	1	1	0	0	0	72	399
0900 - 0915	1	45	12	1	0	1	0	1	0	0	0	0	0	59	
0915 - 0930	0	46	14	0	1	1	0	0	0	0	0	0	0	61	
0930 - 0945	0	50	18	0	1	0	0	0	0	0	0	0	0	69	
0945 - 1000	1	51	21	0	1	1	0	1	0	0	0	0	0	74	262
1000 - 1015	0	49	16	0	2	1	0	0	1	0	0	0	0	67	
1015 - 1030	0	41	13	0	3	1	0	0	1	0	0	0	0	57	
1030 - 1045	0	54	15	0	1	1	0	1	0	0	0	0	0	70	
1045 - 1100	1	57	16	0	1	0	0	1	1	0	0	0	0	75	269
1100 - 1115	1	47	15	1	0	1	0	0	0	0	0	0	0	65	
1115 - 1130	1	56	15	0	1	1	0	0	0	0	0	0	0	72	
1130 - 1145	0	47	12	0	3	0	0	1	0	0	0	0	0	62	
1145 - 1200	1	47	12	0	1	0	0	1	0	0	0	0	0	61	258
1200 - 1215	0	67	17	0	0	0	0	1	0	0	0	0	0	84	
1215 - 1230	0	55	16	0	1	1	0	1	1	0	0	0	0	73	
1230 - 1245	0	58	16	0	1	0	0	0	0	0	0	0	0	74	
1245 - 1300	0	56	15	0	2	1	0	1	0	0	0	0	0	74	304
1300 - 1315	0	49	12	0	2	1	0	1	0	0	0	0	0	63	
1315 - 1330	0	41	14	1	3	1	1	0	0	0	0	0	0	60	
1330 - 1345	0	56	14	0	1	0	1	0	0	0	0	0	0	72	
1345 - 1400	1	54	13	0	1	2	0	0	1	0	0	0	0	70	264
1400 - 1415	0	45	12	5	1	1	0	1	0	0	0	0	0	64	
1415 - 1430	1	47	13	4	1	2	0	0	0	0	0	0	0	67	
1430 - 1445	1	48	13	0	1	1	0	0	0	0	0	0	0	63	
1445 - 1500	0	47	15	0	2	1	0	0	1	0	0	0	0	65	257
1500 - 1515	0	66	19	0	0	1	0	0	0	0	0	0	0	86	
1515 - 1530	0	78	16	1	1	1	1	0	0	0	0	0	0	97	
1530 - 1545	1	71	16	1	1	0	0	1	1	0	0	0	0	90	
1545 - 1600	1	55	16	0	1	1	0	0	0	0	0	0	0	73	345
1600 - 1615	1	53	21	2	1	2	0	1	1	0	0	0	0	80	
1615 - 1630	1	50	25	1	3	2	0	1	0	0	0	0	0	81	
1630 - 1645	0	57	13	0	1	0	0	1	1	0	0	0	0	72	
1645 - 1700	0	57	17	1	3	1	0	0	1	0	0	0	0	78	310
1700 - 1715	0	64	22	0	1	0	0	1	0	0	0	0	0	88	
1715 - 1730	1	72	16	0	1	0	0	1	0	0	0	0	0	89	
1730 - 1745	1	68	18	0	1	1	0	0	0	0	0	0	0	89	
1745 - 1800	0	70	15	0	1	0	0	0	0	0	0	0	0	85	350
1800 - 1815	1	59	25	0	0	0	1	1	1	0	0	0	0	86	
1815 - 1830	1	60	21	0	1	0	0	1	0	0	0	0	0	83	
1830 - 1845	1	57	13	0	0	0	0	0	0	0	0	0	0	70	
1845 - 1900	0	44	10	0	1	0	0	1	0	0	0	0	0	56	294
1900 - 1915	1	48	17	0	1	0	0	0	0	0	0	0	0	66	
1915 - 1930	0	44	8	0	1	0	0	0	0	0	0	0	0	53	
1930 - 1945	0	44	9	0	0	0	0	0	0	0	0	0	0	52	
1945 - 2000	1	34	11	0	0	0	0	0	0	0	0	0	0	45	215
2000 - 2015	0	42	11	0	0	0	0	0	0	0	0	0	0	53	
2015 - 2030	0	33	10	0	0	0	0	0	0	0	0	0	0	43	
2030 - 2045	1	30	9	0	1	0	1	0	0	0	0	0	0	41	
2045 - 2100	0	36	8	0	0	0	0	0	0	0	0	0	0	44	180
2100 - 2115	1	27	5	0	0	0	0	0	0	0	0	0	0	33	
2115 - 2130	0	25	3	0	0	0	0	0	0	0	0	0	0	27	
2130 - 2145	0	13	1	0	0	0	0	0	0	0	0	0	0	14	
2145 - 2200	0	14	2	0	0	0	0	0	0	0	0	0	0	16	89
2200 - 2215	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
2215 - 2230	0	11	2	0	0	0	0	0	1	0	0	0	0	13	
2230 - 2245	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2245 - 2300	0	5	1	0	0	0	0	0	0	0	0	0	0	6	37
2300 - 2315	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
2315 - 2330	0	4	1	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
2345 - 0000	0	5	0	0	0	0	0	0	0	0	0	0	0	5	16

Session Total	21	3543	1019	23	57	26	3	15	9	1	0	0	0	4715
Session Average	0.21	36.90	10.61	0.24	0.59	0.27	0.03	0.16	0.09	0.01	0.00	0.00	0.00	49.11
Session Percentage	0.43	75.14	21.61	0.49	1.21	0.54	0.05	0.32	0.19	0.01	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0715 - 0815	0715 - 0815	0600 - 0700	0745 - 0845	0630 - 0730	-	0745 - 0845	0800 - 0900	0800 - 0900	-	-	-	0715 - 0815
AM Peak Volume	3	473	132	5	8	3	0	3	2	1	0	0	0	615

Noon Peak Hour	1100 - 1200	1445 - 1545	1445 - 1545	1330 - 1430	1230 - 1330	1345 - 1445	1245 - 1345	1130 - 1230	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	3	262	66	9	7	6	1	2	2	0	0	0	0	337

PM Peak Hour	1530 - 1630	1700 - 1800	1730 - 1830	1515 - 1615	1600 - 1700	1530 - 1630	1500 - 1600	1615 - 1715	1600 - 1700	-	-	-	-	1700 - 1800
PM Peak Volume	3	272	79	4	8	4	1	3	2	0	0	0	0	350

Bi-Directional Class Count || SB WB Average 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 25
SC-81,
west of Wilson Way

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (Weekday 24h Session) (All Dates)
SB WB Average 15min

	SB WB Average 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0015 - 0030	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0045 - 0100	0	3	0	0	0	0	0	0	0	0	0	0	0	3	15
0100 - 0115	0	5	1	0	0	0	0	0	0	0	0	0	0	5	
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	12
0200 - 0215	0	3	0	0	1	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0445 - 0500	0	7	2	0	0	0	0	0	0	0	0	0	0	9	12
0500 - 0515	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
0515 - 0530	0	11	2	0	0	0	0	0	0	0	0	0	0	12	
0530 - 0545	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0545 - 0600	0	10	2	0	0	0	0	0	0	0	0	0	0	11	41
0600 - 0615	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0615 - 0630	0	7	1	0	1	0	0	0	0	0	0	0	0	9	
0630 - 0645	0	10	8	0	1	0	0	0	0	0	0	0	0	18	
0645 - 0700	0	20	8	1	0	0	0	0	0	0	0	0	0	29	63
0700 - 0715	1	24	12	2	0	2	0	0	0	0	0	0	0	40	
0715 - 0730	0	47	12	1	2	0	0	0	0	0	0	0	0	62	
0730 - 0745	0	54	13	0	4	0	1	0	0	0	0	0	0	70	
0745 - 0800	0	37	13	3	1	0	0	0	0	0	0	0	0	53	224
0800 - 0815	1	32	13	1	1	1	0	1	1	0	0	0	0	50	
0815 - 0830	0	33	13	1	1	0	0	0	0	0	0	0	0	47	
0830 - 0845	0	29	9	0	2	0	1	0	0	0	0	0	0	40	
0845 - 0900	0	29	19	0	2	2	0	0	1	0	0	0	0	53	188
0900 - 0915	0	40	19	0	0	1	0	0	0	0	0	0	0	60	
0915 - 0930	0	44	15	0	2	0	0	1	0	0	0	0	0	61	
0930 - 0945	0	34	13	1	4	0	0	1	0	0	0	0	0	53	
0945 - 1000	1	38	12	0	4	0	1	0	1	0	0	0	0	55	228
1000 - 1015	1	37	14	0	2	1	0	1	0	0	0	0	0	54	
1015 - 1030	1	35	15	1	2	0	0	1	1	0	0	0	0	53	
1030 - 1045	0	37	14	0	1	3	0	0	0	0	0	0	0	54	
1045 - 1100	0	46	14	0	2	1	0	0	0	0	0	0	0	62	221
1100 - 1115	0	47	16	0	1	0	0	1	0	0	0	0	0	64	
1115 - 1130	0	43	16	0	1	1	1	0	0	0	0	0	0	60	
1130 - 1145	0	37	11	0	1	1	0	1	0	0	0	0	0	49	
1145 - 1200	1	46	11	0	2	1	0	0	0	0	0	0	0	60	233
1200 - 1215	1	47	14	1	1	0	0	0	0	0	0	0	0	63	
1215 - 1230	0	53	17	0	1	0	0	1	0	0	0	0	0	71	
1230 - 1245	1	50	17	0	2	0	0	1	0	0	0	0	0	69	
1245 - 1300	2	50	18	0	2	0	0	0	1	0	0	0	0	71	273
1300 - 1315	2	59	18	0	1	1	0	1	0	0	0	0	0	80	
1315 - 1330	0	49	20	1	0	1	1	1	0	0	0	0	0	72	
1330 - 1345	0	56	18	0	1	0	1	0	0	0	0	0	0	75	
1345 - 1400	0	49	13	0	1	1	1	1	0	0	0	0	0	65	291
1400 - 1415	1	56	13	0	2	1	0	0	0	0	0	0	0	71	
1415 - 1430	0	74	14	0	1	0	0	0	0	0	0	0	0	88	
1430 - 1445	2	58	14	0	1	1	1	0	0	0	0	0	0	76	
1445 - 1500	0	62	17	0	1	0	1	1	0	0	0	0	0	81	316
1500 - 1515	1	62	26	0	0	1	0	0	0	0	0	0	0	89	
1515 - 1530	0	59	19	1	1	1	1	2	0	0	0	0	0	82	
1530 - 1545	0	59	22	1	1	1	0	0	0	0	0	0	0	83	
1545 - 1600	1	76	26	1	1	1	1	2	1	0	0	0	0	106	359
1600 - 1615	1	82	19	1	1	1	1	0	0	0	0	0	0	103	
1615 - 1630	1	78	24	1	1	0	0	0	0	0	0	0	0	103	
1630 - 1645	1	96	31	1	2	0	0	1	0	0	0	0	0	129	
1645 - 1700	0	84	31	0	2	1	1	1	0	0	0	0	0	118	453
1700 - 1715	0	88	36	0	2	1	1	1	0	0	0	0	0	127	
1715 - 1730	1	120	35	0	1	1	1	1	1	0	0	0	0	158	
1730 - 1745	1	94	31	0	2	0	0	1	1	0	0	0	0	128	
1745 - 1800	2	99	41	0	1	1	0	1	0	0	0	0	0	143	555
1800 - 1815	1	97	28	0	1	0	0	0	0	0	0	0	0	127	
1815 - 1830	0	80	28	0	1	0	0	1	0	0	0	0	0	109	
1830 - 1845	2	62	21	0	0	0	0	1	0	0	0	0	0	85	
1845 - 1900	1	58	14	0	0	0	0	0	0	0	0	0	0	72	392
1900 - 1915	0	56	13	0	1	0	0	1	0	0	0	0	0	70	
1915 - 1930	1	63	17	0	0	0	0	0	0	0	0	0	0	81	
1930 - 1945	2	58	14	0	0	0	0	0	0	0	0	0	0	73	
1945 - 2000	0	50	14	0	0	0	0	0	0	0	0	0	0	64	287
2000 - 2015	0	50	12	0	1	0	0	0	0	0	0	0	0	62	
2015 - 2030	0	45	15	0	0	0	0	0	0	0	0	0	0	60	
2030 - 2045	0	35	10	0	0	0	0	0	0	0	0	0	0	45	
2045 - 2100	2	43	9	1	0	0	0	0	0	0	0	0	0	54	220
2100 - 2115	0	32	6	0	0	1	0	0	0	0	0	0	0	38	
2115 - 2130	0	36	4	0	0	0	0	0	0	0	0	0	0	40	
2130 - 2145	0	39	4	0	0	0	0	0	0	0	0	0	0	43	
2145 - 2200	0	23	4	0	0	0	0	0	0	0	0	0	0	27	147
2200 - 2215	0	22	3	0	0	0	0	0	0	0	0	0	0	25	
2215 - 2230	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
2230 - 2245	0	13	2	0	0	0	0	0	0	0	0	0	0	14	
2245 - 2300	0	13	2	0	0	0	0	0	0	0	0	0	0	15	67
2300 - 2315	0	13	3	0	0	0	0	0	0	0	0	0	0	15	
2315 - 2330	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
2330 - 2345	0	8	1	0	0	0	0	0	0	0	0	0	0	8	
2345 - 0000	0	4	0	0	0	0	0	0	0	0	0	0	0	4	39

Session Total	23	3458	1043	14	56	21	9	16	5	0	0	0	0	4643
Session Average	0.23	36.02	10.86	0.14	0.58	0.22	0.09	0.17	0.05	0.00	0.00	0.00	0.00	48.36
Session Percentage	0.48	74.49	22.46	0.29	1.20	0.45	0.19	0.34	0.10	0.00	0.00	0.00	0.00	

AM Peak Hour	0930 - 1030	0715 - 0815	0845 - 0945	0700 - 0800	0915 - 1015	0945 - 1045	0645 - 0745	0915 - 1015	0800 - 0900	-	-	-	-	0715 - 0815
AM Peak Volume	2	169	65	5	11	3	1	3	2	0	0	0	0	234

Noon Peak Hour	1215 - 1315	1415 - 1515	1445 - 1545	1445 - 1545	1000 - 1100	1000 - 1100	1300 - 1400	1215 - 1315	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	4	255	84	2	6	4	2	2	1	0	0	0	0	335

PM Peak Hour	1745 - 1845	1715 - 1815	1700 - 1800	1515 - 1615	1645 - 1745	1500 - 1600	1630 - 1730	1500 - 1600	1645 - 1745	-	-	-	-	1700 - 1800
PM Peak Volume	4	409	143	3	6	3	2	3	1	0	0	0	0	555

Bi-Directional Class Count || Volume Summary 15min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 25
SC-81,
west of Wilson Way

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-23-2023)
Volume Summary 15min

TIME	Volume Summary 15min EB	WB	15min Total	60min Total
0000 - 0015	1	1	**2**	
0015 - 0030	1	4	**5**	
0030 - 0045	2	2	**4**	
0045 - 0100	1	4	**5**	**16**
0100 - 0115	0	3	**3**	
0115 - 0130	3	3	**6**	
0130 - 0145	1	3	**4**	
0145 - 0200	0	2	**2**	**15**
0200 - 0215	0	3	**3**	
0215 - 0230	1	1	**2**	
0230 - 0245	0	3	**3**	
0245 - 0300	4	1	**5**	**13**
0300 - 0315	0	0	**0**	
0315 - 0330	4	0	**4**	
0330 - 0345	1	2	**3**	
0345 - 0400	2	0	**2**	**9**
0400 - 0415	4	0	**4**	
0415 - 0430	2	0	**2**	
0430 - 0445	5	1	**6**	
0445 - 0500	8	8	**16**	**28**
0500 - 0515	13	9	**22**	
0515 - 0530	11	13	**24**	
0530 - 0545	20	9	**29**	
0545 - 0600	32	8	**40**	**115**
0600 - 0615	29	10	**39**	
0615 - 0630	43	9	**52**	
0630 - 0645	70	22	**92**	
0645 - 0700	68	30	**98**	**281**
0700 - 0715	83	43	**126**	
0715 - 0730	111	62	**173**	
0730 - 0745	164	68	**232**	
0745 - 0800	191	67	**258**	**789**
0800 - 0815	155	48	**203**	
0815 - 0830	87	49	**136**	
0830 - 0845	86	33	**119**	
0845 - 0900	72	55	**127**	**585**
0900 - 0915	59	65	**124**	
0915 - 0930	59	69	**128**	
0930 - 0945	74	54	**128**	
0945 - 1000	79	45	**124**	**504**
1000 - 1015	59	47	**106**	
1015 - 1030	60	55	**115**	
1030 - 1045	77	62	**139**	
1045 - 1100	71	48	**119**	**479**
1100 - 1115	56	70	**126**	
1115 - 1130	70	46	**116**	
1130 - 1145	65	50	**115**	
1145 - 1200	65	66	**131**	**488**

Time	Volume Summary 15min EB	WB	15min Total	60min Total
1200 - 1215	76	58	**134**	
1215 - 1230	79	67	**146**	
1230 - 1245	68	66	**134**	
1245 - 1300	73	75	**148**	**562**
1300 - 1315	62	74	**136**	
1315 - 1330	59	69	**128**	
1330 - 1345	62	80	**142**	
1345 - 1400	75	75	**150**	**556**
1400 - 1415	58	70	**128**	
1415 - 1430	65	81	**146**	
1430 - 1445	58	81	**139**	
1445 - 1500	60	70	**130**	**543**
1500 - 1515	92	85	**177**	
1515 - 1530	99	83	**182**	
1530 - 1545	99	86	**185**	
1545 - 1600	77	100	**177**	**721**
1600 - 1615	76	104	**180**	
1615 - 1630	81	106	**187**	
1630 - 1645	81	125	**206**	
1645 - 1700	81	126	**207**	**780**
1700 - 1715	89	134	**223**	
1715 - 1730	84	160	**244**	
1730 - 1745	95	146	**241**	
1745 - 1800	90	145	**235**	**943**
1800 - 1815	77	117	**194**	
1815 - 1830	67	99	**166**	
1830 - 1845	59	91	**150**	
1845 - 1900	59	71	**130**	**640**
1900 - 1915	83	81	**164**	
1915 - 1930	61	73	**134**	
1930 - 1945	58	71	**129**	
1945 - 2000	36	60	**96**	**523**
2000 - 2015	45	62	**107**	
2015 - 2030	33	59	**92**	
2030 - 2045	33	40	**73**	
2045 - 2100	40	39	**79**	**351**
2100 - 2115	28	26	**54**	
2115 - 2130	29	36	**65**	
2130 - 2145	17	40	**57**	
2145 - 2200	18	32	**50**	**226**
2200 - 2215	7	26	**33**	
2215 - 2230	18	14	**32**	
2230 - 2245	6	8	**14**	
2245 - 2300	6	14	**20**	**99**
2300 - 2315	6	17	**23**	
2315 - 2330	3	11	**14**	
2330 - 2345	2	9	**11**	
2345 - 0000	4	5	**9**	**57**

Session Total	4703	4620	**9323**
Session Average	48.99	48.13	**97.11**
Session Percentage	50.45	49.55	

Site 25
SC-81,
west of Wilson Way

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-24-2023)
Volume Summary 15min

	Volume Summary 15min		15min	60min
TIME	EB	WB	Total	Total
0000 - 0015	0	7	**7**	
0015 - 0030	4	9	**13**	
0030 - 0045	3	1	**4**	
0045 - 0100	0	2	**2**	**26**
0100 - 0115	1	7	**8**	
0115 - 0130	1	3	**4**	
0130 - 0145	2	0	**2**	
0145 - 0200	1	2	**3**	**17**
0200 - 0215	3	3	**6**	
0215 - 0230	0	2	**2**	
0230 - 0245	1	2	**3**	
0245 - 0300	3	2	**5**	**16**
0300 - 0315	0	1	**1**	
0315 - 0330	3	0	**3**	
0330 - 0345	2	0	**2**	
0345 - 0400	3	2	**5**	**11**
0400 - 0415	4	3	**7**	
0415 - 0430	1	1	**2**	
0430 - 0445	4	1	**5**	
0445 - 0500	11	9	**20**	**34**
0500 - 0515	10	14	**24**	
0515 - 0530	7	11	**18**	
0530 - 0545	18	4	**22**	
0545 - 0600	29	14	**43**	**107**
0600 - 0615	27	5	**32**	
0615 - 0630	45	8	**53**	
0630 - 0645	62	14	**76**	
0645 - 0700	71	28	**99**	**260**
0700 - 0715	91	37	**128**	
0715 - 0730	124	61	**185**	
0730 - 0745	159	72	**231**	
0745 - 0800	173	38	**211**	**755**
0800 - 0815	153	51	**204**	
0815 - 0830	81	44	**125**	
0830 - 0845	93	46	**139**	
0845 - 0900	71	50	**121**	**589**
0900 - 0915	58	54	**112**	
0915 - 0930	63	52	**115**	
0930 - 0945	63	51	**114**	
0945 - 1000	69	65	**134**	**475**
1000 - 1015	75	60	**135**	
1015 - 1030	54	50	**104**	
1030 - 1045	63	45	**108**	
1045 - 1100	79	75	**154**	**501**
1100 - 1115	73	58	**131**	
1115 - 1130	73	74	**147**	
1130 - 1145	58	48	**106**	
1145 - 1200	56	54	**110**	**494**

	Volume Summary 15min		15min	60min
Time	EB	WB	Total	Total
1200 - 1215	91	67	**158**	
1215 - 1230	66	75	**141**	
1230 - 1245	80	71	**151**	
1245 - 1300	75	66	**141**	**591**
1300 - 1315	64	86	**150**	
1315 - 1330	60	74	**134**	
1330 - 1345	81	69	**150**	
1345 - 1400	65	54	**119**	**553**
1400 - 1415	69	72	**141**	
1415 - 1430	68	95	**163**	
1430 - 1445	67	71	**138**	
1445 - 1500	69	92	**161**	**603**
1500 - 1515	79	93	**172**	
1515 - 1530	94	81	**175**	
1530 - 1545	81	79	**160**	
1545 - 1600	68	111	**179**	**686**
1600 - 1615	83	101	**184**	
1615 - 1630	80	100	**180**	
1630 - 1645	62	133	**195**	
1645 - 1700	75	110	**185**	**744**
1700 - 1715	86	120	**206**	
1715 - 1730	94	156	**250**	
1730 - 1745	82	109	**191**	
1745 - 1800	80	140	**220**	**867**
1800 - 1815	94	136	**230**	
1815 - 1830	98	119	**217**	
1830 - 1845	81	79	**160**	
1845 - 1900	52	72	**124**	**731**
1900 - 1915	48	58	**106**	
1915 - 1930	44	88	**132**	
1930 - 1945	46	74	**120**	
1945 - 2000	53	68	**121**	**479**
2000 - 2015	61	62	**123**	
2015 - 2030	52	60	**112**	
2030 - 2045	48	49	**97**	
2045 - 2100	47	68	**115**	**447**
2100 - 2115	38	49	**87**	
2115 - 2130	25	44	**69**	
2130 - 2145	10	45	**55**	
2145 - 2200	13	22	**35**	**246**
2200 - 2215	11	24	**35**	
2215 - 2230	7	13	**20**	
2230 - 2245	13	20	**33**	
2245 - 2300	5	15	**20**	**108**
2300 - 2315	4	13	**17**	
2315 - 2330	5	12	**17**	
2330 - 2345	1	7	**8**	
2345 - 0000	6	3	**9**	**51**

Session Total	4726	4665	**9391**
Session Average	49.23	48.59	**97.82**
Session Percentage	50.32	49.68	

Bi-Directional Class Count || NB EB 60min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 25
SC-81,
west of Wilson Way

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-23-2023)
NB EB 60min

	Eastbound (Movement 25.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
0100 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**
0200 - 0300	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**
0300 - 0400	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
0400 - 0500	0	17	2	0	0	0	0	0	0	0	0	0	0	**19**
0500 - 0600	0	59	15	1	1	0	0	0	0	0	0	0	0	**76**
0600 - 0700	1	133	66	5	3	2	0	0	0	0	0	0	0	**210**
0700 - 0800	3	421	118	1	5	0	0	0	1	0	0	0	0	**549**
0800 - 0900	2	312	75	0	5	2	0	3	1	0	0	0	0	**400**
0900 - 1000	1	195	68	1	2	3	0	1	0	0	0	0	0	**271**
1000 - 1100	1	200	54	0	7	3	0	1	1	0	0	0	0	**267**
1100 - 1200	2	195	53	1	2	2	0	1	0	0	0	0	0	**256**
1200 - 1300	0	224	65	0	3	2	0	2	0	0	0	0	0	**296**
1300 - 1400	1	188	56	1	6	4	0	1	1	0	0	0	0	**258**
1400 - 1500	2	168	56	8	5	1	0	1	0	0	0	0	0	**241**
1500 - 1600	1	286	75	2	2	1	0	0	0	0	0	0	0	**367**
1600 - 1700	1	212	87	3	11	0	0	1	4	0	0	0	0	**319**
1700 - 1800	0	272	79	0	6	0	0	1	0	0	0	0	0	**358**
1800 - 1900	2	191	63	0	2	0	1	2	1	0	0	0	0	**262**
1900 - 2000	2	184	52	0	0	0	0	0	0	0	0	0	0	**238**
2000 - 2100	1	115	34	0	1	0	0	0	0	0	0	0	0	**151**
2100 - 2200	0	79	13	0	0	0	0	0	0	0	0	0	0	**92**
2200 - 2300	0	34	2	0	0	0	0	0	1	0	0	0	0	**37**
2300 - 2400	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**

Session Total	20	3520	1033	23	62	20	1	14	10	0	0	0	0	**4703**
Session Average	0.83	146.67	43.04	0.96	2.58	0.83	0.04	0.58	0.42	0.00	0.00	0.00	0.00	**195.96**
Session Percentage	0.43	74.85	21.96	0.49	1.32	0.43	0.02	0.30	0.21	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	0700 - 0800	0900 - 1000	-	0800 - 0900	0700 - 0800	-	-	-	-	**0700 - 0800**
AM Peak Volume	3	421	118	5	5	3	0	3	1	0	0	0	0	**549**

Noon Peak Hour	1100 - 1200	1200 - 1300	1200 - 1300	1400 - 1500	1000 - 1100	1300 - 1400	-	1200 - 1300	1000 - 1100	-	-	-	-	**1200 - 1300**
Noon Peak Volume	2	224	65	8	7	4	0	2	1	0	0	0	0	**296**

PM Peak Hour	1800 - 1900	1500 - 1600	1600 - 1700	1600 - 1700	1600 - 1700	1500 - 1600	1800 - 1900	1800 - 1900	1600 - 1700	-	-	-	-	**1500 - 1600**
PM Peak Volume	2	286	87	3	11	1	1	2	4	0	0	0	0	**367**

Site 25
SC-81,
west of Wilson Way

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-24-2023)
NB EB 60min

	Eastbound (Movement 25.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	4	3	0	0	0	0	0	0	0	0	0	0	**7**
0100 - 0200	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**
0200 - 0300	1	5	1	0	0	0	0	0	0	0	0	0	0	**7**
0300 - 0400	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**
0400 - 0500	0	13	7	0	0	0	0	0	0	0	0	0	0	**20**
0500 - 0600	0	52	11	1	0	0	0	0	0	0	0	0	0	**64**
0600 - 0700	0	125	72	4	3	1	0	0	0	0	0	0	0	**205**
0700 - 0800	3	390	144	2	3	3	0	1	1	0	0	0	0	**547**
0800 - 0900	1	294	87	0	9	2	0	2	2	1	0	0	0	**398**
0900 - 1000	2	188	59	1	2	0	0	1	0	0	0	0	0	**253**
1000 - 1100	0	200	62	0	6	0	0	1	2	0	0	0	0	**271**
1100 - 1200	3	196	53	0	6	1	0	1	0	0	0	0	0	**260**
1200 - 1300	0	244	59	0	5	1	0	2	1	0	0	0	0	**312**
1300 - 1400	1	209	48	1	5	4	2	0	0	0	0	0	0	**270**
1400 - 1500	0	203	49	9	4	7	0	0	1	0	0	0	0	**273**
1500 - 1600	2	253	57	2	2	3	1	1	1	0	0	0	0	**322**
1600 - 1700	1	219	63	3	4	7	0	3	0	0	0	0	0	**300**
1700 - 1800	3	272	63	0	0	2	0	2	0	0	0	0	0	**342**
1800 - 1900	2	247	73	0	1	0	0	2	0	0	0	0	0	**325**
1900 - 2000	0	154	35	0	2	0	0	0	0	0	0	0	0	**191**
2000 - 2100	0	166	41	0	0	0	1	0	0	0	0	0	0	**208**
2100 - 2200	2	76	8	0	0	0	0	0	0	0	0	0	0	**86**
2200 - 2300	0	31	5	0	0	0	0	0	0	0	0	0	0	**36**
2300 - 2400	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**

Session Total	21	3565	1005	23	52	31	4	16	8	1	0	0	0	**4726**
Session Average	0.88	148.54	41.88	0.96	2.17	1.29	0.17	0.67	0.33	0.04	0.00	0.00	0.00	**196.92**
Session Percentage	0.44	75.43	21.27	0.49	1.10	0.66	0.08	0.34	0.17	0.02	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0600 - 0700	0800 - 0900	0700 - 0800	-	0800 - 0900	0800 - 0900	0800 - 0900	-	-	-	**0700 - 0800**
AM Peak Volume	3	390	144	4	9	3	0	2	2	1	0	0	0	**547**

Noon Peak Hour	1100 - 1200	1200 - 1300	1000 - 1100	1400 - 1500	1000 - 1100	1400 - 1500	1300 - 1400	1200 - 1300	1000 - 1100	-	-	-	-	**1200 - 1300**
Noon Peak Volume	3	244	62	9	6	7	2	2	2	0	0	0	0	**312**

PM Peak Hour	1700 - 1800	1700 - 1800	1800 - 1900	1600 - 1700	1600 - 1700	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	-	-	-	-	**1700 - 1800**
PM Peak Volume	3	272	73	3	4	7	1	3	1	0	0	0	0	**342**

Bi-Directional Class Count || SB WB 60min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 25
SC-81,
west of Wilson Way

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-23-2023)
SB WB 60min

	Westbound (Movement 25.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**
0100 - 0200	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
0200 - 0300	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**
0300 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**
0400 - 0500	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
0500 - 0600	0	34	5	0	0	0	0	0	0	0	0	0	0	**39**
0600 - 0700	0	45	24	1	1	0	0	0	0	0	0	0	0	**71**
0700 - 0800	1	166	58	6	6	3	0	0	0	0	0	0	0	**240**
0800 - 0900	1	118	54	2	6	2	0	1	1	0	0	0	0	**185**
0900 - 1000	0	163	56	1	7	2	0	3	1	0	0	0	0	**233**
1000 - 1100	1	144	53	1	7	4	0	2	0	0	0	0	0	**212**
1100 - 1200	1	169	52	0	5	3	2	0	0	0	0	0	0	**232**
1200 - 1300	2	191	67	1	3	0	0	1	1	0	0	0	0	**266**
1300 - 1400	2	208	78	1	4	2	0	3	0	0	0	0	0	**298**
1400 - 1500	2	239	52	0	7	1	0	1	0	0	0	0	0	**302**
1500 - 1600	1	245	101	2	0	1	0	3	1	0	0	0	0	**354**
1600 - 1700	2	334	118	2	3	0	1	1	0	0	0	0	0	**461**
1700 - 1800	2	413	156	0	8	3	0	2	1	0	0	0	0	**585**
1800 - 1900	3	289	85	0	0	0	0	1	0	0	0	0	0	**378**
1900 - 2000	2	232	50	0	1	0	0	0	0	0	0	0	0	**285**
2000 - 2100	0	150	48	1	1	0	0	0	0	0	0	0	0	**200**
2100 - 2200	0	117	17	0	0	0	0	0	0	0	0	0	0	**134**
2200 - 2300	0	56	6	0	0	0	0	0	0	0	0	0	0	**62**
2300 - 2400	0	40	2	0	0	0	0	0	0	0	0	0	0	**42**

Session Total	20	3391	1085	18	59	21	3	18	5	0	0	0	0	**4620**
Session Average	0.83	141.29	45.21	0.75	2.46	0.88	0.13	0.75	0.21	0.00	0.00	0.00	0.00	**192.50**
Session Percentage	0.43	73.40	23.48	0.39	1.28	0.45	0.06	0.39	0.11	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	0700 - 0800	-	0900 - 1000	0800 - 0900	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	166	58	6	7	3	0	3	1	0	0	0	0	**240**

Noon Peak Hour	1200 - 1300	1400 - 1500	1300 - 1400	1000 - 1100	1000 - 1100	1000 - 1100	1100 - 1200	1300 - 1400	1200 - 1300	-	-	-	-	**1400 - 1500**
Noon Peak Volume	2	239	78	1	7	4	2	3	1	0	0	0	0	**302**

PM Peak Hour	1800 - 1900	1700 - 1800	1700 - 1800	1500 - 1600	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1500 - 1600	-	-	-	-	**1700 - 1800**
PM Peak Volume	3	413	156	2	8	3	1	3	1	0	0	0	0	**585**

Site 25
SC-81,
west of Wilson Way

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-24-2023)
SB WB 60min

	Westbound (Movement 25.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	18	1	0	0	0	0	0	0	0	0	0	0	**19**
0100 - 0200	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**
0200 - 0300	0	8	0	0	1	0	0	0	0	0	0	0	0	**9**
0300 - 0400	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**
0400 - 0500	0	13	1	0	0	0	0	0	0	0	0	0	0	**14**
0500 - 0600	0	37	6	0	0	0	0	0	0	0	0	0	0	**43**
0600 - 0700	0	41	12	1	1	0	0	0	0	0	0	0	0	**55**
0700 - 0800	1	156	41	4	5	0	1	0	0	0	0	0	0	**208**
0800 - 0900	1	127	52	0	5	3	1	0	2	0	0	0	0	**191**
0900 - 1000	1	148	59	1	11	0	1	1	0	0	0	0	0	**222**
1000 - 1100	1	162	58	0	5	3	0	0	1	0	0	0	0	**230**
1100 - 1200	1	175	53	0	2	1	0	2	0	0	0	0	0	**234**
1200 - 1300	3	207	61	0	6	0	0	2	0	0	0	0	0	**279**
1300 - 1400	1	217	58	0	0	2	4	1	0	0	0	0	0	**283**
1400 - 1500	3	260	62	0	1	2	2	0	0	0	0	0	0	**330**
1500 - 1600	1	264	83	2	4	5	2	3	0	0	0	0	0	**364**
1600 - 1700	1	343	88	1	5	3	2	1	0	0	0	0	0	**444**
1700 - 1800	3	386	129	0	1	1	2	2	1	0	0	0	0	**525**
1800 - 1900	3	303	95	0	4	0	0	1	0	0	0	0	0	**406**
1900 - 2000	2	221	64	0	0	0	0	1	0	0	0	0	0	**288**
2000 - 2100	3	194	41	0	1	0	0	0	0	0	0	0	0	**239**
2100 - 2200	0	141	18	0	0	1	0	0	0	0	0	0	0	**160**
2200 - 2300	0	62	10	0	0	0	0	0	0	0	0	0	0	**72**
2300 - 2400	0	29	6	0	0	0	0	0	0	0	0	0	0	**35**

Session Total	25	3525	1000	9	52	21	15	14	4	0	0	0	0	**4665**
Session Average	1.04	146.88	41.67	0.38	2.17	0.88	0.63	0.58	0.17	0.00	0.00	0.00	0.00	**194.38**
Session Percentage	0.54	75.56	21.44	0.19	1.11	0.45	0.32	0.30	0.09	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0900 - 1000	0700 - 0800	0900 - 1000	0800 - 0900	0700 - 0800	0900 - 1000	0800 - 0900	-	-	-	-	**0900 - 1000**
AM Peak Volume	1	156	59	4	11	3	1	1	2	0	0	0	0	**222**

Noon Peak Hour	1200 - 1300	1400 - 1500	1400 - 1500	-	1200 - 1300	1000 - 1100	1300 - 1400	1100 - 1200	1000 - 1100	-	-	-	-	**1400 - 1500**
Noon Peak Volume	3	260	62	0	6	3	4	2	1	0	0	0	0	**330**

PM Peak Hour	1700 - 1800	1700 - 1800	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	1700 - 1800	-	-	-	-	**1700 - 1800**
PM Peak Volume	3	386	129	2	5	5	2	3	1	0	0	0	0	**525**

Bi-Directional Class Count || Bi-Directional 60min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 25
SC-81,
west of Wilson Way

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-23-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	15	1	0	0	0	0	0	0	0	0	0	0	**16**
0100 - 0200	0	15	0	0	0	0	0	0	0	0	0	0	0	**15**
0200 - 0300	0	12	0	0	1	0	0	0	0	0	0	0	0	**13**
0300 - 0400	0	9	0	0	0	0	0	0	0	0	0	0	0	**9**
0400 - 0500	0	24	4	0	0	0	0	0	0	0	0	0	0	**28**
0500 - 0600	0	93	20	1	1	0	0	0	0	0	0	0	0	**115**
0600 - 0700	1	178	90	6	4	2	0	0	0	0	0	0	0	**281**
0700 - 0800	4	587	176	7	11	3	0	0	1	0	0	0	0	**789**
0800 - 0900	3	430	129	2	11	4	0	4	2	0	0	0	0	**585**
0900 - 1000	1	358	124	2	9	5	0	4	1	0	0	0	0	**504**
1000 - 1100	2	344	107	1	14	7	0	3	1	0	0	0	0	**479**
1100 - 1200	3	364	105	1	7	5	2	1	0	0	0	0	0	**488**
1200 - 1300	2	415	132	1	6	2	0	3	1	0	0	0	0	**562**
1300 - 1400	3	396	134	2	10	6	0	4	1	0	0	0	0	**556**
1400 - 1500	4	407	108	8	12	2	0	2	0	0	0	0	0	**543**
1500 - 1600	2	531	176	4	2	2	0	3	1	0	0	0	0	**721**
1600 - 1700	3	546	205	5	14	0	1	2	4	0	0	0	0	**780**
1700 - 1800	2	685	235	0	14	3	0	3	1	0	0	0	0	**943**
1800 - 1900	5	480	148	0	2	0	1	3	1	0	0	0	0	**640**
1900 - 2000	4	416	102	0	1	0	0	0	0	0	0	0	0	**523**
2000 - 2100	1	265	82	1	2	0	0	0	0	0	0	0	0	**351**
2100 - 2200	0	196	30	0	0	0	0	0	0	0	0	0	0	**226**
2200 - 2300	0	90	8	0	0	0	0	0	1	0	0	0	0	**99**
2300 - 2400	0	55	2	0	0	0	0	0	0	0	0	0	0	**57**

Session Total	40	6911	2118	41	121	41	4	32	15	0	0	0	0	**9323**
Session Average	1.67	287.96	88.25	1.71	5.04	1.71	0.17	1.33	0.63	0.00	0.00	0.00	0.00	**388.46**
Session Percentage	0.43	74.13	22.72	0.44	1.30	0.44	0.04	0.34	0.16	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0900 - 1000	-	0800 - 0900	0800 - 0900	-	-	-	-	**0700 - 0800**
AM Peak Volume	4	587	176	7	11	5	0	4	2	0	0	0	0	**789**

Noon Peak Hour	1400 - 1500	1200 - 1300	1300 - 1400	1400 - 1500	1000 - 1100	1000 - 1100	1100 - 1200	1300 - 1400	1000 - 1100	-	-	-	-	**1200 - 1300**
Noon Peak Volume	4	415	134	8	14	7	2	4	1	0	0	0	0	**562**

PM Peak Hour	1800 - 1900	1700 - 1800	1700 - 1800	1600 - 1700	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	5	685	235	5	14	3	1	3	4	0	0	0	0	**943**

Site 25
SC-81,
west of Wilson Way

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-24-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	22	4	0	0	0	0	0	0	0	0	0	0	**26**
0100 - 0200	0	15	2	0	0	0	0	0	0	0	0	0	0	**17**
0200 - 0300	1	13	1	0	1	0	0	0	0	0	0	0	0	**16**
0300 - 0400	0	7	4	0	0	0	0	0	0	0	0	0	0	**11**
0400 - 0500	0	26	8	0	0	0	0	0	0	0	0	0	0	**34**
0500 - 0600	0	89	17	1	0	0	0	0	0	0	0	0	0	**107**
0600 - 0700	0	166	84	5	4	1	0	0	0	0	0	0	0	**260**
0700 - 0800	4	546	185	6	8	3	1	1	1	0	0	0	0	**755**
0800 - 0900	2	421	139	0	14	5	1	2	4	1	0	0	0	**589**
0900 - 1000	3	336	118	2	13	0	1	2	0	0	0	0	0	**475**
1000 - 1100	1	362	120	0	11	3	0	1	3	0	0	0	0	**501**
1100 - 1200	4	371	106	0	8	2	0	3	0	0	0	0	0	**494**
1200 - 1300	3	451	120	0	11	1	0	4	1	0	0	0	0	**591**
1300 - 1400	2	426	106	1	5	6	6	1	0	0	0	0	0	**553**
1400 - 1500	3	463	111	9	5	9	2	0	1	0	0	0	0	**603**
1500 - 1600	3	517	140	4	6	8	3	4	1	0	0	0	0	**686**
1600 - 1700	2	562	151	4	9	10	2	4	0	0	0	0	0	**744**
1700 - 1800	6	658	192	0	1	3	2	4	1	0	0	0	0	**867**
1800 - 1900	5	550	168	0	5	0	0	3	0	0	0	0	0	**731**
1900 - 2000	2	375	99	0	2	0	0	1	0	0	0	0	0	**479**
2000 - 2100	3	360	82	0	1	0	1	0	0	0	0	0	0	**447**
2100 - 2200	2	217	26	0	0	1	0	0	0	0	0	0	0	**246**
2200 - 2300	0	93	15	0	0	0	0	0	0	0	0	0	0	**108**
2300 - 2400	0	44	7	0	0	0	0	0	0	0	0	0	0	**51**

Session Total	46	7090	2005	32	104	52	19	30	12	1	0	0	0	**9391**
Session Average	1.92	295.42	83.54	1.33	4.33	2.17	0.79	1.25	0.50	0.04	0.00	0.00	0.00	**391.29**
Session Percentage	0.49	75.50	21.35	0.34	1.11	0.55	0.20	0.32	0.13	0.01	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0800 - 0900	0800 - 0900	0700 - 0800	0800 - 0900	0800 - 0900	0800 - 0900	-	-	-	**0700 - 0800**
AM Peak Volume	4	546	185	6	14	5	1	2	4	1	0	0	0	**755**

Noon Peak Hour	1100 - 1200	1400 - 1500	1000 - 1100	1400 - 1500	1000 - 1100	1400 - 1500	1300 - 1400	1200 - 1300	1000 - 1100	-	-	-	-	**1400 - 1500**
Noon Peak Volume	4	463	120	9	11	9	6	4	3	0	0	0	0	**603**

PM Peak Hour	1700 - 1800	1700 - 1800	1700 - 1800	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	1500 - 1600	1500 - 1600	-	-	-	-	**1700 - 1800**
PM Peak Volume	6	658	192	4	9	10	3	4	1	0	0	0	0	**867**

Bi-Directional Class Count || Volume Summary 60min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 25
SC-81,
west of Wilson Way

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-23-2023)
Volume Summary 60min

	Volume Summary 60min		
TIME	EB	WB	**Total**
0000 - 0100	5	11	**16**
0100 - 0200	4	11	**15**
0200 - 0300	5	8	**13**
0300 - 0400	7	2	**9**
0400 - 0500	19	9	**28**
0500 - 0600	76	39	**115**
0600 - 0700	210	71	**281**
0700 - 0800	549	240	**789**
0800 - 0900	400	185	**585**
0900 - 1000	271	233	**504**
1000 - 1100	267	212	**479**
1100 - 1200	256	232	**488**

	Volume Summary 60min		
Time	EB	WB	**Total**
1200 - 1300	296	266	**562**
1300 - 1400	258	298	**556**
1400 - 1500	241	302	**543**
1500 - 1600	367	354	**721**
1600 - 1700	319	461	**780**
1700 - 1800	358	585	**943**
1800 - 1900	262	378	**640**
1900 - 2000	238	285	**523**
2000 - 2100	151	200	**351**
2100 - 2200	92	134	**226**
2200 - 2300	37	62	**99**
2300 - 2400	15	42	**57**

Session Total	4703	4620	**9323**
Session Average	195.96	192.50	**388.46**
Session Percentage	50.45	49.55	

Site 25
SC-81,
west of Wilson Way

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.747582°, -82.508511°

0000 - 2400 (24h Session) (05-24-2023)
Volume Summary 60min

	Volume Summary 60min		
TIME	EB	WB	**Total**
0000 - 0100	7	19	**26**
0100 - 0200	5	12	**17**
0200 - 0300	7	9	**16**
0300 - 0400	8	3	**11**
0400 - 0500	20	14	**34**
0500 - 0600	64	43	**107**
0600 - 0700	205	55	**260**
0700 - 0800	547	208	**755**
0800 - 0900	398	191	**589**
0900 - 1000	253	222	**475**
1000 - 1100	271	230	**501**
1100 - 1200	260	234	**494**

Session Total	4726	4665	**9391**
Session Average	196.92	194.38	**391.29**
Session Percentage	50.32	49.68	

	Volume Summary 60min		
Time	EB	WB	**Total**
1200 - 1300	312	279	**591**
1300 - 1400	270	283	**553**
1400 - 1500	273	330	**603**
1500 - 1600	322	364	**686**
1600 - 1700	300	444	**744**
1700 - 1800	342	525	**867**
1800 - 1900	325	406	**731**
1900 - 2000	191	288	**479**
2000 - 2100	208	239	**447**
2100 - 2200	86	160	**246**
2200 - 2300	36	72	**108**
2300 - 2400	16	35	**51**

Bi-Directional Class Count || Graphical Analysis NB EB

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 25

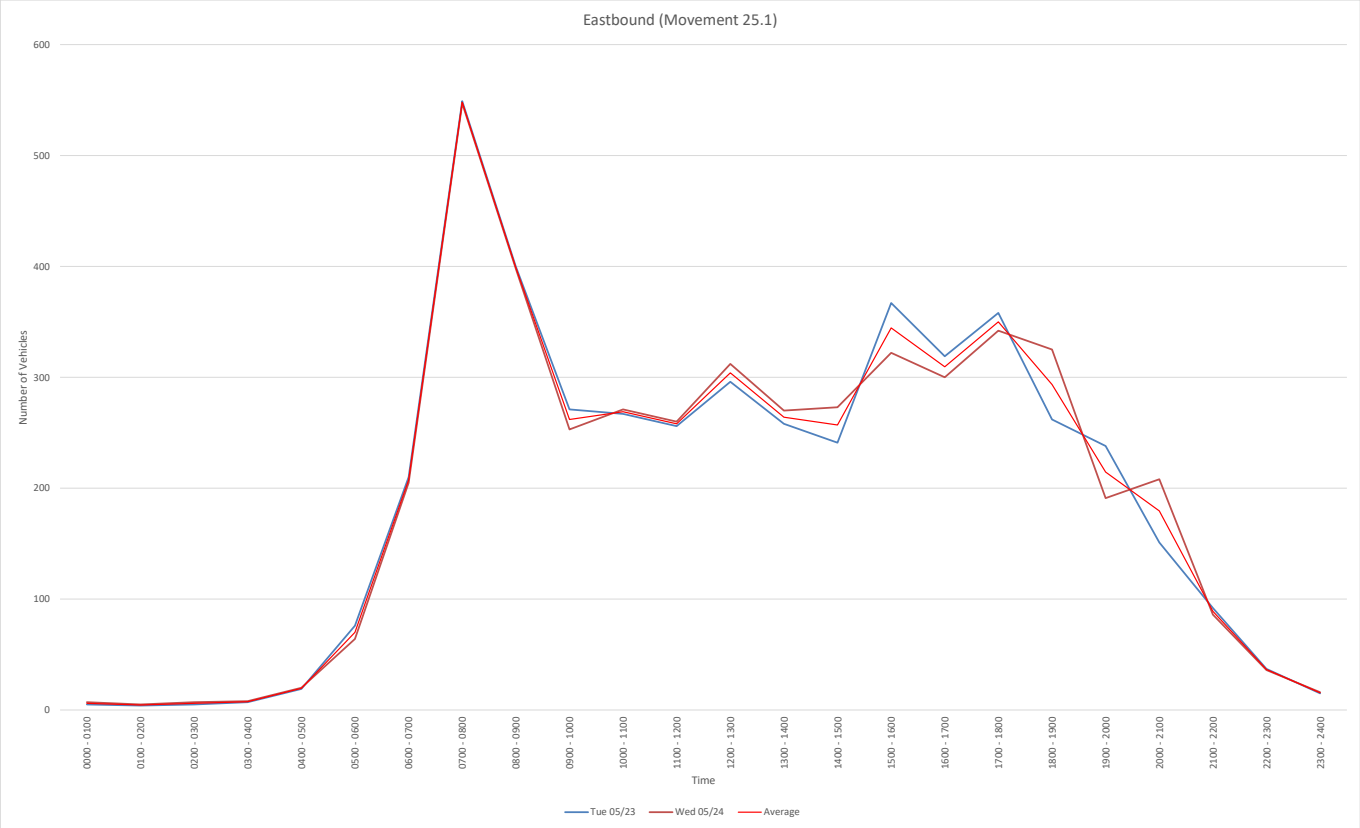
SC-81,
west of Wilson Way

Lat/Long

34.747582°, -82.508511°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Class Count || Graphical Analysis SB WB

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 25

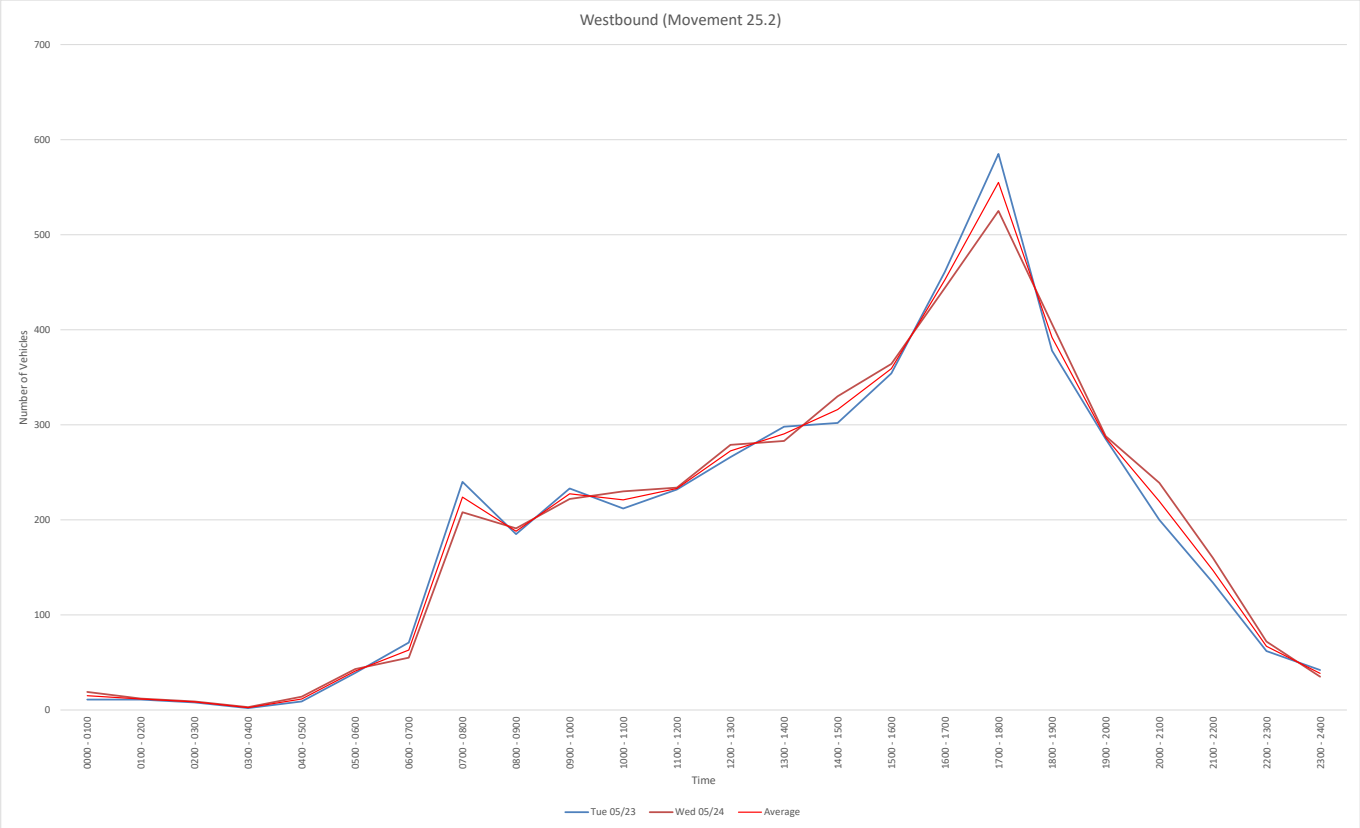
SC-81,
west of Wilson Way

Lat/Long

34.747582°, -82.508511°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



EB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 25
Station ID: 1
Location 1: SC-81, west of Wilson Way
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	8	2	0	1	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	17	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	0	24	7	1	0	0	0	0	0	0	0	0	0
5/23/2023	6:00 AM	1	15	12	1	0	0	0	0	0	0	0	0	0
5/23/2023	6:15 AM	0	29	13	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:30 AM	0	49	17	1	1	2	0	0	0	0	0	0	0
5/23/2023	6:45 AM	0	40	24	3	1	0	0	0	0	0	0	0	0
5/23/2023	7:00 AM	1	52	26	0	3	0	0	0	1	0	0	0	0
5/23/2023	7:15 AM	0	91	20	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:30 AM	0	130	33	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:45 AM	2	148	39	1	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 AM	1	124	26	0	1	1	0	2	0	0	0	0	0
5/23/2023	8:15 AM	1	64	19	0	2	0	0	1	0	0	0	0	0
5/23/2023	8:30 AM	0	69	16	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:45 AM	0	55	14	0	1	1	0	0	1	0	0	0	0
5/23/2023	9:00 AM	1	43	13	1	0	1	0	0	0	0	0	0	0
5/23/2023	9:15 AM	0	41	16	0	1	1	0	0	0	0	0	0	0
5/23/2023	9:30 AM	0	54	19	0	1	0	0	0	0	0	0	0	0
5/23/2023	9:45 AM	0	57	20	0	0	1	0	1	0	0	0	0	0
5/23/2023	10:00 AM	0	45	11	0	1	1	0	0	1	0	0	0	0
5/23/2023	10:15 AM	0	44	12	0	3	1	0	0	0	0	0	0	0
5/23/2023	10:30 AM	0	59	15	0	1	1	0	1	0	0	0	0	0
5/23/2023	10:45 AM	1	52	16	0	2	0	0	0	0	0	0	0	0
5/23/2023	11:00 AM	0	42	12	1	0	1	0	0	0	0	0	0	0
5/23/2023	11:15 AM	1	55	13	0	0	1	0	0	0	0	0	0	0
5/23/2023	11:30 AM	0	50	12	0	2	0	0	1	0	0	0	0	0
5/23/2023	11:45 AM	1	48	16	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:00 PM	0	61	15	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 PM	0	59	17	0	1	1	0	1	0	0	0	0	0
5/23/2023	12:30 PM	0	54	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 PM	0	50	19	0	2	1	0	1	0	0	0	0	0
5/23/2023	1:00 PM	0	46	12	0	2	1	0	1	0	0	0	0	0
5/23/2023	1:15 PM	0	39	14	1	3	2	0	0	0	0	0	0	0
5/23/2023	1:30 PM	0	48	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 PM	1	55	16	0	1	1	0	0	1	0	0	0	0
5/23/2023	2:00 PM	0	42	11	4	0	0	0	1	0	0	0	0	0
5/23/2023	2:15 PM	1	43	15	4	2	0	0	0	0	0	0	0	0
5/23/2023	2:30 PM	1	41	14	0	1	1	0	0	0	0	0	0	0
5/23/2023	2:45 PM	0	42	16	0	2	0	0	0	0	0	0	0	0
5/23/2023	3:00 PM	0	73	19	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 PM	0	81	17	1	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 PM	1	73	22	1	2	0	0	0	0	0	0	0	0
5/23/2023	3:45 PM	0	59	17	0	0	1	0	0	0	0	0	0	0
5/23/2023	4:00 PM	0	43	27	3	2	0	0	0	1	0	0	0	0
5/23/2023	4:15 PM	1	49	28	0	2	0	0	1	0	0	0	0	0
5/23/2023	4:30 PM	0	62	15	0	2	0	0	0	2	0	0	0	0
5/23/2023	4:45 PM	0	58	17	0	5	0	0	0	1	0	0	0	0
5/23/2023	5:00 PM	0	58	28	0	2	0	0	1	0	0	0	0	0
5/23/2023	5:15 PM	0	65	18	0	1	0	0	0	0	0	0	0	0
5/23/2023	5:30 PM	0	75	18	0	2	0	0	0	0	0	0	0	0
5/23/2023	5:45 PM	0	74	15	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:00 PM	0	53	21	0	0	0	1	1	1	0	0	0	0
5/23/2023	6:15 PM	2	48	17	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:30 PM	0	47	12	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:45 PM	0	43	13	0	2	0	0	1	0	0	0	0	0
5/23/2023	7:00 PM	1	62	20	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	0	52	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	0	47	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	1	23	12	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	0	34	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	0	25	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	1	23	8	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	33	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	22	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	26	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	16	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	15	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	15	2	0	0	0	0	0	1	0	0	0	0
5/23/2023	10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	8	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	15	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	24	4	1	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	17	9	1	0	0	0	0	0	0	0	0	0
5/24/2023	6:15 AM	0	26	18	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:30 AM	0	40	20	1	1	0	0	0	0	0	0	0	0
5/24/2023	6:45 AM	0	42	25	2	1	1	0	0	0	0	0	0	0
5/24/2023	7:00 AM	1	53	34	1	0	1	0	1	0	0	0	0	0
5/24/2023	7:15 AM	2	93	26	0	2	1	0	0	0	0	0	0	0
5/24/2023	7:30 AM	0	117	40	0	0	1	0	0	1	0	0	0	0
5/24/2023	7:45 AM	0	127	44	1	1	0	0	0	0	0	0	0	0
5/24/2023	8:00 AM	0	115	36	0	2	0	0	0	0	0	0	0	0
5/24/2023	8:15 AM	1	66	10	0	3	0	0	1	0	0	0	0	0
5/24/2023	8:30 AM	0	61	24	0	4	2	0	1	1	0	0	0	0
5/24/2023	8:45 AM	0	52	17	0	0	0	0	0	1	1	0	0	0
5/24/2023	9:00 AM	0	46	10	1	0	0	0	1	0	0	0	0	0
5/24/2023	9:15 AM	0	51	11	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:30 AM	0	46	17	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 AM	2	45	21	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:00 AM	0	52	20	0	3	0	0	0	0	0	0	0	0
5/24/2023	10:15 AM	0	38	13	0	2	0	0	0	1	0	0	0	0
5/24/2023	10:30 AM	0	48	14	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:45 AM	0	62	15	0	0	0	0	1	1	0	0	0	0
5/24/2023	11:00 AM	2	52	18	0	0	1	0	0	0	0	0	0	0
5/24/2023	11:15 AM	0	56	16	0	1	0	0	0	0	0	0	0	0
5/24/2023	11:30 AM	0	43	12	0	3	0	0	0	0	0	0	0	0
5/24/2023	11:45 AM	1	45	7	0	2	0	0	1	0	0	0	0	0
5/24/2023	12:00 PM	0	72	18	0	0	0	0	1	0	0	0	0	0
5/24/2023	12:15 PM	0	50	14	0	1	0	0	0	1	0	0	0	0
5/24/2023	12:30 PM	0	61	17	0	2	0	0	0	0	0	0	0	0
5/24/2023	12:45 PM	0	61	10	0	2	1	0	1	0	0	0	0	0
5/24/2023	1:00 PM	0	51	11	0	1	1	0	0	0	0	0	0	0
5/24/2023	1:15 PM	0	42	14	1	2	0	1	0	0	0	0	0	0
5/24/2023	1:30 PM	0	64	14	0	2	0	1	0	0	0	0	0	0
5/24/2023	1:45 PM	1	52	9	0	0	3	0	0	0	0	0	0	0
5/24/2023	2:00 PM	0	48	12	5	2	2	0	0	0	0	0	0	0
5/24/2023	2:15 PM	0	50	11	4	0	3	0	0	0	0	0	0	0
5/24/2023	2:30 PM	0	54	12	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:45 PM	0	51	14	0	2	1	0	0	1	0	0	0	0
5/24/2023	3:00 PM	0	59	19	0	0	1	0	0	0	0	0	0	0
5/24/2023	3:15 PM	0	75	15	1	1	1	1	0	0	0	0	0	0
5/24/2023	3:30 PM	0	69	9	1	0	0	0	1	1	0	0	0	0
5/24/2023	3:45 PM	2	50	14	0	1	1	0	0	0	0	0	0	0
5/24/2023	4:00 PM	1	62	15	1	0	3	0	1	0	0	0	0	0
5/24/2023	4:15 PM	0	51	21	1	3	3	0	1	0	0	0	0	0
5/24/2023	4:30 PM	0	51	10	0	0	0	0	1	0	0	0	0	0
5/24/2023	4:45 PM	0	55	17	1	1	1	0	0	0	0	0	0	0
5/24/2023	5:00 PM	0	69	16	0	0	0	0	1	0	0	0	0	0
5/24/2023	5:15 PM	1	78	14	0	0	0	0	1	0	0	0	0	0
5/24/2023	5:30 PM	2	60	18	0	0	2	0	0	0	0	0	0	0
5/24/2023	5:45 PM	0	65	15	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 PM	1	64	29	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:15 PM	0	71	25	0	1	0	0	1	0	0	0	0	0
5/24/2023	6:30 PM	1	67	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 PM	0	45	6	0	0	0	0	1	0	0	0	0	0
5/24/2023	7:00 PM	0	34	13	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	0	36	7	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	0	40	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	44	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:00 PM	0	50	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	0	40	12	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:30 PM	0	37	10	0	0	0	1	0	0	0	0	0	0
5/24/2023	8:45 PM	0	39	8	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	2	32	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	23	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 25
Station ID: 1
Location 1: SC-81, west of Wilson Way
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:30 AM	0	10	11	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:45 AM	0	18	11	1	0	0	0	0	0	0	0	0	0
5/23/2023	7:00 AM	1	22	16	1	0	3	0	0	0	0	0	0	0
5/23/2023	7:15 AM	0	47	11	2	2	0	0	0	0	0	0	0	0
5/23/2023	7:30 AM	0	53	12	0	3	0	0	0	0	0	0	0	0
5/23/2023	7:45 AM	0	44	19	3	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 AM	1	32	10	1	1	2	0	1	0	0	0	0	0
5/23/2023	8:15 AM	0	32	15	1	1	0	0	0	0	0	0	0	0
5/23/2023	8:30 AM	0	26	6	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:45 AM	0	28	23	0	3	0	0	0	1	0	0	0	0
5/23/2023	9:00 AM	0	44	19	0	0	2	0	0	0	0	0	0	0
5/23/2023	9:15 AM	0	52	16	0	0	0	0	1	0	0	0	0	0
5/23/2023	9:30 AM	0	36	11	1	4	0	0	2	0	0	0	0	0
5/23/2023	9:45 AM	0	31	10	0	3	0	0	0	1	0	0	0	0
5/23/2023	10:00 AM	0	32	11	0	2	1	0	1	0	0	0	0	0
5/23/2023	10:15 AM	1	36	14	1	2	0	0	1	0	0	0	0	0
5/23/2023	10:30 AM	0	44	15	0	1	2	0	0	0	0	0	0	0
5/23/2023	10:45 AM	0	32	13	0	2	1	0	0	0	0	0	0	0
5/23/2023	11:00 AM	0	52	16	0	2	0	0	0	0	0	0	0	0
5/23/2023	11:15 AM	0	35	8	0	0	1	2	0	0	0	0	0	0
5/23/2023	11:30 AM	0	36	11	0	1	2	0	0	0	0	0	0	0
5/23/2023	11:45 AM	1	46	17	0	2	0	0	0	0	0	0	0	0
5/23/2023	12:00 PM	1	42	13	1	1	0	0	0	0	0	0	0	0
5/23/2023	12:15 PM	0	52	15	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 PM	1	44	19	0	1	0	0	1	0	0	0	0	0
5/23/2023	12:45 PM	0	53	20	0	1	0	0	0	1	0	0	0	0
5/23/2023	1:00 PM	2	55	16	0	1	0	0	0	0	0	0	0	0
5/23/2023	1:15 PM	0	45	20	1	0	1	0	2	0	0	0	0	0
5/23/2023	1:30 PM	0	53	26	0	1	0	0	0	0	0	0	0	0
5/23/2023	1:45 PM	0	55	16	0	2	1	0	1	0	0	0	0	0
5/23/2023	2:00 PM	0	54	13	0	3	0	0	0	0	0	0	0	0
5/23/2023	2:15 PM	0	70	10	0	1	0	0	0	0	0	0	0	0
5/23/2023	2:30 PM	2	59	18	0	1	1	0	0	0	0	0	0	0
5/23/2023	2:45 PM	0	56	11	0	2	0	0	1	0	0	0	0	0
5/23/2023	3:00 PM	1	58	26	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 PM	0	58	22	1	0	1	0	1	0	0	0	0	0
5/23/2023	3:30 PM	0	62	23	1	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 PM	0	67	30	0	0	0	0	2	1	0	0	0	0
5/23/2023	4:00 PM	1	81	21	1	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 PM	1	81	23	1	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 PM	0	87	36	0	1	0	0	1	0	0	0	0	0
5/23/2023	4:45 PM	0	85	38	0	2	0	1	0	0	0	0	0	0
5/23/2023	5:00 PM	0	88	42	0	3	1	0	0	0	0	0	0	0
5/23/2023	5:15 PM	0	120	37	0	1	1	0	0	1	0	0	0	0
5/23/2023	5:30 PM	1	104	37	0	3	0	0	1	0	0	0	0	0
5/23/2023	5:45 PM	1	101	40	0	1	1	0	1	0	0	0	0	0
5/23/2023	6:00 PM	1	92	24	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:15 PM	0	77	22	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:30 PM	1	64	25	0	0	0	0	1	0	0	0	0	0
5/23/2023	6:45 PM	1	56	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:00 PM	0	64	16	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	1	58	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	1	61	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	0	49	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	0	49	12	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	0	41	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	0	31	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	29	9	1	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	21	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	32	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	38	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	26	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	23	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	12	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	11	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	11	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:15 AM	0	6	1	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:30 AM	0	10	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 AM	0	22	5	1	0	0	0	0	0	0	0	0	0
5/24/2023	7:00 AM	1	26	8	2	0	0	0	0	0	0	0	0	0
5/24/2023	7:15 AM	0	47	13	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:30 AM	0	54	13	0	4	0	1	0	0	0	0	0	0
5/24/2023	7:45 AM	0	29	7	2	0	0	0	0	0	0	0	0	0
5/24/2023	8:00 AM	1	32	16	0	1	0	0	0	1	0	0	0	0
5/24/2023	8:15 AM	0	33	10	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:30 AM	0	32	11	0	2	0	1	0	0	0	0	0	0
5/24/2023	8:45 AM	0	30	15	0	1	3	0	0	1	0	0	0	0
5/24/2023	9:00 AM	0	36	18	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 AM	0	35	13	0	3	0	0	1	0	0	0	0	0
5/24/2023	9:30 AM	0	32	15	1	3	0	0	0	0	0	0	0	0
5/24/2023	9:45 AM	1	45	13	0	5	0	1	0	0	0	0	0	0
5/24/2023	10:00 AM	1	41	16	0	2	0	0	0	0	0	0	0	0
5/24/2023	10:15 AM	0	33	15	0	1	0	0	0	1	0	0	0	0
5/24/2023	10:30 AM	0	29	12	0	1	3	0	0	0	0	0	0	0
5/24/2023	10:45 AM	0	59	15	0	1	0	0	0	0	0	0	0	0
5/24/2023	11:00 AM	0	42	15	0	0	0	0	1	0	0	0	0	0
5/24/2023	11:15 AM	0	50	23	0	1	0	0	0	0	0	0	0	0
5/24/2023	11:30 AM	0	37	10	0	0	0	0	1	0	0	0	0	0
5/24/2023	11:45 AM	1	46	5	0	1	1	0	0	0	0	0	0	0
5/24/2023	12:00 PM	0	52	14	0	1	0	0	0	0	0	0	0	0
5/24/2023	12:15 PM	0	54	18	0	1	0	0	2	0	0	0	0	0
5/24/2023	12:30 PM	0	55	14	0	2	0	0	0	0	0	0	0	0
5/24/2023	12:45 PM	3	46	15	0	2	0	0	0	0	0	0	0	0
5/24/2023	1:00 PM	1	62	20	0	0	2	0	1	0	0	0	0	0
5/24/2023	1:15 PM	0	53	20	0	0	0	1	0	0	0	0	0	0
5/24/2023	1:30 PM	0	59	9	0	0	0	1	0	0	0	0	0	0
5/24/2023	1:45 PM	0	43	9	0	0	0	2	0	0	0	0	0	0
5/24/2023	2:00 PM	1	58	12	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:15 PM	0	77	18	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 PM	2	57	9	0	1	1	1	0	0	0	0	0	0
5/24/2023	2:45 PM	0	68	23	0	0	0	1	0	0	0	0	0	0
5/24/2023	3:00 PM	0	65	26	0	0	2	0	0	0	0	0	0	0
5/24/2023	3:15 PM	0	60	15	0	2	1	1	2	0	0	0	0	0
5/24/2023	3:30 PM	0	55	21	1	1	1	0	0	0	0	0	0	0
5/24/2023	3:45 PM	1	84	21	1	1	1	1	1	0	0	0	0	0
5/24/2023	4:00 PM	0	82	16	0	1	1	1	0	0	0	0	0	0
5/24/2023	4:15 PM	0	75	24	0	1	0	0	0	0	0	0	0	0
5/24/2023	4:30 PM	1	104	25	1	2	0	0	0	0	0	0	0	0
5/24/2023	4:45 PM	0	82	23	0	1	2	1	1	0	0	0	0	0
5/24/2023	5:00 PM	0	87	30	0	0	1	1	1	0	0	0	0	0
5/24/2023	5:15 PM	1	120	33	0	0	0	1	1	0	0	0	0	0
5/24/2023	5:30 PM	0	83	24	0	1	0	0	0	1	0	0	0	0
5/24/2023	5:45 PM	2	96	42	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 PM	1	101	32	0	2	0	0	0	0	0	0	0	0
5/24/2023	6:15 PM	0	83	33	0	2	0	0	1	0	0	0	0	0
5/24/2023	6:30 PM	2	60	17	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 PM	0	59	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:00 PM	0	48	9	0	0	0	0	1	0	0	0	0	0
5/24/2023	7:15 PM	0	68	20	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	2	54	18	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	51	17	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:00 PM	0	50	11	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	0	48	12	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:30 PM	0	39	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:45 PM	3	57	8	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	0	42	6	0	0	1	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	40	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	39	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	20	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	21	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	11	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	17	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	10	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0

EB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 25
Station ID: 1
Location 1: SC-81, west of Wilson Way
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	7	0	0	1	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	8	0	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	23	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	29	7	0	1	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	42	9	0	1	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	59	15	1	1	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	1	64	24	2	1	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	1	85	35	2	1	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	1	117	49	3	2	2	0	0	0	0	0	0	0
5/23/2023	6:00 AM	1	133	66	5	3	2	0	0	0	0	0	0	0
5/23/2023	6:15 AM	1	170	80	4	6	2	0	0	1	0	0	0	0
5/23/2023	6:30 AM	1	232	87	4	5	2	0	0	1	0	0	0	0
5/23/2023	6:45 AM	1	313	103	3	5	0	0	0	1	0	0	0	0
5/23/2023	7:00 AM	3	421	118	1	5	0	0	0	1	0	0	0	0
5/23/2023	7:15 AM	3	493	118	1	3	1	0	2	0	0	0	0	0
5/23/2023	7:30 AM	4	466	117	1	5	1	0	3	0	0	0	0	0
5/23/2023	7:45 AM	4	405	100	1	5	1	0	3	0	0	0	0	0
5/23/2023	8:00 AM	2	312	75	0	5	2	0	3	1	0	0	0	0
5/23/2023	8:15 AM	2	231	62	1	4	2	0	1	1	0	0	0	0
5/23/2023	8:30 AM	1	208	59	1	3	3	0	0	1	0	0	0	0
5/23/2023	8:45 AM	1	193	62	1	3	3	0	0	1	0	0	0	0
5/23/2023	9:00 AM	1	195	68	1	2	3	0	1	0	0	0	0	0
5/23/2023	9:15 AM	0	197	66	0	3	3	0	1	1	0	0	0	0
5/23/2023	9:30 AM	0	200	62	0	5	3	0	1	1	0	0	0	0
5/23/2023	9:45 AM	0	205	58	0	5	4	0	2	1	0	0	0	0
5/23/2023	10:00 AM	1	200	54	0	7	3	0	1	1	0	0	0	0
5/23/2023	10:15 AM	1	197	55	1	6	3	0	1	0	0	0	0	0
5/23/2023	10:30 AM	2	208	56	1	3	3	0	1	0	0	0	0	0
5/23/2023	10:45 AM	2	199	53	1	4	2	0	1	0	0	0	0	0
5/23/2023	11:00 AM	2	195	53	1	2	2	0	1	0	0	0	0	0
5/23/2023	11:15 AM	2	214	56	0	2	1	0	1	0	0	0	0	0
5/23/2023	11:30 AM	1	218	60	0	3	1	0	2	0	0	0	0	0
5/23/2023	11:45 AM	1	222	62	0	1	1	0	1	0	0	0	0	0
5/23/2023	12:00 PM	0	224	65	0	3	2	0	2	0	0	0	0	0
5/23/2023	12:15 PM	0	209	62	0	5	3	0	3	0	0	0	0	0
5/23/2023	12:30 PM	0	189	59	1	7	4	0	2	0	0	0	0	0
5/23/2023	12:45 PM	0	183	59	1	7	4	0	2	0	0	0	0	0
5/23/2023	1:00 PM	1	188	56	1	6	4	0	1	1	0	0	0	0
5/23/2023	1:15 PM	1	184	55	5	4	3	0	1	1	0	0	0	0
5/23/2023	1:30 PM	2	188	56	8	3	1	0	1	1	0	0	0	0
5/23/2023	1:45 PM	3	181	56	8	4	2	0	1	1	0	0	0	0
5/23/2023	2:00 PM	2	168	56	8	5	1	0	1	0	0	0	0	0
5/23/2023	2:15 PM	2	199	64	4	5	1	0	0	0	0	0	0	0
5/23/2023	2:30 PM	1	237	66	1	3	1	0	0	0	0	0	0	0
5/23/2023	2:45 PM	1	269	74	2	4	0	0	0	0	0	0	0	0
5/23/2023	3:00 PM	1	286	75	2	2	1	0	0	0	0	0	0	0
5/23/2023	3:15 PM	1	256	83	5	4	1	0	0	1	0	0	0	0
5/23/2023	3:30 PM	2	224	94	4	6	1	0	1	1	0	0	0	0
5/23/2023	3:45 PM	1	213	87	3	6	1	0	1	3	0	0	0	0
5/23/2023	4:00 PM	1	212	87	3	11	0	0	1	4	0	0	0	0
5/23/2023	4:15 PM	1	227	88	0	11	0	0	2	3	0	0	0	0
5/23/2023	4:30 PM	0	243	78	0	10	0	0	1	3	0	0	0	0
5/23/2023	4:45 PM	0	256	81	0	10	0	0	1	1	0	0	0	0
5/23/2023	5:00 PM	0	272	79	0	6	0	0	1	0	0	0	0	0
5/23/2023	5:15 PM	0	267	72	0	4	0	1	1	1	0	0	0	0
5/23/2023	5:30 PM	2	250	71	0	3	0	1	1	1	0	0	0	0
5/23/2023	5:45 PM	2	222	65	0	1	0	1	1	1	0	0	0	0
5/23/2023	6:00 PM	2	191	63	0	2	0	1	2	1	0	0	0	0
5/23/2023	6:15 PM	3	200	62	0	2	0	0	1	0	0	0	0	0
5/23/2023	6:30 PM	1	204	54	0	2	0	0	1	0	0	0	0	0
5/23/2023	6:45 PM	1	204	53	0	2	0	0	1	0	0	0	0	0
5/23/2023	7:00 PM	2	184	52	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	1	156	43	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	1	129	42	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	2	105	39	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	1	115	34	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	1	103	29	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	1	104	24	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	97	17	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	79	13	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	64	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	53	6	0	0	0	0	0	1	0	0	0	0
5/23/2023	9:45 PM	0	43	5	0	0	0	0	0	1	0	0	0	0
5/23/2023	10:00 PM	0	34	2	0	0	0	0	0	1	0	0	0	0
5/23/2023	10:15 PM	0	33	2	0	0	0	0	0	1	0	0	0	0
5/23/2023	10:30 PM	0	21	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	17	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	8	3	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	4	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	4	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	1	6	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	1	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	1	3	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	1	5	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	8	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	6	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	6	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	13	7	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	17	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	23	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	36	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	52	11	1	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	62	17	2	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	82	34	2	1	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	107	51	3	2	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	125	72	4	3	1	0	0	0	0	0	0	0
5/24/2023	6:15 AM	1	161	97	4	3	2	0	1	0	0	0	0	0
5/24/2023	6:30 AM	3	228	105	4	4	3	0	1	0	0	0	0	0
5/24/2023	6:45 AM	3	305	125	3	3	4	0	1	1	0	0	0	0
5/24/2023	7:00 AM	3	390	144	2	3	3	0	1	1	0	0	0	0
5/24/2023	7:15 AM	2	452	146	1	5	2	0	0	1	0	0	0	0
5/24/2023	7:30 AM	1	425	130	1	6	1	0	1	1	0	0	0	0
5/24/2023	7:45 AM	1	369	114	1	10	2	0	2	1	0	0	0	0
5/24/2023	8:00 AM	1	294	87	0	9	2	0	2	2	1	0	0	0
5/24/2023	8:15 AM	1	225	61	1	7	2	0	3	2	1	0	0	0
5/24/2023	8:30 AM	0	210	62	1	5	2	0	2	2	1	0	0	0
5/24/2023	8:45 AM	0	195	55	1	1	0	0	1	1	1	0	0	0
5/24/2023	9:00 AM	2	188	59	1	2	0	0	1	0	0	0	0	0
5/24/2023	9:15 AM	2	194	69	0	5	0	0	0	0	0	0	0	0
5/24/2023	9:30 AM	2	181	71	0	6	0	0	0	1	0	0	0	0
5/24/2023	9:45 AM	2	183	68	0	7	0	0	0	1	0	0	0	0
5/24/2023	10:00 AM	0	200	62	0	6	0	0	1	2	0	0	0	0
5/24/2023	10:15 AM	2	200	60	0	3	1	0	1	2	0	0	0	0
5/24/2023	10:30 AM	2	218	63	0	2	1	0	1	1	0	0	0	0
5/24/2023	10:45 AM	2	213	61	0	4	1	0	1	1	0	0	0	0
5/24/2023	11:00 AM	3	196	53	0	6	1	0	1	0	0	0	0	0
5/24/2023	11:15 AM	1	216	53	0	6	0	0	2	0	0	0	0	0
5/24/2023	11:30 AM	1	210	51	0	6	0	0	2	1	0	0	0	0
5/24/2023	11:45 AM	1	228	56	0	5	0	0	2	1	0	0	0	0
5/24/2023	12:00 PM	0	244	59	0	5	1	0	2	1	0	0	0	0
5/24/2023	12:15 PM	0	223	52	0	6	2	0	1	1	0	0	0	0
5/24/2023	12:30 PM	0	215	52	1	7	2	1	1	0	0	0	0	0
5/24/2023	12:45 PM	0	218	49	1	7	2	2	1	0	0	0	0	0
5/24/2023	1:00 PM	1	209	48	1	5	4	2	0	0	0	0	0	0
5/24/2023	1:15 PM	1	206	49	6	6	5	2	0	0	0	0	0	0
5/24/2023	1:30 PM	1	214	46	9	4	8	1	0	0	0	0	0	0
5/24/2023	1:45 PM	1	204	44	9	2	9	0	0	0	0	0	0	0
5/24/2023	2:00 PM	0	203	49	9	4	7	0	0	1	0	0	0	0
5/24/2023	2:15 PM	0	214	56	4	2	6	0	0	1	0	0	0	0
5/24/2023	2:30 PM	0	239	60	1	3	4	1	0	1	0	0	0	0
5/24/2023	2:45 PM	0	254	57	2	3	3	1	1	2	0	0	0	0
5/24/2023	3:00 PM	2	253	57	2	2	3	1	1	1	0	0	0	0
5/24/2023	3:15 PM	3	256	53	3	2	5	1	2	1	0	0	0	0
5/24/2023	3:30 PM	3	232	59	3	4	7	0	3	1	0	0	0	0
5/24/2023	3:45 PM	3	214	60	2	4	7	0	3	0	0	0	0	0
5/24/2023	4:00 PM	1	219	63	3	4	7	0	3	0	0	0	0	0
5/24/2023	4:15 PM	0	226	64	2	4	4	0	3	0	0	0	0	0
5/24/2023	4:30 PM	1	253	57	1	1	1	0	3	0	0	0	0	0
5/24/2023	4:45 PM	3	262	65	1	1	3	0	2	0	0	0	0	0
5/24/2023	5:00 PM	3	272	63	0	0	2	0	2	0	0	0	0	0
5/24/2023	5:15 PM	4	267	76	0	0	2	0	1	0	0	0	0	0
5/24/2023	5:30 PM	3	260	87	0	1	2	0	1	0	0	0	0	0
5/24/2023	5:45 PM	2	267	82	0	1	0	0	1	0	0	0	0	0
5/24/2023	6:00 PM	2	247	73	0	1	0	0	2	0	0	0	0	0
5/24/2023	6:15 PM	1	217	57	0	2	0	0	2	0	0	0	0	0
5/24/2023	6:30 PM	1	182	39	0	2	0	0	1	0	0	0	0	0
5/24/2023	6:45 PM	0	155	32	0	2	0	0	1	0	0	0	0	0
5/24/2023	7:00 PM	0	154	35	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	0	170	33	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	0	174	38	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	171	42	0	0	0	1	0	0	0	0	0	0
5/24/2023	8:00 PM	0	166	41	0	0	0	1	0	0	0	0	0	0
5/24/2023	8:15 PM	2	148	34	0	0	0	1	0	0	0	0	0	0
5/24/2023	8:30 PM	2	131	24	0	0	0	1	0	0	0	0	0	0
5/24/2023	8:45 PM	2	103	15	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	2	76	8	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	53	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	36	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	39	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	31	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	26	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	24	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	15	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0

WB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 25
Station ID: 1
Location 1: SC-81, west of Wilson Way
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	14	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	25	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	33	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	34	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	36	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	33	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	0	34	14	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:00 AM	0	45	24	1	1	0	0	0	0	0	0	0	0
5/23/2023	6:15 AM	1	58	39	2	1	3	0	0	0	0	0	0	0
5/23/2023	6:30 AM	1	97	49	4	3	3	0	0	0	0	0	0	0
5/23/2023	6:45 AM	1	140	50	4	5	3	0	0	0	0	0	0	0
5/23/2023	7:00 AM	1	166	58	6	6	3	0	0	0	0	0	0	0
5/23/2023	7:15 AM	1	176	52	6	7	2	0	1	0	0	0	0	0
5/23/2023	7:30 AM	1	161	56	5	6	2	0	1	0	0	0	0	0
5/23/2023	7:45 AM	1	134	50	5	4	2	0	1	0	0	0	0	0
5/23/2023	8:00 AM	1	118	54	2	6	2	0	1	1	0	0	0	0
5/23/2023	8:15 AM	0	130	63	1	5	2	0	0	1	0	0	0	0
5/23/2023	8:30 AM	0	150	64	0	4	2	0	1	1	0	0	0	0
5/23/2023	8:45 AM	0	160	69	1	7	2	0	3	1	0	0	0	0
5/23/2023	9:00 AM	0	163	56	1	7	2	0	3	1	0	0	0	0
5/23/2023	9:15 AM	0	151	48	1	9	1	0	4	1	0	0	0	0
5/23/2023	9:30 AM	1	135	46	2	11	1	0	4	1	0	0	0	0
5/23/2023	9:45 AM	1	143	50	1	8	3	0	2	1	0	0	0	0
5/23/2023	10:00 AM	1	144	53	1	7	4	0	2	0	0	0	0	0
5/23/2023	10:15 AM	1	164	58	1	7	3	0	1	0	0	0	0	0
5/23/2023	10:30 AM	0	163	52	0	5	4	2	0	0	0	0	0	0
5/23/2023	10:45 AM	0	155	48	0	5	4	2	0	0	0	0	0	0
5/23/2023	11:00 AM	1	169	52	0	5	3	2	0	0	0	0	0	0
5/23/2023	11:15 AM	2	159	49	1	4	3	2	0	0	0	0	0	0
5/23/2023	11:30 AM	2	176	56	1	4	2	0	0	0	0	0	0	0
5/23/2023	11:45 AM	3	184	64	1	4	0	0	1	0	0	0	0	0
5/23/2023	12:00 PM	2	191	67	1	3	0	0	1	1	0	0	0	0
5/23/2023	12:15 PM	3	204	70	0	3	0	0	1	1	0	0	0	0
5/23/2023	12:30 PM	3	197	75	1	3	1	0	3	1	0	0	0	0
5/23/2023	12:45 PM	2	206	82	1	3	1	0	2	1	0	0	0	0
5/23/2023	1:00 PM	2	208	78	1	4	2	0	3	0	0	0	0	0
5/23/2023	1:15 PM	0	207	75	1	6	2	0	3	0	0	0	0	0
5/23/2023	1:30 PM	0	232	65	0	7	1	0	1	0	0	0	0	0
5/23/2023	1:45 PM	2	238	57	0	7	2	0	1	0	0	0	0	0
5/23/2023	2:00 PM	2	239	52	0	7	1	0	1	0	0	0	0	0
5/23/2023	2:15 PM	3	243	65	0	4	1	0	1	0	0	0	0	0
5/23/2023	2:30 PM	3	231	77	1	3	2	0	2	0	0	0	0	0
5/23/2023	2:45 PM	1	234	82	2	2	1	0	2	0	0	0	0	0
5/23/2023	3:00 PM	1	245	101	2	0	1	0	3	1	0	0	0	0
5/23/2023	3:15 PM	1	268	96	3	0	1	0	3	1	0	0	0	0
5/23/2023	3:30 PM	2	291	97	3	0	0	0	2	1	0	0	0	0
5/23/2023	3:45 PM	2	316	110	2	1	0	0	3	1	0	0	0	0
5/23/2023	4:00 PM	2	334	118	2	3	0	1	1	0	0	0	0	0
5/23/2023	4:15 PM	1	341	139	1	6	1	1	1	0	0	0	0	0
5/23/2023	4:30 PM	0	380	153	0	7	2	1	1	1	0	0	0	0
5/23/2023	4:45 PM	1	397	154	0	9	2	1	1	1	0	0	0	0
5/23/2023	5:00 PM	2	413	156	0	8	3	0	2	1	0	0	0	0
5/23/2023	5:15 PM	3	417	138	0	5	2	0	2	1	0	0	0	0
5/23/2023	5:30 PM	3	374	123	0	4	1	0	2	0	0	0	0	0
5/23/2023	5:45 PM	3	334	111	0	1	1	0	2	0	0	0	0	0
5/23/2023	6:00 PM	3	289	85	0	0	0	0	1	0	0	0	0	0
5/23/2023	6:15 PM	2	261	77	0	1	0	0	1	0	0	0	0	0
5/23/2023	6:30 PM	3	242	69	0	1	0	0	1	0	0	0	0	0
5/23/2023	6:45 PM	3	239	53	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:00 PM	2	232	50	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	2	217	46	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	1	200	50	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	0	170	50	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	0	150	48	1	1	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	0	122	41	1	0	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	0	113	27	1	0	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	120	20	1	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	117	17	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	119	15	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	99	13	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	69	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	56	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	48	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	47	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	48	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	40	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	25	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	18	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	17	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	0	7	0	0	1	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	8	0	0	1	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	21	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	30	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	33	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	37	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	29	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	25	5	0	1	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	31	9	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	41	12	1	1	0	0	0	0	0	0	0	0
5/24/2023	6:15 AM	1	64	18	3	1	0	0	0	0	0	0	0	0
5/24/2023	6:30 AM	1	105	30	3	1	0	0	0	0	0	0	0	0
5/24/2023	6:45 AM	1	149	39	3	5	0	1	0	0	0	0	0	0
5/24/2023	7:00 AM	1	156	41	4	5	0	1	0	0	0	0	0	0
5/24/2023	7:15 AM	1	162	49	2	6	0	1	0	1	0	0	0	0
5/24/2023	7:30 AM	1	148	46	2	6	0	1	0	1	0	0	0	0
5/24/2023	7:45 AM	1	126	44	2	4	0	1	0	1	0	0	0	0
5/24/2023	8:00 AM	1	127	52	0	5	3	1	0	2	0	0	0	0
5/24/2023	8:15 AM	0	131	54	0	4	3	1	0	1	0	0	0	0
5/24/2023	8:30 AM	0	133	57	0	6	3	1	1	1	0	0	0	0
5/24/2023	8:45 AM	0	133	61	1	7	3	0	1	1	0	0	0	0
5/24/2023	9:00 AM	1	148	59	1	11	0	1	1	0	0	0	0	0
5/24/2023	9:15 AM	2	153	57	1	13	0	1	1	0	0	0	0	0
5/24/2023	9:30 AM	2	151	59	1	11	0	1	0	1	0	0	0	0
5/24/2023	9:45 AM	2	148	56	0	9	3	1	0	1	0	0	0	0
5/24/2023	10:00 AM	1	162	58	0	5	3	0	0	1	0	0	0	0
5/24/2023	10:15 AM	0	163	57	0	3	3	0	1	1	0	0	0	0
5/24/2023	10:30 AM	0	180	65	0	3	3	0	1	0	0	0	0	0
5/24/2023	10:45 AM	0	188	63	0	2	0	0	2	0	0	0	0	0
5/24/2023	11:00 AM	1	175	53	0	2	1	0	2	0	0	0	0	0
5/24/2023	11:15 AM	1	185	52	0	3	1	0	1	0	0	0	0	0
5/24/2023	11:30 AM	1	189	47	0	3	1	0	3	0	0	0	0	0
5/24/2023	11:45 AM	1	207	51	0	5	1	0	2	0	0	0	0	0
5/24/2023	12:00 PM	3	207	61	0	6	0	0	2	0	0	0	0	0
5/24/2023	12:15 PM	4	217	67	0	5	2	0	3	0	0	0	0	0
5/24/2023	12:30 PM	4	216	69	0	4	2	1	1	0	0	0	0	0
5/24/2023	12:45 PM	4	220	64	0	2	2	2	1	0	0	0	0	0
5/24/2023	1:00 PM	1	217	58	0	0	2	4	1	0	0	0	0	0
5/24/2023	1:15 PM	1	213	50	0	0	1	4	0	0	0	0	0	0
5/24/2023	1:30 PM	1	237	48	0	0	1	3	0	0	0	0	0	0
5/24/2023	1:45 PM	3	235	48	0	1	2	3	0	0	0	0	0	0
5/24/2023	2:00 PM	3	260	62	0	1	2	2	0	0	0	0	0	0
5/24/2023	2:15 PM	2	267	76	0	1	3	2	0	0	0	0	0	0
5/24/2023	2:30 PM	2	250	73	0	3	4	3	2	0	0	0	0	0
5/24/2023	2:45 PM	0	248	85	1	3	4	2	2	0	0	0	0	0
5/24/2023	3:00 PM	1	264	83	2	4	5	2	3	0	0	0	0	0
5/24/2023	3:15 PM	1	281	73	2	5	4	3	3	0	0	0	0	0
5/24/2023	3:30 PM	1	296	82	2	4	3	2	1	0	0	0	0	0
5/24/2023	3:45 PM	2	345	86	2	5	2	2	1	0	0	0	0	0
5/24/2023	4:00 PM	1	343	88	1	5	3	2	1	0	0	0	0	0
5/24/2023	4:15 PM	1	348	102	1	4	3	2	2	0	0	0	0	0
5/24/2023	4:30 PM	2	393	111	1	3	3	3	3	0	0	0	0	0
5/24/2023	4:45 PM	1	372	110	0	2	3	3	3	1	0	0	0	0
5/24/2023	5:00 PM	3	386	129	0	1	1	2	2	1	0	0	0	0
5/24/2023	5:15 PM	4	400	131	0	3	0	1	1	1	0	0	0	0
5/24/2023	5:30 PM	3	363	131	0	5	0	0	1	1	0	0	0	0
5/24/2023	5:45 PM	5	340	124	0	4	0	0	1	0	0	0	0	0
5/24/2023	6:00 PM	3	303	95	0	4	0	0	1	0	0	0	0	0
5/24/2023	6:15 PM	2	250	72	0	2	0	0	2	0	0	0	0	0
5/24/2023	6:30 PM	2	235	59	0	0	0	0	1	0	0	0	0	0
5/24/2023	6:45 PM	2	229	60	0	0	0	0	1	0	0	0	0	0
5/24/2023	7:00 PM	2	221	64	0	0	0	0	1	0	0	0	0	0
5/24/2023	7:15 PM	2	223	66	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	2	203	58	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	188	50	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:00 PM	3	194	41	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	3	186	36	0	0	1	0	0	0	0	0	0	0
5/24/2023	8:30 PM	3	178	28	0	0	1	0	0	0	0	0	0	0
5/24/2023	8:45 PM	3	178	24	0	0	1	0	0	0	0	0	0	0
5/24/2023	9:00 PM	0	141	18	0	0	1	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	120	15	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	91	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	69	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	62	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	51	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	50	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	39	8	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	29	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	19	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || NB EB 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.759119°, -82.494343°

Click here for Map

0000 - 2400 (24h Session) (05-23-2023)
NB EB 15min

	Northbound (Movement 26.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	11
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	5
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	12
0400 - 0415	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0415 - 0430	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0430 - 0445	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0445 - 0500	0	8	1	0	0	0	0	0	0	0	0	0	0	9	35
0500 - 0515	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0515 - 0530	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0530 - 0545	0	23	4	0	0	0	0	0	0	0	0	0	0	27	
0545 - 0600	0	22	5	1	0	0	0	0	0	0	0	0	0	28	72
0600 - 0615	0	24	8	2	0	0	0	0	0	0	0	0	0	34	
0615 - 0630	0	29	10	0	1	0	0	0	0	0	0	0	0	40	
0630 - 0645	1	48	17	1	0	2	0	0	0	0	0	0	0	69	
0645 - 0700	0	61	17	2	1	0	0	0	0	0	0	0	0	81	224
0700 - 0715	1	96	14	1	0	1	0	0	1	0	0	0	0	114	
0715 - 0730	0	116	11	0	1	0	0	0	1	0	0	0	0	129	
0730 - 0745	0	171	19	0	3	0	0	0	0	0	0	0	0	193	
0745 - 0800	0	146	22	1	2	0	0	0	0	0	0	0	0	171	607
0800 - 0815	1	121	14	0	0	2	0	2	0	0	0	0	0	140	
0815 - 0830	0	72	12	0	2	0	0	1	0	0	0	0	0	87	
0830 - 0845	0	80	14	0	1	0	0	0	1	0	0	0	0	96	
0845 - 0900	0	82	12	0	0	1	0	0	0	0	0	0	0	95	418
0900 - 0915	0	47	13	1	0	1	0	0	0	0	0	0	0	62	
0915 - 0930	0	67	13	0	0	1	0	0	0	0	0	0	0	81	
0930 - 0945	0	78	11	0	0	0	0	0	0	0	0	0	0	89	
0945 - 1000	0	82	10	0	0	0	0	1	0	0	0	0	0	93	325
1000 - 1015	0	62	12	0	2	1	0	0	1	0	0	0	0	78	
1015 - 1030	0	65	13	0	0	1	0	0	0	0	0	0	0	79	
1030 - 1045	0	65	18	0	1	0	0	1	0	0	0	0	0	85	
1045 - 1100	1	83	20	0	1	1	0	0	0	0	0	0	0	106	348
1100 - 1115	0	67	18	1	1	1	0	0	1	0	0	0	0	89	
1115 - 1130	1	60	17	0	0	2	0	0	0	0	0	0	0	80	
1130 - 1145	0	66	20	0	4	0	0	0	0	0	0	0	0	90	
1145 - 1200	0	74	21	0	0	0	0	1	0	0	0	0	0	96	355
1200 - 1215	0	82	27	0	0	0	0	0	0	0	0	0	0	109	
1215 - 1230	1	73	21	0	2	1	0	1	0	0	0	0	0	99	
1230 - 1245	0	81	20	0	1	1	0	0	0	0	0	0	0	103	
1245 - 1300	0	67	30	0	4	0	0	1	0	0	0	0	0	102	413
1300 - 1315	0	59	18	0	4	1	0	1	0	0	0	0	0	83	
1315 - 1330	0	69	12	1	2	3	0	0	0	0	0	0	0	87	
1330 - 1345	2	71	18	0	0	0	0	0	0	0	0	0	0	91	
1345 - 1400	0	69	31	0	0	1	0	0	2	0	0	0	0	103	364
1400 - 1415	0	57	20	9	1	0	0	1	0	0	0	0	0	88	
1415 - 1430	2	62	26	1	3	0	0	1	0	0	0	0	0	95	
1430 - 1445	1	73	27	0	2	1	0	0	0	0	0	0	0	104	
1445 - 1500	1	65	18	0	1	0	0	0	0	0	0	0	0	85	372
1500 - 1515	0	79	27	0	1	0	0	0	0	0	0	0	0	107	
1515 - 1530	0	74	16	1	0	0	0	1	0	0	0	0	0	92	
1530 - 1545	1	80	25	1	0	0	0	0	0	0	0	0	0	107	
1545 - 1600	0	69	17	0	0	1	0	0	0	0	0	0	0	87	393
1600 - 1615	0	62	30	1	2	0	0	0	1	0	0	0	0	96	
1615 - 1630	0	68	32	0	2	0	0	0	0	0	0	0	0	102	
1630 - 1645	0	86	24	0	0	2	0	1	1	0	0	0	0	114	
1645 - 1700	0	79	24	0	4	0	0	0	1	0	0	0	0	108	420
1700 - 1715	1	92	20	0	2	0	0	0	0	0	0	0	0	115	
1715 - 1730	0	94	12	0	0	1	0	0	1	0	0	0	0	108	
1730 - 1745	0	84	14	0	1	2	0	0	0	0	0	0	0	101	
1745 - 1800	0	91	11	0	1	1	0	0	0	0	0	0	0	104	428
1800 - 1815	0	74	16	0	0	1	0	0	1	0	0	0	0	92	
1815 - 1830	1	85	13	0	0	0	0	0	0	0	0	0	0	99	
1830 - 1845	0	78	11	0	0	0	0	0	0	0	0	0	0	89	
1845 - 1900	0	57	16	0	2	0	0	0	1	0	0	0	0	76	356
1900 - 1915	1	68	13	0	0	0	0	0	0	0	0	0	0	82	
1915 - 1930	0	63	10	0	0	0	0	0	0	0	0	0	0	73	
1930 - 1945	0	42	11	0	1	0	0	0	0	0	0	0	0	54	
1945 - 2000	0	36	14	0	0	0	0	0	0	0	0	0	0	50	259
2000 - 2015	0	44	13	0	1	0	0	0	0	0	0	0	0	58	
2015 - 2030	1	30	9	0	0	0	0	0	1	0	0	0	0	41	
2030 - 2045	0	24	7	0	1	0	0	0	0	0	0	0	0	32	
2045 - 2100	0	39	8	0	0	0	0	0	0	0	0	0	0	47	178
2100 - 2115	0	30	8	0	0	0	0	0	0	0	0	0	0	38	
2115 - 2130	0	27	6	0	0	0	0	0	0	0	0	0	0	33	
2130 - 2145	0	26	5	0	0	0	0	0	0	0	0	0	0	31	
2145 - 2200	0	17	3	0	0	0	0	0	0	0	0	0	0	20	122
2200 - 2215	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
2215 - 2230	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
2230 - 2245	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2245 - 2300	0	6	2	0	0	0	0	0	0	0	0	0	0	8	48
2300 - 2315	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2315 - 2330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	6	0	0	0	0	0	0	0	0	0	0	0	6	23

Session Total	17	4568	1069	24	58	30	0	13	14	0	0	0	0	5793
Session Average	0.18	47.58	11.14	0.25	0.60	0.31	0.00	0.14	0.15	0.00	0.00	0.00	0.00	60.34
Session Percentage	0.29	78.85	18.45	0.41	1.00	0.52	0.00	0.22	0.24	0.00	0.00	0.00	0.00	

AM Peak Hour	0615 - 0715	0715 - 0815	0730 - 0830	0600 - 0700	0730 - 0830	0615 - 0715	-	0730 - 0830	0630 - 0730	-	-	-	-	0715 - 0815
AM Peak Volume	2	554	67	5	7	3	0	3	2	0	0	0	0	633

Noon Peak Hour	1330 - 1430	1145 - 1245	1345 - 1445	1315 - 1415	1215 - 1315	1230 - 1330	-	1215 - 1315	1300 - 1400	-	-	-	-	1200 - 1300
Noon Peak Volume	4	310	104	10	11	5	0	3	2	0	0	0	0	413

PM Peak Hour	1815 - 1915	1700 - 1800	1600 - 1700	1515 - 1615	1600 - 1700	1715 - 1815	-	1500 - 1600	1600 - 1700	-	-	-	-	1630 - 1730
PM Peak Volume	2	361	110	3	8	5	0	1	3	0	0	0	0	445

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-24-2023)
NB EB 15min

	Northbound (Movement 26.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0030 - 0045	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**8**
0100 - 0115	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**	
0115 - 0130	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
0130 - 0145	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**12**
0200 - 0215	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0230 - 0245	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**	
0245 - 0300	0	2	0	0	0	1	0	0	0	0	0	0	0	**3**	**9**
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0330 - 0345	0	4	0	0	1	0	0	0	0	0	0	0	0	**5**	
0345 - 0400	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**15**
0400 - 0415	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0415 - 0430	0	2	1	0	0	0	0	0	0	0	0	0	0	**3**	
0430 - 0445	0	4	2	0	0	0	0	0	0	0	0	0	0	**6**	
0445 - 0500	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**23**
0500 - 0515	0	12	1	0	0	0	0	0	0	0	0	0	0	**13**	
0515 - 0530	0	8	0	0	0	0	0	0	2	0	0	0	0	**10**	
0530 - 0545	0	13	4	0	0	0	0	0	0	0	0	0	0	**17**	
0545 - 0600	0	23	7	1	0	0	0	0	0	0	0	0	0	**31**	**71**
0600 - 0615	0	15	12	2	0	0	0	1	0	0	0	0	0	**30**	
0615 - 0630	0	33	13	0	1	0	0	0	0	0	0	0	0	**47**	
0630 - 0645	0	39	22	1	1	0	0	0	0	0	0	0	0	**63**	
0645 - 0700	0	55	24	0	2	2	0	1	0	0	0	0	0	**84**	**224**
0700 - 0715	1	72	30	2	0	0	0	0	0	0	0	0	0	**105**	
0715 - 0730	0	111	29	0	1	1	0	0	0	0	0	0	0	**142**	
0730 - 0745	0	130	37	0	0	1	0	0	1	0	0	0	0	**169**	
0745 - 0800	0	144	45	2	0	0	0	1	1	0	0	0	0	**193**	**609**
0800 - 0815	0	104	33	0	3	0	0	0	0	0	0	0	0	**140**	
0815 - 0830	0	59	20	0	3	0	0	2	1	0	0	0	0	**85**	
0830 - 0845	0	65	25	0	4	1	0	1	0	0	0	0	0	**96**	
0845 - 0900	1	61	17	0	0	0	0	0	1	1	0	0	0	**81**	**402**
0900 - 0915	0	69	20	1	0	0	0	0	0	0	0	0	0	**90**	
0915 - 0930	0	62	14	0	0	0	0	0	0	0	0	0	0	**76**	
0930 - 0945	0	73	19	0	0	0	0	0	0	0	0	0	0	**92**	
0945 - 1000	2	60	26	0	1	0	0	0	0	0	0	0	0	**89**	**347**
1000 - 1015	0	51	21	0	3	0	0	0	0	0	0	0	0	**75**	
1015 - 1030	0	54	15	0	0	0	0	0	0	0	0	0	0	**69**	
1030 - 1045	0	59	17	0	2	1	0	0	0	0	0	0	0	**79**	
1045 - 1100	1	71	13	0	0	0	0	1	2	0	0	0	0	**88**	**311**
1100 - 1115	1	81	19	0	0	1	0	0	1	0	0	0	0	**103**	
1115 - 1130	0	61	23	0	2	0	0	0	0	0	0	0	0	**86**	
1130 - 1145	0	73	13	0	3	0	0	0	0	0	0	0	0	**89**	
1145 - 1200	1	71	10	0	3	0	0	0	0	0	0	0	0	**85**	**363**
1200 - 1215	0	87	26	0	0	0	0	1	0	0	0	0	0	**114**	
1215 - 1230	0	67	29	0	0	0	0	0	1	0	0	0	0	**97**	
1230 - 1245	0	75	23	0	3	0	0	0	0	0	0	0	0	**101**	
1245 - 1300	0	69	23	0	1	1	0	1	0	0	0	0	0	**95**	**407**
1300 - 1315	0	68	16	0	1	1	0	0	0	0	0	0	0	**86**	
1315 - 1330	1	55	13	1	2	1	0	0	0	0	0	0	0	**73**	
1330 - 1345	0	77	25	0	3	0	0	0	0	0	0	0	0	**105**	
1345 - 1400	0	65	17	0	0	2	0	0	0	0	0	0	0	**84**	**348**
1400 - 1415	0	65	22	10	2	2	0	0	0	0	0	0	0	**101**	
1415 - 1430	0	57	11	0	1	3	0	0	1	0	0	0	0	**73**	
1430 - 1445	0	70	21	0	0	1	0	0	0	0	0	0	0	**92**	
1445 - 1500	2	74	24	0	1	1	0	0	1	0	0	0	0	**103**	**369**
1500 - 1515	0	66	29	0	0	1	0	0	0	0	0	0	0	**96**	
1515 - 1530	0	83	16	2	2	3	0	0	0	0	0	0	0	**106**	
1530 - 1545	0	68	19	1	1	0	0	0	1	0	0	0	0	**90**	
1545 - 1600	1	63	26	0	1	0	1	0	0	0	0	0	0	**92**	**384**
1600 - 1615	1	68	27	0	2	1	2	1	0	0	0	0	0	**102**	
1615 - 1630	2	63	25	0	3	1	2	0	0	0	0	0	0	**96**	
1630 - 1645	0	83	16	0	3	1	0	1	0	0	0	0	0	**104**	
1645 - 1700	1	76	15	0	4	0	0	0	0	0	0	0	0	**96**	**398**
1700 - 1715	0	67	25	0	0	0	0	0	0	0	0	0	0	**92**	
1715 - 1730	1	83	22	0	0	0	1	0	0	0	0	0	0	**107**	
1730 - 1745	2	65	28	0	0	0	2	0	0	0	0	0	0	**97**	
1745 - 1800	0	87	24	0	0	0	0	0	0	0	0	0	0	**111**	**407**
1800 - 1815	0	82	34	0	0	0	0	1	0	0	0	0	0	**117**	
1815 - 1830	0	71	27	0	1	0	0	0	0	0	0	0	0	**99**	
1830 - 1845	1	68	23	0	0	0	0	0	0	0	0	0	0	**92**	
1845 - 1900	0	57	17	0	0	0	0	0	0	0	0	0	0	**74**	**382**
1900 - 1915	1	49	23	0	2	0	0	0	0	0	0	0	0	**75**	
1915 - 1930	1	62	14	0	1	0	0	0	0	0	0	0	0	**78**	
1930 - 1945	0	51	17	0	0	0	0	0	1	0	0	0	0	**69**	
1945 - 2000	0	46	8	0	0	0	0	0	0	0	0	0	0	**54**	**276**
2000 - 2015	0	45	13	0	0	0	0	0	0	0	0	0	0	**58**	
2015 - 2030	0	51	16	0	1	0	0	0	0	0	0	0	0	**68**	
2030 - 2045	0	41	13	0	0	0	1	0	0	0	0	0	0	**55**	
2045 - 2100	2	46	9	0	1	0	0	0	0	0	0	0	0	**58**	**239**
2100 - 2115	2	32	10	0	0	0	0	0	0	0	0	0	0	**44**	
2115 - 2130	0	25	6	0	0	0	0	0	0	0	0	0	0	**31**	
2130 - 2145	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**	
2145 - 2200	0	12	4	0	0	0	0	0	0	0	0	0	0	**16**	**110**
2200 - 2215	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
2215 - 2230	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	
2230 - 2245	0	12	3	0	0	0	0	0	0	0	0	0	0	**15**	
2245 - 2300	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**42**
2300 - 2315	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
2315 - 2330	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	
2330 - 2345	0	1	2	0	0	0	0	0	0	0	0	0	0	**3**	
2345 - 0000	0	7	3	0	0	0	0	0	0	0	0	0	0	**10**	**30**

Session Total	25	4291	1316	23	66	27	9	12	16	1	0	0	0	**5786**
Session Average	0.26	44.70	13.71	0.24	0.69	0.28	0.09	0.13	0.17	0.01	0.00	0.00	0.00	**60.27**
Session Percentage	0.43	74.16	22.74	0.40	1.14	0.47	0.16	0.21	0.28	0.02	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0715 - 0815	0715 - 0815	0545 - 0645	0745 - 0845	0645 - 0745	-	0745 - 0845	0730 - 0830	0800 - 0900	-	-	-	**0715 - 0815**
AM Peak Volume	2	489	144	4	10	4	0	4	3	1	0	0	0	**644**

Noon Peak Hour	1015 - 1115	1145 - 1245	1200 - 1300	1315 - 1415	1100 - 1200	1345 - 1445	-	1200 - 1300	1015 - 1115	-	-	-	-	**1200 - 1300**
Noon Peak Volume	2	300	101	11	8	8	0	2	3	0	0	0	0	**407**

PM Peak Hour	1530 - 1630	1715 - 1815	1730 - 1830	1500 - 1600	1600 - 1700	1500 - 1600	1530 - 1630	1545 - 1645	1500 - 1600	-	-	-	-	**1715 - 1815**
PM Peak Volume	4	317	113	3	12	4	5	2	1	0	0	0	0	**432**

Bi-Directional Class Count || SB WB 15min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.759119°, -82.494343°

Click here for Map

0000 - 2400 (24h Session) (05-23-2023)
SB WB 15min

	Southbound (Movement 26.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0015 - 0030	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0030 - 0045	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0045 - 0100	0	5	0	0	0	0	0	0	1	0	0	0	0	6	18
0100 - 0115	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	5	0	0	0	0	0	0	0	0	0	0	0	5	14
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0430 - 0445	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0445 - 0500	0	9	2	0	0	0	0	0	0	0	0	0	0	11	25
0500 - 0515	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0515 - 0530	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0530 - 0545	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
0545 - 0600	0	6	1	0	0	0	0	0	0	0	0	0	0	7	37
0600 - 0615	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
0615 - 0630	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
0630 - 0645	0	15	9	0	1	0	0	0	0	0	0	0	0	25	
0645 - 0700	0	16	8	0	1	0	0	0	0	0	0	0	0	25	76
0700 - 0715	0	20	5	1	0	3	0	0	0	0	0	0	0	29	
0715 - 0730	0	34	13	0	2	1	0	0	0	0	0	0	0	50	
0730 - 0745	0	45	12	2	2	0	0	1	0	0	0	0	0	62	
0745 - 0800	0	44	14	3	1	0	0	1	0	0	0	0	0	63	204
0800 - 0815	0	44	16	1	1	3	0	0	0	0	0	0	0	65	
0815 - 0830	0	33	7	0	3	0	0	0	0	0	0	0	0	43	
0830 - 0845	0	26	13	0	2	1	0	0	1	0	0	0	0	43	
0845 - 0900	0	37	14	0	2	0	0	0	0	0	0	0	0	53	204
0900 - 0915	0	48	13	0	0	2	0	1	0	0	0	0	0	64	
0915 - 0930	0	42	16	1	0	0	0	0	0	0	0	0	0	59	
0930 - 0945	0	46	11	0	6	0	0	0	0	0	0	0	0	63	
0945 - 1000	1	34	15	0	1	1	0	0	0	0	0	0	0	52	238
1000 - 1015	0	46	14	0	1	0	0	1	0	0	0	0	0	62	
1015 - 1030	0	42	18	1	1	0	0	0	0	0	0	0	0	62	
1030 - 1045	0	60	15	0	2	1	0	0	0	0	0	0	0	78	
1045 - 1100	0	45	17	0	2	1	0	0	0	0	0	0	0	65	267
1100 - 1115	0	51	17	1	1	3	0	0	0	0	0	0	0	73	
1115 - 1130	0	45	20	0	1	1	0	0	0	0	0	0	0	67	
1130 - 1145	0	56	11	0	0	1	0	0	0	0	0	0	0	68	
1145 - 1200	1	64	20	0	1	0	0	1	1	0	0	0	0	88	296
1200 - 1215	0	67	24	1	0	0	0	1	1	0	0	0	0	94	
1215 - 1230	0	65	25	0	1	0	0	0	0	0	0	0	0	91	
1230 - 1245	0	63	21	0	1	0	0	2	1	0	0	0	0	88	
1245 - 1300	1	63	22	0	3	0	0	0	0	0	0	0	0	89	362
1300 - 1315	1	69	25	1	1	0	0	1	0	0	0	0	0	98	
1315 - 1330	0	73	28	0	1	1	0	0	0	0	0	0	0	103	
1330 - 1345	0	75	27	0	3	0	0	0	0	0	0	0	0	105	
1345 - 1400	0	77	30	0	0	0	1	0	0	0	0	0	0	108	414
1400 - 1415	0	80	23	0	3	0	0	1	0	0	0	0	0	107	
1415 - 1430	1	76	18	0	2	1	0	0	0	0	0	0	0	98	
1430 - 1445	2	52	22	1	2	0	0	0	1	0	0	0	0	80	
1445 - 1500	0	73	31	0	1	0	0	0	0	0	0	0	0	105	390
1500 - 1515	0	82	28	0	1	0	0	0	0	0	0	0	0	111	
1515 - 1530	0	75	22	1	1	1	0	0	0	0	0	0	0	100	
1530 - 1545	0	102	36	1	0	0	0	1	0	0	0	0	0	140	
1545 - 1600	0	87	25	0	0	1	0	0	0	0	0	0	0	113	464
1600 - 1615	1	116	17	2	0	1	0	0	0	0	0	0	0	137	
1615 - 1630	1	121	33	1	1	0	0	1	0	0	0	0	0	158	
1630 - 1645	0	119	32	0	2	0	0	0	0	0	0	0	0	153	
1645 - 1700	0	109	45	0	0	0	1	0	0	0	0	0	0	155	603
1700 - 1715	0	135	41	0	2	2	0	1	0	0	0	0	0	181	
1715 - 1730	0	140	35	0	1	1	0	1	0	0	0	0	0	178	
1730 - 1745	2	152	40	0	3	0	0	0	0	0	0	0	0	197	
1745 - 1800	1	138	33	0	0	0	0	0	0	0	0	0	0	172	728
1800 - 1815	0	89	24	0	0	0	0	0	0	0	0	0	0	113	
1815 - 1830	0	111	27	0	0	0	0	0	0	0	0	0	0	138	
1830 - 1845	1	92	29	0	0	0	0	0	0	0	0	0	0	122	
1845 - 1900	0	86	17	0	0	0	0	0	0	0	0	0	0	103	476
1900 - 1915	0	78	19	0	1	0	0	0	0	0	0	0	0	98	
1915 - 1930	2	77	25	0	0	0	0	0	0	0	0	0	0	104	
1930 - 1945	0	76	14	0	0	0	0	0	0	0	0	0	0	90	
1945 - 2000	0	65	15	0	1	0	0	0	0	0	0	0	0	81	373
2000 - 2015	0	72	16	0	0	0	0	0	0	0	0	0	0	88	
2015 - 2030	0	47	8	0	0	0	0	0	0	0	0	0	0	55	
2030 - 2045	0	55	7	1	0	0	0	0	0	0	0	0	0	63	
2045 - 2100	0	46	4	0	0	0	0	0	0	0	0	0	0	50	256
2100 - 2115	0	41	9	0	0	0	0	0	0	0	0	0	0	50	
2115 - 2130	0	32	10	0	0	0	0	0	0	0	0	0	0	42	
2130 - 2145	0	41	13	0	0	0	0	0	0	0	0	0	0	54	
2145 - 2200	0	23	8	0	0	0	0	0	0	0	0	0	0	31	177
2200 - 2215	0	17	6	0	0	0	0	0	0	0	0	0	0	23	
2215 - 2230	0	15	5	0	0	0	0	0	0	0	0	0	0	20	
2230 - 2245	0	12	3	0	0	0	0	0	0	0	0	0	0	15	
2245 - 2300	0	11	3	0	0	0	0	0	0	0	0	0	0	14	72
2300 - 2315	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
2315 - 2330	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2330 - 2345	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
2345 - 0000	0	13	3	0	0	0	0	0	0	0	0	0	0	16	51

Session Total	15	4348	1267	19	62	26	2	14	6	0	0	0	0	5759
Session Average	0.16	45.29	13.20	0.20	0.65	0.27	0.02	0.15	0.06	0.00	0.00	0.00	0.00	59.99
Session Percentage	0.26	75.50	22.00	0.33	1.08	0.45	0.03	0.24	0.10	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0945 - 1045	0945 - 1045	0700 - 0800	0930 - 1030	0630 - 0730	-	0700 - 0800	0745 - 0845	-	-	-	-	0945 - 1045
AM Peak Volume	1	182	62	6	9	4	0	2	1	0	0	0	0	254

Noon Peak Hour	1345 - 1445	1445 - 1545	1445 - 1545	1015 - 1115	1245 - 1345	1030 - 1130	1300 - 1400	1145 - 1245	1145 - 1245	-	-	-	-	1445 - 1545
Noon Peak Volume	3	332	117	2	8	6	1	4	3	0	0	0	0	456

PM Peak Hour	1700 - 1800	1700 - 1800	1645 - 1745	1515 - 1615	1645 - 1745	1515 - 1615	1600 - 1700	1530 - 1630	-	-	-	-	-	1700 - 1800
PM Peak Volume	3	565	161	4	6	3	1	2	0	0	0	0	0	728

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-24-2023)
SB WB 15min

	Southbound (Movement 26.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0015 - 0030	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0045 - 0100	0	5	1	0	0	0	0	0	0	0	0	0	0	6	19
0100 - 0115	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0115 - 0130	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	3	10
0200 - 0215	0	2	1	0	0	1	0	0	0	0	0	0	0	4	
0215 - 0230	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	1	0	0	0	0	0	0	1	0	0	0	0	2	11
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	3	5
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0445 - 0500	0	10	2	0	0	0	0	0	0	0	0	0	0	12	20
0500 - 0515	1	10	1	0	0	0	0	0	0	0	0	0	0	12	
0515 - 0530	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0530 - 0545	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0545 - 0600	0	11	3	0	0	0	0	0	0	0	0	0	0	14	45
0600 - 0615	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
0615 - 0630	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0630 - 0645	0	18	3	0	0	0	0	0	0	0	0	0	0	21	
0645 - 0700	0	14	8	0	2	0	0	0	0	0	0	0	0	24	60
0700 - 0715	0	30	9	1	0	0	0	0	0	0	0	0	0	40	
0715 - 0730	0	30	11	1	2	0	0	0	0	0	0	0	0	44	
0730 - 0745	0	34	11	2	3	0	1	0	0	0	0	0	0	51	
0745 - 0800	0	39	14	2	1	0	0	0	1	0	0	0	0	57	192
0800 - 0815	2	41	11	0	2	0	0	1	0	0	0	0	0	57	
0815 - 0830	0	34	15	0	1	0	0	0	0	0	0	0	0	50	
0830 - 0845	0	34	16	0	2	0	1	0	1	0	0	0	0	54	
0845 - 0900	1	33	18	0	2	1	0	0	0	0	0	0	0	55	216
0900 - 0915	0	37	20	0	3	0	0	0	0	0	0	0	0	60	
0915 - 0930	1	40	21	1	3	0	0	0	1	0	0	0	0	67	
0930 - 0945	0	38	15	0	4	0	1	1	0	0	0	0	0	59	
0945 - 1000	0	38	22	0	1	0	0	0	0	0	0	0	0	61	247
1000 - 1015	1	50	18	0	0	0	0	0	1	0	0	0	0	70	
1015 - 1030	0	29	23	0	2	2	0	0	0	0	0	0	0	56	
1030 - 1045	0	43	14	0	3	1	0	1	0	0	0	0	0	62	
1045 - 1100	0	59	18	0	0	0	0	0	0	0	0	0	0	77	265
1100 - 1115	0	61	14	0	0	0	0	1	0	0	0	0	0	76	
1115 - 1130	0	63	20	0	1	0	0	0	0	0	0	0	0	84	
1130 - 1145	1	61	18	0	0	0	0	1	0	0	0	0	0	81	
1145 - 1200	1	62	19	0	4	1	0	0	1	0	0	0	0	88	329
1200 - 1215	0	61	27	0	0	0	0	1	0	0	0	0	0	89	
1215 - 1230	0	71	24	0	1	0	0	1	0	0	0	0	0	97	
1230 - 1245	0	53	23	0	3	0	0	0	0	0	0	0	0	79	
1245 - 1300	3	76	28	0	0	2	0	0	0	0	0	0	0	109	374
1300 - 1315	0	70	20	0	0	1	0	1	0	0	0	0	0	92	
1315 - 1330	0	64	21	0	1	0	1	0	0	0	0	0	0	87	
1330 - 1345	0	65	18	0	0	0	2	0	0	0	0	0	0	85	
1345 - 1400	0	71	19	1	0	0	2	0	0	0	0	0	0	93	357
1400 - 1415	0	91	22	0	1	0	0	0	0	0	0	0	0	114	
1415 - 1430	0	81	13	0	1	0	1	0	0	0	0	0	0	96	
1430 - 1445	2	72	29	1	0	1	1	0	0	0	0	0	0	106	
1445 - 1500	1	86	28	0	0	0	3	0	0	0	0	0	0	118	434
1500 - 1515	0	75	27	1	0	1	0	3	0	0	0	0	0	107	
1515 - 1530	0	70	19	0	2	0	1	0	0	0	0	0	0	92	
1530 - 1545	0	90	31	0	0	0	1	1	1	0	0	0	0	124	
1545 - 1600	2	107	21	2	0	0	2	0	0	0	0	0	0	134	457
1600 - 1615	0	102	28	0	0	0	2	0	0	0	0	0	0	132	
1615 - 1630	0	100	34	1	4	0	0	0	0	0	0	0	0	139	
1630 - 1645	2	107	34	0	1	0	0	2	0	0	0	0	0	146	
1645 - 1700	0	118	24	0	1	0	3	0	0	0	0	0	0	146	563
1700 - 1715	0	135	38	0	0	1	2	2	0	0	0	0	0	178	
1715 - 1730	1	134	45	0	0	0	0	0	0	0	0	0	0	180	
1730 - 1745	1	108	38	0	0	0	0	0	1	0	0	0	0	148	
1745 - 1800	1	114	47	0	0	0	0	0	0	0	0	0	0	162	668
1800 - 1815	1	117	34	0	2	0	0	1	0	0	0	0	0	155	
1815 - 1830	1	84	29	0	2	0	0	0	0	0	0	0	0	116	
1830 - 1845	0	92	13	0	0	0	0	0	0	0	0	0	0	105	
1845 - 1900	0	63	22	0	1	0	0	1	0	0	0	0	0	87	463
1900 - 1915	1	86	15	0	0	0	0	0	0	0	0	0	0	102	
1915 - 1930	0	69	23	0	0	0	0	0	0	0	0	0	0	92	
1930 - 1945	3	67	20	0	1	0	0	0	0	0	0	0	0	91	
1945 - 2000	0	81	12	0	1	0	0	0	0	0	0	0	0	94	379
2000 - 2015	0	59	15	0	0	0	0	0	0	0	0	0	0	74	
2015 - 2030	0	66	9	0	0	0	0	0	0	0	0	0	0	75	
2030 - 2045	0	61	21	0	0	0	0	0	0	0	0	0	0	82	
2045 - 2100	4	54	15	0	0	0	0	0	0	0	0	0	0	73	304
2100 - 2115	0	62	15	0	0	0	1	0	0	0	0	0	0	78	
2115 - 2130	0	50	10	0	0	0	0	0	0	0	0	0	0	60	
2130 - 2145	0	38	10	0	0	0	0	0	0	0	0	0	0	48	
2145 - 2200	1	22	9	0	0	0	0	0	0	0	0	0	0	32	218
2200 - 2215	0	26	12	0	1	0	0	0	0	0	0	0	0	39	
2215 - 2230	0	10	4	0	0	0	0	0	0	0	0	0	0	14	
2230 - 2245	3	15	4	0	0	0	0	0	0	0	0	0	0	22	
2245 - 2300	0	15	3	0	0	0	0	0	0	0	0	0	0	18	93
2300 - 2315	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
2315 - 2330	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2330 - 2345	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2345 - 0000	0	3	2	0	0	0	0	0	0	0	0	0	0	5	38

Session Total	35	4274	1323	13	59	12	25	18	8	0	0	0	0	5767
Session Average	0.36	44.52	13.78	0.14	0.61	0.13	0.26	0.19	0.08	0.00	0.00	0.00	0.00	60.07
Session Percentage	0.61	74.11	22.94	0.23	1.02	0.21	0.43	0.31	0.14	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0915 - 1015	0900 - 1000	0700 - 0800	0845 - 0945	0945 - 1045	0645 - 0745	0715 - 0815	0745 - 0845	-	-	-	-	0915 - 1015
AM Peak Volume	3	166	78	6	12	3	1	1	2	0	0	0	0	257

Noon Peak Hour	1200 - 1300	1400 - 1500	1445 - 1545	1345 - 1445	1145 - 1245	1000 - 1100	1300 - 1400	1445 - 1545	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	3	330	105	2	8	3	5	4	1	0	0	0	0	441

PM Peak Hour	1545 - 1645	1645 - 1745	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1515 - 1615	1500 - 1600	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	4	495	168	3	6	1	6	4	1	0	0	0	0	668

Bi-Directional Class Count || Bi-Directional 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-23-2023)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0015 - 0030	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	11	0	0	0	0	0	0	0	0	0	0	0	11	
0045 - 0100	0	6	0	0	0	0	0	0	1	0	0	0	0	7	29
0100 - 0115	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0115 - 0130	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	7	0	0	0	0	0	0	0	0	0	0	0	7	19
0200 - 0215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0245 - 0300	0	3	0	0	0	0	0	0	0	0	0	0	0	3	12
0300 - 0315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0315 - 0330	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0330 - 0345	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0345 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	5	19
0400 - 0415	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
0415 - 0430	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
0430 - 0445	0	16	5	0	0	0	0	0	0	0	0	0	0	21	
0445 - 0500	0	17	3	0	0	0	0	0	0	0	0	0	0	20	60
0500 - 0515	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
0515 - 0530	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
0530 - 0545	0	32	5	0	0	0	0	0	0	0	0	0	0	37	
0545 - 0600	0	28	6	1	0	0	0	0	0	0	0	0	0	35	109
0600 - 0615	0	32	10	2	0	0	0	0	0	0	0	0	0	44	
0615 - 0630	0	42	13	0	1	0	0	0	0	0	0	0	0	56	
0630 - 0645	1	63	26	1	1	2	0	0	0	0	0	0	0	94	
0645 - 0700	0	77	25	2	2	0	0	0	0	0	0	0	0	106	300
0700 - 0715	1	116	19	2	0	4	0	0	1	0	0	0	0	143	
0715 - 0730	0	150	24	0	3	1	0	0	1	0	0	0	0	179	
0730 - 0745	0	216	31	2	5	0	0	1	0	0	0	0	0	255	
0745 - 0800	0	190	36	4	3	0	0	1	0	0	0	0	0	234	811
0800 - 0815	1	165	30	1	1	5	0	2	0	0	0	0	0	205	
0815 - 0830	0	105	19	0	5	0	0	1	0	0	0	0	0	130	
0830 - 0845	0	106	27	0	3	1	0	0	2	0	0	0	0	139	
0845 - 0900	0	119	26	0	2	1	0	0	0	0	0	0	0	148	622
0900 - 0915	0	95	26	1	0	3	0	1	0	0	0	0	0	126	
0915 - 0930	0	109	29	1	0	1	0	0	0	0	0	0	0	140	
0930 - 0945	0	124	22	0	6	0	0	0	0	0	0	0	0	152	
0945 - 1000	1	116	25	0	1	1	0	1	0	0	0	0	0	145	563
1000 - 1015	0	108	26	0	3	1	0	1	1	0	0	0	0	140	
1015 - 1030	0	107	31	1	1	1	0	0	0	0	0	0	0	141	
1030 - 1045	0	125	33	0	3	1	0	1	0	0	0	0	0	163	
1045 - 1100	1	128	37	0	3	2	0	0	0	0	0	0	0	171	615
1100 - 1115	0	118	35	2	2	4	0	0	1	0	0	0	0	162	
1115 - 1130	1	105	37	0	1	3	0	0	0	0	0	0	0	147	
1130 - 1145	0	122	31	0	4	1	0	0	0	0	0	0	0	158	
1145 - 1200	1	138	41	0	1	0	0	2	1	0	0	0	0	184	651
1200 - 1215	0	149	51	1	0	0	0	1	1	0	0	0	0	203	
1215 - 1230	1	138	46	0	3	1	0	1	0	0	0	0	0	190	
1230 - 1245	0	144	41	0	2	1	0	2	1	0	0	0	0	191	
1245 - 1300	1	130	52	0	7	0	0	1	0	0	0	0	0	191	775
1300 - 1315	1	128	43	1	5	1	0	2	0	0	0	0	0	181	
1315 - 1330	0	142	40	1	3	4	0	0	0	0	0	0	0	190	
1330 - 1345	2	146	45	0	3	0	0	0	0	0	0	0	0	196	
1345 - 1400	0	146	61	0	0	1	1	0	2	0	0	0	0	211	778
1400 - 1415	0	137	43	9	4	0	0	2	0	0	0	0	0	195	
1415 - 1430	3	138	44	1	5	1	0	1	0	0	0	0	0	193	
1430 - 1445	3	125	49	1	4	1	0	0	1	0	0	0	0	184	
1445 - 1500	1	138	49	0	2	0	0	0	0	0	0	0	0	190	762
1500 - 1515	0	161	55	0	2	0	0	0	0	0	0	0	0	218	
1515 - 1530	0	149	38	2	1	1	0	1	0	0	0	0	0	192	
1530 - 1545	1	182	61	2	0	0	0	1	0	0	0	0	0	247	
1545 - 1600	0	156	42	0	0	2	0	0	0	0	0	0	0	200	857
1600 - 1615	1	178	47	3	2	1	0	0	1	0	0	0	0	233	
1615 - 1630	1	189	65	1	3	0	0	1	0	0	0	0	0	260	
1630 - 1645	0	205	56	0	2	2	0	1	1	0	0	0	0	267	
1645 - 1700	0	188	69	0	4	0	1	0	1	0	0	0	0	263	1023
1700 - 1715	1	227	61	0	4	2	0	1	0	0	0	0	0	296	
1715 - 1730	0	234	47	0	1	2	0	1	1	0	0	0	0	286	
1730 - 1745	2	236	54	0	4	2	0	0	0	0	0	0	0	298	
1745 - 1800	1	229	44	0	1	1	0	0	0	0	0	0	0	276	1156
1800 - 1815	0	163	40	0	0	1	0	0	1	0	0	0	0	205	
1815 - 1830	1	196	40	0	0	0	0	0	0	0	0	0	0	237	
1830 - 1845	1	170	40	0	0	0	0	0	0	0	0	0	0	211	
1845 - 1900	0	143	33	0	2	0	0	0	1	0	0	0	0	179	832
1900 - 1915	1	146	32	0	1	0	0	0	0	0	0	0	0	180	
1915 - 1930	2	140	35	0	0	0	0	0	0	0	0	0	0	177	
1930 - 1945	0	118	25	0	1	0	0	0	0	0	0	0	0	144	
1945 - 2000	0	101	29	0	1	0	0	0	0	0	0	0	0	131	632
2000 - 2015	0	116	29	0	1	0	0	0	0	0	0	0	0	146	
2015 - 2030	1	77	17	0	0	0	0	0	1	0	0	0	0	96	
2030 - 2045	0	79	14	1	1	0	0	0	0	0	0	0	0	95	
2045 - 2100	0	85	12	0	0	0	0	0	0	0	0	0	0	97	434
2100 - 2115	0	71	17	0	0	0	0	0	0	0	0	0	0	88	
2115 - 2130	0	59	16	0	0	0	0	0	0	0	0	0	0	75	
2130 - 2145	0	67	18	0	0	0	0	0	0	0	0	0	0	85	
2145 - 2200	0	40	11	0	0	0	0	0	0	0	0	0	0	51	299
2200 - 2215	0	28	10	0	0	0	0	0	0	0	0	0	0	38	
2215 - 2230	0	27	7	0	0	0	0	0	0	0	0	0	0	34	
2230 - 2245	0	20	6	0	0	0	0	0	0	0	0	0	0	26	
2245 - 2300	0	17	5	0	0	0	0	0	0	0	0	0	0	22	120
2300 - 2315	0	25	4	0	0	0	0	0	0	0	0	0	0	29	
2315 - 2330	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
2330 - 2345	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2345 - 0000	0	19	3	0	0	0	0	0	0	0	0	0	0	22	74

Session Total	32	8916	2336	43	120	56	2	27	20	0	0	0	0	11552
Session Average	0.33	92.88	24.33	0.45	1.25	0.58	0.02	0.28	0.21	0.00	0.00	0.00	0.00	120.33
Session Percentage	0.28	77.18	20.22	0.37	1.04	0.48	0.02	0.23	0.17	0.00	0.00	0.00	0.00	

AM Peak Hour	0615 - 0715	0715 - 0815	0715 - 0815	0700 - 0800	0730 - 0830	0630 - 0730	-	0730 - 0830	0630 - 0730	-	-	-	-	0715 - 0815
AM Peak Volume	2	721	121	8	14	7	0	5	2	0	0	0	0	873

Noon Peak Hour	1400 - 1500	1445 - 1545	1445 - 1545	1345 - 1445	1245 - 1345	1030 - 1130	1300 - 1400	1145 - 1245	1145 - 1245	-	-	-	-	1445 - 1545
Noon Peak Volume	7	630	203	11	18	10	1	6	3	0	0	0	0	847

PM Peak Hour	1700 - 1800	1700 - 1800	1615 - 1715	1515 - 1615	1615 - 1715	1700 - 1800	1600 - 1700	1615 - 1715	1600 - 1700	-	-	-	-	1700 - 1800
PM Peak Volume	4	926	251	7	13	7	1	3	3	0	0	0	0	1156

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-24-2023)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
0015 - 0030	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0030 - 0045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	6	1	0	0	0	0	0	0	0	0	0	0	7	27
0100 - 0115	0	3	1	0	0	0	0	0	1	0	0	0	0	5	
0115 - 0130	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0130 - 0145	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0145 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	4	22
0200 - 0215	0	4	2	0	0	1	0	0	0	0	0	0	0	7	
0215 - 0230	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0230 - 0245	0	2	0	0	0	0	0	0	1	0	0	0	0	3	
0245 - 0300	0	3	0	0	0	1	0	0	1	0	0	0	0	5	20
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
0345 - 0400	0	10	2	0	0	0	0	0	0	0	0	0	0	12	20
0400 - 0415	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0415 - 0430	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0430 - 0445	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
0445 - 0500	0	19	3	0	0	0	0	0	0	0	0	0	0	22	43
0500 - 0515	1	22	2	0	0	0	0	0	0	0	0	0	0	25	
0515 - 0530	0	15	1	0	0	0	0	0	2	0	0	0	0	18	
0530 - 0545	0	22	6	0	0	0	0	0	0	0	0	0	0	28	
0545 - 0600	0	34	10	1	0	0	0	0	0	0	0	0	0	45	116
0600 - 0615	0	19	14	2	0	0	0	1	0	0	0	0	0	36	
0615 - 0630	0	39	16	0	1	0	0	0	0	0	0	0	0	56	
0630 - 0645	0	57	25	1	1	0	0	0	0	0	0	0	0	84	
0645 - 0700	0	69	32	0	4	2	0	1	0	0	0	0	0	108	284
0700 - 0715	1	102	39	3	0	0	0	0	0	0	0	0	0	145	
0715 - 0730	0	141	40	1	3	1	0	0	0	0	0	0	0	186	
0730 - 0745	0	164	48	2	3	1	1	0	1	0	0	0	0	220	
0745 - 0800	0	183	59	4	1	0	0	1	2	0	0	0	0	250	801
0800 - 0815	2	145	44	0	5	0	0	1	0	0	0	0	0	197	
0815 - 0830	0	93	35	0	4	0	0	2	1	0	0	0	0	135	
0830 - 0845	0	99	41	0	6	1	1	1	1	0	0	0	0	150	
0845 - 0900	2	94	35	0	2	1	0	0	1	1	0	0	0	136	618
0900 - 0915	0	106	40	1	3	0	0	0	0	0	0	0	0	150	
0915 - 0930	1	102	35	1	3	0	0	0	1	0	0	0	0	143	
0930 - 0945	0	111	34	0	4	0	1	1	0	0	0	0	0	151	
0945 - 1000	2	98	48	0	2	0	0	0	0	0	0	0	0	150	594
1000 - 1015	1	101	39	0	3	0	0	0	1	0	0	0	0	145	
1015 - 1030	0	83	38	0	2	2	0	0	0	0	0	0	0	125	
1030 - 1045	0	102	31	0	5	2	0	1	0	0	0	0	0	141	
1045 - 1100	1	130	31	0	0	0	0	1	2	0	0	0	0	165	576
1100 - 1115	1	142	33	0	0	1	0	1	1	0	0	0	0	179	
1115 - 1130	0	124	43	0	3	0	0	0	0	0	0	0	0	170	
1130 - 1145	1	134	31	0	3	0	0	1	0	0	0	0	0	170	
1145 - 1200	2	133	29	0	7	1	0	0	1	0	0	0	0	173	692
1200 - 1215	0	148	53	0	0	0	0	2	0	0	0	0	0	203	
1215 - 1230	0	138	53	0	1	0	0	1	1	0	0	0	0	194	
1230 - 1245	0	128	46	0	6	0	0	0	0	0	0	0	0	180	
1245 - 1300	3	145	51	0	1	3	0	1	0	0	0	0	0	204	781
1300 - 1315	0	138	36	0	1	2	0	1	0	0	0	0	0	178	
1315 - 1330	1	119	34	1	3	1	1	0	0	0	0	0	0	160	
1330 - 1345	0	142	43	0	3	0	2	0	0	0	0	0	0	190	
1345 - 1400	0	136	36	1	0	2	2	0	0	0	0	0	0	177	705
1400 - 1415	0	156	44	10	3	2	0	0	0	0	0	0	0	215	
1415 - 1430	0	138	24	0	2	3	1	0	1	0	0	0	0	169	
1430 - 1445	2	142	50	1	0	2	1	0	0	0	0	0	0	198	
1445 - 1500	3	160	52	0	1	1	3	0	1	0	0	0	0	221	803
1500 - 1515	0	141	56	1	0	2	0	3	0	0	0	0	0	203	
1515 - 1530	0	153	35	2	4	3	1	0	0	0	0	0	0	198	
1530 - 1545	0	158	50	1	1	0	1	1	2	0	0	0	0	214	
1545 - 1600	3	170	47	2	1	0	3	0	0	0	0	0	0	226	841
1600 - 1615	1	170	55	0	2	1	4	1	0	0	0	0	0	234	
1615 - 1630	2	163	59	1	7	1	2	0	0	0	0	0	0	235	
1630 - 1645	2	190	50	0	4	1	0	3	0	0	0	0	0	250	
1645 - 1700	1	194	39	0	5	0	3	0	0	0	0	0	0	242	961
1700 - 1715	0	202	63	0	0	1	2	2	0	0	0	0	0	270	
1715 - 1730	2	217	67	0	0	0	1	0	0	0	0	0	0	287	
1730 - 1745	3	173	66	0	0	0	2	0	1	0	0	0	0	245	
1745 - 1800	1	201	71	0	0	0	0	0	0	0	0	0	0	273	1075
1800 - 1815	1	199	68	0	2	0	0	2	0	0	0	0	0	272	
1815 - 1830	1	155	56	0	3	0	0	0	0	0	0	0	0	215	
1830 - 1845	1	160	36	0	0	0	0	0	0	0	0	0	0	197	
1845 - 1900	0	120	39	0	1	0	0	1	0	0	0	0	0	161	845
1900 - 1915	2	135	38	0	2	0	0	0	0	0	0	0	0	177	
1915 - 1930	1	131	37	0	1	0	0	0	0	0	0	0	0	170	
1930 - 1945	3	118	37	0	1	0	0	0	1	0	0	0	0	160	
1945 - 2000	0	127	20	0	1	0	0	0	0	0	0	0	0	148	655
2000 - 2015	0	104	28	0	0	0	0	0	0	0	0	0	0	132	
2015 - 2030	0	117	25	0	1	0	0	0	0	0	0	0	0	143	
2030 - 2045	0	102	34	0	0	0	1	0	0	0	0	0	0	137	
2045 - 2100	6	100	24	0	1	0	0	0	0	0	0	0	0	131	543
2100 - 2115	2	94	25	0	0	0	1	0	0	0	0	0	0	122	
2115 - 2130	0	75	16	0	0	0	0	0	0	0	0	0	0	91	
2130 - 2145	0	53	14	0	0	0	0	0	0	0	0	0	0	67	
2145 - 2200	1	34	13	0	0	0	0	0	0	0	0	0	0	48	328
2200 - 2215	0	34	14	0	1	0	0	0	0	0	0	0	0	49	
2215 - 2230	0	19	5	0	0	0	0	0	0	0	0	0	0	24	
2230 - 2245	3	27	7	0	0	0	0	0	0	0	0	0	0	37	
2245 - 2300	0	21	4	0	0	0	0	0	0	0	0	0	0	25	135
2300 - 2315	0	18	6	0	0	0	0	0	0	0	0	0	0	24	
2315 - 2330	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
2330 - 2345	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
2345 - 0000	0	10	5	0	0	0	0	0	0	0	0	0	0	15	68

Session Total	60	8565	2639	36	125	39	34	30	24	1	0	0	0	11553
Session Average	0.63	89.22	27.49	0.38	1.30	0.41	0.35	0.31	0.25	0.01	0.00	0.00	0.00	120.34
Session Percentage	0.52	74.14	22.84	0.31	1.08	0.34	0.29	0.26	0.21	0.01	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0715 - 0815	0715 - 0815	0700 - 0800	0800 - 0900	0645 - 0745	0645 - 0745	0745 - 0845	0730 - 0830	0800 - 0900	-	-	-	0715 - 0815
AM Peak Volume	4	633	191	10	17	4	1	5	4	1	0	0	0	853

Noon Peak Hour	1400 - 1500	1445 - 1545	1200 - 1300	1315 - 1415	1145 - 1245	1345 - 1445	1300 - 1400	1130 - 1230	1000 - 1100	-	-	-	-	1445 - 1545
Noon Peak Volume	5	612	203	12	14	9	5	4	3	0	0	0	0	836

PM Peak Hour	1545 - 1645	1630 - 1730	1715 - 1815	1500 - 1600	1600 - 1700	1500 - 1600	1530 - 1630	1615 - 1715	1500 - 1600	-	-	-	-	1715 - 1815
PM Peak Volume	8	803	272	6	18	5	10	5	2	0	0	0	0	1077

Bi-Directional Class Count || NB EB Average 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (Weekday 24h Session) (All Dates)
NB EB Average 15min

	NB EB Average 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0015 - 0030	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0030 - 0045	0	4	1	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	1	10
0100 - 0115	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
0115 - 0130	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0130 - 0145	0	2	1	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9
0200 - 0215	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	1	0	0	0	0	0	0	1	0	0	0	0	2	
0245 - 0300	0	3	0	0	0	1	0	0	0	0	0	0	0	3	7
0300 - 0315	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
0345 - 0400	0	6	1	0	0	0	0	0	0	0	0	0	0	7	14
0400 - 0415	0	4	1	0	0	0	0	0	0	0	0	0	0	4	
0415 - 0430	0	5	2	0	0	0	0	0	0	0	0	0	0	6	
0430 - 0445	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
0445 - 0500	0	9	1	0	0	0	0	0	0	0	0	0	0	10	29
0500 - 0515	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0515 - 0530	0	8	1	0	0	0	0	0	1	0	0	0	0	10	
0530 - 0545	0	18	4	0	0	0	0	0	0	0	0	0	0	22	
0545 - 0600	0	23	6	1	0	0	0	0	0	0	0	0	0	30	72
0600 - 0615	0	20	10	2	0	0	0	1	0	0	0	0	0	32	
0615 - 0630	0	31	12	0	1	0	0	0	0	0	0	0	0	44	
0630 - 0645	1	44	20	1	1	1	0	0	0	0	0	0	0	66	
0645 - 0700	0	58	21	1	2	1	0	1	0	0	0	0	0	83	224
0700 - 0715	1	84	22	2	0	1	0	0	1	0	0	0	0	110	
0715 - 0730	0	114	20	0	1	1	0	0	1	0	0	0	0	136	
0730 - 0745	0	151	28	0	2	1	0	0	1	0	0	0	0	181	
0745 - 0800	0	145	34	2	1	0	0	1	1	0	0	0	0	182	608
0800 - 0815	1	113	24	0	2	1	0	1	0	0	0	0	0	140	
0815 - 0830	0	66	16	0	3	0	0	2	1	0	0	0	0	86	
0830 - 0845	0	73	20	0	3	1	0	1	1	0	0	0	0	96	
0845 - 0900	1	72	15	0	0	1	0	0	1	1	0	0	0	88	410
0900 - 0915	0	58	17	1	0	1	0	0	0	0	0	0	0	76	
0915 - 0930	0	65	14	0	0	1	0	0	0	0	0	0	0	79	
0930 - 0945	0	76	15	0	0	0	0	0	0	0	0	0	0	91	
0945 - 1000	1	71	18	0	1	0	0	1	0	0	0	0	0	91	336
1000 - 1015	0	57	17	0	3	1	0	0	1	0	0	0	0	77	
1015 - 1030	0	60	14	0	0	1	0	0	0	0	0	0	0	74	
1030 - 1045	0	62	18	0	2	1	0	1	0	0	0	0	0	82	
1045 - 1100	1	77	17	0	1	1	0	1	1	0	0	0	0	97	330
1100 - 1115	1	74	19	1	1	1	0	0	1	0	0	0	0	96	
1115 - 1130	1	61	20	0	1	1	0	0	0	0	0	0	0	83	
1130 - 1145	0	70	17	0	4	0	0	0	0	0	0	0	0	90	
1145 - 1200	1	73	16	0	2	0	0	1	0	0	0	0	0	91	359
1200 - 1215	0	85	27	0	0	0	0	1	0	0	0	0	0	112	
1215 - 1230	1	70	25	0	1	1	0	1	1	0	0	0	0	98	
1230 - 1245	0	78	22	0	2	1	0	0	0	0	0	0	0	102	
1245 - 1300	0	68	27	0	3	1	0	1	0	0	0	0	0	99	410
1300 - 1315	0	64	17	0	3	1	0	1	0	0	0	0	0	85	
1315 - 1330	1	62	13	1	2	2	0	0	0	0	0	0	0	80	
1330 - 1345	1	74	22	0	2	0	0	0	0	0	0	0	0	98	
1345 - 1400	0	67	24	0	0	2	0	0	1	0	0	0	0	94	356
1400 - 1415	0	61	21	10	2	1	0	1	0	0	0	0	0	95	
1415 - 1430	1	60	19	1	2	2	0	1	1	0	0	0	0	84	
1430 - 1445	1	72	24	0	1	1	0	0	0	0	0	0	0	98	
1445 - 1500	2	70	21	0	1	1	0	0	1	0	0	0	0	94	371
1500 - 1515	0	73	28	0	1	1	0	0	0	0	0	0	0	102	
1515 - 1530	0	79	16	2	1	2	0	1	0	0	0	0	0	99	
1530 - 1545	1	74	22	1	1	0	0	0	1	0	0	0	0	99	
1545 - 1600	1	66	22	0	1	1	1	0	0	0	0	0	0	90	389
1600 - 1615	1	65	29	1	2	1	1	1	1	0	0	0	0	99	
1615 - 1630	1	66	29	0	3	1	1	0	0	0	0	0	0	99	
1630 - 1645	0	85	20	0	2	2	0	1	1	0	0	0	0	109	
1645 - 1700	1	78	20	0	4	0	0	0	1	0	0	0	0	102	409
1700 - 1715	1	80	23	0	1	0	0	0	0	0	0	0	0	104	
1715 - 1730	1	89	17	0	0	1	1	0	1	0	0	0	0	108	
1730 - 1745	1	75	21	0	1	1	1	0	0	0	0	0	0	99	
1745 - 1800	0	89	18	0	1	1	0	0	0	0	0	0	0	108	418
1800 - 1815	0	78	25	0	0	1	0	1	1	0	0	0	0	105	
1815 - 1830	1	78	20	0	1	0	0	0	0	0	0	0	0	99	
1830 - 1845	1	73	17	0	0	0	0	0	0	0	0	0	0	91	
1845 - 1900	0	57	17	0	1	0	0	0	1	0	0	0	0	75	369
1900 - 1915	1	59	18	0	1	0	0	0	0	0	0	0	0	79	
1915 - 1930	1	63	12	0	1	0	0	0	0	0	0	0	0	76	
1930 - 1945	0	47	14	0	1	0	0	0	1	0	0	0	0	62	
1945 - 2000	0	41	11	0	0	0	0	0	0	0	0	0	0	52	268
2000 - 2015	0	45	13	0	1	0	0	0	0	0	0	0	0	58	
2015 - 2030	1	41	13	0	1	0	0	0	1	0	0	0	0	55	
2030 - 2045	0	33	10	0	1	0	1	0	0	0	0	0	0	44	
2045 - 2100	1	43	9	0	1	0	0	0	0	0	0	0	0	53	209
2100 - 2115	1	31	9	0	0	0	0	0	0	0	0	0	0	41	
2115 - 2130	0	26	6	0	0	0	0	0	0	0	0	0	0	32	
2130 - 2145	0	21	5	0	0	0	0	0	0	0	0	0	0	25	
2145 - 2200	0	15	4	0	0	0	0	0	0	0	0	0	0	18	116
2200 - 2215	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
2215 - 2230	0	11	2	0	0	0	0	0	0	0	0	0	0	12	
2230 - 2245	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
2245 - 2300	0	6	2	0	0	0	0	0	0	0	0	0	0	8	45
2300 - 2315	0	8	2	0	0	0	0	0	0	0	0	0	0	9	
2315 - 2330	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2330 - 2345	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
2345 - 0000	0	7	2	0	0	0	0	0	0	0	0	0	0	8	27

Session Total	21	4430	1193	24	62	29	5	13	15	1	0	0	0	5790
Session Average	0.22	46.14	12.42	0.24	0.65	0.30	0.05	0.13	0.16	0.01	0.00	0.00	0.00	60.31
Session Percentage	0.36	76.51	20.60	0.41	1.07	0.49	0.08	0.22	0.26	0.01	0.00	0.00	0.00	

AM Peak Hour	0615 - 0715	0715 - 0815	0715 - 0815	0545 - 0645	0745 - 0845	0630 - 0730	-	0745 - 0845	0700 - 0800	0800 - 0900	-	-	-	0715 - 0815
AM Peak Volume	2	522	105	4	8	3	0	4	2	1	0	0	0	639

Noon Peak Hour	1400 - 1500	1145 - 1245	1200 - 1300	1315 - 1415	1230 - 1330	1345 - 1445	-	1200 - 1300	1015 - 1115	-	-	-	-	1200 - 1300
Noon Peak Volume	3	305	100	11	9	5	0	2	2	0	0	0	0	410

PM Peak Hour	1530 - 1630	1700 - 1800	1530 - 1630	1515 - 1615	1600 - 1700	1545 - 1645	1530 - 1630	1545 - 1645	1600 - 1700	-	-	-	-	1630 - 1730
PM Peak Volume	3	332	101	3	10	3	3	2	2	0	0	0	0	422

Bi-Directional Class Count || SB WB Average 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (Weekday 24h Session) (All Dates)
SB WB Average 15min

	SB WB Average 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	5	1	0	0	0	0	0	0	0	0	0	0	5	
0015 - 0030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	5	1	0	0	0	0	0	1	0	0	0	0	6	19
0100 - 0115	0	4	1	0	0	0	0	0	0	0	0	0	0	4	
0115 - 0130	0	3	1	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	4	12
0200 - 0215	0	3	1	0	0	1	0	0	0	0	0	0	0	4	
0215 - 0230	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	1	0	0	0	0	0	0	1	0	0	0	0	1	9
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0445 - 0500	0	10	2	0	0	0	0	0	0	0	0	0	0	12	23
0500 - 0515	1	10	1	0	0	0	0	0	0	0	0	0	0	11	
0515 - 0530	0	8	2	0	0	0	0	0	0	0	0	0	0	9	
0530 - 0545	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
0545 - 0600	0	9	2	0	0	0	0	0	0	0	0	0	0	11	41
0600 - 0615	0	6	2	0	0	0	0	0	0	0	0	0	0	8	
0615 - 0630	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
0630 - 0645	0	17	6	0	1	0	0	0	0	0	0	0	0	23	
0645 - 0700	0	15	8	0	2	0	0	0	0	0	0	0	0	25	68
0700 - 0715	0	25	7	1	0	2	0	0	0	0	0	0	0	35	
0715 - 0730	0	32	12	1	2	1	0	0	0	0	0	0	0	47	
0730 - 0745	0	40	12	2	3	0	1	1	0	0	0	0	0	57	
0745 - 0800	0	42	14	3	1	0	0	1	1	0	0	0	0	60	198
0800 - 0815	1	43	14	1	2	2	0	1	0	0	0	0	0	61	
0815 - 0830	0	34	11	0	2	0	0	0	0	0	0	0	0	47	
0830 - 0845	0	30	15	0	2	1	1	0	1	0	0	0	0	49	
0845 - 0900	1	35	16	0	2	1	0	0	0	0	0	0	0	54	210
0900 - 0915	0	43	17	0	2	1	0	1	0	0	0	0	0	62	
0915 - 0930	1	41	19	1	2	0	0	0	1	0	0	0	0	63	
0930 - 0945	0	42	13	0	5	0	1	1	0	0	0	0	0	61	
0945 - 1000	1	36	19	0	1	1	0	0	0	0	0	0	0	57	243
1000 - 1015	1	48	16	0	1	0	0	1	1	0	0	0	0	66	
1015 - 1030	0	36	21	1	2	1	0	0	0	0	0	0	0	59	
1030 - 1045	0	52	15	0	3	1	0	1	0	0	0	0	0	70	
1045 - 1100	0	52	18	0	1	1	0	0	0	0	0	0	0	71	266
1100 - 1115	0	56	16	1	1	2	0	1	0	0	0	0	0	75	
1115 - 1130	0	54	20	0	1	1	0	0	0	0	0	0	0	76	
1130 - 1145	1	59	15	0	0	1	0	1	0	0	0	0	0	75	
1145 - 1200	1	63	20	0	3	1	0	1	1	0	0	0	0	88	313
1200 - 1215	0	64	26	1	0	0	0	1	1	0	0	0	0	92	
1215 - 1230	0	68	25	0	1	0	0	1	0	0	0	0	0	94	
1230 - 1245	0	58	22	0	2	0	0	1	1	0	0	0	0	84	
1245 - 1300	2	70	25	0	2	1	0	0	0	0	0	0	0	99	368
1300 - 1315	1	70	23	1	1	1	0	1	0	0	0	0	0	95	
1315 - 1330	0	69	25	0	1	1	1	0	0	0	0	0	0	95	
1330 - 1345	0	70	23	0	2	0	1	0	0	0	0	0	0	95	
1345 - 1400	0	74	25	1	0	0	2	0	0	0	0	0	0	101	386
1400 - 1415	0	86	23	0	2	0	0	1	0	0	0	0	0	111	
1415 - 1430	1	79	16	0	2	1	1	0	0	0	0	0	0	97	
1430 - 1445	2	62	26	1	1	1	1	0	1	0	0	0	0	93	
1445 - 1500	1	80	30	0	1	0	2	0	0	0	0	0	0	112	412
1500 - 1515	0	79	28	1	1	1	0	2	0	0	0	0	0	109	
1515 - 1530	0	73	21	1	2	1	1	0	0	0	0	0	0	96	
1530 - 1545	0	96	34	1	0	0	1	1	1	0	0	0	0	132	
1545 - 1600	1	97	23	1	0	1	1	0	0	0	0	0	0	124	461
1600 - 1615	1	109	23	1	0	1	1	0	0	0	0	0	0	135	
1615 - 1630	1	111	34	1	3	0	0	1	0	0	0	0	0	149	
1630 - 1645	1	113	33	0	2	0	0	1	0	0	0	0	0	150	
1645 - 1700	0	114	35	0	1	0	2	0	0	0	0	0	0	151	583
1700 - 1715	0	135	40	0	1	2	1	2	0	0	0	0	0	180	
1715 - 1730	1	137	40	0	1	1	0	1	0	0	0	0	0	179	
1730 - 1745	2	130	39	0	2	0	0	0	1	0	0	0	0	173	
1745 - 1800	1	126	40	0	0	0	0	0	0	0	0	0	0	167	698
1800 - 1815	1	103	29	0	1	0	0	1	0	0	0	0	0	134	
1815 - 1830	1	98	28	0	1	0	0	0	0	0	0	0	0	127	
1830 - 1845	1	92	21	0	0	0	0	0	0	0	0	0	0	114	
1845 - 1900	0	75	20	0	1	0	0	1	0	0	0	0	0	95	470
1900 - 1915	1	82	17	0	1	0	0	0	0	0	0	0	0	100	
1915 - 1930	1	73	24	0	0	0	0	0	0	0	0	0	0	98	
1930 - 1945	2	72	17	0	1	0	0	0	0	0	0	0	0	91	
1945 - 2000	0	73	14	0	1	0	0	0	0	0	0	0	0	88	376
2000 - 2015	0	66	16	0	0	0	0	0	0	0	0	0	0	81	
2015 - 2030	0	57	9	0	0	0	0	0	0	0	0	0	0	65	
2030 - 2045	0	58	14	1	0	0	0	0	0	0	0	0	0	73	
2045 - 2100	2	50	10	0	0	0	0	0	0	0	0	0	0	62	280
2100 - 2115	0	52	12	0	0	0	1	0	0	0	0	0	0	64	
2115 - 2130	0	41	10	0	0	0	0	0	0	0	0	0	0	51	
2130 - 2145	0	40	12	0	0	0	0	0	0	0	0	0	0	51	
2145 - 2200	1	23	9	0	0	0	0	0	0	0	0	0	0	32	198
2200 - 2215	0	22	9	0	1	0	0	0	0	0	0	0	0	31	
2215 - 2230	0	13	5	0	0	0	0	0	0	0	0	0	0	17	
2230 - 2245	2	14	4	0	0	0	0	0	0	0	0	0	0	19	
2245 - 2300	0	13	3	0	0	0	0	0	0	0	0	0	0	16	83
2300 - 2315	0	14	4	0	0	0	0	0	0	0	0	0	0	18	
2315 - 2330	0	7	2	0	0	0	0	0	0	0	0	0	0	8	
2330 - 2345	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	8	3	0	0	0	0	0	0	0	0	0	0	11	45

Session Total	25	4311	1295	16	61	19	14	16	7	0	0	0	0	5763
Session Average	0.26	44.91	13.49	0.17	0.63	0.20	0.14	0.17	0.07	0.00	0.00	0.00	0.00	60.03
Session Percentage	0.43	74.80	22.47	0.28	1.05	0.33	0.23	0.28	0.12	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0945 - 1045	0945 - 1045	0700 - 0800	0845 - 0945	0800 - 0900	0645 - 0745	0715 - 0815	0745 - 0845	-	-	-	-	0945 - 1045
AM Peak Volume	2	171	70	6	10	3	1	2	2	0	0	0	0	252

Noon Peak Hour	1400 - 1500	1445 - 1545	1445 - 1545	1430 - 1530	1000 - 1100	1015 - 1115	1300 - 1400	1145 - 1245	1145 - 1245	-	-	-	-	1445 - 1545
Noon Peak Volume	3	327	111	2	6	4	3	3	2	0	0	0	0	449

PM Peak Hour	1715 - 1815	1700 - 1800	1700 - 1800	1530 - 1630	1615 - 1715	1630 - 1730	1515 - 1615	1615 - 1715	1500 - 1600	-	-	-	-	1700 - 1800
PM Peak Volume	4	528	159	4	6	2	3	3	1	0	0	0	0	698

Bi-Directional Class Count || Volume Summary 15min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-23-2023)
Volume Summary 15min

TIME	Volume Summary 15min NB	SB	15min Total	60min Total
0000 - 0015	3	4	**7**	
0015 - 0030	2	2	**4**	
0030 - 0045	5	6	**11**	
0045 - 0100	1	6	**7**	**29**
0100 - 0115	1	5	**6**	
0115 - 0130	2	3	**5**	
0130 - 0145	0	1	**1**	
0145 - 0200	2	5	**7**	**19**
0200 - 0215	0	3	**3**	
0215 - 0230	1	1	**2**	
0230 - 0245	1	3	**4**	
0245 - 0300	3	0	**3**	**12**
0300 - 0315	1	2	**3**	
0315 - 0330	2	3	**5**	
0330 - 0345	4	2	**6**	
0345 - 0400	5	0	**5**	**19**
0400 - 0415	4	2	**6**	
0415 - 0430	9	4	**13**	
0430 - 0445	13	8	**21**	
0445 - 0500	9	11	**20**	**60**
0500 - 0515	8	10	**18**	
0515 - 0530	9	10	**19**	
0530 - 0545	27	10	**37**	
0545 - 0600	28	7	**35**	**109**
0600 - 0615	34	10	**44**	
0615 - 0630	40	16	**56**	
0630 - 0645	69	25	**94**	
0645 - 0700	81	25	**106**	**300**
0700 - 0715	114	29	**143**	
0715 - 0730	129	50	**179**	
0730 - 0745	193	62	**255**	
0745 - 0800	171	63	**234**	**811**
0800 - 0815	140	65	**205**	
0815 - 0830	87	43	**130**	
0830 - 0845	96	43	**139**	
0845 - 0900	95	53	**148**	**622**
0900 - 0915	62	64	**126**	
0915 - 0930	81	59	**140**	
0930 - 0945	89	63	**152**	
0945 - 1000	93	52	**145**	**563**
1000 - 1015	78	62	**140**	
1015 - 1030	79	62	**141**	
1030 - 1045	85	78	**163**	
1045 - 1100	106	65	**171**	**615**
1100 - 1115	89	73	**162**	
1115 - 1130	80	67	**147**	
1130 - 1145	90	68	**158**	
1145 - 1200	96	88	**184**	**651**

Time	Volume Summary 15min NB	SB	15min Total	60min Total
1200 - 1215	109	94	**203**	
1215 - 1230	99	91	**190**	
1230 - 1245	103	88	**191**	
1245 - 1300	102	89	**191**	**775**
1300 - 1315	83	98	**181**	
1315 - 1330	87	103	**190**	
1330 - 1345	91	105	**196**	
1345 - 1400	103	108	**211**	**778**
1400 - 1415	88	107	**195**	
1415 - 1430	95	98	**193**	
1430 - 1445	104	80	**184**	
1445 - 1500	85	105	**190**	**762**
1500 - 1515	107	111	**218**	
1515 - 1530	92	100	**192**	
1530 - 1545	107	140	**247**	
1545 - 1600	87	113	**200**	**857**
1600 - 1615	96	137	**233**	
1615 - 1630	102	158	**260**	
1630 - 1645	114	153	**267**	
1645 - 1700	108	155	**263**	**1023**
1700 - 1715	115	181	**296**	
1715 - 1730	108	178	**286**	
1730 - 1745	101	197	**298**	
1745 - 1800	104	172	**276**	**1156**
1800 - 1815	92	113	**205**	
1815 - 1830	99	138	**237**	
1830 - 1845	89	122	**211**	
1845 - 1900	76	103	**179**	**832**
1900 - 1915	82	98	**180**	
1915 - 1930	73	104	**177**	
1930 - 1945	54	90	**144**	
1945 - 2000	50	81	**131**	**632**
2000 - 2015	58	88	**146**	
2015 - 2030	41	55	**96**	
2030 - 2045	32	63	**95**	
2045 - 2100	47	50	**97**	**434**
2100 - 2115	38	50	**88**	
2115 - 2130	33	42	**75**	
2130 - 2145	31	54	**85**	
2145 - 2200	20	31	**51**	**299**
2200 - 2215	15	23	**38**	
2215 - 2230	14	20	**34**	
2230 - 2245	11	15	**26**	
2245 - 2300	8	14	**22**	**120**
2300 - 2315	10	19	**29**	
2315 - 2330	4	9	**13**	
2330 - 2345	3	7	**10**	
2345 - 0000	6	16	**22**	**74**

Session Total	5793	5759	**11552**
Session Average	60.34	59.99	**120.33**
Session Percentage	50.15	49.85	

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-24-2023)
Volume Summary 15min

	Volume Summary 15min		15min	60min
TIME	NB	SB	Total	Total
0000 - 0015	1	6	**7**	
0015 - 0030	3	6	**9**	
0030 - 0045	3	1	**4**	
0045 - 0100	1	6	**7**	**27**
0100 - 0115	2	3	**5**	
0115 - 0130	5	3	**8**	
0130 - 0145	4	1	**5**	
0145 - 0200	1	3	**4**	**22**
0200 - 0215	3	4	**7**	
0215 - 0230	1	4	**5**	
0230 - 0245	2	1	**3**	
0245 - 0300	3	2	**5**	**20**
0300 - 0315	0	1	**1**	
0315 - 0330	1	1	**2**	
0330 - 0345	5	0	**5**	
0345 - 0400	9	3	**12**	**20**
0400 - 0415	4	1	**5**	
0415 - 0430	3	2	**5**	
0430 - 0445	6	5	**11**	
0445 - 0500	10	12	**22**	**43**
0500 - 0515	13	12	**25**	
0515 - 0530	10	8	**18**	
0530 - 0545	17	11	**28**	
0545 - 0600	31	14	**45**	**116**
0600 - 0615	30	6	**36**	
0615 - 0630	47	9	**56**	
0630 - 0645	63	21	**84**	
0645 - 0700	84	24	**108**	**284**
0700 - 0715	105	40	**145**	
0715 - 0730	142	44	**186**	
0730 - 0745	169	51	**220**	
0745 - 0800	193	57	**250**	**801**
0800 - 0815	140	57	**197**	
0815 - 0830	85	50	**135**	
0830 - 0845	96	54	**150**	
0845 - 0900	81	55	**136**	**618**
0900 - 0915	90	60	**150**	
0915 - 0930	76	67	**143**	
0930 - 0945	92	59	**151**	
0945 - 1000	89	61	**150**	**594**
1000 - 1015	75	70	**145**	
1015 - 1030	69	56	**125**	
1030 - 1045	79	62	**141**	
1045 - 1100	88	77	**165**	**576**
1100 - 1115	103	76	**179**	
1115 - 1130	86	84	**170**	
1130 - 1145	89	81	**170**	
1145 - 1200	85	88	**173**	**692**

	Volume Summary 15min		15min	60min
Time	NB	SB	Total	Total
1200 - 1215	114	89	**203**	
1215 - 1230	97	97	**194**	
1230 - 1245	101	79	**180**	
1245 - 1300	95	109	**204**	**781**
1300 - 1315	86	92	**178**	
1315 - 1330	73	87	**160**	
1330 - 1345	105	85	**190**	
1345 - 1400	84	93	**177**	**705**
1400 - 1415	101	114	**215**	
1415 - 1430	73	96	**169**	
1430 - 1445	92	106	**198**	
1445 - 1500	103	118	**221**	**803**
1500 - 1515	96	107	**203**	
1515 - 1530	106	92	**198**	
1530 - 1545	90	124	**214**	
1545 - 1600	92	134	**226**	**841**
1600 - 1615	102	132	**234**	
1615 - 1630	96	139	**235**	
1630 - 1645	104	146	**250**	
1645 - 1700	96	146	**242**	**961**
1700 - 1715	92	178	**270**	
1715 - 1730	107	180	**287**	
1730 - 1745	97	148	**245**	
1745 - 1800	111	162	**273**	**1075**
1800 - 1815	117	155	**272**	
1815 - 1830	99	116	**215**	
1830 - 1845	92	105	**197**	
1845 - 1900	74	87	**161**	**845**
1900 - 1915	75	102	**177**	
1915 - 1930	78	92	**170**	
1930 - 1945	69	91	**160**	
1945 - 2000	54	94	**148**	**655**
2000 - 2015	58	74	**132**	
2015 - 2030	68	75	**143**	
2030 - 2045	55	82	**137**	
2045 - 2100	58	73	**131**	**543**
2100 - 2115	44	78	**122**	
2115 - 2130	31	60	**91**	
2130 - 2145	19	48	**67**	
2145 - 2200	16	32	**48**	**328**
2200 - 2215	10	39	**49**	
2215 - 2230	10	14	**24**	
2230 - 2245	15	22	**37**	
2245 - 2300	7	18	**25**	**135**
2300 - 2315	8	16	**24**	
2315 - 2330	9	7	**16**	
2330 - 2345	3	10	**13**	
2345 - 0000	10	5	**15**	**68**

Session Total	5786	5767	**11553**
Session Average	60.27	60.07	**120.34**
Session Percentage	50.08	49.92	

Bi-Directional Class Count || NB EB 60min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-23-2023)
NB EB 60min

	Northbound (Movement 26.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	11	0	0	0	0	0	0	0	0	0	0	0	**11**
0100 - 0200	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
0200 - 0300	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
0300 - 0400	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
0400 - 0500	0	29	6	0	0	0	0	0	0	0	0	0	0	**35**
0500 - 0600	0	59	12	1	0	0	0	0	0	0	0	0	0	**72**
0600 - 0700	1	162	52	5	2	2	0	0	0	0	0	0	0	**224**
0700 - 0800	1	529	66	2	6	1	0	0	2	0	0	0	0	**607**
0800 - 0900	1	355	52	0	3	3	0	3	1	0	0	0	0	**418**
0900 - 1000	0	274	47	1	0	2	0	1	0	0	0	0	0	**325**
1000 - 1100	1	275	63	0	4	3	0	1	1	0	0	0	0	**348**
1100 - 1200	1	267	76	1	5	3	0	1	1	0	0	0	0	**355**
1200 - 1300	1	303	98	0	7	2	0	2	0	0	0	0	0	**413**
1300 - 1400	2	268	79	1	6	5	0	1	2	0	0	0	0	**364**
1400 - 1500	4	257	91	10	7	1	0	2	0	0	0	0	0	**372**
1500 - 1600	1	302	85	2	1	1	0	1	0	0	0	0	0	**393**
1600 - 1700	0	295	110	1	8	2	0	1	3	0	0	0	0	**420**
1700 - 1800	1	361	57	0	4	4	0	0	1	0	0	0	0	**428**
1800 - 1900	1	294	56	0	2	1	0	0	2	0	0	0	0	**356**
1900 - 2000	1	209	48	0	1	0	0	0	0	0	0	0	0	**259**
2000 - 2100	1	137	37	0	2	0	0	0	1	0	0	0	0	**178**
2100 - 2200	0	100	22	0	0	0	0	0	0	0	0	0	0	**122**
2200 - 2300	0	37	11	0	0	0	0	0	0	0	0	0	0	**48**
2300 - 2400	0	22	1	0	0	0	0	0	0	0	0	0	0	**23**

Session Total	17	4568	1069	24	58	30	0	13	14	0	0	0	0	**5793**
Session Average	0.71	190.33	44.54	1.00	2.42	1.25	0.00	0.54	0.58	0.00	0.00	0.00	0.00	**241.38**
Session Percentage	0.29	78.85	18.45	0.41	1.00	0.52	0.00	0.22	0.24	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0700 - 0800	0700 - 0800	0600 - 0700	0700 - 0800	0800 - 0900	-	0800 - 0900	0700 - 0800	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	529	66	5	6	3	0	3	2	0	0	0	0	**607**

Noon Peak Hour	1400 - 1500	1200 - 1300	1200 - 1300	1400 - 1500	1200 - 1300	1300 - 1400	-	1200 - 1300	1300 - 1400	-	-	-	-	**1200 - 1300**
Noon Peak Volume	4	303	98	10	7	5	0	2	2	0	0	0	0	**413**

PM Peak Hour	1500 - 1600	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	1700 - 1800	-	1500 - 1600	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	1	361	110	2	8	4	0	1	3	0	0	0	0	**428**

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-24-2023)
NB EB 60min

	Northbound (Movement 26.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**
0100 - 0200	0	9	2	0	0	0	0	0	1	0	0	0	0	**12**
0200 - 0300	0	6	1	0	0	1	0	0	1	0	0	0	0	**9**
0300 - 0400	0	12	2	0	1	0	0	0	0	0	0	0	0	**15**
0400 - 0500	0	18	5	0	0	0	0	0	0	0	0	0	0	**23**
0500 - 0600	0	56	12	1	0	0	0	0	2	0	0	0	0	**71**
0600 - 0700	0	142	71	3	4	2	0	2	0	0	0	0	0	**224**
0700 - 0800	1	457	141	4	1	2	0	1	2	0	0	0	0	**609**
0800 - 0900	1	289	95	0	10	1	0	3	2	1	0	0	0	**402**
0900 - 1000	2	264	79	1	1	0	0	0	0	0	0	0	0	**347**
1000 - 1100	1	235	66	0	5	1	0	1	2	0	0	0	0	**311**
1100 - 1200	2	286	65	0	8	1	0	0	1	0	0	0	0	**363**
1200 - 1300	0	298	101	0	4	1	0	2	1	0	0	0	0	**407**
1300 - 1400	1	265	71	1	6	4	0	0	0	0	0	0	0	**348**
1400 - 1500	2	266	78	10	4	7	0	0	2	0	0	0	0	**369**
1500 - 1600	1	280	90	3	4	4	1	0	1	0	0	0	0	**384**
1600 - 1700	4	290	83	0	12	3	4	2	0	0	0	0	0	**398**
1700 - 1800	3	302	99	0	0	0	3	0	0	0	0	0	0	**407**
1800 - 1900	1	278	101	0	1	0	0	1	0	0	0	0	0	**382**
1900 - 2000	2	208	62	0	3	0	0	0	1	0	0	0	0	**276**
2000 - 2100	2	183	51	0	2	0	1	0	0	0	0	0	0	**239**
2100 - 2200	2	84	24	0	0	0	0	0	0	0	0	0	0	**110**
2200 - 2300	0	35	7	0	0	0	0	0	0	0	0	0	0	**42**
2300 - 2400	0	21	9	0	0	0	0	0	0	0	0	0	0	**30**

Session Total	25	4291	1316	23	66	27	9	12	16	1	0	0	0	**5786**
Session Average	1.04	178.79	54.83	0.96	2.75	1.13	0.38	0.50	0.67	0.04	0.00	0.00	0.00	**241.08**
Session Percentage	0.43	74.16	22.74	0.40	1.14	0.47	0.16	0.21	0.28	0.02	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0700 - 0800	0700 - 0800	0700 - 0800	0800 - 0900	0600 - 0700	-	0800 - 0900	0500 - 0600	0800 - 0900	-	-	-	**0700 - 0800**
AM Peak Volume	2	457	141	4	10	2	0	3	2	1	0	0	0	**609**

Noon Peak Hour	1100 - 1200	1200 - 1300	1200 - 1300	1400 - 1500	1100 - 1200	1400 - 1500	-	1200 - 1300	1000 - 1100	-	-	-	-	**1200 - 1300**
Noon Peak Volume	2	298	101	10	8	7	0	2	2	0	0	0	0	**407**

PM Peak Hour	1600 - 1700	1700 - 1800	1800 - 1900	1500 - 1600	1600 - 1700	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	-	-	-	-	**1700 - 1800**
PM Peak Volume	4	302	101	3	12	4	4	2	1	0	0	0	0	**407**

Bi-Directional Class Count || SB WB 60min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-23-2023)
SB WB 60min

	Southbound (Movement 26.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	17	0	0	0	0	0	0	1	0	0	0	0	**18**
0100 - 0200	0	14	0	0	0	0	0	0	0	0	0	0	0	**14**
0200 - 0300	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
0300 - 0400	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**
0400 - 0500	0	21	4	0	0	0	0	0	0	0	0	0	0	**25**
0500 - 0600	0	32	5	0	0	0	0	0	0	0	0	0	0	**37**
0600 - 0700	0	52	22	0	2	0	0	0	0	0	0	0	0	**76**
0700 - 0800	0	143	44	6	5	4	0	2	0	0	0	0	0	**204**
0800 - 0900	0	140	50	1	8	4	0	0	1	0	0	0	0	**204**
0900 - 1000	1	170	55	1	7	3	0	1	0	0	0	0	0	**238**
1000 - 1100	0	193	64	1	6	2	0	1	0	0	0	0	0	**267**
1100 - 1200	1	216	68	1	3	5	0	1	1	0	0	0	0	**296**
1200 - 1300	1	258	92	1	5	0	0	3	2	0	0	0	0	**362**
1300 - 1400	1	294	110	1	5	1	1	1	0	0	0	0	0	**414**
1400 - 1500	3	281	94	1	8	1	0	1	1	0	0	0	0	**390**
1500 - 1600	0	346	111	2	2	2	0	1	0	0	0	0	0	**464**
1600 - 1700	2	465	127	3	3	1	1	1	0	0	0	0	0	**603**
1700 - 1800	3	565	149	0	6	3	0	2	0	0	0	0	0	**728**
1800 - 1900	1	378	97	0	0	0	0	0	0	0	0	0	0	**476**
1900 - 2000	2	296	73	0	2	0	0	0	0	0	0	0	0	**373**
2000 - 2100	0	220	35	1	0	0	0	0	0	0	0	0	0	**256**
2100 - 2200	0	137	40	0	0	0	0	0	0	0	0	0	0	**177**
2200 - 2300	0	55	17	0	0	0	0	0	0	0	0	0	0	**72**
2300 - 2400	0	41	10	0	0	0	0	0	0	0	0	0	0	**51**

Session Total	15	4348	1267	19	62	26	2	14	6	0	0	0	0	**5759**
Session Average	0.63	181.17	52.79	0.79	2.58	1.08	0.08	0.58	0.25	0.00	0.00	0.00	0.00	**239.96**
Session Percentage	0.26	75.50	22.00	0.33	1.08	0.45	0.03	0.24	0.10	0.00	0.00	0.00	0.00	

AM Peak Hour	0900 - 1000	0900 - 1000	0900 - 1000	0700 - 0800	0800 - 0900	0700 - 0800	-	0700 - 0800	0800 - 0900	-	-	-	-	**0900 - 1000**
AM Peak Volume	1	170	55	6	8	4	0	2	1	0	0	0	0	**238**

Noon Peak Hour	1400 - 1500	1300 - 1400	1300 - 1400	1000 - 1100	1400 - 1500	1100 - 1200	1300 - 1400	1200 - 1300	1200 - 1300	-	-	-	-	**1300 - 1400**
Noon Peak Volume	3	294	110	1	8	5	1	3	2	0	0	0	0	**414**

PM Peak Hour	1700 - 1800	1700 - 1800	1700 - 1800	1600 - 1700	1700 - 1800	1700 - 1800	1600 - 1700	1700 - 1800	-	-	-	-	-	**1700 - 1800**
PM Peak Volume	3	565	149	3	6	3	1	2	0	0	0	0	0	**728**

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-24-2023)
SB WB 60min

	Southbound (Movement 26.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**
0100 - 0200	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**
0200 - 0300	0	7	2	0	0	1	0	0	1	0	0	0	0	**11**
0300 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
0400 - 0500	0	17	3	0	0	0	0	0	0	0	0	0	0	**20**
0500 - 0600	1	37	7	0	0	0	0	0	0	0	0	0	0	**45**
0600 - 0700	0	42	16	0	2	0	0	0	0	0	0	0	0	**60**
0700 - 0800	0	133	45	6	6	0	1	0	1	0	0	0	0	**192**
0800 - 0900	3	142	60	0	7	1	1	1	1	0	0	0	0	**216**
0900 - 1000	1	153	78	1	11	0	1	1	1	0	0	0	0	**247**
1000 - 1100	1	181	73	0	5	3	0	1	1	0	0	0	0	**265**
1100 - 1200	2	247	71	0	5	1	0	2	1	0	0	0	0	**329**
1200 - 1300	3	261	102	0	4	2	0	2	0	0	0	0	0	**374**
1300 - 1400	0	270	78	1	1	1	5	1	0	0	0	0	0	**357**
1400 - 1500	3	330	92	1	2	1	5	0	0	0	0	0	0	**434**
1500 - 1600	2	342	98	3	2	1	4	4	1	0	0	0	0	**457**
1600 - 1700	2	427	120	1	6	0	5	2	0	0	0	0	0	**563**
1700 - 1800	3	491	168	0	0	1	2	2	1	0	0	0	0	**668**
1800 - 1900	2	356	98	0	5	0	0	2	0	0	0	0	0	**463**
1900 - 2000	4	303	70	0	2	0	0	0	0	0	0	0	0	**379**
2000 - 2100	4	240	60	0	0	0	0	0	0	0	0	0	0	**304**
2100 - 2200	1	172	44	0	0	0	1	0	0	0	0	0	0	**218**
2200 - 2300	3	66	23	0	1	0	0	0	0	0	0	0	0	**93**
2300 - 2400	0	29	9	0	0	0	0	0	0	0	0	0	0	**38**

Session Total	35	4274	1323	13	59	12	25	18	8	0	0	0	0	**5767**
Session Average	1.46	178.08	55.13	0.54	2.46	0.50	1.04	0.75	0.33	0.00	0.00	0.00	0.00	**240.29**
Session Percentage	0.61	74.11	22.94	0.23	1.02	0.21	0.43	0.31	0.14	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0900 - 1000	0900 - 1000	0700 - 0800	0900 - 1000	0800 - 0900	0700 - 0800	0800 - 0900	0700 - 0800	-	-	-	-	**0900 - 1000**
AM Peak Volume	3	153	78	6	11	1	1	1	1	0	0	0	0	**247**

Noon Peak Hour	1200 - 1300	1400 - 1500	1200 - 1300	1300 - 1400	1000 - 1100	1000 - 1100	1300 - 1400	1100 - 1200	1000 - 1100	-	-	-	-	**1400 - 1500**
Noon Peak Volume	3	330	102	1	5	3	5	2	1	0	0	0	0	**434**

PM Peak Hour	1900 - 2000	1700 - 1800	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	-	-	-	**1700 - 1800**
PM Peak Volume	4	491	168	3	6	1	5	4	1	0	0	0	0	**668**

Bi-Directional Class Count || Bi-Directional 60min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-23-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	28	0	0	0	0	0	0	1	0	0	0	0	**29**
0100 - 0200	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
0200 - 0300	0	12	0	0	0	0	0	0	0	0	0	0	0	**12**
0300 - 0400	0	19	0	0	0	0	0	0	0	0	0	0	0	**19**
0400 - 0500	0	50	10	0	0	0	0	0	0	0	0	0	0	**60**
0500 - 0600	0	91	17	1	0	0	0	0	0	0	0	0	0	**109**
0600 - 0700	1	214	74	5	4	2	0	0	0	0	0	0	0	**300**
0700 - 0800	1	672	110	8	11	5	0	2	2	0	0	0	0	**811**
0800 - 0900	1	495	102	1	11	7	0	3	2	0	0	0	0	**622**
0900 - 1000	1	444	102	2	7	5	0	2	0	0	0	0	0	**563**
1000 - 1100	1	468	127	1	10	5	0	2	1	0	0	0	0	**615**
1100 - 1200	2	483	144	2	8	8	0	2	2	0	0	0	0	**651**
1200 - 1300	2	561	190	1	12	2	0	5	2	0	0	0	0	**775**
1300 - 1400	3	562	189	2	11	6	1	2	2	0	0	0	0	**778**
1400 - 1500	7	538	185	11	15	2	0	3	1	0	0	0	0	**762**
1500 - 1600	1	648	196	4	3	3	0	2	0	0	0	0	0	**857**
1600 - 1700	2	760	237	4	11	3	1	2	3	0	0	0	0	**1023**
1700 - 1800	4	926	206	0	10	7	0	2	1	0	0	0	0	**1156**
1800 - 1900	2	672	153	0	2	1	0	0	2	0	0	0	0	**832**
1900 - 2000	3	505	121	0	3	0	0	0	0	0	0	0	0	**632**
2000 - 2100	1	357	72	1	2	0	0	0	1	0	0	0	0	**434**
2100 - 2200	0	237	62	0	0	0	0	0	0	0	0	0	0	**299**
2200 - 2300	0	92	28	0	0	0	0	0	0	0	0	0	0	**120**
2300 - 2400	0	63	11	0	0	0	0	0	0	0	0	0	0	**74**

Session Total	32	8916	2336	43	120	56	2	27	20	0	0	0	0	**11552**
Session Average	1.33	371.50	97.33	1.79	5.00	2.33	0.08	1.13	0.83	0.00	0.00	0.00	0.00	**481.33**
Session Percentage	0.28	77.18	20.22	0.37	1.04	0.48	0.02	0.23	0.17	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0800 - 0900	-	0800 - 0900	0700 - 0800	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	672	110	8	11	7	0	3	2	0	0	0	0	**811**

Noon Peak Hour	1400 - 1500	1300 - 1400	1200 - 1300	1400 - 1500	1400 - 1500	1100 - 1200	1300 - 1400	1200 - 1300	1100 - 1200	-	-	-	-	**1300 - 1400**
Noon Peak Volume	7	562	190	11	15	8	1	5	2	0	0	0	0	**778**

PM Peak Hour	1700 - 1800	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	4	926	237	4	11	7	1	2	3	0	0	0	0	**1156**

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-24-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	22	5	0	0	0	0	0	0	0	0	0	0	**27**
0100 - 0200	0	17	4	0	0	0	0	0	1	0	0	0	0	**22**
0200 - 0300	0	13	3	0	0	2	0	0	2	0	0	0	0	**20**
0300 - 0400	0	17	2	0	1	0	0	0	0	0	0	0	0	**20**
0400 - 0500	0	35	8	0	0	0	0	0	0	0	0	0	0	**43**
0500 - 0600	1	93	19	1	0	0	0	0	2	0	0	0	0	**116**
0600 - 0700	0	184	87	3	6	2	0	2	0	0	0	0	0	**284**
0700 - 0800	1	590	186	10	7	2	1	1	3	0	0	0	0	**801**
0800 - 0900	4	431	155	0	17	2	1	4	3	1	0	0	0	**618**
0900 - 1000	3	417	157	2	12	0	1	1	1	0	0	0	0	**594**
1000 - 1100	2	416	139	0	10	4	0	2	3	0	0	0	0	**576**
1100 - 1200	4	533	136	0	13	2	0	2	2	0	0	0	0	**692**
1200 - 1300	3	559	203	0	8	3	0	4	1	0	0	0	0	**781**
1300 - 1400	1	535	149	2	7	5	5	1	0	0	0	0	0	**705**
1400 - 1500	5	596	170	11	6	8	5	0	2	0	0	0	0	**803**
1500 - 1600	3	622	188	6	6	5	5	4	2	0	0	0	0	**841**
1600 - 1700	6	717	203	1	18	3	9	4	0	0	0	0	0	**961**
1700 - 1800	6	793	267	0	0	1	5	2	1	0	0	0	0	**1075**
1800 - 1900	3	634	199	0	6	0	0	3	0	0	0	0	0	**845**
1900 - 2000	6	511	132	0	5	0	0	0	1	0	0	0	0	**655**
2000 - 2100	6	423	111	0	2	0	1	0	0	0	0	0	0	**543**
2100 - 2200	3	256	68	0	0	0	1	0	0	0	0	0	0	**328**
2200 - 2300	3	101	30	0	1	0	0	0	0	0	0	0	0	**135**
2300 - 2400	0	50	18	0	0	0	0	0	0	0	0	0	0	**68**

Session Total	60	8565	2639	36	125	39	34	30	24	1	0	0	0	**11553**
Session Average	2.50	356.88	109.96	1.50	5.21	1.63	1.42	1.25	1.00	0.04	0.00	0.00	0.00	**481.38**
Session Percentage	0.52	74.14	22.84	0.31	1.08	0.34	0.29	0.26	0.21	0.01	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0700 - 0800	0800 - 0900	0600 - 0700	0700 - 0800	0800 - 0900	0700 - 0800	0800 - 0900	-	-	-	**0700 - 0800**
AM Peak Volume	4	590	186	10	17	2	1	4	3	1	0	0	0	**801**

Noon Peak Hour	1400 - 1500	1400 - 1500	1200 - 1300	1400 - 1500	1100 - 1200	1400 - 1500	1300 - 1400	1200 - 1300	1000 - 1100	-	-	-	-	**1400 - 1500**
Noon Peak Volume	5	596	203	11	13	8	5	4	3	0	0	0	0	**803**

PM Peak Hour	1600 - 1700	1700 - 1800	1700 - 1800	1500 - 1600	1600 - 1700	1500 - 1600	1600 - 1700	1500 - 1600	1500 - 1600	-	-	-	-	**1700 - 1800**
PM Peak Volume	6	793	267	6	18	5	9	4	2	0	0	0	0	**1075**

Bi-Directional Class Count || Volume Summary 60min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-23-2023)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	11	18	**29**
0100 - 0200	5	14	**19**
0200 - 0300	5	7	**12**
0300 - 0400	12	7	**19**
0400 - 0500	35	25	**60**
0500 - 0600	72	37	**109**
0600 - 0700	224	76	**300**
0700 - 0800	607	204	**811**
0800 - 0900	418	204	**622**
0900 - 1000	325	238	**563**
1000 - 1100	348	267	**615**
1100 - 1200	355	296	**651**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	413	362	**775**
1300 - 1400	364	414	**778**
1400 - 1500	372	390	**762**
1500 - 1600	393	464	**857**
1600 - 1700	420	603	**1023**
1700 - 1800	428	728	**1156**
1800 - 1900	356	476	**832**
1900 - 2000	259	373	**632**
2000 - 2100	178	256	**434**
2100 - 2200	122	177	**299**
2200 - 2300	48	72	**120**
2300 - 2400	23	51	**74**

Session Total	5793	5759	**11552**
Session Average	241.38	239.96	**481.33**
Session Percentage	50.15	49.85	

Site 26
SC-81 Anderson Rd,
south of Heritage Ln

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.759119°, -82.494343°

0000 - 2400 (24h Session) (05-24-2023)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	8	19	**27**
0100 - 0200	12	10	**22**
0200 - 0300	9	11	**20**
0300 - 0400	15	5	**20**
0400 - 0500	23	20	**43**
0500 - 0600	71	45	**116**
0600 - 0700	224	60	**284**
0700 - 0800	609	192	**801**
0800 - 0900	402	216	**618**
0900 - 1000	347	247	**594**
1000 - 1100	311	265	**576**
1100 - 1200	363	329	**692**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	407	374	**781**
1300 - 1400	348	357	**705**
1400 - 1500	369	434	**803**
1500 - 1600	384	457	**841**
1600 - 1700	398	563	**961**
1700 - 1800	407	668	**1075**
1800 - 1900	382	463	**845**
1900 - 2000	276	379	**655**
2000 - 2100	239	304	**543**
2100 - 2200	110	218	**328**
2200 - 2300	42	93	**135**
2300 - 2400	30	38	**68**

Session Total	5786	5767	**11553**
Session Average	241.08	240.29	**481.38**
Session Percentage	50.08	49.92	

Bi-Directional Class Count || Graphical Analysis NB EB

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 26

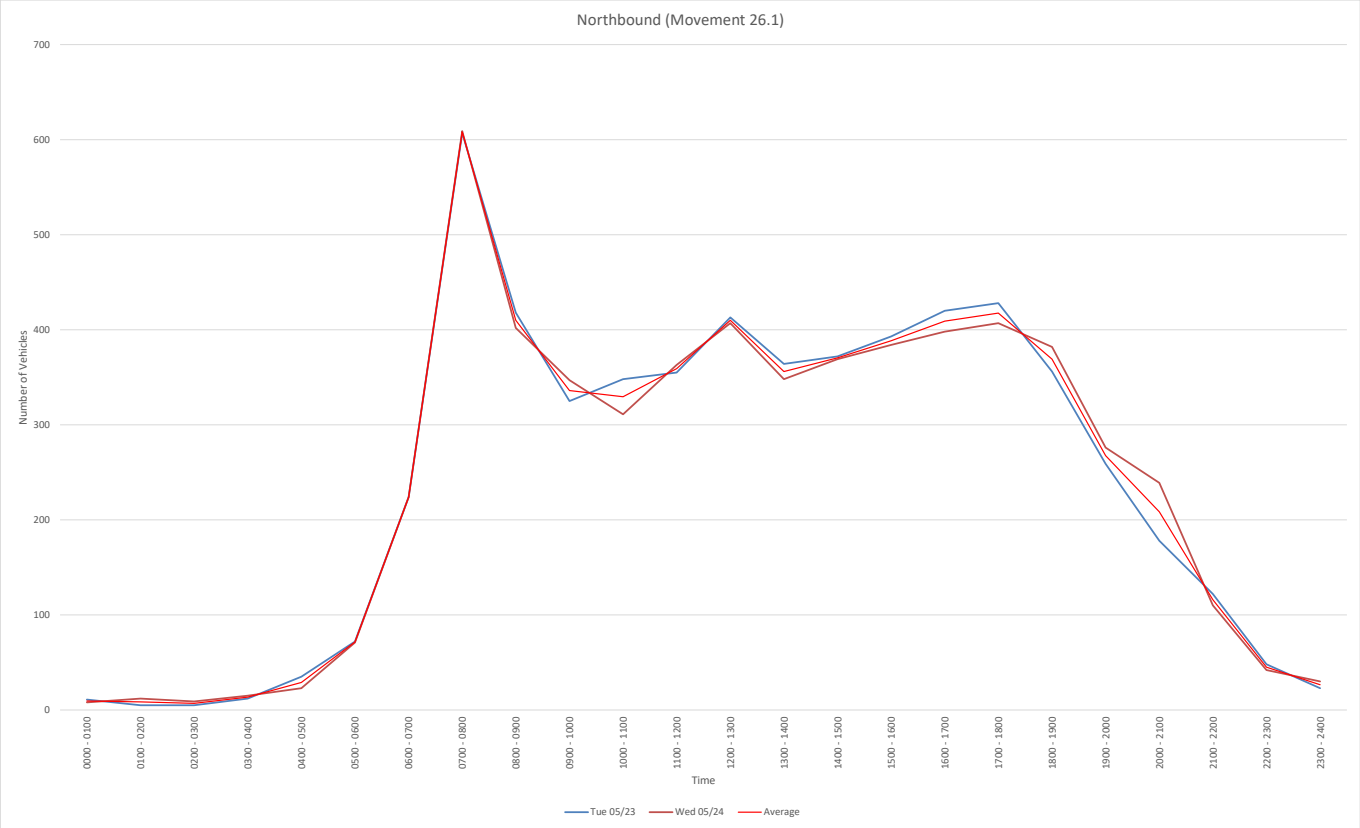
SC-81 Anderson Rd,
south of Heritage Ln

Lat/Long

34.759119°, -82.494343°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Class Count || Graphical Analysis SB WB

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 26

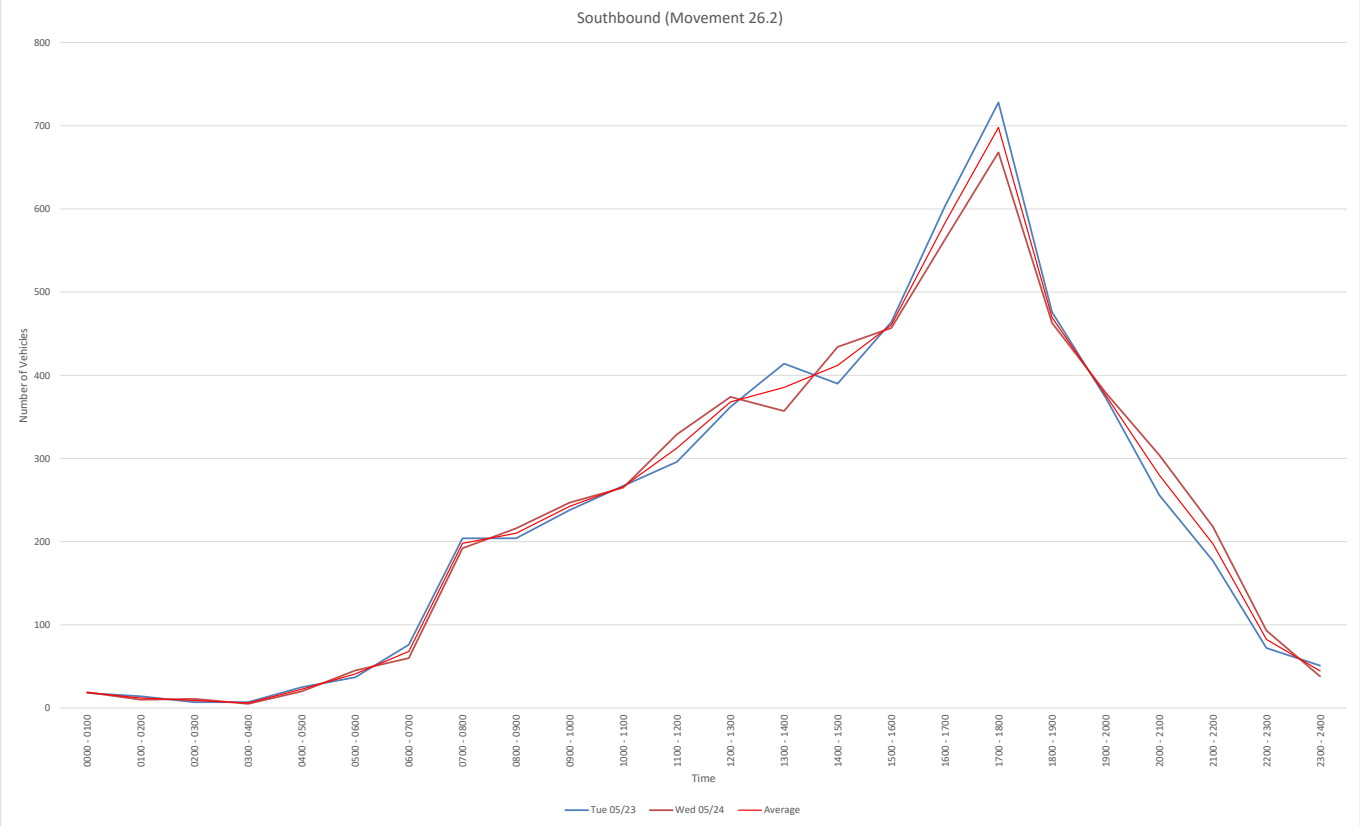
SC-81 Anderson Rd,
south of Heritage Ln

Lat/Long

34.759119°, -82.494343°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



NB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 26
Station ID: 1
Location 1: SC-81 Anderson Rd, south of Heritage Ln
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	10	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	23	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	0	22	5	1	0	0	0	0	0	0	0	0	0
5/23/2023	6:00 AM	0	24	8	2	0	0	0	0	0	0	0	0	0
5/23/2023	6:15 AM	0	29	10	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:30 AM	1	48	17	1	0	2	0	0	0	0	0	0	0
5/23/2023	6:45 AM	0	61	17	2	1	0	0	0	0	0	0	0	0
5/23/2023	7:00 AM	1	96	14	1	0	1	0	0	1	0	0	0	0
5/23/2023	7:15 AM	0	116	11	0	1	0	0	0	1	0	0	0	0
5/23/2023	7:30 AM	0	171	19	0	3	0	0	0	0	0	0	0	0
5/23/2023	7:45 AM	0	146	22	1	2	0	0	0	0	0	0	0	0
5/23/2023	8:00 AM	1	121	14	0	0	2	0	2	0	0	0	0	0
5/23/2023	8:15 AM	0	72	12	0	2	0	0	1	0	0	0	0	0
5/23/2023	8:30 AM	0	80	14	0	1	0	0	0	1	0	0	0	0
5/23/2023	8:45 AM	0	82	12	0	0	1	0	0	0	0	0	0	0
5/23/2023	9:00 AM	0	47	13	1	0	1	0	0	0	0	0	0	0
5/23/2023	9:15 AM	0	67	13	0	0	1	0	0	0	0	0	0	0
5/23/2023	9:30 AM	0	78	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 AM	0	82	10	0	0	0	0	1	0	0	0	0	0
5/23/2023	10:00 AM	0	62	12	0	2	1	0	0	1	0	0	0	0
5/23/2023	10:15 AM	0	65	13	0	0	1	0	0	0	0	0	0	0
5/23/2023	10:30 AM	0	65	18	0	1	0	0	1	0	0	0	0	0
5/23/2023	10:45 AM	1	83	20	0	1	1	0	0	0	0	0	0	0
5/23/2023	11:00 AM	0	67	18	1	1	1	0	0	1	0	0	0	0
5/23/2023	11:15 AM	1	60	17	0	0	2	0	0	0	0	0	0	0
5/23/2023	11:30 AM	0	66	20	0	4	0	0	0	0	0	0	0	0
5/23/2023	11:45 AM	0	74	21	0	0	0	0	1	0	0	0	0	0
5/23/2023	12:00 PM	0	82	27	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 PM	1	73	21	0	2	1	0	1	0	0	0	0	0
5/23/2023	12:30 PM	0	81	20	0	1	1	0	0	0	0	0	0	0
5/23/2023	12:45 PM	0	67	30	0	4	0	0	1	0	0	0	0	0
5/23/2023	1:00 PM	0	59	18	0	4	1	0	1	0	0	0	0	0
5/23/2023	1:15 PM	0	69	12	1	2	3	0	0	0	0	0	0	0
5/23/2023	1:30 PM	2	71	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 PM	0	69	31	0	0	1	0	0	2	0	0	0	0
5/23/2023	2:00 PM	0	57	20	9	1	0	0	1	0	0	0	0	0
5/23/2023	2:15 PM	2	62	26	1	3	0	0	1	0	0	0	0	0
5/23/2023	2:30 PM	1	73	27	0	2	1	0	0	0	0	0	0	0
5/23/2023	2:45 PM	1	65	18	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:00 PM	0	79	27	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:15 PM	0	74	16	1	0	0	0	1	0	0	0	0	0
5/23/2023	3:30 PM	1	80	25	1	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 PM	0	69	17	0	0	1	0	0	0	0	0	0	0
5/23/2023	4:00 PM	0	62	30	1	2	0	0	0	1	0	0	0	0
5/23/2023	4:15 PM	0	68	32	0	2	0	0	0	0	0	0	0	0
5/23/2023	4:30 PM	0	86	24	0	0	2	0	1	1	0	0	0	0
5/23/2023	4:45 PM	0	79	24	0	4	0	0	0	1	0	0	0	0
5/23/2023	5:00 PM	1	92	20	0	2	0	0	0	0	0	0	0	0
5/23/2023	5:15 PM	0	94	12	0	0	1	0	0	1	0	0	0	0
5/23/2023	5:30 PM	0	84	14	0	1	2	0	0	0	0	0	0	0
5/23/2023	5:45 PM	0	91	11	0	1	1	0	0	0	0	0	0	0
5/23/2023	6:00 PM	0	74	16	0	0	1	0	0	1	0	0	0	0
5/23/2023	6:15 PM	1	85	13	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:30 PM	0	78	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:45 PM	0	57	16	0	2	0	0	0	1	0	0	0	0
5/23/2023	7:00 PM	1	68	13	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	0	63	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	0	42	11	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	0	36	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	0	44	13	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	1	30	9	0	0	0	0	0	1	0	0	0	0
5/23/2023	8:30 PM	0	24	7	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	39	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	30	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	27	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	26	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	17	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	11	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	12	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	8	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0
5/24/2023	1:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	0
5/24/2023	2:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	8	0	0	0	0	0	0	2	0	0	0	0
5/24/2023	5:30 AM	0	13	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	23	7	1	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	15	12	2	0	0	0	1	0	0	0	0	0
5/24/2023	6:15 AM	0	33	13	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:30 AM	0	39	22	1	1	0	0	0	0	0	0	0	0
5/24/2023	6:45 AM	0	55	24	0	2	2	0	1	0	0	0	0	0
5/24/2023	7:00 AM	1	72	30	2	0	0	0	0	0	0	0	0	0
5/24/2023	7:15 AM	0	111	29	0	1	1	0	0	0	0	0	0	0
5/24/2023	7:30 AM	0	130	37	0	0	1	0	0	1	0	0	0	0
5/24/2023	7:45 AM	0	144	45	2	0	0	0	1	1	0	0	0	0
5/24/2023	8:00 AM	0	104	33	0	3	0	0	0	0	0	0	0	0
5/24/2023	8:15 AM	0	59	20	0	3	0	0	2	1	0	0	0	0
5/24/2023	8:30 AM	0	65	25	0	4	1	0	1	0	0	0	0	0
5/24/2023	8:45 AM	1	61	17	0	0	0	0	0	1	1	0	0	0
5/24/2023	9:00 AM	0	69	20	1	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 AM	0	62	14	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 AM	0	73	19	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 AM	2	60	26	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:00 AM	0	51	21	0	3	0	0	0	0	0	0	0	0
5/24/2023	10:15 AM	0	54	15	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 AM	0	59	17	0	2	1	0	0	0	0	0	0	0
5/24/2023	10:45 AM	1	71	13	0	0	0	0	1	2	0	0	0	0
5/24/2023	11:00 AM	1	81	19	0	0	1	0	0	1	0	0	0	0
5/24/2023	11:15 AM	0	61	23	0	2	0	0	0	0	0	0	0	0
5/24/2023	11:30 AM	0	73	13	0	3	0	0	0	0	0	0	0	0
5/24/2023	11:45 AM	1	71	10	0	3	0	0	0	0	0	0	0	0
5/24/2023	12:00 PM	0	87	26	0	0	0	0	1	0	0	0	0	0
5/24/2023	12:15 PM	0	67	29	0	0	0	0	0	1	0	0	0	0
5/24/2023	12:30 PM	0	75	23	0	3	0	0	0	0	0	0	0	0
5/24/2023	12:45 PM	0	69	23	0	1	1	0	1	0	0	0	0	0
5/24/2023	1:00 PM	0	68	16	0	1	1	0	0	0	0	0	0	0
5/24/2023	1:15 PM	1	55	13	1	2	1	0	0	0	0	0	0	0
5/24/2023	1:30 PM	0	77	25	0	3	0	0	0	0	0	0	0	0
5/24/2023	1:45 PM	0	65	17	0	0	2	0	0	0	0	0	0	0
5/24/2023	2:00 PM	0	65	22	10	2	2	0	0	0	0	0	0	0
5/24/2023	2:15 PM	0	57	11	0	1	3	0	0	1	0	0	0	0
5/24/2023	2:30 PM	0	70	21	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:45 PM	2	74	24	0	1	1	0	0	1	0	0	0	0
5/24/2023	3:00 PM	0	66	29	0	0	1	0	0	0	0	0	0	0
5/24/2023	3:15 PM	0	83	16	2	2	3	0	0	0	0	0	0	0
5/24/2023	3:30 PM	0	68	19	1	1	0	0	0	1	0	0	0	0
5/24/2023	3:45 PM	1	63	26	0	1	0	1	0	0	0	0	0	0
5/24/2023	4:00 PM	1	68	27	0	2	1	2	1	0	0	0	0	0
5/24/2023	4:15 PM	2	63	25	0	3	1	2	0	0	0	0	0	0
5/24/2023	4:30 PM	0	83	16	0	3	1	0	1	0	0	0	0	0
5/24/2023	4:45 PM	1	76	15	0	4	0	0	0	0	0	0	0	0
5/24/2023	5:00 PM	0	67	25	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 PM	1	83	22	0	0	0	1	0	0	0	0	0	0
5/24/2023	5:30 PM	2	65	28	0	0	0	2	0	0	0	0	0	0
5/24/2023	5:45 PM	0	87	24	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 PM	0	82	34	0	0	0	0	1	0	0	0	0	0
5/24/2023	6:15 PM	0	71	27	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:30 PM	1	68	23	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 PM	0	57	17	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:00 PM	1	49	23	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	1	62	14	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	0	51	17	0	0	0	0	0	1	0	0	0	0
5/24/2023	7:45 PM	0	46	8	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:00 PM	0	45	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	0	51	16	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:30 PM	0	41	13	0	0	0	1	0	0	0	0	0	0
5/24/2023	8:45 PM	2	46	9	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	2	32	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	25	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	15	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	12	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	12	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	1	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	7	3	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 26
Station ID: 1
Location 1: SC-81 Anderson Rd, south of Heritage Ln
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	5	0	0	0	0	0	0	1	0	0	0	0
5/23/2023	1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:15 AM	0	13	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:30 AM	0	15	9	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:45 AM	0	16	8	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:00 AM	0	20	5	1	0	3	0	0	0	0	0	0	0
5/23/2023	7:15 AM	0	34	13	0	2	1	0	0	0	0	0	0	0
5/23/2023	7:30 AM	0	45	12	2	2	0	0	1	0	0	0	0	0
5/23/2023	7:45 AM	0	44	14	3	1	0	0	1	0	0	0	0	0
5/23/2023	8:00 AM	0	44	16	1	1	3	0	0	0	0	0	0	0
5/23/2023	8:15 AM	0	33	7	0	3	0	0	0	0	0	0	0	0
5/23/2023	8:30 AM	0	26	13	0	2	1	0	0	1	0	0	0	0
5/23/2023	8:45 AM	0	37	14	0	2	0	0	0	0	0	0	0	0
5/23/2023	9:00 AM	0	48	13	0	0	2	0	1	0	0	0	0	0
5/23/2023	9:15 AM	0	42	16	1	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 AM	0	46	11	0	6	0	0	0	0	0	0	0	0
5/23/2023	9:45 AM	1	34	15	0	1	1	0	0	0	0	0	0	0
5/23/2023	10:00 AM	0	46	14	0	1	0	0	1	0	0	0	0	0
5/23/2023	10:15 AM	0	42	18	1	1	0	0	0	0	0	0	0	0
5/23/2023	10:30 AM	0	60	15	0	2	1	0	0	0	0	0	0	0
5/23/2023	10:45 AM	0	45	17	0	2	1	0	0	0	0	0	0	0
5/23/2023	11:00 AM	0	51	17	1	1	3	0	0	0	0	0	0	0
5/23/2023	11:15 AM	0	45	20	0	1	1	0	0	0	0	0	0	0
5/23/2023	11:30 AM	0	56	11	0	0	1	0	0	0	0	0	0	0
5/23/2023	11:45 AM	1	64	20	0	1	0	0	1	1	0	0	0	0
5/23/2023	12:00 PM	0	67	24	1	0	0	0	1	1	0	0	0	0
5/23/2023	12:15 PM	0	65	25	0	1	0	0	0	0	0	0	0	0
5/23/2023	12:30 PM	0	63	21	0	1	0	0	2	1	0	0	0	0
5/23/2023	12:45 PM	1	63	22	0	3	0	0	0	0	0	0	0	0
5/23/2023	1:00 PM	1	69	25	1	1	0	0	1	0	0	0	0	0
5/23/2023	1:15 PM	0	73	28	0	1	1	0	0	0	0	0	0	0
5/23/2023	1:30 PM	0	75	27	0	3	0	0	0	0	0	0	0	0
5/23/2023	1:45 PM	0	77	30	0	0	0	1	0	0	0	0	0	0
5/23/2023	2:00 PM	0	80	23	0	3	0	0	1	0	0	0	0	0
5/23/2023	2:15 PM	1	76	18	0	2	1	0	0	0	0	0	0	0
5/23/2023	2:30 PM	2	52	22	1	2	0	0	0	1	0	0	0	0
5/23/2023	2:45 PM	0	73	31	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:00 PM	0	82	28	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:15 PM	0	75	22	1	1	1	0	0	0	0	0	0	0
5/23/2023	3:30 PM	0	102	36	1	0	0	0	1	0	0	0	0	0
5/23/2023	3:45 PM	0	87	25	0	0	1	0	0	0	0	0	0	0
5/23/2023	4:00 PM	1	116	17	2	0	1	0	0	0	0	0	0	0
5/23/2023	4:15 PM	1	121	33	1	1	0	0	1	0	0	0	0	0
5/23/2023	4:30 PM	0	119	32	0	2	0	0	0	0	0	0	0	0
5/23/2023	4:45 PM	0	109	45	0	0	0	1	0	0	0	0	0	0
5/23/2023	5:00 PM	0	135	41	0	2	2	0	1	0	0	0	0	0
5/23/2023	5:15 PM	0	140	35	0	1	1	0	1	0	0	0	0	0
5/23/2023	5:30 PM	2	152	40	0	3	0	0	0	0	0	0	0	0
5/23/2023	5:45 PM	1	138	33	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:00 PM	0	89	24	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:15 PM	0	111	27	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:30 PM	1	92	29	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:45 PM	0	86	17	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:00 PM	0	78	19	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	2	77	25	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	0	76	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	0	65	15	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	0	72	16	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	0	47	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	0	55	7	1	0	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	46	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	41	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	32	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	41	13	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	23	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	17	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	15	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	12	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	11	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	16	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	13	3	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	2	1	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0
5/24/2023	3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	10	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	1	10	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	11	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:15 AM	0	6	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:30 AM	0	18	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 AM	0	14	8	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:00 AM	0	30	9	1	0	0	0	0	0	0	0	0	0
5/24/2023	7:15 AM	0	30	11	1	2	0	0	0	0	0	0	0	0
5/24/2023	7:30 AM	0	34	11	2	3	0	1	0	0	0	0	0	0
5/24/2023	7:45 AM	0	39	14	2	1	0	0	0	1	0	0	0	0
5/24/2023	8:00 AM	2	41	11	0	2	0	0	1	0	0	0	0	0
5/24/2023	8:15 AM	0	34	15	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:30 AM	0	34	16	0	2	0	1	0	1	0	0	0	0
5/24/2023	8:45 AM	1	33	18	0	2	1	0	0	0	0	0	0	0
5/24/2023	9:00 AM	0	37	20	0	3	0	0	0	0	0	0	0	0
5/24/2023	9:15 AM	1	40	21	1	3	0	0	0	1	0	0	0	0
5/24/2023	9:30 AM	0	38	15	0	4	0	1	1	0	0	0	0	0
5/24/2023	9:45 AM	0	38	22	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:00 AM	1	50	18	0	0	0	0	0	1	0	0	0	0
5/24/2023	10:15 AM	0	29	23	0	2	2	0	0	0	0	0	0	0
5/24/2023	10:30 AM	0	43	14	0	3	1	0	1	0	0	0	0	0
5/24/2023	10:45 AM	0	59	18	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 AM	0	61	14	0	0	0	0	1	0	0	0	0	0
5/24/2023	11:15 AM	0	63	20	0	1	0	0	0	0	0	0	0	0
5/24/2023	11:30 AM	1	61	18	0	0	0	0	1	0	0	0	0	0
5/24/2023	11:45 AM	1	62	19	0	4	1	0	0	1	0	0	0	0
5/24/2023	12:00 PM	0	61	27	0	0	0	0	1	0	0	0	0	0
5/24/2023	12:15 PM	0	71	24	0	1	0	0	1	0	0	0	0	0
5/24/2023	12:30 PM	0	53	23	0	3	0	0	0	0	0	0	0	0
5/24/2023	12:45 PM	3	76	28	0	0	2	0	0	0	0	0	0	0
5/24/2023	1:00 PM	0	70	20	0	0	1	0	1	0	0	0	0	0
5/24/2023	1:15 PM	0	64	21	0	1	0	1	0	0	0	0	0	0
5/24/2023	1:30 PM	0	65	18	0	0	0	2	0	0	0	0	0	0
5/24/2023	1:45 PM	0	71	19	1	0	0	2	0	0	0	0	0	0
5/24/2023	2:00 PM	0	91	22	0	1	0	0	0	0	0	0	0	0
5/24/2023	2:15 PM	0	81	13	0	1	0	1	0	0	0	0	0	0
5/24/2023	2:30 PM	2	72	29	1	0	1	1	0	0	0	0	0	0
5/24/2023	2:45 PM	1	86	28	0	0	0	3	0	0	0	0	0	0
5/24/2023	3:00 PM	0	75	27	1	0	1	0	3	0	0	0	0	0
5/24/2023	3:15 PM	0	70	19	0	2	0	1	0	0	0	0	0	0
5/24/2023	3:30 PM	0	90	31	0	0	0	1	1	1	0	0	0	0
5/24/2023	3:45 PM	2	107	21	2	0	0	2	0	0	0	0	0	0
5/24/2023	4:00 PM	0	102	28	0	0	0	2	0	0	0	0	0	0
5/24/2023	4:15 PM	0	100	34	1	4	0	0	0	0	0	0	0	0
5/24/2023	4:30 PM	2	107	34	0	1	0	0	2	0	0	0	0	0
5/24/2023	4:45 PM	0	118	24	0	1	0	3	0	0	0	0	0	0
5/24/2023	5:00 PM	0	135	38	0	0	1	2	2	0	0	0	0	0
5/24/2023	5:15 PM	1	134	45	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 PM	1	108	38	0	0	0	0	0	1	0	0	0	0
5/24/2023	5:45 PM	1	114	47	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 PM	1	117	34	0	2	0	0	1	0	0	0	0	0
5/24/2023	6:15 PM	1	84	29	0	2	0	0	0	0	0	0	0	0
5/24/2023	6:30 PM	0	92	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 PM	0	63	22	0	1	0	0	1	0	0	0	0	0
5/24/2023	7:00 PM	1	86	15	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	0	69	23	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	3	67	20	0	1	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	81	12	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:00 PM	0	59	15	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	0	66	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:30 PM	0	61	21	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:45 PM	4	54	15	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	0	62	15	0	0	0	1	0	0	0	0	0	0
5/24/2023	9:15 PM	0	50	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	38	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	1	22	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	26	12	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	10	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	3	15	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	15	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	12	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0

NB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 26
Station ID: 1
Location 1: SC-81 Anderson Rd, south of Heritage Ln
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	15	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	20	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	26	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	29	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	31	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	32	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	45	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	59	12	1	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	77	18	3	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	98	27	3	1	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	1	123	40	4	1	2	0	0	0	0	0	0	0
5/23/2023	6:00 AM	1	162	52	5	2	2	0	0	0	0	0	0	0
5/23/2023	6:15 AM	2	234	58	4	2	3	0	0	1	0	0	0	0
5/23/2023	6:30 AM	2	321	59	4	2	3	0	0	2	0	0	0	0
5/23/2023	6:45 AM	1	444	61	3	5	1	0	0	2	0	0	0	0
5/23/2023	7:00 AM	1	529	66	2	6	1	0	0	2	0	0	0	0
5/23/2023	7:15 AM	1	554	66	1	6	2	0	2	1	0	0	0	0
5/23/2023	7:30 AM	1	510	67	1	7	2	0	3	0	0	0	0	0
5/23/2023	7:45 AM	1	419	62	1	5	2	0	3	1	0	0	0	0
5/23/2023	8:00 AM	1	355	52	0	3	3	0	3	1	0	0	0	0
5/23/2023	8:15 AM	0	281	51	1	3	2	0	1	1	0	0	0	0
5/23/2023	8:30 AM	0	276	52	1	1	3	0	0	1	0	0	0	0
5/23/2023	8:45 AM	0	274	49	1	0	3	0	0	0	0	0	0	0
5/23/2023	9:00 AM	0	274	47	1	0	2	0	1	0	0	0	0	0
5/23/2023	9:15 AM	0	289	46	0	2	2	0	1	1	0	0	0	0
5/23/2023	9:30 AM	0	287	46	0	2	2	0	1	1	0	0	0	0
5/23/2023	9:45 AM	0	274	53	0	3	2	0	2	1	0	0	0	0
5/23/2023	10:00 AM	1	275	63	0	4	3	0	1	1	0	0	0	0
5/23/2023	10:15 AM	1	280	69	1	3	3	0	1	1	0	0	0	0
5/23/2023	10:30 AM	2	275	73	1	3	4	0	1	1	0	0	0	0
5/23/2023	10:45 AM	2	276	75	1	6	4	0	0	1	0	0	0	0
5/23/2023	11:00 AM	1	267	76	1	5	3	0	1	1	0	0	0	0
5/23/2023	11:15 AM	1	282	85	0	4	2	0	1	0	0	0	0	0
5/23/2023	11:30 AM	1	295	89	0	6	1	0	2	0	0	0	0	0
5/23/2023	11:45 AM	1	310	89	0	3	2	0	2	0	0	0	0	0
5/23/2023	12:00 PM	1	303	98	0	7	2	0	2	0	0	0	0	0
5/23/2023	12:15 PM	1	280	89	0	11	3	0	3	0	0	0	0	0
5/23/2023	12:30 PM	0	276	80	1	11	5	0	2	0	0	0	0	0
5/23/2023	12:45 PM	2	266	78	1	10	4	0	2	0	0	0	0	0
5/23/2023	1:00 PM	2	268	79	1	6	5	0	1	2	0	0	0	0
5/23/2023	1:15 PM	2	266	81	10	3	4	0	1	2	0	0	0	0
5/23/2023	1:30 PM	4	259	95	10	4	1	0	2	2	0	0	0	0
5/23/2023	1:45 PM	3	261	104	10	6	2	0	2	2	0	0	0	0
5/23/2023	2:00 PM	4	257	91	10	7	1	0	2	0	0	0	0	0
5/23/2023	2:15 PM	4	279	98	1	7	1	0	1	0	0	0	0	0
5/23/2023	2:30 PM	2	291	88	1	4	1	0	1	0	0	0	0	0
5/23/2023	2:45 PM	2	298	86	2	2	0	0	1	0	0	0	0	0
5/23/2023	3:00 PM	1	302	85	2	1	1	0	1	0	0	0	0	0
5/23/2023	3:15 PM	1	285	88	3	2	1	0	1	1	0	0	0	0
5/23/2023	3:30 PM	1	279	104	2	4	1	0	0	1	0	0	0	0
5/23/2023	3:45 PM	0	285	103	1	4	3	0	1	2	0	0	0	0
5/23/2023	4:00 PM	0	295	110	1	8	2	0	1	3	0	0	0	0
5/23/2023	4:15 PM	1	325	100	0	8	2	0	1	2	0	0	0	0
5/23/2023	4:30 PM	1	351	80	0	6	3	0	1	3	0	0	0	0
5/23/2023	4:45 PM	1	349	70	0	7	3	0	0	2	0	0	0	0
5/23/2023	5:00 PM	1	361	57	0	4	4	0	0	1	0	0	0	0
5/23/2023	5:15 PM	0	343	53	0	2	5	0	0	2	0	0	0	0
5/23/2023	5:30 PM	1	334	54	0	2	4	0	0	1	0	0	0	0
5/23/2023	5:45 PM	1	328	51	0	1	2	0	0	1	0	0	0	0
5/23/2023	6:00 PM	1	294	56	0	2	1	0	0	2	0	0	0	0
5/23/2023	6:15 PM	2	288	53	0	2	0	0	0	1	0	0	0	0
5/23/2023	6:30 PM	1	266	50	0	2	0	0	0	1	0	0	0	0
5/23/2023	6:45 PM	1	230	50	0	3	0	0	0	1	0	0	0	0
5/23/2023	7:00 PM	1	209	48	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	0	185	48	0	2	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	1	152	47	0	2	0	0	0	1	0	0	0	0
5/23/2023	7:45 PM	1	134	43	0	2	0	0	0	1	0	0	0	0
5/23/2023	8:00 PM	1	137	37	0	2	0	0	0	1	0	0	0	0
5/23/2023	8:15 PM	1	123	32	0	1	0	0	0	1	0	0	0	0
5/23/2023	8:30 PM	0	120	29	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	122	27	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	100	22	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	81	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	66	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	48	12	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	37	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	35	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	27	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	22	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	22	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	7	1	0	0	0	0	0	1	0	0	0	0
5/24/2023	12:30 AM	0	8	2	0	0	0	0	0	1	0	0	0	0
5/24/2023	12:45 AM	0	9	2	0	0	0	0	0	1	0	0	0	0
5/24/2023	1:00 AM	0	9	2	0	0	0	0	0	1	0	0	0	0
5/24/2023	1:15 AM	0	10	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	5	1	0	0	0	0	0	1	0	0	0	0
5/24/2023	2:00 AM	0	6	1	0	0	1	0	0	1	0	0	0	0
5/24/2023	2:15 AM	0	4	0	0	0	1	0	0	1	0	0	0	0
5/24/2023	2:30 AM	0	4	0	0	0	1	0	0	1	0	0	0	0
5/24/2023	2:45 AM	0	7	0	0	1	1	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	12	2	0	1	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	15	3	0	1	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	16	4	0	1	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	16	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	18	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	27	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	33	4	0	0	0	0	0	2	0	0	0	0
5/24/2023	4:45 AM	0	42	6	0	0	0	0	0	2	0	0	0	0
5/24/2023	5:00 AM	0	56	12	1	0	0	0	0	2	0	0	0	0
5/24/2023	5:15 AM	0	59	23	3	0	0	0	1	2	0	0	0	0
5/24/2023	5:30 AM	0	84	36	3	1	0	0	1	0	0	0	0	0
5/24/2023	5:45 AM	0	110	54	4	2	0	0	1	0	0	0	0	0
5/24/2023	6:00 AM	0	142	71	3	4	2	0	2	0	0	0	0	0
5/24/2023	6:15 AM	1	199	89	3	4	2	0	1	0	0	0	0	0
5/24/2023	6:30 AM	1	277	105	3	4	3	0	1	0	0	0	0	0
5/24/2023	6:45 AM	1	368	120	2	3	4	0	1	1	0	0	0	0
5/24/2023	7:00 AM	1	457	141	4	1	2	0	1	2	0	0	0	0
5/24/2023	7:15 AM	0	489	144	2	4	2	0	1	2	0	0	0	0
5/24/2023	7:30 AM	0	437	135	2	6	1	0	3	3	0	0	0	0
5/24/2023	7:45 AM	0	372	123	2	10	1	0	4	2	0	0	0	0
5/24/2023	8:00 AM	1	289	95	0	10	1	0	3	2	1	0	0	0
5/24/2023	8:15 AM	1	254	82	1	7	1	0	3	2	1	0	0	0
5/24/2023	8:30 AM	1	257	76	1	4	1	0	1	1	1	0	0	0
5/24/2023	8:45 AM	1	265	70	1	0	0	0	0	1	1	0	0	0
5/24/2023	9:00 AM	2	264	79	1	1	0	0	0	0	0	0	0	0
5/24/2023	9:15 AM	2	246	80	0	4	0	0	0	0	0	0	0	0
5/24/2023	9:30 AM	2	238	81	0	4	0	0	0	0	0	0	0	0
5/24/2023	9:45 AM	2	224	79	0	6	1	0	0	0	0	0	0	0
5/24/2023	10:00 AM	1	235	66	0	5	1	0	1	2	0	0	0	0
5/24/2023	10:15 AM	2	265	64	0	2	2	0	1	3	0	0	0	0
5/24/2023	10:30 AM	2	272	72	0	4	2	0	1	3	0	0	0	0
5/24/2023	10:45 AM	2	286	68	0	5	1	0	1	3	0	0	0	0
5/24/2023	11:00 AM	2	286	65	0	8	1	0	0	1	0	0	0	0
5/24/2023	11:15 AM	1	292	72	0	8	0	0	1	0	0	0	0	0
5/24/2023	11:30 AM	1	298	78	0	6	0	0	1	1	0	0	0	0
5/24/2023	11:45 AM	1	300	88	0	6	0	0	1	1	0	0	0	0
5/24/2023	12:00 PM	0	298	101	0	4	1	0	2	1	0	0	0	0
5/24/2023	12:15 PM	0	279	91	0	5	2	0	1	1	0	0	0	0
5/24/2023	12:30 PM	1	267	75	1	7	3	0	1	0	0	0	0	0
5/24/2023	12:45 PM	1	269	77	1	7	3	0	1	0	0	0	0	0
5/24/2023	1:00 PM	1	265	71	1	6	4	0	0	0	0	0	0	0
5/24/2023	1:15 PM	1	262	77	11	7	5	0	0	0	0	0	0	0
5/24/2023	1:30 PM	0	264	75	10	6	7	0	0	1	0	0	0	0
5/24/2023	1:45 PM	0	257	71	10	3	8	0	0	1	0	0	0	0
5/24/2023	2:00 PM	2	266	78	10	4	7	0	0	2	0	0	0	0
5/24/2023	2:15 PM	2	267	85	0	2	6	0	0	2	0	0	0	0
5/24/2023	2:30 PM	2	293	90	2	3	6	0	0	1	0	0	0	0
5/24/2023	2:45 PM	2	291	88	3	4	5	0	0	2	0	0	0	0
5/24/2023	3:00 PM	1	280	90	3	4	4	1	0	1	0	0	0	0
5/24/2023	3:15 PM	2	282	88	3	6	4	3	1	1	0	0	0	0
5/24/2023	3:30 PM	4	262	97	1	7	2	5	1	1	0	0	0	0
5/24/2023	3:45 PM	4	277	94	0	9	3	5	2	0	0	0	0	0
5/24/2023	4:00 PM	4	290	83	0	12	3	4	2	0	0	0	0	0
5/24/2023	4:15 PM	3	289	81	0	10	2	2	1	0	0	0	0	0
5/24/2023	4:30 PM	2	309	78	0	7	1	1	1	0	0	0	0	0
5/24/2023	4:45 PM	4	291	90	0	4	0	3	0	0	0	0	0	0
5/24/2023	5:00 PM	3	302	99	0	0	0	3	0	0	0	0	0	0
5/24/2023	5:15 PM	3	317	108	0	0	0	3	1	0	0	0	0	0
5/24/2023	5:30 PM	2	305	113	0	1	0	2	1	0	0	0	0	0
5/24/2023	5:45 PM	1	308	108	0	1	0	0	1	0	0	0	0	0
5/24/2023	6:00 PM	1	278	101	0	1	0	0	1	0	0	0	0	0
5/24/2023	6:15 PM	2	245	90	0	3	0	0	0	0	0	0	0	0
5/24/2023	6:30 PM	3	236	77	0	3	0	0	0	0	0	0	0	0
5/24/2023	6:45 PM	2	219	71	0	3	0	0	0	1	0	0	0	0
5/24/2023	7:00 PM	2	208	62	0	3	0	0	0	1	0	0	0	0
5/24/2023	7:15 PM	1	204	52	0	1	0	0	0	1	0	0	0	0
5/24/2023	7:30 PM	0	193	54	0	1	0	0	0	1	0	0	0	0
5/24/2023	7:45 PM	0	183	50	0	1	0	1	0	0	0	0	0	0
5/24/2023	8:00 PM	2	183	51	0	2	0	1	0	0	0	0	0	0
5/24/2023	8:15 PM	4	170	48	0	2	0	1	0	0	0	0	0	0
5/24/2023	8:30 PM	4	144	38	0	1	0	1	0	0	0	0	0	0
5/24/2023	8:45 PM	4	118	29	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	2	84	24	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	60	16	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	44	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	41	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	35	7	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	33	7	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	31	8	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	20	7	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	21	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	15	7	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	8	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	7	3	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 26
Station ID: 1
Location 1: SC-81 Anderson Rd, south of Heritage Ln
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	17	0	0	0	0	0	0	1	0	0	0	0
5/23/2023	12:15 AM	0	18	0	0	0	0	0	0	1	0	0	0	0
5/23/2023	12:30 AM	0	19	0	0	0	0	0	0	1	0	0	0	0
5/23/2023	12:45 AM	0	14	0	0	0	0	0	0	1	0	0	0	0
5/23/2023	1:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	21	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	28	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	32	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	35	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	32	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	31	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	36	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	0	42	15	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:00 AM	0	52	22	0	2	0	0	0	0	0	0	0	0
5/23/2023	6:15 AM	0	64	25	1	2	3	0	0	0	0	0	0	0
5/23/2023	6:30 AM	0	85	35	1	4	4	0	0	0	0	0	0	0
5/23/2023	6:45 AM	0	115	38	3	5	4	0	1	0	0	0	0	0
5/23/2023	7:00 AM	0	143	44	6	5	4	0	2	0	0	0	0	0
5/23/2023	7:15 AM	0	167	55	6	6	4	0	2	0	0	0	0	0
5/23/2023	7:30 AM	0	166	49	6	7	3	0	2	0	0	0	0	0
5/23/2023	7:45 AM	0	147	50	4	7	4	0	1	1	0	0	0	0
5/23/2023	8:00 AM	0	140	50	1	8	4	0	0	1	0	0	0	0
5/23/2023	8:15 AM	0	144	47	0	7	3	0	1	1	0	0	0	0
5/23/2023	8:30 AM	0	153	56	1	4	3	0	1	1	0	0	0	0
5/23/2023	8:45 AM	0	173	54	1	8	2	0	1	0	0	0	0	0
5/23/2023	9:00 AM	1	170	55	1	7	3	0	1	0	0	0	0	0
5/23/2023	9:15 AM	1	168	56	1	8	1	0	1	0	0	0	0	0
5/23/2023	9:30 AM	1	168	58	1	9	1	0	1	0	0	0	0	0
5/23/2023	9:45 AM	1	182	62	1	5	2	0	1	0	0	0	0	0
5/23/2023	10:00 AM	0	193	64	1	6	2	0	1	0	0	0	0	0
5/23/2023	10:15 AM	0	198	67	2	6	5	0	0	0	0	0	0	0
5/23/2023	10:30 AM	0	201	69	1	6	6	0	0	0	0	0	0	0
5/23/2023	10:45 AM	0	197	65	1	4	6	0	0	0	0	0	0	0
5/23/2023	11:00 AM	1	216	68	1	3	5	0	1	1	0	0	0	0
5/23/2023	11:15 AM	1	232	75	1	2	2	0	2	2	0	0	0	0
5/23/2023	11:30 AM	1	252	80	1	2	1	0	2	2	0	0	0	0
5/23/2023	11:45 AM	1	259	90	1	3	0	0	4	3	0	0	0	0
5/23/2023	12:00 PM	1	258	92	1	5	0	0	3	2	0	0	0	0
5/23/2023	12:15 PM	2	260	93	1	6	0	0	3	1	0	0	0	0
5/23/2023	12:30 PM	2	268	96	1	6	1	0	3	1	0	0	0	0
5/23/2023	12:45 PM	2	280	102	1	8	1	0	1	0	0	0	0	0
5/23/2023	1:00 PM	1	294	110	1	5	1	1	1	0	0	0	0	0
5/23/2023	1:15 PM	0	305	108	0	7	1	1	1	0	0	0	0	0
5/23/2023	1:30 PM	1	308	98	0	8	1	1	1	0	0	0	0	0
5/23/2023	1:45 PM	3	285	93	1	7	1	1	1	1	0	0	0	0
5/23/2023	2:00 PM	3	281	94	1	8	1	0	1	1	0	0	0	0
5/23/2023	2:15 PM	3	283	99	1	6	1	0	0	1	0	0	0	0
5/23/2023	2:30 PM	2	282	103	2	5	1	0	0	1	0	0	0	0
5/23/2023	2:45 PM	0	332	117	2	3	1	0	1	0	0	0	0	0
5/23/2023	3:00 PM	0	346	111	2	2	2	0	1	0	0	0	0	0
5/23/2023	3:15 PM	1	380	100	4	1	3	0	1	0	0	0	0	0
5/23/2023	3:30 PM	2	426	111	4	1	2	0	2	0	0	0	0	0
5/23/2023	3:45 PM	2	443	107	3	3	2	0	1	0	0	0	0	0
5/23/2023	4:00 PM	2	465	127	3	3	1	1	1	0	0	0	0	0
5/23/2023	4:15 PM	1	484	151	1	5	2	1	2	0	0	0	0	0
5/23/2023	4:30 PM	0	503	153	0	5	3	1	2	0	0	0	0	0
5/23/2023	4:45 PM	2	536	161	0	6	3	1	2	0	0	0	0	0
5/23/2023	5:00 PM	3	565	149	0	6	3	0	2	0	0	0	0	0
5/23/2023	5:15 PM	3	519	132	0	4	1	0	1	0	0	0	0	0
5/23/2023	5:30 PM	3	490	124	0	3	0	0	0	0	0	0	0	0
5/23/2023	5:45 PM	2	430	113	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:00 PM	1	378	97	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:15 PM	1	367	92	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:30 PM	3	333	90	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:45 PM	2	317	75	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:00 PM	2	296	73	0	2	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	2	290	70	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	0	260	53	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	0	239	46	1	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	0	220	35	1	0	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	0	189	28	1	0	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	0	174	30	1	0	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	160	36	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	137	40	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	113	37	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	96	32	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	67	22	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	55	17	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	54	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	46	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	39	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	41	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	25	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	18	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	13	3	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	15	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	12	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	10	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	10	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	0	8	2	0	0	1	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	9	2	0	0	1	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	9	2	0	0	1	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	7	2	0	0	1	0	0	1	0	0	0	0
5/24/2023	2:15 AM	0	6	1	0	0	0	0	0	1	0	0	0	0
5/24/2023	2:30 AM	0	4	0	0	0	0	0	0	1	0	0	0	0
5/24/2023	2:45 AM	0	3	0	0	0	0	0	0	1	0	0	0	0
5/24/2023	3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	17	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	1	26	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	1	31	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	1	36	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	1	37	7	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	31	8	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	30	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	39	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	42	16	0	2	0	0	0	0	0	0	0	0
5/24/2023	6:15 AM	0	68	23	1	2	0	0	0	0	0	0	0	0
5/24/2023	6:30 AM	0	92	31	2	4	0	0	0	0	0	0	0	0
5/24/2023	6:45 AM	0	108	39	4	7	0	1	0	0	0	0	0	0
5/24/2023	7:00 AM	0	133	45	6	6	0	1	0	1	0	0	0	0
5/24/2023	7:15 AM	2	144	47	5	8	0	1	1	1	0	0	0	0
5/24/2023	7:30 AM	2	148	51	4	7	0	1	1	1	0	0	0	0
5/24/2023	7:45 AM	2	148	56	2	6	0	1	1	2	0	0	0	0
5/24/2023	8:00 AM	3	142	60	0	7	1	1	1	1	0	0	0	0
5/24/2023	8:15 AM	1	138	69	0	8	1	1	0	1	0	0	0	0
5/24/2023	8:30 AM	2	144	75	1	10	1	1	0	2	0	0	0	0
5/24/2023	8:45 AM	2	148	74	1	12	1	1	1	1	0	0	0	0
5/24/2023	9:00 AM	1	153	78	1	11	0	1	1	1	0	0	0	0
5/24/2023	9:15 AM	2	166	76	1	8	0	1	1	2	0	0	0	0
5/24/2023	9:30 AM	1	155	78	0	7	2	1	1	1	0	0	0	0
5/24/2023	9:45 AM	1	160	77	0	6	3	0	1	1	0	0	0	0
5/24/2023	10:00 AM	1	181	73	0	5	3	0	1	1	0	0	0	0
5/24/2023	10:15 AM	0	192	69	0	5	3	0	2	0	0	0	0	0
5/24/2023	10:30 AM	0	226	66	0	4	1	0	2	0	0	0	0	0
5/24/2023	10:45 AM	1	244	70	0	1	0	0	2	0	0	0	0	0
5/24/2023	11:00 AM	2	247	71	0	5	1	0	2	1	0	0	0	0
5/24/2023	11:15 AM	2	247	84	0	5	1	0	2	1	0	0	0	0
5/24/2023	11:30 AM	2	255	88	0	5	1	0	3	1	0	0	0	0
5/24/2023	11:45 AM	1	247	93	0	8	1	0	2	1	0	0	0	0
5/24/2023	12:00 PM	3	261	102	0	4	2	0	2	0	0	0	0	0
5/24/2023	12:15 PM	3	270	95	0	4	3	0	2	0	0	0	0	0
5/24/2023	12:30 PM	3	263	92	0	4	3	1	1	0	0	0	0	0
5/24/2023	12:45 PM	3	275	87	0	1	3	3	1	0	0	0	0	0
5/24/2023	1:00 PM	0	270	78	1	1	1	5	1	0	0	0	0	0
5/24/2023	1:15 PM	0	291	80	1	2	0	5	0	0	0	0	0	0
5/24/2023	1:30 PM	0	308	72	1	2	0	5	0	0	0	0	0	0
5/24/2023	1:45 PM	2	315	83	2	2	1	4	0	0	0	0	0	0
5/24/2023	2:00 PM	3	330	92	1	2	1	5	0	0	0	0	0	0
5/24/2023	2:15 PM	3	314	97	2	1	2	5	3	0	0	0	0	0
5/24/2023	2:30 PM	3	303	103	2	2	2	5	3	0	0	0	0	0
5/24/2023	2:45 PM	1	321	105	1	2	1	5	4	1	0	0	0	0
5/24/2023	3:00 PM	2	342	98	3	2	1	4	4	1	0	0	0	0
5/24/2023	3:15 PM	2	369	99	2	2	0	6	1	1	0	0	0	0
5/24/2023	3:30 PM	2	399	114	3	4	0	5	1	1	0	0	0	0
5/24/2023	3:45 PM	4	416	117	3	5	0	4	2	0	0	0	0	0
5/24/2023	4:00 PM	2	427	120	1	6	0	5	2	0	0	0	0	0
5/24/2023	4:15 PM	2	460	130	1	6	1	5	4	0	0	0	0	0
5/24/2023	4:30 PM	3	494	141	0	2	1	5	4	0	0	0	0	0
5/24/2023	4:45 PM	2	495	145	0	1	1	5	2	1	0	0	0	0
5/24/2023	5:00 PM	3	491	168	0	0	1	2	2	1	0	0	0	0
5/24/2023	5:15 PM	4	473	164	0	2	0	0	1	1	0	0	0	0
5/24/2023	5:30 PM	4	423	148	0	4	0	0	1	1	0	0	0	0
5/24/2023	5:45 PM	3	407	123	0	4	0	0	1	0	0	0	0	0
5/24/2023	6:00 PM	2	356	98	0	5	0	0	2	0	0	0	0	0
5/24/2023	6:15 PM	2	325	79	0	3	0	0	1	0	0	0	0	0
5/24/2023	6:30 PM	1	310	73	0	1	0	0	1	0	0	0	0	0
5/24/2023	6:45 PM	4	285	80	0	2	0	0	1	0	0	0	0	0
5/24/2023	7:00 PM	4	303	70	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	3	276	70	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	3	273	56	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	267	57	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:00 PM	4	240	60	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	4	243	60	0	0	0	1	0	0	0	0	0	0
5/24/2023	8:30 PM	4	227	61	0	0	0	1	0	0	0	0	0	0
5/24/2023	8:45 PM	4	204	50	0	0	0	1	0	0	0	0	0	0
5/24/2023	9:00 PM	1	172	44	0	0	0	1	0	0	0	0	0	0
5/24/2023	9:15 PM	1	136	41	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	1	96	35	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	4	73	29	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	3	66	23	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	3	52	15	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	3	48	12	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	41	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	29	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	17	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	11	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0

Bi-Directional Class Count || NB EB 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.772430°, -82.488443°

Click here for Map

0000 - 2400 (24h Session) (05-23-2023)
NB EB 15min

	Northbound (Movement 27.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0015 - 0030	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	3	1	0	0	0	0	0	0	0	0	0	0	4	18
0100 - 0115	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	5
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	4	1	0	0	0	0	0	0	0	0	0	0	5	7
0300 - 0315	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0315 - 0330	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0345 - 0400	0	6	2	0	0	0	0	0	0	0	0	0	0	8	20
0400 - 0415	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
0445 - 0500	0	7	3	0	0	0	0	0	0	0	0	0	0	10	26
0500 - 0515	0	5	4	0	0	0	0	0	0	0	0	0	0	9	
0515 - 0530	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0530 - 0545	0	18	5	0	0	0	0	0	0	0	0	0	0	23	
0545 - 0600	0	24	4	1	0	0	0	0	0	0	0	0	0	29	69
0600 - 0615	0	16	9	1	0	0	0	0	0	0	0	0	0	26	
0615 - 0630	0	27	11	1	1	0	0	0	0	0	0	0	0	40	
0630 - 0645	1	45	19	1	0	2	0	0	0	0	0	0	0	68	
0645 - 0700	0	50	24	0	1	0	0	0	0	0	0	0	0	75	209
0700 - 0715	1	68	23	2	0	1	0	0	1	0	0	0	0	96	
0715 - 0730	0	102	27	0	2	0	0	0	1	0	0	0	0	132	
0730 - 0745	0	147	35	0	1	0	0	0	0	0	0	0	0	183	
0745 - 0800	0	140	39	2	1	0	0	0	0	0	0	0	0	182	593
0800 - 0815	0	105	27	0	0	2	1	2	0	0	0	0	0	137	
0815 - 0830	1	59	19	0	2	0	0	2	0	0	0	0	0	83	
0830 - 0845	0	85	18	0	0	0	0	0	0	0	0	0	0	103	
0845 - 0900	0	72	26	0	2	1	0	0	0	0	0	0	0	101	424
0900 - 0915	0	40	21	1	1	0	0	0	0	0	0	0	0	63	
0915 - 0930	0	64	24	0	2	1	0	0	1	0	0	0	0	92	
0930 - 0945	0	63	24	0	0	0	0	0	0	0	0	0	0	87	
0945 - 1000	0	73	21	0	0	0	0	0	0	0	0	0	0	94	336
1000 - 1015	0	63	10	0	1	0	0	0	1	0	0	0	0	75	
1015 - 1030	0	57	20	0	1	1	0	0	0	0	0	0	0	79	
1030 - 1045	0	58	22	0	1	0	0	0	0	0	0	0	0	81	
1045 - 1100	1	74	26	0	3	0	0	1	0	0	0	0	0	105	340
1100 - 1115	0	71	25	1	1	2	0	0	0	0	0	0	0	100	
1115 - 1130	0	68	20	0	1	2	0	0	0	0	0	0	0	91	
1130 - 1145	1	56	23	0	2	0	0	0	0	0	0	0	0	82	
1145 - 1200	0	77	27	0	1	0	0	0	0	0	0	0	0	105	378
1200 - 1215	0	83	24	1	0	0	0	2	0	0	0	0	0	110	
1215 - 1230	0	75	24	0	2	2	0	0	0	0	0	0	0	103	
1230 - 1245	0	93	20	0	2	1	0	0	0	0	0	0	0	116	
1245 - 1300	0	76	29	1	1	0	0	0	0	0	0	0	0	107	436
1300 - 1315	0	63	15	0	3	1	0	1	0	0	0	0	0	83	
1315 - 1330	0	76	16	0	2	3	0	0	0	0	0	0	0	97	
1330 - 1345	0	81	14	1	0	0	0	0	0	0	0	0	0	96	
1345 - 1400	1	63	30	0	0	1	0	0	1	0	0	0	0	96	372
1400 - 1415	0	68	23	5	1	0	0	1	2	0	0	0	0	100	
1415 - 1430	2	58	25	5	3	0	0	0	0	0	0	0	0	93	
1430 - 1445	1	73	27	0	1	1	0	0	0	0	0	0	0	103	
1445 - 1500	1	70	19	0	1	0	0	0	0	0	0	0	0	91	387
1500 - 1515	0	88	26	0	0	0	0	0	0	0	0	0	0	114	
1515 - 1530	0	85	15	1	0	0	0	1	0	0	0	0	0	102	
1530 - 1545	1	75	25	2	0	0	0	0	0	0	0	0	0	103	
1545 - 1600	0	77	18	0	1	0	0	0	0	0	0	0	0	96	415
1600 - 1615	0	69	24	1	2	1	0	0	1	0	0	0	0	98	
1615 - 1630	0	77	35	0	3	0	0	0	1	0	0	0	0	116	
1630 - 1645	0	82	20	0	0	0	0	1	0	0	0	0	0	103	
1645 - 1700	0	106	19	0	4	0	0	0	0	0	0	0	0	129	446
1700 - 1715	1	93	30	0	3	0	0	0	0	0	0	0	0	127	
1715 - 1730	0	87	19	0	0	1	0	0	1	0	0	0	0	108	
1730 - 1745	0	85	26	0	2	0	0	0	0	0	0	0	0	113	
1745 - 1800	0	93	18	0	2	0	0	0	0	0	0	0	0	113	461
1800 - 1815	1	68	23	0	0	0	0	1	1	0	0	0	0	94	
1815 - 1830	1	78	19	0	1	0	0	0	0	0	0	0	0	99	
1830 - 1845	0	70	18	0	0	0	0	0	0	0	0	0	0	88	
1845 - 1900	0	59	21	0	2	0	0	1	1	0	0	0	0	84	365
1900 - 1915	1	66	18	0	0	0	0	0	0	0	0	0	0	85	
1915 - 1930	0	62	10	0	0	0	0	0	0	0	0	0	0	72	
1930 - 1945	0	44	15	0	1	0	0	0	0	0	0	0	0	60	
1945 - 2000	0	38	17	0	0	0	0	0	0	0	0	0	0	55	272
2000 - 2015	0	41	17	0	2	0	0	0	0	0	0	0	0	60	
2015 - 2030	0	42	9	0	0	0	0	0	1	0	0	0	0	52	
2030 - 2045	0	20	7	0	1	0	0	0	0	0	0	0	0	28	
2045 - 2100	0	41	6	0	0	0	0	1	0	0	0	0	0	48	188
2100 - 2115	0	32	11	0	0	0	0	0	0	0	0	0	0	43	
2115 - 2130	0	25	12	0	0	0	0	0	0	0	0	0	0	37	
2130 - 2145	0	21	9	0	0	0	0	0	0	0	0	0	0	30	
2145 - 2200	0	16	4	0	0	0	0	0	0	0	0	0	0	20	130
2200 - 2215	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
2215 - 2230	0	12	6	0	0	0	0	1	0	0	0	0	0	19	
2230 - 2245	0	8	4	0	0	0	0	0	0	0	0	0	0	12	
2245 - 2300	0	5	2	0	0	0	0	0	0	0	0	0	0	7	51
2300 - 2315	0	7	3	0	0	0	0	0	0	0	0	0	0	10	
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2330 - 2345	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
2345 - 0000	0	4	2	0	0	0	0	0	0	0	0	0	0	6	24

Session Total	15	4458	1356	27	64	23	1	15	13	0	0	0	0	5972
Session Average	0.16	46.44	14.13	0.28	0.67	0.24	0.01	0.16	0.14	0.00	0.00	0.00	0.00	62.21
Session Percentage	0.25	74.65	22.71	0.45	1.07	0.39	0.02	0.25	0.22	0.00	0.00	0.00	0.00	

AM Peak Hour	0615 - 0715	0715 - 0815	0715 - 0815	0545 - 0645	0815 - 0915	0615 - 0715	0715 - 0815	0730 - 0830	0630 - 0730	-	-	-	-	0715 - 0815
AM Peak Volume	2	494	128	4	5	3	1	4	2	0	0	0	0	634

Noon Peak Hour	1345 - 1445	1145 - 1245	1345 - 1445	1330 - 1430	1215 - 1315	1230 - 1330	-	1115 - 1215	1315 - 1415	-	-	-	-	1200 - 1300
Noon Peak Volume	4	328	105	11	8	5	0	2	3	0	0	0	0	436

PM Peak Hour	1730 - 1830	1645 - 1745	1615 - 1715	1515 - 1615	1615 - 1715	1515 - 1615	-	1800 - 1900	1530 - 1630	-	-	-	-	1645 - 1745
PM Peak Volume	2	371	104	4	10	1	0	2	2	0	0	0	0	477

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (24h Session) (05-24-2023)
NB EB 15min

	Northbound (Movement 27.1)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0015 - 0030	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0030 - 0045	0	3	1	0	0	0	0	0	0	0	0	0	0	**4**	
0045 - 0100	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**9**
0100 - 0115	0	1	0	0	0	0	0	0	1	0	0	0	0	**2**	
0115 - 0130	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0130 - 0145	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0145 - 0200	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	**11**
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0230 - 0245	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**	
0245 - 0300	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	**9**
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0315 - 0330	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0330 - 0345	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
0345 - 0400	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	**22**
0400 - 0415	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0430 - 0445	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	
0445 - 0500	0	9	2	0	0	0	0	0	0	0	0	0	0	**11**	**25**
0500 - 0515	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	
0515 - 0530	0	7	0	0	0	0	0	0	1	0	0	0	0	**8**	
0530 - 0545	0	13	2	0	0	0	0	0	1	0	0	0	0	**16**	
0545 - 0600	0	18	4	1	0	0	0	0	1	0	0	0	0	**24**	**57**
0600 - 0615	0	17	5	0	0	0	0	0	0	0	0	0	0	**22**	
0615 - 0630	0	29	16	2	1	0	0	1	0	0	0	0	0	**49**	
0630 - 0645	0	40	16	1	1	0	0	0	0	0	0	0	0	**58**	
0645 - 0700	0	49	21	0	2	1	0	0	0	0	0	0	0	**73**	**202**
0700 - 0715	1	69	24	2	0	1	0	1	0	0	0	0	0	**98**	
0715 - 0730	0	115	22	0	1	1	0	0	0	0	0	0	0	**139**	
0730 - 0745	0	130	46	0	0	1	0	0	1	0	0	0	0	**178**	
0745 - 0800	0	142	44	2	0	0	0	0	1	0	0	0	0	**189**	**604**
0800 - 0815	0	98	26	0	2	0	0	0	0	0	0	0	0	**126**	
0815 - 0830	0	64	17	0	2	0	0	1	0	0	0	0	0	**84**	
0830 - 0845	0	67	29	0	5	1	0	3	1	0	0	0	0	**106**	
0845 - 0900	1	65	21	0	1	1	0	0	1	0	0	0	0	**90**	**406**
0900 - 0915	0	68	25	1	0	0	0	0	0	0	0	0	0	**94**	
0915 - 0930	0	64	14	0	1	0	0	0	0	0	0	0	0	**79**	
0930 - 0945	0	70	21	0	0	0	0	0	0	0	0	0	0	**91**	
0945 - 1000	1	67	24	0	2	0	0	0	1	0	0	0	0	**95**	**359**
1000 - 1015	0	53	26	0	2	0	0	0	0	0	0	0	0	**81**	
1015 - 1030	0	55	14	0	1	0	0	0	0	0	0	0	0	**70**	
1030 - 1045	0	62	20	0	1	1	0	0	0	0	0	0	0	**84**	
1045 - 1100	0	69	17	0	1	0	0	1	3	0	0	0	0	**91**	**326**
1100 - 1115	2	86	15	0	0	1	0	0	1	0	0	0	0	**105**	
1115 - 1130	0	68	28	0	1	1	0	0	0	0	0	0	0	**98**	
1130 - 1145	0	78	16	0	3	0	0	0	0	0	0	0	0	**97**	
1145 - 1200	1	73	20	0	3	0	0	0	0	0	0	0	0	**97**	**397**
1200 - 1215	0	88	25	0	0	0	0	1	1	0	0	0	0	**115**	
1215 - 1230	0	67	26	0	1	0	0	0	1	0	0	0	0	**95**	
1230 - 1245	1	81	25	0	3	0	0	0	0	0	0	0	0	**110**	
1245 - 1300	1	83	18	0	2	2	0	1	0	0	0	0	0	**107**	**427**
1300 - 1315	0	65	16	0	1	1	0	0	0	0	0	0	0	**83**	
1315 - 1330	0	62	11	1	2	0	1	0	0	0	0	0	0	**77**	
1330 - 1345	0	82	23	0	1	0	0	0	0	0	0	0	0	**106**	
1345 - 1400	0	69	23	0	1	2	0	0	0	0	0	0	0	**95**	**361**
1400 - 1415	0	72	23	5	1	2	0	0	0	0	0	0	0	**103**	
1415 - 1430	0	68	15	5	0	2	1	1	1	0	0	0	0	**93**	
1430 - 1445	0	72	18	0	1	1	0	0	0	0	0	0	0	**92**	
1445 - 1500	2	73	22	0	0	1	0	0	2	0	0	0	0	**100**	**388**
1500 - 1515	0	77	25	0	2	1	0	0	0	0	0	0	0	**105**	
1515 - 1530	0	85	14	1	1	2	1	0	0	0	0	0	0	**104**	
1530 - 1545	1	68	17	2	0	0	0	0	1	0	0	0	0	**89**	
1545 - 1600	1	66	28	0	3	1	0	0	0	0	0	0	0	**99**	**397**
1600 - 1615	1	70	20	0	1	3	0	1	0	0	0	0	0	**96**	
1615 - 1630	1	85	23	0	2	3	0	0	0	0	0	0	0	**114**	
1630 - 1645	1	78	18	0	1	0	0	1	0	0	0	0	0	**99**	
1645 - 1700	1	97	18	0	4	0	0	0	0	0	0	0	0	**120**	**429**
1700 - 1715	0	79	18	0	1	0	0	0	2	0	0	0	0	**100**	
1715 - 1730	1	92	19	0	0	1	0	0	0	0	0	0	0	**113**	
1730 - 1745	2	75	25	0	0	2	0	0	0	0	0	0	0	**104**	
1745 - 1800	0	87	22	0	1	0	0	0	0	0	0	0	0	**110**	**427**
1800 - 1815	0	77	31	0	1	0	0	0	0	0	0	0	0	**109**	
1815 - 1830	0	74	25	0	1	0	0	1	0	0	0	0	0	**101**	
1830 - 1845	3	71	26	0	0	0	0	0	0	0	0	0	0	**100**	
1845 - 1900	0	60	12	0	0	0	0	0	0	0	0	0	0	**72**	**382**
1900 - 1915	0	44	24	0	3	0	0	0	0	0	0	0	0	**71**	
1915 - 1930	1	74	17	0	2	0	0	0	0	0	0	0	0	**94**	
1930 - 1945	0	46	17	0	0	0	0	0	0	0	0	0	0	**63**	
1945 - 2000	0	45	12	0	0	0	0	0	0	0	0	0	0	**57**	**285**
2000 - 2015	0	47	11	0	1	0	0	0	0	0	0	0	0	**59**	
2015 - 2030	0	49	19	0	1	0	0	0	0	0	0	0	0	**69**	
2030 - 2045	0	45	14	0	0	0	1	0	0	0	0	0	0	**60**	
2045 - 2100	0	31	13	0	0	0	0	0	0	0	0	0	0	**44**	**232**
2100 - 2115	2	39	11	0	0	0	0	0	0	0	0	0	0	**52**	
2115 - 2130	0	27	4	0	1	0	0	0	0	0	0	0	0	**32**	
2130 - 2145	0	25	5	0	0	0	0	0	0	0	0	0	0	**30**	
2145 - 2200	0	13	3	0	0	0	0	0	0	0	0	0	0	**16**	**130**
2200 - 2215	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	
2215 - 2230	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**	
2230 - 2245	0	14	3	0	0	0	0	0	0	0	0	0	0	**17**	
2245 - 2300	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	**54**
2300 - 2315	0	6	2	0	0	0	0	0	0	0	0	0	0	**8**	
2315 - 2330	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
2330 - 2345	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
2345 - 0000	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	**24**

Session Total	25	4484	1291	23	69	33	4	13	21	0	0	0	0	**5963**
Session Average	0.26	46.71	13.45	0.24	0.72	0.34	0.04	0.14	0.22	0.00	0.00	0.00	0.00	**62.11**
Session Percentage	0.42	75.20	21.65	0.39	1.16	0.55	0.07	0.22	0.35	0.00	0.00	0.00	0.00	

AM Peak Hour	0615 - 0715	0715 - 0815	0715 - 0815	0615 - 0715	0800 - 0900	0645 - 0745	-	0745 - 0845	0500 - 0600	-	-	-	-	**0715 - 0815**
AM Peak Volume	1	485	138	5	10	4	0	4	3	0	0	0	0	**632**

Noon Peak Hour	1100 - 1200	1200 - 1300	1145 - 1245	1330 - 1430	1230 - 1330	1345 - 1445	1230 - 1330	1200 - 1300	1015 - 1115	-	-	-	-	**1200 - 1300**
Noon Peak Volume	3	319	96	10	8	7	1	2	4	0	0	0	0	**427**

PM Peak Hour	1530 - 1630	1630 - 1730	1745 - 1845	1500 - 1600	1600 - 1700	1530 - 1630	1500 - 1600	1545 - 1645	1615 - 1715	-	-	-	-	**1645 - 1745**
PM Peak Volume	4	346	104	3	8	7	1	2	2	0	0	0	0	**437**

Bi-Directional Class Count || SB WB 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.772430°, -82.488443°

Click here for Map

0000 - 2400 (24h Session) (05-23-2023)
SB WB 15min

	Southbound (Movement 27.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	3	0	0	0	0	0	0	0	0	0	0	5	
0015 - 0030	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	3	4	0	0	0	0	0	0	0	0	0	0	7	
0045 - 0100	0	1	1	0	0	0	0	0	0	0	0	0	0	2	18
0100 - 0115	0	4	3	0	0	0	0	0	0	0	0	0	0	7	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	14
0200 - 0215	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	1	1	1	0	0	0	0	0	0	0	0	0	0	3	
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
0300 - 0315	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0430 - 0445	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0445 - 0500	0	6	2	0	0	0	0	0	0	0	0	0	0	8	15
0500 - 0515	1	9	4	0	0	0	0	0	0	0	0	0	0	14	
0515 - 0530	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
0530 - 0545	0	15	3	0	0	0	0	0	0	0	0	0	0	18	
0545 - 0600	0	18	1	0	0	0	0	0	0	0	0	0	0	19	60
0600 - 0615	0	12	4	0	0	0	0	0	0	0	0	0	0	16	
0615 - 0630	0	13	3	0	0	0	0	1	0	0	0	0	0	17	
0630 - 0645	0	12	8	0	1	0	0	0	0	0	0	0	0	21	
0645 - 0700	0	19	10	0	1	0	0	0	0	0	0	0	0	30	84
0700 - 0715	0	19	8	1	0	2	0	0	0	0	0	0	0	30	
0715 - 0730	0	32	8	0	2	0	0	0	0	0	0	0	0	42	
0730 - 0745	0	52	10	2	2	0	0	0	0	1	0	0	0	67	
0745 - 0800	0	51	21	3	1	0	0	0	0	0	0	0	0	76	215
0800 - 0815	0	47	16	1	1	1	1	0	2	0	0	0	0	69	
0815 - 0830	0	42	8	0	1	0	0	0	0	0	0	0	0	51	
0830 - 0845	0	23	13	0	2	0	0	0	1	0	0	0	0	39	
0845 - 0900	0	42	14	0	1	1	0	0	0	0	0	0	0	58	217
0900 - 0915	0	44	21	0	0	1	0	1	0	0	0	0	0	67	
0915 - 0930	0	48	19	1	1	0	0	0	0	0	0	0	0	69	
0930 - 0945	0	45	11	0	5	0	0	2	1	0	0	0	0	64	
0945 - 1000	1	36	21	0	0	0	0	0	0	0	0	0	0	58	258
1000 - 1015	0	45	16	0	3	0	0	1	0	0	0	0	0	65	
1015 - 1030	0	43	18	1	0	0	0	0	0	0	0	0	0	62	
1030 - 1045	0	61	22	0	2	1	0	0	0	0	0	0	0	86	
1045 - 1100	0	45	16	0	1	0	1	0	0	0	0	0	0	63	276
1100 - 1115	0	52	19	1	2	0	3	0	0	0	0	0	0	77	
1115 - 1130	0	44	15	0	1	1	0	0	0	0	0	0	0	61	
1130 - 1145	0	59	14	0	2	1	0	0	0	0	0	0	0	76	
1145 - 1200	1	63	24	0	0	0	0	2	0	0	0	0	0	90	304
1200 - 1215	1	74	29	1	0	0	0	1	0	0	0	0	0	106	
1215 - 1230	0	68	18	0	1	0	0	0	0	0	0	0	0	87	
1230 - 1245	0	68	24	1	2	0	0	2	1	0	0	0	0	98	
1245 - 1300	0	70	26	0	1	0	0	1	0	0	0	0	0	98	389
1300 - 1315	1	76	28	0	0	0	0	0	0	0	0	0	0	105	
1315 - 1330	0	77	24	0	0	1	0	1	2	0	0	0	0	105	
1330 - 1345	0	82	29	0	3	0	0	0	0	0	0	0	0	114	
1345 - 1400	0	86	28	0	0	1	0	0	0	0	0	0	0	115	439
1400 - 1415	0	77	18	0	4	0	0	1	0	0	0	0	0	100	
1415 - 1430	0	74	19	0	1	1	0	0	0	0	0	0	0	95	
1430 - 1445	2	59	22	1	2	0	0	0	0	0	0	0	0	86	
1445 - 1500	0	80	32	0	1	0	0	0	0	0	0	0	0	113	394
1500 - 1515	0	85	29	1	0	0	0	0	0	0	0	0	0	115	
1515 - 1530	0	78	22	0	0	1	0	1	0	0	0	0	0	102	
1530 - 1545	0	94	30	1	1	0	0	2	0	0	0	0	0	128	
1545 - 1600	0	106	25	0	0	1	0	0	0	0	0	0	0	132	477
1600 - 1615	1	109	18	2	0	1	0	0	0	0	0	0	0	131	
1615 - 1630	1	132	35	1	0	1	0	1	0	0	0	0	0	171	
1630 - 1645	0	116	31	0	1	0	0	0	0	0	0	0	0	148	
1645 - 1700	0	95	40	0	0	1	0	0	1	0	0	0	0	137	587
1700 - 1715	0	137	35	0	2	2	0	0	1	0	0	0	0	177	
1715 - 1730	0	127	33	0	0	0	0	0	0	0	0	0	0	160	
1730 - 1745	2	128	44	0	3	0	0	1	0	0	0	0	0	178	
1745 - 1800	1	126	38	0	1	0	0	0	0	0	0	0	0	166	681
1800 - 1815	0	101	24	0	0	0	0	0	0	0	0	0	0	125	
1815 - 1830	0	89	31	0	0	0	0	0	0	0	0	0	0	120	
1830 - 1845	1	91	25	0	0	0	0	0	0	0	0	0	0	117	
1845 - 1900	0	86	18	0	0	0	0	0	0	0	0	0	0	104	466
1900 - 1915	0	91	11	0	1	0	0	0	0	0	0	0	0	103	
1915 - 1930	2	83	19	0	0	1	0	0	0	0	0	0	0	105	
1930 - 1945	0	76	15	0	0	0	0	0	0	0	0	0	0	91	
1945 - 2000	0	71	11	0	1	0	0	0	0	0	0	0	0	83	382
2000 - 2015	0	66	25	0	0	0	0	0	0	0	0	0	0	91	
2015 - 2030	0	45	14	0	0	0	0	0	0	0	0	0	0	59	
2030 - 2045	1	52	12	1	0	0	0	0	0	0	0	0	0	66	
2045 - 2100	0	42	10	0	1	0	0	0	0	0	0	0	0	53	269
2100 - 2115	0	34	17	0	0	0	0	0	0	0	0	0	0	51	
2115 - 2130	0	31	16	0	0	0	0	0	0	0	0	0	0	47	
2130 - 2145	0	34	15	0	0	0	0	0	0	0	0	0	0	49	
2145 - 2200	0	29	10	0	0	0	0	0	0	0	0	0	0	39	186
2200 - 2215	0	13	8	0	0	0	0	0	0	0	0	0	0	21	
2215 - 2230	0	15	6	0	0	0	0	0	0	0	0	0	0	21	
2230 - 2245	0	11	7	0	0	0	0	0	0	0	0	0	0	18	
2245 - 2300	1	10	5	0	0	0	0	0	0	0	0	0	0	16	76
2300 - 2315	0	12	6	0	0	0	0	0	0	0	0	0	0	18	
2315 - 2330	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2330 - 2345	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
2345 - 0000	0	6	4	0	0	0	0	0	0	0	0	0	0	10	48

Session Total	18	4364	1361	19	56	19	5	18	9	1	0	0	0	5870
Session Average	0.19	45.46	14.18	0.20	0.58	0.20	0.05	0.19	0.09	0.01	0.00	0.00	0.00	61.15
Session Percentage	0.31	74.34	23.19	0.32	0.95	0.32	0.09	0.31	0.15	0.02	0.00	0.00	0.00	

AM Peak Hour	0500 - 0600	0730 - 0830	0945 - 1045	0700 - 0800	0915 - 1015	0615 - 0715	0715 - 0815	0845 - 0945	0745 - 0845	0645 - 0745	-	-	-	0945 - 1045
AM Peak Volume	1	192	77	6	9	2	1	3	3	1	0	0	0	271

Noon Peak Hour	1115 - 1215	1445 - 1545	1445 - 1545	1015 - 1115	1330 - 1430	1030 - 1130	1015 - 1115	1145 - 1245	1230 - 1330	-	-	-	-	1445 - 1545
Noon Peak Volume	2	337	113	2	8	2	4	5	3	0	0	0	0	458

PM Peak Hour	1700 - 1800	1700 - 1800	1645 - 1745	1530 - 1630	1700 - 1800	1615 - 1715	-	1500 - 1600	1615 - 1715	-	-	-	-	1700 - 1800
PM Peak Volume	3	518	152	4	6	4	0	3	2	0	0	0	0	681

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (24h Session) (05-24-2023)
SB WB 15min

	Southbound (Movement 27.2)													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
0015 - 0030	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0030 - 0045	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0045 - 0100	0	7	1	0	0	0	0	0	0	0	0	0	0	**8**	**23**
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0115 - 0130	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0145 - 0200	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**6**
0200 - 0215	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0245 - 0300	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	**6**
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	
0345 - 0400	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	**5**
0400 - 0415	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	**3**	
0430 - 0445	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0445 - 0500	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**	**18**
0500 - 0515	0	11	2	0	0	0	0	0	0	0	0	0	0	**13**	
0515 - 0530	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	
0530 - 0545	0	16	3	0	0	0	0	0	0	0	0	0	0	**19**	
0545 - 0600	0	22	5	0	0	0	0	0	0	0	0	0	0	**27**	**66**
0600 - 0615	0	5	3	0	0	0	0	0	0	0	0	0	0	**8**	
0615 - 0630	0	10	2	0	0	0	0	0	0	0	0	0	0	**12**	
0630 - 0645	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**	
0645 - 0700	0	16	8	0	2	0	0	0	0	0	0	0	0	**26**	**65**
0700 - 0715	0	26	11	1	0	0	0	0	0	0	0	0	0	**38**	
0715 - 0730	0	31	6	1	2	0	0	0	0	0	0	0	0	**40**	
0730 - 0745	0	33	13	2	2	0	1	0	0	0	0	0	0	**51**	
0745 - 0800	1	45	13	2	0	0	0	1	0	0	0	0	0	**62**	**191**
0800 - 0815	1	38	9	0	1	0	0	1	0	0	0	0	0	**50**	
0815 - 0830	0	38	12	0	0	0	1	0	0	0	0	0	0	**51**	
0830 - 0845	0	29	18	0	2	0	1	4	0	0	0	0	0	**54**	
0845 - 0900	1	33	20	0	1	1	0	0	0	0	0	0	0	**56**	**211**
0900 - 0915	0	46	19	0	2	0	0	0	0	0	0	0	0	**67**	
0915 - 0930	0	44	23	1	4	0	0	0	1	0	0	0	0	**73**	
0930 - 0945	0	40	14	0	2	0	1	1	0	0	0	0	0	**58**	
0945 - 1000	0	45	21	0	2	0	0	0	0	0	0	0	0	**68**	**266**
1000 - 1015	0	48	18	0	1	0	0	0	1	0	0	0	0	**68**	
1015 - 1030	0	30	24	0	2	2	0	0	0	0	0	0	0	**58**	
1030 - 1045	0	54	10	0	2	1	0	0	0	0	0	0	0	**67**	
1045 - 1100	0	57	19	0	0	0	0	0	0	0	0	0	0	**76**	**269**
1100 - 1115	0	63	15	0	0	0	0	1	1	0	0	0	0	**80**	
1115 - 1130	0	68	25	0	2	0	0	0	2	0	0	0	0	**97**	
1130 - 1145	1	72	17	0	1	0	0	1	0	0	0	0	0	**92**	
1145 - 1200	0	56	22	0	4	1	0	0	0	0	0	0	0	**83**	**352**
1200 - 1215	0	67	23	0	1	0	0	1	0	0	0	0	0	**92**	
1215 - 1230	0	75	20	0	1	0	0	1	1	0	0	0	0	**98**	
1230 - 1245	0	64	19	0	3	0	0	0	0	0	0	0	0	**86**	
1245 - 1300	2	84	27	0	0	0	1	0	1	0	0	0	0	**115**	**391**
1300 - 1315	0	72	18	0	0	1	0	1	0	0	0	0	0	**92**	
1315 - 1330	1	67	18	0	0	0	1	0	0	0	0	0	0	**87**	
1330 - 1345	0	74	16	0	2	0	2	1	0	0	0	0	0	**95**	
1345 - 1400	0	63	18	0	0	0	2	0	0	0	0	0	0	**83**	**357**
1400 - 1415	0	97	18	0	0	1	0	1	1	0	0	0	0	**118**	
1415 - 1430	0	77	17	0	1	0	1	0	0	0	0	0	0	**96**	
1430 - 1445	2	93	25	1	0	0	1	0	0	0	0	0	0	**122**	
1445 - 1500	1	89	29	0	0	0	3	0	1	0	0	0	0	**123**	**459**
1500 - 1515	0	80	30	1	0	1	0	1	0	0	0	0	0	**113**	
1515 - 1530	0	77	22	0	1	0	1	0	0	0	0	0	0	**101**	
1530 - 1545	0	98	28	0	2	0	2	1	0	0	0	0	0	**131**	
1545 - 1600	1	100	21	2	0	0	2	0	0	0	0	0	0	**126**	**471**
1600 - 1615	0	97	20	1	0	0	1	0	0	0	0	0	0	**119**	
1615 - 1630	0	112	32	0	3	0	0	0	0	0	0	0	0	**147**	
1630 - 1645	2	93	27	0	0	1	0	2	1	0	0	0	0	**126**	
1645 - 1700	0	108	30	0	1	0	3	0	0	0	0	0	0	**142**	**534**
1700 - 1715	0	118	45	0	1	1	2	2	0	0	0	0	0	**169**	
1715 - 1730	0	134	37	0	0	0	0	0	0	0	0	0	0	**171**	
1730 - 1745	1	100	31	0	1	0	0	0	0	0	0	0	0	**133**	
1745 - 1800	0	110	43	0	1	0	0	0	0	0	0	0	0	**154**	**627**
1800 - 1815	1	107	38	0	3	0	0	1	0	0	0	0	0	**150**	
1815 - 1830	1	75	32	0	1	0	0	0	0	0	0	0	0	**109**	
1830 - 1845	0	100	19	0	0	0	0	0	0	0	0	0	0	**119**	
1845 - 1900	1	67	22	0	1	0	0	1	0	0	0	0	0	**92**	**470**
1900 - 1915	0	84	16	0	0	0	0	0	0	0	0	0	0	**100**	
1915 - 1930	1	70	27	0	0	0	0	0	0	0	0	0	0	**98**	
1930 - 1945	1	73	20	0	0	0	0	0	0	0	0	0	0	**94**	
1945 - 2000	0	81	15	0	0	0	0	0	0	0	0	0	0	**96**	**388**
2000 - 2015	0	57	19	0	0	0	0	0	0	0	0	0	0	**76**	
2015 - 2030	0	69	14	0	0	0	0	0	0	0	0	0	0	**83**	
2030 - 2045	0	64	20	0	1	0	0	0	0	0	0	0	0	**85**	
2045 - 2100	4	69	14	0	0	0	0	0	0	0	0	0	0	**87**	**331**
2100 - 2115	0	57	3	0	1	1	0	0	0	0	0	0	0	**62**	
2115 - 2130	1	49	10	0	0	0	0	0	0	0	0	0	0	**60**	
2130 - 2145	1	33	10	0	0	0	0	0	0	0	0	0	0	**44**	
2145 - 2200	2	30	4	0	0	0	0	0	0	0	0	0	0	**36**	**202**
2200 - 2215	0	32	5	0	1	0	0	0	0	0	0	0	0	**38**	
2215 - 2230	3	14	2	0	0	0	0	0	0	0	0	0	0	**19**	
2230 - 2245	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**	
2245 - 2300	1	18	2	0	0	0	0	0	0	0	0	0	0	**21**	**100**
2300 - 2315	0	14	2	0	0	0	0	0	0	0	0	0	0	**16**	
2315 - 2330	0	9	1	0	0	0	0	0	0	0	0	0	0	**10**	
2330 - 2345	0	5	2	0	0	0	0	0	0	0	0	0	0	**7**	
2345 - 0000	0	5	1	0	0	0	0	0	0	0	0	0	0	**6**	**39**

Session Total	31	4400	1277	12	58	11	26	22	10	0	0	0	0	**5847**
Session Average	0.32	45.83	13.30	0.13	0.60	0.11	0.27	0.23	0.10	0.00	0.00	0.00	0.00	**60.91**
Session Percentage	0.53	75.25	21.84	0.21	0.99	0.19	0.44	0.38	0.17	0.00	0.00	0.00	0.00	

AM Peak Hour	0715 - 0815	0915 - 1015	0830 - 0930	0700 - 0800	0900 - 1000	0945 - 1045	0730 - 0830	0745 - 0845	0915 - 1015	-	-	-	-	**0915 - 1015**
AM Peak Volume	2	177	80	6	10	3	2	6	2	0	0	0	0	**267**

Noon Peak Hour	1230 - 1330	1400 - 1500	1445 - 1545	1415 - 1515	1145 - 1245	1000 - 1100	1445 - 1545	1130 - 1230	1030 - 1130	-	-	-	-	**1445 - 1545**
Noon Peak Volume	3	356	109	2	9	3	6	3	3	0	0	0	0	**468**

PM Peak Hour	1545 - 1645	1700 - 1800	1700 - 1800	1500 - 1600	1730 - 1830	1615 - 1715	1515 - 1615	1615 - 1715	1545 - 1645	-	-	-	-	**1700 - 1800**
PM Peak Volume	3	462	156	3	6	2	6	4	1	0	0	0	0	**627**

Bi-Directional Class Count || Bi-Directional 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Tuesday, May 23, 2023

Lat/Long
34.772430°, -82.488443°

Weather
Fair
66°F

0000 - 2400 (24h Session) (05-23-2023)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	6	4	0	0	0	0	0	0	0	0	0	0	10	
0015 - 0030	0	7	2	0	0	0	0	0	0	0	0	0	0	9	
0030 - 0045	0	6	5	0	0	0	0	0	0	0	0	0	0	11	
0045 - 0100	0	4	2	0	0	0	0	0	0	0	0	0	0	6	36
0100 - 0115	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	5	1	0	0	0	0	0	0	0	0	0	0	6	19
0200 - 0215	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0230 - 0245	1	2	1	0	0	0	0	0	0	0	0	0	0	4	
0245 - 0300	0	4	1	0	0	0	0	0	0	0	0	0	0	5	15
0300 - 0315	0	6	1	0	1	0	0	0	0	0	0	0	0	8	
0315 - 0330	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0330 - 0345	0	3	2	0	0	0	0	0	0	0	0	0	0	5	
0345 - 0400	0	7	2	0	0	0	0	0	0	0	0	0	0	9	27
0400 - 0415	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0415 - 0430	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
0430 - 0445	0	7	4	0	0	0	0	0	0	0	0	0	0	11	
0445 - 0500	0	13	5	0	0	0	0	0	0	0	0	0	0	18	41
0500 - 0515	1	14	8	0	0	0	0	0	0	0	0	0	0	23	
0515 - 0530	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
0530 - 0545	0	33	8	0	0	0	0	0	0	0	0	0	0	41	
0545 - 0600	0	42	5	1	0	0	0	0	0	0	0	0	0	48	129
0600 - 0615	0	28	13	1	0	0	0	0	0	0	0	0	0	42	
0615 - 0630	0	40	14	1	1	0	0	1	0	0	0	0	0	57	
0630 - 0645	1	57	27	1	1	2	0	0	0	0	0	0	0	89	
0645 - 0700	0	69	34	0	2	0	0	0	0	0	0	0	0	105	293
0700 - 0715	1	87	31	3	0	3	0	0	1	0	0	0	0	126	
0715 - 0730	0	134	35	0	4	0	0	0	1	0	0	0	0	174	
0730 - 0745	0	199	45	2	3	0	0	0	0	1	0	0	0	250	
0745 - 0800	0	191	60	5	2	0	0	0	0	0	0	0	0	258	808
0800 - 0815	0	152	43	1	1	3	2	2	2	0	0	0	0	206	
0815 - 0830	1	101	27	0	3	0	0	2	0	0	0	0	0	134	
0830 - 0845	0	108	31	0	2	0	0	0	1	0	0	0	0	142	
0845 - 0900	0	114	40	0	3	2	0	0	0	0	0	0	0	159	641
0900 - 0915	0	84	42	1	1	1	0	1	0	0	0	0	0	130	
0915 - 0930	0	112	43	1	3	1	0	0	1	0	0	0	0	161	
0930 - 0945	0	108	35	0	5	0	0	2	1	0	0	0	0	151	
0945 - 1000	1	109	42	0	0	0	0	0	0	0	0	0	0	152	594
1000 - 1015	0	108	26	0	4	0	0	1	1	0	0	0	0	140	
1015 - 1030	0	100	38	1	1	1	0	0	0	0	0	0	0	141	
1030 - 1045	0	119	44	0	3	1	0	0	0	0	0	0	0	167	
1045 - 1100	1	119	42	0	4	0	1	1	0	0	0	0	0	168	616
1100 - 1115	0	123	44	2	3	2	3	0	0	0	0	0	0	177	
1115 - 1130	0	112	35	0	2	3	0	0	0	0	0	0	0	152	
1130 - 1145	1	115	37	0	4	1	0	0	0	0	0	0	0	158	
1145 - 1200	1	140	51	0	1	0	0	2	0	0	0	0	0	195	682
1200 - 1215	1	157	53	2	0	0	0	3	0	0	0	0	0	216	
1215 - 1230	0	143	42	0	3	2	0	0	0	0	0	0	0	190	
1230 - 1245	0	161	44	1	4	1	0	2	1	0	0	0	0	214	
1245 - 1300	0	146	55	1	2	0	0	1	0	0	0	0	0	205	825
1300 - 1315	1	139	43	0	3	1	0	1	0	0	0	0	0	188	
1315 - 1330	0	153	40	0	2	4	0	1	2	0	0	0	0	202	
1330 - 1345	0	163	43	1	3	0	0	0	0	0	0	0	0	210	
1345 - 1400	1	149	58	0	0	2	0	0	1	0	0	0	0	211	811
1400 - 1415	0	145	41	5	5	0	0	2	2	0	0	0	0	200	
1415 - 1430	2	132	44	5	4	1	0	0	0	0	0	0	0	188	
1430 - 1445	3	132	49	1	3	1	0	0	0	0	0	0	0	189	
1445 - 1500	1	150	51	0	2	0	0	0	0	0	0	0	0	204	781
1500 - 1515	0	173	55	1	0	0	0	0	0	0	0	0	0	229	
1515 - 1530	0	163	37	1	0	1	0	2	0	0	0	0	0	204	
1530 - 1545	1	169	55	3	1	0	0	2	0	0	0	0	0	231	
1545 - 1600	0	183	43	0	1	1	0	0	0	0	0	0	0	228	892
1600 - 1615	1	178	42	3	2	2	0	0	1	0	0	0	0	229	
1615 - 1630	1	209	70	1	3	1	0	1	1	0	0	0	0	287	
1630 - 1645	0	198	51	0	1	0	0	1	0	0	0	0	0	251	
1645 - 1700	0	201	59	0	4	1	0	0	1	0	0	0	0	266	1033
1700 - 1715	1	230	65	0	5	2	0	0	1	0	0	0	0	304	
1715 - 1730	0	214	52	0	0	1	0	0	1	0	0	0	0	268	
1730 - 1745	2	213	70	0	5	0	0	1	0	0	0	0	0	291	
1745 - 1800	1	219	56	0	3	0	0	0	0	0	0	0	0	279	1142
1800 - 1815	1	169	47	0	0	0	0	1	1	0	0	0	0	219	
1815 - 1830	1	167	50	0	1	0	0	0	0	0	0	0	0	219	
1830 - 1845	1	161	43	0	0	0	0	0	0	0	0	0	0	205	
1845 - 1900	0	145	39	0	2	0	0	1	1	0	0	0	0	188	831
1900 - 1915	1	157	29	0	1	0	0	0	0	0	0	0	0	188	
1915 - 1930	2	145	29	0	0	1	0	0	0	0	0	0	0	177	
1930 - 1945	0	120	30	0	1	0	0	0	0	0	0	0	0	151	
1945 - 2000	0	109	28	0	1	0	0	0	0	0	0	0	0	138	654
2000 - 2015	0	107	42	0	2	0	0	0	0	0	0	0	0	151	
2015 - 2030	0	87	23	0	0	0	0	0	1	0	0	0	0	111	
2030 - 2045	1	72	19	1	1	0	0	0	0	0	0	0	0	94	
2045 - 2100	0	83	16	0	1	0	0	1	0	0	0	0	0	101	457
2100 - 2115	0	66	28	0	0	0	0	0	0	0	0	0	0	94	
2115 - 2130	0	56	28	0	0	0	0	0	0	0	0	0	0	84	
2130 - 2145	0	55	24	0	0	0	0	0	0	0	0	0	0	79	
2145 - 2200	0	45	14	0	0	0	0	0	0	0	0	0	0	59	316
2200 - 2215	0	22	12	0	0	0	0	0	0	0	0	0	0	34	
2215 - 2230	0	27	12	0	0	0	0	1	0	0	0	0	0	40	
2230 - 2245	0	19	11	0	0	0	0	0	0	0	0	0	0	30	
2245 - 2300	1	15	7	0	0	0	0	0	0	0	0	0	0	23	127
2300 - 2315	0	19	9	0	0	0	0	0	0	0	0	0	0	28	
2315 - 2330	0	9	4	0	0	0	0	0	0	0	0	0	0	13	
2330 - 2345	0	9	6	0	0	0	0	0	0	0	0	0	0	15	
2345 - 0000	0	10	6	0	0	0	0	0	0	0	0	0	0	16	72

Session Total	33	8822	2717	46	120	42	6	33	22	1	0	0	0	11842
Session Average	0.34	91.90	28.30	0.48	1.25	0.44	0.06	0.34	0.23	0.01	0.00	0.00	0.00	123.35
Session Percentage	0.28	74.50	22.94	0.39	1.01	0.35	0.05	0.28	0.19	0.01	0.00	0.00	0.00	

AM Peak Hour	0615 - 0715	0715 - 0815	0715 - 0815	0700 - 0800	0845 - 0945	0615 - 0715	0715 - 0815	0730 - 0830	0715 - 0815	0645 - 0745	-	-	-	0715 - 0815
AM Peak Volume	2	676	183	10	12	5	2	4	3	1	0	0	0	888

Noon Peak Hour	1345 - 1445	1445 - 1545	1415 - 1515	1330 - 1430	1400 - 1500	1300 - 1400	1015 - 1115	1145 - 1245	1315 - 1415	-	-	-	-	1445 - 1545
Noon Peak Volume	6	655	199	11	14	7	4	7	5	0	0	0	0	868

PM Peak Hour	1730 - 1830	1700 - 1800	1645 - 1745	1515 - 1615	1645 - 1745	1515 - 1615	-	1500 - 1600	1600 - 1700	-	-	-	-	1700 - 1800
PM Peak Volume	5	876	246	7	14	4	0	4	3	0	0	0	0	1142

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (24h Session) (05-24-2023)
Bi-Directional 15min

	Bi-Directional 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
0015 - 0030	0	8	0	0	0	0	0	0	0	0	0	0	0	**8**	
0030 - 0045	0	4	1	0	0	0	0	0	0	0	0	0	0	**5**	
0045 - 0100	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**	**32**
0100 - 0115	0	2	0	0	0	0	0	0	1	0	0	0	0	**3**	
0115 - 0130	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0130 - 0145	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0145 - 0200	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	**17**
0200 - 0215	0	4	0	0	0	0	0	0	0	0	0	0	0	**4**	
0215 - 0230	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0230 - 0245	0	1	1	0	0	0	0	0	0	0	0	0	0	**2**	
0245 - 0300	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**	**15**
0300 - 0315	0	2	0	0	0	0	0	0	0	0	0	0	0	**2**	
0315 - 0330	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0330 - 0345	0	8	2	0	0	0	0	0	0	0	0	0	0	**10**	
0345 - 0400	0	10	0	0	0	0	0	0	0	0	0	0	0	**10**	**27**
0400 - 0415	0	7	0	0	0	0	0	0	0	0	0	0	0	**7**	
0415 - 0430	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**	
0430 - 0445	0	10	1	0	0	0	0	0	0	0	0	0	0	**11**	
0445 - 0500	0	16	4	0	0	0	0	0	0	0	0	0	0	**20**	**43**
0500 - 0515	0	19	3	0	0	0	0	0	0	0	0	0	0	**22**	
0515 - 0530	0	13	1	0	0	0	0	0	1	0	0	0	0	**15**	
0530 - 0545	0	29	5	0	0	0	0	0	1	0	0	0	0	**35**	
0545 - 0600	0	40	9	1	0	0	0	0	1	0	0	0	0	**51**	**123**
0600 - 0615	0	22	8	0	0	0	0	0	0	0	0	0	0	**30**	
0615 - 0630	0	39	18	2	1	0	0	1	0	0	0	0	0	**61**	
0630 - 0645	0	55	20	1	1	0	0	0	0	0	0	0	0	**77**	
0645 - 0700	0	65	29	0	4	1	0	0	0	0	0	0	0	**99**	**267**
0700 - 0715	1	95	35	3	0	1	0	1	0	0	0	0	0	**136**	
0715 - 0730	0	146	28	1	3	1	0	0	0	0	0	0	0	**179**	
0730 - 0745	0	163	59	2	2	1	1	0	1	0	0	0	0	**229**	
0745 - 0800	1	187	57	4	0	0	0	1	1	0	0	0	0	**251**	**795**
0800 - 0815	1	136	35	0	3	0	0	1	0	0	0	0	0	**176**	
0815 - 0830	0	102	29	0	2	0	1	1	0	0	0	0	0	**135**	
0830 - 0845	0	96	47	0	7	1	1	7	1	0	0	0	0	**160**	
0845 - 0900	2	98	41	0	2	2	0	0	1	0	0	0	0	**146**	**617**
0900 - 0915	0	114	44	1	2	0	0	0	0	0	0	0	0	**161**	
0915 - 0930	0	108	37	1	5	0	0	0	1	0	0	0	0	**152**	
0930 - 0945	0	110	35	0	2	0	1	1	0	0	0	0	0	**149**	
0945 - 1000	1	112	45	0	4	0	0	0	1	0	0	0	0	**163**	**625**
1000 - 1015	0	101	44	0	3	0	0	0	1	0	0	0	0	**149**	
1015 - 1030	0	85	38	0	3	2	0	0	0	0	0	0	0	**128**	
1030 - 1045	0	116	30	0	3	2	0	0	0	0	0	0	0	**151**	
1045 - 1100	0	126	36	0	1	0	0	1	3	0	0	0	0	**167**	**595**
1100 - 1115	2	149	30	0	0	1	0	1	2	0	0	0	0	**185**	
1115 - 1130	0	136	53	0	3	1	0	0	2	0	0	0	0	**195**	
1130 - 1145	1	150	33	0	4	0	0	1	0	0	0	0	0	**189**	
1145 - 1200	1	129	42	0	7	1	0	0	0	0	0	0	0	**180**	**749**
1200 - 1215	0	155	48	0	1	0	0	2	1	0	0	0	0	**207**	
1215 - 1230	0	142	46	0	2	0	0	1	2	0	0	0	0	**193**	
1230 - 1245	1	145	44	0	6	0	0	0	0	0	0	0	0	**196**	
1245 - 1300	3	167	45	0	2	2	1	1	1	0	0	0	0	**222**	**818**
1300 - 1315	0	137	34	0	1	2	0	1	0	0	0	0	0	**175**	
1315 - 1330	1	129	29	1	2	0	2	0	0	0	0	0	0	**164**	
1330 - 1345	0	156	39	0	3	0	2	1	0	0	0	0	0	**201**	
1345 - 1400	0	132	41	0	1	2	2	0	0	0	0	0	0	**178**	**718**
1400 - 1415	0	169	41	5	1	3	0	1	1	0	0	0	0	**221**	
1415 - 1430	0	145	32	5	1	2	2	1	1	0	0	0	0	**189**	
1430 - 1445	2	165	43	1	1	1	1	0	0	0	0	0	0	**214**	
1445 - 1500	3	162	51	0	0	1	3	0	3	0	0	0	0	**223**	**847**
1500 - 1515	0	157	55	1	2	2	0	1	0	0	0	0	0	**218**	
1515 - 1530	0	162	36	1	2	2	2	0	0	0	0	0	0	**205**	
1530 - 1545	1	166	45	2	2	0	2	1	1	0	0	0	0	**220**	
1545 - 1600	2	166	49	2	3	1	2	0	0	0	0	0	0	**225**	**868**
1600 - 1615	1	167	40	1	1	3	1	1	0	0	0	0	0	**215**	
1615 - 1630	1	197	55	0	5	3	0	0	0	0	0	0	0	**261**	
1630 - 1645	3	171	45	0	1	1	0	3	1	0	0	0	0	**225**	
1645 - 1700	1	205	48	0	5	0	3	0	0	0	0	0	0	**262**	**963**
1700 - 1715	0	197	63	0	2	1	2	2	2	0	0	0	0	**269**	
1715 - 1730	1	226	56	0	0	1	0	0	0	0	0	0	0	**284**	
1730 - 1745	3	175	56	0	1	2	0	0	0	0	0	0	0	**237**	
1745 - 1800	0	197	65	0	2	0	0	0	0	0	0	0	0	**264**	**1054**
1800 - 1815	1	184	69	0	4	0	0	1	0	0	0	0	0	**259**	
1815 - 1830	1	149	57	0	2	0	0	1	0	0	0	0	0	**210**	
1830 - 1845	3	171	45	0	0	0	0	0	0	0	0	0	0	**219**	
1845 - 1900	1	127	34	0	1	0	0	1	0	0	0	0	0	**164**	**852**
1900 - 1915	0	128	40	0	3	0	0	0	0	0	0	0	0	**171**	
1915 - 1930	2	144	44	0	2	0	0	0	0	0	0	0	0	**192**	
1930 - 1945	1	119	37	0	0	0	0	0	0	0	0	0	0	**157**	
1945 - 2000	0	126	27	0	0	0	0	0	0	0	0	0	0	**153**	**673**
2000 - 2015	0	104	30	0	1	0	0	0	0	0	0	0	0	**135**	
2015 - 2030	0	118	33	0	1	0	0	0	0	0	0	0	0	**152**	
2030 - 2045	0	109	34	0	1	0	1	0	0	0	0	0	0	**145**	
2045 - 2100	4	100	27	0	0	0	0	0	0	0	0	0	0	**131**	**563**
2100 - 2115	2	96	14	0	1	1	0	0	0	0	0	0	0	**114**	
2115 - 2130	1	76	14	0	1	0	0	0	0	0	0	0	0	**92**	
2130 - 2145	1	58	15	0	0	0	0	0	0	0	0	0	0	**74**	
2145 - 2200	2	43	7	0	0	0	0	0	0	0	0	0	0	**52**	**332**
2200 - 2215	0	42	7	0	1	0	0	0	0	0	0	0	0	**50**	
2215 - 2230	3	27	4	0	0	0	0	0	0	0	0	0	0	**34**	
2230 - 2245	0	33	6	0	0	0	0	0	0	0	0	0	0	**39**	
2245 - 2300	1	27	3	0	0	0	0	0	0	0	0	0	0	**31**	**154**
2300 - 2315	0	20	4	0	0	0	0	0	0	0	0	0	0	**24**	
2315 - 2330	0	11	1	0	0	0	0	0	0	0	0	0	0	**12**	
2330 - 2345	0	11	3	0	0	0	0	0	0	0	0	0	0	**14**	
2345 - 0000	0	10	3	0	0	0	0	0	0	0	0	0	0	**13**	**63**

Session Total	56	8884	2568	35	127	44	30	35	31	0	0	0	0	**11810**
Session Average	0.58	92.54	26.75	0.36	1.32	0.46	0.31	0.36	0.32	0.00	0.00	0.00	0.00	**123.02**
Session Percentage	0.47	75.22	21.74	0.30	1.08	0.37	0.25	0.30	0.26	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0715 - 0815	0730 - 0830	0700 - 0800	0830 - 0930	0645 - 0745	0730 - 0830	0745 - 0845	0500 - 0600	-	-	-	-	**0715 - 0815**
AM Peak Volume	3	632	180	10	16	4	2	10	3	0	0	0	0	**835**

Noon Peak Hour	1230 - 1330	1445 - 1545	1445 - 1545	1345 - 1445	1145 - 1245	1345 - 1445	1445 - 1545	1130 - 1230	1030 - 1130	-	-	-	-	**1445 - 1545**
Noon Peak Volume	5	647	187	11	16	8	7	4	7	0	0	0	0	**866**

PM Peak Hour	1545 - 1645	1645 - 1745	1730 - 1830	1500 - 1600	1615 - 1715	1545 - 1645	1515 - 1615	1615 - 1715	1615 - 1715	-	-	-	-	**1700 - 1800**
PM Peak Volume	7	803	247	6	13	8	7	5	3	0	0	0	0	**1054**

Bi-Directional Class Count || NB EB Average 15min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (Weekday 24h Session) (All Dates)
NB EB Average 15min

	NB EB Average 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0015 - 0030	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
0030 - 0045	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	2	1	0	0	0	0	0	0	0	0	0	0	3	14
0100 - 0115	0	2	0	0	0	0	0	0	1	0	0	0	0	2	
0115 - 0130	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0130 - 0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0145 - 0200	0	2	0	0	0	0	0	0	0	0	0	0	0	2	8
0200 - 0215	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	0	1	1	0	0	0	0	0	0	0	0	0	0	1	
0245 - 0300	0	4	1	0	0	0	0	0	0	0	0	0	0	5	8
0300 - 0315	0	3	1	0	0	0	0	0	0	0	0	0	0	3	
0315 - 0330	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0330 - 0345	0	5	2	0	0	0	0	0	0	0	0	0	0	7	
0345 - 0400	0	7	1	0	0	0	0	0	0	0	0	0	0	8	21
0400 - 0415	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	5	3	0	0	0	0	0	0	0	0	0	0	7	
0445 - 0500	0	8	3	0	0	0	0	0	0	0	0	0	0	11	26
0500 - 0515	0	7	3	0	0	0	0	0	0	0	0	0	0	9	
0515 - 0530	0	6	2	0	0	0	0	0	1	0	0	0	0	8	
0530 - 0545	0	16	4	0	0	0	0	0	1	0	0	0	0	20	
0545 - 0600	0	21	4	1	0	0	0	0	1	0	0	0	0	27	63
0600 - 0615	0	17	7	1	0	0	0	0	0	0	0	0	0	24	
0615 - 0630	0	28	14	2	1	0	0	1	0	0	0	0	0	45	
0630 - 0645	1	43	18	1	1	1	0	0	0	0	0	0	0	63	
0645 - 0700	0	50	23	0	2	1	0	0	0	0	0	0	0	74	206
0700 - 0715	1	69	24	2	0	1	0	1	1	0	0	0	0	97	
0715 - 0730	0	109	25	0	2	1	0	0	1	0	0	0	0	136	
0730 - 0745	0	139	41	0	1	1	0	0	1	0	0	0	0	181	
0745 - 0800	0	141	42	2	1	0	0	0	1	0	0	0	0	186	599
0800 - 0815	0	102	27	0	1	1	1	1	0	0	0	0	0	132	
0815 - 0830	1	62	18	0	2	0	0	2	0	0	0	0	0	84	
0830 - 0845	0	76	24	0	3	1	0	2	1	0	0	0	0	105	
0845 - 0900	1	69	24	0	2	1	0	0	1	0	0	0	0	96	415
0900 - 0915	0	54	23	1	1	0	0	0	0	0	0	0	0	79	
0915 - 0930	0	64	19	0	2	1	0	0	1	0	0	0	0	86	
0930 - 0945	0	67	23	0	0	0	0	0	0	0	0	0	0	89	
0945 - 1000	1	70	23	0	1	0	0	0	1	0	0	0	0	95	348
1000 - 1015	0	58	18	0	2	0	0	0	1	0	0	0	0	78	
1015 - 1030	0	56	17	0	1	1	0	0	0	0	0	0	0	75	
1030 - 1045	0	60	21	0	1	1	0	0	0	0	0	0	0	83	
1045 - 1100	1	72	22	0	2	0	0	1	2	0	0	0	0	98	333
1100 - 1115	1	79	20	1	1	2	0	0	1	0	0	0	0	103	
1115 - 1130	0	68	24	0	1	2	0	0	0	0	0	0	0	95	
1130 - 1145	1	67	20	0	3	0	0	0	0	0	0	0	0	90	
1145 - 1200	1	75	24	0	2	0	0	0	0	0	0	0	0	101	388
1200 - 1215	0	86	25	1	0	0	0	2	1	0	0	0	0	113	
1215 - 1230	0	71	25	0	2	1	0	0	1	0	0	0	0	99	
1230 - 1245	1	87	23	0	3	1	0	0	0	0	0	0	0	113	
1245 - 1300	1	80	24	1	2	1	0	1	0	0	0	0	0	107	432
1300 - 1315	0	64	16	0	2	1	0	1	0	0	0	0	0	83	
1315 - 1330	0	69	14	1	2	2	1	0	0	0	0	0	0	87	
1330 - 1345	0	82	19	1	1	0	0	0	0	0	0	0	0	101	
1345 - 1400	1	66	27	0	1	2	0	0	1	0	0	0	0	96	367
1400 - 1415	0	70	23	5	1	1	0	1	1	0	0	0	0	102	
1415 - 1430	1	63	20	5	2	1	1	1	1	0	0	0	0	93	
1430 - 1445	1	73	23	0	1	1	0	0	0	0	0	0	0	98	
1445 - 1500	2	72	21	0	1	1	0	0	1	0	0	0	0	96	388
1500 - 1515	0	83	26	0	1	1	0	0	0	0	0	0	0	110	
1515 - 1530	0	85	15	1	1	1	1	1	0	0	0	0	0	103	
1530 - 1545	1	72	21	2	0	0	0	0	1	0	0	0	0	96	
1545 - 1600	1	72	23	0	2	1	0	0	0	0	0	0	0	98	406
1600 - 1615	1	70	22	1	2	2	0	1	1	0	0	0	0	97	
1615 - 1630	1	81	29	0	3	2	0	0	1	0	0	0	0	115	
1630 - 1645	1	80	19	0	1	0	0	1	0	0	0	0	0	101	
1645 - 1700	1	102	19	0	4	0	0	0	0	0	0	0	0	125	438
1700 - 1715	1	86	24	0	2	0	0	0	1	0	0	0	0	114	
1715 - 1730	1	90	19	0	0	1	0	0	1	0	0	0	0	111	
1730 - 1745	1	80	26	0	1	1	0	0	0	0	0	0	0	109	
1745 - 1800	0	90	20	0	2	0	0	0	0	0	0	0	0	112	444
1800 - 1815	1	73	27	0	1	0	0	1	1	0	0	0	0	102	
1815 - 1830	1	76	22	0	1	0	0	1	0	0	0	0	0	100	
1830 - 1845	2	71	22	0	0	0	0	0	0	0	0	0	0	94	
1845 - 1900	0	60	17	0	1	0	0	1	1	0	0	0	0	78	374
1900 - 1915	1	55	21	0	2	0	0	0	0	0	0	0	0	78	
1915 - 1930	1	68	14	0	1	0	0	0	0	0	0	0	0	83	
1930 - 1945	0	45	16	0	1	0	0	0	0	0	0	0	0	62	
1945 - 2000	0	42	15	0	0	0	0	0	0	0	0	0	0	56	279
2000 - 2015	0	44	14	0	2	0	0	0	0	0	0	0	0	60	
2015 - 2030	0	46	14	0	1	0	0	0	1	0	0	0	0	61	
2030 - 2045	0	33	11	0	1	0	1	0	0	0	0	0	0	44	
2045 - 2100	0	36	10	0	0	0	0	1	0	0	0	0	0	46	210
2100 - 2115	1	36	11	0	0	0	0	0	0	0	0	0	0	48	
2115 - 2130	0	26	8	0	1	0	0	0	0	0	0	0	0	35	
2130 - 2145	0	23	7	0	0	0	0	0	0	0	0	0	0	30	
2145 - 2200	0	15	4	0	0	0	0	0	0	0	0	0	0	18	130
2200 - 2215	0	10	3	0	0	0	0	0	0	0	0	0	0	13	
2215 - 2230	0	13	4	0	0	0	0	1	0	0	0	0	0	17	
2230 - 2245	0	11	4	0	0	0	0	0	0	0	0	0	0	15	
2245 - 2300	0	7	2	0	0	0	0	0	0	0	0	0	0	9	53
2300 - 2315	0	7	3	0	0	0	0	0	0	0	0	0	0	9	
2315 - 2330	0	3	1	0	0	0	0	0	0	0	0	0	0	3	
2330 - 2345	0	4	2	0	0	0	0	0	0	0	0	0	0	6	
2345 - 0000	0	5	2	0	0	0	0	0	0	0	0	0	0	7	24

Session Total	20	4471	1324	25	67	28	3	14	17	0	0	0	0	5968
Session Average	0.21	46.57	13.79	0.26	0.69	0.29	0.03	0.15	0.18	0.00	0.00	0.00	0.00	62.16
Session Percentage	0.34	74.92	22.18	0.42	1.11	0.47	0.04	0.23	0.28	0.00	0.00	0.00	0.00	

AM Peak Hour	0615 - 0715	0715 - 0815	0715 - 0815	0615 - 0715	0800 - 0900	0630 - 0730	0715 - 0815	0745 - 0845	0700 - 0800	-	-	-	-	0715 - 0815
AM Peak Volume	2	490	133	5	7	3	1	4	2	0	0	0	0	633

Noon Peak Hour	1400 - 1500	1200 - 1300	1145 - 1245	1330 - 1430	1230 - 1330	1345 - 1445	1230 - 1330	1200 - 1300	1400 - 1500	-	-	-	-	1200 - 1300
Noon Peak Volume	3	323	96	11	8	5	1	2	3	0	0	0	0	432

PM Peak Hour	1530 - 1630	1630 - 1730	1530 - 1630	1515 - 1615	1615 - 1715	1530 - 1630	1500 - 1600	1545 - 1645	1530 - 1630	-	-	-	-	1645 - 1745
PM Peak Volume	3	357	95	4	9	4	1	2	2	0	0	0	0	457

Bi-Directional Class Count || SB WB Average 15min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (Weekday 24h Session) (All Dates)
SB WB Average 15min

	SB WB Average 15min													15min	60min
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	Total	Total
0000 - 0015	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0015 - 0030	0	4	1	0	0	0	0	0	0	0	0	0	0	4	
0030 - 0045	0	2	2	0	0	0	0	0	0	0	0	0	0	4	
0045 - 0100	0	4	1	0	0	0	0	0	0	0	0	0	0	5	21
0100 - 0115	0	3	2	0	0	0	0	0	0	0	0	0	0	4	
0115 - 0130	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0145 - 0200	0	3	1	0	0	0	0	0	0	0	0	0	0	4	10
0200 - 0215	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230 - 0245	1	1	1	0	0	0	0	0	0	0	0	0	0	2	
0245 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1	7
0300 - 0315	0	2	0	0	1	0	0	0	0	0	0	0	0	2	
0315 - 0330	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0330 - 0345	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0345 - 0400	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0400 - 0415	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
0415 - 0430	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
0430 - 0445	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
0445 - 0500	0	7	2	0	0	0	0	0	0	0	0	0	0	9	17
0500 - 0515	1	10	3	0	0	0	0	0	0	0	0	0	0	14	
0515 - 0530	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
0530 - 0545	0	16	3	0	0	0	0	0	0	0	0	0	0	19	
0545 - 0600	0	20	3	0	0	0	0	0	0	0	0	0	0	23	63
0600 - 0615	0	9	4	0	0	0	0	0	0	0	0	0	0	12	
0615 - 0630	0	12	3	0	0	0	0	1	0	0	0	0	0	15	
0630 - 0645	0	14	6	0	1	0	0	0	0	0	0	0	0	20	
0645 - 0700	0	18	9	0	2	0	0	0	0	0	0	0	0	28	75
0700 - 0715	0	23	10	1	0	1	0	0	0	0	0	0	0	34	
0715 - 0730	0	32	7	1	2	0	0	0	0	0	0	0	0	41	
0730 - 0745	0	43	12	2	2	0	1	0	0	1	0	0	0	59	
0745 - 0800	1	48	17	3	1	0	0	1	0	0	0	0	0	69	203
0800 - 0815	1	43	13	1	1	1	1	1	1	0	0	0	0	60	
0815 - 0830	0	40	10	0	1	0	1	0	0	0	0	0	0	51	
0830 - 0845	0	26	16	0	2	0	1	2	1	0	0	0	0	47	
0845 - 0900	1	38	17	0	1	1	0	0	0	0	0	0	0	57	214
0900 - 0915	0	45	20	0	1	1	0	1	0	0	0	0	0	67	
0915 - 0930	0	46	21	1	3	0	0	0	1	0	0	0	0	71	
0930 - 0945	0	43	13	0	4	0	1	2	1	0	0	0	0	61	
0945 - 1000	1	41	21	0	1	0	0	0	0	0	0	0	0	63	262
1000 - 1015	0	47	17	0	2	0	0	1	1	0	0	0	0	67	
1015 - 1030	0	37	21	1	1	1	0	0	0	0	0	0	0	60	
1030 - 1045	0	58	16	0	2	1	0	0	0	0	0	0	0	77	
1045 - 1100	0	51	18	0	1	0	1	0	0	0	0	0	0	70	273
1100 - 1115	0	58	17	1	1	0	2	1	1	0	0	0	0	79	
1115 - 1130	0	56	20	0	2	1	0	0	1	0	0	0	0	79	
1130 - 1145	1	66	16	0	2	1	0	1	0	0	0	0	0	84	
1145 - 1200	1	60	23	0	2	1	0	1	0	0	0	0	0	87	328
1200 - 1215	1	71	26	1	1	0	0	1	0	0	0	0	0	99	
1215 - 1230	0	72	19	0	1	0	0	1	1	0	0	0	0	93	
1230 - 1245	0	66	22	1	3	0	0	1	1	0	0	0	0	92	
1245 - 1300	1	77	27	0	1	0	1	1	1	0	0	0	0	107	390
1300 - 1315	1	74	23	0	0	1	0	1	0	0	0	0	0	99	
1315 - 1330	1	72	21	0	0	1	1	1	1	0	0	0	0	96	
1330 - 1345	0	78	23	0	3	0	1	1	0	0	0	0	0	105	
1345 - 1400	0	75	23	0	0	1	1	0	0	0	0	0	0	99	398
1400 - 1415	0	87	18	0	2	1	0	1	1	0	0	0	0	109	
1415 - 1430	0	76	18	0	1	1	1	0	0	0	0	0	0	96	
1430 - 1445	2	76	24	1	1	0	1	0	0	0	0	0	0	104	
1445 - 1500	1	85	31	0	1	0	2	0	1	0	0	0	0	118	427
1500 - 1515	0	83	30	1	0	1	0	1	0	0	0	0	0	114	
1515 - 1530	0	78	22	0	1	1	1	1	0	0	0	0	0	102	
1530 - 1545	0	96	29	1	2	0	1	2	0	0	0	0	0	130	
1545 - 1600	1	103	23	1	0	1	1	0	0	0	0	0	0	129	474
1600 - 1615	1	103	19	2	0	1	1	0	0	0	0	0	0	125	
1615 - 1630	1	122	34	1	2	1	0	1	0	0	0	0	0	159	
1630 - 1645	1	105	29	0	1	1	0	1	1	0	0	0	0	137	
1645 - 1700	0	102	35	0	1	1	2	0	1	0	0	0	0	140	561
1700 - 1715	0	128	40	0	2	2	1	1	1	0	0	0	0	173	
1715 - 1730	0	131	35	0	0	0	0	0	0	0	0	0	0	166	
1730 - 1745	2	114	38	0	2	0	0	1	0	0	0	0	0	156	
1745 - 1800	1	118	41	0	1	0	0	0	0	0	0	0	0	160	654
1800 - 1815	1	104	31	0	2	0	0	1	0	0	0	0	0	138	
1815 - 1830	1	82	32	0	1	0	0	0	0	0	0	0	0	115	
1830 - 1845	1	96	22	0	0	0	0	0	0	0	0	0	0	118	
1845 - 1900	1	77	20	0	1	0	0	1	0	0	0	0	0	98	468
1900 - 1915	0	88	14	0	1	0	0	0	0	0	0	0	0	102	
1915 - 1930	2	77	23	0	0	1	0	0	0	0	0	0	0	102	
1930 - 1945	1	75	18	0	0	0	0	0	0	0	0	0	0	93	
1945 - 2000	0	76	13	0	1	0	0	0	0	0	0	0	0	90	385
2000 - 2015	0	62	22	0	0	0	0	0	0	0	0	0	0	84	
2015 - 2030	0	57	14	0	0	0	0	0	0	0	0	0	0	71	
2030 - 2045	1	58	16	1	1	0	0	0	0	0	0	0	0	76	
2045 - 2100	2	56	12	0	1	0	0	0	0	0	0	0	0	70	300
2100 - 2115	0	46	10	0	1	1	0	0	0	0	0	0	0	57	
2115 - 2130	1	40	13	0	0	0	0	0	0	0	0	0	0	54	
2130 - 2145	1	34	13	0	0	0	0	0	0	0	0	0	0	47	
2145 - 2200	1	30	7	0	0	0	0	0	0	0	0	0	0	38	194
2200 - 2215	0	23	7	0	1	0	0	0	0	0	0	0	0	30	
2215 - 2230	2	15	4	0	0	0	0	0	0	0	0	0	0	20	
2230 - 2245	0	15	5	0	0	0	0	0	0	0	0	0	0	20	
2245 - 2300	1	14	4	0	0	0	0	0	0	0	0	0	0	19	88
2300 - 2315	0	13	4	0	0	0	0	0	0	0	0	0	0	17	
2315 - 2330	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
2330 - 2345	0	6	3	0	0	0	0	0	0	0	0	0	0	9	
2345 - 0000	0	6	3	0	0	0	0	0	0	0	0	0	0	8	44

Session Total	25	4382	1319	16	57	15	16	20	10	1	0	0	0	5859
Session Average	0.26	45.65	13.74	0.16	0.59	0.16	0.16	0.21	0.10	0.01	0.00	0.00	0.00	61.03
Session Percentage	0.42	74.80	22.51	0.26	0.97	0.26	0.26	0.34	0.16	0.01	0.00	0.00	0.00	

AM Peak Hour	0715 - 0815	0945 - 1045	0945 - 1045	0700 - 0800	0915 - 1015	0945 - 1045	0730 - 0830	0745 - 0845	0745 - 0845	0645 - 0745	-	-	-	0945 - 1045
AM Peak Volume	1	181	75	6	9	2	2	3	2	1	0	0	0	266

Noon Peak Hour	1400 - 1500	1445 - 1545	1445 - 1545	1415 - 1515	1100 - 1200	1000 - 1100	1445 - 1545	1145 - 1245	1230 - 1330	-	-	-	-	1445 - 1545
Noon Peak Volume	3	341	111	2	6	2	3	4	2	0	0	0	0	463

PM Peak Hour	1730 - 1830	1700 - 1800	1700 - 1800	1530 - 1630	1730 - 1830	1615 - 1715	1515 - 1615	1500 - 1600	1615 - 1715	-	-	-	-	1700 - 1800
PM Peak Volume	3	490	153	4	5	3	3	3	2	0	0	0	0	654

Bi-Directional Class Count || Volume Summary 15min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (24h Session) (05-23-2023)
Volume Summary 15min

TIME	Volume Summary 15min NB	SB	15min Total	60min Total
0000 - 0015	5	5	**10**	
0015 - 0030	5	4	**9**	
0030 - 0045	4	7	**11**	
0045 - 0100	4	2	**6**	**36**
0100 - 0115	2	7	**9**	
0115 - 0130	1	2	**3**	
0130 - 0145	0	1	**1**	
0145 - 0200	2	4	**6**	**19**
0200 - 0215	0	4	**4**	
0215 - 0230	1	1	**2**	
0230 - 0245	1	3	**4**	
0245 - 0300	5	0	**5**	**15**
0300 - 0315	6	2	**8**	
0315 - 0330	2	3	**5**	
0330 - 0345	4	1	**5**	
0345 - 0400	8	1	**9**	**27**
0400 - 0415	5	2	**7**	
0415 - 0430	3	2	**5**	
0430 - 0445	8	3	**11**	
0445 - 0500	10	8	**18**	**41**
0500 - 0515	9	14	**23**	
0515 - 0530	8	9	**17**	
0530 - 0545	23	18	**41**	
0545 - 0600	29	19	**48**	**129**
0600 - 0615	26	16	**42**	
0615 - 0630	40	17	**57**	
0630 - 0645	68	21	**89**	
0645 - 0700	75	30	**105**	**293**
0700 - 0715	96	30	**126**	
0715 - 0730	132	42	**174**	
0730 - 0745	183	67	**250**	
0745 - 0800	182	76	**258**	**808**
0800 - 0815	137	69	**206**	
0815 - 0830	83	51	**134**	
0830 - 0845	103	39	**142**	
0845 - 0900	101	58	**159**	**641**
0900 - 0915	63	67	**130**	
0915 - 0930	92	69	**161**	
0930 - 0945	87	64	**151**	
0945 - 1000	94	58	**152**	**594**
1000 - 1015	75	65	**140**	
1015 - 1030	79	62	**141**	
1030 - 1045	81	86	**167**	
1045 - 1100	105	63	**168**	**616**
1100 - 1115	100	77	**177**	
1115 - 1130	91	61	**152**	
1130 - 1145	82	76	**158**	
1145 - 1200	105	90	**195**	**682**

Time	Volume Summary 15min NB	SB	15min Total	60min Total
1200 - 1215	110	106	**216**	
1215 - 1230	103	87	**190**	
1230 - 1245	116	98	**214**	
1245 - 1300	107	98	**205**	**825**
1300 - 1315	83	105	**188**	
1315 - 1330	97	105	**202**	
1330 - 1345	96	114	**210**	
1345 - 1400	96	115	**211**	**811**
1400 - 1415	100	100	**200**	
1415 - 1430	93	95	**188**	
1430 - 1445	103	86	**189**	
1445 - 1500	91	113	**204**	**781**
1500 - 1515	114	115	**229**	
1515 - 1530	102	102	**204**	
1530 - 1545	103	128	**231**	
1545 - 1600	96	132	**228**	**892**
1600 - 1615	98	131	**229**	
1615 - 1630	116	171	**287**	
1630 - 1645	103	148	**251**	
1645 - 1700	129	137	**266**	**1033**
1700 - 1715	127	177	**304**	
1715 - 1730	108	160	**268**	
1730 - 1745	113	178	**291**	
1745 - 1800	113	166	**279**	**1142**
1800 - 1815	94	125	**219**	
1815 - 1830	99	120	**219**	
1830 - 1845	88	117	**205**	
1845 - 1900	84	104	**188**	**831**
1900 - 1915	85	103	**188**	
1915 - 1930	72	105	**177**	
1930 - 1945	60	91	**151**	
1945 - 2000	55	83	**138**	**654**
2000 - 2015	60	91	**151**	
2015 - 2030	52	59	**111**	
2030 - 2045	28	66	**94**	
2045 - 2100	48	53	**101**	**457**
2100 - 2115	43	51	**94**	
2115 - 2130	37	47	**84**	
2130 - 2145	30	49	**79**	
2145 - 2200	20	39	**59**	**316**
2200 - 2215	13	21	**34**	
2215 - 2230	19	21	**40**	
2230 - 2245	12	18	**30**	
2245 - 2300	7	16	**23**	**127**
2300 - 2315	10	18	**28**	
2315 - 2330	4	9	**13**	
2330 - 2345	4	11	**15**	
2345 - 0000	6	10	**16**	**72**

Session Total	5972	5870	**11842**
Session Average	62.21	61.15	**123.35**
Session Percentage	50.43	49.57	

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (24h Session) (05-24-2023)
Volume Summary 15min

	Volume Summary 15min		15min	60min
TIME	NB	SB	Total	Total
0000 - 0015	0	10	**10**	
0015 - 0030	4	4	**8**	
0030 - 0045	4	1	**5**	
0045 - 0100	1	8	**9**	**32**
0100 - 0115	2	1	**3**	
0115 - 0130	4	1	**5**	
0130 - 0145	4	1	**5**	
0145 - 0200	1	3	**4**	**17**
0200 - 0215	2	2	**4**	
0215 - 0230	1	1	**2**	
0230 - 0245	1	1	**2**	
0245 - 0300	5	2	**7**	**15**
0300 - 0315	0	2	**2**	
0315 - 0330	5	0	**5**	
0330 - 0345	10	0	**10**	
0345 - 0400	7	3	**10**	**27**
0400 - 0415	6	1	**7**	
0415 - 0430	2	3	**5**	
0430 - 0445	6	5	**11**	
0445 - 0500	11	9	**20**	**43**
0500 - 0515	9	13	**22**	
0515 - 0530	8	7	**15**	
0530 - 0545	16	19	**35**	
0545 - 0600	24	27	**51**	**123**
0600 - 0615	22	8	**30**	
0615 - 0630	49	12	**61**	
0630 - 0645	58	19	**77**	
0645 - 0700	73	26	**99**	**267**
0700 - 0715	98	38	**136**	
0715 - 0730	139	40	**179**	
0730 - 0745	178	51	**229**	
0745 - 0800	189	62	**251**	**795**
0800 - 0815	126	50	**176**	
0815 - 0830	84	51	**135**	
0830 - 0845	106	54	**160**	
0845 - 0900	90	56	**146**	**617**
0900 - 0915	94	67	**161**	
0915 - 0930	79	73	**152**	
0930 - 0945	91	58	**149**	
0945 - 1000	95	68	**163**	**625**
1000 - 1015	81	68	**149**	
1015 - 1030	70	58	**128**	
1030 - 1045	84	67	**151**	
1045 - 1100	91	76	**167**	**595**
1100 - 1115	105	80	**185**	
1115 - 1130	98	97	**195**	
1130 - 1145	97	92	**189**	
1145 - 1200	97	83	**180**	**749**

	Volume Summary 15min		15min	60min
Time	NB	SB	Total	Total
1200 - 1215	115	92	**207**	
1215 - 1230	95	98	**193**	
1230 - 1245	110	86	**196**	
1245 - 1300	107	115	**222**	**818**
1300 - 1315	83	92	**175**	
1315 - 1330	77	87	**164**	
1330 - 1345	106	95	**201**	
1345 - 1400	95	83	**178**	**718**
1400 - 1415	103	118	**221**	
1415 - 1430	93	96	**189**	
1430 - 1445	92	122	**214**	
1445 - 1500	100	123	**223**	**847**
1500 - 1515	105	113	**218**	
1515 - 1530	104	101	**205**	
1530 - 1545	89	131	**220**	
1545 - 1600	99	126	**225**	**868**
1600 - 1615	96	119	**215**	
1615 - 1630	114	147	**261**	
1630 - 1645	99	126	**225**	
1645 - 1700	120	142	**262**	**963**
1700 - 1715	100	169	**269**	
1715 - 1730	113	171	**284**	
1730 - 1745	104	133	**237**	
1745 - 1800	110	154	**264**	**1054**
1800 - 1815	109	150	**259**	
1815 - 1830	101	109	**210**	
1830 - 1845	100	119	**219**	
1845 - 1900	72	92	**164**	**852**
1900 - 1915	71	100	**171**	
1915 - 1930	94	98	**192**	
1930 - 1945	63	94	**157**	
1945 - 2000	57	96	**153**	**673**
2000 - 2015	59	76	**135**	
2015 - 2030	69	83	**152**	
2030 - 2045	60	85	**145**	
2045 - 2100	44	87	**131**	**563**
2100 - 2115	52	62	**114**	
2115 - 2130	32	60	**92**	
2130 - 2145	30	44	**74**	
2145 - 2200	16	36	**52**	**332**
2200 - 2215	12	38	**50**	
2215 - 2230	15	19	**34**	
2230 - 2245	17	22	**39**	
2245 - 2300	10	21	**31**	**154**
2300 - 2315	8	16	**24**	
2315 - 2330	2	10	**12**	
2330 - 2345	7	7	**14**	
2345 - 0000	7	6	**13**	**63**

Session Total	5963	5847	**11810**
Session Average	62.11	60.91	**123.02**
Session Percentage	50.49	49.51	

Bi-Directional Class Count || NB EB 60min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (24h Session) (05-23-2023)
NB EB 60min

	Northbound (Movement 27.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	14	4	0	0	0	0	0	0	0	0	0	0	**18**
0100 - 0200	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
0200 - 0300	0	6	1	0	0	0	0	0	0	0	0	0	0	**7**
0300 - 0400	0	15	5	0	0	0	0	0	0	0	0	0	0	**20**
0400 - 0500	0	17	9	0	0	0	0	0	0	0	0	0	0	**26**
0500 - 0600	0	52	16	1	0	0	0	0	0	0	0	0	0	**69**
0600 - 0700	1	138	63	3	2	2	0	0	0	0	0	0	0	**209**
0700 - 0800	1	457	124	4	4	1	0	0	2	0	0	0	0	**593**
0800 - 0900	1	321	90	0	4	3	1	4	0	0	0	0	0	**424**
0900 - 1000	0	240	90	1	3	1	0	0	1	0	0	0	0	**336**
1000 - 1100	1	252	78	0	6	1	0	1	1	0	0	0	0	**340**
1100 - 1200	1	272	95	1	5	4	0	0	0	0	0	0	0	**378**
1200 - 1300	0	327	97	2	5	3	0	2	0	0	0	0	0	**436**
1300 - 1400	1	283	75	1	5	5	0	1	1	0	0	0	0	**372**
1400 - 1500	4	269	94	10	6	1	0	1	2	0	0	0	0	**387**
1500 - 1600	1	325	84	3	1	0	0	1	0	0	0	0	0	**415**
1600 - 1700	0	334	98	1	9	1	0	1	2	0	0	0	0	**446**
1700 - 1800	1	358	93	0	7	1	0	0	1	0	0	0	0	**461**
1800 - 1900	2	275	81	0	3	0	0	2	2	0	0	0	0	**365**
1900 - 2000	1	210	60	0	1	0	0	0	0	0	0	0	0	**272**
2000 - 2100	0	144	39	0	3	0	0	1	1	0	0	0	0	**188**
2100 - 2200	0	94	36	0	0	0	0	0	0	0	0	0	0	**130**
2200 - 2300	0	34	16	0	0	0	0	1	0	0	0	0	0	**51**
2300 - 2400	0	16	8	0	0	0	0	0	0	0	0	0	0	**24**

Session Total	15	4458	1356	27	64	23	1	15	13	0	0	0	0	**5972**
Session Average	0.63	185.75	56.50	1.13	2.67	0.96	0.04	0.63	0.54	0.00	0.00	0.00	0.00	**248.83**
Session Percentage	0.25	74.65	22.71	0.45	1.07	0.39	0.02	0.25	0.22	0.00	0.00	0.00	0.00	

AM Peak Hour	0600 - 0700	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0800 - 0900	0800 - 0900	0800 - 0900	0700 - 0800	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	457	124	4	4	3	1	4	2	0	0	0	0	**593**

Noon Peak Hour	1400 - 1500	1200 - 1300	1200 - 1300	1400 - 1500	1000 - 1100	1300 - 1400	-	1200 - 1300	1400 - 1500	-	-	-	-	**1200 - 1300**
Noon Peak Volume	4	327	97	10	6	5	0	2	2	0	0	0	0	**436**

PM Peak Hour	1800 - 1900	1700 - 1800	1600 - 1700	1500 - 1600	1600 - 1700	1600 - 1700	-	1800 - 1900	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	2	358	98	3	9	1	0	2	2	0	0	0	0	**461**

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (24h Session) (05-24-2023)
NB EB 60min

	Northbound (Movement 27.1)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	8	1	0	0	0	0	0	0	0	0	0	0	**9**
0100 - 0200	0	10	0	0	0	0	0	0	1	0	0	0	0	**11**
0200 - 0300	0	7	2	0	0	0	0	0	0	0	0	0	0	**9**
0300 - 0400	0	20	2	0	0	0	0	0	0	0	0	0	0	**22**
0400 - 0500	0	22	3	0	0	0	0	0	0	0	0	0	0	**25**
0500 - 0600	0	46	7	1	0	0	0	0	3	0	0	0	0	**57**
0600 - 0700	0	135	58	3	4	1	0	1	0	0	0	0	0	**202**
0700 - 0800	1	456	136	4	1	3	0	1	2	0	0	0	0	**604**
0800 - 0900	1	294	93	0	10	2	0	4	2	0	0	0	0	**406**
0900 - 1000	1	269	84	1	3	0	0	0	1	0	0	0	0	**359**
1000 - 1100	0	239	77	0	5	1	0	1	3	0	0	0	0	**326**
1100 - 1200	3	305	79	0	7	2	0	0	1	0	0	0	0	**397**
1200 - 1300	2	319	94	0	6	2	0	2	2	0	0	0	0	**427**
1300 - 1400	0	278	73	1	5	3	1	0	0	0	0	0	0	**361**
1400 - 1500	2	285	78	10	2	6	1	1	3	0	0	0	0	**388**
1500 - 1600	2	296	84	3	6	4	1	0	1	0	0	0	0	**397**
1600 - 1700	4	330	79	0	8	6	0	2	0	0	0	0	0	**429**
1700 - 1800	3	333	84	0	2	3	0	0	2	0	0	0	0	**427**
1800 - 1900	3	282	94	0	2	0	0	1	0	0	0	0	0	**382**
1900 - 2000	1	209	70	0	5	0	0	0	0	0	0	0	0	**285**
2000 - 2100	0	172	57	0	2	0	1	0	0	0	0	0	0	**232**
2100 - 2200	2	104	23	0	1	0	0	0	0	0	0	0	0	**130**
2200 - 2300	0	46	8	0	0	0	0	0	0	0	0	0	0	**54**
2300 - 2400	0	19	5	0	0	0	0	0	0	0	0	0	0	**24**

Session Total	25	4484	1291	23	69	33	4	13	21	0	0	0	0	**5963**
Session Average	1.04	186.83	53.79	0.96	2.88	1.38	0.17	0.54	0.88	0.00	0.00	0.00	0.00	**248.46**
Session Percentage	0.42	75.20	21.65	0.39	1.16	0.55	0.07	0.22	0.35	0.00	0.00	0.00	0.00	

AM Peak Hour	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0800 - 0900	0700 - 0800	-	0800 - 0900	0500 - 0600	-	-	-	-	**0700 - 0800**
AM Peak Volume	1	456	136	4	10	3	0	4	3	0	0	0	0	**604**

Noon Peak Hour	1100 - 1200	1200 - 1300	1200 - 1300	1400 - 1500	1100 - 1200	1400 - 1500	1300 - 1400	1200 - 1300	1000 - 1100	-	-	-	-	**1200 - 1300**
Noon Peak Volume	3	319	94	10	7	6	1	2	3	0	0	0	0	**427**

PM Peak Hour	1600 - 1700	1700 - 1800	1800 - 1900	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	1600 - 1700	1700 - 1800	-	-	-	-	**1600 - 1700**
PM Peak Volume	4	333	94	3	8	6	1	2	2	0	0	0	0	**429**

Bi-Directional Class Count || SB WB 60min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (24h Session) (05-23-2023)
SB WB 60min

	Southbound (Movement 27.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	9	9	0	0	0	0	0	0	0	0	0	0	**18**
0100 - 0200	0	10	4	0	0	0	0	0	0	0	0	0	0	**14**
0200 - 0300	1	4	3	0	0	0	0	0	0	0	0	0	0	**8**
0300 - 0400	0	4	2	0	1	0	0	0	0	0	0	0	0	**7**
0400 - 0500	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
0500 - 0600	1	50	9	0	0	0	0	0	0	0	0	0	0	**60**
0600 - 0700	0	56	25	0	2	0	0	1	0	0	0	0	0	**84**
0700 - 0800	0	154	47	6	5	2	0	0	0	1	0	0	0	**215**
0800 - 0900	0	154	51	1	5	2	1	0	3	0	0	0	0	**217**
0900 - 1000	1	173	72	1	6	1	0	3	1	0	0	0	0	**258**
1000 - 1100	0	194	72	1	6	1	1	1	0	0	0	0	0	**276**
1100 - 1200	1	218	72	1	5	2	3	2	0	0	0	0	0	**304**
1200 - 1300	1	280	97	2	4	0	0	4	1	0	0	0	0	**389**
1300 - 1400	1	321	109	0	3	2	0	1	2	0	0	0	0	**439**
1400 - 1500	2	290	91	1	8	1	0	1	0	0	0	0	0	**394**
1500 - 1600	0	363	106	2	1	2	0	3	0	0	0	0	0	**477**
1600 - 1700	2	452	124	3	1	3	0	1	1	0	0	0	0	**587**
1700 - 1800	3	518	150	0	6	2	0	1	1	0	0	0	0	**681**
1800 - 1900	1	367	98	0	0	0	0	0	0	0	0	0	0	**466**
1900 - 2000	2	321	56	0	2	1	0	0	0	0	0	0	0	**382**
2000 - 2100	1	205	61	1	1	0	0	0	0	0	0	0	0	**269**
2100 - 2200	0	128	58	0	0	0	0	0	0	0	0	0	0	**186**
2200 - 2300	1	49	26	0	0	0	0	0	0	0	0	0	0	**76**
2300 - 2400	0	31	17	0	0	0	0	0	0	0	0	0	0	**48**

Session Total	18	4364	1361	19	56	19	5	18	9	1	0	0	0	**5870**
Session Average	0.75	181.83	56.71	0.79	2.33	0.79	0.21	0.75	0.38	0.04	0.00	0.00	0.00	**244.58**
Session Percentage	0.31	74.34	23.19	0.32	0.95	0.32	0.09	0.31	0.15	0.02	0.00	0.00	0.00	

AM Peak Hour	0500 - 0600	0900 - 1000	0900 - 1000	0700 - 0800	0900 - 1000	0700 - 0800	0800 - 0900	0900 - 1000	0800 - 0900	0700 - 0800	-	-	-	**0900 - 1000**
AM Peak Volume	1	173	72	6	6	2	1	3	3	1	0	0	0	**258**

Noon Peak Hour	1400 - 1500	1300 - 1400	1300 - 1400	1200 - 1300	1400 - 1500	1100 - 1200	1100 - 1200	1200 - 1300	1300 - 1400	-	-	-	-	**1300 - 1400**
Noon Peak Volume	2	321	109	2	8	2	3	4	2	0	0	0	0	**439**

PM Peak Hour	1700 - 1800	1700 - 1800	1700 - 1800	1600 - 1700	1700 - 1800	1600 - 1700	-	1500 - 1600	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	3	518	150	3	6	3	0	3	1	0	0	0	0	**681**

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (24h Session) (05-24-2023)
SB WB 60min

	Southbound (Movement 27.2)													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	20	3	0	0	0	0	0	0	0	0	0	0	**23**
0100 - 0200	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
0200 - 0300	0	6	0	0	0	0	0	0	0	0	0	0	0	**6**
0300 - 0400	0	5	0	0	0	0	0	0	0	0	0	0	0	**5**
0400 - 0500	0	16	2	0	0	0	0	0	0	0	0	0	0	**18**
0500 - 0600	0	55	11	0	0	0	0	0	0	0	0	0	0	**66**
0600 - 0700	0	46	17	0	2	0	0	0	0	0	0	0	0	**65**
0700 - 0800	1	135	43	6	4	0	1	1	0	0	0	0	0	**191**
0800 - 0900	2	138	59	0	4	1	2	5	0	0	0	0	0	**211**
0900 - 1000	0	175	77	1	10	0	1	1	1	0	0	0	0	**266**
1000 - 1100	0	189	71	0	5	3	0	0	1	0	0	0	0	**269**
1100 - 1200	1	259	79	0	7	1	0	2	3	0	0	0	0	**352**
1200 - 1300	2	290	89	0	5	0	1	2	2	0	0	0	0	**391**
1300 - 1400	1	276	70	0	2	1	5	2	0	0	0	0	0	**357**
1400 - 1500	3	356	89	1	1	1	5	1	2	0	0	0	0	**459**
1500 - 1600	1	355	101	3	3	1	5	2	0	0	0	0	0	**471**
1600 - 1700	2	410	109	1	4	1	4	2	1	0	0	0	0	**534**
1700 - 1800	1	462	156	0	3	1	2	2	0	0	0	0	0	**627**
1800 - 1900	3	349	111	0	5	0	0	2	0	0	0	0	0	**470**
1900 - 2000	2	308	78	0	0	0	0	0	0	0	0	0	0	**388**
2000 - 2100	4	259	67	0	1	0	0	0	0	0	0	0	0	**331**
2100 - 2200	4	169	27	0	1	1	0	0	0	0	0	0	0	**202**
2200 - 2300	4	83	12	0	1	0	0	0	0	0	0	0	0	**100**
2300 - 2400	0	33	6	0	0	0	0	0	0	0	0	0	0	**39**

Session Total	31	4400	1277	12	58	11	26	22	10	0	0	0	0	**5847**
Session Average	1.29	183.33	53.21	0.50	2.42	0.46	1.08	0.92	0.42	0.00	0.00	0.00	0.00	**243.63**
Session Percentage	0.53	75.25	21.84	0.21	0.99	0.19	0.44	0.38	0.17	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0900 - 1000	0900 - 1000	0700 - 0800	0900 - 1000	0800 - 0900	0800 - 0900	0800 - 0900	0900 - 1000	-	-	-	-	**0900 - 1000**
AM Peak Volume	2	175	77	6	10	1	2	5	1	0	0	0	0	**266**

Noon Peak Hour	1400 - 1500	1400 - 1500	1200 - 1300	1400 - 1500	1100 - 1200	1000 - 1100	1300 - 1400	1100 - 1200	1100 - 1200	-	-	-	-	**1400 - 1500**
Noon Peak Volume	3	356	89	1	7	3	5	2	3	0	0	0	0	**459**

PM Peak Hour	1800 - 1900	1700 - 1800	1700 - 1800	1500 - 1600	1800 - 1900	1500 - 1600	1500 - 1600	1500 - 1600	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	3	462	156	3	5	1	5	2	1	0	0	0	0	**627**

Bi-Directional Class Count || Bi-Directional 60min

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (24h Session) (05-23-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	23	13	0	0	0	0	0	0	0	0	0	0	**36**
0100 - 0200	0	15	4	0	0	0	0	0	0	0	0	0	0	**19**
0200 - 0300	1	10	4	0	0	0	0	0	0	0	0	0	0	**15**
0300 - 0400	0	19	7	0	1	0	0	0	0	0	0	0	0	**27**
0400 - 0500	0	30	11	0	0	0	0	0	0	0	0	0	0	**41**
0500 - 0600	1	102	25	1	0	0	0	0	0	0	0	0	0	**129**
0600 - 0700	1	194	88	3	4	2	0	1	0	0	0	0	0	**293**
0700 - 0800	1	611	171	10	9	3	0	0	2	1	0	0	0	**808**
0800 - 0900	1	475	141	1	9	5	2	4	3	0	0	0	0	**641**
0900 - 1000	1	413	162	2	9	2	0	3	2	0	0	0	0	**594**
1000 - 1100	1	446	150	1	12	2	1	2	1	0	0	0	0	**616**
1100 - 1200	2	490	167	2	10	6	3	2	0	0	0	0	0	**682**
1200 - 1300	1	607	194	4	9	3	0	6	1	0	0	0	0	**825**
1300 - 1400	2	604	184	1	8	7	0	2	3	0	0	0	0	**811**
1400 - 1500	6	559	185	11	14	2	0	2	2	0	0	0	0	**781**
1500 - 1600	1	688	190	5	2	2	0	4	0	0	0	0	0	**892**
1600 - 1700	2	786	222	4	10	4	0	2	3	0	0	0	0	**1033**
1700 - 1800	4	876	243	0	13	3	0	1	2	0	0	0	0	**1142**
1800 - 1900	3	642	179	0	3	0	0	2	2	0	0	0	0	**831**
1900 - 2000	3	531	116	0	3	1	0	0	0	0	0	0	0	**654**
2000 - 2100	1	349	100	1	4	0	0	1	1	0	0	0	0	**457**
2100 - 2200	0	222	94	0	0	0	0	0	0	0	0	0	0	**316**
2200 - 2300	1	83	42	0	0	0	0	1	0	0	0	0	0	**127**
2300 - 2400	0	47	25	0	0	0	0	0	0	0	0	0	0	**72**

Session Total	33	8822	2717	46	120	42	6	33	22	1	0	0	0	**11842**
Session Average	1.38	367.58	113.21	1.92	5.00	1.75	0.25	1.38	0.92	0.04	0.00	0.00	0.00	**493.42**
Session Percentage	0.28	74.50	22.94	0.39	1.01	0.35	0.05	0.28	0.19	0.01	0.00	0.00	0.00	

AM Peak Hour	0500 - 0600	0700 - 0800	0700 - 0800	0700 - 0800	0700 - 0800	0800 - 0900	0800 - 0900	0800 - 0900	0800 - 0900	0700 - 0800	-	-	-	**0700 - 0800**
AM Peak Volume	1	611	171	10	9	5	2	4	3	1	0	0	0	**808**

Noon Peak Hour	1400 - 1500	1200 - 1300	1200 - 1300	1400 - 1500	1400 - 1500	1300 - 1400	1100 - 1200	1200 - 1300	1300 - 1400	-	-	-	-	**1200 - 1300**
Noon Peak Volume	6	607	194	11	14	7	3	6	3	0	0	0	0	**825**

PM Peak Hour	1700 - 1800	1700 - 1800	1700 - 1800	1500 - 1600	1700 - 1800	1600 - 1700	-	1500 - 1600	1600 - 1700	-	-	-	-	**1700 - 1800**
PM Peak Volume	4	876	243	5	13	4	0	4	3	0	0	0	0	**1142**

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (24h Session) (05-24-2023)
Bi-Directional 60min

	Bi-Directional 60min													
TIME	1	2	3	4	5	6	7	8	9	10	11	12	13	**Total**
0000 - 0100	0	28	4	0	0	0	0	0	0	0	0	0	0	**32**
0100 - 0200	0	16	0	0	0	0	0	0	1	0	0	0	0	**17**
0200 - 0300	0	13	2	0	0	0	0	0	0	0	0	0	0	**15**
0300 - 0400	0	25	2	0	0	0	0	0	0	0	0	0	0	**27**
0400 - 0500	0	38	5	0	0	0	0	0	0	0	0	0	0	**43**
0500 - 0600	0	101	18	1	0	0	0	0	3	0	0	0	0	**123**
0600 - 0700	0	181	75	3	6	1	0	1	0	0	0	0	0	**267**
0700 - 0800	2	591	179	10	5	3	1	2	2	0	0	0	0	**795**
0800 - 0900	3	432	152	0	14	3	2	9	2	0	0	0	0	**617**
0900 - 1000	1	444	161	2	13	0	1	1	2	0	0	0	0	**625**
1000 - 1100	0	428	148	0	10	4	0	1	4	0	0	0	0	**595**
1100 - 1200	4	564	158	0	14	3	0	2	4	0	0	0	0	**749**
1200 - 1300	4	609	183	0	11	2	1	4	4	0	0	0	0	**818**
1300 - 1400	1	554	143	1	7	4	6	2	0	0	0	0	0	**718**
1400 - 1500	5	641	167	11	3	7	6	2	5	0	0	0	0	**847**
1500 - 1600	3	651	185	6	9	5	6	2	1	0	0	0	0	**868**
1600 - 1700	6	740	188	1	12	7	4	4	1	0	0	0	0	**963**
1700 - 1800	4	795	240	0	5	4	2	2	2	0	0	0	0	**1054**
1800 - 1900	6	631	205	0	7	0	0	3	0	0	0	0	0	**852**
1900 - 2000	3	517	148	0	5	0	0	0	0	0	0	0	0	**673**
2000 - 2100	4	431	124	0	3	0	1	0	0	0	0	0	0	**563**
2100 - 2200	6	273	50	0	2	1	0	0	0	0	0	0	0	**332**
2200 - 2300	4	129	20	0	1	0	0	0	0	0	0	0	0	**154**
2300 - 2400	0	52	11	0	0	0	0	0	0	0	0	0	0	**63**

Session Total	56	8884	2568	35	127	44	30	35	31	0	0	0	0	**11810**
Session Average	2.33	370.17	107.00	1.46	5.29	1.83	1.25	1.46	1.29	0.00	0.00	0.00	0.00	**492.08**
Session Percentage	0.47	75.22	21.74	0.30	1.08	0.37	0.25	0.30	0.26	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0700 - 0800	0700 - 0800	0700 - 0800	0800 - 0900	0700 - 0800	0800 - 0900	0800 - 0900	0500 - 0600	-	-	-	-	**0700 - 0800**
AM Peak Volume	3	591	179	10	14	3	2	9	3	0	0	0	0	**795**

Noon Peak Hour	1400 - 1500	1400 - 1500	1200 - 1300	1400 - 1500	1100 - 1200	1400 - 1500	1300 - 1400	1200 - 1300	1400 - 1500	-	-	-	-	**1400 - 1500**
Noon Peak Volume	5	641	183	11	14	7	6	4	5	0	0	0	0	**847**

PM Peak Hour	1600 - 1700	1700 - 1800	1700 - 1800	1500 - 1600	1600 - 1700	1600 - 1700	1500 - 1600	1600 - 1700	1700 - 1800	-	-	-	-	**1700 - 1800**
PM Peak Volume	6	795	240	6	12	7	6	4	2	0	0	0	0	**1054**

Bi-Directional Class Count || Volume Summary 60min

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (24h Session) (05-23-2023)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	18	18	**36**
0100 - 0200	5	14	**19**
0200 - 0300	7	8	**15**
0300 - 0400	20	7	**27**
0400 - 0500	26	15	**41**
0500 - 0600	69	60	**129**
0600 - 0700	209	84	**293**
0700 - 0800	593	215	**808**
0800 - 0900	424	217	**641**
0900 - 1000	336	258	**594**
1000 - 1100	340	276	**616**
1100 - 1200	378	304	**682**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	436	389	**825**
1300 - 1400	372	439	**811**
1400 - 1500	387	394	**781**
1500 - 1600	415	477	**892**
1600 - 1700	446	587	**1033**
1700 - 1800	461	681	**1142**
1800 - 1900	365	466	**831**
1900 - 2000	272	382	**654**
2000 - 2100	188	269	**457**
2100 - 2200	130	186	**316**
2200 - 2300	51	76	**127**
2300 - 2400	24	48	**72**

Session Total	5972	5870	**11842**
Session Average	248.83	244.58	**493.42**
Session Percentage	50.43	49.57	

Site 27
SC-81 Anderson Rd,
south of Circle Rd

Date
Wednesday, May 24, 2023

Weather
Fair
65°F

Lat/Long
34.772430°, -82.488443°

0000 - 2400 (24h Session) (05-24-2023)
Volume Summary 60min

	Volume Summary 60min		
TIME	NB	SB	**Total**
0000 - 0100	9	23	**32**
0100 - 0200	11	6	**17**
0200 - 0300	9	6	**15**
0300 - 0400	22	5	**27**
0400 - 0500	25	18	**43**
0500 - 0600	57	66	**123**
0600 - 0700	202	65	**267**
0700 - 0800	604	191	**795**
0800 - 0900	406	211	**617**
0900 - 1000	359	266	**625**
1000 - 1100	326	269	**595**
1100 - 1200	397	352	**749**

	Volume Summary 60min		
Time	NB	SB	**Total**
1200 - 1300	427	391	**818**
1300 - 1400	361	357	**718**
1400 - 1500	388	459	**847**
1500 - 1600	397	471	**868**
1600 - 1700	429	534	**963**
1700 - 1800	427	627	**1054**
1800 - 1900	382	470	**852**
1900 - 2000	285	388	**673**
2000 - 2100	232	331	**563**
2100 - 2200	130	202	**332**
2200 - 2300	54	100	**154**
2300 - 2400	24	39	**63**

Session Total	5963	5847	**11810**
Session Average	248.46	243.63	**492.08**
Session Percentage	50.49	49.51	

Bi-Directional Class Count || Graphical Analysis NB EB

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 27

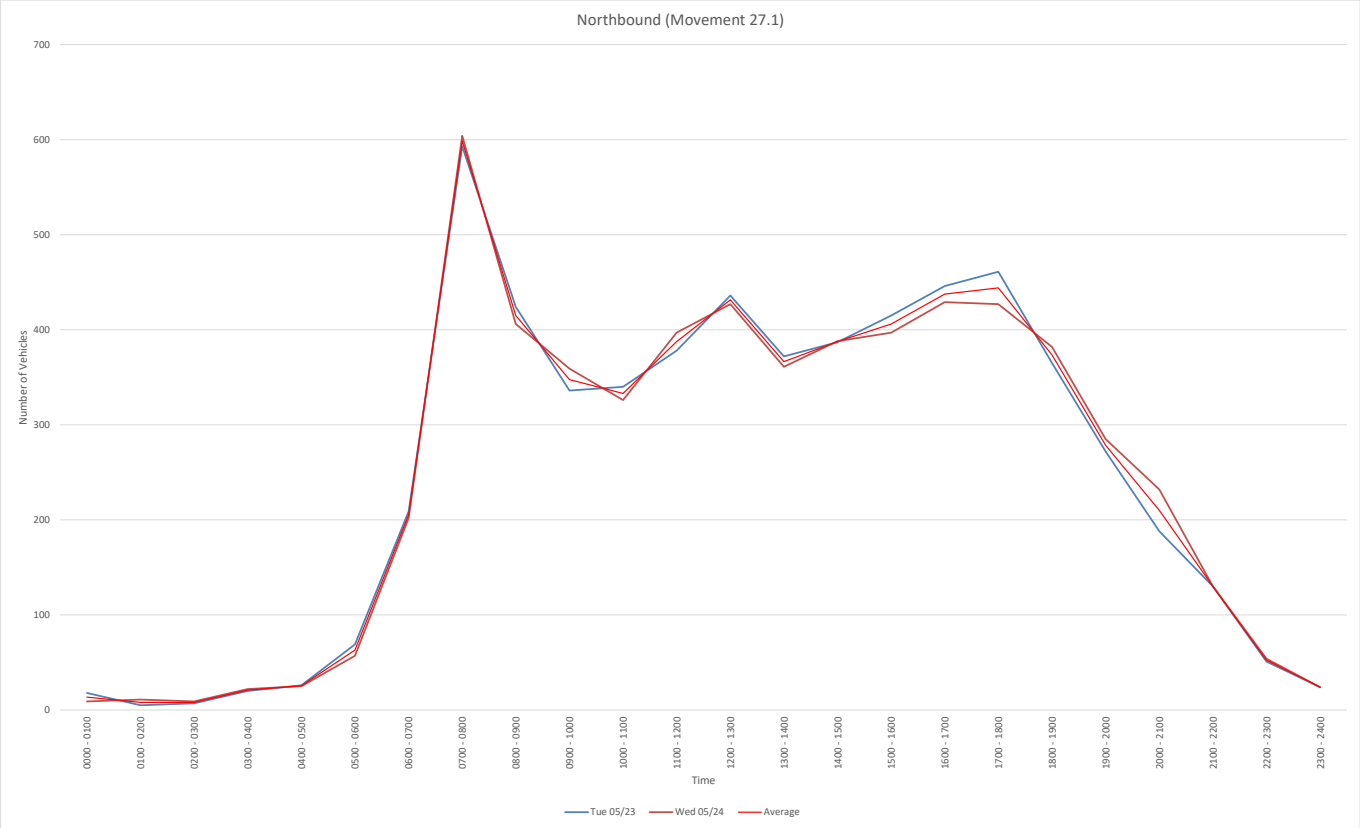
SC-81 Anderson Rd,
south of Circle Rd

Lat/Long

34.772430°, -82.488443°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis NB EB



Bi-Directional Class Count || Graphical Analysis SB WB

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 27

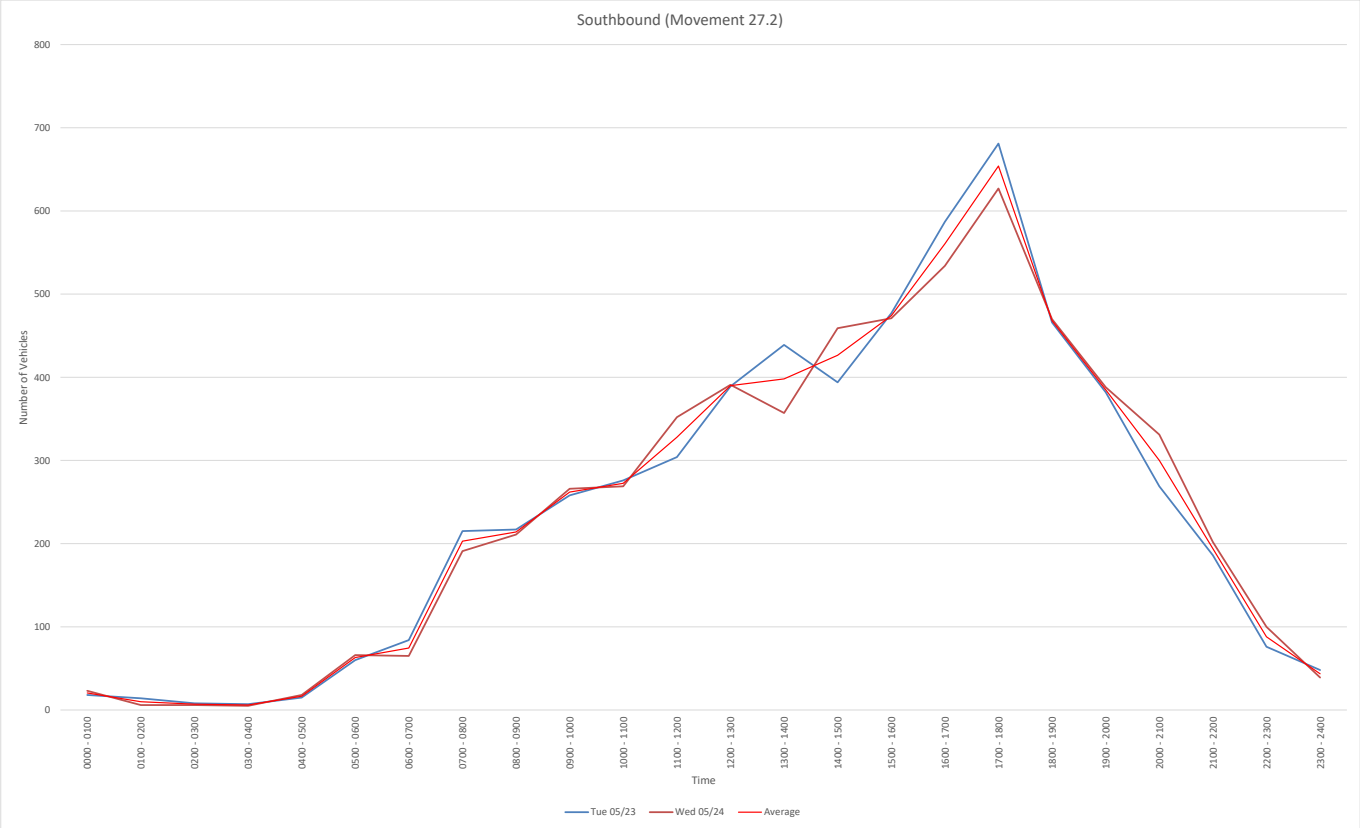
SC-81 Anderson Rd,
south of Circle Rd

Lat/Long

34.772430°, -82.488443°

0000 - 2400 (Weekday 24h Session)

Graphical Analysis SB WB



NB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 27
Station ID: 1
Location 1: SC-81 Anderson Rd, south of Circle Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	4	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	5	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	18	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	0	24	4	1	0	0	0	0	0	0	0	0	0
5/23/2023	6:00 AM	0	16	9	1	0	0	0	0	0	0	0	0	0
5/23/2023	6:15 AM	0	27	11	1	1	0	0	0	0	0	0	0	0
5/23/2023	6:30 AM	1	45	19	1	0	2	0	0	0	0	0	0	0
5/23/2023	6:45 AM	0	50	24	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:00 AM	1	68	23	2	0	1	0	0	1	0	0	0	0
5/23/2023	7:15 AM	0	102	27	0	2	0	0	0	1	0	0	0	0
5/23/2023	7:30 AM	0	147	35	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:45 AM	0	140	39	2	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 AM	0	105	27	0	0	2	1	2	0	0	0	0	0
5/23/2023	8:15 AM	1	59	19	0	2	0	0	2	0	0	0	0	0
5/23/2023	8:30 AM	0	85	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:45 AM	0	72	26	0	2	1	0	0	0	0	0	0	0
5/23/2023	9:00 AM	0	40	21	1	1	0	0	0	0	0	0	0	0
5/23/2023	9:15 AM	0	64	24	0	2	1	0	0	1	0	0	0	0
5/23/2023	9:30 AM	0	63	24	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 AM	0	73	21	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 AM	0	63	10	0	1	0	0	0	1	0	0	0	0
5/23/2023	10:15 AM	0	57	20	0	1	1	0	0	0	0	0	0	0
5/23/2023	10:30 AM	0	58	22	0	1	0	0	0	0	0	0	0	0
5/23/2023	10:45 AM	1	74	26	0	3	0	0	1	0	0	0	0	0
5/23/2023	11:00 AM	0	71	25	1	1	2	0	0	0	0	0	0	0
5/23/2023	11:15 AM	0	68	20	0	1	2	0	0	0	0	0	0	0
5/23/2023	11:30 AM	1	56	23	0	2	0	0	0	0	0	0	0	0
5/23/2023	11:45 AM	0	77	27	0	1	0	0	0	0	0	0	0	0
5/23/2023	12:00 PM	0	83	24	1	0	0	0	2	0	0	0	0	0
5/23/2023	12:15 PM	0	75	24	0	2	2	0	0	0	0	0	0	0
5/23/2023	12:30 PM	0	93	20	0	2	1	0	0	0	0	0	0	0
5/23/2023	12:45 PM	0	76	29	1	1	0	0	0	0	0	0	0	0
5/23/2023	1:00 PM	0	63	15	0	3	1	0	1	0	0	0	0	0
5/23/2023	1:15 PM	0	76	16	0	2	3	0	0	0	0	0	0	0
5/23/2023	1:30 PM	0	81	14	1	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 PM	1	63	30	0	0	1	0	0	1	0	0	0	0
5/23/2023	2:00 PM	0	68	23	5	1	0	0	1	2	0	0	0	0
5/23/2023	2:15 PM	2	58	25	5	3	0	0	0	0	0	0	0	0
5/23/2023	2:30 PM	1	73	27	0	1	1	0	0	0	0	0	0	0
5/23/2023	2:45 PM	1	70	19	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:00 PM	0	88	26	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 PM	0	85	15	1	0	0	0	1	0	0	0	0	0
5/23/2023	3:30 PM	1	75	25	2	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 PM	0	77	18	0	1	0	0	0	0	0	0	0	0
5/23/2023	4:00 PM	0	69	24	1	2	1	0	0	1	0	0	0	0
5/23/2023	4:15 PM	0	77	35	0	3	0	0	0	1	0	0	0	0
5/23/2023	4:30 PM	0	82	20	0	0	0	0	1	0	0	0	0	0
5/23/2023	4:45 PM	0	106	19	0	4	0	0	0	0	0	0	0	0
5/23/2023	5:00 PM	1	93	30	0	3	0	0	0	0	0	0	0	0
5/23/2023	5:15 PM	0	87	19	0	0	1	0	0	1	0	0	0	0
5/23/2023	5:30 PM	0	85	26	0	2	0	0	0	0	0	0	0	0
5/23/2023	5:45 PM	0	93	18	0	2	0	0	0	0	0	0	0	0
5/23/2023	6:00 PM	1	68	23	0	0	0	0	1	1	0	0	0	0
5/23/2023	6:15 PM	1	78	19	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:30 PM	0	70	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:45 PM	0	59	21	0	2	0	0	1	1	0	0	0	0
5/23/2023	7:00 PM	1	66	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	0	62	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	0	44	15	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	0	38	17	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	0	41	17	0	2	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	0	42	9	0	0	0	0	0	1	0	0	0	0
5/23/2023	8:30 PM	0	20	7	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	41	6	0	0	0	0	1	0	0	0	0	0
5/23/2023	9:00 PM	0	32	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	25	12	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	21	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	16	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	9	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	12	6	0	0	0	0	1	0	0	0	0	0
5/23/2023	10:30 PM	0	8	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	2	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	1	0	0	0	0	0	0	1	0	0	0	0
5/24/2023	1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	7	0	0	0	0	0	0	1	0	0	0	0
5/24/2023	5:30 AM	0	13	2	0	0	0	0	0	1	0	0	0	0
5/24/2023	5:45 AM	0	18	4	1	0	0	0	0	1	0	0	0	0
5/24/2023	6:00 AM	0	17	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:15 AM	0	29	16	2	1	0	0	1	0	0	0	0	0
5/24/2023	6:30 AM	0	40	16	1	1	0	0	0	0	0	0	0	0
5/24/2023	6:45 AM	0	49	21	0	2	1	0	0	0	0	0	0	0
5/24/2023	7:00 AM	1	69	24	2	0	1	0	1	0	0	0	0	0
5/24/2023	7:15 AM	0	115	22	0	1	1	0	0	0	0	0	0	0
5/24/2023	7:30 AM	0	130	46	0	0	1	0	0	1	0	0	0	0
5/24/2023	7:45 AM	0	142	44	2	0	0	0	0	1	0	0	0	0
5/24/2023	8:00 AM	0	98	26	0	2	0	0	0	0	0	0	0	0
5/24/2023	8:15 AM	0	64	17	0	2	0	0	1	0	0	0	0	0
5/24/2023	8:30 AM	0	67	29	0	5	1	0	3	1	0	0	0	0
5/24/2023	8:45 AM	1	65	21	0	1	1	0	0	1	0	0	0	0
5/24/2023	9:00 AM	0	68	25	1	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 AM	0	64	14	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:30 AM	0	70	21	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 AM	1	67	24	0	2	0	0	0	1	0	0	0	0
5/24/2023	10:00 AM	0	53	26	0	2	0	0	0	0	0	0	0	0
5/24/2023	10:15 AM	0	55	14	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:30 AM	0	62	20	0	1	1	0	0	0	0	0	0	0
5/24/2023	10:45 AM	0	69	17	0	1	0	0	1	3	0	0	0	0
5/24/2023	11:00 AM	2	86	15	0	0	1	0	0	1	0	0	0	0
5/24/2023	11:15 AM	0	68	28	0	1	1	0	0	0	0	0	0	0
5/24/2023	11:30 AM	0	78	16	0	3	0	0	0	0	0	0	0	0
5/24/2023	11:45 AM	1	73	20	0	3	0	0	0	0	0	0	0	0
5/24/2023	12:00 PM	0	88	25	0	0	0	0	1	1	0	0	0	0
5/24/2023	12:15 PM	0	67	26	0	1	0	0	0	1	0	0	0	0
5/24/2023	12:30 PM	1	81	25	0	3	0	0	0	0	0	0	0	0
5/24/2023	12:45 PM	1	83	18	0	2	2	0	1	0	0	0	0	0
5/24/2023	1:00 PM	0	65	16	0	1	1	0	0	0	0	0	0	0
5/24/2023	1:15 PM	0	62	11	1	2	0	1	0	0	0	0	0	0
5/24/2023	1:30 PM	0	82	23	0	1	0	0	0	0	0	0	0	0
5/24/2023	1:45 PM	0	69	23	0	1	2	0	0	0	0	0	0	0
5/24/2023	2:00 PM	0	72	23	5	1	2	0	0	0	0	0	0	0
5/24/2023	2:15 PM	0	68	15	5	0	2	1	1	1	0	0	0	0
5/24/2023	2:30 PM	0	72	18	0	1	1	0	0	0	0	0	0	0
5/24/2023	2:45 PM	2	73	22	0	0	1	0	0	2	0	0	0	0
5/24/2023	3:00 PM	0	77	25	0	2	1	0	0	0	0	0	0	0
5/24/2023	3:15 PM	0	85	14	1	1	2	1	0	0	0	0	0	0
5/24/2023	3:30 PM	1	68	17	2	0	0	0	0	1	0	0	0	0
5/24/2023	3:45 PM	1	66	28	0	3	1	0	0	0	0	0	0	0
5/24/2023	4:00 PM	1	70	20	0	1	3	0	1	0	0	0	0	0
5/24/2023	4:15 PM	1	85	23	0	2	3	0	0	0	0	0	0	0
5/24/2023	4:30 PM	1	78	18	0	1	0	0	1	0	0	0	0	0
5/24/2023	4:45 PM	1	97	18	0	4	0	0	0	0	0	0	0	0
5/24/2023	5:00 PM	0	79	18	0	1	0	0	0	2	0	0	0	0
5/24/2023	5:15 PM	1	92	19	0	0	1	0	0	0	0	0	0	0
5/24/2023	5:30 PM	2	75	25	0	0	2	0	0	0	0	0	0	0
5/24/2023	5:45 PM	0	87	22	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:00 PM	0	77	31	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:15 PM	0	74	25	0	1	0	0	1	0	0	0	0	0
5/24/2023	6:30 PM	3	71	26	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 PM	0	60	12	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:00 PM	0	44	24	0	3	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	1	74	17	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	0	46	17	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	45	12	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:00 PM	0	47	11	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	0	49	19	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:30 PM	0	45	14	0	0	0	1	0	0	0	0	0	0
5/24/2023	8:45 PM	0	31	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	2	39	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	27	4	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	25	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	13	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	10	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	14	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 27
Station ID: 1
Location 1: SC-81 Anderson Rd, south of Circle Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	3	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	4	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	1	1	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	1	9	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	15	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	0	18	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:00 AM	0	12	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:15 AM	0	13	3	0	0	0	0	1	0	0	0	0	0
5/23/2023	6:30 AM	0	12	8	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:45 AM	0	19	10	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:00 AM	0	19	8	1	0	2	0	0	0	0	0	0	0
5/23/2023	7:15 AM	0	32	8	0	2	0	0	0	0	0	0	0	0
5/23/2023	7:30 AM	0	52	10	2	2	0	0	0	0	1	0	0	0
5/23/2023	7:45 AM	0	51	21	3	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 AM	0	47	16	1	1	1	1	0	2	0	0	0	0
5/23/2023	8:15 AM	0	42	8	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:30 AM	0	23	13	0	2	0	0	0	1	0	0	0	0
5/23/2023	8:45 AM	0	42	14	0	1	1	0	0	0	0	0	0	0
5/23/2023	9:00 AM	0	44	21	0	0	1	0	1	0	0	0	0	0
5/23/2023	9:15 AM	0	48	19	1	1	0	0	0	0	0	0	0	0
5/23/2023	9:30 AM	0	45	11	0	5	0	0	2	1	0	0	0	0
5/23/2023	9:45 AM	1	36	21	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 AM	0	45	16	0	3	0	0	1	0	0	0	0	0
5/23/2023	10:15 AM	0	43	18	1	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 AM	0	61	22	0	2	1	0	0	0	0	0	0	0
5/23/2023	10:45 AM	0	45	16	0	1	0	1	0	0	0	0	0	0
5/23/2023	11:00 AM	0	52	19	1	2	0	3	0	0	0	0	0	0
5/23/2023	11:15 AM	0	44	15	0	1	1	0	0	0	0	0	0	0
5/23/2023	11:30 AM	0	59	14	0	2	1	0	0	0	0	0	0	0
5/23/2023	11:45 AM	1	63	24	0	0	0	0	2	0	0	0	0	0
5/23/2023	12:00 PM	1	74	29	1	0	0	0	1	0	0	0	0	0
5/23/2023	12:15 PM	0	68	18	0	1	0	0	0	0	0	0	0	0
5/23/2023	12:30 PM	0	68	24	1	2	0	0	2	1	0	0	0	0
5/23/2023	12:45 PM	0	70	26	0	1	0	0	1	0	0	0	0	0
5/23/2023	1:00 PM	1	76	28	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 PM	0	77	24	0	0	1	0	1	2	0	0	0	0
5/23/2023	1:30 PM	0	82	29	0	3	0	0	0	0	0	0	0	0
5/23/2023	1:45 PM	0	86	28	0	0	1	0	0	0	0	0	0	0
5/23/2023	2:00 PM	0	77	18	0	4	0	0	1	0	0	0	0	0
5/23/2023	2:15 PM	0	74	19	0	1	1	0	0	0	0	0	0	0
5/23/2023	2:30 PM	2	59	22	1	2	0	0	0	0	0	0	0	0
5/23/2023	2:45 PM	0	80	32	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:00 PM	0	85	29	1	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 PM	0	78	22	0	0	1	0	1	0	0	0	0	0
5/23/2023	3:30 PM	0	94	30	1	1	0	0	2	0	0	0	0	0
5/23/2023	3:45 PM	0	106	25	0	0	1	0	0	0	0	0	0	0
5/23/2023	4:00 PM	1	109	18	2	0	1	0	0	0	0	0	0	0
5/23/2023	4:15 PM	1	132	35	1	0	1	0	1	0	0	0	0	0
5/23/2023	4:30 PM	0	116	31	0	1	0	0	0	0	0	0	0	0
5/23/2023	4:45 PM	0	95	40	0	0	1	0	0	1	0	0	0	0
5/23/2023	5:00 PM	0	137	35	0	2	2	0	0	1	0	0	0	0
5/23/2023	5:15 PM	0	127	33	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 PM	2	128	44	0	3	0	0	1	0	0	0	0	0
5/23/2023	5:45 PM	1	126	38	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:00 PM	0	101	24	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:15 PM	0	89	31	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:30 PM	1	91	25	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:45 PM	0	86	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:00 PM	0	91	11	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	2	83	19	0	0	1	0	0	0	0	0	0	0
5/23/2023	7:30 PM	0	76	15	0	0	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	0	71	11	0	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	0	66	25	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	0	45	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	1	52	12	1	0	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	42	10	0	1	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	34	17	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	31	16	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	34	15	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	29	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	0	13	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	0	15	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	0	11	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	1	10	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	12	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	6	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	7	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	6	4	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	16	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	22	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:15 AM	0	10	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:30 AM	0	15	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 AM	0	16	8	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:00 AM	0	26	11	1	0	0	0	0	0	0	0	0	0
5/24/2023	7:15 AM	0	31	6	1	2	0	0	0	0	0	0	0	0
5/24/2023	7:30 AM	0	33	13	2	2	0	1	0	0	0	0	0	0
5/24/2023	7:45 AM	1	45	13	2	0	0	0	1	0	0	0	0	0
5/24/2023	8:00 AM	1	38	9	0	1	0	0	1	0	0	0	0	0
5/24/2023	8:15 AM	0	38	12	0	0	0	1	0	0	0	0	0	0
5/24/2023	8:30 AM	0	29	18	0	2	0	1	4	0	0	0	0	0
5/24/2023	8:45 AM	1	33	20	0	1	1	0	0	0	0	0	0	0
5/24/2023	9:00 AM	0	46	19	0	2	0	0	0	0	0	0	0	0
5/24/2023	9:15 AM	0	44	23	1	4	0	0	0	1	0	0	0	0
5/24/2023	9:30 AM	0	40	14	0	2	0	1	1	0	0	0	0	0
5/24/2023	9:45 AM	0	45	21	0	2	0	0	0	0	0	0	0	0
5/24/2023	10:00 AM	0	48	18	0	1	0	0	0	1	0	0	0	0
5/24/2023	10:15 AM	0	30	24	0	2	2	0	0	0	0	0	0	0
5/24/2023	10:30 AM	0	54	10	0	2	1	0	0	0	0	0	0	0
5/24/2023	10:45 AM	0	57	19	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 AM	0	63	15	0	0	0	0	1	1	0	0	0	0
5/24/2023	11:15 AM	0	68	25	0	2	0	0	0	2	0	0	0	0
5/24/2023	11:30 AM	1	72	17	0	1	0	0	1	0	0	0	0	0
5/24/2023	11:45 AM	0	56	22	0	4	1	0	0	0	0	0	0	0
5/24/2023	12:00 PM	0	67	23	0	1	0	0	1	0	0	0	0	0
5/24/2023	12:15 PM	0	75	20	0	1	0	0	1	1	0	0	0	0
5/24/2023	12:30 PM	0	64	19	0	3	0	0	0	0	0	0	0	0
5/24/2023	12:45 PM	2	84	27	0	0	0	1	0	1	0	0	0	0
5/24/2023	1:00 PM	0	72	18	0	0	1	0	1	0	0	0	0	0
5/24/2023	1:15 PM	1	67	18	0	0	0	1	0	0	0	0	0	0
5/24/2023	1:30 PM	0	74	16	0	2	0	2	1	0	0	0	0	0
5/24/2023	1:45 PM	0	63	18	0	0	0	2	0	0	0	0	0	0
5/24/2023	2:00 PM	0	97	18	0	0	1	0	1	1	0	0	0	0
5/24/2023	2:15 PM	0	77	17	0	1	0	1	0	0	0	0	0	0
5/24/2023	2:30 PM	2	93	25	1	0	0	1	0	0	0	0	0	0
5/24/2023	2:45 PM	1	89	29	0	0	0	3	0	1	0	0	0	0
5/24/2023	3:00 PM	0	80	30	1	0	1	0	1	0	0	0	0	0
5/24/2023	3:15 PM	0	77	22	0	1	0	1	0	0	0	0	0	0
5/24/2023	3:30 PM	0	98	28	0	2	0	2	1	0	0	0	0	0
5/24/2023	3:45 PM	1	100	21	2	0	0	2	0	0	0	0	0	0
5/24/2023	4:00 PM	0	97	20	1	0	0	1	0	0	0	0	0	0
5/24/2023	4:15 PM	0	112	32	0	3	0	0	0	0	0	0	0	0
5/24/2023	4:30 PM	2	93	27	0	0	1	0	2	1	0	0	0	0
5/24/2023	4:45 PM	0	108	30	0	1	0	3	0	0	0	0	0	0
5/24/2023	5:00 PM	0	118	45	0	1	1	2	2	0	0	0	0	0
5/24/2023	5:15 PM	0	134	37	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 PM	1	100	31	0	1	0	0	0	0	0	0	0	0
5/24/2023	5:45 PM	0	110	43	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:00 PM	1	107	38	0	3	0	0	1	0	0	0	0	0
5/24/2023	6:15 PM	1	75	32	0	1	0	0	0	0	0	0	0	0
5/24/2023	6:30 PM	0	100	19	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:45 PM	1	67	22	0	1	0	0	1	0	0	0	0	0
5/24/2023	7:00 PM	0	84	16	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	1	70	27	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	1	73	20	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	81	15	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:00 PM	0	57	19	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	0	69	14	0	0	0	0	0	0	0	0	0	0
5/24/2023	8:30 PM	0	64	20	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:45 PM	4	69	14	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	0	57	3	0	1	1	0	0	0	0	0	0	0
5/24/2023	9:15 PM	1	49	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	1	33	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	2	30	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	32	5	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	3	14	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	19	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	1	18	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	5	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0

NB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 27
Station ID: 1
Location 1: SC-81 Anderson Rd, south of Circle Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	14	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	12	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	13	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	15	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	13	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	14	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	16	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	17	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	0	19	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	0	21	14	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	0	35	15	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	0	52	16	1	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	63	21	2	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	85	29	3	1	0	0	0	0	0	0	0	0
5/23/2023	5:45 AM	1	112	43	4	1	2	0	0	0	0	0	0	0
5/23/2023	6:00 AM	1	138	63	3	2	2	0	0	0	0	0	0	0
5/23/2023	6:15 AM	2	190	77	4	2	3	0	0	1	0	0	0	0
5/23/2023	6:30 AM	2	265	93	3	3	3	0	0	2	0	0	0	0
5/23/2023	6:45 AM	1	367	109	2	4	1	0	0	2	0	0	0	0
5/23/2023	7:00 AM	1	457	124	4	4	1	0	0	2	0	0	0	0
5/23/2023	7:15 AM	0	494	128	2	4	2	1	2	1	0	0	0	0
5/23/2023	7:30 AM	1	451	120	2	4	2	1	4	0	0	0	0	0
5/23/2023	7:45 AM	1	389	103	2	3	2	1	4	0	0	0	0	0
5/23/2023	8:00 AM	1	321	90	0	4	3	1	4	0	0	0	0	0
5/23/2023	8:15 AM	1	256	84	1	5	1	0	2	0	0	0	0	0
5/23/2023	8:30 AM	0	261	89	1	5	2	0	0	1	0	0	0	0
5/23/2023	8:45 AM	0	239	95	1	5	2	0	0	1	0	0	0	0
5/23/2023	9:00 AM	0	240	90	1	3	1	0	0	1	0	0	0	0
5/23/2023	9:15 AM	0	263	79	0	3	1	0	0	2	0	0	0	0
5/23/2023	9:30 AM	0	256	75	0	2	1	0	0	1	0	0	0	0
5/23/2023	9:45 AM	0	251	73	0	3	1	0	0	1	0	0	0	0
5/23/2023	10:00 AM	1	252	78	0	6	1	0	1	1	0	0	0	0
5/23/2023	10:15 AM	1	260	93	1	6	3	0	1	0	0	0	0	0
5/23/2023	10:30 AM	1	271	93	1	6	4	0	1	0	0	0	0	0
5/23/2023	10:45 AM	2	269	94	1	7	4	0	1	0	0	0	0	0
5/23/2023	11:00 AM	1	272	95	1	5	4	0	0	0	0	0	0	0
5/23/2023	11:15 AM	1	284	94	1	4	2	0	2	0	0	0	0	0
5/23/2023	11:30 AM	1	291	98	1	5	2	0	2	0	0	0	0	0
5/23/2023	11:45 AM	0	328	95	1	5	3	0	2	0	0	0	0	0
5/23/2023	12:00 PM	0	327	97	2	5	3	0	2	0	0	0	0	0
5/23/2023	12:15 PM	0	307	88	1	8	4	0	1	0	0	0	0	0
5/23/2023	12:30 PM	0	308	80	1	8	5	0	1	0	0	0	0	0
5/23/2023	12:45 PM	0	296	74	2	6	4	0	1	0	0	0	0	0
5/23/2023	1:00 PM	1	283	75	1	5	5	0	1	1	0	0	0	0
5/23/2023	1:15 PM	1	288	83	6	3	4	0	1	3	0	0	0	0
5/23/2023	1:30 PM	3	270	92	11	4	1	0	1	3	0	0	0	0
5/23/2023	1:45 PM	4	262	105	10	5	2	0	1	3	0	0	0	0
5/23/2023	2:00 PM	4	269	94	10	6	1	0	1	2	0	0	0	0
5/23/2023	2:15 PM	4	289	97	5	5	1	0	0	0	0	0	0	0
5/23/2023	2:30 PM	2	316	87	1	2	1	0	1	0	0	0	0	0
5/23/2023	2:45 PM	2	318	85	3	1	0	0	1	0	0	0	0	0
5/23/2023	3:00 PM	1	325	84	3	1	0	0	1	0	0	0	0	0
5/23/2023	3:15 PM	1	306	82	4	3	1	0	1	1	0	0	0	0
5/23/2023	3:30 PM	1	298	102	3	6	1	0	0	2	0	0	0	0
5/23/2023	3:45 PM	0	305	97	1	6	1	0	1	2	0	0	0	0
5/23/2023	4:00 PM	0	334	98	1	9	1	0	1	2	0	0	0	0
5/23/2023	4:15 PM	1	358	104	0	10	0	0	1	1	0	0	0	0
5/23/2023	4:30 PM	1	368	88	0	7	1	0	1	1	0	0	0	0
5/23/2023	4:45 PM	1	371	94	0	9	1	0	0	1	0	0	0	0
5/23/2023	5:00 PM	1	358	93	0	7	1	0	0	1	0	0	0	0
5/23/2023	5:15 PM	1	333	86	0	4	1	0	1	2	0	0	0	0
5/23/2023	5:30 PM	2	324	86	0	5	0	0	1	1	0	0	0	0
5/23/2023	5:45 PM	2	309	78	0	3	0	0	1	1	0	0	0	0
5/23/2023	6:00 PM	2	275	81	0	3	0	0	2	2	0	0	0	0
5/23/2023	6:15 PM	2	273	76	0	3	0	0	1	1	0	0	0	0
5/23/2023	6:30 PM	1	257	67	0	2	0	0	1	1	0	0	0	0
5/23/2023	6:45 PM	1	231	64	0	3	0	0	1	1	0	0	0	0
5/23/2023	7:00 PM	1	210	60	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:15 PM	0	185	59	0	3	0	0	0	0	0	0	0	0
5/23/2023	7:30 PM	0	165	58	0	3	0	0	0	1	0	0	0	0
5/23/2023	7:45 PM	0	141	50	0	3	0	0	0	1	0	0	0	0
5/23/2023	8:00 PM	0	144	39	0	3	0	0	1	1	0	0	0	0
5/23/2023	8:15 PM	0	135	33	0	1	0	0	1	1	0	0	0	0
5/23/2023	8:30 PM	0	118	36	0	1	0	0	1	0	0	0	0	0
5/23/2023	8:45 PM	0	119	38	0	0	0	0	1	0	0	0	0	0
5/23/2023	9:00 PM	0	94	36	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	71	29	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	58	23	0	0	0	0	1	0	0	0	0	0
5/23/2023	9:45 PM	0	45	18	0	0	0	0	1	0	0	0	0	0
5/23/2023	10:00 PM	0	34	16	0	0	0	0	1	0	0	0	0	0
5/23/2023	10:15 PM	0	32	15	0	0	0	0	1	0	0	0	0	0
5/23/2023	10:30 PM	0	23	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	0	17	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	16	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	9	5	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	10	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	11	3	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	9	1	0	0	0	0	0	1	0	0	0	0
5/24/2023	12:30 AM	0	9	1	0	0	0	0	0	1	0	0	0	0
5/24/2023	12:45 AM	0	10	0	0	0	0	0	0	1	0	0	0	0
5/24/2023	1:00 AM	0	10	0	0	0	0	0	0	1	0	0	0	0
5/24/2023	1:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	17	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	20	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	26	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	23	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	20	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	22	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	24	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	29	4	0	0	0	0	0	1	0	0	0	0
5/24/2023	4:45 AM	0	37	5	0	0	0	0	0	2	0	0	0	0
5/24/2023	5:00 AM	0	46	7	1	0	0	0	0	3	0	0	0	0
5/24/2023	5:15 AM	0	55	11	1	0	0	0	0	3	0	0	0	0
5/24/2023	5:30 AM	0	77	27	3	1	0	0	1	2	0	0	0	0
5/24/2023	5:45 AM	0	104	41	4	2	0	0	1	1	0	0	0	0
5/24/2023	6:00 AM	0	135	58	3	4	1	0	1	0	0	0	0	0
5/24/2023	6:15 AM	1	187	77	5	4	2	0	2	0	0	0	0	0
5/24/2023	6:30 AM	1	273	83	3	4	3	0	1	0	0	0	0	0
5/24/2023	6:45 AM	1	363	113	2	3	4	0	1	1	0	0	0	0
5/24/2023	7:00 AM	1	456	136	4	1	3	0	1	2	0	0	0	0
5/24/2023	7:15 AM	0	485	138	2	3	2	0	0	2	0	0	0	0
5/24/2023	7:30 AM	0	434	133	2	4	1	0	1	2	0	0	0	0
5/24/2023	7:45 AM	0	371	116	2	9	1	0	4	2	0	0	0	0
5/24/2023	8:00 AM	1	294	93	0	10	2	0	4	2	0	0	0	0
5/24/2023	8:15 AM	1	264	92	1	8	2	0	4	2	0	0	0	0
5/24/2023	8:30 AM	1	264	89	1	7	2	0	3	2	0	0	0	0
5/24/2023	8:45 AM	1	267	81	1	2	1	0	0	1	0	0	0	0
5/24/2023	9:00 AM	1	269	84	1	3	0	0	0	1	0	0	0	0
5/24/2023	9:15 AM	1	254	85	0	5	0	0	0	1	0	0	0	0
5/24/2023	9:30 AM	1	245	85	0	5	0	0	0	1	0	0	0	0
5/24/2023	9:45 AM	1	237	84	0	6	1	0	0	1	0	0	0	0
5/24/2023	10:00 AM	0	239	77	0	5	1	0	1	3	0	0	0	0
5/24/2023	10:15 AM	2	272	66	0	3	2	0	1	4	0	0	0	0
5/24/2023	10:30 AM	2	285	80	0	3	3	0	1	4	0	0	0	0
5/24/2023	10:45 AM	2	301	76	0	5	2	0	1	4	0	0	0	0
5/24/2023	11:00 AM	3	305	79	0	7	2	0	0	1	0	0	0	0
5/24/2023	11:15 AM	1	307	89	0	7	1	0	1	1	0	0	0	0
5/24/2023	11:30 AM	1	306	87	0	7	0	0	1	2	0	0	0	0
5/24/2023	11:45 AM	2	309	96	0	7	0	0	1	2	0	0	0	0
5/24/2023	12:00 PM	2	319	94	0	6	2	0	2	2	0	0	0	0
5/24/2023	12:15 PM	2	296	85	0	7	3	0	1	1	0	0	0	0
5/24/2023	12:30 PM	2	291	70	1	8	3	1	1	0	0	0	0	0
5/24/2023	12:45 PM	1	292	68	1	6	3	1	1	0	0	0	0	0
5/24/2023	1:00 PM	0	278	73	1	5	3	1	0	0	0	0	0	0
5/24/2023	1:15 PM	0	285	80	6	5	4	1	0	0	0	0	0	0
5/24/2023	1:30 PM	0	291	84	10	3	6	1	1	1	0	0	0	0
5/24/2023	1:45 PM	0	281	79	10	3	7	1	1	1	0	0	0	0
5/24/2023	2:00 PM	2	285	78	10	2	6	1	1	3	0	0	0	0
5/24/2023	2:15 PM	2	290	80	5	3	5	1	1	3	0	0	0	0
5/24/2023	2:30 PM	2	307	79	1	4	5	1	0	2	0	0	0	0
5/24/2023	2:45 PM	3	303	78	3	3	4	1	0	3	0	0	0	0
5/24/2023	3:00 PM	2	296	84	3	6	4	1	0	1	0	0	0	0
5/24/2023	3:15 PM	3	289	79	3	5	6	1	1	1	0	0	0	0
5/24/2023	3:30 PM	4	289	88	2	6	7	0	1	1	0	0	0	0
5/24/2023	3:45 PM	4	299	89	0	7	7	0	2	0	0	0	0	0
5/24/2023	4:00 PM	4	330	79	0	8	6	0	2	0	0	0	0	0
5/24/2023	4:15 PM	3	339	77	0	8	3	0	1	2	0	0	0	0
5/24/2023	4:30 PM	3	346	73	0	6	1	0	1	2	0	0	0	0
5/24/2023	4:45 PM	4	343	80	0	5	3	0	0	2	0	0	0	0
5/24/2023	5:00 PM	3	333	84	0	2	3	0	0	2	0	0	0	0
5/24/2023	5:15 PM	3	331	97	0	2	3	0	0	0	0	0	0	0
5/24/2023	5:30 PM	2	313	103	0	3	2	0	1	0	0	0	0	0
5/24/2023	5:45 PM	3	309	104	0	3	0	0	1	0	0	0	0	0
5/24/2023	6:00 PM	3	282	94	0	2	0	0	1	0	0	0	0	0
5/24/2023	6:15 PM	3	249	87	0	4	0	0	1	0	0	0	0	0
5/24/2023	6:30 PM	4	249	79	0	5	0	0	0	0	0	0	0	0
5/24/2023	6:45 PM	1	224	70	0	5	0	0	0	0	0	0	0	0
5/24/2023	7:00 PM	1	209	70	0	5	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	1	212	57	0	3	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	0	187	59	0	2	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	186	56	0	2	0	1	0	0	0	0	0	0
5/24/2023	8:00 PM	0	172	57	0	2	0	1	0	0	0	0	0	0
5/24/2023	8:15 PM	2	164	57	0	1	0	1	0	0	0	0	0	0
5/24/2023	8:30 PM	2	142	42	0	1	0	1	0	0	0	0	0	0
5/24/2023	8:45 PM	2	122	33	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:00 PM	2	104	23	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:15 PM	0	75	14	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	0	61	12	0	0	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	0	50	10	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	0	46	8	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	0	42	8	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	0	31	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	0	23	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	19	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	13	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	11	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0

SB
File Name:
Start Date: 5/23/2023
Start Time: 0
Site Code: 27
Station ID: 1
Location 1: SC-81 Anderson Rd, south of Circle Rd
Location 2:

Date	Time	1	2	3	4	5	6	7	8	9	10	11	12	13
5/23/2023	12:00 AM	0	9	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:15 AM	0	11	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:30 AM	0	10	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	12:45 AM	0	8	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:15 AM	0	8	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	1:45 AM	1	7	4	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:00 AM	1	4	3	0	0	0	0	0	0	0	0	0	0
5/23/2023	2:15 AM	1	3	1	0	1	0	0	0	0	0	0	0	0
5/23/2023	2:30 AM	1	3	3	0	1	0	0	0	0	0	0	0	0
5/23/2023	2:45 AM	0	3	2	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0
5/23/2023	3:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	3:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:15 AM	1	20	6	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:30 AM	1	26	7	0	0	0	0	0	0	0	0	0	0
5/23/2023	4:45 AM	1	38	10	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:00 AM	1	50	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:15 AM	0	53	9	0	0	0	0	0	0	0	0	0	0
5/23/2023	5:30 AM	0	58	11	0	0	0	0	1	0	0	0	0	0
5/23/2023	5:45 AM	0	55	16	0	1	0	0	1	0	0	0	0	0
5/23/2023	6:00 AM	0	56	25	0	2	0	0	1	0	0	0	0	0
5/23/2023	6:15 AM	0	63	29	1	2	2	0	1	0	0	0	0	0
5/23/2023	6:30 AM	0	82	34	1	4	2	0	0	0	0	0	0	0
5/23/2023	6:45 AM	0	122	36	3	5	2	0	0	0	1	0	0	0
5/23/2023	7:00 AM	0	154	47	6	5	2	0	0	0	1	0	0	0
5/23/2023	7:15 AM	0	182	55	6	6	1	1	0	2	1	0	0	0
5/23/2023	7:30 AM	0	192	55	6	5	1	1	0	2	1	0	0	0
5/23/2023	7:45 AM	0	163	58	4	5	1	1	0	3	0	0	0	0
5/23/2023	8:00 AM	0	154	51	1	5	2	1	0	3	0	0	0	0
5/23/2023	8:15 AM	0	151	56	0	4	2	0	1	1	0	0	0	0
5/23/2023	8:30 AM	0	157	67	1	4	2	0	1	1	0	0	0	0
5/23/2023	8:45 AM	0	179	65	1	7	2	0	3	1	0	0	0	0
5/23/2023	9:00 AM	1	173	72	1	6	1	0	3	1	0	0	0	0
5/23/2023	9:15 AM	1	174	67	1	9	0	0	3	1	0	0	0	0
5/23/2023	9:30 AM	1	169	66	1	8	0	0	3	1	0	0	0	0
5/23/2023	9:45 AM	1	185	77	1	5	1	0	1	0	0	0	0	0
5/23/2023	10:00 AM	0	194	72	1	6	1	1	1	0	0	0	0	0
5/23/2023	10:15 AM	0	201	75	2	5	1	4	0	0	0	0	0	0
5/23/2023	10:30 AM	0	202	72	1	6	2	4	0	0	0	0	0	0
5/23/2023	10:45 AM	0	200	64	1	6	2	4	0	0	0	0	0	0
5/23/2023	11:00 AM	1	218	72	1	5	2	3	2	0	0	0	0	0
5/23/2023	11:15 AM	2	240	82	1	3	2	0	3	0	0	0	0	0
5/23/2023	11:30 AM	2	264	85	1	3	1	0	3	0	0	0	0	0
5/23/2023	11:45 AM	2	273	95	2	3	0	0	5	1	0	0	0	0
5/23/2023	12:00 PM	1	280	97	2	4	0	0	4	1	0	0	0	0
5/23/2023	12:15 PM	1	282	96	1	4	0	0	3	1	0	0	0	0
5/23/2023	12:30 PM	1	291	102	1	3	1	0	4	3	0	0	0	0
5/23/2023	12:45 PM	1	305	107	0	4	1	0	2	2	0	0	0	0
5/23/2023	1:00 PM	1	321	109	0	3	2	0	1	2	0	0	0	0
5/23/2023	1:15 PM	0	322	99	0	7	2	0	2	2	0	0	0	0
5/23/2023	1:30 PM	0	319	94	0	8	2	0	1	0	0	0	0	0
5/23/2023	1:45 PM	2	296	87	1	7	2	0	1	0	0	0	0	0
5/23/2023	2:00 PM	2	290	91	1	8	1	0	1	0	0	0	0	0
5/23/2023	2:15 PM	2	298	102	2	4	1	0	0	0	0	0	0	0
5/23/2023	2:30 PM	2	302	105	2	3	1	0	1	0	0	0	0	0
5/23/2023	2:45 PM	0	337	113	2	2	1	0	3	0	0	0	0	0
5/23/2023	3:00 PM	0	363	106	2	1	2	0	3	0	0	0	0	0
5/23/2023	3:15 PM	1	387	95	3	1	3	0	3	0	0	0	0	0
5/23/2023	3:30 PM	2	441	108	4	1	3	0	3	0	0	0	0	0
5/23/2023	3:45 PM	2	463	109	3	1	3	0	1	0	0	0	0	0
5/23/2023	4:00 PM	2	452	124	3	1	3	0	1	1	0	0	0	0
5/23/2023	4:15 PM	1	480	141	1	3	4	0	1	2	0	0	0	0
5/23/2023	4:30 PM	0	475	139	0	3	3	0	0	2	0	0	0	0
5/23/2023	4:45 PM	2	487	152	0	5	3	0	1	2	0	0	0	0
5/23/2023	5:00 PM	3	518	150	0	6	2	0	1	1	0	0	0	0
5/23/2023	5:15 PM	3	482	139	0	4	0	0	1	0	0	0	0	0
5/23/2023	5:30 PM	3	444	137	0	4	0	0	1	0	0	0	0	0
5/23/2023	5:45 PM	2	407	118	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:00 PM	1	367	98	0	0	0	0	0	0	0	0	0	0
5/23/2023	6:15 PM	1	357	85	0	1	0	0	0	0	0	0	0	0
5/23/2023	6:30 PM	3	351	73	0	1	1	0	0	0	0	0	0	0
5/23/2023	6:45 PM	2	336	63	0	1	1	0	0	0	0	0	0	0
5/23/2023	7:00 PM	2	321	56	0	2	1	0	0	0	0	0	0	0
5/23/2023	7:15 PM	2	296	70	0	1	1	0	0	0	0	0	0	0
5/23/2023	7:30 PM	0	258	65	0	1	0	0	0	0	0	0	0	0
5/23/2023	7:45 PM	1	234	62	1	1	0	0	0	0	0	0	0	0
5/23/2023	8:00 PM	1	205	61	1	1	0	0	0	0	0	0	0	0
5/23/2023	8:15 PM	1	173	53	1	1	0	0	0	0	0	0	0	0
5/23/2023	8:30 PM	1	159	55	1	1	0	0	0	0	0	0	0	0
5/23/2023	8:45 PM	0	141	58	0	1	0	0	0	0	0	0	0	0
5/23/2023	9:00 PM	0	128	58	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:15 PM	0	107	49	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:30 PM	0	91	39	0	0	0	0	0	0	0	0	0	0
5/23/2023	9:45 PM	0	68	31	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:00 PM	1	49	26	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:15 PM	1	48	24	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:30 PM	1	39	21	0	0	0	0	0	0	0	0	0	0
5/23/2023	10:45 PM	1	35	18	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:00 PM	0	31	17	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:15 PM	0	19	11	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:30 PM	0	13	8	0	0	0	0	0	0	0	0	0	0
5/23/2023	11:45 PM	0	6	4	0	0	0	0	0	0	0	0	0	0

5/24/2023	12:00 AM	0	20	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	12:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	1:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	3:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:15 AM	0	26	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:30 AM	0	29	5	0	0	0	0	0	0	0	0	0	0
5/24/2023	4:45 AM	0	40	8	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:00 AM	0	55	11	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:15 AM	0	49	12	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:30 AM	0	53	13	0	0	0	0	0	0	0	0	0	0
5/24/2023	5:45 AM	0	52	14	0	0	0	0	0	0	0	0	0	0
5/24/2023	6:00 AM	0	46	17	0	2	0	0	0	0	0	0	0	0
5/24/2023	6:15 AM	0	67	25	1	2	0	0	0	0	0	0	0	0
5/24/2023	6:30 AM	0	88	29	2	4	0	0	0	0	0	0	0	0
5/24/2023	6:45 AM	0	106	38	4	6	0	1	0	0	0	0	0	0
5/24/2023	7:00 AM	1	135	43	6	4	0	1	1	0	0	0	0	0
5/24/2023	7:15 AM	2	147	41	5	5	0	1	2	0	0	0	0	0
5/24/2023	7:30 AM	2	154	47	4	3	0	2	2	0	0	0	0	0
5/24/2023	7:45 AM	2	150	52	2	3	0	2	6	0	0	0	0	0
5/24/2023	8:00 AM	2	138	59	0	4	1	2	5	0	0	0	0	0
5/24/2023	8:15 AM	1	146	69	0	5	1	2	4	0	0	0	0	0
5/24/2023	8:30 AM	1	152	80	1	9	1	1	4	1	0	0	0	0
5/24/2023	8:45 AM	1	163	76	1	9	1	1	1	1	0	0	0	0
5/24/2023	9:00 AM	0	175	77	1	10	0	1	1	1	0	0	0	0
5/24/2023	9:15 AM	0	177	76	1	9	0	1	1	2	0	0	0	0
5/24/2023	9:30 AM	0	163	77	0	7	2	1	1	1	0	0	0	0
5/24/2023	9:45 AM	0	177	73	0	7	3	0	0	1	0	0	0	0
5/24/2023	10:00 AM	0	189	71	0	5	3	0	0	1	0	0	0	0
5/24/2023	10:15 AM	0	204	68	0	4	3	0	1	1	0	0	0	0
5/24/2023	10:30 AM	0	242	69	0	4	1	0	1	3	0	0	0	0
5/24/2023	10:45 AM	1	260	76	0	3	0	0	2	3	0	0	0	0
5/24/2023	11:00 AM	1	259	79	0	7	1	0	2	3	0	0	0	0
5/24/2023	11:15 AM	1	263	87	0	8	1	0	2	2	0	0	0	0
5/24/2023	11:30 AM	1	270	82	0	7	1	0	3	1	0	0	0	0
5/24/2023	11:45 AM	0	262	84	0	9	1	0	2	1	0	0	0	0
5/24/2023	12:00 PM	2	290	89	0	5	0	1	2	2	0	0	0	0
5/24/2023	12:15 PM	2	295	84	0	4	1	1	2	2	0	0	0	0
5/24/2023	12:30 PM	3	287	82	0	3	1	2	1	1	0	0	0	0
5/24/2023	12:45 PM	3	297	79	0	2	1	4	2	1	0	0	0	0
5/24/2023	1:00 PM	1	276	70	0	2	1	5	2	0	0	0	0	0
5/24/2023	1:15 PM	1	301	70	0	2	1	5	2	1	0	0	0	0
5/24/2023	1:30 PM	0	311	69	0	3	1	5	2	1	0	0	0	0
5/24/2023	1:45 PM	2	330	78	1	1	1	4	1	1	0	0	0	0
5/24/2023	2:00 PM	3	356	89	1	1	1	5	1	2	0	0	0	0
5/24/2023	2:15 PM	3	339	101	2	1	1	5	1	1	0	0	0	0
5/24/2023	2:30 PM	3	339	106	2	1	1	5	1	1	0	0	0	0
5/24/2023	2:45 PM	1	344	109	1	3	1	6	2	1	0	0	0	0
5/24/2023	3:00 PM	1	355	101	3	3	1	5	2	0	0	0	0	0
5/24/2023	3:15 PM	1	372	91	3	3	0	6	1	0	0	0	0	0
5/24/2023	3:30 PM	1	407	101	3	5	0	5	1	0	0	0	0	0
5/24/2023	3:45 PM	3	402	100	3	3	1	3	2	1	0	0	0	0
5/24/2023	4:00 PM	2	410	109	1	4	1	4	2	1	0	0	0	0
5/24/2023	4:15 PM	2	431	134	0	5	2	5	4	1	0	0	0	0
5/24/2023	4:30 PM	2	453	139	0	2	2	5	4	1	0	0	0	0
5/24/2023	4:45 PM	1	460	143	0	3	1	5	2	0	0	0	0	0
5/24/2023	5:00 PM	1	462	156	0	3	1	2	2	0	0	0	0	0
5/24/2023	5:15 PM	2	451	149	0	5	0	0	1	0	0	0	0	0
5/24/2023	5:30 PM	3	392	144	0	6	0	0	1	0	0	0	0	0
5/24/2023	5:45 PM	2	392	132	0	5	0	0	1	0	0	0	0	0
5/24/2023	6:00 PM	3	349	111	0	5	0	0	2	0	0	0	0	0
5/24/2023	6:15 PM	2	326	89	0	2	0	0	1	0	0	0	0	0
5/24/2023	6:30 PM	2	321	84	0	1	0	0	1	0	0	0	0	0
5/24/2023	6:45 PM	3	294	85	0	1	0	0	1	0	0	0	0	0
5/24/2023	7:00 PM	2	308	78	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:15 PM	2	281	81	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:30 PM	1	280	68	0	0	0	0	0	0	0	0	0	0
5/24/2023	7:45 PM	0	271	68	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:00 PM	4	259	67	0	1	0	0	0	0	0	0	0	0
5/24/2023	8:15 PM	4	259	51	0	2	1	0	0	0	0	0	0	0
5/24/2023	8:30 PM	5	239	47	0	2	1	0	0	0	0	0	0	0
5/24/2023	8:45 PM	6	208	37	0	1	1	0	0	0	0	0	0	0
5/24/2023	9:00 PM	4	169	27	0	1	1	0	0	0	0	0	0	0
5/24/2023	9:15 PM	4	144	29	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:30 PM	6	109	21	0	1	0	0	0	0	0	0	0	0
5/24/2023	9:45 PM	5	95	14	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:00 PM	4	83	12	0	1	0	0	0	0	0	0	0	0
5/24/2023	10:15 PM	4	65	9	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:30 PM	1	60	8	0	0	0	0	0	0	0	0	0	0
5/24/2023	10:45 PM	1	46	7	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:00 PM	0	33	6	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:15 PM	0	19	4	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:30 PM	0	10	3	0	0	0	0	0	0	0	0	0	0
5/24/2023	11:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Lake Rd						Wren School Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	2	52	56	-	0	110	45	65	2	-	0	112	3	35	1	-	0	39	35	17	44	-	0	96	357
0730 - 0745	3	67	79	-	0	149	76	56	10	-	0	142	7	69	2	-	0	78	51	28	90	-	0	169	538
0745 - 0800	2	70	27	-	0	99	50	41	2	-	0	93	5	46	3	-	0	54	72	42	131	-	0	245	491
0800 - 0815	4	63	6	-	0	73	16	42	1	-	0	59	1	4	2	-	0	7	5	7	20	-	0	32	171
Total	11	252	168	0	0	431	187	204	15	0	0	406	16	154	8	0	0	178	163	94	285	0	0	542	1557
Approach %	2.55	58.47	38.98	0.00	0.00	-	46.06	50.25	3.69	0.00	0.00	-	8.99	86.52	4.49	0.00	0.00	-	30.07	17.34	52.58	0.00	0.00	-	
PHF	0.69	0.90	0.53	0.00	0.00	**0.72**	0.62	0.78	0.38	0.00	0.00	**0.71**	0.57	0.56	0.67	0.00	0.00	**0.57**	0.57	0.56	0.54	0.00	0.00	**0.55**	**0.72**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Lake Rd						Wren School Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	2	52	55	-	0	109	44	60	2	-	0	106	3	33	1	-	0	37	32	17	44	-	0	93	345
0730 - 0745	3	64	79	-	0	146	76	53	10	-	0	139	7	67	2	-	0	76	48	28	90	-	0	166	527
0745 - 0800	2	67	27	-	0	96	50	36	2	-	0	88	5	46	3	-	0	54	68	42	130	-	0	240	478
0800 - 0815	4	58	5	-	0	67	15	37	1	-	0	53	1	4	2	-	0	7	5	7	20	-	0	32	159
Total	11	241	166	0	0	418	185	186	15	0	0	386	16	150	8	0	0	174	153	94	284	0	0	531	1509
Approach %	2.63	57.66	39.71	0.00	0.00	-	47.93	48.19	3.89	0.00	0.00	-	9.20	86.21	4.60	0.00	0.00	-	28.81	17.70	53.48	0.00	0.00	-	
PHF	0.69	0.90	0.53	0.00	0.00	**0.72**	0.61	0.78	0.38	0.00	0.00	**0.69**	0.57	0.56	0.67	0.00	0.00	**0.57**	0.56	0.56	0.55	0.00	0.00	**0.55**	**0.72**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Lake Rd						Wren School Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	0	1	-	0	1	1	4	0	-	0	5	0	2	0	-	0	2	3	0	0	-	0	3	11
0730 - 0745	0	2	0	-	0	2	0	3	0	-	0	3	0	2	0	-	0	2	3	0	0	-	0	3	10
0745 - 0800	0	0	0	-	0	0	0	4	0	-	0	4	0	0	0	-	0	0	4	0	1	-	0	5	9
0800 - 0815	0	2	1	-	0	3	1	3	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	7
Total	0	4	2	0	0	6	2	14	0	0	0	16	0	4	0	0	0	4	10	0	1	0	0	11	37
Approach %	0.00	66.67	33.33	0.00	0.00	-	12.50	87.50	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	90.91	0.00	9.09	0.00	0.00	-	
PHF	0.00	0.50	0.50	0.00	0.00	**0.50**	0.50	0.88	0.00	0.00	0.00	**0.80**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.63	0.00	0.25	0.00	0.00	**0.55**	**0.84**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Lake Rd						Wren School Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0730 - 0745	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0745 - 0800	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	4
0800 - 0815	0	3	0	-	0	3	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	5
Total	0	7	0	0	0	7	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	11
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.58	0.00	0.00	0.00	**0.58**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.55**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Lake Rd						Wren School Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1400 - 1800
Peak Hour	1445 - 1545

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Lake Rd						Wren School Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1445 - 1500	5	42	25	-	0	72	36	34	4	-	0	74	7	14	3	-	0	24	18	4	44	-	0	66	236
1500 - 1515	3	69	42	-	0	114	41	41	7	-	0	89	3	32	1	-	0	36	63	29	57	-	0	149	388
1515 - 1530	3	66	20	-	0	89	23	55	4	-	0	82	3	16	2	-	0	21	61	49	98	-	0	208	400
1530 - 1545	2	50	11	-	0	63	12	56	2	-	0	70	2	4	0	-	0	6	15	13	39	-	0	67	206
Total	13	227	98	0	0	338	112	186	17	0	0	315	15	66	6	0	0	87	157	95	238	0	0	490	1230
Approach %	3.85	67.16	28.99	0.00	0.00	-	35.56	59.05	5.40	0.00	0.00	-	17.24	75.86	6.90	0.00	0.00	-	32.04	19.39	48.57	0.00	0.00	-	
PHF	0.65	0.82	0.58	0.00	0.00	**0.74**	0.68	0.83	0.61	0.00	0.00	**0.88**	0.54	0.52	0.50	0.00	0.00	**0.60**	0.62	0.48	0.61	0.00	0.00	**0.59**	**0.77**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Lake Rd						Wren School Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1445 - 1500	5	41	25	-	0	71	36	32	4	-	0	72	7	14	2	-	0	23	17	4	44	-	0	65	231
1500 - 1515	3	65	42	-	0	110	41	41	7	-	0	89	3	31	1	-	0	35	63	29	57	-	0	149	383
1515 - 1530	3	66	19	-	0	88	22	53	4	-	0	79	3	14	2	-	0	19	61	47	97	-	0	205	391
1530 - 1545	2	50	10	-	0	62	12	54	2	-	0	68	2	4	0	-	0	6	11	12	38	-	0	61	197
Total	13	222	96	0	0	331	111	180	17	0	0	308	15	63	5	0	0	83	152	92	236	0	0	480	1202
Approach %	3.93	67.07	29.00	0.00	0.00	-	36.04	58.44	5.52	0.00	0.00	-	18.07	75.90	6.02	0.00	0.00	-	31.67	19.17	49.17	0.00	0.00	-	
PHF	0.65	0.84	0.57	0.00	0.00	**0.75**	0.68	0.83	0.61	0.00	0.00	**0.87**	0.54	0.51	0.63	0.00	0.00	**0.59**	0.60	0.49	0.61	0.00	0.00	**0.59**	**0.77**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Lake Rd						Wren School Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1445 - 1500	0	1	0	-	0	1	0	2	0	-	0	2	0	0	1	-	0	1	1	0	0	-	0	1	5
1500 - 1515	0	2	0	-	0	2	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	3
1515 - 1530	0	0	1	-	0	1	1	1	0	-	0	2	0	2	0	-	0	2	0	2	1	-	0	3	8
1530 - 1545	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	4	1	1	-	0	6	7
Total	0	3	2	0	0	5	1	3	0	0	0	4	0	3	1	0	0	4	5	3	2	0	0	10	23
Approach %	0.00	60.00	40.00	0.00	0.00	-	25.00	75.00	0.00	0.00	0.00	-	0.00	75.00	25.00	0.00	0.00	-	50.00	30.00	20.00	0.00	0.00	-	
PHF	0.00	0.38	0.50	0.00	0.00	**0.63**	0.25	0.38	0.00	0.00	0.00	**0.50**	0.00	0.38	0.25	0.00	0.00	**0.50**	0.31	0.38	0.50	0.00	0.00	**0.42**	**0.72**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Lake Rd						Wren School Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1445 - 1500	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1500 - 1515	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
1515 - 1530	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1530 - 1545	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	2
Total	0	2	0	0	0	2	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.38	0.00	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Lake Rd						Wren School Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	1.1	1.2	1.3		1.4	Total	1.5	1.6	1.7		1.8	Total	1.9	1.10	1.11		1.12	Total	1.13	1.14	1.15		1.16	Total	Total
1445 - 1500	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1500 - 1515	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1515 - 1530	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1530 - 1545	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 1
SC-81 (South)
SC-81 (North)
Lake Rd
Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.728671°, -82.549530°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Lake Rd					Westbound Wren School Rd					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	48	15	0	63	19	44	1	0	64	4	8	2	0	14	1	2	1	0	4	145
0715 - 0730	2	52	56	0	110	45	65	2	0	112	3	35	1	0	39	35	17	44	0	96	357
0730 - 0745	3	67	79	0	149	76	56	10	0	142	7	69	2	0	78	51	28	90	0	169	538
0745 - 0800	2	70	27	0	99	50	41	2	0	93	5	46	3	0	54	72	42	131	0	245	491
Hourly Total	7	237	177	0	**421**	190	206	15	0	**411**	19	158	8	0	**185**	159	89	266	0	**514**	**1531**
0800 - 0815	4	63	6	0	73	16	42	1	0	59	1	4	2	0	7	5	7	20	0	32	171
0815 - 0830	0	45	7	0	52	8	34	4	0	46	2	4	1	0	7	1	5	19	0	25	130
0830 - 0845	0	36	10	0	46	8	30	2	0	40	1	0	2	0	3	1	2	12	0	15	104
0845 - 0900	1	43	5	0	49	10	44	0	0	54	2	3	4	0	9	4	3	10	0	17	129
Hourly Total	5	187	28	0	**220**	42	150	7	0	**199**	6	11	9	0	**26**	11	17	61	0	**89**	**534**
Grand Total	12	424	205	0	**641**	232	356	22	0	**610**	25	169	17	0	**211**	170	106	327	0	**603**	**2065**
Approach %	1.87	66.15	31.98	0.00	-	38.03	58.36	3.61	0.00	-	11.85	80.09	8.06	0.00	-	28.19	17.58	54.23	0.00	-	
Intersection %	0.58	20.53	9.93	0.00	31.04	11.23	17.24	1.07	0.00	29.54	1.21	8.18	0.82	0.00	10.22	8.23	5.13	15.84	0.00	29.20	
Heavy Vehicle %	0	4	2	-	**3**	2	8	0	-	**6**	0	3	0	-	**2**	7	1	1	-	**2**	**4**
PHF	0.69	0.90	0.53	0.00	**0.72**	0.62	0.78	0.38	0.00	**0.71**	0.57	0.56	0.67	0.00	**0.57**	0.57	0.56	0.54	0.00	**0.55**	**0.72**

1400 - 1800 (Weekday 4h Session) (05-23-2023)

All vehicles

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Lake Rd					Westbound Wren School Rd					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	2	50	8	0	60	15	34	4	0	53	1	10	3	0	14	13	4	7	0	24	151
1415 - 1430	2	30	12	0	44	29	50	4	1	84	2	2	2	0	6	4	3	16	0	23	157
1430 - 1445	1	42	17	0	60	46	45	2	0	93	4	9	2	0	15	6	4	11	0	21	189
1445 - 1500	5	42	25	0	72	36	34	4	0	74	7	14	3	0	24	18	4	44	0	66	236
Hourly Total	10	164	62	0	**236**	126	163	14	1	**304**	14	35	10	0	**59**	41	15	78	0	**134**	**733**
1500 - 1515	3	69	42	0	114	41	41	7	0	89	3	32	1	0	36	63	29	57	0	149	388
1515 - 1530	3	66	20	0	89	23	55	4	0	82	3	16	2	0	21	61	49	98	0	208	400
1530 - 1545	2	50	11	0	63	12	56	2	0	70	2	4	0	0	6	15	13	39	0	67	206
1545 - 1600	1	45	7	0	53	13	58	4	0	75	1	2	2	0	5	15	8	19	0	42	175
Hourly Total	9	230	80	0	**319**	89	210	17	0	**316**	9	54	5	0	**68**	154	99	213	0	**466**	**1169**
1600 - 1615	1	67	2	0	70	9	68	0	0	77	5	4	1	0	10	14	5	15	0	34	191
1615 - 1630	1	57	8	0	66	12	63	4	0	79	3	3	1	0	7	6	7	21	0	34	186
1630 - 1645	1	62	4	0	67	16	67	4	0	87	6	1	0	0	7	13	3	19	0	35	196
1645 - 1700	0	75	6	0	81	8	83	4	0	95	5	2	2	0	9	6	6	11	0	23	208
Hourly Total	3	261	20	0	**284**	45	281	12	0	**338**	19	10	4	0	**33**	39	21	66	0	**126**	**781**
1700 - 1715	2	68	15	0	85	21	60	5	0	86	3	1	2	0	6	12	4	14	0	30	207
1715 - 1730	2	97	14	0	113	55	88	6	0	149	4	8	2	0	14	4	4	24	0	32	308
1730 - 1745	2	72	10	0	84	27	94	11	0	132	2	5	3	0	10	29	12	30	0	71	297
1745 - 1800	0	81	8	0	89	19	78	4	0	101	1	5	3	0	9	3	1	17	0	21	220
Hourly Total	6	318	47	0	**371**	122	320	26	0	**468**	10	19	10	0	**39**	48	21	85	0	**154**	**1032**
Grand Total	28	973	209	0	**1210**	382	974	69	1	**1426**	52	118	29	0	**199**	282	156	442	0	**880**	**3715**
Approach %	2.31	80.41	17.27	0.00	-	26.79	68.30	4.84	0.07	-	26.13	59.30	14.57	0.00	-	32.05	17.73	50.23	0.00	-	
Intersection %	0.75	26.19	5.63	0.00	32.57	10.28	26.22	1.86	0.03	38.38	1.40	3.18	0.78	0.00	5.36	7.59	4.20	11.90	0.00	23.69	
Heavy Vehicle %	0	5	4	-	**5**	2	4	0	0	**3**	4	3	3	-	**3**	3	3	1	-	**2**	**3**
PHF	0.65	0.82	0.58	0.00	**0.74**	0.68	0.83	0.61	0.00	**0.88**	0.54	0.52	0.50	0.00	**0.60**	0.62	0.48	0.61	0.00	**0.59**	**0.77**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 1
SC-81 (South)
SC-81 (North)
Lake Rd
Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.728671°, -82.549530°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Lake Rd					Westbound Wren School Rd					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	48	13	0	61	18	39	1	0	58	4	8	2	0	14	1	2	1	0	4	137
0715 - 0730	2	52	55	0	109	44	60	2	0	106	3	33	1	0	37	32	17	44	0	93	345
0730 - 0745	3	64	79	0	146	76	53	10	0	139	7	67	2	0	76	48	28	90	0	166	527
0745 - 0800	2	67	27	0	96	50	36	2	0	88	5	46	3	0	54	68	42	130	0	240	478
Hourly Total	7	231	174	0	**412**	188	188	15	0	**391**	19	154	8	0	**181**	149	89	265	0	**503**	**1487**
0800 - 0815	4	58	5	0	67	15	37	1	0	53	1	4	2	0	7	5	7	20	0	32	159
0815 - 0830	0	43	7	0	50	7	32	4	0	43	2	3	1	0	6	1	4	19	0	24	123
0830 - 0845	0	35	10	0	45	8	28	2	0	38	1	0	2	0	3	0	2	12	0	14	100
0845 - 0900	1	41	5	0	47	10	41	0	0	51	2	3	4	0	9	3	3	9	0	15	122
Hourly Total	5	177	27	0	**209**	40	138	7	0	**185**	6	10	9	0	**25**	9	16	60	0	**85**	**504**
Grand Total	12	408	201	0	**621**	228	326	22	0	**576**	25	164	17	0	**206**	158	105	325	0	**588**	**1991**
Approach %	1.93	65.70	32.37	0.00	-	39.58	56.60	3.82	0.00	-	12.14	79.61	8.25	0.00	-	26.87	17.86	55.27	0.00	-	
Intersection %	0.60	20.49	10.10	0.00	31.19	11.45	16.37	1.10	0.00	28.93	1.26	8.24	0.85	0.00	10.35	7.94	5.27	16.32	0.00	29.53	

1400 - 1800 (Weekday 4h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Lake Rd					Westbound Wren School Rd					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	2	36	8	0	46	15	31	4	0	50	1	10	3	0	14	11	4	7	0	22	132
1415 - 1430	2	27	11	0	40	29	49	4	1	83	2	2	2	0	6	4	3	16	0	23	152
1430 - 1445	1	40	17	0	58	45	44	2	0	91	4	9	2	0	15	5	3	11	0	19	183
1445 - 1500	5	41	25	0	71	36	32	4	0	72	7	14	2	0	23	17	4	44	0	65	231
Hourly Total	10	144	61	0	**215**	125	156	14	1	**296**	14	35	9	0	**58**	37	14	78	0	**129**	**698**
1500 - 1515	3	65	42	0	110	41	41	7	0	89	3	31	1	0	35	63	29	57	0	149	383
1515 - 1530	3	66	19	0	88	22	53	4	0	79	3	14	2	0	19	61	47	97	0	205	391
1530 - 1545	2	50	10	0	62	12	54	2	0	68	2	4	0	0	6	11	12	38	0	61	197
1545 - 1600	1	43	3	0	47	13	53	4	0	70	1	2	2	0	5	15	8	19	0	42	164
Hourly Total	9	224	74	0	**307**	88	201	17	0	**306**	9	51	5	0	**65**	150	96	211	0	**457**	**1135**
1600 - 1615	1	63	2	0	66	8	65	0	0	73	5	4	1	0	10	14	5	15	0	34	183
1615 - 1630	1	54	7	0	62	12	59	4	0	75	2	3	1	0	6	6	7	21	0	34	177
1630 - 1645	1	57	4	0	62	16	64	4	0	84	5	1	0	0	6	13	3	19	0	35	187
1645 - 1700	0	70	6	0	76	8	81	4	0	93	5	2	2	0	9	6	6	11	0	23	201
Hourly Total	3	244	19	0	**266**	44	269	12	0	**325**	17	10	4	0	**31**	39	21	66	0	**126**	**748**
1700 - 1715	2	67	15	0	84	19	58	5	0	82	3	1	2	0	6	12	4	13	0	29	201
1715 - 1730	2	95	14	0	111	54	84	6	0	144	4	8	2	0	14	4	4	24	0	32	301
1730 - 1745	2	70	10	0	82	27	92	11	0	130	2	5	3	0	10	29	12	30	0	71	293
1745 - 1800	0	78	8	0	86	18	76	4	0	98	1	5	3	0	9	3	1	17	0	21	214
Hourly Total	6	310	47	0	**363**	118	310	26	0	**454**	10	19	10	0	**39**	48	21	84	0	**153**	**1009**
Grand Total	28	922	201	0	**1151**	375	936	69	1	**1381**	50	115	28	0	**193**	274	152	439	0	**865**	**3590**
Approach %	2.43	80.10	17.46	0.00	-	27.15	67.78	5.00	0.07	-	25.91	59.59	14.51	0.00	-	31.68	17.57	50.75	0.00	-	
Intersection %	0.78	25.68	5.60	0.00	32.06	10.45	26.07	1.92	0.03	38.47	1.39	3.20	0.78	0.00	5.38	7.63	4.23	12.23	0.00	24.09	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 1
SC-81 (South)
SC-81 (North)
Lake Rd
Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.728671°, -82.549530°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Lake Rd					Westbound Wren School Rd					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	2	0	2	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	8
0715 - 0730	0	0	1	0	1	1	4	0	0	5	0	2	0	0	2	3	0	0	0	3	11
0730 - 0745	0	2	0	0	2	0	3	0	0	3	0	2	0	0	2	3	0	0	0	3	10
0745 - 0800	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	4	0	1	0	5	9
Hourly Total	0	2	3	0	**5**	2	16	0	0	**18**	0	4	0	0	**4**	10	0	1	0	**11**	**38**
0800 - 0815	0	2	1	0	3	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	7
0815 - 0830	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	5
0830 - 0845	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
0845 - 0900	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	1	0	1	0	2	6
Hourly Total	0	5	1	0	**6**	1	9	0	0	**10**	0	1	0	0	**1**	2	1	1	0	**4**	**21**
Grand Total	0	7	4	0	**11**	3	25	0	0	**28**	0	5	0	0	**5**	12	1	2	0	**15**	**59**
Approach %	0.00	63.64	36.36	0.00	-	10.71	89.29	0.00	0.00	-	0.00	100.00	0.00	0.00	-	80.00	6.67	13.33	0.00	-	
Intersection %	0.00	11.86	6.78	0.00	18.64	5.08	42.37	0.00	0.00	47.46	0.00	8.47	0.00	0.00	8.47	20.34	1.69	3.39	0.00	25.42	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Lake Rd					Westbound Wren School Rd					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	12	0	0	12	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	17
1415 - 1430	0	2	1	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1430 - 1445	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	6
1445 - 1500	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	5
Hourly Total	0	17	1	0	**18**	1	7	0	0	**8**	0	0	1	0	**1**	4	1	0	0	**5**	**32**
1500 - 1515	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
1515 - 1530	0	0	1	0	1	1	1	0	0	2	0	2	0	0	2	0	2	1	0	3	8
1530 - 1545	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	4	1	1	0	6	7
1545 - 1600	0	1	4	0	5	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	8
Hourly Total	0	3	6	0	**9**	1	4	0	0	**5**	0	3	0	0	**3**	4	3	2	0	**9**	**26**
1600 - 1615	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
1615 - 1630	0	1	1	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1630 - 1645	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
1645 - 1700	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	12	1	0	**13**	0	11	0	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**24**
1700 - 1715	0	1	0	0	1	2	2	0	0	4	0	0	0	0	0	0	0	1	0	1	6
1715 - 1730	0	1	0	0	1	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	5
1730 - 1745	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1745 - 1800	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	6	0	0	**6**	4	8	0	0	**12**	0	0	0	0	**0**	0	0	1	0	**1**	**19**
Grand Total	0	38	8	0	**46**	6	30	0	0	**36**	0	3	1	0	**4**	8	4	3	0	**15**	**101**
Approach %	0.00	82.61	17.39	0.00	-	16.67	83.33	0.00	0.00	-	0.00	75.00	25.00	0.00	-	53.33	26.67	20.00	0.00	-	
Intersection %	0.00	37.62	7.92	0.00	45.54	5.94	29.70	0.00	0.00	35.64	0.00	2.97	0.99	0.00	3.96	7.92	3.96	2.97	0.00	14.85	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 1
SC-81 (South)
SC-81 (North)
Lake Rd
Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.728671°, -82.549530°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Lake Rd					Westbound Wren School Rd					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	4	0	0	**4**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
0800 - 0815	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
0815 - 0830	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0830 - 0845	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	1	3	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**9**
Grand Total	0	9	0	0	**9**	1	5	0	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	**15**
Approach %	0.00	100.00	0.00	0.00	-	16.67	83.33	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	60.00	0.00	0.00	60.00	6.67	33.33	0.00	0.00	40.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Lake Rd					Westbound Wren School Rd					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1415 - 1430	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
1500 - 1515	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1515 - 1530	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	3	0	0	**3**	0	5	0	0	**5**	0	0	0	0	**0**	0	0	0	0	**0**	**8**
1600 - 1615	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1615 - 1630	0	2	0	0	2	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	4
1630 - 1645	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
1645 - 1700	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	1	1	0	0	**2**	2	0	0	0	**2**	0	0	0	0	**0**	**9**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	2	0	0	**2**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
Grand Total	0	13	0	0	**13**	1	8	0	0	**9**	2	0	0	0	**2**	0	0	0	0	**0**	**24**
Approach %	0.00	100.00	0.00	0.00	-	11.11	88.89	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	54.17	0.00	0.00	54.17	4.17	33.33	0.00	0.00	37.50	8.33	0.00	0.00	0.00	8.33	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 1
SC-81 (South)
SC-81 (North)
Lake Rd
Wren School Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.728671°, -82.549530°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 (South)					SC-81 (North)					Lake Rd					Wren School Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 (South)					SC-81 (North)					Lake Rd					Wren School Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	1.1	1.2	1.3	1.4	Total	1.5	1.6	1.7	1.8	Total	1.9	1.10	1.11	1.12	Total	1.13	1.14	1.15	1.16	Total	Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 1
SC-81 (South)
SC-81 (North)
Lake Rd
Wren School Rd

Date
Tuesday, May 23, 2023

Lat/Long
34.728671°, -82.549530°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Lake Rd					Westbound Wren School Rd					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
0700 - 0715	0	0	2	0	2	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	8
0715 - 0730	0	0	1	0	1	1	5	0	0	6	0	2	0	0	2	3	0	0	0	3	12
0730 - 0745	0	3	0	0	3	0	3	0	0	3	0	2	0	0	2	3	0	0	0	3	11
0745 - 0800	0	3	0	0	3	0	5	0	0	5	0	0	0	0	0	4	0	1	0	5	13
Hourly Total	0	6	3	0	**9**	2	18	0	0	**20**	0	4	0	0	**4**	10	0	1	0	**11**	**44**
0800 - 0815	0	5	1	0	6	1	5	0	0	6	0	0	0	0	0	0	0	0	0	0	12
0815 - 0830	0	2	0	0	2	1	2	0	0	3	0	1	0	0	1	0	1	0	0	1	7
0830 - 0845	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	4
0845 - 0900	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	1	0	1	0	2	7
Hourly Total	0	10	1	0	**11**	2	12	0	0	**14**	0	1	0	0	**1**	2	1	1	0	**4**	**30**
Grand Total	0	16	4	0	**20**	4	30	0	0	**34**	0	5	0	0	**5**	12	1	2	0	**15**	**74**
Approach %	0.00	80.00	20.00	0.00	-	11.76	88.24	0.00	0.00	-	0.00	100.00	0.00	0.00	-	80.00	6.67	13.33	0.00	-	
Intersection %	0.00	21.62	5.41	0.00	27.03	5.41	40.54	0.00	0.00	45.95	0.00	6.76	0.00	0.00	6.76	16.22	1.35	2.70	0.00	20.27	

1400 - 1800 (Weekday 4h Session) (05-23-2023)
All Trucks (4-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Lake Rd					Westbound Wren School Rd					
TIME	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total	Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total	Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total	Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total	Int Total
1400 - 1415	0	14	0	0	14	0	3	0	0	3	0	0	0	0	0	2	0	0	0	2	19
1415 - 1430	0	3	1	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
1430 - 1445	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	1	1	0	0	2	6
1445 - 1500	0	1	0	0	1	0	2	0	0	2	0	0	1	0	1	1	0	0	0	1	5
Hourly Total	0	20	1	0	**21**	1	7	0	0	**8**	0	0	1	0	**1**	4	1	0	0	**5**	**35**
1500 - 1515	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
1515 - 1530	0	0	1	0	1	1	2	0	0	3	0	2	0	0	2	0	2	1	0	3	9
1530 - 1545	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	4	1	1	0	6	9
1545 - 1600	0	2	4	0	6	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	11
Hourly Total	0	6	6	0	**12**	1	9	0	0	**10**	0	3	0	0	**3**	4	3	2	0	**9**	**34**
1600 - 1615	0	4	0	0	4	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	8
1615 - 1630	0	3	1	0	4	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	9
1630 - 1645	0	5	0	0	5	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	9
1645 - 1700	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	17	1	0	**18**	1	12	0	0	**13**	2	0	0	0	**2**	0	0	0	0	**0**	**33**
1700 - 1715	0	1	0	0	1	2	2	0	0	4	0	0	0	0	0	0	0	1	0	1	6
1715 - 1730	0	2	0	0	2	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	7
1730 - 1745	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1745 - 1800	0	3	0	0	3	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	8	0	0	**8**	4	10	0	0	**14**	0	0	0	0	**0**	0	0	1	0	**1**	**23**
Grand Total	0	51	8	0	**59**	7	38	0	0	**45**	2	3	1	0	**6**	8	4	3	0	**15**	**125**
Approach %	0.00	86.44	13.56	0.00	-	15.56	84.44	0.00	0.00	-	33.33	50.00	16.67	0.00	-	53.33	26.67	20.00	0.00	-	
Intersection %	0.00	40.80	6.40	0.00	47.20	5.60	30.40	0.00	0.00	36.00	1.60	2.40	0.80	0.00	4.80	6.40	3.20	2.40	0.00	12.00	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 1
SC-81 (South)
SC-81 (North)
Lake Rd
Wren School Rd

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.728671°, -82.549530°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Lake Rd			Wren School Rd			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Lake Rd			Wren School Rd			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 1
SC-81 (South)
SC-81 (North)
Lake Rd
Wren School Rd

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.728671°, -82.549530°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Lake Rd			Wren School Rd			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Lake Rd			Wren School Rd			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 1
SC-81 (South)
SC-81 (North)
Lake Rd
Wren School Rd

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.728671°, -82.549530°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Lake Rd			Wren School Rd			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Lake Rd			Wren School Rd			
TIME	EB 1a	WB 1b	App Total	EB 1c	WB 1d	App Total	NB 1e	SB 1f	App Total	NB 1g	SB 1h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	Lake Rd Eastbound			Wren School Rd Westbound			SC-81 (South) Northbound			SC-81 (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	4	8	2	1	2	1	0	48	15	19	44	1	145
07:15 AM - 07:30 AM	3	35	1	35	17	44	2	52	56	45	65	2	357
07:30 AM - 07:45 AM	7	69	2	51	28	90	3	67	79	76	56	10	538
07:45 AM - 08:00 AM	5	46	3	72	42	131	2	70	27	50	41	2	491
08:00 AM - 08:15 AM	1	4	2	5	7	20	4	63	6	16	42	1	171
08:15 AM - 08:30 AM	2	4	1	1	5	19	0	45	7	8	34	4	130
08:30 AM - 08:45 AM	1	0	2	1	2	12	0	36	10	8	30	2	104
08:45 AM - 09:00 AM	2	3	4	4	3	10	1	43	5	10	44	0	129
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	1	10	3	13	4	7	2	50	8	15	34	4	151
02:15 PM - 02:30 PM	2	2	2	4	3	16	2	30	12	29	50	4	157
02:30 PM - 02:45 PM	4	9	2	6	4	11	1	42	17	46	45	2	189
02:45 PM - 03:00 PM	7	14	3	18	4	44	5	42	25	36	34	4	236
03:00 PM - 03:15 PM	3	32	1	63	29	57	3	69	42	41	41	7	388
03:15 PM - 03:30 PM	3	16	2	61	49	98	3	66	20	23	55	4	400
03:30 PM - 03:45 PM	2	4	0	15	13	39	2	50	11	12	56	2	206
03:45 PM - 04:00 PM	1	2	2	15	8	19	1	45	7	13	58	4	175
04:00 PM - 04:15 PM	5	4	1	14	5	15	1	67	2	9	68	0	191
04:15 PM - 04:30 PM	3	3	1	6	7	21	1	57	8	12	63	4	186
04:30 PM - 04:45 PM	6	1	0	13	3	19	1	62	4	16	67	4	196
04:45 PM - 05:00 PM	5	2	2	6	6	11	0	75	6	8	83	4	208
05:00 PM - 05:15 PM	3	1	2	12	4	14	2	68	15	21	60	5	207
05:15 PM - 05:30 PM	4	8	2	4	4	24	2	97	14	55	88	6	308
05:30 PM - 05:45 PM	2	5	3	29	12	30	2	72	10	27	94	11	297
05:45 PM - 06:00 PM	1	5	3	3	1	17	0	81	8	19	78	4	220
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Wren Crossing Ln						Planters Walk Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0715 - 0730	0	100	0	-	0	100	1	129	0	-	0	130	0	0	0	-	0	0	4	0	4	-	0	8	238
0730 - 0745	1	163	1	-	0	165	0	122	0	-	0	122	3	0	4	-	0	7	4	0	6	-	0	10	304
0745 - 0800	3	197	3	-	0	203	0	79	0	-	0	79	7	0	4	-	0	11	3	0	3	-	0	6	299
0800 - 0815	0	94	1	-	0	95	4	57	1	-	0	62	2	0	0	-	0	2	0	0	2	-	0	2	161
Total	4	554	5	0	0	563	5	387	1	0	0	393	12	0	8	0	0	20	11	0	15	0	0	26	1002
Approach %	0.71	98.40	0.89	0.00	0.00	-	1.27	98.47	0.25	0.00	0.00	-	60.00	0.00	40.00	0.00	0.00	-	42.31	0.00	57.69	0.00	0.00	-	
PHF	0.33	0.70	0.42	0.00	0.00	**0.69**	0.31	0.75	0.25	0.00	0.00	**0.76**	0.43	0.00	0.50	0.00	0.00	**0.45**	0.69	0.00	0.63	0.00	0.00	**0.65**	**0.82**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Wren Crossing Ln						Planters Walk Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0715 - 0730	0	99	0	-	0	99	1	125	0	-	0	126	0	0	0	-	0	0	4	0	4	-	0	8	233
0730 - 0745	1	159	1	-	0	161	0	119	0	-	0	119	3	0	4	-	0	7	4	0	6	-	0	10	297
0745 - 0800	3	195	3	-	0	201	0	74	0	-	0	74	7	0	4	-	0	11	3	0	3	-	0	6	292
0800 - 0815	0	89	1	-	0	90	4	52	1	-	0	57	2	0	0	-	0	2	0	0	2	-	0	2	151
Total	4	542	5	0	0	551	5	370	1	0	0	376	12	0	8	0	0	20	11	0	15	0	0	26	973
Approach %	0.73	98.37	0.91	0.00	0.00	-	1.33	98.40	0.27	0.00	0.00	-	60.00	0.00	40.00	0.00	0.00	-	42.31	0.00	57.69	0.00	0.00	-	
PHF	0.33	0.69	0.42	0.00	0.00	**0.69**	0.31	0.74	0.25	0.00	0.00	**0.75**	0.43	0.00	0.50	0.00	0.00	**0.45**	0.69	0.00	0.63	0.00	0.00	**0.65**	**0.82**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Wren Crossing Ln						Planters Walk Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	4
0730 - 0745	0	2	0	-	0	2	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	5
0745 - 0800	0	1	0	-	0	1	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	5
0800 - 0815	0	2	0	-	0	2	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	6
Total	0	5	0	0	0	5	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	20
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.94	0.00	0.00	0.00	**0.94**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.83**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Wren Crossing Ln						Planters Walk Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0715 - 0730	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0730 - 0745	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
0745 - 0800	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
0800 - 0815	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	4
Total	0	7	0	0	0	7	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	9
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.58	0.00	0.00	0.00	**0.58**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.56**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Wren Crossing Ln						Planters Walk Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Wren Crossing Ln						Planters Walk Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	3	88	2	-	0	93	4	88	1	-	0	93	1	0	3	-	0	4	0	0	0	-	0	0	190
1715 - 1730	1	116	4	-	0	121	8	140	5	-	0	153	4	0	3	-	0	7	2	0	4	-	0	6	287
1730 - 1745	3	105	1	-	0	109	1	134	0	-	0	135	4	0	1	-	0	5	0	0	3	-	0	3	252
1745 - 1800	2	91	4	-	0	97	4	98	4	-	0	106	3	0	3	-	0	6	3	0	1	-	0	4	213
Total	9	400	11	0	0	420	17	460	10	0	0	487	12	0	10	0	0	22	5	0	8	0	0	13	942
Approach %	2.14	95.24	2.62	0.00	0.00	-	3.49	94.46	2.05	0.00	0.00	-	54.55	0.00	45.45	0.00	0.00	-	38.46	0.00	61.54	0.00	0.00	-	
PHF	0.75	0.86	0.69	0.00	0.00	**0.87**	0.53	0.82	0.50	0.00	0.00	**0.80**	0.75	0.00	0.83	0.00	0.00	**0.79**	0.42	0.00	0.50	0.00	0.00	**0.54**	**0.82**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Wren Crossing Ln						Planters Walk Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	3	85	2	-	0	90	4	85	1	-	0	90	1	0	3	-	0	4	0	0	0	-	0	0	184
1715 - 1730	1	115	4	-	0	120	8	135	5	-	0	148	4	0	3	-	0	7	2	0	4	-	0	6	281
1730 - 1745	3	104	1	-	0	108	1	130	0	-	0	131	4	0	1	-	0	5	0	0	3	-	0	3	247
1745 - 1800	2	87	4	-	0	93	4	96	4	-	0	104	3	0	3	-	0	6	3	0	1	-	0	4	207
Total	9	391	11	0	0	411	17	446	10	0	0	473	12	0	10	0	0	22	5	0	8	0	0	13	919
Approach %	2.19	95.13	2.68	0.00	0.00	-	3.59	94.29	2.11	0.00	0.00	-	54.55	0.00	45.45	0.00	0.00	-	38.46	0.00	61.54	0.00	0.00	-	
PHF	0.75	0.85	0.69	0.00	0.00	**0.86**	0.53	0.83	0.50	0.00	0.00	**0.80**	0.75	0.00	0.83	0.00	0.00	**0.79**	0.42	0.00	0.50	0.00	0.00	**0.54**	**0.82**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Wren Crossing Ln						Planters Walk Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	0	2	0	-	0	2	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	5
1715 - 1730	0	1	0	-	0	1	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	5
1730 - 1745	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
1745 - 1800	0	3	0	-	0	3	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	5
Total	0	7	0	0	0	7	0	12	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	0	19
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.58	0.00	0.00	0.00	**0.58**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.95**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Wren Crossing Ln						Planters Walk Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1715 - 1730	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1730 - 1745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1745 - 1800	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	2	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**1.00**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Wren Crossing Ln						Planters Walk Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	2.1	2.2	2.3		2.4	Total	2.5	2.6	2.7		2.8	Total	2.9	2.10	2.11		2.12	Total	2.13	2.14	2.15		2.16	Total	Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 2
SC-81 (South)
SC-81 (North)
Wren Crossing Ln
Planters Walk Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.731179°, -82.547569°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 (South)					SC-81 (North)					Wren Crossing Ln					Planters Walk Dr					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0700 - 0715	0	50	0	0	50	0	65	0	0	65	4	0	3	0	7	0	0	5	0	5	127
0715 - 0730	0	100	0	0	100	1	129	0	0	130	0	0	0	0	0	4	0	4	0	8	238
0730 - 0745	1	163	1	0	165	0	122	0	0	122	3	0	4	0	7	4	0	6	0	10	304
0745 - 0800	3	197	3	0	203	0	79	0	0	79	7	0	4	0	11	3	0	3	0	6	299
Hourly Total	4	510	4	0	**518**	1	395	0	0	**396**	14	0	11	0	**25**	11	0	18	0	**29**	**968**
0800 - 0815	0	94	1	0	95	4	57	1	0	62	2	0	0	0	2	0	0	2	0	2	161
0815 - 0830	1	66	0	0	67	2	43	1	0	46	3	0	2	0	5	2	0	5	0	7	125
0830 - 0845	0	47	1	0	48	3	34	1	0	38	0	0	0	0	0	2	0	5	0	7	93
0845 - 0900	1	52	3	0	56	1	56	1	0	58	1	0	0	0	1	0	0	3	0	3	118
Hourly Total	2	259	5	0	**266**	10	190	4	0	**204**	6	0	2	0	**8**	4	0	15	0	**19**	**497**
Grand Total	6	769	9	0	**784**	11	585	4	0	**600**	20	0	13	0	**33**	15	0	33	0	**48**	**1465**
Approach %	0.77	98.09	1.15	0.00	-	1.83	97.50	0.67	0.00	-	60.61	0.00	39.39	0.00	-	31.25	0.00	68.75	0.00	-	
Intersection %	0.41	52.49	0.61	0.00	53.52	0.75	39.93	0.27	0.00	40.96	1.37	0.00	0.89	0.00	2.25	1.02	0.00	2.25	0.00	3.28	
Heavy Vehicle %	0	2	0	-	**2**	0	6	0	-	**6**	0	-	0	-	**0**	0	-	0	-	**0**	**4**
PHF	0.33	0.70	0.42	0.00	**0.69**	0.31	0.75	0.25	0.00	**0.76**	0.43	0.00	0.50	0.00	**0.45**	0.69	0.00	0.63	0.00	**0.65**	**0.82**

1600 - 1800 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 (South)					SC-81 (North)					Wren Crossing Ln					Planters Walk Dr					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1600 - 1615	1	90	2	0	93	1	74	7	0	82	5	0	3	0	8	1	0	3	0	4	187
1615 - 1630	4	77	2	0	83	5	81	1	0	87	5	0	0	0	5	4	0	4	0	8	183
1630 - 1645	4	81	4	0	89	3	84	6	0	93	1	0	3	0	4	0	0	1	0	1	187
1645 - 1700	2	87	0	0	89	5	99	7	0	111	4	0	0	0	4	0	0	2	0	2	206
Hourly Total	11	335	8	0	**354**	14	338	21	0	**373**	15	0	6	0	**21**	5	0	10	0	**15**	**763**
1700 - 1715	3	88	2	0	93	4	88	1	0	93	1	0	3	0	4	0	0	0	0	0	190
1715 - 1730	1	116	4	0	121	8	140	5	0	153	4	0	3	0	7	2	0	4	0	6	287
1730 - 1745	3	105	1	0	109	1	134	0	0	135	4	0	1	0	5	0	0	3	0	3	252
1745 - 1800	2	91	4	0	97	4	98	4	0	106	3	0	3	0	6	3	0	1	0	4	213
Hourly Total	9	400	11	0	**420**	17	460	10	0	**487**	12	0	10	0	**22**	5	0	8	0	**13**	**942**
Grand Total	20	735	19	0	**774**	31	798	31	0	**860**	27	0	16	0	**43**	10	0	18	0	**28**	**1705**
Approach %	2.58	94.96	2.45	0.00	-	3.60	92.79	3.60	0.00	-	62.79	0.00	37.21	0.00	-	35.71	0.00	64.29	0.00	-	
Intersection %	1.17	43.11	1.11	0.00	45.40	1.82	46.80	1.82	0.00	50.44	1.58	0.00	0.94	0.00	2.52	0.59	0.00	1.06	0.00	1.64	
Heavy Vehicle %	0	4	0	-	**4**	0	3	0	-	**3**	0	-	19	-	**7**	0	-	0	-	**0**	**3**
PHF	0.75	0.86	0.69	0.00	**0.87**	0.53	0.82	0.50	0.00	**0.80**	0.75	0.00	0.83	0.00	**0.79**	0.42	0.00	0.50	0.00	**0.54**	**0.82**

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 2
SC-81 (South)
SC-81 (North)
Wren Crossing Ln
Planters Walk Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.731179°, -82.547569°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Passenger Vehicles (1-3)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Wren Crossing Ln					Westbound Planters Walk Dr					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	50	0	0	50	0	57	0	0	57	4	0	3	0	7	0	0	5	0	5	119
0715 - 0730	0	99	0	0	99	1	125	0	0	126	0	0	0	0	0	4	0	4	0	8	233
0730 - 0745	1	159	1	0	161	0	119	0	0	119	3	0	4	0	7	4	0	6	0	10	297
0745 - 0800	3	195	3	0	201	0	74	0	0	74	7	0	4	0	11	3	0	3	0	6	292
Hourly Total	4	503	4	0	**511**	1	375	0	0	**376**	14	0	11	0	**25**	11	0	18	0	**29**	**941**
0800 - 0815	0	89	1	0	90	4	52	1	0	57	2	0	0	0	2	0	0	2	0	2	151
0815 - 0830	1	64	0	0	65	2	41	1	0	44	3	0	2	0	5	2	0	5	0	7	121
0830 - 0845	0	47	1	0	48	3	32	1	0	36	0	0	0	0	0	2	0	5	0	7	91
0845 - 0900	1	48	3	0	52	1	51	1	0	53	1	0	0	0	1	0	0	3	0	3	109
Hourly Total	2	248	5	0	**255**	10	176	4	0	**190**	6	0	2	0	**8**	4	0	15	0	**19**	**472**
Grand Total	6	751	9	0	**766**	11	551	4	0	**566**	20	0	13	0	**33**	15	0	33	0	**48**	**1413**
Approach %	0.78	98.04	1.17	0.00	-	1.94	97.35	0.71	0.00	-	60.61	0.00	39.39	0.00	-	31.25	0.00	68.75	0.00	-	
Intersection %	0.42	53.15	0.64	0.00	54.21	0.78	39.00	0.28	0.00	40.06	1.42	0.00	0.92	0.00	2.34	1.06	0.00	2.34	0.00	3.40	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Passenger Vehicles (1-3)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Wren Crossing Ln					Westbound Planters Walk Dr					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	1	84	2	0	87	1	70	7	0	78	5	0	1	0	6	1	0	3	0	4	175
1615 - 1630	4	75	2	0	81	5	79	1	0	85	5	0	0	0	5	4	0	4	0	8	179
1630 - 1645	4	75	4	0	83	3	82	6	0	91	1	0	2	0	3	0	0	1	0	1	178
1645 - 1700	2	82	0	0	84	5	97	7	0	109	4	0	0	0	4	0	0	2	0	2	199
Hourly Total	11	316	8	0	**335**	14	328	21	0	**363**	15	0	3	0	**18**	5	0	10	0	**15**	**731**
1700 - 1715	3	85	2	0	90	4	85	1	0	90	1	0	3	0	4	0	0	0	0	0	184
1715 - 1730	1	115	4	0	120	8	135	5	0	148	4	0	3	0	7	2	0	4	0	6	281
1730 - 1745	3	104	1	0	108	1	130	0	0	131	4	0	1	0	5	0	0	3	0	3	247
1745 - 1800	2	87	4	0	93	4	96	4	0	104	3	0	3	0	6	3	0	1	0	4	207
Hourly Total	9	391	11	0	**411**	17	446	10	0	**473**	12	0	10	0	**22**	5	0	8	0	**13**	**919**
Grand Total	20	707	19	0	**746**	31	774	31	0	**836**	27	0	13	0	**40**	10	0	18	0	**28**	**1650**
Approach %	2.68	94.77	2.55	0.00	-	3.71	92.58	3.71	0.00	-	67.50	0.00	32.50	0.00	-	35.71	0.00	64.29	0.00	-	
Intersection %	1.21	42.85	1.15	0.00	45.21	1.88	46.91	1.88	0.00	50.67	1.64	0.00	0.79	0.00	2.42	0.61	0.00	1.09	0.00	1.70	

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

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 2
SC-81 (South)
SC-81 (North)
Wren Crossing Ln
Planters Walk Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.731179°, -82.547569°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 (South)					SC-81 (North)					Wren Crossing Ln					Planters Walk Dr					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
0700 - 0715	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
0715 - 0730	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	4
0730 - 0745	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
0745 - 0800	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	3	0	0	**3**	0	18	0	0	**18**	0	0	0	0	**0**	0	0	0	0	**0**	**21**
0800 - 0815	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
0815 - 0830	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0845 - 0900	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	6	0	0	**6**	0	10	0	0	**10**	0	0	0	0	**0**	0	0	0	0	**0**	**16**
Grand Total	0	9	0	0	**9**	0	28	0	0	**28**	0	0	0	0	**0**	0	0	0	0	**0**	**37**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	24.32	0.00	0.00	24.32	0.00	75.68	0.00	0.00	75.68	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 (South)					SC-81 (North)					Wren Crossing Ln					Planters Walk Dr					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	2.1	2.2	2.3	2.4	Total	2.5	2.6	2.7	2.8	Total	2.9	2.10	2.11	2.12	Total	2.13	2.14	2.15	2.16	Total	Total
1600 - 1615	0	3	0	0	3	0	3	0	0	3	0	0	2	0	2	0	0	0	0	0	8
1615 - 1630	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1630 - 1645	0	4	0	0	4	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	6
1645 - 1700	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	12	0	0	**12**	0	8	0	0	**8**	0	0	3	0	**3**	0	0	0	0	**0**	**23**
1700 - 1715	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1715 - 1730	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
1730 - 1745	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1745 - 1800	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	7	0	0	**7**	0	12	0	0	**12**	0	0	0	0	**0**	0	0	0	0	**0**	**19**
Grand Total	0	19	0	0	**19**	0	20	0	0	**20**	0	0	3	0	**3**	0	0	0	0	**0**	**42**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	45.24	0.00	0.00	45.24	0.00	47.62	0.00	0.00	47.62	0.00	0.00	7.14	0.00	7.14	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 2
SC-81 (South)
SC-81 (North)
Wren Crossing Ln
Planters Walk Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.731179°, -82.547569°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Wren Crossing Ln					Westbound Planters Walk Dr					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0745 - 0800	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	0	0	**4**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
0800 - 0815	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
0815 - 0830	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	5	0	0	**5**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**9**
Grand Total	0	9	0	0	**9**	0	6	0	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	**15**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	60.00	0.00	0.00	60.00	0.00	40.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Wren Crossing Ln					Westbound Planters Walk Dr					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1615 - 1630	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
1645 - 1700	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	7	0	0	**7**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**9**
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	**2**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
Grand Total	0	9	0	0	**9**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**13**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	69.23	0.00	0.00	69.23	0.00	30.77	0.00	0.00	30.77	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 2
SC-81 (South)
SC-81 (North)
Wren Crossing Ln
Planters Walk Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.731179°, -82.547569°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Wren Crossing Ln					Westbound Planters Walk Dr					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Wren Crossing Ln					Westbound Planters Walk Dr					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 2
SC-81 (South)
SC-81 (North)
Wren Crossing Ln
Planters Walk Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.731179°, -82.547569°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Wren Crossing Ln					Westbound Planters Walk Dr					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	8
0715 - 0730	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
0730 - 0745	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
0745 - 0800	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	7	0	0	**7**	0	20	0	0	**20**	0	0	0	0	**0**	0	0	0	0	**0**	**27**
0800 - 0815	0	5	0	0	5	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	10
0815 - 0830	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
0830 - 0845	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0845 - 0900	0	4	0	0	4	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	9
Hourly Total	0	11	0	0	**11**	0	14	0	0	**14**	0	0	0	0	**0**	0	0	0	0	**0**	**25**
Grand Total	0	18	0	0	**18**	0	34	0	0	**34**	0	0	0	0	**0**	0	0	0	0	**0**	**52**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	34.62	0.00	0.00	34.62	0.00	65.38	0.00	0.00	65.38	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Wren Crossing Ln					Westbound Planters Walk Dr					
TIME	Left 2.1	Thru 2.2	Right 2.3	U-Turn 2.4	App Total	Left 2.5	Thru 2.6	Right 2.7	U-Turn 2.8	App Total	Left 2.9	Thru 2.10	Right 2.11	U-Turn 2.12	App Total	Left 2.13	Thru 2.14	Right 2.15	U-Turn 2.16	App Total	Int Total
1600 - 1615	0	6	0	0	6	0	4	0	0	4	0	0	2	0	2	0	0	0	0	0	12
1615 - 1630	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1630 - 1645	0	6	0	0	6	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	9
1645 - 1700	0	5	0	0	5	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	19	0	0	**19**	0	10	0	0	**10**	0	0	3	0	**3**	0	0	0	0	**0**	**32**
1700 - 1715	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
1715 - 1730	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
1730 - 1745	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
1745 - 1800	0	4	0	0	4	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	9	0	0	**9**	0	14	0	0	**14**	0	0	0	0	**0**	0	0	0	0	**0**	**23**
Grand Total	0	28	0	0	**28**	0	24	0	0	**24**	0	0	3	0	**3**	0	0	0	0	**0**	**55**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	50.91	0.00	0.00	50.91	0.00	43.64	0.00	0.00	43.64	0.00	0.00	5.45	0.00	5.45	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 2
SC-81 (South)
SC-81 (North)
Wren Crossing Ln
Planters Walk Dr

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.731179°, -82.547569°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Wren Crossing Ln			Planters Walk Dr			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	1	0	1	0	0	0	0	1	1	2
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	0	1	**1**	**2**
Grand Total	0	0	**0**	1	0	**1**	0	0	**0**	0	1	**1**	**2**
Approach %	0.00	0.00	-	100.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	50.00	0.00	50.00	0.00	0.00	0.00	0.00	50.00	50.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Wren Crossing Ln			Planters Walk Dr			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	1	0	1	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	2	0	2	0	0	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	2	0	**2**	0	0	**0**	0	0	**0**	**3**
Grand Total	1	0	**1**	2	0	**2**	0	0	**0**	0	0	**0**	**3**
Approach %	100.00	0.00	-	100.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	33.33	0.00	33.33	66.67	0.00	66.67	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 2
SC-81 (South)
SC-81 (North)
Wren Crossing Ln
Planters Walk Dr

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.731179°, -82.547569°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Wren Crossing Ln			Planters Walk Dr			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Wren Crossing Ln			Planters Walk Dr			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 2
SC-81 (South)
SC-81 (North)
Wren Crossing Ln
Planters Walk Dr

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.731179°, -82.547569°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Wren Crossing Ln			Planters Walk Dr			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Wren Crossing Ln			Planters Walk Dr			
TIME	EB 2a	WB 2b	App Total	EB 2c	WB 2d	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	Wren Crossing Ln Eastbound			Planters Walk Dr Westbound			SC-81 (South) Northbound			SC-81 (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	4	0	3	0	0	5	0	50	0	0	65	0	127
07:15 AM - 07:30 AM	0	0	0	4	0	4	0	100	0	1	129	0	238
07:30 AM - 07:45 AM	3	0	4	4	0	6	1	163	1	0	122	0	304
07:45 AM - 08:00 AM	7	0	4	3	0	3	3	197	3	0	79	0	299
08:00 AM - 08:15 AM	2	0	0	0	0	2	0	94	1	4	57	1	161
08:15 AM - 08:30 AM	3	0	2	2	0	5	1	66	0	2	43	1	125
08:30 AM - 08:45 AM	0	0	0	2	0	5	0	47	1	3	34	1	93
08:45 AM - 09:00 AM	1	0	0	0	0	3	1	52	3	1	56	1	120
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	5	0	3	1	0	3	1	90	2	1	74	7	187
04:15 PM - 04:30 PM	5	0	0	4	0	4	4	77	2	5	81	1	183
04:30 PM - 04:45 PM	1	0	3	0	0	1	4	81	4	3	84	6	187
04:45 PM - 05:00 PM	4	0	0	0	0	2	2	87	0	5	99	7	206
05:00 PM - 05:15 PM	1	0	3	0	0	0	3	88	2	4	88	1	190
05:15 PM - 05:30 PM	4	0	3	2	0	4	1	116	4	8	140	5	288
05:30 PM - 05:45 PM	4	0	1	0	0	3	3	105	1	1	134	0	254
05:45 PM - 06:00 PM	3	0	3	3	0	1	2	91	4	4	98	4	213
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						SC-86 Hwy 86 (West)						SC-86 Hwy 86 (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0715 - 0730	16	69	11	-	0	96	13	81	4	-	0	98	22	92	42	-	0	156	6	46	1	-	0	53	403
0730 - 0745	32	109	26	-	0	167	23	78	3	-	0	104	30	97	35	-	0	162	4	47	4	-	0	55	488
0745 - 0800	49	131	32	-	0	212	12	64	8	-	0	84	24	69	14	-	0	107	5	39	10	-	0	54	457
0800 - 0815	16	82	2	-	0	100	4	41	8	-	0	53	22	48	10	-	0	80	4	39	1	-	0	44	277
Total	113	391	71	0	0	575	52	264	23	0	0	339	98	306	101	0	0	505	19	171	16	0	0	206	1625
Approach %	19.65	68.00	12.35	0.00	0.00	-	15.34	77.88	6.78	0.00	0.00	-	19.41	60.59	20.00	0.00	0.00	-	9.22	83.01	7.77	0.00	0.00	-	
PHF	0.58	0.75	0.55	0.00	0.00	**0.68**	0.57	0.81	0.72	0.00	0.00	**0.81**	0.82	0.79	0.60	0.00	0.00	**0.78**	0.79	0.91	0.40	0.00	0.00	**0.94**	**0.83**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						SC-86 Hwy 86 (West)						SC-86 Hwy 86 (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0715 - 0730	15	69	11	-	0	95	13	79	4	-	0	96	22	89	40	-	0	151	6	44	1	-	0	51	393
0730 - 0745	31	108	26	-	0	165	23	74	3	-	0	100	29	93	35	-	0	157	4	45	4	-	0	53	475
0745 - 0800	48	129	32	-	0	209	12	59	8	-	0	79	24	69	13	-	0	106	5	33	10	-	0	48	442
0800 - 0815	16	76	2	-	0	94	4	38	8	-	0	50	22	45	9	-	0	76	4	38	1	-	0	43	263
Total	110	382	71	0	0	563	52	250	23	0	0	325	97	296	97	0	0	490	19	160	16	0	0	195	1573
Approach %	19.54	67.85	12.61	0.00	0.00	-	16.00	76.92	7.08	0.00	0.00	-	19.80	60.41	19.80	0.00	0.00	-	9.74	82.05	8.21	0.00	0.00	-	
PHF	0.57	0.74	0.55	0.00	0.00	**0.67**	0.57	0.79	0.72	0.00	0.00	**0.81**	0.84	0.80	0.61	0.00	0.00	**0.78**	0.79	0.89	0.40	0.00	0.00	**0.92**	**0.83**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						SC-86 Hwy 86 (West)						SC-86 Hwy 86 (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	2	0	-	0	2	0	3	2	-	0	5	0	1	0	-	0	1	8
0730 - 0745	0	1	0	-	0	1	0	4	0	-	0	4	1	3	0	-	0	4	0	1	0	-	0	1	10
0745 - 0800	0	2	0	-	0	2	0	5	0	-	0	5	0	0	0	-	0	0	0	3	0	-	0	3	10
0800 - 0815	0	2	0	-	0	2	0	3	0	-	0	3	0	2	0	-	0	2	0	1	0	-	0	1	8
Total	0	5	0	0	0	5	0	14	0	0	0	14	1	8	2	0	0	11	0	6	0	0	0	6	36
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	9.09	72.73	18.18	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.70	0.00	0.00	0.00	**0.70**	0.25	0.67	0.25	0.00	0.00	**0.55**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.90**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						SC-86 Hwy 86 (West)						SC-86 Hwy 86 (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0715 - 0730	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	0	1	2
0730 - 0745	1	0	0	-	0	1	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	3
0745 - 0800	1	0	0	-	0	1	0	0	0	-	0	0	0	0	1	-	0	1	0	3	0	-	0	3	5
0800 - 0815	0	4	0	-	0	4	0	0	0	-	0	0	0	1	1	-	0	2	0	0	0	-	0	0	6
Total	3	4	0	0	0	7	0	0	0	0	0	0	0	2	2	0	0	4	0	5	0	0	0	5	16
Approach %	42.86	57.14	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.75	0.25	0.00	0.00	0.00	**0.44**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.50	0.00	0.00	**0.50**	0.00	0.42	0.00	0.00	0.00	**0.42**	**0.67**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						SC-86 Hwy 86 (West)						SC-86 Hwy 86 (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						SC-86 Hwy 86 (West)						SC-86 Hwy 86 (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1700 - 1715	19	65	4	-	0	88	4	75	21	-	0	100	14	39	17	-	0	70	4	65	4	-	0	73	331
1715 - 1730	26	85	4	-	0	115	7	112	19	-	0	138	9	61	29	-	0	99	14	71	6	-	0	91	443
1730 - 1745	26	74	10	-	0	110	11	109	20	-	0	140	15	41	23	-	0	79	7	63	7	-	0	77	406
1745 - 1800	24	64	8	-	0	96	4	83	13	-	0	100	15	37	18	-	0	70	9	44	7	-	0	60	326
Total	95	288	26	0	0	409	26	379	73	0	0	478	53	178	87	0	0	318	34	243	24	0	0	301	1506
Approach %	23.23	70.42	6.36	0.00	0.00	-	5.44	79.29	15.27	0.00	0.00	-	16.67	55.97	27.36	0.00	0.00	-	11.30	80.73	7.97	0.00	0.00	-	
PHF	0.91	0.85	0.65	0.00	0.00	**0.89**	0.59	0.85	0.87	0.00	0.00	**0.85**	0.88	0.73	0.75	0.00	0.00	**0.80**	0.61	0.86	0.86	0.00	0.00	**0.83**	**0.85**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						SC-86 Hwy 86 (West)						SC-86 Hwy 86 (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1700 - 1715	19	63	4	-	0	86	4	72	21	-	0	97	14	37	17	-	0	68	4	61	4	-	0	69	320
1715 - 1730	26	84	4	-	0	114	7	107	19	-	0	133	9	60	29	-	0	98	14	67	6	-	0	87	432
1730 - 1745	25	72	10	-	0	107	11	105	20	-	0	136	15	39	22	-	0	76	7	61	7	-	0	75	394
1745 - 1800	24	61	8	-	0	93	4	82	13	-	0	99	15	36	18	-	0	69	9	43	7	-	0	59	320
Total	94	280	26	0	0	400	26	366	73	0	0	465	53	172	86	0	0	311	34	232	24	0	0	290	1466
Approach %	23.50	70.00	6.50	0.00	0.00	-	5.59	78.71	15.70	0.00	0.00	-	17.04	55.31	27.65	0.00	0.00	-	11.72	80.00	8.28	0.00	0.00	-	
PHF	0.90	0.83	0.65	0.00	0.00	**0.88**	0.59	0.86	0.87	0.00	0.00	**0.85**	0.88	0.72	0.74	0.00	0.00	**0.79**	0.61	0.87	0.86	0.00	0.00	**0.83**	**0.85**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						SC-86 Hwy 86 (West)						SC-86 Hwy 86 (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1700 - 1715	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	2	0	-	0	2	6
1715 - 1730	0	1	0	-	0	1	0	4	0	-	0	4	0	0	0	-	0	0	0	3	0	-	0	3	8
1730 - 1745	1	2	0	-	0	3	0	3	0	-	0	3	0	0	1	-	0	1	0	2	0	-	0	2	9
1745 - 1800	0	2	0	-	0	2	0	1	0	-	0	1	0	1	0	-	0	1	0	1	0	-	0	1	5
Total	1	6	0	0	0	7	0	11	0	0	0	11	0	1	1	0	0	2	0	8	0	0	0	8	28
Approach %	14.29	85.71	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.25	0.75	0.00	0.00	0.00	**0.58**	0.00	0.69	0.00	0.00	0.00	**0.69**	0.00	0.25	0.25	0.00	0.00	**0.50**	0.00	0.67	0.00	0.00	0.00	**0.67**	**0.78**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						SC-86 Hwy 86 (West)						SC-86 Hwy 86 (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1700 - 1715	0	1	0	-	0	1	0	0	0	-	0	0	0	2	0	-	0	2	0	2	0	-	0	2	5
1715 - 1730	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	0	1	0	-	0	1	3
1730 - 1745	0	0	0	-	0	0	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	3
1745 - 1800	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	2	0	0	0	2	0	2	0	0	0	2	0	5	0	0	0	5	0	3	0	0	0	3	12
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.38	0.00	0.00	0.00	**0.38**	**0.60**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						SC-86 Hwy 86 (West)						SC-86 Hwy 86 (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	3.1	3.2	3.3		3.4	Total	3.5	3.6	3.7		3.8	Total	3.9	3.10	3.11		3.12	Total	3.13	3.14	3.15		3.16	Total	Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 3
SC-81 (South)
SC-81 (North)
SC-86 Hwy 86 (West)
SC-86 Hwy 86 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.735626°, -82.544971°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound SC-86 Hwy 86 (West)					Westbound SC-86 Hwy 86 (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	8	40	10	0	58	2	48	7	0	57	16	49	14	0	79	7	25	2	0	34	228
0715 - 0730	16	69	11	0	96	13	81	4	0	98	22	92	42	0	156	6	46	1	0	53	403
0730 - 0745	32	109	26	0	167	23	78	3	0	104	30	97	35	0	162	4	47	4	0	55	488
0745 - 0800	49	131	32	0	212	12	64	8	0	84	24	69	14	0	107	5	39	10	0	54	457
Hourly Total	105	349	79	0	**533**	50	271	22	0	**343**	92	307	105	0	**504**	22	157	17	0	**196**	**1576**
0800 - 0815	16	82	2	0	100	4	41	8	0	53	22	48	10	0	80	4	39	1	0	44	277
0815 - 0830	17	56	2	0	75	2	33	7	0	42	10	38	9	0	57	6	30	4	0	40	214
0830 - 0845	10	40	2	0	52	1	22	7	0	30	10	38	11	0	59	4	30	1	0	35	176
0845 - 0900	11	45	3	0	59	6	40	7	0	53	15	21	13	0	49	7	23	3	0	33	194
Hourly Total	54	223	9	0	**286**	13	136	29	0	**178**	57	145	43	0	**245**	21	122	9	0	**152**	**861**
Grand Total	159	572	88	0	**819**	63	407	51	0	**521**	149	452	148	0	**749**	43	279	26	0	**348**	**2437**
Approach %	19.41	69.84	10.74	0.00	-	12.09	78.12	9.79	0.00	-	19.89	60.35	19.76	0.00	-	12.36	80.17	7.47	0.00	-	
Intersection %	6.52	23.47	3.61	0.00	33.61	2.59	16.70	2.09	0.00	21.38	6.11	18.55	6.07	0.00	30.73	1.76	11.45	1.07	0.00	14.28	
Heavy Vehicle %	3	2	0	-	**2**	0	6	4	-	**5**	1	4	4	-	**4**	9	8	4	-	**7**	**4**
PHF	0.58	0.75	0.55	0.00	**0.68**	0.57	0.81	0.72	0.00	**0.81**	0.82	0.79	0.60	0.00	**0.78**	0.79	0.91	0.40	0.00	**0.94**	**0.83**

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound SC-86 Hwy 86 (West)					Westbound SC-86 Hwy 86 (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	21	68	9	0	98	3	65	10	0	78	17	28	9	0	54	7	63	7	0	77	307
1615 - 1630	17	65	8	0	90	0	58	14	0	72	17	34	19	0	70	10	72	3	0	85	317
1630 - 1645	18	57	3	0	78	5	84	18	0	107	11	46	10	0	67	5	59	5	0	69	321
1645 - 1700	21	65	7	0	93	5	72	14	0	91	14	44	15	0	73	13	45	5	0	63	320
Hourly Total	77	255	27	0	**359**	13	279	56	0	**348**	59	152	53	0	**264**	35	239	20	0	**294**	**1265**
1700 - 1715	19	65	4	0	88	4	75	21	0	100	14	39	17	0	70	4	65	4	0	73	331
1715 - 1730	26	85	4	0	115	7	112	19	0	138	9	61	29	0	99	14	71	6	0	91	443
1730 - 1745	26	74	10	0	110	11	109	20	0	140	15	41	23	0	79	7	63	7	0	77	406
1745 - 1800	24	64	8	0	96	4	83	13	0	100	15	37	18	0	70	9	44	7	0	60	326
Hourly Total	95	288	26	0	**409**	26	379	73	0	**478**	53	178	87	0	**318**	34	243	24	0	**301**	**1506**
Grand Total	172	543	53	0	**768**	39	658	129	0	**826**	112	330	140	0	**582**	69	482	44	0	**595**	**2771**
Approach %	22.40	70.70	6.90	0.00	-	4.72	79.66	15.62	0.00	-	19.24	56.70	24.05	0.00	-	11.60	81.01	7.39	0.00	-	
Intersection %	6.21	19.60	1.91	0.00	27.72	1.41	23.75	4.66	0.00	29.81	4.04	11.91	5.05	0.00	21.00	2.49	17.39	1.59	0.00	21.47	
Heavy Vehicle %	2	4	4	-	**4**	3	3	1	-	**3**	1	6	3	-	**4**	1	4	2	-	**4**	**3**
PHF	0.91	0.85	0.65	0.00	**0.89**	0.59	0.85	0.87	0.00	**0.85**	0.88	0.73	0.75	0.00	**0.80**	0.61	0.86	0.86	0.00	**0.83**	**0.85**

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 3
SC-81 (South)
SC-81 (North)
SC-86 Hwy 86 (West)
SC-86 Hwy 86 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.735626°, -82.544971°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound SC-86 Hwy 86 (West)					Westbound SC-86 Hwy 86 (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	7	40	10	0	57	2	43	6	0	51	15	48	14	0	77	6	25	2	0	33	218
0715 - 0730	15	69	11	0	95	13	79	4	0	96	22	89	40	0	151	6	44	1	0	51	393
0730 - 0745	31	108	26	0	165	23	74	3	0	100	29	93	35	0	157	4	45	4	0	53	475
0745 - 0800	48	129	32	0	209	12	59	8	0	79	24	69	13	0	106	5	33	10	0	48	442
Hourly Total	101	346	79	0	**526**	50	255	21	0	**326**	90	299	102	0	**491**	21	147	17	0	**185**	**1528**
0800 - 0815	16	76	2	0	94	4	38	8	0	50	22	45	9	0	76	4	38	1	0	43	263
0815 - 0830	17	56	2	0	75	2	31	7	0	40	10	33	9	0	52	5	25	3	0	33	200
0830 - 0845	10	38	2	0	50	1	22	7	0	30	10	35	10	0	55	4	27	1	0	32	167
0845 - 0900	10	43	3	0	56	6	37	6	0	49	15	21	12	0	48	5	21	3	0	29	182
Hourly Total	53	213	9	0	**275**	13	128	28	0	**169**	57	134	40	0	**231**	18	111	8	0	**137**	**812**
Grand Total	154	559	88	0	**801**	63	383	49	0	**495**	147	433	142	0	**722**	39	258	25	0	**322**	**2340**
Approach %	19.23	69.79	10.99	0.00	-	12.73	77.37	9.90	0.00	-	20.36	59.97	19.67	0.00	-	12.11	80.12	7.76	0.00	-	
Intersection %	6.58	23.89	3.76	0.00	34.23	2.69	16.37	2.09	0.00	21.15	6.28	18.50	6.07	0.00	30.85	1.67	11.03	1.07	0.00	13.76	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound SC-86 Hwy 86 (West)					Westbound SC-86 Hwy 86 (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	20	64	9	0	93	2	61	10	0	73	16	25	9	0	50	7	58	6	0	71	287
1615 - 1630	17	61	8	0	86	0	57	14	0	71	17	32	16	0	65	10	71	3	0	84	306
1630 - 1645	16	55	2	0	73	5	84	17	0	106	11	42	10	0	63	5	57	5	0	67	309
1645 - 1700	21	61	6	0	88	5	71	14	0	90	14	39	15	0	68	12	45	5	0	62	308
Hourly Total	74	241	25	0	**340**	12	273	55	0	**340**	58	138	50	0	**246**	34	231	19	0	**284**	**1210**
1700 - 1715	19	63	4	0	86	4	72	21	0	97	14	37	17	0	68	4	61	4	0	69	320
1715 - 1730	26	84	4	0	114	7	107	19	0	133	9	60	29	0	98	14	67	6	0	87	432
1730 - 1745	25	72	10	0	107	11	105	20	0	136	15	39	22	0	76	7	61	7	0	75	394
1745 - 1800	24	61	8	0	93	4	82	13	0	99	15	36	18	0	69	9	43	7	0	59	320
Hourly Total	94	280	26	0	**400**	26	366	73	0	**465**	53	172	86	0	**311**	34	232	24	0	**290**	**1466**
Grand Total	168	521	51	0	**740**	38	639	128	0	**805**	111	310	136	0	**557**	68	463	43	0	**574**	**2676**
Approach %	22.70	70.41	6.89	0.00	-	4.72	79.38	15.90	0.00	-	19.93	55.66	24.42	0.00	-	11.85	80.66	7.49	0.00	-	
Intersection %	6.28	19.47	1.91	0.00	27.65	1.42	23.88	4.78	0.00	30.08	4.15	11.58	5.08	0.00	20.81	2.54	17.30	1.61	0.00	21.45	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 3
SC-81 (South)
SC-81 (North)
SC-86 Hwy 86 (West)
SC-86 Hwy 86 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.735626°, -82.544971°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound SC-86 Hwy 86 (West)					Westbound SC-86 Hwy 86 (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	5	1	0	6	1	1	0	0	2	0	0	0	0	0	8
0715 - 0730	0	0	0	0	0	0	2	0	0	2	0	3	2	0	5	0	1	0	0	1	8
0730 - 0745	0	1	0	0	1	0	4	0	0	4	1	3	0	0	4	0	1	0	0	1	10
0745 - 0800	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	3	0	0	3	10
Hourly Total	0	3	0	0	**3**	0	16	1	0	**17**	2	7	2	0	**11**	0	5	0	0	**5**	**36**
0800 - 0815	0	2	0	0	2	0	3	0	0	3	0	2	0	0	2	0	1	0	0	1	8
0815 - 0830	0	0	0	0	0	0	1	0	0	1	0	4	0	0	4	1	4	1	0	6	11
0830 - 0845	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	3
0845 - 0900	1	2	0	0	3	0	2	1	0	3	0	0	0	0	0	2	1	0	0	3	9
Hourly Total	1	5	0	0	**6**	0	6	1	0	**7**	0	6	1	0	**7**	3	7	1	0	**11**	**31**
Grand Total	1	8	0	0	**9**	0	22	2	0	**24**	2	13	3	0	**18**	3	12	1	0	**16**	**67**
Approach %	11.11	88.89	0.00	0.00	-	0.00	91.67	8.33	0.00	-	11.11	72.22	16.67	0.00	-	18.75	75.00	6.25	0.00	-	
Intersection %	1.49	11.94	0.00	0.00	13.43	0.00	32.84	2.99	0.00	35.82	2.99	19.40	4.48	0.00	26.87	4.48	17.91	1.49	0.00	23.88	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound SC-86 Hwy 86 (West)					Westbound SC-86 Hwy 86 (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	0	3	0	0	3	1	3	0	0	4	1	3	0	0	4	0	5	0	0	5	16
1615 - 1630	0	4	0	0	4	0	1	0	0	1	0	2	2	0	4	0	0	0	0	0	9
1630 - 1645	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	7
1645 - 1700	0	3	0	0	3	0	1	0	0	1	0	3	0	0	3	1	0	0	0	1	8
Hourly Total	1	11	0	0	**12**	1	5	0	0	**6**	1	12	2	0	**15**	1	6	0	0	**7**	**40**
1700 - 1715	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
1715 - 1730	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	8
1730 - 1745	1	2	0	0	3	0	3	0	0	3	0	0	1	0	1	0	2	0	0	2	9
1745 - 1800	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	5
Hourly Total	1	6	0	0	**7**	0	11	0	0	**11**	0	1	1	0	**2**	0	8	0	0	**8**	**28**
Grand Total	2	17	0	0	**19**	1	16	0	0	**17**	1	13	3	0	**17**	1	14	0	0	**15**	**68**
Approach %	10.53	89.47	0.00	0.00	-	5.88	94.12	0.00	0.00	-	5.88	76.47	17.65	0.00	-	6.67	93.33	0.00	0.00	-	
Intersection %	2.94	25.00	0.00	0.00	27.94	1.47	23.53	0.00	0.00	25.00	1.47	19.12	4.41	0.00	25.00	1.47	20.59	0.00	0.00	22.06	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 3
SC-81 (South)
SC-81 (North)
SC-86 Hwy 86 (West)
SC-86 Hwy 86 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.735626°, -82.544971°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound SC-86 Hwy 86 (West)					Westbound SC-86 Hwy 86 (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
0700 - 0715	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
0715 - 0730	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0730 - 0745	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
0745 - 0800	1	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	5
Hourly Total	4	0	0	0	**4**	0	0	0	0	**0**	0	1	1	0	**2**	1	5	0	0	**6**	**12**
0800 - 0815	0	4	0	0	4	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	6
0815 - 0830	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
0830 - 0845	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	2	0	0	2	6
0845 - 0900	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	3
Hourly Total	0	5	0	0	**5**	0	2	0	0	**2**	0	5	2	0	**7**	0	4	0	0	**4**	**18**
Grand Total	4	5	0	0	**9**	0	2	0	0	**2**	0	6	3	0	**9**	1	9	0	0	**10**	**30**
Approach %	44.44	55.56	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	66.67	33.33	0.00	-	10.00	90.00	0.00	0.00	-	
Intersection %	13.33	16.67	0.00	0.00	30.00	0.00	6.67	0.00	0.00	6.67	0.00	20.00	10.00	0.00	30.00	3.33	30.00	0.00	0.00	33.33	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound SC-86 Hwy 86 (West)					Westbound SC-86 Hwy 86 (East)					
TIME	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	Int Total
1600 - 1615	1	1	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	4
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
1630 - 1645	1	1	1	0	3	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	5
1645 - 1700	0	1	1	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Hourly Total	2	3	2	0	**7**	0	1	1	0	**2**	0	2	1	0	**3**	0	2	1	0	**3**	**15**
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	2	0	0	2	5
1715 - 1730	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	3
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	3
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	**2**	0	2	0	0	**2**	0	5	0	0	**5**	0	3	0	0	**3**	**12**
Grand Total	2	5	2	0	**9**	0	3	1	0	**4**	0	7	1	0	**8**	0	5	1	0	**6**	**27**
Approach %	22.22	55.56	22.22	0.00	-	0.00	75.00	25.00	0.00	-	0.00	87.50	12.50	0.00	-	0.00	83.33	16.67	0.00	-	
Intersection %	7.41	18.52	7.41	0.00	33.33	0.00	11.11	3.70	0.00	14.81	0.00	25.93	3.70	0.00	29.63	0.00	18.52	3.70	0.00	22.22	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 3
SC-81 (South)
SC-81 (North)
SC-86 Hwy 86 (West)
SC-86 Hwy 86 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.735626°, -82.544971°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 (South)					SC-81 (North)					SC-86 Hwy 86 (West)					SC-86 Hwy 86 (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 (South)					SC-81 (North)					SC-86 Hwy 86 (West)					SC-86 Hwy 86 (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 3
SC-81 (South)
SC-81 (North)
SC-86 Hwy 86 (West)
SC-86 Hwy 86 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.735626°, -82.544971°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All Trucks (4-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound SC-86 Hwy 86 (West)					Westbound SC-86 Hwy 86 (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
0700 - 0715	1	0	0	0	1	0	5	1	0	6	1	1	0	0	2	1	0	0	0	1	10
0715 - 0730	1	0	0	0	1	0	2	0	0	2	0	3	2	0	5	0	2	0	0	2	10
0730 - 0745	1	1	0	0	2	0	4	0	0	4	1	4	0	0	5	0	2	0	0	2	13
0745 - 0800	1	2	0	0	3	0	5	0	0	5	0	0	1	0	1	0	6	0	0	6	15
Hourly Total	4	3	0	0	**7**	0	16	1	0	**17**	2	8	3	0	**13**	1	10	0	0	**11**	**48**
0800 - 0815	0	6	0	0	6	0	3	0	0	3	0	3	1	0	4	0	1	0	0	1	14
0815 - 0830	0	0	0	0	0	0	2	0	0	2	0	5	0	0	5	1	5	1	0	7	14
0830 - 0845	0	2	0	0	2	0	0	0	0	0	0	3	1	0	4	0	3	0	0	3	9
0845 - 0900	1	2	0	0	3	0	3	1	0	4	0	0	1	0	1	2	2	0	0	4	12
Hourly Total	1	10	0	0	**11**	0	8	1	0	**9**	0	11	3	0	**14**	3	11	1	0	**15**	**49**
Grand Total	5	13	0	0	**18**	0	24	2	0	**26**	2	19	6	0	**27**	4	21	1	0	**26**	**97**
Approach %	27.78	72.22	0.00	0.00	-	0.00	92.31	7.69	0.00	-	7.41	70.37	22.22	0.00	-	15.38	80.77	3.85	0.00	-	
Intersection %	5.15	13.40	0.00	0.00	18.56	0.00	24.74	2.06	0.00	26.80	2.06	19.59	6.19	0.00	27.84	4.12	21.65	1.03	0.00	26.80	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

All Trucks (4-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound SC-86 Hwy 86 (West)					Westbound SC-86 Hwy 86 (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	3.1	3.2	3.3	3.4	Total	3.5	3.6	3.7	3.8	Total	3.9	3.10	3.11	3.12	Total	3.13	3.14	3.15	3.16	Total	Total
1600 - 1615	1	4	0	0	5	1	4	0	0	5	1	3	0	0	4	0	5	1	0	6	20
1615 - 1630	0	4	0	0	4	0	1	0	0	1	0	2	3	0	5	0	1	0	0	1	11
1630 - 1645	2	2	1	0	5	0	0	1	0	1	0	4	0	0	4	0	2	0	0	2	12
1645 - 1700	0	4	1	0	5	0	1	0	0	1	0	5	0	0	5	1	0	0	0	1	12
Hourly Total	3	14	2	0	**19**	1	6	1	0	**8**	1	14	3	0	**18**	1	8	1	0	**10**	**55**
1700 - 1715	0	2	0	0	2	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	11
1715 - 1730	0	1	0	0	1	0	5	0	0	5	0	1	0	0	1	0	4	0	0	4	11
1730 - 1745	1	2	0	0	3	0	4	0	0	4	0	2	1	0	3	0	2	0	0	2	12
1745 - 1800	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	6
Hourly Total	1	8	0	0	**9**	0	13	0	0	**13**	0	6	1	0	**7**	0	11	0	0	**11**	**40**
Grand Total	4	22	2	0	**28**	1	19	1	0	**21**	1	20	4	0	**25**	1	19	1	0	**21**	**95**
Approach %	14.29	78.57	7.14	0.00	-	4.76	90.48	4.76	0.00	-	4.00	80.00	16.00	0.00	-	4.76	90.48	4.76	0.00	-	
Intersection %	4.21	23.16	2.11	0.00	29.47	1.05	20.00	1.05	0.00	22.11	1.05	21.05	4.21	0.00	26.32	1.05	20.00	1.05	0.00	22.11	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 3
SC-81 (South)
SC-81 (North)
SC-86 Hwy 86 (West)
SC-86 Hwy 86 (East)

Date
Tuesday, May 23, 2023

66°F

Lat/Long
34.735626°, -82.544971°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			SC-86 Hwy 86 (West)			SC-86 Hwy 86 (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			SC-86 Hwy 86 (West)			SC-86 Hwy 86 (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	1	1	0	1	1	3	1	4	0	1	1	7
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	1	**1**	3	1	**4**	0	1	**1**	**7**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	1	**1**	0	1	**1**	3	1	**4**	0	1	**1**	**7**
Approach %	0.00	100.00	-	0.00	100.00	-	75.00	25.00	-	0.00	100.00	-	
Intersection %	0.00	14.29	14.29	0.00	14.29	14.29	42.86	14.29	57.14	0.00	14.29	14.29	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 3
SC-81 (South)
SC-81 (North)
SC-86 Hwy 86 (West)
SC-86 Hwy 86 (East)

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.735626°, -82.544971°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			SC-86 Hwy 86 (West)			SC-86 Hwy 86 (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			SC-86 Hwy 86 (West)			SC-86 Hwy 86 (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 3
SC-81 (South)
SC-81 (North)
SC-86 Hwy 86 (West)
SC-86 Hwy 86 (East)

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.735626°, -82.544971°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			SC-86 Hwy 86 (West)			SC-86 Hwy 86 (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			SC-86 Hwy 86 (West)			SC-86 Hwy 86 (East)			
TIME	EB 3a	WB 3b	App Total	EB 3c	WB 3d	App Total	NB 3e	SB 3f	App Total	NB 3g	SB 3h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	SC-86 Hwy 86 (West) Eastbound			SC-86 Hwy 86 (East) Westbound			SC-81 (South) Northbound			SC-81 (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	16	49	14	7	25	2	8	40	10	2	48	7	228
07:15 AM - 07:30 AM	22	92	42	6	46	1	16	69	11	13	81	4	403
07:30 AM - 07:45 AM	30	97	35	4	47	4	32	109	26	23	78	3	488
07:45 AM - 08:00 AM	24	69	14	5	39	10	49	131	32	12	64	8	457
08:00 AM - 08:15 AM	22	48	10	4	39	1	16	82	2	4	41	8	277
08:15 AM - 08:30 AM	10	38	9	6	30	4	17	56	2	2	33	7	214
08:30 AM - 08:45 AM	10	38	11	4	30	1	10	40	2	1	22	7	176
08:45 AM - 09:00 AM	15	21	13	7	23	3	11	45	3	6	40	7	194
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	17	28	9	7	63	7	21	68	9	3	65	10	307
04:15 PM - 04:30 PM	17	34	19	10	72	3	17	65	8	0	58	14	324
04:30 PM - 04:45 PM	11	46	10	5	59	5	18	57	3	5	84	18	321
04:45 PM - 05:00 PM	14	44	15	13	45	5	21	65	7	5	72	14	320
05:00 PM - 05:15 PM	14	39	17	4	65	4	19	65	4	4	75	21	331
05:15 PM - 05:30 PM	9	61	29	14	71	6	26	85	4	7	112	19	443
05:30 PM - 05:45 PM	15	41	23	7	63	7	26	74	10	11	109	20	406
05:45 PM - 06:00 PM	15	37	18	9	44	7	24	64	8	4	83	13	326
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	SC-81 (South)						SC-81 (North)						Still Meadow Ln												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0715 - 0730	2	90	-	-	0	92	-	86	1	-	0	87	1	-	13	-	0	14	-	-	-	-	-	0	193
0730 - 0745	6	139	-	-	0	145	-	90	0	-	0	90	5	-	15	-	0	20	-	-	-	-	-	0	255
0745 - 0800	7	157	-	-	0	164	-	69	1	-	0	70	3	-	8	-	0	11	-	-	-	-	-	0	245
0800 - 0815	4	98	-	-	0	102	-	52	0	-	0	52	5	-	5	-	0	10	-	-	-	-	-	0	164
Total	19	484	0	0	0	503	0	297	2	0	0	299	14	0	41	0	0	55	0	0	0	0	0	0	857
Approach %	3.78	96.22	0.00	0.00	0.00	-	0.00	99.33	0.67	0.00	0.00	-	25.45	0.00	74.55	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.68	0.77	0.00	0.00	0.00	**0.77**	0.00	0.83	0.50	0.00	0.00	**0.83**	0.70	0.00	0.68	0.00	0.00	**0.69**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.84**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	SC-81 (South)						SC-81 (North)						Still Meadow Ln												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0715 - 0730	2	89	-	-	0	91	-	84	0	-	0	84	1	-	13	-	0	14	-	-	-	-	-	0	189
0730 - 0745	6	138	-	-	0	144	-	87	0	-	0	87	5	-	15	-	0	20	-	-	-	-	-	0	251
0745 - 0800	7	154	-	-	0	161	-	65	1	-	0	66	3	-	8	-	0	11	-	-	-	-	-	0	238
0800 - 0815	4	93	-	-	0	97	-	48	0	-	0	48	5	-	5	-	0	10	-	-	-	-	-	0	155
Total	19	474	0	0	0	493	0	284	1	0	0	285	14	0	41	0	0	55	0	0	0	0	0	0	833
Approach %	3.85	96.15	0.00	0.00	0.00	-	0.00	99.65	0.35	0.00	0.00	-	25.45	0.00	74.55	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.68	0.77	0.00	0.00	0.00	**0.77**	0.00	0.82	0.25	0.00	0.00	**0.82**	0.70	0.00	0.68	0.00	0.00	**0.69**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.83**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	SC-81 (South)						SC-81 (North)						Still Meadow Ln												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0715 - 0730	0	1	-	-	0	1	-	2	1	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	4
0730 - 0745	0	1	-	-	0	1	-	3	0	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	4
0745 - 0800	0	3	-	-	0	3	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	7
0800 - 0815	0	2	-	-	0	2	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	6
Total	0	7	0	0	0	7	0	13	1	0	0	14	0	0	0	0	0	0	0	0	0	0	0	0	21
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	92.86	7.14	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.58	0.00	0.00	0.00	**0.58**	0.00	0.81	0.25	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	SC-81 (South)						SC-81 (North)						Still Meadow Ln												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	3	-	-	0	3	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	3
Total	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bikes

	Northbound						Southbound						Eastbound												
	SC-81 (South)						SC-81 (North)						Still Meadow Ln												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	SC-81 (South)						SC-81 (North)						Still Meadow Ln												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1645 - 1700	2	83	-	-	0	85	-	94	5	-	0	99	3	-	2	-	0	5	-	-	-	-	-	0	189
1700 - 1715	5	77	-	-	0	82	-	98	3	-	0	101	2	-	1	-	0	3	-	-	-	-	-	0	186
1715 - 1730	2	99	-	-	0	101	-	143	2	-	0	145	3	-	5	-	0	8	-	-	-	-	-	0	254
1730 - 1745	2	101	-	-	0	103	-	119	5	-	0	124	3	-	4	-	0	7	-	-	-	-	-	0	234
Total	11	360	0	0	0	371	0	454	15	0	0	469	11	0	12	0	0	23	0	0	0	0	0	0	863
Approach %	2.96	97.04	0.00	0.00	0.00	-	0.00	96.80	3.20	0.00	0.00	-	47.83	0.00	52.17	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.55	0.89	0.00	0.00	0.00	**0.90**	0.00	0.79	0.75	0.00	0.00	**0.81**	0.92	0.00	0.60	0.00	0.00	**0.72**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.85**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	SC-81 (South)						SC-81 (North)						Still Meadow Ln												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1645 - 1700	2	78	-	-	0	80	-	93	5	-	0	98	3	-	2	-	0	5	-	-	-	-	-	0	183
1700 - 1715	5	73	-	-	0	78	-	94	3	-	0	97	2	-	1	-	0	3	-	-	-	-	-	0	178
1715 - 1730	2	98	-	-	0	100	-	139	2	-	0	141	3	-	5	-	0	8	-	-	-	-	-	0	249
1730 - 1745	2	101	-	-	0	103	-	115	5	-	0	120	3	-	4	-	0	7	-	-	-	-	-	0	230
Total	11	350	0	0	0	361	0	441	15	0	0	456	11	0	12	0	0	23	0	0	0	0	0	0	840
Approach %	3.05	96.95	0.00	0.00	0.00	-	0.00	96.71	3.29	0.00	0.00	-	47.83	0.00	52.17	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.55	0.87	0.00	0.00	0.00	**0.88**	0.00	0.79	0.75	0.00	0.00	**0.81**	0.92	0.00	0.60	0.00	0.00	**0.72**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.84**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	SC-81 (South)						SC-81 (North)						Still Meadow Ln												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1645 - 1700	0	3	-	-	0	3	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	4
1700 - 1715	0	3	-	-	0	3	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	7
1715 - 1730	0	1	-	-	0	1	-	3	0	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	4
1730 - 1745	0	0	-	-	0	0	-	3	0	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	3
Total	0	7	0	0	0	7	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	18
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.58	0.00	0.00	0.00	**0.58**	0.00	0.69	0.00	0.00	0.00	**0.69**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.64**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	SC-81 (South)						SC-81 (North)						Still Meadow Ln												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1645 - 1700	0	2	-	-	0	2	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	2
1700 - 1715	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
1715 - 1730	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1730 - 1745	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
Total	0	3	0	0	0	3	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.38	0.00	0.00	0.00	**0.38**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Bikes

	Northbound						Southbound						Eastbound												
	SC-81 (South)						SC-81 (North)						Still Meadow Ln												
Time	Left 4.1	Thru 4.2			U-Turn 4.3	App Total		Thru 4.4	Right 4.5		U-Turn 4.6	App Total	Left 4.7		Right 4.8		U-Turn 4.9	App Total						App Total	Int Total
1645 - 1700	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 4
SC-81 (South)
SC-81 (North)
Still Meadow Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.738881°, -82.542056°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound				Southbound				Eastbound				
	SC-81 (South)				SC-81 (North)				Still Meadow Ln				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	0	59	0	59	54	1	0	55	2	6	0	8	122
0715 - 0730	2	90	0	92	86	1	0	87	1	13	0	14	193
0730 - 0745	6	139	0	145	90	0	0	90	5	15	0	20	255
0745 - 0800	7	157	0	164	69	1	0	70	3	8	0	11	245
Hourly Total	15	445	0	**460**	299	3	0	**302**	11	42	0	**53**	**815**
0800 - 0815	4	98	0	102	52	0	0	52	5	5	0	10	164
0815 - 0830	4	66	0	70	38	2	0	40	2	0	0	2	112
0830 - 0845	0	50	0	50	30	2	0	32	3	1	0	4	86
0845 - 0900	1	63	0	64	51	2	0	53	0	1	0	1	118
Hourly Total	9	277	0	**286**	171	6	0	**177**	10	7	0	**17**	**480**
Grand Total	24	722	0	**746**	470	9	0	**479**	21	49	0	**70**	**1295**
Approach %	3.22	96.78	0.00	-	98.12	1.88	0.00	-	30.00	70.00	0.00	-	
Intersection %	1.85	55.75	0.00	57.61	36.29	0.69	0.00	36.99	1.62	3.78	0.00	5.41	
Heavy Vehicle %	0	2	-	**2**	5	33	-	**6**	0	2	-	**1**	**3**
PHF	0.68	0.77	0.00	**0.77**	0.83	0.50	0.00	**0.83**	0.70	0.68	0.00	**0.69**	**0.84**

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound				Southbound				Eastbound				
	SC-81 (South)				SC-81 (North)				Still Meadow Ln				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	2	86	0	88	72	2	0	74	3	2	0	5	167
1615 - 1630	1	85	0	86	72	6	0	78	3	1	0	4	168
1630 - 1645	3	71	0	74	107	5	0	112	1	2	0	3	189
1645 - 1700	2	83	0	85	94	5	0	99	3	2	0	5	189
Hourly Total	8	325	0	**333**	345	18	0	**363**	10	7	0	**17**	**713**
1700 - 1715	5	77	0	82	98	3	0	101	2	1	0	3	186
1715 - 1730	2	99	0	101	143	2	0	145	3	5	0	8	254
1730 - 1745	2	101	0	103	119	5	0	124	3	4	0	7	234
1745 - 1800	3	78	0	81	96	2	0	98	1	5	0	6	185
Hourly Total	12	355	0	**367**	456	12	0	**468**	9	15	0	**24**	**859**
Grand Total	20	680	0	**700**	801	30	0	**831**	19	22	0	**41**	**1572**
Approach %	2.86	97.14	0.00	-	96.39	3.61	0.00	-	46.34	53.66	0.00	-	
Intersection %	1.27	43.26	0.00	44.53	50.95	1.91	0.00	52.86	1.21	1.40	0.00	2.61	
Heavy Vehicle %	5	3	-	**3**	3	0	-	**3**	5	0	-	**2**	**3**
PHF	0.55	0.89	0.00	**0.90**	0.79	0.75	0.00	**0.81**	0.92	0.60	0.00	**0.72**	**0.85**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 4
SC-81 (South)
SC-81 (North)
Still Meadow Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.738881°, -82.542056°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	SC-81 (South)				SC-81 (North)				Still Meadow Ln				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	0	59	0	59	47	0	0	47	2	5	0	7	113
0715 - 0730	2	89	0	91	84	0	0	84	1	13	0	14	189
0730 - 0745	6	138	0	144	87	0	0	87	5	15	0	20	251
0745 - 0800	7	154	0	161	65	1	0	66	3	8	0	11	238
Hourly Total	15	440	0	**455**	283	1	0	**284**	11	41	0	**52**	**791**
0800 - 0815	4	93	0	97	48	0	0	48	5	5	0	10	155
0815 - 0830	4	63	0	67	36	2	0	38	2	0	0	2	107
0830 - 0845	0	49	0	49	30	2	0	32	3	1	0	4	85
0845 - 0900	1	61	0	62	48	1	0	49	0	1	0	1	112
Hourly Total	9	266	0	**275**	162	5	0	**167**	10	7	0	**17**	**459**
Grand Total	24	706	0	**730**	445	6	0	**451**	21	48	0	**69**	**1250**
Approach %	3.29	96.71	0.00	-	98.67	1.33	0.00	-	30.43	69.57	0.00	-	
Intersection %	1.92	56.48	0.00	58.40	35.60	0.48	0.00	36.08	1.68	3.84	0.00	5.52	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound				Southbound				Eastbound				
	SC-81 (South)				SC-81 (North)				Still Meadow Ln				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	1	82	0	83	70	2	0	72	2	2	0	4	159
1615 - 1630	1	84	0	85	69	6	0	75	3	1	0	4	164
1630 - 1645	3	66	0	69	105	5	0	110	1	2	0	3	182
1645 - 1700	2	78	0	80	93	5	0	98	3	2	0	5	183
Hourly Total	7	310	0	**317**	337	18	0	**355**	9	7	0	**16**	**688**
1700 - 1715	5	73	0	78	94	3	0	97	2	1	0	3	178
1715 - 1730	2	98	0	100	139	2	0	141	3	5	0	8	249
1730 - 1745	2	101	0	103	115	5	0	120	3	4	0	7	230
1745 - 1800	3	75	0	78	95	2	0	97	1	5	0	6	181
Hourly Total	12	347	0	**359**	443	12	0	**455**	9	15	0	**24**	**838**
Grand Total	19	657	0	**676**	780	30	0	**810**	18	22	0	**40**	**1526**
Approach %	2.81	97.19	0.00	-	96.30	3.70	0.00	-	45.00	55.00	0.00	-	
Intersection %	1.25	43.05	0.00	44.30	51.11	1.97	0.00	53.08	1.18	1.44	0.00	2.62	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 4
SC-81 (South)
SC-81 (North)
Still Meadow Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.738881°, -82.542056°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	SC-81 (South)				SC-81 (North)				Still Meadow Ln				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	0	0	0	0	7	1	0	8	0	1	0	1	9
0715 - 0730	0	1	0	1	2	1	0	3	0	0	0	0	4
0730 - 0745	0	1	0	1	3	0	0	3	0	0	0	0	4
0745 - 0800	0	3	0	3	4	0	0	4	0	0	0	0	7
Hourly Total	0	5	0	**5**	16	2	0	**18**	0	1	0	**1**	**24**
0800 - 0815	0	2	0	2	4	0	0	4	0	0	0	0	6
0815 - 0830	0	2	0	2	1	0	0	1	0	0	0	0	3
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	2	0	2	2	1	0	3	0	0	0	0	5
Hourly Total	0	6	0	**6**	7	1	0	**8**	0	0	0	**0**	**14**
Grand Total	0	11	0	**11**	23	3	0	**26**	0	1	0	**1**	**38**
Approach %	0.00	100.00	0.00	-	88.46	11.54	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	28.95	0.00	28.95	60.53	7.89	0.00	68.42	0.00	2.63	0.00	2.63	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	SC-81 (South)				SC-81 (North)				Still Meadow Ln				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	1	3	0	4	2	0	0	2	1	0	0	1	7
1615 - 1630	0	1	0	1	2	0	0	2	0	0	0	0	3
1630 - 1645	0	4	0	4	1	0	0	1	0	0	0	0	5
1645 - 1700	0	3	0	3	1	0	0	1	0	0	0	0	4
Hourly Total	1	11	0	**12**	6	0	0	**6**	1	0	0	**1**	**19**
1700 - 1715	0	3	0	3	4	0	0	4	0	0	0	0	7
1715 - 1730	0	1	0	1	3	0	0	3	0	0	0	0	4
1730 - 1745	0	0	0	0	3	0	0	3	0	0	0	0	3
1745 - 1800	0	2	0	2	1	0	0	1	0	0	0	0	3
Hourly Total	0	6	0	**6**	11	0	0	**11**	0	0	0	**0**	**17**
Grand Total	1	17	0	**18**	17	0	0	**17**	1	0	0	**1**	**36**
Approach %	5.56	94.44	0.00	-	100.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	2.78	47.22	0.00	50.00	47.22	0.00	0.00	47.22	2.78	0.00	0.00	2.78	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 4
SC-81 (South)
SC-81 (North)
Still Meadow Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.738881°, -82.542056°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	SC-81 (South)				SC-81 (North)				Still Meadow Ln				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	4.1	4.2	4.3	Total	4.4	4.5	4.6	Total	4.7	4.8	4.9	Total	Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	3	0	3	0	0	0	0	0	0	0	0	3
0815 - 0830	0	1	0	1	1	0	0	1	0	0	0	0	2
0830 - 0845	0	1	0	1	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	5	0	**5**	2	0	0	**2**	0	0	0	**0**	**7**
Grand Total	0	5	0	**5**	2	0	0	**2**	0	0	0	**0**	**7**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	71.43	0.00	71.43	28.57	0.00	0.00	28.57	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	SC-81 (South)				SC-81 (North)				Still Meadow Ln				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	4.1	4.2	4.3	Total	4.4	4.5	4.6	Total	4.7	4.8	4.9	Total	Total
1600 - 1615	0	1	0	1	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	1	0	0	1	0	0	0	0	1
1630 - 1645	0	1	0	1	1	0	0	1	0	0	0	0	2
1645 - 1700	0	2	0	2	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	0	**4**	2	0	0	**2**	0	0	0	**0**	**6**
1700 - 1715	0	1	0	1	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	1	0	0	1	0	0	0	0	1
1730 - 1745	0	0	0	0	1	0	0	1	0	0	0	0	1
1745 - 1800	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	**2**	2	0	0	**2**	0	0	0	**0**	**4**
Grand Total	0	6	0	**6**	4	0	0	**4**	0	0	0	**0**	**10**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	60.00	0.00	60.00	40.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 4
SC-81 (South)
SC-81 (North)
Still Meadow Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.738881°, -82.542056°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound				Southbound				Eastbound				
	SC-81 (South)				SC-81 (North)				Still Meadow Ln				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound				Southbound				Eastbound				
	SC-81 (South)				SC-81 (North)				Still Meadow Ln				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 4
SC-81 (South)
SC-81 (North)
Still Meadow Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.738881°, -82.542056°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	SC-81 (South)				SC-81 (North)				Still Meadow Ln				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
0700 - 0715	0	0	0	0	7	1	0	8	0	1	0	1	9
0715 - 0730	0	1	0	1	2	1	0	3	0	0	0	0	4
0730 - 0745	0	1	0	1	3	0	0	3	0	0	0	0	4
0745 - 0800	0	3	0	3	4	0	0	4	0	0	0	0	7
Hourly Total	0	5	0	**5**	16	2	0	**18**	0	1	0	**1**	**24**
0800 - 0815	0	5	0	5	4	0	0	4	0	0	0	0	9
0815 - 0830	0	3	0	3	2	0	0	2	0	0	0	0	5
0830 - 0845	0	1	0	1	0	0	0	0	0	0	0	0	1
0845 - 0900	0	2	0	2	3	1	0	4	0	0	0	0	6
Hourly Total	0	11	0	**11**	9	1	0	**10**	0	0	0	**0**	**21**
Grand Total	0	16	0	**16**	25	3	0	**28**	0	1	0	**1**	**45**
Approach %	0.00	100.00	0.00	-	89.29	10.71	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	35.56	0.00	35.56	55.56	6.67	0.00	62.22	0.00	2.22	0.00	2.22	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	SC-81 (South)				SC-81 (North)				Still Meadow Ln				
TIME	Left 4.1	Thru 4.2	U-Turn 4.3	App Total	Thru 4.4	Right 4.5	U-Turn 4.6	App Total	Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total
1600 - 1615	1	4	0	5	2	0	0	2	1	0	0	1	8
1615 - 1630	0	1	0	1	3	0	0	3	0	0	0	0	4
1630 - 1645	0	5	0	5	2	0	0	2	0	0	0	0	7
1645 - 1700	0	5	0	5	1	0	0	1	0	0	0	0	6
Hourly Total	1	15	0	**16**	8	0	0	**8**	1	0	0	**1**	**25**
1700 - 1715	0	4	0	4	4	0	0	4	0	0	0	0	8
1715 - 1730	0	1	0	1	4	0	0	4	0	0	0	0	5
1730 - 1745	0	0	0	0	4	0	0	4	0	0	0	0	4
1745 - 1800	0	3	0	3	1	0	0	1	0	0	0	0	4
Hourly Total	0	8	0	**8**	13	0	0	**13**	0	0	0	**0**	**21**
Grand Total	1	23	0	**24**	21	0	0	**21**	1	0	0	**1**	**46**
Approach %	4.17	95.83	0.00	-	100.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	2.17	50.00	0.00	52.17	45.65	0.00	0.00	45.65	2.17	0.00	0.00	2.17	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 4
SC-81 (South)
SC-81 (North)
Still Meadow Ln

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.738881°, -82.542056°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			
	SC-81 (South)			SC-81 (North)			Still Meadow Ln			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			
	SC-81 (South)			SC-81 (North)			Still Meadow Ln			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 4
SC-81 (South)
SC-81 (North)
Still Meadow Ln

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.738881°, -82.542056°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			
	SC-81 (South)			SC-81 (North)			Still Meadow Ln			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			
	SC-81 (South)			SC-81 (North)			Still Meadow Ln			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 4
SC-81 (South)
SC-81 (North)
Still Meadow Ln

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.738881°, -82.542056°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			
	SC-81 (South)			SC-81 (North)			Still Meadow Ln			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			
	SC-81 (South)			SC-81 (North)			Still Meadow Ln			
TIME	EB 4a	WB 4b	App Total	EB 4c	WB 4d	App Total	NB 4e	SB 4f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	Still Meadow Ln Eastbound			Westbound			SC-81 (South) Northbound			SC-81 (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	2	0	6	0	0	0	0	59	0	0	54	1	122
07:15 AM - 07:30 AM	1	0	13	0	0	0	2	90	0	0	86	1	193
07:30 AM - 07:45 AM	5	0	15	0	0	0	6	139	0	0	90	0	255
07:45 AM - 08:00 AM	3	0	8	0	0	0	7	157	0	0	69	1	245
08:00 AM - 08:15 AM	5	0	5	0	0	0	4	98	0	0	52	0	164
08:15 AM - 08:30 AM	2	0	0	0	0	0	4	66	0	0	38	2	112
08:30 AM - 08:45 AM	3	0	1	0	0	0	0	50	0	0	30	2	86
08:45 AM - 09:00 AM	0	0	1	0	0	0	1	63	0	0	51	2	118
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	3	0	2	0	0	0	2	86	0	0	72	2	167
04:15 PM - 04:30 PM	3	0	1	0	0	0	1	85	0	0	72	6	168
04:30 PM - 04:45 PM	1	0	2	0	0	0	3	71	0	0	107	5	189
04:45 PM - 05:00 PM	3	0	2	0	0	0	2	83	0	0	94	5	189
05:00 PM - 05:15 PM	2	0	1	0	0	0	5	77	0	0	98	3	186
05:15 PM - 05:30 PM	3	0	5	0	0	0	2	99	0	0	143	2	254
05:30 PM - 05:45 PM	3	0	4	0	0	0	2	101	0	0	119	5	234
05:45 PM - 06:00 PM	1	0	5	0	0	0	3	78	0	0	96	2	185
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Airy Springs Rd						Southern Oaks Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
0715 - 0730	0	90	4	-	0	94	1	87	10	-	0	98	20	0	0	-	0	20	0	0	0	-	0	0	212
0730 - 0745	0	132	7	-	0	139	3	88	1	-	0	92	21	0	1	-	0	22	1	0	0	-	0	1	254
0745 - 0800	1	155	2	-	0	158	1	69	1	-	0	71	16	1	0	-	0	17	1	0	0	-	0	1	247
0800 - 0815	1	102	1	-	0	104	1	52	3	-	0	56	12	1	0	-	0	13	0	0	1	-	0	1	174
Total	2	479	14	0	0	495	6	296	15	0	0	317	69	2	1	0	0	72	2	0	1	0	0	3	887
Approach %	0.40	96.77	2.83	0.00	0.00	-	1.89	93.38	4.73	0.00	0.00	-	95.83	2.78	1.39	0.00	0.00	-	66.67	0.00	33.33	0.00	0.00	-	
PHF	0.50	0.77	0.50	0.00	0.00	**0.78**	0.50	0.84	0.38	0.00	0.00	**0.81**	0.82	0.50	0.25	0.00	0.00	**0.82**	0.50	0.00	0.25	0.00	0.00	**0.75**	**0.87**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Airy Springs Rd						Southern Oaks Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
0715 - 0730	0	89	4	-	0	93	1	84	10	-	0	95	20	0	0	-	0	20	0	0	0	-	0	0	208
0730 - 0745	0	131	7	-	0	138	3	85	1	-	0	89	21	0	1	-	0	22	1	0	0	-	0	1	250
0745 - 0800	1	153	2	-	0	156	1	65	1	-	0	67	16	1	0	-	0	17	1	0	0	-	0	1	241
0800 - 0815	1	96	1	-	0	98	1	48	3	-	0	52	12	1	0	-	0	13	0	0	1	-	0	1	164
Total	2	469	14	0	0	485	6	282	15	0	0	303	69	2	1	0	0	72	2	0	1	0	0	3	863
Approach %	0.41	96.70	2.89	0.00	0.00	-	1.98	93.07	4.95	0.00	0.00	-	95.83	2.78	1.39	0.00	0.00	-	66.67	0.00	33.33	0.00	0.00	-	
PHF	0.50	0.77	0.50	0.00	0.00	**0.78**	0.50	0.83	0.38	0.00	0.00	**0.80**	0.82	0.50	0.25	0.00	0.00	**0.82**	0.50	0.00	0.25	0.00	0.00	**0.75**	**0.86**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Airy Springs Rd						Southern Oaks Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
0715 - 0730	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
0730 - 0745	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
0745 - 0800	0	2	0	-	0	2	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	6
0800 - 0815	0	2	0	-	0	2	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	5
Total	0	6	0	0	0	6	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0	0	19
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.81	0.00	0.00	0.00	**0.81**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.79**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Airy Springs Rd						Southern Oaks Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	4	0	-	0	4	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	5
Total	0	4	0	0	0	4	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Airy Springs Rd						Southern Oaks Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Airy Springs Rd						Southern Oaks Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
1700 - 1715	1	80	5	-	0	86	4	98	13	-	0	115	5	1	1	-	0	7	1	1	3	-	0	5	213
1715 - 1730	0	96	3	-	0	99	2	139	19	-	0	160	7	1	0	-	0	8	3	0	1	-	0	4	271
1730 - 1745	1	101	2	-	0	104	3	124	13	-	0	140	1	0	0	-	0	1	0	0	2	-	0	2	247
1745 - 1800	0	77	4	-	0	81	1	102	19	-	0	122	5	2	1	-	0	8	1	1	2	-	0	4	215
Total	2	354	14	0	0	370	10	463	64	0	0	537	18	4	2	0	0	24	5	2	8	0	0	15	946
Approach %	0.54	95.68	3.78	0.00	0.00	-	1.86	86.22	11.92	0.00	0.00	-	75.00	16.67	8.33	0.00	0.00	-	33.33	13.33	53.33	0.00	0.00	-	
PHF	0.50	0.88	0.70	0.00	0.00	**0.89**	0.63	0.83	0.84	0.00	0.00	**0.84**	0.64	0.50	0.50	0.00	0.00	**0.75**	0.42	0.50	0.67	0.00	0.00	**0.75**	**0.87**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Airy Springs Rd						Southern Oaks Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
1700 - 1715	1	76	5	-	0	82	4	95	13	-	0	112	5	1	1	-	0	7	1	1	3	-	0	5	206
1715 - 1730	0	95	3	-	0	98	2	133	19	-	0	154	7	1	0	-	0	8	3	0	1	-	0	4	264
1730 - 1745	1	101	2	-	0	104	3	121	13	-	0	137	1	0	0	-	0	1	0	0	2	-	0	2	244
1745 - 1800	0	74	4	-	0	78	1	101	19	-	0	121	5	2	1	-	0	8	1	1	2	-	0	4	211
Total	2	346	14	0	0	362	10	450	64	0	0	524	18	4	2	0	0	24	5	2	8	0	0	15	925
Approach %	0.55	95.58	3.87	0.00	0.00	-	1.91	85.88	12.21	0.00	0.00	-	75.00	16.67	8.33	0.00	0.00	-	33.33	13.33	53.33	0.00	0.00	-	
PHF	0.50	0.86	0.70	0.00	0.00	**0.87**	0.63	0.85	0.84	0.00	0.00	**0.85**	0.64	0.50	0.50	0.00	0.00	**0.75**	0.42	0.50	0.67	0.00	0.00	**0.75**	**0.88**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Airy Springs Rd						Southern Oaks Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
1700 - 1715	0	3	0	-	0	3	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	6
1715 - 1730	0	1	0	-	0	1	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	6
1730 - 1745	0	0	0	-	0	0	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	2
1745 - 1800	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	6	0	0	0	6	0	11	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	17
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.55	0.00	0.00	0.00	**0.55**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.71**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Airy Springs Rd						Southern Oaks Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
1700 - 1715	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1715 - 1730	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1730 - 1745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1745 - 1800	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	2	0	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**1.00**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 (South)						SC-81 (North)						Airy Springs Rd						Southern Oaks Dr						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	5.1	5.2	5.3		5.4	Total	5.5	5.6	5.7		5.8	Total	5.9	5.10	5.11		5.12	Total	5.13	5.14	5.15		5.16	Total	Total
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 5
SC-81 (South)
SC-81 (North)
Airy Springs Rd
Southern Oaks Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.741029°, -82.539782°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Airy Springs Rd					Westbound Southern Oaks Dr					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
0700 - 0715	0	56	4	0	60	0	54	7	0	61	18	2	0	0	20	0	0	0	0	0	141
0715 - 0730	0	90	4	0	94	1	87	10	0	98	20	0	0	0	20	0	0	0	0	0	212
0730 - 0745	0	132	7	0	139	3	88	1	0	92	21	0	1	0	22	1	0	0	0	1	254
0745 - 0800	1	155	2	0	158	1	69	1	0	71	16	1	0	0	17	1	0	0	0	1	247
Hourly Total	1	433	17	0	**451**	5	298	19	0	**322**	75	3	1	0	**79**	2	0	0	0	**2**	**854**
0800 - 0815	1	102	1	0	104	1	52	3	0	56	12	1	0	0	13	0	0	1	0	1	174
0815 - 0830	0	64	5	0	69	2	40	3	0	45	11	0	0	0	11	0	0	1	0	1	126
0830 - 0845	0	54	1	0	55	1	32	2	0	35	11	0	0	0	11	0	0	1	0	1	102
0845 - 0900	0	60	3	0	63	2	55	7	0	64	7	0	0	0	7	0	1	1	0	2	136
Hourly Total	1	280	10	0	**291**	6	179	15	0	**200**	41	1	0	0	**42**	0	1	4	0	**5**	**538**
Grand Total	2	713	27	0	**742**	11	477	34	0	**522**	116	4	1	0	**121**	2	1	4	0	**7**	**1392**
Approach %	0.27	96.09	3.64	0.00	-	2.11	91.38	6.51	0.00	-	95.87	3.31	0.83	0.00	-	28.57	14.29	57.14	0.00	-	
Intersection %	0.14	51.22	1.94	0.00	53.30	0.79	34.27	2.44	0.00	37.50	8.33	0.29	0.07	0.00	8.69	0.14	0.07	0.29	0.00	0.50	
Heavy Vehicle %	0	2	0	-	**2**	0	6	3	-	**6**	1	0	0	-	**1**	0	0	0	-	**0**	**3**
PHF	0.50	0.77	0.50	0.00	**0.78**	0.50	0.84	0.38	0.00	**0.81**	0.82	0.50	0.25	0.00	**0.82**	0.50	0.00	0.25	0.00	**0.75**	**0.87**

1600 - 1800 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Airy Springs Rd					Westbound Southern Oaks Dr					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1600 - 1615	1	84	5	0	90	1	70	16	0	87	1	1	1	0	3	3	0	4	0	7	187
1615 - 1630	0	84	2	0	86	3	75	10	0	88	3	0	0	0	3	2	0	2	0	4	181
1630 - 1645	0	72	2	0	74	5	105	13	0	123	11	1	3	0	15	3	1	3	0	7	219
1645 - 1700	1	76	3	0	80	2	99	9	0	110	5	0	0	0	5	0	0	3	0	3	198
Hourly Total	2	316	12	0	**330**	11	349	48	0	**408**	20	2	4	0	**26**	8	1	12	0	**21**	**785**
1700 - 1715	1	80	5	0	86	4	98	13	0	115	5	1	1	0	7	1	1	3	0	5	213
1715 - 1730	0	96	3	0	99	2	139	19	0	160	7	1	0	0	8	3	0	1	0	4	271
1730 - 1745	1	101	2	0	104	3	124	13	0	140	1	0	0	0	1	0	0	2	0	2	247
1745 - 1800	0	77	4	0	81	1	102	19	0	122	5	2	1	0	8	1	1	2	0	4	215
Hourly Total	2	354	14	0	**370**	10	463	64	0	**537**	18	4	2	0	**24**	5	2	8	0	**15**	**946**
Grand Total	4	670	26	0	**700**	21	812	112	0	**945**	38	6	6	0	**50**	13	3	20	0	**36**	**1731**
Approach %	0.57	95.71	3.71	0.00	-	2.22	85.93	11.85	0.00	-	76.00	12.00	12.00	0.00	-	36.11	8.33	55.56	0.00	-	
Intersection %	0.23	38.71	1.50	0.00	40.44	1.21	46.91	6.47	0.00	54.59	2.20	0.35	0.35	0.00	2.89	0.75	0.17	1.16	0.00	2.08	
Heavy Vehicle %	0	4	0	-	**3**	0	3	2	-	**2**	3	0	0	-	**2**	0	0	0	-	**0**	**3**
PHF	0.50	0.88	0.70	0.00	**0.89**	0.63	0.83	0.84	0.00	**0.84**	0.64	0.50	0.50	0.00	**0.75**	0.42	0.50	0.67	0.00	**0.75**	**0.87**

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

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5
SC-81 (South)
SC-81 (North)
Airy Springs Rd
Southern Oaks Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.741029°, -82.539782°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Airy Springs Rd					Westbound Southern Oaks Dr					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
0700 - 0715	0	55	4	0	59	0	46	7	0	53	18	2	0	0	20	0	0	0	0	0	132
0715 - 0730	0	89	4	0	93	1	84	10	0	95	20	0	0	0	20	0	0	0	0	0	208
0730 - 0745	0	131	7	0	138	3	85	1	0	89	21	0	1	0	22	1	0	0	0	1	250
0745 - 0800	1	153	2	0	156	1	65	1	0	67	16	1	0	0	17	1	0	0	0	1	241
Hourly Total	1	428	17	0	**446**	5	280	19	0	**304**	75	3	1	0	**79**	2	0	0	0	**2**	**831**
0800 - 0815	1	96	1	0	98	1	48	3	0	52	12	1	0	0	13	0	0	1	0	1	164
0815 - 0830	0	62	5	0	67	2	38	3	0	43	11	0	0	0	11	0	0	1	0	1	122
0830 - 0845	0	53	1	0	54	1	32	2	0	35	10	0	0	0	10	0	0	1	0	1	100
0845 - 0900	0	58	3	0	61	2	51	6	0	59	7	0	0	0	7	0	1	1	0	2	129
Hourly Total	1	269	10	0	**280**	6	169	14	0	**189**	40	1	0	0	**41**	0	1	4	0	**5**	**515**
Grand Total	2	697	27	0	**726**	11	449	33	0	**493**	115	4	1	0	**120**	2	1	4	0	**7**	**1346**
Approach %	0.28	96.01	3.72	0.00	-	2.23	91.08	6.69	0.00	-	95.83	3.33	0.83	0.00	-	28.57	14.29	57.14	0.00	-	
Intersection %	0.15	51.78	2.01	0.00	53.94	0.82	33.36	2.45	0.00	36.63	8.54	0.30	0.07	0.00	8.92	0.15	0.07	0.30	0.00	0.52	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Airy Springs Rd					Westbound Southern Oaks Dr					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1600 - 1615	1	79	5	0	85	1	66	15	0	82	1	1	1	0	3	3	0	4	0	7	177
1615 - 1630	0	81	2	0	83	3	74	10	0	87	3	0	0	0	3	2	0	2	0	4	177
1630 - 1645	0	69	2	0	71	5	103	13	0	121	10	1	3	0	14	3	1	3	0	7	213
1645 - 1700	1	71	3	0	75	2	98	8	0	108	5	0	0	0	5	0	0	3	0	3	191
Hourly Total	2	300	12	0	**314**	11	341	46	0	**398**	19	2	4	0	**25**	8	1	12	0	**21**	**758**
1700 - 1715	1	76	5	0	82	4	95	13	0	112	5	1	1	0	7	1	1	3	0	5	206
1715 - 1730	0	95	3	0	98	2	133	19	0	154	7	1	0	0	8	3	0	1	0	4	264
1730 - 1745	1	101	2	0	104	3	121	13	0	137	1	0	0	0	1	0	0	2	0	2	244
1745 - 1800	0	74	4	0	78	1	101	19	0	121	5	2	1	0	8	1	1	2	0	4	211
Hourly Total	2	346	14	0	**362**	10	450	64	0	**524**	18	4	2	0	**24**	5	2	8	0	**15**	**925**
Grand Total	4	646	26	0	**676**	21	791	110	0	**922**	37	6	6	0	**49**	13	3	20	0	**36**	**1683**
Approach %	0.59	95.56	3.85	0.00	-	2.28	85.79	11.93	0.00	-	75.51	12.24	12.24	0.00	-	36.11	8.33	55.56	0.00	-	
Intersection %	0.24	38.38	1.54	0.00	40.17	1.25	47.00	6.54	0.00	54.78	2.20	0.36	0.36	0.00	2.91	0.77	0.18	1.19	0.00	2.14	

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

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5
SC-81 (South)
SC-81 (North)
Airy Springs Rd
Southern Oaks Dr

Date
Tuesday, May 23, 2023

Lat/Long
34.741029°, -82.539782°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Airy Springs Rd					Westbound Southern Oaks Dr					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	9
0715 - 0730	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0730 - 0745	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0745 - 0800	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	5	0	0	**5**	0	18	0	0	**18**	0	0	0	0	**0**	0	0	0	0	**0**	**23**
0800 - 0815	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
0815 - 0830	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
0830 - 0845	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
0845 - 0900	0	2	0	0	2	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	6	0	0	**6**	0	8	1	0	**9**	1	0	0	0	**1**	0	0	0	0	**0**	**16**
Grand Total	0	11	0	0	**11**	0	26	1	0	**27**	1	0	0	0	**1**	0	0	0	0	**0**	**39**
Approach %	0.00	100.00	0.00	0.00	-	0.00	96.30	3.70	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	28.21	0.00	0.00	28.21	0.00	66.67	2.56	0.00	69.23	2.56	0.00	0.00	0.00	2.56	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Airy Springs Rd					Westbound Southern Oaks Dr					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	4	0	0	4	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	9
1615 - 1630	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1630 - 1645	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
1645 - 1700	0	3	0	0	3	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	12	0	0	**12**	0	6	2	0	**8**	1	0	0	0	**1**	0	0	0	0	**0**	**21**
1700 - 1715	0	3	0	0	3	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	6
1715 - 1730	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
1730 - 1745	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1745 - 1800	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	6	0	0	**6**	0	11	0	0	**11**	0	0	0	0	**0**	0	0	0	0	**0**	**17**
Grand Total	0	18	0	0	**18**	0	17	2	0	**19**	1	0	0	0	**1**	0	0	0	0	**0**	**38**
Approach %	0.00	100.00	0.00	0.00	-	0.00	89.47	10.53	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	47.37	0.00	0.00	47.37	0.00	44.74	5.26	0.00	50.00	2.63	0.00	0.00	0.00	2.63	0.00	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 5
SC-81 (South)
SC-81 (North)
Airy Springs Rd
Southern Oaks Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.741029°, -82.539782°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Airy Springs Rd					Westbound Southern Oaks Dr					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	5	0	0	**5**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**7**
Grand Total	0	5	0	0	**5**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**7**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	71.43	0.00	0.00	71.43	0.00	28.57	0.00	0.00	28.57	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Airy Springs Rd					Westbound Southern Oaks Dr					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1600 - 1615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1645 - 1700	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	0	0	**4**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
1700 - 1715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	0	**2**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
Grand Total	0	6	0	0	**6**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**10**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	60.00	0.00	0.00	60.00	0.00	40.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 5
SC-81 (South)
SC-81 (North)
Airy Springs Rd
Southern Oaks Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.741029°, -82.539782°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Airy Springs Rd					Westbound Southern Oaks Dr					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Airy Springs Rd					Westbound Southern Oaks Dr					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	5.1	5.2	5.3	5.4	Total	5.5	5.6	5.7	5.8	Total	5.9	5.10	5.11	5.12	Total	5.13	5.14	5.15	5.16	Total	Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 5
SC-81 (South)
SC-81 (North)
Airy Springs Rd
Southern Oaks Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.741029°, -82.539782°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Airy Springs Rd					Westbound Southern Oaks Dr					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	8	0	0	8	0	0	0	0	0	0	0	0	0	0	9
0715 - 0730	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0730 - 0745	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0745 - 0800	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	6
Hourly Total	0	5	0	0	**5**	0	18	0	0	**18**	0	0	0	0	**0**	0	0	0	0	**0**	**23**
0800 - 0815	0	6	0	0	6	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	10
0815 - 0830	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
0830 - 0845	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
0845 - 0900	0	2	0	0	2	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	11	0	0	**11**	0	10	1	0	**11**	1	0	0	0	**1**	0	0	0	0	**0**	**23**
Grand Total	0	16	0	0	**16**	0	28	1	0	**29**	1	0	0	0	**1**	0	0	0	0	**0**	**46**
Approach %	0.00	100.00	0.00	0.00	-	0.00	96.55	3.45	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	34.78	0.00	0.00	34.78	0.00	60.87	2.17	0.00	63.04	2.17	0.00	0.00	0.00	2.17	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound SC-81 (South)					Southbound SC-81 (North)					Eastbound Airy Springs Rd					Westbound Southern Oaks Dr					
TIME	Left 5.1	Thru 5.2	Right 5.3	U-Turn 5.4	App Total	Left 5.5	Thru 5.6	Right 5.7	U-Turn 5.8	App Total	Left 5.9	Thru 5.10	Right 5.11	U-Turn 5.12	App Total	Left 5.13	Thru 5.14	Right 5.15	U-Turn 5.16	App Total	Int Total
1600 - 1615	0	5	0	0	5	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	10
1615 - 1630	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1630 - 1645	0	3	0	0	3	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	6
1645 - 1700	0	5	0	0	5	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	16	0	0	**16**	0	8	2	0	**10**	1	0	0	0	**1**	0	0	0	0	**0**	**27**
1700 - 1715	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	7
1715 - 1730	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	0	0	0	0	7
1730 - 1745	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1745 - 1800	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	8	0	0	**8**	0	13	0	0	**13**	0	0	0	0	**0**	0	0	0	0	**0**	**21**
Grand Total	0	24	0	0	**24**	0	21	2	0	**23**	1	0	0	0	**1**	0	0	0	0	**0**	**48**
Approach %	0.00	100.00	0.00	0.00	-	0.00	91.30	8.70	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	50.00	0.00	0.00	50.00	0.00	43.75	4.17	0.00	47.92	2.08	0.00	0.00	0.00	2.08	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 5
SC-81 (South)
SC-81 (North)
Airy Springs Rd
Southern Oaks Dr

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.741029°, -82.539782°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Airy Springs Rd			Southern Oaks Dr			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
0700 - 0715	0	1	1	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	1	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
Approach %	0.00	100.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	100.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Airy Springs Rd			Southern Oaks Dr			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 5
SC-81 (South)
SC-81 (North)
Airy Springs Rd
Southern Oaks Dr

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.741029°, -82.539782°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Airy Springs Rd			Southern Oaks Dr			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Airy Springs Rd			Southern Oaks Dr			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 5
SC-81 (South)
SC-81 (North)
Airy Springs Rd
Southern Oaks Dr

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.741029°, -82.539782°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Airy Springs Rd			Southern Oaks Dr			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 (South)			SC-81 (North)			Airy Springs Rd			Southern Oaks Dr			
TIME	EB 5a	WB 5b	App Total	EB 5c	WB 5d	App Total	NB 5e	SB 5f	App Total	NB 5g	SB 5h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	Airy Springs Rd Eastbound			Southern Oaks Dr Westbound			SC-81 (South) Northbound			SC-81 (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	18	2	0	0	0	0	0	56	4	0	54	7	142
07:15 AM - 07:30 AM	20	0	0	0	0	0	0	90	4	1	87	10	212
07:30 AM - 07:45 AM	21	0	1	1	0	0	0	132	7	3	88	1	254
07:45 AM - 08:00 AM	16	1	0	1	0	0	1	155	2	1	69	1	247
08:00 AM - 08:15 AM	12	1	0	0	0	1	1	102	1	1	52	3	174
08:15 AM - 08:30 AM	11	0	0	0	0	1	0	64	5	2	40	3	126
08:30 AM - 08:45 AM	11	0	0	0	0	1	0	54	1	1	32	2	102
08:45 AM - 09:00 AM	7	0	0	0	1	1	0	60	3	2	55	7	136
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	1	1	1	3	0	4	1	84	5	1	70	16	187
04:15 PM - 04:30 PM	3	0	0	2	0	2	0	84	2	3	75	10	181
04:30 PM - 04:45 PM	11	1	3	3	1	3	0	72	2	5	105	13	219
04:45 PM - 05:00 PM	5	0	0	0	0	3	1	76	3	2	99	9	198
05:00 PM - 05:15 PM	5	1	1	1	1	3	1	80	5	4	98	13	213
05:15 PM - 05:30 PM	7	1	0	3	0	1	0	96	3	2	139	19	271
05:30 PM - 05:45 PM	1	0	0	0	0	2	1	101	2	3	124	13	247
05:45 PM - 06:00 PM	5	2	1	1	1	2	0	77	4	1	102	19	215
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

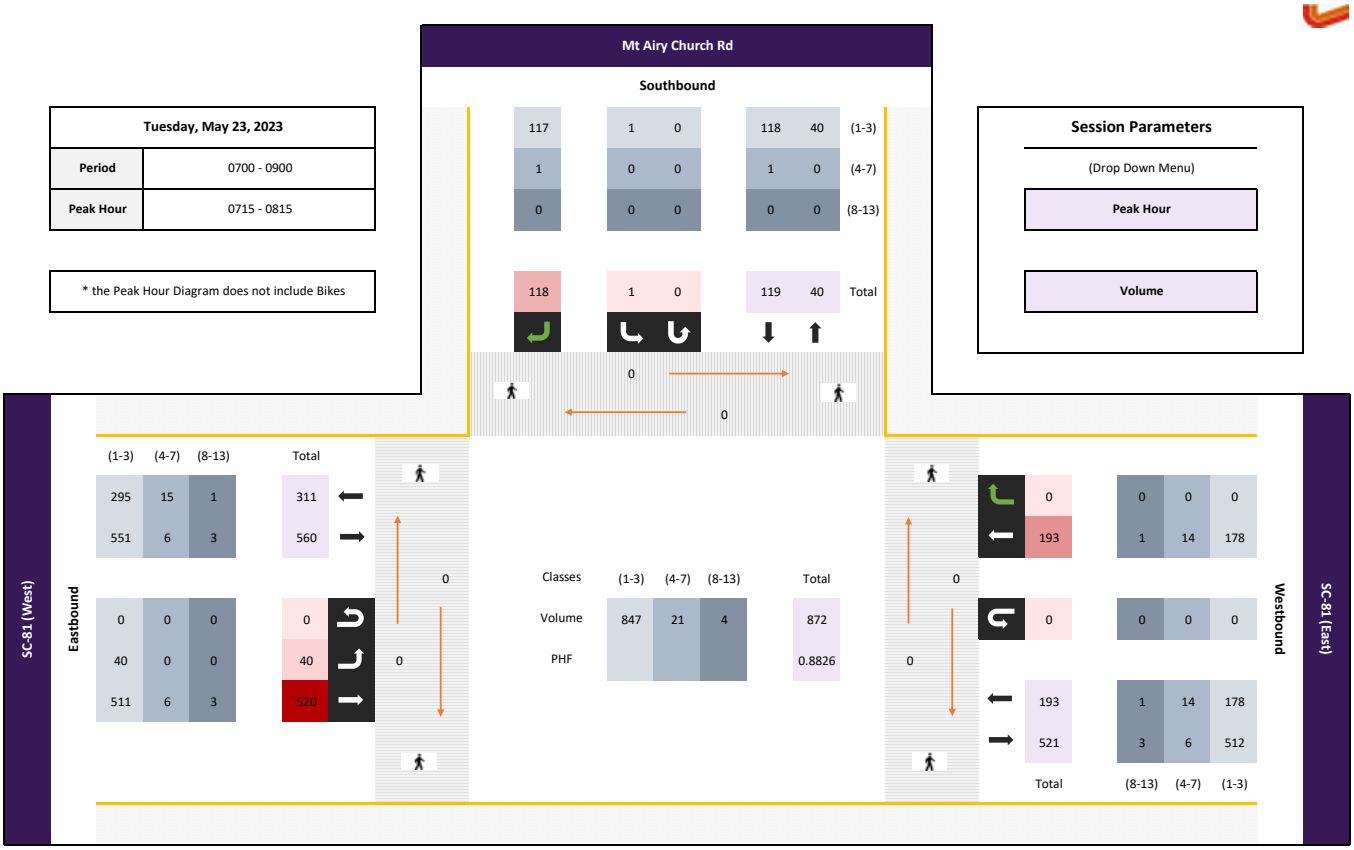
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Southbound						Mt Airy Church Rd						Eastbound						SC-81 (West)						Westbound						SC-81 (East)	
Time						App Total	Left 6.1		Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total		Thru 6.7	Right 6.8		U-Turn 6.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	38	-	0	38	1	101	-	-	0	102	-	52	0	-	0	52	192
0730 - 0745	-	-	-	-	-	0	0	-	38	-	0	38	6	152	-	-	0	158	-	51	0	-	0	51	247
0745 - 0800	-	-	-	-	-	0	0	-	26	-	0	26	18	147	-	-	0	165	-	48	0	-	0	48	239
0800 - 0815	-	-	-	-	-	0	1	-	16	-	0	17	15	120	-	-	0	135	-	42	0	-	0	42	194
Total	0	0	0	0	0	0	1	0	118	0	0	119	40	520	0	0	0	560	0	193	0	0	0	193	872
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.84	0.00	99.16	0.00	0.00	-	7.14	92.86	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.78	0.00	0.00	**0.78**	0.56	0.86	0.00	0.00	0.00	**0.85**	0.00	0.93	0.00	0.00	0.00	**0.93**	**0.88**

Passenger Vehicles (1-3)

	Southbound						Mt Airy Church Rd						Eastbound						SC-81 (West)						Westbound						SC-81 (East)	
Time						App Total	Left 6.1		Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total		Thru 6.7	Right 6.8		U-Turn 6.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	38	-	0	38	1	100	-	-	0	101	-	48	0	-	0	48	187
0730 - 0745	-	-	-	-	-	0	0	-	37	-	0	37	6	151	-	-	0	157	-	48	0	-	0	48	242
0745 - 0800	-	-	-	-	-	0	0	-	26	-	0	26	18	145	-	-	0	163	-	44	0	-	0	44	233
0800 - 0815	-	-	-	-	-	0	1	-	16	-	0	17	15	115	-	-	0	130	-	38	0	-	0	38	185
Total	0	0	0	0	0	0	1	0	117	0	0	118	40	511	0	0	0	551	0	178	0	0	0	178	847
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.85	0.00	99.15	0.00	0.00	-	7.26	92.74	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.77	0.00	0.00	**0.78**	0.56	0.85	0.00	0.00	0.00	**0.85**	0.00	0.93	0.00	0.00	0.00	**0.93**	**0.88**

Single Unit Trucks (4-7)

	Southbound						Mt Airy Church Rd						Eastbound						SC-81 (West)						Westbound						SC-81 (East)	
Time						App Total	Left 6.1		Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total		Thru 6.7	Right 6.8		U-Turn 6.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	4	0	-	0	4	5
0730 - 0745	-	-	-	-	-	0	0	-	1	-	0	1	0	1	-	-	0	1	-	3	0	-	0	3	5
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	4	0	-	0	4	6
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	3	0	-	0	3	5
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	0	6	0	14	0	0	0	14	21
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.88	0.00	0.00	0.00	**0.88**	**0.88**

Combination Trucks (8-13)

	Southbound						Mt Airy Church Rd						Eastbound						SC-81 (West)						Westbound						SC-81 (East)	
Time						App Total	Left 6.1		Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total		Thru 6.7	Right 6.8		U-Turn 6.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	1	0	-	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	0	1	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.25**

Bikes

	Southbound						Mt Airy Church Rd						Eastbound						SC-81 (West)						Westbound						SC-81 (East)	
Time						App Total	Left 6.1		Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total		Thru 6.7	Right 6.8		U-Turn 6.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

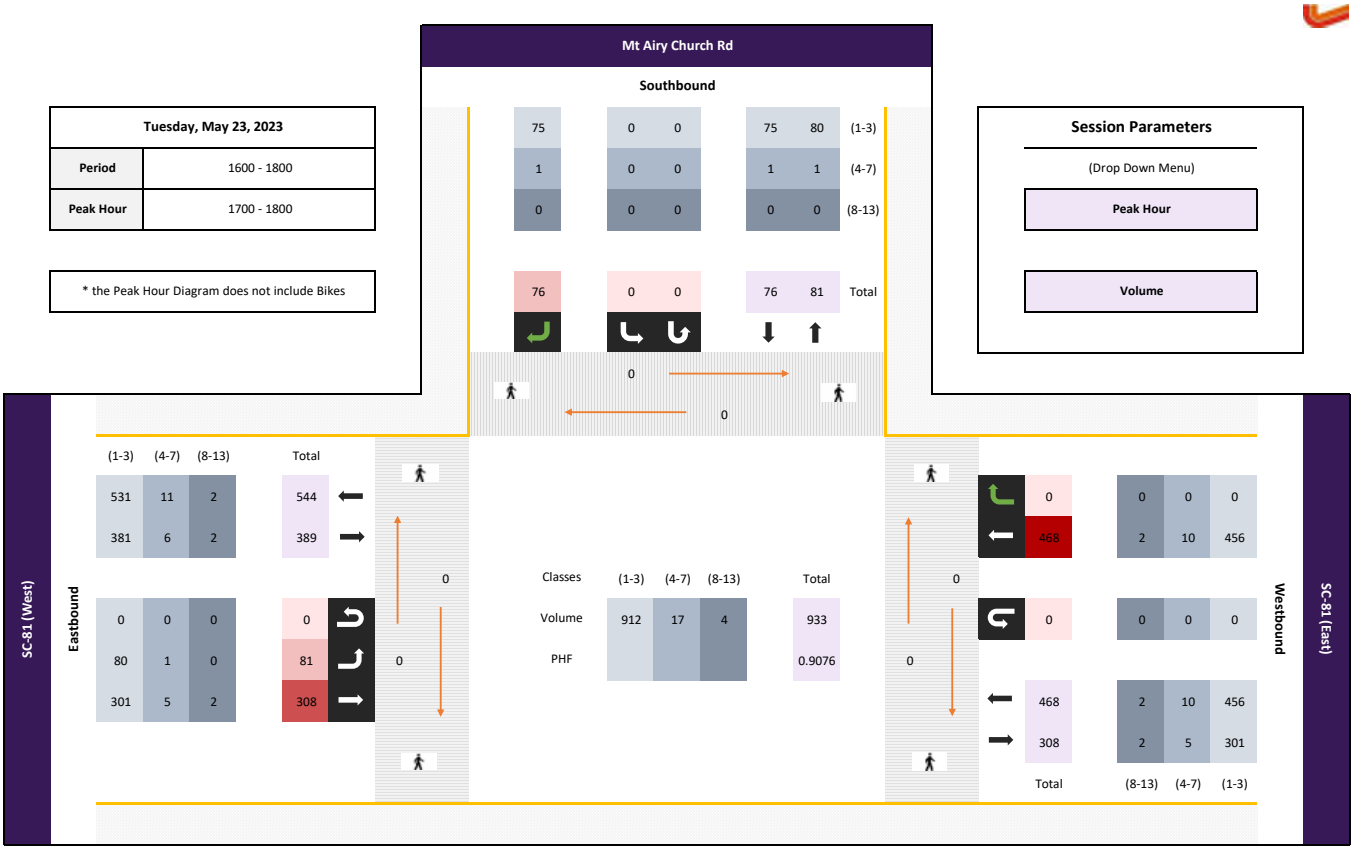
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Southbound						Mt Airy Church Rd						Eastbound						SC-81 (West)						Westbound						SC-81 (East)	
Time						App Total	Left 6.1		Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total		Thru 6.7	Right 6.8		U-Turn 6.9	App Total	Int Total							
1700 - 1715	-	-	-	-	-	0	0	-	12	-	0	12	18	78	-	-	0	96	-	107	0	-	0	107	215							
1715 - 1730	-	-	-	-	-	0	0	-	26	-	0	26	25	75	-	-	0	100	-	131	0	-	0	131	257							
1730 - 1745	-	-	-	-	-	0	0	-	24	-	0	24	22	84	-	-	0	106	-	117	0	-	0	117	247							
1745 - 1800	-	-	-	-	-	0	0	-	14	-	0	14	16	71	-	-	0	87	-	113	0	-	0	113	214							
Total	0	0	0	0	0	0	0	0	76	0	0	76	81	308	0	0	0	389	0	468	0	0	0	468	933							
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	20.82	79.18	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-								
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.73	0.00	0.00	**0.73**	0.81	0.92	0.00	0.00	0.00	**0.92**	0.00	0.89	0.00	0.00	0.00	**0.89**	**0.91**							

Passenger Vehicles (1-3)

	Southbound						Mt Airy Church Rd						Eastbound						SC-81 (West)						Westbound						SC-81 (East)	
Time						App Total	Left 6.1		Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total		Thru 6.7	Right 6.8		U-Turn 6.9	App Total	Int Total							
1700 - 1715	-	-	-	-	-	0	0	-	12	-	0	12	17	76	-	-	0	93	-	104	0	-	0	104	209							
1715 - 1730	-	-	-	-	-	0	0	-	25	-	0	25	25	73	-	-	0	98	-	128	0	-	0	128	251							
1730 - 1745	-	-	-	-	-	0	0	-	24	-	0	24	22	84	-	-	0	106	-	114	0	-	0	114	244							
1745 - 1800	-	-	-	-	-	0	0	-	14	-	0	14	16	68	-	-	0	84	-	110	0	-	0	110	208							
Total	0	0	0	0	0	0	0	0	75	0	0	75	80	301	0	0	0	381	0	456	0	0	0	456	912							
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	21.00	79.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-								
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.75	0.00	0.00	**0.75**	0.80	0.90	0.00	0.00	0.00	**0.90**	0.00	0.89	0.00	0.00	0.00	**0.89**	**0.91**							

Single Unit Trucks (4-7)

	Southbound						Mt Airy Church Rd						Eastbound						SC-81 (West)						Westbound						SC-81 (East)	
Time						App Total	Left 6.1		Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total		Thru 6.7	Right 6.8		U-Turn 6.9	App Total	Int Total							
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	1	2	-	-	0	3	-	3	0	-	0	3	6							
1715 - 1730	-	-	-	-	-	0	0	-	1	-	0	1	0	1	-	-	0	1	-	2	0	-	0	2	4							
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	3	0	-	0	3	3							
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	2	0	-	0	2	4							
Total	0	0	0	0	0	0	0	0	1	0	0	1	1	5	0	0	0	6	0	10	0	0	0	10	17							
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	16.67	83.33	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-								
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.25	0.63	0.00	0.00	0.00	**0.50**	0.00	0.83	0.00	0.00	0.00	**0.83**	**0.71**							

Combination Trucks (8-13)

	Southbound						Mt Airy Church Rd						Eastbound						SC-81 (West)						Westbound						SC-81 (East)	
Time						App Total	Left 6.1		Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total		Thru 6.7	Right 6.8		U-Turn 6.9	App Total	Int Total							
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0							
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	1	0	-	0	1	2							
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0							
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	1	0	-	0	1	2							
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	4							
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-								
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.50**							

Bikes

	Southbound						Mt Airy Church Rd						Eastbound						SC-81 (West)						Westbound						SC-81 (East)	
Time						App Total	Left 6.1		Right 6.2		U-Turn 6.3	App Total	Left 6.4	Thru 6.5			U-Turn 6.6	App Total		Thru 6.7	Right 6.8		U-Turn 6.9	App Total	Int Total							
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0							
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0							
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0							
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0							
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0							
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-								
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**							

Classified Turn Movement Count || All vehicles

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 6

Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747155°, -82.532575°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All vehicles

	Southbound				Eastbound				Westbound				
	Mt Airy Church Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0700 - 0715	0	24	0	24	1	68	0	69	46	0	0	46	139
0715 - 0730	0	38	0	38	1	101	0	102	52	0	0	52	192
0730 - 0745	0	38	0	38	6	152	0	158	51	0	0	51	247
0745 - 0800	0	26	0	26	18	147	0	165	48	0	0	48	239
Hourly Total	0	126	0	**126**	26	468	0	**494**	197	0	0	**197**	**817**
0800 - 0815	1	16	0	17	15	120	0	135	42	0	0	42	194
0815 - 0830	0	9	0	9	12	58	0	70	35	0	0	35	114
0830 - 0845	0	10	0	10	7	65	0	72	26	0	0	26	108
0845 - 0900	0	14	0	14	7	60	0	67	49	0	0	49	130
Hourly Total	1	49	0	**50**	41	303	0	**344**	152	0	0	**152**	**546**
Grand Total	1	175	0	**176**	67	771	0	**838**	349	0	0	**349**	**1363**
Approach %	0.57	99.43	0.00	-	8.00	92.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.07	12.84	0.00	12.91	4.92	56.57	0.00	61.48	25.61	0.00	0.00	25.61	
Heavy Vehicle %	0	1	-	**1**	3	2	-	**2**	8	-	-	**8**	**3**
PHF	0.25	0.78	0.00	**0.78**	0.56	0.86	0.00	**0.85**	0.93	0.00	0.00	**0.93**	**0.88**

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All vehicles

	Southbound				Eastbound				Westbound				
	Mt Airy Church Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
1600 - 1615	0	12	0	12	14	71	0	85	81	0	0	81	178
1615 - 1630	0	7	0	7	18	74	0	92	79	0	0	79	178
1630 - 1645	0	12	0	12	19	69	0	88	115	0	0	115	215
1645 - 1700	0	5	0	5	18	66	0	84	104	0	0	104	193
Hourly Total	0	36	0	**36**	69	280	0	**349**	379	0	0	**379**	**764**
1700 - 1715	0	12	0	12	18	78	0	96	107	0	0	107	215
1715 - 1730	0	26	0	26	25	75	0	100	131	0	0	131	257
1730 - 1745	0	24	0	24	22	84	0	106	117	0	0	117	247
1745 - 1800	0	14	0	14	16	71	0	87	113	0	0	113	214
Hourly Total	0	76	0	**76**	81	308	0	**389**	468	0	0	**468**	**933**
Grand Total	0	112	0	**112**	150	588	0	**738**	847	0	0	**847**	**1697**
Approach %	0.00	100.00	0.00	-	20.33	79.67	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	6.60	0.00	6.60	8.84	34.65	0.00	43.49	49.91	0.00	0.00	49.91	
Heavy Vehicle %	-	3	-	**3**	1	4	-	**3**	2	-	-	**2**	**3**
PHF	0.00	0.73	0.00	**0.73**	0.81	0.92	0.00	**0.92**	0.89	0.00	0.00	**0.89**	**0.91**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 6

Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747155°, -82.532575°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

TIME	Southbound Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	
0700 - 0715	0	23	0	23	1	67	0	68	41	0	0	41	132
0715 - 0730	0	38	0	38	1	100	0	101	48	0	0	48	187
0730 - 0745	0	37	0	37	6	151	0	157	48	0	0	48	242
0745 - 0800	0	26	0	26	18	145	0	163	44	0	0	44	233
Hourly Total	0	124	0	**124**	26	463	0	**489**	181	0	0	**181**	**794**
0800 - 0815	1	16	0	17	15	115	0	130	38	0	0	38	185
0815 - 0830	0	9	0	9	11	57	0	68	33	0	0	33	110
0830 - 0845	0	10	0	10	6	63	0	69	26	0	0	26	105
0845 - 0900	0	14	0	14	7	58	0	65	44	0	0	44	123
Hourly Total	1	49	0	**50**	39	293	0	**332**	141	0	0	**141**	**523**
Grand Total	1	173	0	**174**	65	756	0	**821**	322	0	0	**322**	**1317**
Approach %	0.57	99.43	0.00	-	7.92	92.08	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.08	13.14	0.00	13.21	4.94	57.40	0.00	62.34	24.45	0.00	0.00	24.45	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

TIME	Southbound Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	
1600 - 1615	0	11	0	11	14	68	0	82	78	0	0	78	171
1615 - 1630	0	7	0	7	18	70	0	88	78	0	0	78	173
1630 - 1645	0	11	0	11	19	64	0	83	113	0	0	113	207
1645 - 1700	0	5	0	5	17	62	0	79	102	0	0	102	186
Hourly Total	0	34	0	**34**	68	264	0	**332**	371	0	0	**371**	**737**
1700 - 1715	0	12	0	12	17	76	0	93	104	0	0	104	209
1715 - 1730	0	25	0	25	25	73	0	98	128	0	0	128	251
1730 - 1745	0	24	0	24	22	84	0	106	114	0	0	114	244
1745 - 1800	0	14	0	14	16	68	0	84	110	0	0	110	208
Hourly Total	0	75	0	**75**	80	301	0	**381**	456	0	0	**456**	**912**
Grand Total	0	109	0	**109**	148	565	0	**713**	827	0	0	**827**	**1649**
Approach %	0.00	100.00	0.00	-	20.76	79.24	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	6.61	0.00	6.61	8.98	34.26	0.00	43.24	50.15	0.00	0.00	50.15	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 6

Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747155°, -82.532575°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Southbound				Eastbound				Westbound				
	Mt Airy Church Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0700 - 0715	0	1	0	1	0	1	0	1	5	0	0	5	7
0715 - 0730	0	0	0	0	0	1	0	1	4	0	0	4	5
0730 - 0745	0	1	0	1	0	1	0	1	3	0	0	3	5
0745 - 0800	0	0	0	0	0	2	0	2	4	0	0	4	6
Hourly Total	0	2	0	**2**	0	5	0	**5**	16	0	0	**16**	**23**
0800 - 0815	0	0	0	0	0	2	0	2	3	0	0	3	5
0815 - 0830	0	0	0	0	1	1	0	2	2	0	0	2	4
0830 - 0845	0	0	0	0	0	1	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	0	2	0	2	4	0	0	4	6
Hourly Total	0	0	0	**0**	1	6	0	**7**	9	0	0	**9**	**16**
Grand Total	0	2	0	**2**	1	11	0	**12**	25	0	0	**25**	**39**
Approach %	0.00	100.00	0.00	-	8.33	91.67	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	5.13	0.00	5.13	2.56	28.21	0.00	30.77	64.10	0.00	0.00	64.10	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Southbound				Eastbound				Westbound				
	Mt Airy Church Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	2	0	2	3	0	0	3	5
1615 - 1630	0	0	0	0	0	4	0	4	1	0	0	1	5
1630 - 1645	0	1	0	1	0	3	0	3	1	0	0	1	5
1645 - 1700	0	0	0	0	1	3	0	4	2	0	0	2	6
Hourly Total	0	1	0	**1**	1	12	0	**13**	7	0	0	**7**	**21**
1700 - 1715	0	0	0	0	1	2	0	3	3	0	0	3	6
1715 - 1730	0	1	0	1	0	1	0	1	2	0	0	2	4
1730 - 1745	0	0	0	0	0	0	0	0	3	0	0	3	3
1745 - 1800	0	0	0	0	0	2	0	2	2	0	0	2	4
Hourly Total	0	1	0	**1**	1	5	0	**6**	10	0	0	**10**	**17**
Grand Total	0	2	0	**2**	2	17	0	**19**	17	0	0	**17**	**38**
Approach %	0.00	100.00	0.00	-	10.53	89.47	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	5.26	0.00	5.26	5.26	44.74	0.00	50.00	44.74	0.00	0.00	44.74	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 6

Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747155°, -82.532575°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

TIME	Southbound Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	3	0	3	1	0	0	1	4
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	1	1	0	2	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	**0**	1	4	0	**5**	2	0	0	**2**	**7**
Grand Total	0	0	0	**0**	1	4	0	**5**	2	0	0	**2**	**7**
Approach %	0.00	0.00	0.00	-	20.00	80.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	14.29	57.14	0.00	71.43	28.57	0.00	0.00	28.57	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

TIME	Southbound Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
1600 - 1615	0	1	0	1	0	1	0	1	0	0	0	0	2
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	2	0	2	1	0	0	1	3
1645 - 1700	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	0	1	0	**1**	0	4	0	**4**	1	0	0	**1**	**6**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	1	0	1	1	0	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	1	0	1	1	0	0	1	2
Hourly Total	0	0	0	**0**	0	2	0	**2**	2	0	0	**2**	**4**
Grand Total	0	1	0	**1**	0	6	0	**6**	3	0	0	**3**	**10**
Approach %	0.00	100.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	10.00	0.00	10.00	0.00	60.00	0.00	60.00	30.00	0.00	0.00	30.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 6

Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.747155°, -82.532575°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Southbound				Eastbound				Westbound				
	Mt Airy Church Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Southbound				Eastbound				Westbound				
	Mt Airy Church Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 6

Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747155°, -82.532575°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

TIME	Southbound Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
0700 - 0715	0	1	0	1	0	1	0	1	5	0	0	5	7
0715 - 0730	0	0	0	0	0	1	0	1	4	0	0	4	5
0730 - 0745	0	1	0	1	0	1	0	1	3	0	0	3	5
0745 - 0800	0	0	0	0	0	2	0	2	4	0	0	4	6
Hourly Total	0	2	0	**2**	0	5	0	**5**	16	0	0	**16**	**23**
0800 - 0815	0	0	0	0	0	5	0	5	4	0	0	4	9
0815 - 0830	0	0	0	0	1	1	0	2	2	0	0	2	4
0830 - 0845	0	0	0	0	1	2	0	3	0	0	0	0	3
0845 - 0900	0	0	0	0	0	2	0	2	5	0	0	5	7
Hourly Total	0	0	0	**0**	2	10	0	**12**	11	0	0	**11**	**23**
Grand Total	0	2	0	**2**	2	15	0	**17**	27	0	0	**27**	**46**
Approach %	0.00	100.00	0.00	-	11.76	88.24	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	4.35	0.00	4.35	4.35	32.61	0.00	36.96	58.70	0.00	0.00	58.70	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

TIME	Southbound Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 6.1	Right 6.2	U-Turn 6.3	App Total	Left 6.4	Thru 6.5	U-Turn 6.6	App Total	Thru 6.7	Right 6.8	U-Turn 6.9	App Total	Int Total
1600 - 1615	0	1	0	1	0	3	0	3	3	0	0	3	7
1615 - 1630	0	0	0	0	0	4	0	4	1	0	0	1	5
1630 - 1645	0	1	0	1	0	5	0	5	2	0	0	2	8
1645 - 1700	0	0	0	0	1	4	0	5	2	0	0	2	7
Hourly Total	0	2	0	**2**	1	16	0	**17**	8	0	0	**8**	**27**
1700 - 1715	0	0	0	0	1	2	0	3	3	0	0	3	6
1715 - 1730	0	1	0	1	0	2	0	2	3	0	0	3	6
1730 - 1745	0	0	0	0	0	0	0	0	3	0	0	3	3
1745 - 1800	0	0	0	0	0	3	0	3	3	0	0	3	6
Hourly Total	0	1	0	**1**	1	7	0	**8**	12	0	0	**12**	**21**
Grand Total	0	3	0	**3**	2	23	0	**25**	20	0	0	**20**	**48**
Approach %	0.00	100.00	0.00	-	8.00	92.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	6.25	0.00	6.25	4.17	47.92	0.00	52.08	41.67	0.00	0.00	41.67	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 6

Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.747155°, -82.532575°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

TIME	Southbound Mt Airy Church Rd EB 6c	Southbound Mt Airy Church Rd WB 6d	Southbound Mt Airy Church Rd App Total	Eastbound SC-81 (West) NB 6e	Eastbound SC-81 (West) SB 6f	Eastbound SC-81 (West) App Total	Westbound SC-81 (East) NB 6g	Westbound SC-81 (East) SB 6h	Westbound SC-81 (East) App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

TIME	Southbound Mt Airy Church Rd EB 6c	Southbound Mt Airy Church Rd WB 6d	Southbound Mt Airy Church Rd App Total	Eastbound SC-81 (West) NB 6e	Eastbound SC-81 (West) SB 6f	Eastbound SC-81 (West) App Total	Westbound SC-81 (East) NB 6g	Westbound SC-81 (East) SB 6h	Westbound SC-81 (East) App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 6

Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.747155°, -82.532575°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound Mt Airy Church Rd EB 6c	Southbound Mt Airy Church Rd WB 6d	Southbound Mt Airy Church Rd App Total	Eastbound SC-81 (West) NB 6e	Eastbound SC-81 (West) SB 6f	Eastbound SC-81 (West) App Total	Westbound SC-81 (East) NB 6g	Westbound SC-81 (East) SB 6h	Westbound SC-81 (East) App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound Mt Airy Church Rd EB 6c	Southbound Mt Airy Church Rd WB 6d	Southbound Mt Airy Church Rd App Total	Eastbound SC-81 (West) NB 6e	Eastbound SC-81 (West) SB 6f	Eastbound SC-81 (West) App Total	Westbound SC-81 (East) NB 6g	Westbound SC-81 (East) SB 6h	Westbound SC-81 (East) App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 6

Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.747155°, -82.532575°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Southbound			Eastbound			Westbound			
	Mt Airy Church Rd			SC-81 (West)			SC-81 (East)			
TIME	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Southbound			Eastbound			Westbound			
	Mt Airy Church Rd			SC-81 (West)			SC-81 (East)			
TIME	EB 6c	WB 6d	App Total	NB 6e	SB 6f	App Total	NB 6g	SB 6h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	SC-81 (West) Eastbound			SC-81 (East) Westbound			Northbound			Mt Airy Church Rd Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	1	68	0	0	46	0	0	0	0	0	0	24	139
07:15 AM - 07:30 AM	1	101	0	0	52	0	0	0	0	0	0	38	192
07:30 AM - 07:45 AM	6	152	0	0	51	0	0	0	0	0	0	38	247
07:45 AM - 08:00 AM	18	147	0	0	48	0	0	0	0	0	0	26	239
08:00 AM - 08:15 AM	15	120	0	0	42	0	0	0	0	1	0	16	194
08:15 AM - 08:30 AM	12	58	0	0	35	0	0	0	0	0	0	9	114
08:30 AM - 08:45 AM	7	65	0	0	26	0	0	0	0	0	0	10	108
08:45 AM - 09:00 AM	7	60	0	0	49	0	0	0	0	0	0	14	130
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	14	71	0	0	81	0	0	0	0	0	0	12	178
04:15 PM - 04:30 PM	18	74	0	0	79	0	0	0	0	0	0	7	178
04:30 PM - 04:45 PM	19	69	0	0	115	0	0	0	0	0	0	12	215
04:45 PM - 05:00 PM	18	66	0	0	104	0	0	0	0	0	0	5	193
05:00 PM - 05:15 PM	18	78	0	0	107	0	0	0	0	0	0	12	215
05:15 PM - 05:30 PM	25	75	0	0	131	0	0	0	0	0	0	26	257
05:30 PM - 05:45 PM	22	84	0	0	117	0	0	0	0	0	0	24	247
05:45 PM - 06:00 PM	16	71	0	0	113	0	0	0	0	0	0	14	214
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

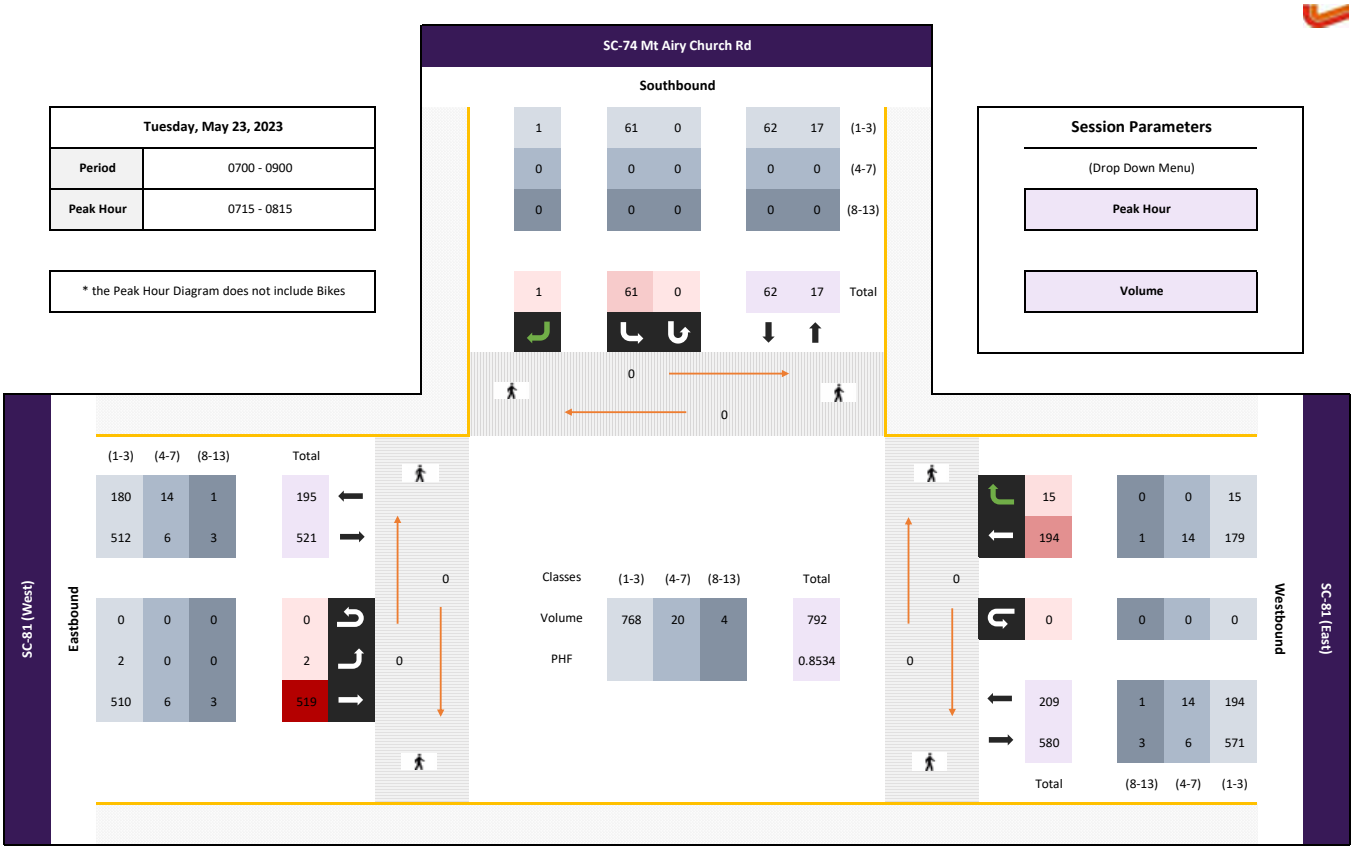
Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Southbound						SC-74 Mt Airy Church Rd						Eastbound						SC-81 (West)	Westbound						SC-81 (East)	
Time						App Total	Left 7.1		Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5			U-Turn 7.6	App Total		Thru 7.7	Right 7.8		U-Turn 7.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	15	-	0	-	0	15	0	101	-	-	0	101	-	52	1	-	0	53	169
0730 - 0745	-	-	-	-	-	0	28	-	0	-	0	28	0	150	-	-	0	150	-	52	2	-	0	54	232
0745 - 0800	-	-	-	-	-	0	9	-	1	-	0	10	1	150	-	-	0	151	-	46	8	-	0	54	215
0800 - 0815	-	-	-	-	-	0	9	-	0	-	0	9	1	118	-	-	0	119	-	44	4	-	0	48	176
Total	0	0	0	0	0	0	61	0	1	0	0	62	2	519	0	0	0	521	0	194	15	0	0	209	792
Approach %	0.00	0.00	0.00	0.00	0.00	-	98.39	0.00	1.61	0.00	0.00	-	0.38	99.62	0.00	0.00	0.00	-	0.00	92.82	7.18	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.54	0.00	0.25	0.00	0.00	**0.55**	0.50	0.87	0.00	0.00	0.00	**0.86**	0.00	0.93	0.47	0.00	0.00	**0.97**	**0.85**

Passenger Vehicles (1-3)

	Southbound						SC-74 Mt Airy Church Rd						Eastbound						SC-81 (West)	Westbound						SC-81 (East)	
Time						App Total	Left 7.1		Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5			U-Turn 7.6	App Total		Thru 7.7	Right 7.8		U-Turn 7.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	15	-	0	-	0	15	0	100	-	-	0	100	-	48	1	-	0	49	164
0730 - 0745	-	-	-	-	-	0	28	-	0	-	0	28	0	149	-	-	0	149	-	49	2	-	0	51	228
0745 - 0800	-	-	-	-	-	0	9	-	1	-	0	10	1	148	-	-	0	149	-	42	8	-	0	50	209
0800 - 0815	-	-	-	-	-	0	9	-	0	-	0	9	1	113	-	-	0	114	-	40	4	-	0	44	167
Total	0	0	0	0	0	0	61	0	1	0	0	62	2	510	0	0	0	512	0	179	15	0	0	194	768
Approach %	0.00	0.00	0.00	0.00	0.00	-	98.39	0.00	1.61	0.00	0.00	-	0.39	99.61	0.00	0.00	0.00	-	0.00	92.27	7.73	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.54	0.00	0.25	0.00	0.00	**0.55**	0.50	0.86	0.00	0.00	0.00	**0.86**	0.00	0.91	0.47	0.00	0.00	**0.95**	**0.84**

Single Unit Trucks (4-7)

	Southbound						SC-74 Mt Airy Church Rd						Eastbound						SC-81 (West)	Westbound						SC-81 (East)	
Time						App Total	Left 7.1		Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5			U-Turn 7.6	App Total		Thru 7.7	Right 7.8		U-Turn 7.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	4	0	-	0	4	5
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	3	0	-	0	3	4
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	4	0	-	0	4	6
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	3	0	-	0	3	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	14	0	0	0	14	20
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.88	0.00	0.00	0.00	**0.88**	**0.83**

Combination Trucks (8-13)

	Southbound						SC-74 Mt Airy Church Rd						Eastbound						SC-81 (West)	Westbound						SC-81 (East)	
Time						App Total	Left 7.1		Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5			U-Turn 7.6	App Total		Thru 7.7	Right 7.8		U-Turn 7.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	1	0	-	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	0	1	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.25**

Bikes

	Southbound						SC-74 Mt Airy Church Rd						Eastbound						SC-81 (West)	Westbound						SC-81 (East)	
Time						App Total	Left 7.1		Right 7.2		U-Turn 7.3	App Total	Left 7.4	Thru 7.5			U-Turn 7.6	App Total		Thru 7.7	Right 7.8		U-Turn 7.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

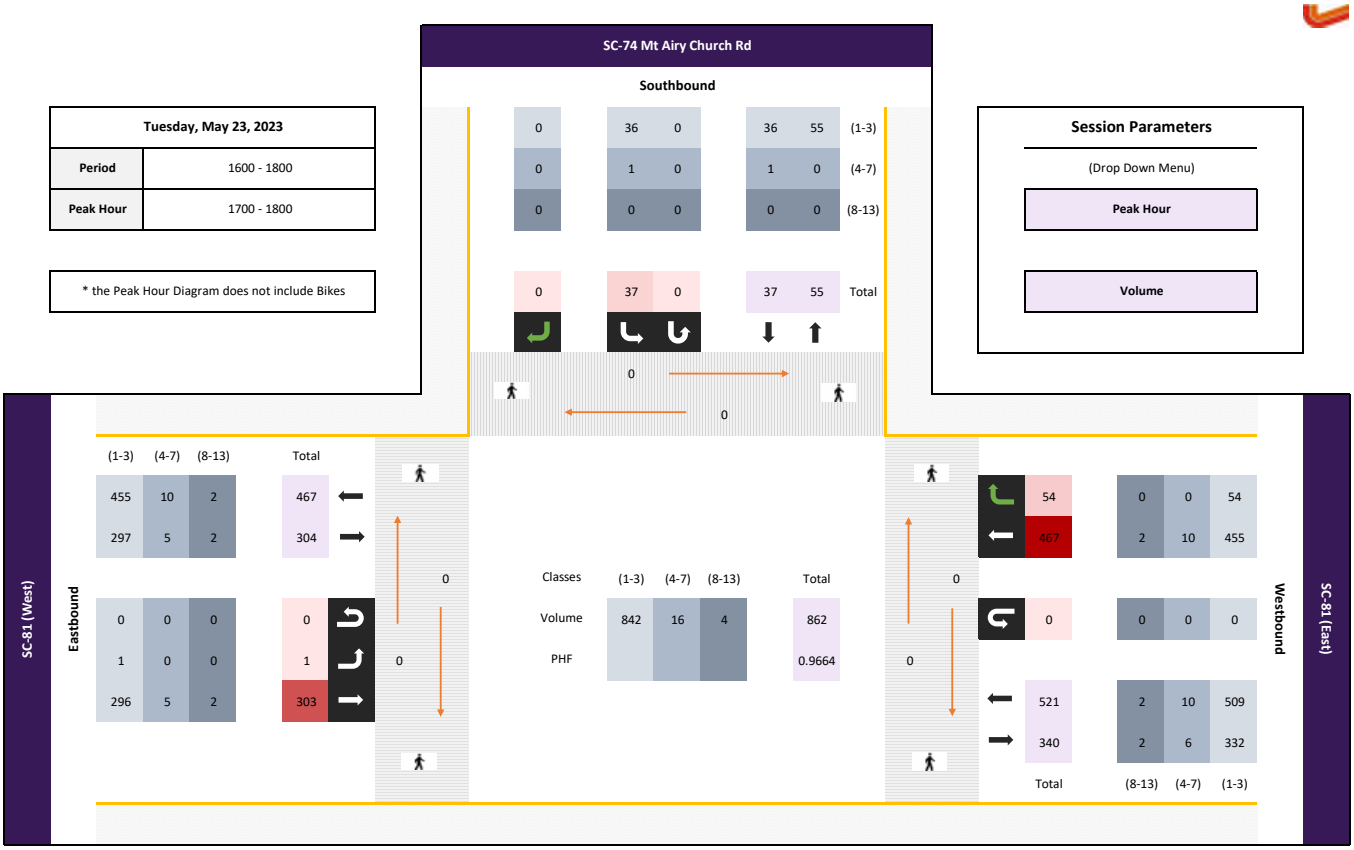
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

							Southbound						Eastbound						Westbound						
							SC-74 Mt Airy Church Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	7.1		7.2		7.3	Total	7.4	7.5			7.6	Total		7.7	7.8		7.9	Total	Total
1700 - 1715	-	-	-	-	-	0	10	-	0	-	0	10	0	80	-	-	0	80	-	105	20	-	0	125	215
1715 - 1730	-	-	-	-	-	0	6	-	0	-	0	6	0	75	-	-	0	75	-	129	13	-	0	142	223
1730 - 1745	-	-	-	-	-	0	6	-	0	-	0	6	1	83	-	-	0	84	-	123	10	-	0	133	223
1745 - 1800	-	-	-	-	-	0	15	-	0	-	0	15	0	65	-	-	0	65	-	110	11	-	0	121	201
Total	0	0	0	0	0	0	37	0	0	0	0	37	1	303	0	0	0	304	0	467	54	0	0	521	862
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.33	99.67	0.00	0.00	0.00	-	0.00	89.64	10.36	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.62	0.00	0.00	0.00	0.00	**0.62**	0.25	0.91	0.00	0.00	0.00	**0.90**	0.00	0.91	0.68	0.00	0.00	**0.92**	**0.97**

Passenger Vehicles (1-3)

							Southbound						Eastbound						Westbound						
							SC-74 Mt Airy Church Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	7.1		7.2		7.3	Total	7.4	7.5			7.6	Total		7.7	7.8		7.9	Total	Total
1700 - 1715	-	-	-	-	-	0	10	-	0	-	0	10	0	77	-	-	0	77	-	102	20	-	0	122	209
1715 - 1730	-	-	-	-	-	0	5	-	0	-	0	5	0	74	-	-	0	74	-	126	13	-	0	139	218
1730 - 1745	-	-	-	-	-	0	6	-	0	-	0	6	1	83	-	-	0	84	-	118	10	-	0	128	218
1745 - 1800	-	-	-	-	-	0	15	-	0	-	0	15	0	62	-	-	0	62	-	109	11	-	0	120	197
Total	0	0	0	0	0	0	36	0	0	0	0	36	1	296	0	0	0	297	0	455	54	0	0	509	842
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.34	99.66	0.00	0.00	0.00	-	0.00	89.39	10.61	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.60	0.00	0.00	0.00	0.00	**0.60**	0.25	0.89	0.00	0.00	0.00	**0.88**	0.00	0.90	0.68	0.00	0.00	**0.92**	**0.97**

Single Unit Trucks (4-7)

							Southbound						Eastbound						Westbound						
							SC-74 Mt Airy Church Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	7.1		7.2		7.3	Total	7.4	7.5			7.6	Total		7.7	7.8		7.9	Total	Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	3	0	-	0	3	5
1715 - 1730	-	-	-	-	-	0	1	-	0	-	0	1	0	1	-	-	0	1	-	2	0	-	0	2	4
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	4	0	-	0	4	4
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	1	0	-	0	1	3
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	5	0	0	0	5	0	10	0	0	0	10	16
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.63	0.00	0.00	0.00	**0.63**	**0.80**

Combination Trucks (8-13)

							Southbound						Eastbound						Westbound						
							SC-74 Mt Airy Church Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	7.1		7.2		7.3	Total	7.4	7.5			7.6	Total		7.7	7.8		7.9	Total	Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	0	0	-	0	0	1
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	1	0	-	0	1	1
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	1	0	-	0	1	1
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	**1.00**

Bikes

							Southbound						Eastbound						Westbound						
							SC-74 Mt Airy Church Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	7.1		7.2		7.3	Total	7.4	7.5			7.6	Total		7.7	7.8		7.9	Total	Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 7

SC-74 Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747422°, -82.528144°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All vehicles

	Southbound				Eastbound				Westbound				
	SC-74 Mt Airy Church Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Left 7.4	Thru 7.5	U-Turn 7.6	App Total	Thru 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	10	0	0	10	0	66	0	66	46	2	0	48	124
0715 - 0730	15	0	0	15	0	101	0	101	52	1	0	53	169
0730 - 0745	28	0	0	28	0	150	0	150	52	2	0	54	232
0745 - 0800	9	1	0	10	1	150	0	151	46	8	0	54	215
Hourly Total	62	1	0	**63**	1	467	0	**468**	196	13	0	**209**	**740**
0800 - 0815	9	0	0	9	1	118	0	119	44	4	0	48	176
0815 - 0830	5	0	0	5	0	59	0	59	33	11	0	44	108
0830 - 0845	11	0	0	11	0	65	0	65	27	2	0	29	105
0845 - 0900	8	0	0	8	0	59	0	59	50	3	0	53	120
Hourly Total	33	0	0	**33**	1	301	0	**302**	154	20	0	**174**	**509**
Grand Total	95	1	0	**96**	2	768	0	**770**	350	33	0	**383**	**1249**
Approach %	98.96	1.04	0.00	-	0.26	99.74	0.00	-	91.38	8.62	0.00	-	
Intersection %	7.61	0.08	0.00	7.69	0.16	61.49	0.00	61.65	28.02	2.64	0.00	30.66	
Heavy Vehicle %	0	0	-	**0**	0	2	-	**2**	8	0	-	**7**	**3**
PHF	0.54	0.25	0.00	**0.55**	0.50	0.87	0.00	**0.86**	0.93	0.47	0.00	**0.97**	**0.85**

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All vehicles

	Southbound				Eastbound				Westbound				
	SC-74 Mt Airy Church Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Left 7.4	Thru 7.5	U-Turn 7.6	App Total	Thru 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	12	0	0	12	1	70	0	71	88	7	0	95	178
1615 - 1630	3	0	0	3	0	70	0	70	75	12	0	87	160
1630 - 1645	6	1	0	7	0	71	0	71	109	8	0	117	195
1645 - 1700	2	0	0	2	0	68	0	68	108	12	0	120	190
Hourly Total	23	1	0	**24**	1	279	0	**280**	380	39	0	**419**	**723**
1700 - 1715	10	0	0	10	0	80	0	80	105	20	0	125	215
1715 - 1730	6	0	0	6	0	75	0	75	129	13	0	142	223
1730 - 1745	6	0	0	6	1	83	0	84	123	10	0	133	223
1745 - 1800	15	0	0	15	0	65	0	65	110	11	0	121	201
Hourly Total	37	0	0	**37**	1	303	0	**304**	467	54	0	**521**	**862**
Grand Total	60	1	0	**61**	2	582	0	**584**	847	93	0	**940**	**1585**
Approach %	98.36	1.64	0.00	-	0.34	99.66	0.00	-	90.11	9.89	0.00	-	
Intersection %	3.79	0.06	0.00	3.85	0.13	36.72	0.00	36.85	53.44	5.87	0.00	59.31	
Heavy Vehicle %	2	0	-	**2**	0	4	-	**4**	2	0	-	**2**	**3**
PHF	0.62	0.00	0.00	**0.62**	0.25	0.91	0.00	**0.90**	0.91	0.68	0.00	**0.92**	**0.97**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 7

SC-74 Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747422°, -82.528144°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

TIME	Southbound SC-74 Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Left 7.4	Thru 7.5	U-Turn 7.6	App Total	Thru 7.7	Right 7.8	U-Turn 7.9	App Total	
0700 - 0715	10	0	0	10	0	65	0	65	41	2	0	43	118
0715 - 0730	15	0	0	15	0	100	0	100	48	1	0	49	164
0730 - 0745	28	0	0	28	0	149	0	149	49	2	0	51	228
0745 - 0800	9	1	0	10	1	148	0	149	42	8	0	50	209
Hourly Total	62	1	0	**63**	1	462	0	**463**	180	13	0	**193**	**719**
0800 - 0815	9	0	0	9	1	113	0	114	40	4	0	44	167
0815 - 0830	5	0	0	5	0	57	0	57	31	11	0	42	104
0830 - 0845	11	0	0	11	0	64	0	64	27	2	0	29	104
0845 - 0900	8	0	0	8	0	57	0	57	45	3	0	48	113
Hourly Total	33	0	0	**33**	1	291	0	**292**	143	20	0	**163**	**488**
Grand Total	95	1	0	**96**	2	753	0	**755**	323	33	0	**356**	**1207**
Approach %	98.96	1.04	0.00	-	0.26	99.74	0.00	-	90.73	9.27	0.00	-	
Intersection %	7.87	0.08	0.00	7.95	0.17	62.39	0.00	62.55	26.76	2.73	0.00	29.49	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

TIME	Southbound SC-74 Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Left 7.4	Thru 7.5	U-Turn 7.6	App Total	Thru 7.7	Right 7.8	U-Turn 7.9	App Total	
1600 - 1615	12	0	0	12	1	67	0	68	85	7	0	92	172
1615 - 1630	3	0	0	3	0	66	0	66	73	12	0	85	154
1630 - 1645	6	1	0	7	0	66	0	66	108	8	0	116	189
1645 - 1700	2	0	0	2	0	64	0	64	106	12	0	118	184
Hourly Total	23	1	0	**24**	1	263	0	**264**	372	39	0	**411**	**699**
1700 - 1715	10	0	0	10	0	77	0	77	102	20	0	122	209
1715 - 1730	5	0	0	5	0	74	0	74	126	13	0	139	218
1730 - 1745	6	0	0	6	1	83	0	84	118	10	0	128	218
1745 - 1800	15	0	0	15	0	62	0	62	109	11	0	120	197
Hourly Total	36	0	0	**36**	1	296	0	**297**	455	54	0	**509**	**842**
Grand Total	59	1	0	**60**	2	559	0	**561**	827	93	0	**920**	**1541**
Approach %	98.33	1.67	0.00	-	0.36	99.64	0.00	-	89.89	10.11	0.00	-	
Intersection %	3.83	0.06	0.00	3.89	0.13	36.28	0.00	36.40	53.67	6.04	0.00	59.70	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 7

SC-74 Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.747422°, -82.528144°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

TIME	Southbound SC-74 Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Left 7.4	Thru 7.5	U-Turn 7.6	App Total	Thru 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	1	0	1	5	0	0	5	6
0715 - 0730	0	0	0	0	0	1	0	1	4	0	0	4	5
0730 - 0745	0	0	0	0	0	1	0	1	3	0	0	3	4
0745 - 0800	0	0	0	0	0	2	0	2	4	0	0	4	6
Hourly Total	0	0	0	**0**	0	5	0	**5**	16	0	0	**16**	**21**
0800 - 0815	0	0	0	0	0	2	0	2	3	0	0	3	5
0815 - 0830	0	0	0	0	0	1	0	1	2	0	0	2	3
0830 - 0845	0	0	0	0	0	1	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	0	2	0	2	4	0	0	4	6
Hourly Total	0	0	0	**0**	0	6	0	**6**	9	0	0	**9**	**15**
Grand Total	0	0	0	**0**	0	11	0	**11**	25	0	0	**25**	**36**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	30.56	0.00	30.56	69.44	0.00	0.00	69.44	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

TIME	Southbound SC-74 Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Left 7.4	Thru 7.5	U-Turn 7.6	App Total	Thru 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	2	0	2	3	0	0	3	5
1615 - 1630	0	0	0	0	0	4	0	4	2	0	0	2	6
1630 - 1645	0	0	0	0	0	3	0	3	0	0	0	0	3
1645 - 1700	0	0	0	0	0	3	0	3	2	0	0	2	5
Hourly Total	0	0	0	**0**	0	12	0	**12**	7	0	0	**7**	**19**
1700 - 1715	0	0	0	0	0	2	0	2	3	0	0	3	5
1715 - 1730	1	0	0	1	0	1	0	1	2	0	0	2	4
1730 - 1745	0	0	0	0	0	0	0	0	4	0	0	4	4
1745 - 1800	0	0	0	0	0	2	0	2	1	0	0	1	3
Hourly Total	1	0	0	**1**	0	5	0	**5**	10	0	0	**10**	**16**
Grand Total	1	0	0	**1**	0	17	0	**17**	17	0	0	**17**	**35**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	2.86	0.00	0.00	2.86	0.00	48.57	0.00	48.57	48.57	0.00	0.00	48.57	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 7

SC-74 Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747422°, -82.528144°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

TIME	Southbound SC-74 Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Left 7.4	Thru 7.5	U-Turn 7.6	App Total	Thru 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	3	0	3	1	0	0	1	4
0815 - 0830	0	0	0	0	0	1	0	1	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	**0**	0	4	0	**4**	2	0	0	**2**	**6**
Grand Total	0	0	0	**0**	0	4	0	**4**	2	0	0	**2**	**6**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	66.67	0.00	66.67	33.33	0.00	0.00	33.33	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

TIME	Southbound SC-74 Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Left 7.4	Thru 7.5	U-Turn 7.6	App Total	Thru 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	1	0	1	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	2	0	2	1	0	0	1	3
1645 - 1700	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	0	4	0	**4**	1	0	0	**1**	**5**
1700 - 1715	0	0	0	0	0	1	0	1	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	0	2	0	**2**	2	0	0	**2**	**4**
Grand Total	0	0	0	**0**	0	6	0	**6**	3	0	0	**3**	**9**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	66.67	0.00	66.67	33.33	0.00	0.00	33.33	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 7

SC-74 Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747422°, -82.528144°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound SC-74 Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Left 7.4	Thru 7.5	U-Turn 7.6	App Total	Thru 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound SC-74 Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Left 7.4	Thru 7.5	U-Turn 7.6	App Total	Thru 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 7

SC-74 Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747422°, -82.528144°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

TIME	Southbound SC-74 Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Left 7.4	Thru 7.5	U-Turn 7.6	App Total	Thru 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	1	0	1	5	0	0	5	6
0715 - 0730	0	0	0	0	0	1	0	1	4	0	0	4	5
0730 - 0745	0	0	0	0	0	1	0	1	3	0	0	3	4
0745 - 0800	0	0	0	0	0	2	0	2	4	0	0	4	6
Hourly Total	0	0	0	**0**	0	5	0	**5**	16	0	0	**16**	**21**
0800 - 0815	0	0	0	0	0	5	0	5	4	0	0	4	9
0815 - 0830	0	0	0	0	0	2	0	2	2	0	0	2	4
0830 - 0845	0	0	0	0	0	1	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	0	2	0	2	5	0	0	5	7
Hourly Total	0	0	0	**0**	0	10	0	**10**	11	0	0	**11**	**21**
Grand Total	0	0	0	**0**	0	15	0	**15**	27	0	0	**27**	**42**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	35.71	0.00	35.71	64.29	0.00	0.00	64.29	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

TIME	Southbound SC-74 Mt Airy Church Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 7.1	Right 7.2	U-Turn 7.3	App Total	Left 7.4	Thru 7.5	U-Turn 7.6	App Total	Thru 7.7	Right 7.8	U-Turn 7.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	3	0	3	3	0	0	3	6
1615 - 1630	0	0	0	0	0	4	0	4	2	0	0	2	6
1630 - 1645	0	0	0	0	0	5	0	5	1	0	0	1	6
1645 - 1700	0	0	0	0	0	4	0	4	2	0	0	2	6
Hourly Total	0	0	0	**0**	0	16	0	**16**	8	0	0	**8**	**24**
1700 - 1715	0	0	0	0	0	3	0	3	3	0	0	3	6
1715 - 1730	1	0	0	1	0	1	0	1	3	0	0	3	5
1730 - 1745	0	0	0	0	0	0	0	0	5	0	0	5	5
1745 - 1800	0	0	0	0	0	3	0	3	1	0	0	1	4
Hourly Total	1	0	0	**1**	0	7	0	**7**	12	0	0	**12**	**20**
Grand Total	1	0	0	**1**	0	23	0	**23**	20	0	0	**20**	**44**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	2.27	0.00	0.00	2.27	0.00	52.27	0.00	52.27	45.45	0.00	0.00	45.45	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 7

SC-74 Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.747422°, -82.528144°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

TIME	Southbound SC-74 Mt Airy Church Rd EB 7c	WB 7d	App Total	Eastbound SC-81 (West) NB 7e	SB 7f	App Total	Westbound SC-81 (East) NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

TIME	Southbound SC-74 Mt Airy Church Rd EB 7c	WB 7d	App Total	Eastbound SC-81 (West) NB 7e	SB 7f	App Total	Westbound SC-81 (East) NB 7g	SB 7h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 7

SC-74 Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.747422°, -82.528144°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound SC-74 Mt Airy Church Rd EB 7c	WB 7d	App Total	Eastbound SC-81 (West) NB 7e	SB 7f	App Total	Westbound SC-81 (East) NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound SC-74 Mt Airy Church Rd EB 7c	WB 7d	App Total	Eastbound SC-81 (West) NB 7e	SB 7f	App Total	Westbound SC-81 (East) NB 7g	SB 7h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 7

SC-74 Mt Airy Church Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.747422°, -82.528144°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

TIME	Southbound SC-74 Mt Airy Church Rd EB 7c	WB 7d	App Total	Eastbound SC-81 (West) NB 7e	SB 7f	App Total	Westbound SC-81 (East) NB 7g	SB 7h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

TIME	Southbound SC-74 Mt Airy Church Rd EB 7c	WB 7d	App Total	Eastbound SC-81 (West) NB 7e	SB 7f	App Total	Westbound SC-81 (East) NB 7g	SB 7h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	SC-81 (West) Eastbound			SC-81 (East) Westbound			Northbound			SC-74 Mt Airy Church Rd Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	66	0	0	46	2	0	0	0	10	0	0	124
07:15 AM - 07:30 AM	0	101	0	0	52	1	0	0	0	15	0	0	169
07:30 AM - 07:45 AM	0	150	0	0	52	2	0	0	0	28	0	0	232
07:45 AM - 08:00 AM	1	150	0	0	46	8	0	0	0	9	0	1	215
08:00 AM - 08:15 AM	1	118	0	0	44	4	0	0	0	9	0	0	176
08:15 AM - 08:30 AM	0	59	0	0	33	11	0	0	0	5	0	0	108
08:30 AM - 08:45 AM	0	65	0	0	27	2	0	0	0	11	0	0	105
08:45 AM - 09:00 AM	0	59	0	0	50	3	0	0	0	8	0	0	120
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	1	70	0	0	88	7	0	0	0	12	0	0	178
04:15 PM - 04:30 PM	0	70	0	0	75	12	0	0	0	3	0	0	160
04:30 PM - 04:45 PM	0	71	0	0	109	8	0	0	0	6	0	1	195
04:45 PM - 05:00 PM	0	68	0	0	108	12	0	0	0	2	0	0	190
05:00 PM - 05:15 PM	0	80	0	0	105	20	0	0	0	10	0	0	215
05:15 PM - 05:30 PM	0	75	0	0	129	13	0	0	0	6	0	0	223
05:30 PM - 05:45 PM	1	83	0	0	123	10	0	0	0	6	0	0	223
05:45 PM - 06:00 PM	0	65	0	0	110	11	0	0	0	15	0	0	201
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

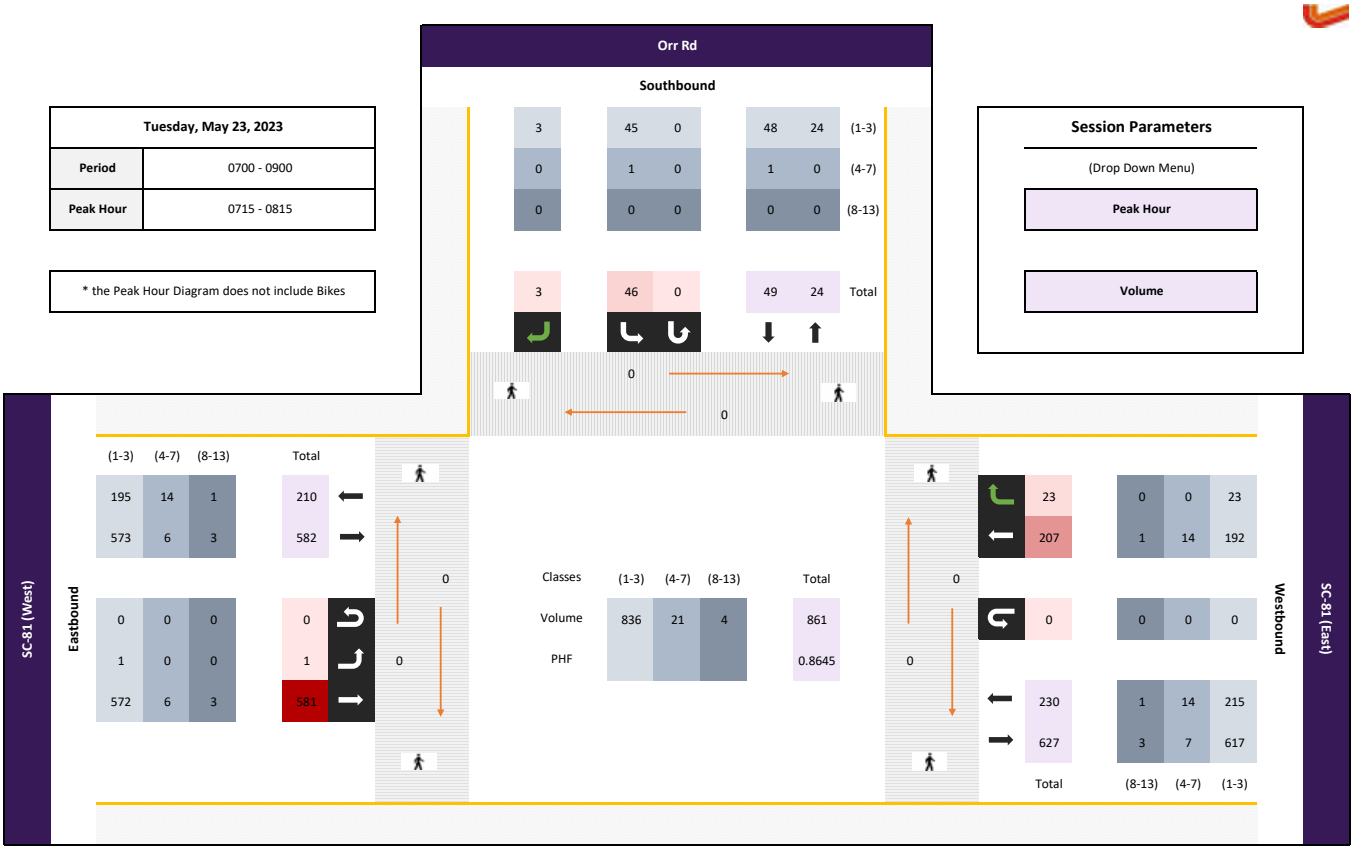
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Southbound												Eastbound						Westbound						
							Orr Rd						SC-81 (West)						SC-81 (East)						
Time						App Total	Left 8.1		Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5			U-Turn 8.6	App Total		Thru 8.7	Right 8.8		U-Turn 8.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	9	-	2	-	0	11	0	116	-	-	0	116	-	53	8	-	0	61	188
0730 - 0745	-	-	-	-	-	0	16	-	1	-	0	17	0	178	-	-	0	178	-	52	2	-	0	54	249
0745 - 0800	-	-	-	-	-	0	13	-	0	-	0	13	1	159	-	-	0	160	-	54	8	-	0	62	235
0800 - 0815	-	-	-	-	-	0	8	-	0	-	0	8	0	128	-	-	0	128	-	48	5	-	0	53	189
Total	0	0	0	0	0	0	46	0	3	0	0	49	1	581	0	0	0	582	0	207	23	0	0	230	861
Approach %	0.00	0.00	0.00	0.00	0.00	-	93.88	0.00	6.12	0.00	0.00	-	0.17	99.83	0.00	0.00	0.00	-	0.00	90.00	10.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.72	0.00	0.38	0.00	0.00	**0.72**	0.25	0.82	0.00	0.00	0.00	**0.82**	0.00	0.96	0.72	0.00	0.00	**0.93**	**0.86**

Passenger Vehicles (1-3)

	Southbound												Eastbound						Westbound						
							Orr Rd						SC-81 (West)						SC-81 (East)						
Time						App Total	Left 8.1		Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5			U-Turn 8.6	App Total		Thru 8.7	Right 8.8		U-Turn 8.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	9	-	2	-	0	11	0	115	-	-	0	115	-	50	8	-	0	58	184
0730 - 0745	-	-	-	-	-	0	16	-	1	-	0	17	0	177	-	-	0	177	-	50	2	-	0	52	246
0745 - 0800	-	-	-	-	-	0	13	-	0	-	0	13	1	157	-	-	0	158	-	48	8	-	0	56	227
0800 - 0815	-	-	-	-	-	0	7	-	0	-	0	7	0	123	-	-	0	123	-	44	5	-	0	49	179
Total	0	0	0	0	0	0	45	0	3	0	0	48	1	572	0	0	0	573	0	192	23	0	0	215	836
Approach %	0.00	0.00	0.00	0.00	0.00	-	93.75	0.00	6.25	0.00	0.00	-	0.17	99.83	0.00	0.00	0.00	-	0.00	89.30	10.70	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.70	0.00	0.38	0.00	0.00	**0.71**	0.25	0.81	0.00	0.00	0.00	**0.81**	0.00	0.96	0.72	0.00	0.00	**0.93**	**0.85**

Single Unit Trucks (4-7)

	Southbound												Eastbound						Westbound						
							Orr Rd						SC-81 (West)						SC-81 (East)						
Time						App Total	Left 8.1		Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5			U-Turn 8.6	App Total		Thru 8.7	Right 8.8		U-Turn 8.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	3	0	-	0	3	4
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	2	0	-	0	2	3
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	6	0	-	0	6	8
0800 - 0815	-	-	-	-	-	0	1	-	0	-	0	1	0	2	-	-	0	2	-	3	0	-	0	3	6
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	6	0	0	0	6	0	14	0	0	0	14	21
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.58	0.00	0.00	0.00	**0.58**	**0.66**

Combination Trucks (8-13)

	Southbound												Eastbound						Westbound						
							Orr Rd						SC-81 (West)						SC-81 (East)						
Time						App Total	Left 8.1		Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5			U-Turn 8.6	App Total		Thru 8.7	Right 8.8		U-Turn 8.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	1	0	-	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	0	1	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.25**

Bikes

	Southbound												Eastbound						Westbound						
							Orr Rd						SC-81 (West)						SC-81 (East)						
Time						App Total	Left 8.1		Right 8.2		U-Turn 8.3	App Total	Left 8.4	Thru 8.5			U-Turn 8.6	App Total		Thru 8.7	Right 8.8		U-Turn 8.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

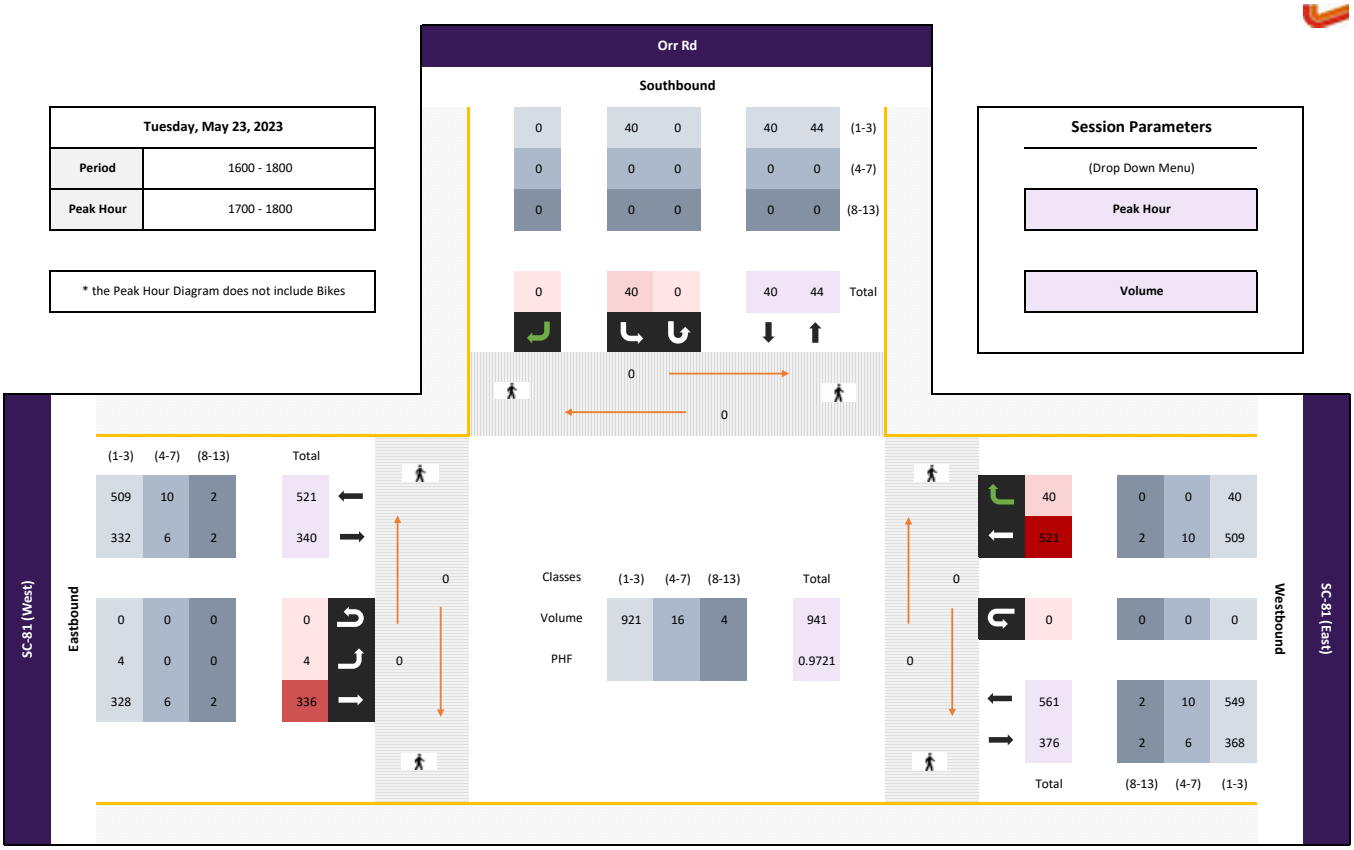
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Southbound												Eastbound												Westbound											
							Orr Rd						SC-81 (West)												SC-81 (East)											
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App							Thru	Right		U-Turn	App	Int					
Time						Total	8.1		8.2		8.3	Total	8.4	8.5			8.6	Total							8.7	8.8		8.9	Total	Total					
1700 - 1715	-	-	-	-	-	0	9	-	0	-	0	9	3	87	-	-	0	90	-	125	9	-	0	134	233										
1715 - 1730	-	-	-	-	-	0	7	-	0	-	0	7	1	79	-	-	0	80	-	140	11	-	0	151	238										
1730 - 1745	-	-	-	-	-	0	9	-	0	-	0	9	0	90	-	-	0	90	-	134	9	-	0	143	242										
1745 - 1800	-	-	-	-	-	0	15	-	0	-	0	15	0	80	-	-	0	80	-	122	11	-	0	133	228										
Total	0	0	0	0	0	0	40	0	0	0	0	40	4	336	0	0	0	340	0	521	40	0	0	561	941										
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	1.18	98.82	0.00	0.00	0.00	-	0.00	92.87	7.13	0.00	0.00	-											
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.67	0.00	0.00	0.00	0.00	**0.67**	0.33	0.93	0.00	0.00	0.00	**0.94**	0.00	0.93	0.91	0.00	0.00	**0.93**	**0.97**										

Passenger Vehicles (1-3)

	Southbound												Eastbound												Westbound											
							Orr Rd						SC-81 (West)												SC-81 (East)											
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App							Thru	Right		U-Turn	App	Int					
Time						Total	8.1		8.2		8.3	Total	8.4	8.5			8.6	Total							8.7	8.8		8.9	Total	Total					
1700 - 1715	-	-	-	-	-	0	9	-	0	-	0	9	3	85	-	-	0	88	-	121	9	-	0	130	227										
1715 - 1730	-	-	-	-	-	0	7	-	0	-	0	7	1	78	-	-	0	79	-	135	11	-	0	146	232										
1730 - 1745	-	-	-	-	-	0	9	-	0	-	0	9	0	88	-	-	0	88	-	132	9	-	0	141	238										
1745 - 1800	-	-	-	-	-	0	15	-	0	-	0	15	0	77	-	-	0	77	-	121	11	-	0	132	224										
Total	0	0	0	0	0	0	40	0	0	0	0	40	4	328	0	0	0	332	0	509	40	0	0	549	921										
Approach %	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	1.20	98.80	0.00	0.00	0.00	-	0.00	92.71	7.29	0.00	0.00	-											
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.67	0.00	0.00	0.00	0.00	**0.67**	0.33	0.93	0.00	0.00	0.00	**0.94**	0.00	0.94	0.91	0.00	0.00	**0.94**	**0.97**										

Single Unit Trucks (4-7)

	Southbound												Eastbound												Westbound											
							Orr Rd						SC-81 (West)												SC-81 (East)											
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App							Thru	Right		U-Turn	App	Int					
Time						Total	8.1		8.2		8.3	Total	8.4	8.5			8.6	Total							8.7	8.8		8.9	Total	Total					
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	3	0	-	0	3	4										
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	4	0	-	0	4	5										
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	2	0	-	0	2	4										
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	1	0	-	0	1	3										
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	10	0	0	0	10	16										
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-											
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.63	0.00	0.00	0.00	**0.63**	**0.80**										

Combination Trucks (8-13)

	Southbound												Eastbound												Westbound											
							Orr Rd						SC-81 (West)												SC-81 (East)											
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App							Thru	Right		U-Turn	App	Int					
Time						Total	8.1		8.2		8.3	Total	8.4	8.5			8.6	Total							8.7	8.8		8.9	Total	Total					
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	1	0	-	0	1	2										
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	1	0	-	0	1	1										
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0										
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	0	0	-	0	0	1										
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	2	0	0	0	2	4										
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-											
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.50**										

Bikes

	Southbound												Eastbound												Westbound											
							Orr Rd						SC-81 (West)												SC-81 (East)											
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App							Thru	Right		U-Turn	App	Int					
Time						Total	8.1		8.2		8.3	Total	8.4	8.5			8.6	Total							8.7	8.8		8.9	Total	Total					
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0										
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0										
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0										
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0										
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-											
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**										

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 8

Orr Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747402°, -82.526780°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All vehicles

	Southbound (Orr Rd)				Eastbound (SC-81 West)				Westbound (SC-81 East)				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Thru 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	5	2	0	7	0	76	0	76	45	1	0	46	129
0715 - 0730	9	2	0	11	0	116	0	116	53	8	0	61	188
0730 - 0745	16	1	0	17	0	178	0	178	52	2	0	54	249
0745 - 0800	13	0	0	13	1	159	0	160	54	8	0	62	235
Hourly Total	43	5	0	**48**	1	529	0	**530**	204	19	0	**223**	**801**
0800 - 0815	8	0	0	8	0	128	0	128	48	5	0	53	189
0815 - 0830	11	0	0	11	0	64	0	64	44	0	0	44	119
0830 - 0845	5	0	0	5	0	76	0	76	30	2	0	32	113
0845 - 0900	9	0	0	9	0	66	0	66	53	3	0	56	131
Hourly Total	33	0	0	**33**	0	334	0	**334**	175	10	0	**185**	**552**
Grand Total	76	5	0	**81**	1	863	0	**864**	379	29	0	**408**	**1353**
Approach %	93.83	6.17	0.00	-	0.12	99.88	0.00	-	92.89	7.11	0.00	-	
Intersection %	5.62	0.37	0.00	5.99	0.07	63.78	0.00	63.86	28.01	2.14	0.00	30.16	
Heavy Vehicle %	1	20	-	**2**	0	2	-	**2**	7	0	-	**6**	**3**
PHF	0.72	0.38	0.00	**0.72**	0.25	0.82	0.00	**0.82**	0.96	0.72	0.00	**0.93**	**0.86**

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All vehicles

	Southbound (Orr Rd)				Eastbound (SC-81 West)				Westbound (SC-81 East)				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Thru 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	5	1	0	6	0	83	0	83	95	6	0	101	190
1615 - 1630	14	0	0	14	0	74	0	74	87	12	0	99	187
1630 - 1645	5	0	0	5	0	76	0	76	118	2	0	120	201
1645 - 1700	4	0	0	4	1	69	0	70	119	4	0	123	197
Hourly Total	28	1	0	**29**	1	302	0	**303**	419	24	0	**443**	**775**
1700 - 1715	9	0	0	9	3	87	0	90	125	9	0	134	233
1715 - 1730	7	0	0	7	1	79	0	80	140	11	0	151	238
1730 - 1745	9	0	0	9	0	90	0	90	134	9	0	143	242
1745 - 1800	15	0	0	15	0	80	0	80	122	11	0	133	228
Hourly Total	40	0	0	**40**	4	336	0	**340**	521	40	0	**561**	**941**
Grand Total	68	1	0	**69**	5	638	0	**643**	940	64	0	**1004**	**1716**
Approach %	98.55	1.45	0.00	-	0.78	99.22	0.00	-	93.63	6.37	0.00	-	
Intersection %	3.96	0.06	0.00	4.02	0.29	37.18	0.00	37.47	54.78	3.73	0.00	58.51	
Heavy Vehicle %	0	100	-	**1**	0	4	-	**4**	2	2	-	**2**	**3**
PHF	0.67	0.00	0.00	**0.67**	0.33	0.93	0.00	**0.94**	0.93	0.91	0.00	**0.93**	**0.97**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 8

Orr Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747402°, -82.526780°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

TIME	Southbound Orr Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Thru 8.7	Right 8.8	U-Turn 8.9	App Total	
0700 - 0715	5	1	0	6	0	75	0	75	41	1	0	42	123
0715 - 0730	9	2	0	11	0	115	0	115	50	8	0	58	184
0730 - 0745	16	1	0	17	0	177	0	177	50	2	0	52	246
0745 - 0800	13	0	0	13	1	157	0	158	48	8	0	56	227
Hourly Total	43	4	0	**47**	1	524	0	**525**	189	19	0	**208**	**780**
0800 - 0815	7	0	0	7	0	123	0	123	44	5	0	49	179
0815 - 0830	11	0	0	11	0	62	0	62	42	0	0	42	115
0830 - 0845	5	0	0	5	0	75	0	75	30	2	0	32	112
0845 - 0900	9	0	0	9	0	64	0	64	48	3	0	51	124
Hourly Total	32	0	0	**32**	0	324	0	**324**	164	10	0	**174**	**530**
Grand Total	75	4	0	**79**	1	848	0	**849**	353	29	0	**382**	**1310**
Approach %	94.94	5.06	0.00	-	0.12	99.88	0.00	-	92.41	7.59	0.00	-	
Intersection %	5.73	0.31	0.00	6.03	0.08	64.73	0.00	64.81	26.95	2.21	0.00	29.16	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

TIME	Southbound Orr Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Thru 8.7	Right 8.8	U-Turn 8.9	App Total	
1600 - 1615	5	0	0	5	0	79	0	79	92	5	0	97	181
1615 - 1630	14	0	0	14	0	70	0	70	86	12	0	98	182
1630 - 1645	5	0	0	5	0	71	0	71	117	2	0	119	195
1645 - 1700	4	0	0	4	1	66	0	67	117	4	0	121	192
Hourly Total	28	0	0	**28**	1	286	0	**287**	412	23	0	**435**	**750**
1700 - 1715	9	0	0	9	3	85	0	88	121	9	0	130	227
1715 - 1730	7	0	0	7	1	78	0	79	135	11	0	146	232
1730 - 1745	9	0	0	9	0	88	0	88	132	9	0	141	238
1745 - 1800	15	0	0	15	0	77	0	77	121	11	0	132	224
Hourly Total	40	0	0	**40**	4	328	0	**332**	509	40	0	**549**	**921**
Grand Total	68	0	0	**68**	5	614	0	**619**	921	63	0	**984**	**1671**
Approach %	100.00	0.00	0.00	-	0.81	99.19	0.00	-	93.60	6.40	0.00	-	
Intersection %	4.07	0.00	0.00	4.07	0.30	36.74	0.00	37.04	55.12	3.77	0.00	58.89	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 8

Orr Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747402°, -82.526780°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

TIME	Southbound Orr Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Thru 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	0	1	0	1	0	1	0	1	4	0	0	4	6
0715 - 0730	0	0	0	0	0	1	0	1	3	0	0	3	4
0730 - 0745	0	0	0	0	0	1	0	1	2	0	0	2	3
0745 - 0800	0	0	0	0	0	2	0	2	6	0	0	6	8
Hourly Total	0	1	0	**1**	0	5	0	**5**	15	0	0	**15**	**21**
0800 - 0815	1	0	0	1	0	2	0	2	3	0	0	3	6
0815 - 0830	0	0	0	0	0	1	0	1	2	0	0	2	3
0830 - 0845	0	0	0	0	0	1	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	0	2	0	2	4	0	0	4	6
Hourly Total	1	0	0	**1**	0	6	0	**6**	9	0	0	**9**	**16**
Grand Total	1	1	0	**2**	0	11	0	**11**	24	0	0	**24**	**37**
Approach %	50.00	50.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	2.70	2.70	0.00	5.41	0.00	29.73	0.00	29.73	64.86	0.00	0.00	64.86	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

TIME	Southbound Orr Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Thru 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	0	1	0	1	0	3	0	3	3	0	0	3	7
1615 - 1630	0	0	0	0	0	3	0	3	1	0	0	1	4
1630 - 1645	0	0	0	0	0	4	0	4	0	0	0	0	4
1645 - 1700	0	0	0	0	0	2	0	2	2	0	0	2	4
Hourly Total	0	1	0	**1**	0	12	0	**12**	6	0	0	**6**	**19**
1700 - 1715	0	0	0	0	0	1	0	1	3	0	0	3	4
1715 - 1730	0	0	0	0	0	1	0	1	4	0	0	4	5
1730 - 1745	0	0	0	0	0	2	0	2	2	0	0	2	4
1745 - 1800	0	0	0	0	0	2	0	2	1	0	0	1	3
Hourly Total	0	0	0	**0**	0	6	0	**6**	10	0	0	**10**	**16**
Grand Total	0	1	0	**1**	0	18	0	**18**	16	0	0	**16**	**35**
Approach %	0.00	100.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	2.86	0.00	2.86	0.00	51.43	0.00	51.43	45.71	0.00	0.00	45.71	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 8

Orr Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747402°, -82.526780°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Southbound				Eastbound				Westbound				
	Orr Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Thru 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	3	0	3	1	0	0	1	4
0815 - 0830	0	0	0	0	0	1	0	1	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	**0**	0	4	0	**4**	2	0	0	**2**	**6**
Grand Total	0	0	0	**0**	0	4	0	**4**	2	0	0	**2**	**6**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	66.67	0.00	66.67	33.33	0.00	0.00	33.33	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Southbound				Eastbound				Westbound				
	Orr Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Thru 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	1	0	1	0	1	0	1	2
1615 - 1630	0	0	0	0	0	1	0	1	0	0	0	0	1
1630 - 1645	0	0	0	0	0	1	0	1	1	0	0	1	2
1645 - 1700	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	0	4	0	**4**	1	1	0	**2**	**6**
1700 - 1715	0	0	0	0	0	1	0	1	1	0	0	1	2
1715 - 1730	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	0	2	0	**2**	2	0	0	**2**	**4**
Grand Total	0	0	0	**0**	0	6	0	**6**	3	1	0	**4**	**10**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	75.00	25.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	60.00	0.00	60.00	30.00	10.00	0.00	40.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 8

Orr Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.747402°, -82.526780°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Southbound				Eastbound				Westbound				
	Orr Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Thru 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Southbound				Eastbound				Westbound				
	Orr Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Thru 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 8

Orr Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747402°, -82.526780°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

TIME	Southbound Orr Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Thru 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
0700 - 0715	0	1	0	1	0	1	0	1	4	0	0	4	6
0715 - 0730	0	0	0	0	0	1	0	1	3	0	0	3	4
0730 - 0745	0	0	0	0	0	1	0	1	2	0	0	2	3
0745 - 0800	0	0	0	0	0	2	0	2	6	0	0	6	8
Hourly Total	0	1	0	**1**	0	5	0	**5**	15	0	0	**15**	**21**
0800 - 0815	1	0	0	1	0	5	0	5	4	0	0	4	10
0815 - 0830	0	0	0	0	0	2	0	2	2	0	0	2	4
0830 - 0845	0	0	0	0	0	1	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	0	2	0	2	5	0	0	5	7
Hourly Total	1	0	0	**1**	0	10	0	**10**	11	0	0	**11**	**22**
Grand Total	1	1	0	**2**	0	15	0	**15**	26	0	0	**26**	**43**
Approach %	50.00	50.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	2.33	2.33	0.00	4.65	0.00	34.88	0.00	34.88	60.47	0.00	0.00	60.47	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

TIME	Southbound Orr Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 8.1	Right 8.2	U-Turn 8.3	App Total	Left 8.4	Thru 8.5	U-Turn 8.6	App Total	Thru 8.7	Right 8.8	U-Turn 8.9	App Total	Int Total
1600 - 1615	0	1	0	1	0	4	0	4	3	1	0	4	9
1615 - 1630	0	0	0	0	0	4	0	4	1	0	0	1	5
1630 - 1645	0	0	0	0	0	5	0	5	1	0	0	1	6
1645 - 1700	0	0	0	0	0	3	0	3	2	0	0	2	5
Hourly Total	0	1	0	**1**	0	16	0	**16**	7	1	0	**8**	**25**
1700 - 1715	0	0	0	0	0	2	0	2	4	0	0	4	6
1715 - 1730	0	0	0	0	0	1	0	1	5	0	0	5	6
1730 - 1745	0	0	0	0	0	2	0	2	2	0	0	2	4
1745 - 1800	0	0	0	0	0	3	0	3	1	0	0	1	4
Hourly Total	0	0	0	**0**	0	8	0	**8**	12	0	0	**12**	**20**
Grand Total	0	1	0	**1**	0	24	0	**24**	19	1	0	**20**	**45**
Approach %	0.00	100.00	0.00	-	0.00	100.00	0.00	-	95.00	5.00	0.00	-	
Intersection %	0.00	2.22	0.00	2.22	0.00	53.33	0.00	53.33	42.22	2.22	0.00	44.44	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 8

Orr Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F
66°F

Lat/Long
34.747402°, -82.526780°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Southbound			Eastbound			Westbound			
	Orr Rd			SC-81 (West)			SC-81 (East)			
TIME	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Southbound			Eastbound			Westbound			
	Orr Rd			SC-81 (West)			SC-81 (East)			
TIME	EB 8c	WB 8d	App Total	NB 8e	SB 8f	App Total	NB 8g	SB 8h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 8

Orr Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F
66°F

Lat/Long
34.747402°, -82.526780°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound Orr Rd EB 8c	Southbound Orr Rd WB 8d	Southbound Orr Rd App Total	Eastbound SC-81 (West) NB 8e	Eastbound SC-81 (West) SB 8f	Eastbound SC-81 (West) App Total	Westbound SC-81 (East) NB 8g	Westbound SC-81 (East) SB 8h	Westbound SC-81 (East) App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound Orr Rd EB 8c	Southbound Orr Rd WB 8d	Southbound Orr Rd App Total	Eastbound SC-81 (West) NB 8e	Eastbound SC-81 (West) SB 8f	Eastbound SC-81 (West) App Total	Westbound SC-81 (East) NB 8g	Westbound SC-81 (East) SB 8h	Westbound SC-81 (East) App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 8

Orr Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.747402°, -82.526780°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

TIME	Southbound Orr Rd EB 8c	Southbound Orr Rd WB 8d	Southbound Orr Rd App Total	Eastbound SC-81 (West) NB 8e	Eastbound SC-81 (West) SB 8f	Eastbound SC-81 (West) App Total	Westbound SC-81 (East) NB 8g	Westbound SC-81 (East) SB 8h	Westbound SC-81 (East) App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

TIME	Southbound Orr Rd EB 8c	Southbound Orr Rd WB 8d	Southbound Orr Rd App Total	Eastbound SC-81 (West) NB 8e	Eastbound SC-81 (West) SB 8f	Eastbound SC-81 (West) App Total	Westbound SC-81 (East) NB 8g	Westbound SC-81 (East) SB 8h	Westbound SC-81 (East) App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	SC-81 (West) Eastbound			SC-81 (East) Westbound			Northbound			Orr Rd Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	76	0	0	45	1	0	0	0	5	0	2	129
07:15 AM - 07:30 AM	0	116	0	0	53	8	0	0	0	9	0	2	188
07:30 AM - 07:45 AM	0	178	0	0	52	2	0	0	0	16	0	1	249
07:45 AM - 08:00 AM	1	159	0	0	54	8	0	0	0	13	0	0	235
08:00 AM - 08:15 AM	0	128	0	0	48	5	0	0	0	8	0	0	189
08:15 AM - 08:30 AM	0	64	0	0	44	0	0	0	0	11	0	0	119
08:30 AM - 08:45 AM	0	76	0	0	30	2	0	0	0	5	0	0	113
08:45 AM - 09:00 AM	0	66	0	0	53	3	0	0	0	9	0	0	131
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	83	0	0	95	6	0	0	0	5	0	1	190
04:15 PM - 04:30 PM	0	74	0	0	87	12	0	0	0	14	0	0	187
04:30 PM - 04:45 PM	0	76	0	0	118	2	0	0	0	5	0	0	201
04:45 PM - 05:00 PM	1	69	0	0	119	4	0	0	0	4	0	0	197
05:00 PM - 05:15 PM	3	87	0	0	125	9	0	0	0	9	0	0	233
05:15 PM - 05:30 PM	1	79	0	0	140	11	0	0	0	7	0	0	238
05:30 PM - 05:45 PM	0	90	0	0	134	9	0	0	0	9	0	0	242
05:45 PM - 06:00 PM	0	80	0	0	122	11	0	0	0	15	0	0	228
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Click here for Map

Peak Hour Turning Movement Count

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Mountain Springs Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	9.1		9.2		9.3	Total						Total		9.4	9.5		9.6	Total	9.7	9.8			9.9	Total	Total
0715 - 0730	5	-	4	-	0	9	-	-	-	-	-	0	-	120	5	-	0	125	4	55	-	-	0	59	193
0730 - 0745	1	-	10	-	0	11	-	-	-	-	-	0	-	184	11	-	0	195	13	52	-	-	0	65	271
0745 - 0800	8	-	12	-	0	20	-	-	-	-	-	0	-	169	2	-	0	171	1	54	-	-	0	55	246
0800 - 0815	3	-	4	-	0	7	-	-	-	-	-	0	-	135	2	-	0	137	2	51	-	-	0	53	197
Total	17	0	30	0	0	47	0	0	0	0	0	0	0	608	20	0	0	628	20	212	0	0	0	232	907
Approach %	36.17	0.00	63.83	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	96.82	3.18	0.00	0.00	-	8.62	91.38	0.00	0.00	0.00	-	
PHF	0.53	0.00	0.63	0.00	0.00	**0.59**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.83	0.45	0.00	0.00	**0.81**	0.38	0.96	0.00	0.00	0.00	**0.89**	**0.84**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Mountain Springs Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	9.1		9.2		9.3	Total						Total		9.4	9.5		9.6	Total	9.7	9.8			9.9	Total	Total
0715 - 0730	5	-	4	-	0	9	-	-	-	-	-	0	-	120	5	-	0	125	4	50	-	-	0	54	188
0730 - 0745	1	-	10	-	0	11	-	-	-	-	-	0	-	183	11	-	0	194	12	50	-	-	0	62	267
0745 - 0800	8	-	12	-	0	20	-	-	-	-	-	0	-	167	2	-	0	169	1	50	-	-	0	51	240
0800 - 0815	3	-	4	-	0	7	-	-	-	-	-	0	-	128	2	-	0	130	2	48	-	-	0	50	187
Total	17	0	30	0	0	47	0	0	0	0	0	0	0	598	20	0	0	618	19	198	0	0	0	217	882
Approach %	36.17	0.00	63.83	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	96.76	3.24	0.00	0.00	-	8.76	91.24	0.00	0.00	0.00	-	
PHF	0.53	0.00	0.63	0.00	0.00	**0.59**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.82	0.45	0.00	0.00	**0.80**	0.40	0.99	0.00	0.00	0.00	**0.88**	**0.83**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Mountain Springs Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	9.1		9.2		9.3	Total						Total		9.4	9.5		9.6	Total	9.7	9.8			9.9	Total	Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	5	-	-	0	5	5
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	1	2	-	-	0	3	4
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	4	-	-	0	4	6
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	2	-	-	0	2	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	13	0	0	0	14	20
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	7.14	92.86	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.25	0.65	0.00	0.00	0.00	**0.70**	**0.83**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Mountain Springs Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	9.1		9.2		9.3	Total						Total		9.4	9.5		9.6	Total	9.7	9.8			9.9	Total	Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	4	0	-	0	4	0	1	-	-	0	1	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	1	0	0	0	1	5
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.25**

Bikes

	Northbound												Eastbound						Westbound						
	Mountain Springs Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	9.1		9.2		9.3	Total						Total		9.4	9.5		9.6	Total	9.7	9.8			9.9	Total	Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Mountain Springs Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	9.1		9.2		9.3	Total						Total		9.4	9.5		9.6	Total	9.7	9.8			9.9	Total	Total
1700 - 1715	6	-	1	-	0	7	-	-	-	-	-	0	-	92	4	-	0	96	9	130	-	-	0	139	242
1715 - 1730	6	-	3	-	0	9	-	-	-	-	-	0	-	83	3	-	0	86	9	149	-	-	0	158	253
1730 - 1745	2	-	12	-	0	14	-	-	-	-	-	0	-	96	4	-	0	100	1	137	-	-	0	138	252
1745 - 1800	7	-	5	-	0	12	-	-	-	-	-	0	-	88	6	-	0	94	3	125	-	-	0	128	234
Total	21	0	21	0	0	42	0	0	0	0	0	0	0	359	17	0	0	376	22	541	0	0	0	563	981
Approach %	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	95.48	4.52	0.00	0.00	-	3.91	96.09	0.00	0.00	0.00	-	
PHF	0.75	0.00	0.44	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.93	0.71	0.00	0.00	**0.94**	0.61	0.91	0.00	0.00	0.00	**0.89**	**0.97**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Mountain Springs Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	9.1		9.2		9.3	Total						Total		9.4	9.5		9.6	Total	9.7	9.8			9.9	Total	Total
1700 - 1715	6	-	1	-	0	7	-	-	-	-	-	0	-	90	4	-	0	94	8	127	-	-	0	135	236
1715 - 1730	6	-	3	-	0	9	-	-	-	-	-	0	-	82	3	-	0	85	9	144	-	-	0	153	247
1730 - 1745	2	-	12	-	0	14	-	-	-	-	-	0	-	95	3	-	0	98	1	134	-	-	0	135	247
1745 - 1800	7	-	5	-	0	12	-	-	-	-	-	0	-	85	6	-	0	91	3	124	-	-	0	127	230
Total	21	0	21	0	0	42	0	0	0	0	0	0	0	352	16	0	0	368	21	529	0	0	0	550	960
Approach %	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	95.65	4.35	0.00	0.00	-	3.82	96.18	0.00	0.00	0.00	-	
PHF	0.75	0.00	0.44	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.93	0.67	0.00	0.00	**0.94**	0.58	0.92	0.00	0.00	0.00	**0.90**	**0.97**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Mountain Springs Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	9.1		9.2		9.3	Total						Total		9.4	9.5		9.6	Total	9.7	9.8			9.9	Total	Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	1	3	-	-	0	4	6
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	4	-	-	0	4	5
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	2	-	-	0	2	3
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	1	-	-	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	10	0	0	0	11	17
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	9.09	90.91	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.25	0.63	0.00	0.00	0.00	**0.69**	**0.71**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Mountain Springs Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	9.1		9.2		9.3	Total						Total		9.4	9.5		9.6	Total	9.7	9.8			9.9	Total	Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	1	-	0	1	0	1	-	-	0	1	2
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	0	2	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.25	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.50**

Bikes

	Northbound												Eastbound						Westbound						
	Mountain Springs Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	9.1		9.2		9.3	Total						Total		9.4	9.5		9.6	Total	9.7	9.8			9.9	Total	Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 9
Mountain Springs Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747432°, -82.526118°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound (Mountain Springs Rd)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
0700 - 0715	0	1	0	1	75	5	0	80	3	46	0	49	130
0715 - 0730	5	4	0	9	120	5	0	125	4	55	0	59	193
0730 - 0745	1	10	0	11	184	11	0	195	13	52	0	65	271
0745 - 0800	8	12	0	20	169	2	0	171	1	54	0	55	246
Hourly Total	14	27	0	**41**	548	23	0	**571**	21	207	0	**228**	**840**
0800 - 0815	3	4	0	7	135	2	0	137	2	51	0	53	197
0815 - 0830	5	4	0	9	72	3	0	75	1	39	0	40	124
0830 - 0845	1	2	0	3	79	2	0	81	1	30	0	31	115
0845 - 0900	1	3	0	4	74	2	0	76	3	56	0	59	139
Hourly Total	10	13	0	**23**	360	9	0	**369**	7	176	0	**183**	**575**
Grand Total	24	40	0	**64**	908	32	0	**940**	28	383	0	**411**	**1415**
Approach %	37.50	62.50	0.00	-	96.60	3.40	0.00	-	6.81	93.19	0.00	-	
Intersection %	1.70	2.83	0.00	4.52	64.17	2.26	0.00	66.43	1.98	27.07	0.00	29.05	
Heavy Vehicle %	0	0	-	**0**	2	0	-	**2**	4	7	-	**7**	**3**
PHF	0.53	0.63	0.00	**0.59**	0.83	0.45	0.00	**0.81**	0.38	0.96	0.00	**0.89**	**0.84**

1600 - 1800 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound (Mountain Springs Rd)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
1600 - 1615	9	8	0	17	85	2	0	87	4	92	0	96	200
1615 - 1630	3	6	0	9	86	2	0	88	4	98	0	102	199
1630 - 1645	2	3	0	5	81	0	0	81	5	116	0	121	207
1645 - 1700	5	4	0	9	71	2	0	73	3	118	0	121	203
Hourly Total	19	21	0	**40**	323	6	0	**329**	16	424	0	**440**	**809**
1700 - 1715	6	1	0	7	92	4	0	96	9	130	0	139	242
1715 - 1730	6	3	0	9	83	3	0	86	9	149	0	158	253
1730 - 1745	2	12	0	14	96	4	0	100	1	137	0	138	252
1745 - 1800	7	5	0	12	88	6	0	94	3	125	0	128	234
Hourly Total	21	21	0	**42**	359	17	0	**376**	22	541	0	**563**	**981**
Grand Total	40	42	0	**82**	682	23	0	**705**	38	965	0	**1003**	**1790**
Approach %	48.78	51.22	0.00	-	96.74	3.26	0.00	-	3.79	96.21	0.00	-	
Intersection %	2.23	2.35	0.00	4.58	38.10	1.28	0.00	39.39	2.12	53.91	0.00	56.03	
Heavy Vehicle %	3	2	-	**2**	3	9	-	**3**	3	2	-	**2**	**3**
PHF	0.75	0.44	0.00	**0.75**	0.93	0.71	0.00	**0.94**	0.61	0.91	0.00	**0.89**	**0.97**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 9
Mountain Springs Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747432°, -82.526118°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound (Mountain Springs Rd)				Eastbound (SC-81 West)				Westbound (SC-81 East)				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
0700 - 0715	0	1	0	1	73	5	0	78	3	42	0	45	124
0715 - 0730	5	4	0	9	120	5	0	125	4	50	0	54	188
0730 - 0745	1	10	0	11	183	11	0	194	12	50	0	62	267
0745 - 0800	8	12	0	20	167	2	0	169	1	50	0	51	240
Hourly Total	14	27	0	**41**	543	23	0	**566**	20	192	0	**212**	**819**
0800 - 0815	3	4	0	7	128	2	0	130	2	48	0	50	187
0815 - 0830	5	4	0	9	71	3	0	74	1	37	0	38	121
0830 - 0845	1	2	0	3	78	2	0	80	1	30	0	31	114
0845 - 0900	1	3	0	4	72	2	0	74	3	50	0	53	131
Hourly Total	10	13	0	**23**	349	9	0	**358**	7	165	0	**172**	**553**
Grand Total	24	40	0	**64**	892	32	0	**924**	27	357	0	**384**	**1372**
Approach %	37.50	62.50	0.00	-	96.54	3.46	0.00	-	7.03	92.97	0.00	-	
Intersection %	1.75	2.92	0.00	4.66	65.01	2.33	0.00	67.35	1.97	26.02	0.00	27.99	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound (Mountain Springs Rd)				Eastbound (SC-81 West)				Westbound (SC-81 East)				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
1600 - 1615	8	8	0	16	82	1	0	83	4	90	0	94	193
1615 - 1630	3	6	0	9	83	2	0	85	4	97	0	101	195
1630 - 1645	2	3	0	5	76	0	0	76	5	114	0	119	200
1645 - 1700	5	3	0	8	67	2	0	69	3	116	0	119	196
Hourly Total	18	20	0	**38**	308	5	0	**313**	16	417	0	**433**	**784**
1700 - 1715	6	1	0	7	90	4	0	94	8	127	0	135	236
1715 - 1730	6	3	0	9	82	3	0	85	9	144	0	153	247
1730 - 1745	2	12	0	14	95	3	0	98	1	134	0	135	247
1745 - 1800	7	5	0	12	85	6	0	91	3	124	0	127	230
Hourly Total	21	21	0	**42**	352	16	0	**368**	21	529	0	**550**	**960**
Grand Total	39	41	0	**80**	660	21	0	**681**	37	946	0	**983**	**1744**
Approach %	48.75	51.25	0.00	-	96.92	3.08	0.00	-	3.76	96.24	0.00	-	
Intersection %	2.24	2.35	0.00	4.59	37.84	1.20	0.00	39.05	2.12	54.24	0.00	56.36	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 9
Mountain Springs Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747432°, -82.526118°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound (Mountain Springs Rd)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
0700 - 0715	0	0	0	0	2	0	0	2	0	4	0	4	6
0715 - 0730	0	0	0	0	0	0	0	0	0	5	0	5	5
0730 - 0745	0	0	0	0	1	0	0	1	1	2	0	3	4
0745 - 0800	0	0	0	0	2	0	0	2	0	4	0	4	6
Hourly Total	0	0	0	**0**	5	0	0	**5**	1	15	0	**16**	**21**
0800 - 0815	0	0	0	0	3	0	0	3	0	2	0	2	5
0815 - 0830	0	0	0	0	1	0	0	1	0	2	0	2	3
0830 - 0845	0	0	0	0	1	0	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	2	0	0	2	0	5	0	5	7
Hourly Total	0	0	0	**0**	7	0	0	**7**	0	9	0	**9**	**16**
Grand Total	0	0	0	**0**	12	0	0	**12**	1	24	0	**25**	**37**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	4.00	96.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	32.43	0.00	0.00	32.43	2.70	64.86	0.00	67.57	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound (Mountain Springs Rd)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
1600 - 1615	0	0	0	0	2	0	0	2	0	2	0	2	4
1615 - 1630	0	0	0	0	3	0	0	3	0	1	0	1	4
1630 - 1645	0	0	0	0	4	0	0	4	0	1	0	1	5
1645 - 1700	0	1	0	1	3	0	0	3	0	2	0	2	6
Hourly Total	0	1	0	**1**	12	0	0	**12**	0	6	0	**6**	**19**
1700 - 1715	0	0	0	0	2	0	0	2	1	3	0	4	6
1715 - 1730	0	0	0	0	1	0	0	1	0	4	0	4	5
1730 - 1745	0	0	0	0	1	0	0	1	0	2	0	2	3
1745 - 1800	0	0	0	0	2	0	0	2	0	1	0	1	3
Hourly Total	0	0	0	**0**	6	0	0	**6**	1	10	0	**11**	**17**
Grand Total	0	1	0	**1**	18	0	0	**18**	1	16	0	**17**	**36**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	5.88	94.12	0.00	-	
Intersection %	0.00	2.78	0.00	2.78	50.00	0.00	0.00	50.00	2.78	44.44	0.00	47.22	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 9
Mountain Springs Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747432°, -82.526118°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Northbound (Mountain Springs Rd)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	4	0	0	4	0	1	0	1	5
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	2	0	**2**	**6**
Grand Total	0	0	0	**0**	4	0	0	**4**	0	2	0	**2**	**6**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	66.67	0.00	0.00	66.67	0.00	33.33	0.00	33.33	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Northbound (Mountain Springs Rd)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
1600 - 1615	1	0	0	1	1	1	0	2	0	0	0	0	3
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	1	0	0	1	0	1	0	1	2
1645 - 1700	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	1	0	0	**1**	3	1	0	**4**	0	1	0	**1**	**6**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	1	0	1	1
1730 - 1745	0	0	0	0	0	1	0	1	0	1	0	1	2
1745 - 1800	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	1	1	0	**2**	0	2	0	**2**	**4**
Grand Total	1	0	0	**1**	4	2	0	**6**	0	3	0	**3**	**10**
Approach %	100.00	0.00	0.00	-	66.67	33.33	0.00	-	0.00	100.00	0.00	-	
Intersection %	10.00	0.00	0.00	10.00	40.00	20.00	0.00	60.00	0.00	30.00	0.00	30.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 9
Mountain Springs Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747432°, -82.526118°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Bikes

TIME	Northbound Mountain Springs Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Bikes

TIME	Northbound Mountain Springs Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 9
Mountain Springs Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747432°, -82.526118°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound (Mountain Springs Rd)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
0700 - 0715	0	0	0	0	2	0	0	2	0	4	0	4	6
0715 - 0730	0	0	0	0	0	0	0	0	0	5	0	5	5
0730 - 0745	0	0	0	0	1	0	0	1	1	2	0	3	4
0745 - 0800	0	0	0	0	2	0	0	2	0	4	0	4	6
Hourly Total	0	0	0	**0**	5	0	0	**5**	1	15	0	**16**	**21**
0800 - 0815	0	0	0	0	7	0	0	7	0	3	0	3	10
0815 - 0830	0	0	0	0	1	0	0	1	0	2	0	2	3
0830 - 0845	0	0	0	0	1	0	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	2	0	0	2	0	6	0	6	8
Hourly Total	0	0	0	**0**	11	0	0	**11**	0	11	0	**11**	**22**
Grand Total	0	0	0	**0**	16	0	0	**16**	1	26	0	**27**	**43**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	3.70	96.30	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	37.21	0.00	0.00	37.21	2.33	60.47	0.00	62.79	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound (Mountain Springs Rd)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 9.1	Right 9.2	U-Turn 9.3	App Total	Thru 9.4	Right 9.5	U-Turn 9.6	App Total	Left 9.7	Thru 9.8	U-Turn 9.9	App Total	Int Total
1600 - 1615	1	0	0	1	3	1	0	4	0	2	0	2	7
1615 - 1630	0	0	0	0	3	0	0	3	0	1	0	1	4
1630 - 1645	0	0	0	0	5	0	0	5	0	2	0	2	7
1645 - 1700	0	1	0	1	4	0	0	4	0	2	0	2	7
Hourly Total	1	1	0	**2**	15	1	0	**16**	0	7	0	**7**	**25**
1700 - 1715	0	0	0	0	2	0	0	2	1	3	0	4	6
1715 - 1730	0	0	0	0	1	0	0	1	0	5	0	5	6
1730 - 1745	0	0	0	0	1	1	0	2	0	3	0	3	5
1745 - 1800	0	0	0	0	3	0	0	3	0	1	0	1	4
Hourly Total	0	0	0	**0**	7	1	0	**8**	1	12	0	**13**	**21**
Grand Total	1	1	0	**2**	22	2	0	**24**	1	19	0	**20**	**46**
Approach %	50.00	50.00	0.00	-	91.67	8.33	0.00	-	5.00	95.00	0.00	-	
Intersection %	2.17	2.17	0.00	4.35	47.83	4.35	0.00	52.17	2.17	41.30	0.00	43.48	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 9
Mountain Springs Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Lat/Long
34.747432°, -82.526118°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound (Mountain Springs Rd)			Eastbound (SC-81 (West))			Westbound (SC-81 (East))			
TIME	EB 9a	WB 9b	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound (Mountain Springs Rd)			Eastbound (SC-81 (West))			Westbound (SC-81 (East))			
TIME	EB 9a	WB 9b	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 9
Mountain Springs Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Lat/Long
34.747432°, -82.526118°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound (Mountain Springs Rd)			Eastbound (SC-81 (West))			Westbound (SC-81 (East))			
TIME	EB 9a	WB 9b	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound (Mountain Springs Rd)			Eastbound (SC-81 (West))			Westbound (SC-81 (East))			
TIME	EB 9a	WB 9b	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 9
Mountain Springs Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Lat/Long
34.747432°, -82.526118°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Mountain Springs Rd			SC-81 (West)			SC-81 (East)			
TIME	EB 9a	WB 9b	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Mountain Springs Rd			SC-81 (West)			SC-81 (East)			
TIME	EB 9a	WB 9b	App Total	NB 9e	SB 9f	App Total	NB 9g	SB 9h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	SC-81 (West) Eastbound			SC-81 (East) Westbound			Mountain Springs Rd Northbound			Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	75	5	3	46	0	0	0	1	0	0	0	130
07:15 AM - 07:30 AM	0	120	5	4	55	0	5	0	4	0	0	0	193
07:30 AM - 07:45 AM	0	184	11	13	52	0	1	0	10	0	0	0	271
07:45 AM - 08:00 AM	0	169	2	1	54	0	8	0	12	0	0	0	246
08:00 AM - 08:15 AM	0	135	2	2	51	0	3	0	4	0	0	0	197
08:15 AM - 08:30 AM	0	72	3	1	39	0	5	0	4	0	0	0	124
08:30 AM - 08:45 AM	0	79	2	1	30	0	1	0	2	0	0	0	115
08:45 AM - 09:00 AM	0	74	2	3	56	0	1	0	3	0	0	0	139
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	85	2	4	92	0	9	0	8	0	0	0	200
04:15 PM - 04:30 PM	0	86	2	4	98	0	3	0	6	0	0	0	199
04:30 PM - 04:45 PM	0	81	0	5	116	0	2	0	3	0	0	0	207
04:45 PM - 05:00 PM	0	71	2	3	118	0	5	0	4	0	0	0	203
05:00 PM - 05:15 PM	0	92	4	9	130	0	6	0	1	0	0	0	242
05:15 PM - 05:30 PM	0	83	3	9	149	0	6	0	3	0	0	0	253
05:30 PM - 05:45 PM	0	96	4	1	137	0	2	0	12	0	0	0	252
05:45 PM - 06:00 PM	0	88	6	3	125	0	7	0	5	0	0	0	234
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

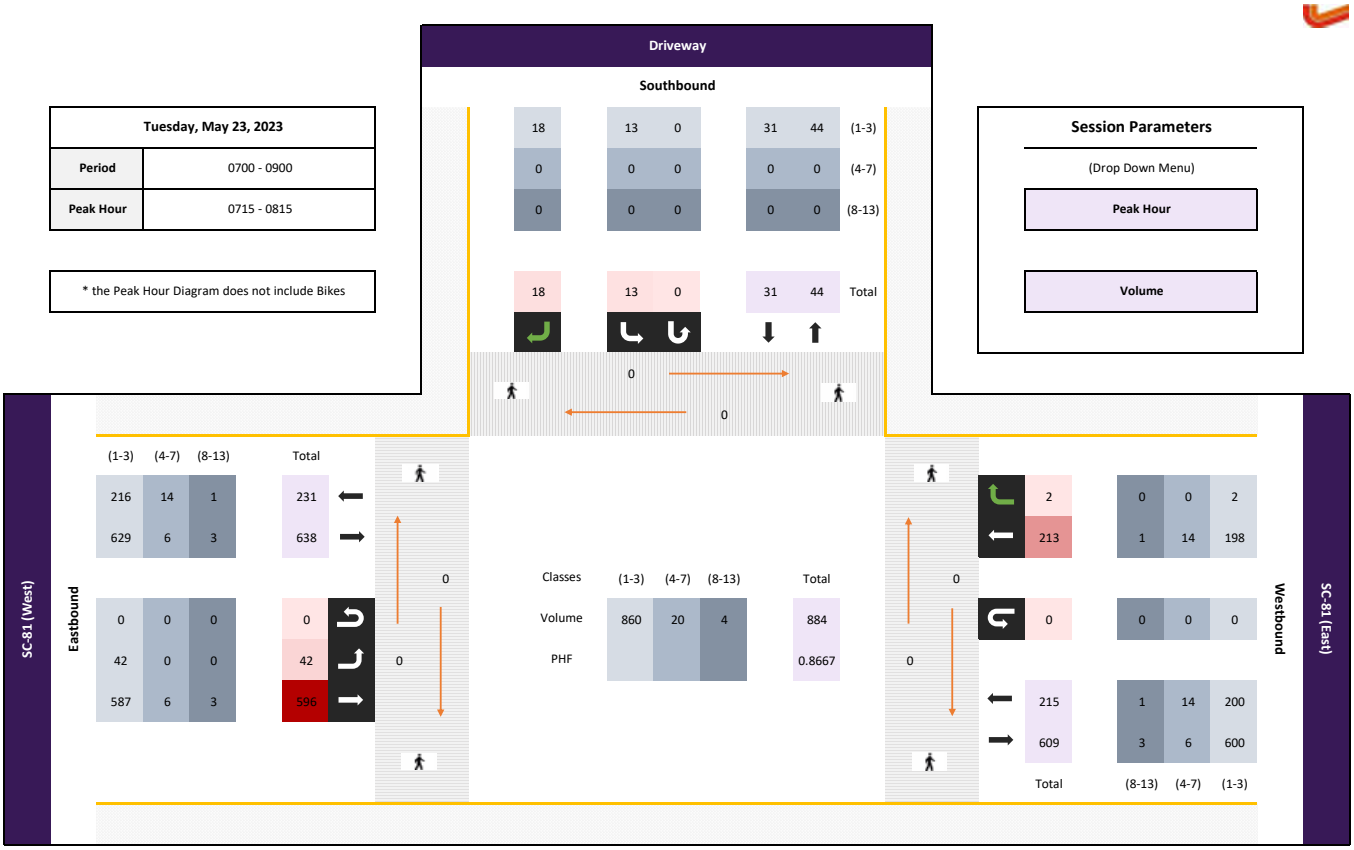
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Southbound												Eastbound												Westbound											
							Driveway						SC-81 (West)												SC-81 (East)											
Time						App Total	Left 10.1		Right 10.2		U-Turn 10.3	App Total	Left 10.4	Thru 10.5			U-Turn 10.6	App Total		Thru 10.7	Right 10.8		U-Turn 10.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	2	-	5	-	0	7	7	116	-	-	0	123	-	55	1	-	0	56	186
0730 - 0745	-	-	-	-	-	0	5	-	4	-	0	9	13	173	-	-	0	186	-	60	0	-	0	60	255
0745 - 0800	-	-	-	-	-	0	2	-	2	-	0	4	16	174	-	-	0	190	-	52	0	-	0	52	246
0800 - 0815	-	-	-	-	-	0	4	-	7	-	0	11	6	133	-	-	0	139	-	46	1	-	0	47	197
Total	0	0	0	0	0	0	13	0	18	0	0	31	42	596	0	0	0	638	0	213	2	0	0	215	884
Approach %	0.00	0.00	0.00	0.00	0.00	-	41.94	0.00	58.06	0.00	0.00	-	6.58	93.42	0.00	0.00	0.00	-	0.00	99.07	0.93	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.65	0.00	0.64	0.00	0.00	**0.70**	0.66	0.86	0.00	0.00	0.00	**0.84**	0.00	0.89	0.50	0.00	0.00	**0.90**	**0.87**

Passenger Vehicles (1-3)

	Southbound												Eastbound												Westbound											
							Driveway						SC-81 (West)												SC-81 (East)											
Time						App Total	Left 10.1		Right 10.2		U-Turn 10.3	App Total	Left 10.4	Thru 10.5			U-Turn 10.6	App Total		Thru 10.7	Right 10.8		U-Turn 10.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	2	-	5	-	0	7	7	116	-	-	0	123	-	51	1	-	0	52	182
0730 - 0745	-	-	-	-	-	0	5	-	4	-	0	9	13	172	-	-	0	185	-	57	0	-	0	57	251
0745 - 0800	-	-	-	-	-	0	2	-	2	-	0	4	16	172	-	-	0	188	-	47	0	-	0	47	239
0800 - 0815	-	-	-	-	-	0	4	-	7	-	0	11	6	127	-	-	0	133	-	43	1	-	0	44	188
Total	0	0	0	0	0	0	13	0	18	0	0	31	42	587	0	0	0	629	0	198	2	0	0	200	860
Approach %	0.00	0.00	0.00	0.00	0.00	-	41.94	0.00	58.06	0.00	0.00	-	6.68	93.32	0.00	0.00	0.00	-	0.00	99.00	1.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.65	0.00	0.64	0.00	0.00	**0.70**	0.66	0.85	0.00	0.00	0.00	**0.84**	0.00	0.87	0.50	0.00	0.00	**0.88**	**0.86**

Single Unit Trucks (4-7)

	Southbound												Eastbound												Westbound											
							Driveway						SC-81 (West)												SC-81 (East)											
Time						App Total	Left 10.1		Right 10.2		U-Turn 10.3	App Total	Left 10.4	Thru 10.5			U-Turn 10.6	App Total		Thru 10.7	Right 10.8		U-Turn 10.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	4	0	-	0	4	4
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	3	0	-	0	3	4
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	5	0	-	0	5	7
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	2	0	-	0	2	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	14	0	0	0	14	20
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.70	0.00	0.00	0.00	**0.70**	**0.71**

Combination Trucks (8-13)

	Southbound												Eastbound												Westbound											
							Driveway						SC-81 (West)												SC-81 (East)											
Time						App Total	Left 10.1		Right 10.2		U-Turn 10.3	App Total	Left 10.4	Thru 10.5			U-Turn 10.6	App Total		Thru 10.7	Right 10.8		U-Turn 10.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	1	0	-	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	0	1	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.25**

Bikes

	Southbound												Eastbound												Westbound											
							Driveway						SC-81 (West)												SC-81 (East)											
Time						App Total	Left 10.1		Right 10.2		U-Turn 10.3	App Total	Left 10.4	Thru 10.5			U-Turn 10.6	App Total		Thru 10.7	Right 10.8		U-Turn 10.9	App Total	Int Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

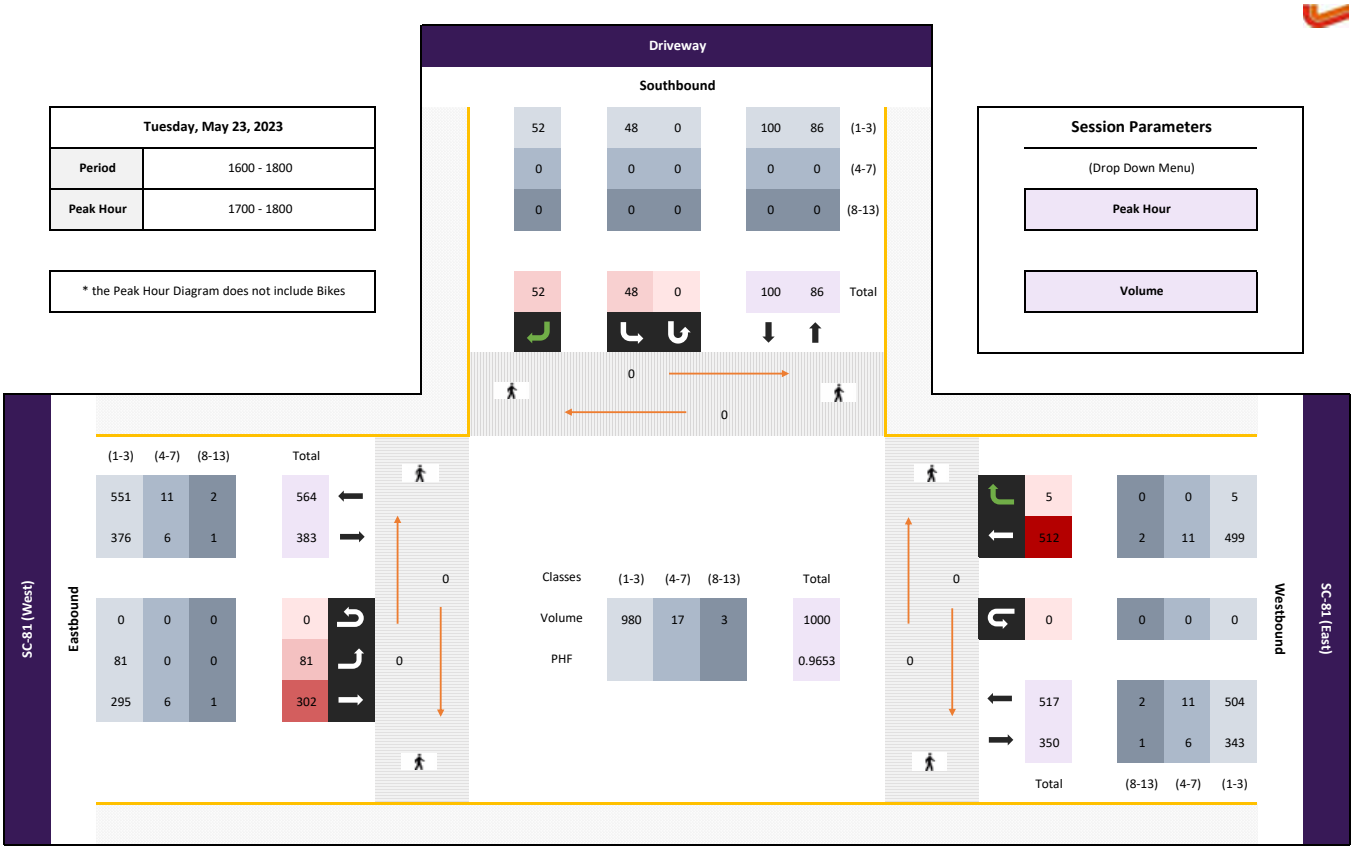
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

							Southbound						Eastbound						Westbound						
							Driveway						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	10.1		10.2		10.3	Total	10.4	10.5			10.6	Total		10.7	10.8		10.9	Total	Total
1700 - 1715	-	-	-	-	-	0	14	-	15	-	0	29	12	78	-	-	0	90	-	124	0	-	0	124	243
1715 - 1730	-	-	-	-	-	0	12	-	16	-	0	28	16	70	-	-	0	86	-	145	0	-	0	145	259
1730 - 1745	-	-	-	-	-	0	7	-	10	-	0	17	23	85	-	-	0	108	-	126	1	-	0	127	252
1745 - 1800	-	-	-	-	-	0	15	-	11	-	0	26	30	69	-	-	0	99	-	117	4	-	0	121	246
Total	0	0	0	0	0	0	48	0	52	0	0	100	81	302	0	0	0	383	0	512	5	0	0	517	1000
Approach %	0.00	0.00	0.00	0.00	0.00	-	48.00	0.00	52.00	0.00	0.00	-	21.15	78.85	0.00	0.00	0.00	-	0.00	99.03	0.97	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.80	0.00	0.81	0.00	0.00	**0.86**	0.68	0.89	0.00	0.00	0.00	**0.89**	0.00	0.88	0.31	0.00	0.00	**0.89**	**0.97**

Passenger Vehicles (1-3)

							Southbound						Eastbound						Westbound						
							Driveway						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	10.1		10.2		10.3	Total	10.4	10.5			10.6	Total		10.7	10.8		10.9	Total	Total
1700 - 1715	-	-	-	-	-	0	14	-	15	-	0	29	12	76	-	-	0	88	-	120	0	-	0	120	237
1715 - 1730	-	-	-	-	-	0	12	-	16	-	0	28	16	69	-	-	0	85	-	142	0	-	0	142	255
1730 - 1745	-	-	-	-	-	0	7	-	10	-	0	17	23	85	-	-	0	108	-	121	1	-	0	122	247
1745 - 1800	-	-	-	-	-	0	15	-	11	-	0	26	30	65	-	-	0	95	-	116	4	-	0	120	241
Total	0	0	0	0	0	0	48	0	52	0	0	100	81	295	0	0	0	376	0	499	5	0	0	504	980
Approach %	0.00	0.00	0.00	0.00	0.00	-	48.00	0.00	52.00	0.00	0.00	-	21.54	78.46	0.00	0.00	0.00	-	0.00	99.01	0.99	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.80	0.00	0.81	0.00	0.00	**0.86**	0.68	0.87	0.00	0.00	0.00	**0.87**	0.00	0.88	0.31	0.00	0.00	**0.89**	**0.96**

Single Unit Trucks (4-7)

							Southbound						Eastbound						Westbound						
							Driveway						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	10.1		10.2		10.3	Total	10.4	10.5			10.6	Total		10.7	10.8		10.9	Total	Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	4	0	-	0	4	6
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	2	0	-	0	2	3
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	4	0	-	0	4	4
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	1	0	-	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	11	0	0	0	11	17
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.69	0.00	0.00	0.00	**0.69**	**0.71**

Combination Trucks (8-13)

							Southbound						Eastbound						Westbound						
							Driveway						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	10.1		10.2		10.3	Total	10.4	10.5			10.6	Total		10.7	10.8		10.9	Total	Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	1	0	-	0	1	1
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	1	0	-	0	1	1
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	3
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.75**

Bikes

							Southbound						Eastbound						Westbound						
							Driveway						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	10.1		10.2		10.3	Total	10.4	10.5			10.6	Total		10.7	10.8		10.9	Total	Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 10

Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.748775°, -82.520723°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All vehicles

	Southbound				Eastbound				Westbound				
	Driveway				SC-81 (West)				SC-81 (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
0700 - 0715	6	6	0	12	3	74	0	77	43	0	0	43	132
0715 - 0730	2	5	0	7	7	116	0	123	55	1	0	56	186
0730 - 0745	5	4	0	9	13	173	0	186	60	0	0	60	255
0745 - 0800	2	2	0	4	16	174	0	190	52	0	0	52	246
Hourly Total	15	17	0	**32**	39	537	0	**576**	210	1	0	**211**	**819**
0800 - 0815	4	7	0	11	6	133	0	139	46	1	0	47	197
0815 - 0830	6	3	0	9	10	68	0	78	36	1	0	37	124
0830 - 0845	5	4	0	9	5	72	0	77	28	1	0	29	115
0845 - 0900	6	11	0	17	8	71	0	79	46	1	0	47	143
Hourly Total	21	25	0	**46**	29	344	0	**373**	156	4	0	**160**	**579**
Grand Total	36	42	0	**78**	68	881	0	**949**	366	5	0	**371**	**1398**
Approach %	46.15	53.85	0.00	-	7.17	92.83	0.00	-	98.65	1.35	0.00	-	
Intersection %	2.58	3.00	0.00	5.58	4.86	63.02	0.00	67.88	26.18	0.36	0.00	26.54	
Heavy Vehicle %	3	0	-	**1**	0	2	-	**2**	7	0	-	**7**	**3**
PHF	0.65	0.64	0.00	**0.70**	0.66	0.86	0.00	**0.84**	0.89	0.50	0.00	**0.90**	**0.87**

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All vehicles

	Southbound				Eastbound				Westbound				
	Driveway				SC-81 (West)				SC-81 (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
1600 - 1615	6	7	0	13	16	69	0	85	89	1	0	90	188
1615 - 1630	3	12	0	15	17	79	0	96	88	0	0	88	199
1630 - 1645	8	9	0	17	10	74	0	84	112	2	0	114	215
1645 - 1700	5	12	0	17	5	72	0	77	108	0	0	108	202
Hourly Total	22	40	0	**62**	48	294	0	**342**	397	3	0	**400**	**804**
1700 - 1715	14	15	0	29	12	78	0	90	124	0	0	124	243
1715 - 1730	12	16	0	28	16	70	0	86	145	0	0	145	259
1730 - 1745	7	10	0	17	23	85	0	108	126	1	0	127	252
1745 - 1800	15	11	0	26	30	69	0	99	117	4	0	121	246
Hourly Total	48	52	0	**100**	81	302	0	**383**	512	5	0	**517**	**1000**
Grand Total	70	92	0	**162**	129	596	0	**725**	909	8	0	**917**	**1804**
Approach %	43.21	56.79	0.00	-	17.79	82.21	0.00	-	99.13	0.87	0.00	-	
Intersection %	3.88	5.10	0.00	8.98	7.15	33.04	0.00	40.19	50.39	0.44	0.00	50.83	
Heavy Vehicle %	1	0	-	**1**	0	4	-	**3**	2	0	-	**2**	**2**
PHF	0.80	0.81	0.00	**0.86**	0.68	0.89	0.00	**0.89**	0.88	0.31	0.00	**0.89**	**0.97**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 10

Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.748775°, -82.520723°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Southbound				Eastbound				Westbound				
	Driveway				SC-81 (West)				SC-81 (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
0700 - 0715	5	6	0	11	3	72	0	75	39	0	0	39	125
0715 - 0730	2	5	0	7	7	116	0	123	51	1	0	52	182
0730 - 0745	5	4	0	9	13	172	0	185	57	0	0	57	251
0745 - 0800	2	2	0	4	16	172	0	188	47	0	0	47	239
Hourly Total	14	17	0	**31**	39	532	0	**571**	194	1	0	**195**	**797**
0800 - 0815	4	7	0	11	6	127	0	133	43	1	0	44	188
0815 - 0830	6	3	0	9	10	66	0	76	34	1	0	35	120
0830 - 0845	5	4	0	9	5	71	0	76	28	1	0	29	114
0845 - 0900	6	11	0	17	8	69	0	77	40	1	0	41	135
Hourly Total	21	25	0	**46**	29	333	0	**362**	145	4	0	**149**	**557**
Grand Total	35	42	0	**77**	68	865	0	**933**	339	5	0	**344**	**1354**
Approach %	45.45	54.55	0.00	-	7.29	92.71	0.00	-	98.55	1.45	0.00	-	
Intersection %	2.58	3.10	0.00	5.69	5.02	63.88	0.00	68.91	25.04	0.37	0.00	25.41	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Southbound				Eastbound				Westbound				
	Driveway				SC-81 (West)				SC-81 (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
1600 - 1615	6	7	0	13	16	64	0	80	87	1	0	88	181
1615 - 1630	3	12	0	15	17	76	0	93	87	0	0	87	195
1630 - 1645	7	9	0	16	10	71	0	81	110	2	0	112	209
1645 - 1700	5	12	0	17	5	67	0	72	106	0	0	106	195
Hourly Total	21	40	0	**61**	48	278	0	**326**	390	3	0	**393**	**780**
1700 - 1715	14	15	0	29	12	76	0	88	120	0	0	120	237
1715 - 1730	12	16	0	28	16	69	0	85	142	0	0	142	255
1730 - 1745	7	10	0	17	23	85	0	108	121	1	0	122	247
1745 - 1800	15	11	0	26	30	65	0	95	116	4	0	120	241
Hourly Total	48	52	0	**100**	81	295	0	**376**	499	5	0	**504**	**980**
Grand Total	69	92	0	**161**	129	573	0	**702**	889	8	0	**897**	**1760**
Approach %	42.86	57.14	0.00	-	18.38	81.62	0.00	-	99.11	0.89	0.00	-	
Intersection %	3.92	5.23	0.00	9.15	7.33	32.56	0.00	39.89	50.51	0.45	0.00	50.97	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 10

Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.748775°, -82.520723°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

TIME	Southbound Driveway				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
0700 - 0715	1	0	0	1	0	2	0	2	4	0	0	4	7
0715 - 0730	0	0	0	0	0	0	0	0	4	0	0	4	4
0730 - 0745	0	0	0	0	0	1	0	1	3	0	0	3	4
0745 - 0800	0	0	0	0	0	2	0	2	5	0	0	5	7
Hourly Total	1	0	0	**1**	0	5	0	**5**	16	0	0	**16**	**22**
0800 - 0815	0	0	0	0	0	3	0	3	2	0	0	2	5
0815 - 0830	0	0	0	0	0	1	0	1	2	0	0	2	3
0830 - 0845	0	0	0	0	0	1	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	0	2	0	2	5	0	0	5	7
Hourly Total	0	0	0	**0**	0	7	0	**7**	9	0	0	**9**	**16**
Grand Total	1	0	0	**1**	0	12	0	**12**	25	0	0	**25**	**38**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	2.63	0.00	0.00	2.63	0.00	31.58	0.00	31.58	65.79	0.00	0.00	65.79	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

TIME	Southbound Driveway				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	4	0	4	2	0	0	2	6
1615 - 1630	0	0	0	0	0	3	0	3	1	0	0	1	4
1630 - 1645	0	0	0	0	0	2	0	2	1	0	0	1	3
1645 - 1700	0	0	0	0	0	4	0	4	2	0	0	2	6
Hourly Total	0	0	0	**0**	0	13	0	**13**	6	0	0	**6**	**19**
1700 - 1715	0	0	0	0	0	2	0	2	4	0	0	4	6
1715 - 1730	0	0	0	0	0	1	0	1	2	0	0	2	3
1730 - 1745	0	0	0	0	0	0	0	0	4	0	0	4	4
1745 - 1800	0	0	0	0	0	3	0	3	1	0	0	1	4
Hourly Total	0	0	0	**0**	0	6	0	**6**	11	0	0	**11**	**17**
Grand Total	0	0	0	**0**	0	19	0	**19**	17	0	0	**17**	**36**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	52.78	0.00	52.78	47.22	0.00	0.00	47.22	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 10

Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.748775°, -82.520723°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Southbound				Eastbound				Westbound				
	Driveway				SC-81 (West)				SC-81 (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	3	0	3	1	0	0	1	4
0815 - 0830	0	0	0	0	0	1	0	1	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	**0**	0	4	0	**4**	2	0	0	**2**	**6**
Grand Total	0	0	0	**0**	0	4	0	**4**	2	0	0	**2**	**6**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	66.67	0.00	66.67	33.33	0.00	0.00	33.33	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Southbound				Eastbound				Westbound				
	Driveway				SC-81 (West)				SC-81 (East)				
TIME	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	1	0	1	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	1	0	0	1	0	1	0	1	1	0	0	1	3
1645 - 1700	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	1	0	0	**1**	0	3	0	**3**	1	0	0	**1**	**5**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	0	1	0	**1**	2	0	0	**2**	**3**
Grand Total	1	0	0	**1**	0	4	0	**4**	3	0	0	**3**	**8**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	12.50	0.00	0.00	12.50	0.00	50.00	0.00	50.00	37.50	0.00	0.00	37.50	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 10

Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.748775°, -82.520723°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound Driveway				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound Driveway				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 10

Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.748775°, -82.520723°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

TIME	Southbound Driveway				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	
0700 - 0715	1	0	0	1	0	2	0	2	4	0	0	4	7
0715 - 0730	0	0	0	0	0	0	0	0	4	0	0	4	4
0730 - 0745	0	0	0	0	0	1	0	1	3	0	0	3	4
0745 - 0800	0	0	0	0	0	2	0	2	5	0	0	5	7
Hourly Total	1	0	0	**1**	0	5	0	**5**	16	0	0	**16**	**22**
0800 - 0815	0	0	0	0	0	6	0	6	3	0	0	3	9
0815 - 0830	0	0	0	0	0	2	0	2	2	0	0	2	4
0830 - 0845	0	0	0	0	0	1	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	0	2	0	2	6	0	0	6	8
Hourly Total	0	0	0	**0**	0	11	0	**11**	11	0	0	**11**	**22**
Grand Total	1	0	0	**1**	0	16	0	**16**	27	0	0	**27**	**44**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	2.27	0.00	0.00	2.27	0.00	36.36	0.00	36.36	61.36	0.00	0.00	61.36	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

TIME	Southbound Driveway				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 10.1	Right 10.2	U-Turn 10.3	App Total	Left 10.4	Thru 10.5	U-Turn 10.6	App Total	Thru 10.7	Right 10.8	U-Turn 10.9	App Total	
1600 - 1615	0	0	0	0	0	5	0	5	2	0	0	2	7
1615 - 1630	0	0	0	0	0	3	0	3	1	0	0	1	4
1630 - 1645	1	0	0	1	0	3	0	3	2	0	0	2	6
1645 - 1700	0	0	0	0	0	5	0	5	2	0	0	2	7
Hourly Total	1	0	0	**1**	0	16	0	**16**	7	0	0	**7**	**24**
1700 - 1715	0	0	0	0	0	2	0	2	4	0	0	4	6
1715 - 1730	0	0	0	0	0	1	0	1	3	0	0	3	4
1730 - 1745	0	0	0	0	0	0	0	0	5	0	0	5	5
1745 - 1800	0	0	0	0	0	4	0	4	1	0	0	1	5
Hourly Total	0	0	0	**0**	0	7	0	**7**	13	0	0	**13**	**20**
Grand Total	1	0	0	**1**	0	23	0	**23**	20	0	0	**20**	**44**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	2.27	0.00	0.00	2.27	0.00	52.27	0.00	52.27	45.45	0.00	0.00	45.45	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 10

Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.748775°, -82.520723°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Southbound			Eastbound			Westbound			
	Driveway			SC-81 (West)			SC-81 (East)			
TIME	EB 10c	WB 10d	App Total	NB 10e	SB 10f	App Total	NB 10g	SB 10h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Southbound			Eastbound			Westbound			
	Driveway			SC-81 (West)			SC-81 (East)			
TIME	EB 10c	WB 10d	App Total	NB 10e	SB 10f	App Total	NB 10g	SB 10h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 10

Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.748775°, -82.520723°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound Driveway EB 10c	Southbound Driveway WB 10d	Southbound App Total	Eastbound SC-81 (West) NB 10e	Eastbound SC-81 (West) SB 10f	Eastbound App Total	Westbound SC-81 (East) NB 10g	Westbound SC-81 (East) SB 10h	Westbound App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound Driveway EB 10c	Southbound Driveway WB 10d	Southbound App Total	Eastbound SC-81 (West) NB 10e	Eastbound SC-81 (West) SB 10f	Eastbound App Total	Westbound SC-81 (East) NB 10g	Westbound SC-81 (East) SB 10h	Westbound App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 10

Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Lat/Long
34.748775°, -82.520723°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Southbound			Eastbound			Westbound			
	Driveway			SC-81 (West)			SC-81 (East)			
TIME	EB 10c	WB 10d	App Total	NB 10e	SB 10f	App Total	NB 10g	SB 10h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Southbound			Eastbound			Westbound			
	Driveway			SC-81 (West)			SC-81 (East)			
TIME	EB 10c	WB 10d	App Total	NB 10e	SB 10f	App Total	NB 10g	SB 10h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	SC-81 (West) Eastbound			SC-81 (East) Westbound			Northbound			Driveway Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	3	74	0	0	43	0	0	0	0	6	0	6	132
07:15 AM - 07:30 AM	7	116	0	0	55	1	0	0	0	2	0	5	186
07:30 AM - 07:45 AM	13	173	0	0	60	0	0	0	0	5	0	4	255
07:45 AM - 08:00 AM	16	174	0	0	52	0	0	0	0	2	0	2	246
08:00 AM - 08:15 AM	6	133	0	0	46	1	0	0	0	4	0	7	197
08:15 AM - 08:30 AM	10	68	0	0	36	1	0	0	0	6	0	3	124
08:30 AM - 08:45 AM	5	72	0	0	28	1	0	0	0	5	0	4	115
08:45 AM - 09:00 AM	8	71	0	0	46	1	0	0	0	6	0	11	143
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	16	69	0	0	89	1	0	0	0	6	0	7	188
04:15 PM - 04:30 PM	17	79	0	0	88	0	0	0	0	3	0	12	199
04:30 PM - 04:45 PM	10	74	0	0	112	2	0	0	0	8	0	9	215
04:45 PM - 05:00 PM	5	72	0	0	108	0	0	0	0	5	0	12	202
05:00 PM - 05:15 PM	12	78	0	0	124	0	0	0	0	14	0	15	243
05:15 PM - 05:30 PM	16	70	0	0	145	0	0	0	0	12	0	16	259
05:30 PM - 05:45 PM	23	85	0	0	126	1	0	0	0	7	0	10	252
05:45 PM - 06:00 PM	30	69	0	0	117	4	0	0	0	15	0	11	246
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Tripp Rd						Driveway						SC-81 (West)						SC-81 (East)						
	Left	Thru	Right		U-Turn	App						App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	11.1	11.2	11.3		11.4	Total						Total	11.5	11.6	11.7		11.8	Total	11.9	11.10	11.11		11.12	Total	Total
0715 - 0730	3	0	0	-	0	3	-	-	-	-	-	0	0	115	0	-	0	115	1	55	4	-	0	60	178
0730 - 0745	3	0	0	-	0	3	-	-	-	-	-	0	2	178	0	-	0	180	0	57	11	-	0	68	251
0745 - 0800	1	0	2	-	0	3	-	-	-	-	-	0	1	170	3	-	0	174	0	52	9	-	0	61	238
0800 - 0815	1	0	1	-	0	2	-	-	-	-	-	0	1	138	0	-	0	139	0	47	6	-	0	53	194
Total	8	0	3	0	0	11	0	0	0	0	0	0	4	601	3	0	0	608	1	211	30	0	0	242	861
Approach %	72.73	0.00	27.27	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.66	98.85	0.49	0.00	0.00	-	0.41	87.19	12.40	0.00	0.00	-	
PHF	0.67	0.00	0.38	0.00	0.00	**0.92**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.84	0.25	0.00	0.00	**0.84**	0.25	0.93	0.68	0.00	0.00	**0.89**	**0.86**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Tripp Rd						Driveway						SC-81 (West)						SC-81 (East)						
	Left	Thru	Right		U-Turn	App						App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	11.1	11.2	11.3		11.4	Total						Total	11.5	11.6	11.7		11.8	Total	11.9	11.10	11.11		11.12	Total	Total
0715 - 0730	2	0	0	-	0	2	-	-	-	-	-	0	0	114	0	-	0	114	1	53	4	-	0	58	174
0730 - 0745	3	0	0	-	0	3	-	-	-	-	-	0	2	177	0	-	0	179	0	53	11	-	0	64	246
0745 - 0800	1	0	2	-	0	3	-	-	-	-	-	0	1	168	3	-	0	172	0	47	9	-	0	56	231
0800 - 0815	1	0	1	-	0	2	-	-	-	-	-	0	1	133	0	-	0	134	0	45	6	-	0	51	187
Total	7	0	3	0	0	10	0	0	0	0	0	0	4	592	3	0	0	599	1	198	30	0	0	229	838
Approach %	70.00	0.00	30.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.67	98.83	0.50	0.00	0.00	-	0.44	86.46	13.10	0.00	0.00	-	
PHF	0.58	0.00	0.38	0.00	0.00	**0.83**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.50	0.84	0.25	0.00	0.00	**0.84**	0.25	0.93	0.68	0.00	0.00	**0.89**	**0.85**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Tripp Rd						Driveway						SC-81 (West)						SC-81 (East)						
	Left	Thru	Right		U-Turn	App						App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	11.1	11.2	11.3		11.4	Total						Total	11.5	11.6	11.7		11.8	Total	11.9	11.10	11.11		11.12	Total	Total
0715 - 0730	1	0	0	-	0	1	-	-	-	-	-	0	0	1	0	-	0	1	0	2	0	-	0	2	4
0730 - 0745	0	0	0	-	0	0	-	-	-	-	-	0	0	1	0	-	0	1	0	4	0	-	0	4	5
0745 - 0800	0	0	0	-	0	0	-	-	-	-	-	0	0	2	0	-	0	2	0	5	0	-	0	5	7
0800 - 0815	0	0	0	-	0	0	-	-	-	-	-	0	0	2	0	-	0	2	0	1	0	-	0	1	3
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	6	0	12	0	0	0	12	19
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.60	0.00	0.00	0.00	**0.60**	**0.68**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Tripp Rd						Driveway						SC-81 (West)						SC-81 (East)						
	Left	Thru	Right		U-Turn	App						App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	11.1	11.2	11.3		11.4	Total						Total	11.5	11.6	11.7		11.8	Total	11.9	11.10	11.11		11.12	Total	Total
0715 - 0730	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	-	-	-	-	-	0	0	3	0	-	0	3	0	1	0	-	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	0	1	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.25**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Tripp Rd						Driveway						SC-81 (West)						SC-81 (East)						
	Left	Thru	Right		U-Turn	App						App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	11.1	11.2	11.3		11.4	Total						Total	11.5	11.6	11.7		11.8	Total	11.9	11.10	11.11		11.12	Total	Total
0715 - 0730	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	Tripp Rd						Driveway						SC-81 (West)						SC-81 (East)						
	Left	Thru	Right		U-Turn	App						App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	11.1	11.2	11.3		11.4	Total						Total	11.5	11.6	11.7		11.8	Total	11.9	11.10	11.11		11.12	Total	Total
1700 - 1715	1	0	1	-	0	2	-	-	-	-	-	0	0	91	1	-	0	92	0	127	7	-	0	134	228
1715 - 1730	0	0	0	-	0	0	-	-	-	-	-	0	1	82	0	-	0	83	0	144	7	-	0	151	234
1730 - 1745	2	0	0	-	0	2	-	-	-	-	-	0	0	91	0	-	0	91	0	123	14	-	0	137	230
1745 - 1800	1	0	0	-	0	1	-	-	-	-	-	0	3	81	0	-	0	84	2	119	19	-	0	140	225
Total	4	0	1	0	0	5	0	0	0	0	0	0	4	345	1	0	0	350	2	513	47	0	0	562	917
Approach %	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	1.14	98.57	0.29	0.00	0.00	-	0.36	91.28	8.36	0.00	0.00	-	
PHF	0.50	0.00	0.25	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.33	0.95	0.25	0.00	0.00	**0.95**	0.25	0.89	0.62	0.00	0.00	**0.93**	**0.98**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	Tripp Rd						Driveway						SC-81 (West)						SC-81 (East)						
	Left	Thru	Right		U-Turn	App						App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	11.1	11.2	11.3		11.4	Total						Total	11.5	11.6	11.7		11.8	Total	11.9	11.10	11.11		11.12	Total	Total
1700 - 1715	1	0	1	-	0	2	-	-	-	-	-	0	0	89	1	-	0	90	0	124	7	-	0	131	223
1715 - 1730	0	0	0	-	0	0	-	-	-	-	-	0	1	81	0	-	0	82	0	141	7	-	0	148	230
1730 - 1745	2	0	0	-	0	2	-	-	-	-	-	0	0	90	0	-	0	90	0	118	14	-	0	132	224
1745 - 1800	1	0	0	-	0	1	-	-	-	-	-	0	3	78	0	-	0	81	1	117	19	-	0	137	219
Total	4	0	1	0	0	5	0	0	0	0	0	0	4	338	1	0	0	343	1	500	47	0	0	548	896
Approach %	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	1.17	98.54	0.29	0.00	0.00	-	0.18	91.24	8.58	0.00	0.00	-	
PHF	0.50	0.00	0.25	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.33	0.94	0.25	0.00	0.00	**0.95**	0.25	0.89	0.62	0.00	0.00	**0.93**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	Tripp Rd						Driveway						SC-81 (West)						SC-81 (East)						
	Left	Thru	Right		U-Turn	App						App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	11.1	11.2	11.3		11.4	Total						Total	11.5	11.6	11.7		11.8	Total	11.9	11.10	11.11		11.12	Total	Total
1700 - 1715	0	0	0	-	0	0	-	-	-	-	-	0	0	2	0	-	0	2	0	3	0	-	0	3	5
1715 - 1730	0	0	0	-	0	0	-	-	-	-	-	0	0	1	0	-	0	1	0	2	0	-	0	2	3
1730 - 1745	0	0	0	-	0	0	-	-	-	-	-	0	0	1	0	-	0	1	0	4	0	-	0	4	5
1745 - 1800	0	0	0	-	0	0	-	-	-	-	-	0	0	2	0	-	0	2	1	2	0	-	0	3	5
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	1	11	0	0	0	12	18
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	8.33	91.67	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.25	0.69	0.00	0.00	0.00	**0.75**	**0.90**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	Tripp Rd						Driveway						SC-81 (West)						SC-81 (East)						
	Left	Thru	Right		U-Turn	App						App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	11.1	11.2	11.3		11.4	Total						Total	11.5	11.6	11.7		11.8	Total	11.9	11.10	11.11		11.12	Total	Total
1700 - 1715	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1730 - 1745	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	1	0	-	0	1	1
1745 - 1800	0	0	0	-	0	0	-	-	-	-	-	0	0	1	0	-	0	1	0	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	3
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.75**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	Tripp Rd						Driveway						SC-81 (West)						SC-81 (East)						
	Left	Thru	Right		U-Turn	App						App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	11.1	11.2	11.3		11.4	Total						Total	11.5	11.6	11.7		11.8	Total	11.9	11.10	11.11		11.12	Total	Total
1700 - 1715	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1745 - 1800	0	0	0	-	0	0	-	-	-	-	-	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 11
Tripp Rd
Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.749059°, -82.519375°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Tripp Rd					Driveway					SC-81 (West)					SC-81 (East)					
	Left	Thru	Right	U-Turn	App						Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	11.1	11.2	11.3	11.4	Total						11.5	11.6	11.7	11.8	Total	11.9	11.10	11.11	11.12	Total	Total
0700 - 0715	2	0	0	0	2						0	82	0	0	82	0	40	0	0	40	124
0715 - 0730	3	0	0	0	3						0	115	0	0	115	1	55	4	0	60	178
0730 - 0745	3	0	0	0	3						2	178	0	0	180	0	57	11	0	68	251
0745 - 0800	1	0	2	0	3						1	170	3	0	174	0	52	9	0	61	238
Hourly Total	9	0	2	0	**11**						3	545	3	0	**551**	1	204	24	0	**229**	**791**
0800 - 0815	1	0	1	0	2						1	138	0	0	139	0	47	6	0	53	194
0815 - 0830	1	0	1	0	2						3	71	0	0	74	0	33	13	0	46	122
0830 - 0845	1	0	1	0	2						1	75	1	0	77	0	27	3	0	30	109
0845 - 0900	0	0	0	0	0						3	72	2	0	77	0	47	3	0	50	127
Hourly Total	3	0	3	0	**6**						8	356	3	0	**367**	0	154	25	0	**179**	**552**
Grand Total	12	0	5	0	**17**						11	901	6	0	**918**	1	358	49	0	**408**	**1343**
Approach %	70.59	0.00	29.41	0.00	-						1.20	98.15	0.65	0.00	-	0.25	87.75	12.01	0.00	-	
Intersection %	0.89	0.00	0.37	0.00	1.27						0.82	67.09	0.45	0.00	68.35	0.07	26.66	3.65	0.00	30.38	
Heavy Vehicle %	8	-	0	-	**6**						0	2	0	-	**2**	0	7	4	-	**7**	**3**
PHF	0.67	0.00	0.38	0.00	**0.92**						0.50	0.84	0.25	0.00	**0.84**	0.25	0.93	0.68	0.00	**0.89**	**0.86**

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	Tripp Rd					Driveway					SC-81 (West)					SC-81 (East)					
	Left	Thru	Right	U-Turn	App						Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	11.1	11.2	11.3	11.4	Total						11.5	11.6	11.7	11.8	Total	11.9	11.10	11.11	11.12	Total	Total
1600 - 1615	1	0	0	0	1						5	71	0	0	76	0	83	16	0	99	176
1615 - 1630	0	1	0	0	1						2	78	2	0	82	0	91	9	0	100	183
1630 - 1645	0	0	0	0	0						0	80	3	0	83	0	113	8	0	121	204
1645 - 1700	0	0	2	0	2						3	70	3	0	76	2	111	14	0	127	205
Hourly Total	1	1	2	0	**4**						10	299	8	0	**317**	2	398	47	0	**447**	**768**
1700 - 1715	1	0	1	0	2						0	91	1	0	92	0	127	7	0	134	228
1715 - 1730	0	0	0	0	0						1	82	0	0	83	0	144	7	0	151	234
1730 - 1745	2	0	0	0	2						0	91	0	0	91	0	123	14	0	137	230
1745 - 1800	1	0	0	0	1						3	81	0	0	84	2	119	19	0	140	225
Hourly Total	4	0	1	0	**5**						4	345	1	0	**350**	2	513	47	0	**562**	**917**
Grand Total	5	1	3	0	**9**						14	644	9	0	**667**	4	911	94	0	**1009**	**1685**
Approach %	55.56	11.11	33.33	0.00	-						2.10	96.55	1.35	0.00	-	0.40	90.29	9.32	0.00	-	
Intersection %	0.30	0.06	0.18	0.00	0.53						0.83	38.22	0.53	0.00	39.58	0.24	54.07	5.58	0.00	59.88	
Heavy Vehicle %	0	0	0	-	**0**						0	4	11	-	**4**	50	2	0	-	**2**	**3**
PHF	0.50	0.00	0.25	0.00	**0.63**						0.33	0.95	0.25	0.00	**0.95**	0.25	0.89	0.62	0.00	**0.93**	**0.98**

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 11
Tripp Rd
Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.749059°, -82.519375°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Tripp Rd					Driveway					SC-81 (West)					SC-81 (East)					
	Left	Thru	Right	U-Turn	App						Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	11.1	11.2	11.3	11.4	Total						11.5	11.6	11.7	11.8	Total	11.9	11.10	11.11	11.12	Total	Total
0700 - 0715	2	0	0	0	2						0	80	0	0	80	0	36	0	0	36	118
0715 - 0730	2	0	0	0	2						0	114	0	0	114	1	53	4	0	58	174
0730 - 0745	3	0	0	0	3						2	177	0	0	179	0	53	11	0	64	246
0745 - 0800	1	0	2	0	3						1	168	3	0	172	0	47	9	0	56	231
Hourly Total	8	0	2	0	**10**						3	539	3	0	**545**	1	189	24	0	**214**	**769**
0800 - 0815	1	0	1	0	2						1	133	0	0	134	0	45	6	0	51	187
0815 - 0830	1	0	1	0	2						3	70	0	0	73	0	32	12	0	44	119
0830 - 0845	1	0	1	0	2						1	72	1	0	74	0	24	2	0	26	102
0845 - 0900	0	0	0	0	0						3	70	2	0	75	0	42	3	0	45	120
Hourly Total	3	0	3	0	**6**						8	345	3	0	**356**	0	143	23	0	**166**	**528**
Grand Total	11	0	5	0	**16**						11	884	6	0	**901**	1	332	47	0	**380**	**1297**
Approach %	68.75	0.00	31.25	0.00	-						1.22	98.11	0.67	0.00	-	0.26	87.37	12.37	0.00	-	
Intersection %	0.85	0.00	0.39	0.00	1.23						0.85	68.16	0.46	0.00	69.47	0.08	25.60	3.62	0.00	29.30	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	Tripp Rd					Driveway					SC-81 (West)					SC-81 (East)					
	Left	Thru	Right	U-Turn	App						Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	11.1	11.2	11.3	11.4	Total						11.5	11.6	11.7	11.8	Total	11.9	11.10	11.11	11.12	Total	Total
1600 - 1615	1	0	0	0	1						5	66	0	0	71	0	81	16	0	97	169
1615 - 1630	0	1	0	0	1						2	76	1	0	79	0	90	9	0	99	179
1630 - 1645	0	0	0	0	0						0	75	3	0	78	0	111	8	0	119	197
1645 - 1700	0	0	2	0	2						3	66	3	0	72	1	109	14	0	124	198
Hourly Total	1	1	2	0	**4**						10	283	7	0	**300**	1	391	47	0	**439**	**743**
1700 - 1715	1	0	1	0	2						0	89	1	0	90	0	124	7	0	131	223
1715 - 1730	0	0	0	0	0						1	81	0	0	82	0	141	7	0	148	230
1730 - 1745	2	0	0	0	2						0	90	0	0	90	0	118	14	0	132	224
1745 - 1800	1	0	0	0	1						3	78	0	0	81	1	117	19	0	137	219
Hourly Total	4	0	1	0	**5**						4	338	1	0	**343**	1	500	47	0	**548**	**896**
Grand Total	5	1	3	0	**9**						14	621	8	0	**643**	2	891	94	0	**987**	**1639**
Approach %	55.56	11.11	33.33	0.00	-						2.18	96.58	1.24	0.00	-	0.20	90.27	9.52	0.00	-	
Intersection %	0.31	0.06	0.18	0.00	0.55						0.85	37.89	0.49	0.00	39.23	0.12	54.36	5.74	0.00	60.22	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 11
Tripp Rd
Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.749059°, -82.519375°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound (Tripp Rd)					Southbound (Driveway)					Eastbound (SC-81 (West))					Westbound (SC-81 (East))					
TIME	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total						Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Int Total
0700 - 0715	0	0	0	0	0						0	2	0	0	2	0	4	0	0	4	6
0715 - 0730	1	0	0	0	1						0	1	0	0	1	0	2	0	0	2	4
0730 - 0745	0	0	0	0	0						0	1	0	0	1	0	4	0	0	4	5
0745 - 0800	0	0	0	0	0						0	2	0	0	2	0	5	0	0	5	7
Hourly Total	1	0	0	0	**1**						0	6	0	0	**6**	0	15	0	0	**15**	**22**
0800 - 0815	0	0	0	0	0						0	2	0	0	2	0	1	0	0	1	3
0815 - 0830	0	0	0	0	0						0	1	0	0	1	0	1	1	0	2	3
0830 - 0845	0	0	0	0	0						0	2	0	0	2	0	3	1	0	4	6
0845 - 0900	0	0	0	0	0						0	2	0	0	2	0	4	0	0	4	6
Hourly Total	0	0	0	0	**0**						0	7	0	0	**7**	0	9	2	0	**11**	**18**
Grand Total	1	0	0	0	**1**						0	13	0	0	**13**	0	24	2	0	**26**	**40**
Approach %	100.00	0.00	0.00	0.00	-						0.00	100.00	0.00	0.00	-	0.00	92.31	7.69	0.00	-	
Intersection %	2.50	0.00	0.00	0.00	2.50						0.00	32.50	0.00	0.00	32.50	0.00	60.00	5.00	0.00	65.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound (Tripp Rd)					Southbound (Driveway)					Eastbound (SC-81 (West))					Westbound (SC-81 (East))					
TIME	Left 11.1	Thru 11.2	Right 11.3	U-Turn 11.4	App Total						Left 11.5	Thru 11.6	Right 11.7	U-Turn 11.8	App Total	Left 11.9	Thru 11.10	Right 11.11	U-Turn 11.12	App Total	Int Total
1600 - 1615	0	0	0	0	0						0	4	0	0	4	0	2	0	0	2	6
1615 - 1630	0	0	0	0	0						0	2	1	0	3	0	1	0	0	1	4
1630 - 1645	0	0	0	0	0						0	3	0	0	3	0	1	0	0	1	4
1645 - 1700	0	0	0	0	0						0	3	0	0	3	0	2	0	0	2	5
Hourly Total	0	0	0	0	**0**						0	12	1	0	**13**	0	6	0	0	**6**	**19**
1700 - 1715	0	0	0	0	0						0	2	0	0	2	0	3	0	0	3	5
1715 - 1730	0	0	0	0	0						0	1	0	0	1	0	2	0	0	2	3
1730 - 1745	0	0	0	0	0						0	1	0	0	1	0	4	0	0	4	5
1745 - 1800	0	0	0	0	0						0	2	0	0	2	1	2	0	0	3	5
Hourly Total	0	0	0	0	**0**						0	6	0	0	**6**	1	11	0	0	**12**	**18**
Grand Total	0	0	0	0	**0**						0	18	1	0	**19**	1	17	0	0	**18**	**37**
Approach %	0.00	0.00	0.00	0.00	-						0.00	94.74	5.26	0.00	-	5.56	94.44	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00						0.00	48.65	2.70	0.00	51.35	2.70	45.95	0.00	0.00	48.65	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 11
Tripp Rd
Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.749059°, -82.519375°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Tripp Rd					Driveway					SC-81 (West)					SC-81 (East)					
	Left	Thru	Right	U-Turn	App						Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	11.1	11.2	11.3	11.4	Total						11.5	11.6	11.7	11.8	Total	11.9	11.10	11.11	11.12	Total	Total
0700 - 0715	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**						0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0						0	3	0	0	3	0	1	0	0	1	4
0815 - 0830	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0						0	1	0	0	1	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0						0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**						0	4	0	0	**4**	0	2	0	0	**2**	**6**
Grand Total	0	0	0	0	**0**						0	4	0	0	**4**	0	2	0	0	**2**	**6**
Approach %	0.00	0.00	0.00	0.00	-						0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00						0.00	66.67	0.00	0.00	66.67	0.00	33.33	0.00	0.00	33.33	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	Tripp Rd					Driveway					SC-81 (West)					SC-81 (East)					
	Left	Thru	Right	U-Turn	App						Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	11.1	11.2	11.3	11.4	Total						11.5	11.6	11.7	11.8	Total	11.9	11.10	11.11	11.12	Total	Total
1600 - 1615	0	0	0	0	0						0	1	0	0	1	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0						0	2	0	0	2	0	1	0	0	1	3
1645 - 1700	0	0	0	0	0						0	1	0	0	1	1	0	0	0	1	2
Hourly Total	0	0	0	0	**0**						0	4	0	0	**4**	1	1	0	0	**2**	**6**
1700 - 1715	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0						0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0						0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0						0	1	0	0	1	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**						0	1	0	0	**1**	0	2	0	0	**2**	**3**
Grand Total	0	0	0	0	**0**						0	5	0	0	**5**	1	3	0	0	**4**	**9**
Approach %	0.00	0.00	0.00	0.00	-						0.00	100.00	0.00	0.00	-	25.00	75.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00						0.00	55.56	0.00	0.00	55.56	11.11	33.33	0.00	0.00	44.44	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 11
Tripp Rd
Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.749059°, -82.519375°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Tripp Rd					Driveway					SC-81 (West)					SC-81 (East)					
	Left	Thru	Right	U-Turn	App						Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	11.1	11.2	11.3	11.4	Total						11.5	11.6	11.7	11.8	Total	11.9	11.10	11.11	11.12	Total	Total
0700 - 0715	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**						0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**						0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**						0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-						0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	Tripp Rd					Driveway					SC-81 (West)					SC-81 (East)					
	Left	Thru	Right	U-Turn	App						Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	11.1	11.2	11.3	11.4	Total						11.5	11.6	11.7	11.8	Total	11.9	11.10	11.11	11.12	Total	Total
1600 - 1615	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**						0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0						0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**						0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**						0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-						0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00						0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 11
Tripp Rd
Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.749059°, -82.519375°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Tripp Rd					Driveway					SC-81 (West)					SC-81 (East)					
	Left	Thru	Right	U-Turn	App						Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	11.1	11.2	11.3	11.4	Total						11.5	11.6	11.7	11.8	Total	11.9	11.10	11.11	11.12	Total	Total
0700 - 0715	0	0	0	0	0						0	2	0	0	2	0	4	0	0	4	6
0715 - 0730	1	0	0	0	1						0	1	0	0	1	0	2	0	0	2	4
0730 - 0745	0	0	0	0	0						0	1	0	0	1	0	4	0	0	4	5
0745 - 0800	0	0	0	0	0						0	2	0	0	2	0	5	0	0	5	7
Hourly Total	1	0	0	0	**1**						0	6	0	0	**6**	0	15	0	0	**15**	**22**
0800 - 0815	0	0	0	0	0						0	5	0	0	5	0	2	0	0	2	7
0815 - 0830	0	0	0	0	0						0	1	0	0	1	0	1	1	0	2	3
0830 - 0845	0	0	0	0	0						0	3	0	0	3	0	3	1	0	4	7
0845 - 0900	0	0	0	0	0						0	2	0	0	2	0	5	0	0	5	7
Hourly Total	0	0	0	0	**0**						0	11	0	0	**11**	0	11	2	0	**13**	**24**
Grand Total	1	0	0	0	**1**						0	17	0	0	**17**	0	26	2	0	**28**	**46**
Approach %	100.00	0.00	0.00	0.00	-						0.00	100.00	0.00	0.00	-	0.00	92.86	7.14	0.00	-	
Intersection %	2.17	0.00	0.00	0.00	2.17						0.00	36.96	0.00	0.00	36.96	0.00	56.52	4.35	0.00	60.87	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	Tripp Rd					Driveway					SC-81 (West)					SC-81 (East)					
	Left	Thru	Right	U-Turn	App						Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	11.1	11.2	11.3	11.4	Total						11.5	11.6	11.7	11.8	Total	11.9	11.10	11.11	11.12	Total	Total
1600 - 1615	0	0	0	0	0						0	5	0	0	5	0	2	0	0	2	7
1615 - 1630	0	0	0	0	0						0	2	1	0	3	0	1	0	0	1	4
1630 - 1645	0	0	0	0	0						0	5	0	0	5	0	2	0	0	2	7
1645 - 1700	0	0	0	0	0						0	4	0	0	4	1	2	0	0	3	7
Hourly Total	0	0	0	0	**0**						0	16	1	0	**17**	1	7	0	0	**8**	**25**
1700 - 1715	0	0	0	0	0						0	2	0	0	2	0	3	0	0	3	5
1715 - 1730	0	0	0	0	0						0	1	0	0	1	0	3	0	0	3	4
1730 - 1745	0	0	0	0	0						0	1	0	0	1	0	5	0	0	5	6
1745 - 1800	0	0	0	0	0						0	3	0	0	3	1	2	0	0	3	6
Hourly Total	0	0	0	0	**0**						0	7	0	0	**7**	1	13	0	0	**14**	**21**
Grand Total	0	0	0	0	**0**						0	23	1	0	**24**	2	20	0	0	**22**	**46**
Approach %	0.00	0.00	0.00	0.00	-						0.00	95.83	4.17	0.00	-	9.09	90.91	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00						0.00	50.00	2.17	0.00	52.17	4.35	43.48	0.00	0.00	47.83	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 11
Tripp Rd
Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.749059°, -82.519375°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Tripp Rd			Driveway			SC-81 (West)			SC-81 (East)			
TIME	EB 11a	WB 11b	App Total	EB 11c	WB 11d	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	Tripp Rd			Driveway			SC-81 (West)			SC-81 (East)			
TIME	EB 11a	WB 11b	App Total	EB 11c	WB 11d	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 11
Tripp Rd
Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.749059°, -82.519375°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Tripp Rd			Driveway			SC-81 (West)			SC-81 (East)			
TIME	EB 11a	WB 11b	App Total	EB 11c	WB 11d	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	Tripp Rd			Driveway			SC-81 (West)			SC-81 (East)			
TIME	EB 11a	WB 11b	App Total	EB 11c	WB 11d	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 11
Tripp Rd
Driveway
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.749059°, -82.519375°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Tripp Rd			Driveway			SC-81 (West)			SC-81 (East)			
TIME	EB 11a	WB 11b	App Total	EB 11c	WB 11d	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	Tripp Rd			Driveway			SC-81 (West)			SC-81 (East)			
TIME	EB 11a	WB 11b	App Total	EB 11c	WB 11d	App Total	NB 11e	SB 11f	App Total	NB 11g	SB 11h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	SC-81 (West) Eastbound			SC-81 (East) Westbound			Tripp Rd Northbound			Driveway Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	82	0	0	40	0	2	0	0	0	0	0	124
07:15 AM - 07:30 AM	0	115	0	1	55	4	3	0	0	0	0	0	178
07:30 AM - 07:45 AM	2	178	0	0	57	11	3	0	0	0	0	0	251
07:45 AM - 08:00 AM	1	170	3	0	52	9	1	0	2	0	0	0	238
08:00 AM - 08:15 AM	1	138	0	0	47	6	1	0	1	0	0	0	194
08:15 AM - 08:30 AM	3	71	0	0	33	13	1	0	1	0	0	0	122
08:30 AM - 08:45 AM	1	75	1	0	27	3	1	0	1	0	0	0	109
08:45 AM - 09:00 AM	3	72	2	0	47	3	0	0	0	0	0	0	127
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	5	71	0	0	83	16	1	0	0	0	0	0	176
04:15 PM - 04:30 PM	2	78	2	0	91	9	0	1	0	0	0	0	183
04:30 PM - 04:45 PM	0	80	3	0	113	8	0	0	0	0	0	0	204
04:45 PM - 05:00 PM	3	70	3	2	111	14	0	0	2	0	0	0	205
05:00 PM - 05:15 PM	0	91	1	0	127	7	1	0	1	0	0	0	228
05:15 PM - 05:30 PM	1	82	0	0	144	7	0	0	0	0	0	0	234
05:30 PM - 05:45 PM	0	91	0	0	123	14	2	0	0	0	0	0	230
05:45 PM - 06:00 PM	3	81	0	2	119	19	1	0	0	0	0	0	225
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

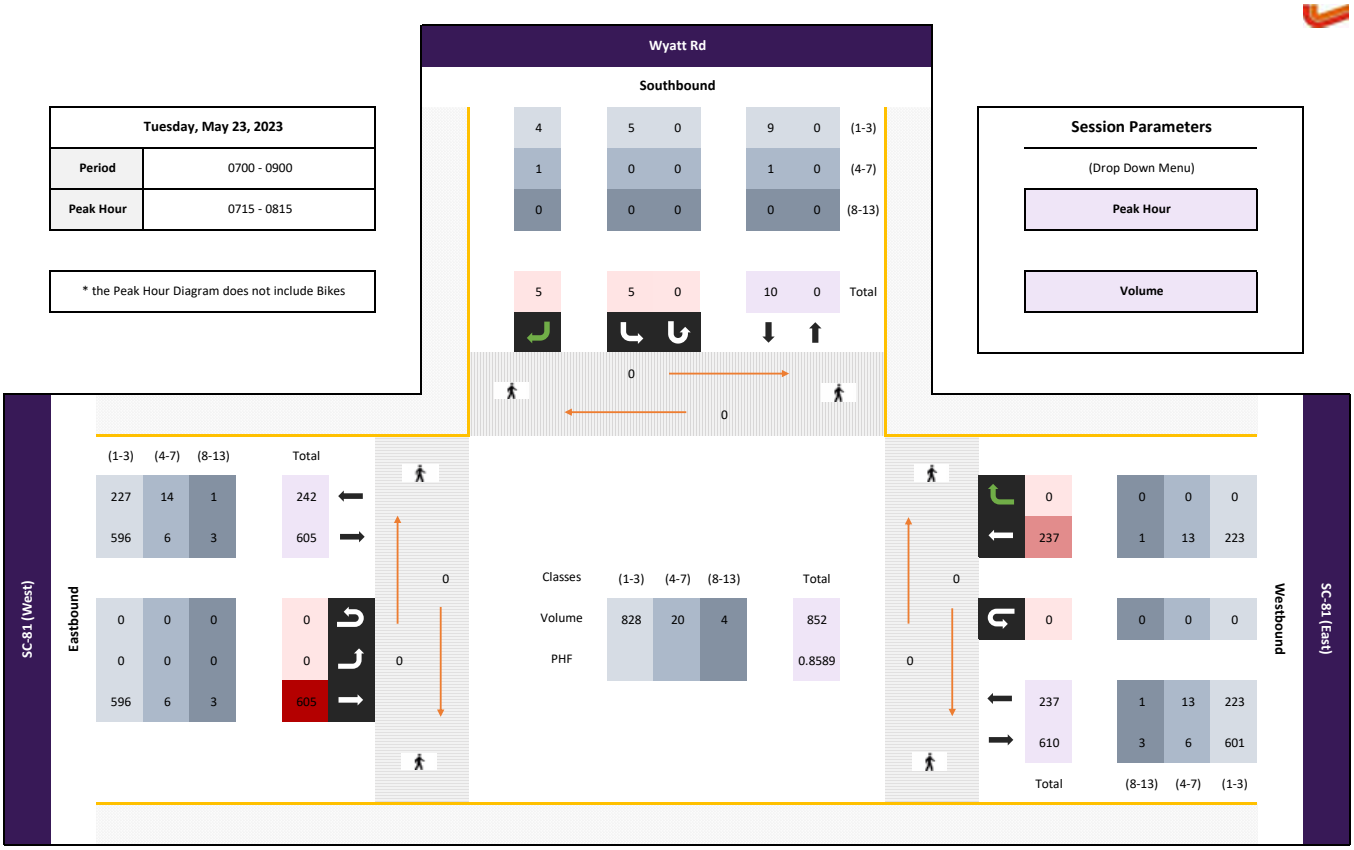
* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

							Southbound						Eastbound						Westbound						
							Wyatt Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	12.1		12.2		12.3	Total	12.4	12.5			12.6	Total		12.7	12.8		12.9	Total	Total
0715 - 0730	-	-	-	-	-	0	3	-	2	-	0	5	0	115	-	-	0	115	-	58	0	-	0	58	178
0730 - 0745	-	-	-	-	-	0	1	-	2	-	0	3	0	180	-	-	0	180	-	65	0	-	0	65	248
0745 - 0800	-	-	-	-	-	0	0	-	1	-	0	1	0	175	-	-	0	175	-	59	0	-	0	59	235
0800 - 0815	-	-	-	-	-	0	1	-	0	-	0	1	0	135	-	-	0	135	-	55	0	-	0	55	191
Total	0	0	0	0	0	0	5	0	5	0	0	10	0	605	0	0	0	605	0	237	0	0	0	237	852
Approach %	0.00	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.42	0.00	0.63	0.00	0.00	**0.50**	0.00	0.84	0.00	0.00	0.00	**0.84**	0.00	0.91	0.00	0.00	0.00	**0.91**	**0.86**

Passenger Vehicles (1-3)

							Southbound						Eastbound						Westbound						
							Wyatt Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	12.1		12.2		12.3	Total	12.4	12.5			12.6	Total		12.7	12.8		12.9	Total	Total
0715 - 0730	-	-	-	-	-	0	3	-	2	-	0	5	0	115	-	-	0	115	-	56	0	-	0	56	176
0730 - 0745	-	-	-	-	-	0	1	-	1	-	0	2	0	179	-	-	0	179	-	62	0	-	0	62	243
0745 - 0800	-	-	-	-	-	0	0	-	1	-	0	1	0	173	-	-	0	173	-	54	0	-	0	54	228
0800 - 0815	-	-	-	-	-	0	1	-	0	-	0	1	0	129	-	-	0	129	-	51	0	-	0	51	181
Total	0	0	0	0	0	0	5	0	4	0	0	9	0	596	0	0	0	596	0	223	0	0	0	223	828
Approach %	0.00	0.00	0.00	0.00	0.00	-	55.56	0.00	44.44	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.42	0.00	0.50	0.00	0.00	**0.45**	0.00	0.83	0.00	0.00	0.00	**0.83**	0.00	0.90	0.00	0.00	0.00	**0.90**	**0.85**

Single Unit Trucks (4-7)

							Southbound						Eastbound						Westbound						
							Wyatt Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	12.1		12.2		12.3	Total	12.4	12.5			12.6	Total		12.7	12.8		12.9	Total	Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	2	0	-	0	2	2
0730 - 0745	-	-	-	-	-	0	0	-	1	-	0	1	0	1	-	-	0	1	-	3	0	-	0	3	5
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	5	0	-	0	5	7
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	3	0	-	0	3	6
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	0	6	0	13	0	0	0	13	20
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.65	0.00	0.00	0.00	**0.65**	**0.71**

Combination Trucks (8-13)

							Southbound						Eastbound						Westbound						
							Wyatt Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	12.1		12.2		12.3	Total	12.4	12.5			12.6	Total		12.7	12.8		12.9	Total	Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	3	-	-	0	3	-	1	0	-	0	1	4
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	1	0	0	0	1	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.25**

Bikes

							Southbound						Eastbound						Westbound						
							Wyatt Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	12.1		12.2		12.3	Total	12.4	12.5			12.6	Total		12.7	12.8		12.9	Total	Total
0715 - 0730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0730 - 0745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0745 - 0800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
0800 - 0815	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Click here for Map

Peak Hour Turning Movement Count

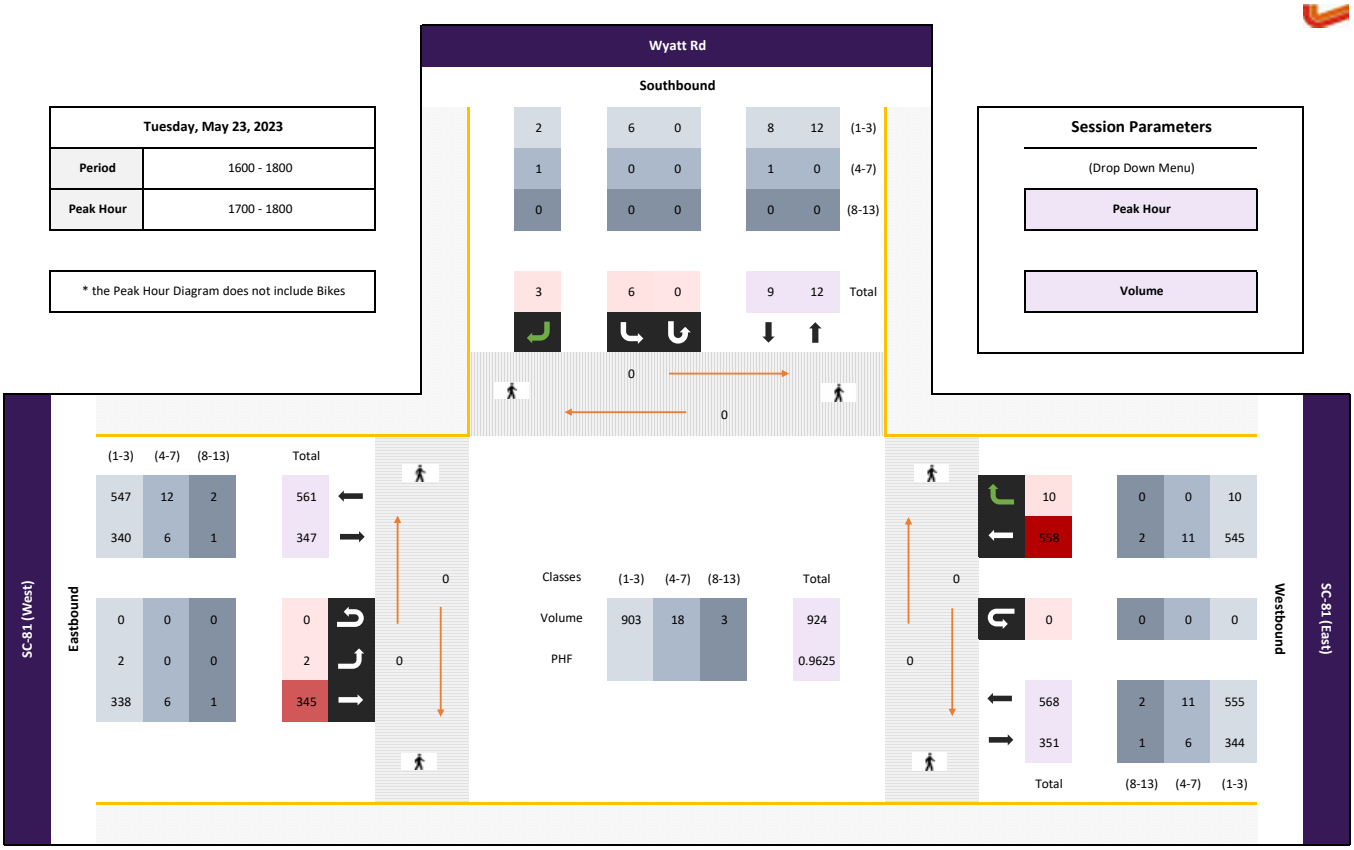
Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Southbound												Eastbound						Westbound						
							Wyatt Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	12.1		12.2		12.3	Total	12.4	12.5			12.6	Total		12.7	12.8		12.9	Total	Total
1700 - 1715	-	-	-	-	-	0	2	-	1	-	0	3	0	91	-	-	0	91	-	134	2	-	0	136	230
1715 - 1730	-	-	-	-	-	0	2	-	1	-	0	3	1	83	-	-	0	84	-	150	3	-	0	153	240
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	1	89	-	-	0	90	-	137	2	-	0	139	229
1745 - 1800	-	-	-	-	-	0	2	-	1	-	0	3	0	82	-	-	0	82	-	137	3	-	0	140	225
Total	0	0	0	0	0	0	6	0	3	0	0	9	2	345	0	0	0	347	0	558	10	0	0	568	924
Approach %	0.00	0.00	0.00	0.00	0.00	-	66.67	0.00	33.33	0.00	0.00	-	0.58	99.42	0.00	0.00	0.00	-	0.00	98.24	1.76	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.75	0.00	0.00	**0.75**	0.50	0.95	0.00	0.00	0.00	**0.95**	0.00	0.93	0.83	0.00	0.00	**0.93**	**0.96**

Passenger Vehicles (1-3)

	Southbound												Eastbound						Westbound						
							Wyatt Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	12.1		12.2		12.3	Total	12.4	12.5			12.6	Total		12.7	12.8		12.9	Total	Total
1700 - 1715	-	-	-	-	-	0	2	-	1	-	0	3	0	89	-	-	0	89	-	129	2	-	0	131	223
1715 - 1730	-	-	-	-	-	0	2	-	1	-	0	3	1	82	-	-	0	83	-	147	3	-	0	150	236
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	1	88	-	-	0	89	-	134	2	-	0	136	225
1745 - 1800	-	-	-	-	-	0	2	-	0	-	0	2	0	79	-	-	0	79	-	135	3	-	0	138	219
Total	0	0	0	0	0	0	6	0	2	0	0	8	2	338	0	0	0	340	0	545	10	0	0	555	903
Approach %	0.00	0.00	0.00	0.00	0.00	-	75.00	0.00	25.00	0.00	0.00	-	0.59	99.41	0.00	0.00	0.00	-	0.00	98.20	1.80	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.75	0.00	0.50	0.00	0.00	**0.67**	0.50	0.95	0.00	0.00	0.00	**0.96**	0.00	0.93	0.83	0.00	0.00	**0.93**	**0.96**

Single Unit Trucks (4-7)

	Southbound												Eastbound						Westbound						
							Wyatt Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	12.1		12.2		12.3	Total	12.4	12.5			12.6	Total		12.7	12.8		12.9	Total	Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	2	-	-	0	2	-	4	0	-	0	4	6
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	2	0	-	0	2	3
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	3	0	-	0	3	4
1745 - 1800	-	-	-	-	-	0	0	-	1	-	0	1	0	2	-	-	0	2	-	2	0	-	0	2	5
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	6	0	0	0	6	0	11	0	0	0	11	18
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.69	0.00	0.00	0.00	**0.69**	**0.75**

Combination Trucks (8-13)

	Southbound												Eastbound						Westbound						
							Wyatt Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	12.1		12.2		12.3	Total	12.4	12.5			12.6	Total		12.7	12.8		12.9	Total	Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	1	0	-	0	1	1
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	1	0	-	0	1	1
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	1	-	-	0	1	-	0	0	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	2	3
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.75**

Bikes

	Southbound												Eastbound						Westbound						
							Wyatt Rd						SC-81 (West)						SC-81 (East)						
						App	Left		Right		U-Turn	App	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Int
Time						Total	12.1		12.2		12.3	Total	12.4	12.5			12.6	Total		12.7	12.8		12.9	Total	Total
1700 - 1715	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1715 - 1730	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1730 - 1745	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
1745 - 1800	-	-	-	-	-	0	0	-	0	-	0	0	0	0	-	-	0	0	-	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 12

Wyatt Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.749138°, -82.517635°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All vehicles

TIME	Southbound Wyatt Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
0700 - 0715	0	1	0	1	0	79	0	79	39	1	0	40	120
0715 - 0730	3	2	0	5	0	115	0	115	58	0	0	58	178
0730 - 0745	1	2	0	3	0	180	0	180	65	0	0	65	248
0745 - 0800	0	1	0	1	0	175	0	175	59	0	0	59	235
Hourly Total	4	6	0	**10**	0	549	0	**549**	221	1	0	**222**	**781**
0800 - 0815	1	0	0	1	0	135	0	135	55	0	0	55	191
0815 - 0830	0	0	0	0	0	74	0	74	44	1	0	45	119
0830 - 0845	2	1	0	3	0	76	0	76	29	0	0	29	108
0845 - 0900	2	1	0	3	0	71	0	71	50	3	0	53	127
Hourly Total	5	2	0	**7**	0	356	0	**356**	178	4	0	**182**	**545**
Grand Total	9	8	0	**17**	0	905	0	**905**	399	5	0	**404**	**1326**
Approach %	52.94	47.06	0.00	-	0.00	100.00	0.00	-	98.76	1.24	0.00	-	
Intersection %	0.68	0.60	0.00	1.28	0.00	68.25	0.00	68.25	30.09	0.38	0.00	30.47	
Heavy Vehicle %	0	13	-	**6**	-	2	-	**2**	7	0	-	**7**	**3**
PHF	0.42	0.63	0.00	**0.50**	0.00	0.84	0.00	**0.84**	0.91	0.00	0.00	**0.91**	**0.86**

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All vehicles

TIME	Southbound Wyatt Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
1600 - 1615	1	0	0	1	1	69	0	70	99	1	0	100	171
1615 - 1630	0	1	0	1	0	78	0	78	98	0	0	98	177
1630 - 1645	4	1	0	5	1	79	0	80	119	2	0	121	206
1645 - 1700	1	1	0	2	1	72	0	73	128	1	0	129	204
Hourly Total	6	3	0	**9**	3	298	0	**301**	444	4	0	**448**	**758**
1700 - 1715	2	1	0	3	0	91	0	91	134	2	0	136	230
1715 - 1730	2	1	0	3	1	83	0	84	150	3	0	153	240
1730 - 1745	0	0	0	0	1	89	0	90	137	2	0	139	229
1745 - 1800	2	1	0	3	0	82	0	82	137	3	0	140	225
Hourly Total	6	3	0	**9**	2	345	0	**347**	558	10	0	**568**	**924**
Grand Total	12	6	0	**18**	5	643	0	**648**	1002	14	0	**1016**	**1682**
Approach %	66.67	33.33	0.00	-	0.77	99.23	0.00	-	98.62	1.38	0.00	-	
Intersection %	0.71	0.36	0.00	1.07	0.30	38.23	0.00	38.53	59.57	0.83	0.00	60.40	
Heavy Vehicle %	0	33	-	**11**	0	4	-	**4**	2	0	-	**2**	**3**
PHF	0.75	0.75	0.00	**0.75**	0.50	0.95	0.00	**0.95**	0.93	0.83	0.00	**0.93**	**0.96**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 12

Wyatt Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.749138°, -82.517635°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

TIME	Southbound Wyatt Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
0700 - 0715	0	1	0	1	0	76	0	76	35	1	0	36	113
0715 - 0730	3	2	0	5	0	115	0	115	56	0	0	56	176
0730 - 0745	1	1	0	2	0	179	0	179	62	0	0	62	243
0745 - 0800	0	1	0	1	0	173	0	173	54	0	0	54	228
Hourly Total	4	5	0	**9**	0	543	0	**543**	207	1	0	**208**	**760**
0800 - 0815	1	0	0	1	0	129	0	129	51	0	0	51	181
0815 - 0830	0	0	0	0	0	72	0	72	42	1	0	43	115
0830 - 0845	2	1	0	3	0	75	0	75	27	0	0	27	105
0845 - 0900	2	1	0	3	0	69	0	69	45	3	0	48	120
Hourly Total	5	2	0	**7**	0	345	0	**345**	165	4	0	**169**	**521**
Grand Total	9	7	0	**16**	0	888	0	**888**	372	5	0	**377**	**1281**
Approach %	56.25	43.75	0.00	-	0.00	100.00	0.00	-	98.67	1.33	0.00	-	
Intersection %	0.70	0.55	0.00	1.25	0.00	69.32	0.00	69.32	29.04	0.39	0.00	29.43	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

TIME	Southbound Wyatt Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
1600 - 1615	1	0	0	1	1	64	0	65	97	1	0	98	164
1615 - 1630	0	1	0	1	0	77	0	77	97	0	0	97	175
1630 - 1645	4	1	0	5	1	75	0	76	117	2	0	119	200
1645 - 1700	1	0	0	1	1	66	0	67	126	1	0	127	195
Hourly Total	6	2	0	**8**	3	282	0	**285**	437	4	0	**441**	**734**
1700 - 1715	2	1	0	3	0	89	0	89	129	2	0	131	223
1715 - 1730	2	1	0	3	1	82	0	83	147	3	0	150	236
1730 - 1745	0	0	0	0	1	88	0	89	134	2	0	136	225
1745 - 1800	2	0	0	2	0	79	0	79	135	3	0	138	219
Hourly Total	6	2	0	**8**	2	338	0	**340**	545	10	0	**555**	**903**
Grand Total	12	4	0	**16**	5	620	0	**625**	982	14	0	**996**	**1637**
Approach %	75.00	25.00	0.00	-	0.80	99.20	0.00	-	98.59	1.41	0.00	-	
Intersection %	0.73	0.24	0.00	0.98	0.31	37.87	0.00	38.18	59.99	0.86	0.00	60.84	

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

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 12

Wyatt Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.749138°, -82.517635°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

TIME	Southbound Wyatt Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
0700 - 0715	0	0	0	0	0	3	0	3	4	0	0	4	7
0715 - 0730	0	0	0	0	0	0	0	0	2	0	0	2	2
0730 - 0745	0	1	0	1	0	1	0	1	3	0	0	3	5
0745 - 0800	0	0	0	0	0	2	0	2	5	0	0	5	7
Hourly Total	0	1	0	**1**	0	6	0	**6**	14	0	0	**14**	**21**
0800 - 0815	0	0	0	0	0	3	0	3	3	0	0	3	6
0815 - 0830	0	0	0	0	0	1	0	1	2	0	0	2	3
0830 - 0845	0	0	0	0	0	1	0	1	2	0	0	2	3
0845 - 0900	0	0	0	0	0	2	0	2	4	0	0	4	6
Hourly Total	0	0	0	**0**	0	7	0	**7**	11	0	0	**11**	**18**
Grand Total	0	1	0	**1**	0	13	0	**13**	25	0	0	**25**	**39**
Approach %	0.00	100.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	2.56	0.00	2.56	0.00	33.33	0.00	33.33	64.10	0.00	0.00	64.10	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

TIME	Southbound Wyatt Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
1600 - 1615	0	0	0	0	0	4	0	4	2	0	0	2	6
1615 - 1630	0	0	0	0	0	1	0	1	1	0	0	1	2
1630 - 1645	0	0	0	0	0	2	0	2	1	0	0	1	3
1645 - 1700	0	0	0	0	0	5	0	5	2	0	0	2	7
Hourly Total	0	0	0	**0**	0	12	0	**12**	6	0	0	**6**	**18**
1700 - 1715	0	0	0	0	0	2	0	2	4	0	0	4	6
1715 - 1730	0	0	0	0	0	1	0	1	2	0	0	2	3
1730 - 1745	0	0	0	0	0	1	0	1	3	0	0	3	4
1745 - 1800	0	1	0	1	0	2	0	2	2	0	0	2	5
Hourly Total	0	1	0	**1**	0	6	0	**6**	11	0	0	**11**	**18**
Grand Total	0	1	0	**1**	0	18	0	**18**	17	0	0	**17**	**36**
Approach %	0.00	100.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	2.78	0.00	2.78	0.00	50.00	0.00	50.00	47.22	0.00	0.00	47.22	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 12

Wyatt Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.749138°, -82.517635°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

TIME	Southbound Wyatt Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	3	0	3	1	0	0	1	4
0815 - 0830	0	0	0	0	0	1	0	1	0	0	0	0	1
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	**0**	0	4	0	**4**	2	0	0	**2**	**6**
Grand Total	0	0	0	**0**	0	4	0	**4**	2	0	0	**2**	**6**
Approach %	0.00	0.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	66.67	0.00	66.67	33.33	0.00	0.00	33.33	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

TIME	Southbound Wyatt Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	1	0	1	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	2	0	2	1	0	0	1	3
1645 - 1700	0	1	0	1	0	1	0	1	0	0	0	0	2
Hourly Total	0	1	0	**1**	0	4	0	**4**	1	0	0	**1**	**6**
1700 - 1715	0	0	0	0	0	0	0	0	1	0	0	1	1
1715 - 1730	0	0	0	0	0	0	0	0	1	0	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	0	1	0	**1**	2	0	0	**2**	**3**
Grand Total	0	1	0	**1**	0	5	0	**5**	3	0	0	**3**	**9**
Approach %	0.00	100.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	11.11	0.00	11.11	0.00	55.56	0.00	55.56	33.33	0.00	0.00	33.33	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 12

Wyatt Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.749138°, -82.517635°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Southbound				Eastbound				Westbound				
	Wyatt Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Southbound				Eastbound				Westbound				
	Wyatt Rd				SC-81 (West)				SC-81 (East)				
TIME	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 12

Wyatt Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.749138°, -82.517635°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

TIME	Southbound Wyatt Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
0700 - 0715	0	0	0	0	0	3	0	3	4	0	0	4	7
0715 - 0730	0	0	0	0	0	0	0	0	2	0	0	2	2
0730 - 0745	0	1	0	1	0	1	0	1	3	0	0	3	5
0745 - 0800	0	0	0	0	0	2	0	2	5	0	0	5	7
Hourly Total	0	1	0	**1**	0	6	0	**6**	14	0	0	**14**	**21**
0800 - 0815	0	0	0	0	0	6	0	6	4	0	0	4	10
0815 - 0830	0	0	0	0	0	2	0	2	2	0	0	2	4
0830 - 0845	0	0	0	0	0	1	0	1	2	0	0	2	3
0845 - 0900	0	0	0	0	0	2	0	2	5	0	0	5	7
Hourly Total	0	0	0	**0**	0	11	0	**11**	13	0	0	**13**	**24**
Grand Total	0	1	0	**1**	0	17	0	**17**	27	0	0	**27**	**45**
Approach %	0.00	100.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	2.22	0.00	2.22	0.00	37.78	0.00	37.78	60.00	0.00	0.00	60.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

TIME	Southbound Wyatt Rd				Eastbound SC-81 (West)				Westbound SC-81 (East)				Int Total
	Left 12.1	Right 12.2	U-Turn 12.3	App Total	Left 12.4	Thru 12.5	U-Turn 12.6	App Total	Thru 12.7	Right 12.8	U-Turn 12.9	App Total	
1600 - 1615	0	0	0	0	0	5	0	5	2	0	0	2	7
1615 - 1630	0	0	0	0	0	1	0	1	1	0	0	1	2
1630 - 1645	0	0	0	0	0	4	0	4	2	0	0	2	6
1645 - 1700	0	1	0	1	0	6	0	6	2	0	0	2	9
Hourly Total	0	1	0	**1**	0	16	0	**16**	7	0	0	**7**	**24**
1700 - 1715	0	0	0	0	0	2	0	2	5	0	0	5	7
1715 - 1730	0	0	0	0	0	1	0	1	3	0	0	3	4
1730 - 1745	0	0	0	0	0	1	0	1	3	0	0	3	4
1745 - 1800	0	1	0	1	0	3	0	3	2	0	0	2	6
Hourly Total	0	1	0	**1**	0	7	0	**7**	13	0	0	**13**	**21**
Grand Total	0	2	0	**2**	0	23	0	**23**	20	0	0	**20**	**45**
Approach %	0.00	100.00	0.00	-	0.00	100.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	4.44	0.00	4.44	0.00	51.11	0.00	51.11	44.44	0.00	0.00	44.44	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 12

Wyatt Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.749138°, -82.517635°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

TIME	Southbound Wyatt Rd EB 12c	Southbound Wyatt Rd WB 12d	Southbound App Total	Eastbound SC-81 (West) NB 12e	Eastbound SC-81 (West) SB 12f	Eastbound App Total	Westbound SC-81 (East) NB 12g	Westbound SC-81 (East) SB 12h	Westbound App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

TIME	Southbound Wyatt Rd EB 12c	Southbound Wyatt Rd WB 12d	Southbound App Total	Eastbound SC-81 (West) NB 12e	Eastbound SC-81 (West) SB 12f	Eastbound App Total	Westbound SC-81 (East) NB 12g	Westbound SC-81 (East) SB 12h	Westbound App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 12

Wyatt Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.749138°, -82.517635°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound Wyatt Rd EB 12c	Southbound Wyatt Rd WB 12d	Southbound App Total	Eastbound SC-81 (West) NB 12e	Eastbound SC-81 (West) SB 12f	Eastbound App Total	Westbound SC-81 (East) NB 12g	Westbound SC-81 (East) SB 12h	Westbound App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Southbound Wyatt Rd EB 12c	Southbound Wyatt Rd WB 12d	Southbound App Total	Eastbound SC-81 (West) NB 12e	Eastbound SC-81 (West) SB 12f	Eastbound App Total	Westbound SC-81 (East) NB 12g	Westbound SC-81 (East) SB 12h	Westbound App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 12

Wyatt Rd
SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.749138°, -82.517635°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

TIME	Southbound Wyatt Rd EB 12c	Southbound Wyatt Rd WB 12d	Southbound App Total	Eastbound SC-81 (West) NB 12e	Eastbound SC-81 (West) SB 12f	Eastbound App Total	Westbound SC-81 (East) NB 12g	Westbound SC-81 (East) SB 12h	Westbound App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

TIME	Southbound Wyatt Rd EB 12c	Southbound Wyatt Rd WB 12d	Southbound App Total	Eastbound SC-81 (West) NB 12e	Eastbound SC-81 (West) SB 12f	Eastbound App Total	Westbound SC-81 (East) NB 12g	Westbound SC-81 (East) SB 12h	Westbound App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	SC-81 (West) Eastbound			SC-81 (East) Westbound			Northbound			Wyatt Rd Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	79	0	0	39	1	0	0	0	0	0	1	120
07:15 AM - 07:30 AM	0	115	0	0	58	0	0	0	0	3	0	2	178
07:30 AM - 07:45 AM	0	180	0	0	65	0	0	0	0	1	0	2	248
07:45 AM - 08:00 AM	0	175	0	0	59	0	0	0	0	0	0	1	235
08:00 AM - 08:15 AM	0	135	0	0	55	0	0	0	0	1	0	0	191
08:15 AM - 08:30 AM	0	74	0	0	44	1	0	0	0	0	0	0	119
08:30 AM - 08:45 AM	0	76	0	0	29	0	0	0	0	2	0	1	108
08:45 AM - 09:00 AM	0	71	0	0	50	3	0	0	0	2	0	1	127
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	1	69	0	0	99	1	0	0	0	1	0	0	171
04:15 PM - 04:30 PM	0	78	0	0	98	0	0	0	0	0	0	1	177
04:30 PM - 04:45 PM	1	79	0	0	119	2	0	0	0	4	0	1	206
04:45 PM - 05:00 PM	1	72	0	0	128	1	0	0	0	1	0	1	204
05:00 PM - 05:15 PM	0	91	0	0	134	2	0	0	0	2	0	1	230
05:15 PM - 05:30 PM	1	83	0	0	150	3	0	0	0	2	0	1	240
05:30 PM - 05:45 PM	1	89	0	0	137	2	0	0	0	0	0	0	229
05:45 PM - 06:00 PM	0	82	0	0	137	3	0	0	0	2	0	1	225
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Tripp Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	13.1		13.2		13.3	Total						Total		13.4	13.5		13.6	Total	13.7	13.8			13.9	Total	Total
0715 - 0730	2	-	4	-	0	6	-	-	-	-	-	0	-	106	0	-	0	106	1	59	-	-	0	60	172
0730 - 0745	1	-	3	-	0	4	-	-	-	-	-	0	-	161	2	-	0	163	1	63	-	-	0	64	231
0745 - 0800	1	-	3	-	0	4	-	-	-	-	-	0	-	188	3	-	0	191	0	61	-	-	0	61	256
0800 - 0815	2	-	3	-	0	5	-	-	-	-	-	0	-	150	2	-	0	152	1	45	-	-	0	46	203
Total	6	0	13	0	0	19	0	0	0	0	0	0	0	605	7	0	0	612	3	228	0	0	0	231	862
Approach %	31.58	0.00	68.42	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	98.86	1.14	0.00	0.00	-	1.30	98.70	0.00	0.00	0.00	-	
PHF	0.75	0.00	0.81	0.00	0.00	**0.79**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.80	0.58	0.00	0.00	**0.80**	0.75	0.90	0.00	0.00	0.00	**0.90**	**0.84**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Tripp Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	13.1		13.2		13.3	Total						Total		13.4	13.5		13.6	Total	13.7	13.8			13.9	Total	Total
0715 - 0730	2	-	4	-	0	6	-	-	-	-	-	0	-	106	0	-	0	106	1	56	-	-	0	57	169
0730 - 0745	1	-	3	-	0	4	-	-	-	-	-	0	-	160	2	-	0	162	1	60	-	-	0	61	227
0745 - 0800	1	-	3	-	0	4	-	-	-	-	-	0	-	186	3	-	0	189	0	57	-	-	0	57	250
0800 - 0815	2	-	3	-	0	5	-	-	-	-	-	0	-	146	2	-	0	148	1	40	-	-	0	41	194
Total	6	0	13	0	0	19	0	0	0	0	0	0	0	598	7	0	0	605	3	213	0	0	0	216	840
Approach %	31.58	0.00	68.42	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	98.84	1.16	0.00	0.00	-	1.39	98.61	0.00	0.00	0.00	-	
PHF	0.75	0.00	0.81	0.00	0.00	**0.79**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.80	0.58	0.00	0.00	**0.80**	0.75	0.89	0.00	0.00	0.00	**0.89**	**0.84**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Tripp Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	13.1		13.2		13.3	Total						Total		13.4	13.5		13.6	Total	13.7	13.8			13.9	Total	Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	3	-	-	0	3	3
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	3	-	-	0	3	4
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	4	-	-	0	4	6
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	4	-	-	0	4	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	14	0	0	0	14	19
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.88	0.00	0.00	0.00	**0.88**	**0.79**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Tripp Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	13.1		13.2		13.3	Total						Total		13.4	13.5		13.6	Total	13.7	13.8			13.9	Total	Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	1	-	-	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1	3
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.25**

Bikes

	Northbound												Eastbound						Westbound						
	Tripp Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	13.1		13.2		13.3	Total						Total		13.4	13.5		13.6	Total	13.7	13.8			13.9	Total	Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Tripp Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	13.1		13.2		13.3	Total						Total		13.4	13.5		13.6	Total	13.7	13.8			13.9	Total	Total
1700 - 1715	7	-	5	-	0	12	-	-	-	-	-	0	-	84	3	-	0	87	8	123	-	-	0	131	230
1715 - 1730	6	-	3	-	0	9	-	-	-	-	-	0	-	81	1	-	0	82	10	150	-	-	0	160	251
1730 - 1745	0	-	3	-	0	3	-	-	-	-	-	0	-	89	1	-	0	90	4	137	-	-	0	141	234
1745 - 1800	2	-	2	-	0	4	-	-	-	-	-	0	-	88	1	-	0	89	4	141	-	-	0	145	238
Total	15	0	13	0	0	28	0	0	0	0	0	0	0	342	6	0	0	348	26	551	0	0	0	577	953
Approach %	53.57	0.00	46.43	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	98.28	1.72	0.00	0.00	-	4.51	95.49	0.00	0.00	0.00	-	
PHF	0.54	0.00	0.65	0.00	0.00	**0.58**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.96	0.50	0.00	0.00	**0.97**	0.65	0.92	0.00	0.00	0.00	**0.90**	**0.95**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Tripp Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	13.1		13.2		13.3	Total						Total		13.4	13.5		13.6	Total	13.7	13.8			13.9	Total	Total
1700 - 1715	7	-	5	-	0	12	-	-	-	-	-	0	-	81	3	-	0	84	8	119	-	-	0	127	223
1715 - 1730	6	-	3	-	0	9	-	-	-	-	-	0	-	80	1	-	0	81	10	147	-	-	0	157	247
1730 - 1745	0	-	3	-	0	3	-	-	-	-	-	0	-	88	1	-	0	89	3	133	-	-	0	136	228
1745 - 1800	2	-	2	-	0	4	-	-	-	-	-	0	-	86	1	-	0	87	4	139	-	-	0	143	234
Total	15	0	13	0	0	28	0	0	0	0	0	0	0	335	6	0	0	341	25	538	0	0	0	563	932
Approach %	53.57	0.00	46.43	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	98.24	1.76	0.00	0.00	-	4.44	95.56	0.00	0.00	0.00	-	
PHF	0.54	0.00	0.65	0.00	0.00	**0.58**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.95	0.50	0.00	0.00	**0.96**	0.63	0.91	0.00	0.00	0.00	**0.90**	**0.94**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Tripp Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	13.1		13.2		13.3	Total						Total		13.4	13.5		13.6	Total	13.7	13.8			13.9	Total	Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	4	-	-	0	4	6
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	2	-	-	0	2	3
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	4	-	-	0	4	5
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	1	-	-	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	11	0	0	0	11	17
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.69	0.00	0.00	0.00	**0.69**	**0.71**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Tripp Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	13.1		13.2		13.3	Total						Total		13.4	13.5		13.6	Total	13.7	13.8			13.9	Total	Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	1	0	-	-	0	1	1
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	2	0	0	0	3	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.25	0.50	0.00	0.00	0.00	**0.75**	**1.00**

Bikes

	Northbound												Eastbound						Westbound						
	Tripp Rd												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	13.1		13.2		13.3	Total						Total		13.4	13.5		13.6	Total	13.7	13.8			13.9	Total	Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 13
Tripp Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.748017°, -82.510466°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound (Tripp Rd)				Eastbound (SC-81 West)				Westbound (SC-81 East)				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Thru 13.4	Right 13.5	U-Turn 13.6	App Total	Left 13.7	Thru 13.8	U-Turn 13.9	App Total	Int Total
0700 - 0715	1	6	0	7	78	0	0	78	0	33	0	33	118
0715 - 0730	2	4	0	6	106	0	0	106	1	59	0	60	172
0730 - 0745	1	3	0	4	161	2	0	163	1	63	0	64	231
0745 - 0800	1	3	0	4	188	3	0	191	0	61	0	61	256
Hourly Total	5	16	0	**21**	533	5	0	**538**	2	216	0	**218**	**777**
0800 - 0815	2	3	0	5	150	2	0	152	1	45	0	46	203
0815 - 0830	2	7	0	9	78	0	0	78	0	48	0	48	135
0830 - 0845	1	4	0	5	81	0	0	81	2	29	0	31	117
0845 - 0900	1	3	0	4	70	0	0	70	1	45	0	46	120
Hourly Total	6	17	0	**23**	379	2	0	**381**	4	167	0	**171**	**575**
Grand Total	11	33	0	**44**	912	7	0	**919**	6	383	0	**389**	**1352**
Approach %	25.00	75.00	0.00	-	99.24	0.76	0.00	-	1.54	98.46	0.00	-	
Intersection %	0.81	2.44	0.00	3.25	67.46	0.52	0.00	67.97	0.44	28.33	0.00	28.77	
Heavy Vehicle %	9	3	-	**5**	2	0	-	**2**	0	7	-	**7**	**3**
PHF	0.75	0.81	0.00	**0.79**	0.80	0.58	0.00	**0.80**	0.75	0.90	0.00	**0.90**	**0.84**

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound (Tripp Rd)				Eastbound (SC-81 West)				Westbound (SC-81 East)				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Thru 13.4	Right 13.5	U-Turn 13.6	App Total	Left 13.7	Thru 13.8	U-Turn 13.9	App Total	Int Total
1600 - 1615	1	4	0	5	65	0	0	65	3	96	0	99	169
1615 - 1630	0	6	0	6	74	2	0	76	1	101	0	102	184
1630 - 1645	1	2	0	3	78	2	0	80	1	123	0	124	207
1645 - 1700	3	1	0	4	79	0	0	79	1	119	0	120	203
Hourly Total	5	13	0	**18**	296	4	0	**300**	6	439	0	**445**	**763**
1700 - 1715	7	5	0	12	84	3	0	87	8	123	0	131	230
1715 - 1730	6	3	0	9	81	1	0	82	10	150	0	160	251
1730 - 1745	0	3	0	3	89	1	0	90	4	137	0	141	234
1745 - 1800	2	2	0	4	88	1	0	89	4	141	0	145	238
Hourly Total	15	13	0	**28**	342	6	0	**348**	26	551	0	**577**	**953**
Grand Total	20	26	0	**46**	638	10	0	**648**	32	990	0	**1022**	**1716**
Approach %	43.48	56.52	0.00	-	98.46	1.54	0.00	-	3.13	96.87	0.00	-	
Intersection %	1.17	1.52	0.00	2.68	37.18	0.58	0.00	37.76	1.86	57.69	0.00	59.56	
Heavy Vehicle %	0	12	-	**7**	4	0	-	**4**	3	2	-	**2**	**3**
PHF	0.54	0.65	0.00	**0.58**	0.96	0.50	0.00	**0.97**	0.65	0.92	0.00	**0.90**	**0.95**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 13
Tripp Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.748017°, -82.510466°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound (Tripp Rd)				Eastbound (SC-81 West)				Westbound (SC-81 East)				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Thru 13.4	Right 13.5	U-Turn 13.6	App Total	Left 13.7	Thru 13.8	U-Turn 13.9	App Total	Int Total
0700 - 0715	1	5	0	6	75	0	0	75	0	29	0	29	110
0715 - 0730	2	4	0	6	106	0	0	106	1	56	0	57	169
0730 - 0745	1	3	0	4	160	2	0	162	1	60	0	61	227
0745 - 0800	1	3	0	4	186	3	0	189	0	57	0	57	250
Hourly Total	5	15	0	**20**	527	5	0	**532**	2	202	0	**204**	**756**
0800 - 0815	2	3	0	5	146	2	0	148	1	40	0	41	194
0815 - 0830	2	7	0	9	74	0	0	74	0	46	0	46	129
0830 - 0845	1	4	0	5	80	0	0	80	2	29	0	31	116
0845 - 0900	0	3	0	3	68	0	0	68	1	40	0	41	112
Hourly Total	5	17	0	**22**	368	2	0	**370**	4	155	0	**159**	**551**
Grand Total	10	32	0	**42**	895	7	0	**902**	6	357	0	**363**	**1307**
Approach %	23.81	76.19	0.00	-	99.22	0.78	0.00	-	1.65	98.35	0.00	-	
Intersection %	0.77	2.45	0.00	3.21	68.48	0.54	0.00	69.01	0.46	27.31	0.00	27.77	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound (Tripp Rd)				Eastbound (SC-81 West)				Westbound (SC-81 East)				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Thru 13.4	Right 13.5	U-Turn 13.6	App Total	Left 13.7	Thru 13.8	U-Turn 13.9	App Total	Int Total
1600 - 1615	1	3	0	4	60	0	0	60	3	93	0	96	160
1615 - 1630	0	4	0	4	73	2	0	75	1	100	0	101	180
1630 - 1645	1	2	0	3	74	2	0	76	1	122	0	123	202
1645 - 1700	3	1	0	4	73	0	0	73	1	117	0	118	195
Hourly Total	5	10	0	**15**	280	4	0	**284**	6	432	0	**438**	**737**
1700 - 1715	7	5	0	12	81	3	0	84	8	119	0	127	223
1715 - 1730	6	3	0	9	80	1	0	81	10	147	0	157	247
1730 - 1745	0	3	0	3	88	1	0	89	3	133	0	136	228
1745 - 1800	2	2	0	4	86	1	0	87	4	139	0	143	234
Hourly Total	15	13	0	**28**	335	6	0	**341**	25	538	0	**563**	**932**
Grand Total	20	23	0	**43**	615	10	0	**625**	31	970	0	**1001**	**1669**
Approach %	46.51	53.49	0.00	-	98.40	1.60	0.00	-	3.10	96.90	0.00	-	
Intersection %	1.20	1.38	0.00	2.58	36.85	0.60	0.00	37.45	1.86	58.12	0.00	59.98	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 13
Tripp Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.748017°, -82.510466°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound (Tripp Rd)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Thru 13.4	Right 13.5	U-Turn 13.6	App Total	Left 13.7	Thru 13.8	U-Turn 13.9	App Total	Int Total
0700 - 0715	0	0	0	0	3	0	0	3	0	4	0	4	7
0715 - 0730	0	0	0	0	0	0	0	0	0	3	0	3	3
0730 - 0745	0	0	0	0	1	0	0	1	0	3	0	3	4
0745 - 0800	0	0	0	0	2	0	0	2	0	4	0	4	6
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	14	0	**14**	**20**
0800 - 0815	0	0	0	0	2	0	0	2	0	4	0	4	6
0815 - 0830	0	0	0	0	2	0	0	2	0	2	0	2	4
0830 - 0845	0	0	0	0	1	0	0	1	0	0	0	0	1
0845 - 0900	1	0	0	1	2	0	0	2	0	4	0	4	7
Hourly Total	1	0	0	**1**	7	0	0	**7**	0	10	0	**10**	**18**
Grand Total	1	0	0	**1**	13	0	0	**13**	0	24	0	**24**	**38**
Approach %	100.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	2.63	0.00	0.00	2.63	34.21	0.00	0.00	34.21	0.00	63.16	0.00	63.16	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound (Tripp Rd)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Thru 13.4	Right 13.5	U-Turn 13.6	App Total	Left 13.7	Thru 13.8	U-Turn 13.9	App Total	Int Total
1600 - 1615	0	1	0	1	4	0	0	4	0	3	0	3	8
1615 - 1630	0	1	0	1	1	0	0	1	0	1	0	1	3
1630 - 1645	0	0	0	0	2	0	0	2	0	0	0	0	2
1645 - 1700	0	0	0	0	5	0	0	5	0	2	0	2	7
Hourly Total	0	2	0	**2**	12	0	0	**12**	0	6	0	**6**	**20**
1700 - 1715	0	0	0	0	2	0	0	2	0	4	0	4	6
1715 - 1730	0	0	0	0	1	0	0	1	0	2	0	2	3
1730 - 1745	0	0	0	0	1	0	0	1	0	4	0	4	5
1745 - 1800	0	0	0	0	2	0	0	2	0	1	0	1	3
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	11	0	**11**	**17**
Grand Total	0	2	0	**2**	18	0	0	**18**	0	17	0	**17**	**37**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	5.41	0.00	5.41	48.65	0.00	0.00	48.65	0.00	45.95	0.00	45.95	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 13
Tripp Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.748017°, -82.510466°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Northbound (Tripp Rd)				Eastbound (SC-81 West)				Westbound (SC-81 East)				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Thru 13.4	Right 13.5	U-Turn 13.6	App Total	Left 13.7	Thru 13.8	U-Turn 13.9	App Total	Int Total
0700 - 0715	0	1	0	1	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	**1**	0	0	0	**0**	0	0	0	**0**	**1**
0800 - 0815	0	0	0	0	2	0	0	2	0	1	0	1	3
0815 - 0830	0	0	0	0	2	0	0	2	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	2	0	**2**	**6**
Grand Total	0	1	0	**1**	4	0	0	**4**	0	2	0	**2**	**7**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	14.29	0.00	14.29	57.14	0.00	0.00	57.14	0.00	28.57	0.00	28.57	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Northbound (Tripp Rd)				Eastbound (SC-81 West)				Westbound (SC-81 East)				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Thru 13.4	Right 13.5	U-Turn 13.6	App Total	Left 13.7	Thru 13.8	U-Turn 13.9	App Total	Int Total
1600 - 1615	0	0	0	0	1	0	0	1	0	0	0	0	1
1615 - 1630	0	1	0	1	0	0	0	0	0	0	0	0	1
1630 - 1645	0	0	0	0	2	0	0	2	0	1	0	1	3
1645 - 1700	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	1	0	**1**	4	0	0	**4**	0	1	0	**1**	**6**
1700 - 1715	0	0	0	0	1	0	0	1	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	1	0	1	1
1730 - 1745	0	0	0	0	0	0	0	0	1	0	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	1	2	0	**3**	**4**
Grand Total	0	1	0	**1**	5	0	0	**5**	1	3	0	**4**	**10**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	25.00	75.00	0.00	-	
Intersection %	0.00	10.00	0.00	10.00	50.00	0.00	0.00	50.00	10.00	30.00	0.00	40.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 13
Tripp Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.748017°, -82.510466°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound (Tripp Rd)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Thru 13.4	Right 13.5	U-Turn 13.6	App Total	Left 13.7	Thru 13.8	U-Turn 13.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound (Tripp Rd)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Thru 13.4	Right 13.5	U-Turn 13.6	App Total	Left 13.7	Thru 13.8	U-Turn 13.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 13
Tripp Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.748017°, -82.510466°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound (Tripp Rd)				Eastbound (SC-81 West)				Westbound (SC-81 East)				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Thru 13.4	Right 13.5	U-Turn 13.6	App Total	Left 13.7	Thru 13.8	U-Turn 13.9	App Total	Int Total
0700 - 0715	0	1	0	1	3	0	0	3	0	4	0	4	8
0715 - 0730	0	0	0	0	0	0	0	0	0	3	0	3	3
0730 - 0745	0	0	0	0	1	0	0	1	0	3	0	3	4
0745 - 0800	0	0	0	0	2	0	0	2	0	4	0	4	6
Hourly Total	0	1	0	**1**	6	0	0	**6**	0	14	0	**14**	**21**
0800 - 0815	0	0	0	0	4	0	0	4	0	5	0	5	9
0815 - 0830	0	0	0	0	4	0	0	4	0	2	0	2	6
0830 - 0845	0	0	0	0	1	0	0	1	0	0	0	0	1
0845 - 0900	1	0	0	1	2	0	0	2	0	5	0	5	8
Hourly Total	1	0	0	**1**	11	0	0	**11**	0	12	0	**12**	**24**
Grand Total	1	1	0	**2**	17	0	0	**17**	0	26	0	**26**	**45**
Approach %	50.00	50.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	2.22	2.22	0.00	4.44	37.78	0.00	0.00	37.78	0.00	57.78	0.00	57.78	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound (Tripp Rd)				Eastbound (SC-81 West)				Westbound (SC-81 East)				
TIME	Left 13.1	Right 13.2	U-Turn 13.3	App Total	Thru 13.4	Right 13.5	U-Turn 13.6	App Total	Left 13.7	Thru 13.8	U-Turn 13.9	App Total	Int Total
1600 - 1615	0	1	0	1	5	0	0	5	0	3	0	3	9
1615 - 1630	0	2	0	2	1	0	0	1	0	1	0	1	4
1630 - 1645	0	0	0	0	4	0	0	4	0	1	0	1	5
1645 - 1700	0	0	0	0	6	0	0	6	0	2	0	2	8
Hourly Total	0	3	0	**3**	16	0	0	**16**	0	7	0	**7**	**26**
1700 - 1715	0	0	0	0	3	0	0	3	0	4	0	4	7
1715 - 1730	0	0	0	0	1	0	0	1	0	3	0	3	4
1730 - 1745	0	0	0	0	1	0	0	1	1	4	0	5	6
1745 - 1800	0	0	0	0	2	0	0	2	0	2	0	2	4
Hourly Total	0	0	0	**0**	7	0	0	**7**	1	13	0	**14**	**21**
Grand Total	0	3	0	**3**	23	0	0	**23**	1	20	0	**21**	**47**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	4.76	95.24	0.00	-	
Intersection %	0.00	6.38	0.00	6.38	48.94	0.00	0.00	48.94	2.13	42.55	0.00	44.68	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 13
Tripp Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.748017°, -82.510466°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Eastbound			Westbound			
	Tripp Rd			SC-81 (West)			SC-81 (East)			
TIME	EB 13a	WB 13b	App Total	NB 13e	SB 13f	App Total	NB 13g	SB 13h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Eastbound			Westbound			
	Tripp Rd			SC-81 (West)			SC-81 (East)			
TIME	EB 13a	WB 13b	App Total	NB 13e	SB 13f	App Total	NB 13g	SB 13h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 13
Tripp Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.748017°, -82.510466°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Eastbound			Westbound			
	Tripp Rd			SC-81 (West)			SC-81 (East)			
TIME	EB 13a	WB 13b	App Total	NB 13e	SB 13f	App Total	NB 13g	SB 13h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Eastbound			Westbound			
	Tripp Rd			SC-81 (West)			SC-81 (East)			
TIME	EB 13a	WB 13b	App Total	NB 13e	SB 13f	App Total	NB 13g	SB 13h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 13
Tripp Rd

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.748017°, -82.510466°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Tripp Rd			SC-81 (West)			SC-81 (East)			
TIME	EB 13a	WB 13b	App Total	NB 13e	SB 13f	App Total	NB 13g	SB 13h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Tripp Rd			SC-81 (West)			SC-81 (East)			
TIME	EB 13a	WB 13b	App Total	NB 13e	SB 13f	App Total	NB 13g	SB 13h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	SC-81 (West) Eastbound			SC-81 (East) Westbound			Tripp Rd Northbound			Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	78	0	0	33	0	1	0	6	0	0	0	118
07:15 AM - 07:30 AM	0	106	0	1	59	0	2	0	4	0	0	0	172
07:30 AM - 07:45 AM	0	161	2	1	63	0	1	0	3	0	0	0	231
07:45 AM - 08:00 AM	0	188	3	0	61	0	1	0	3	0	0	0	256
08:00 AM - 08:15 AM	0	150	2	1	45	0	2	0	3	0	0	0	203
08:15 AM - 08:30 AM	0	78	0	0	48	0	2	0	7	0	0	0	135
08:30 AM - 08:45 AM	0	81	0	2	29	0	1	0	4	0	0	0	117
08:45 AM - 09:00 AM	0	70	0	1	45	0	1	0	3	0	0	0	120
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	65	0	3	96	0	1	0	4	0	0	0	169
04:15 PM - 04:30 PM	0	74	2	1	101	0	0	0	6	0	0	0	184
04:30 PM - 04:45 PM	0	78	2	1	123	0	1	0	2	0	0	0	207
04:45 PM - 05:00 PM	0	79	0	1	119	0	3	0	1	0	0	0	203
05:00 PM - 05:15 PM	0	84	3	8	123	0	7	0	5	0	0	0	230
05:15 PM - 05:30 PM	0	81	1	10	150	0	6	0	3	0	0	0	251
05:30 PM - 05:45 PM	0	89	1	4	137	0	0	0	3	0	0	0	234
05:45 PM - 06:00 PM	0	88	1	4	141	0	2	0	2	0	0	0	238
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Wilson Way												SC-81 (West)						SC-81 (East)						
Time	Left 14.1		Right 14.2		U-Turn 14.3	App Total						App Total		Thru 14.4	Right 14.5		U-Turn 14.6	App Total	Left 14.7	Thru 14.8			U-Turn 14.9	App Total	Int Total
0715 - 0730	7	-	7	-	0	14	-	-	-	-	-	0	-	118	0	-	0	118	1	52	-	-	0	53	185
0730 - 0745	13	-	6	-	0	19	-	-	-	-	-	0	-	185	4	-	0	189	0	63	-	-	0	63	271
0745 - 0800	4	-	5	-	0	9	-	-	-	-	-	0	-	171	6	-	0	177	0	56	-	-	0	56	242
0800 - 0815	0	-	1	-	0	1	-	-	-	-	-	0	-	132	3	-	0	135	3	48	-	-	0	51	187
Total	24	0	19	0	0	43	0	0	0	0	0	0	0	606	13	0	0	619	4	219	0	0	0	223	885
Approach %	55.81	0.00	44.19	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	97.90	2.10	0.00	0.00	-	1.79	98.21	0.00	0.00	0.00	-	
PHF	0.46	0.00	0.68	0.00	0.00	**0.57**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.82	0.54	0.00	0.00	**0.82**	0.33	0.87	0.00	0.00	0.00	**0.88**	**0.82**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Wilson Way												SC-81 (West)						SC-81 (East)						
Time	Left 14.1		Right 14.2		U-Turn 14.3	App Total						App Total		Thru 14.4	Right 14.5		U-Turn 14.6	App Total	Left 14.7	Thru 14.8			U-Turn 14.9	App Total	Int Total
0715 - 0730	7	-	7	-	0	14	-	-	-	-	-	0	-	118	0	-	0	118	1	50	-	-	0	51	183
0730 - 0745	13	-	6	-	0	19	-	-	-	-	-	0	-	184	4	-	0	188	0	59	-	-	0	59	266
0745 - 0800	4	-	5	-	0	9	-	-	-	-	-	0	-	169	6	-	0	175	0	52	-	-	0	52	236
0800 - 0815	0	-	1	-	0	1	-	-	-	-	-	0	-	128	3	-	0	131	3	43	-	-	0	46	178
Total	24	0	19	0	0	43	0	0	0	0	0	0	0	599	13	0	0	612	4	204	0	0	0	208	863
Approach %	55.81	0.00	44.19	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	97.88	2.12	0.00	0.00	-	1.92	98.08	0.00	0.00	0.00	-	
PHF	0.46	0.00	0.68	0.00	0.00	**0.57**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.81	0.54	0.00	0.00	**0.81**	0.33	0.86	0.00	0.00	0.00	**0.88**	**0.81**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Wilson Way												SC-81 (West)						SC-81 (East)						
Time	Left 14.1		Right 14.2		U-Turn 14.3	App Total						App Total		Thru 14.4	Right 14.5		U-Turn 14.6	App Total	Left 14.7	Thru 14.8			U-Turn 14.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	2	-	-	0	2	2
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	4	-	-	0	4	5
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	4	-	-	0	4	6
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	4	-	-	0	4	6
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	14	0	0	0	14	19
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.00	0.88	0.00	0.00	0.00	**0.88**	**0.79**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Wilson Way												SC-81 (West)						SC-81 (East)						
Time	Left 14.1		Right 14.2		U-Turn 14.3	App Total						App Total		Thru 14.4	Right 14.5		U-Turn 14.6	App Total	Left 14.7	Thru 14.8			U-Turn 14.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	1	-	-	0	1	3
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	1	0	0	0	1	3
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	**0.25**

Bikes

	Northbound												Eastbound						Westbound						
	Wilson Way												SC-81 (West)						SC-81 (East)						
Time	Left 14.1		Right 14.2		U-Turn 14.3	App Total						App Total		Thru 14.4	Right 14.5		U-Turn 14.6	App Total	Left 14.7	Thru 14.8			U-Turn 14.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Wilson Way												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	14.1		14.2		14.3	Total						Total		14.4	14.5		14.6	Total	14.7	14.8			14.9	Total	Total
1700 - 1715	1	-	3	-	0	4	-	-	-	-	-	0	-	90	1	-	0	91	9	134	-	-	0	143	238
1715 - 1730	4	-	6	-	0	10	-	-	-	-	-	0	-	81	0	-	0	81	6	159	-	-	0	165	256
1730 - 1745	2	-	1	-	0	3	-	-	-	-	-	0	-	96	4	-	0	100	7	146	-	-	0	153	256
1745 - 1800	2	-	7	-	0	9	-	-	-	-	-	0	-	88	3	-	0	91	13	138	-	-	0	151	251
Total	9	0	17	0	0	26	0	0	0	0	0	0	0	355	8	0	0	363	35	577	0	0	0	612	1001
Approach %	34.62	0.00	65.38	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	97.80	2.20	0.00	0.00	-	5.72	94.28	0.00	0.00	0.00	-	
PHF	0.56	0.00	0.61	0.00	0.00	**0.65**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.92	0.50	0.00	0.00	**0.91**	0.67	0.91	0.00	0.00	0.00	**0.93**	**0.98**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Wilson Way												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	14.1		14.2		14.3	Total						Total		14.4	14.5		14.6	Total	14.7	14.8			14.9	Total	Total
1700 - 1715	0	-	3	-	0	3	-	-	-	-	-	0	-	88	1	-	0	89	9	131	-	-	0	140	232
1715 - 1730	4	-	6	-	0	10	-	-	-	-	-	0	-	80	0	-	0	80	6	155	-	-	0	161	251
1730 - 1745	2	-	1	-	0	3	-	-	-	-	-	0	-	95	4	-	0	99	7	142	-	-	0	149	251
1745 - 1800	2	-	7	-	0	9	-	-	-	-	-	0	-	85	3	-	0	88	13	136	-	-	0	149	246
Total	8	0	17	0	0	25	0	0	0	0	0	0	0	348	8	0	0	356	35	564	0	0	0	599	980
Approach %	32.00	0.00	68.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	97.75	2.25	0.00	0.00	-	5.84	94.16	0.00	0.00	0.00	-	
PHF	0.50	0.00	0.61	0.00	0.00	**0.63**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.92	0.50	0.00	0.00	**0.90**	0.67	0.91	0.00	0.00	0.00	**0.93**	**0.98**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Wilson Way												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	14.1		14.2		14.3	Total						Total		14.4	14.5		14.6	Total	14.7	14.8			14.9	Total	Total
1700 - 1715	1	-	0	-	0	1	-	-	-	-	-	0	-	2	0	-	0	2	0	3	-	-	0	3	6
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	2	-	-	0	2	3
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	3	-	-	0	3	4
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	2	-	-	0	2	4
Total	1	0	0	0	0	1	0	0	0	0	0	0	0	6	0	0	0	6	0	10	0	0	0	10	17
Approach %	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.83	0.00	0.00	0.00	**0.83**	**0.71**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Wilson Way												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	14.1		14.2		14.3	Total						Total		14.4	14.5		14.6	Total	14.7	14.8			14.9	Total	Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	2	-	-	0	2	2
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	3	0	0	0	3	4
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.38	0.00	0.00	0.00	**0.38**	**0.50**

Bikes

	Northbound												Eastbound						Westbound						
	Wilson Way												SC-81 (West)						SC-81 (East)						
	Left		Right		U-Turn	App						App		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App	Int
Time	14.1		14.2		14.3	Total						Total		14.4	14.5		14.6	Total	14.7	14.8			14.9	Total	Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 14
Wilson Way

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747105°, -82.506510°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound (Wilson Way)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
0700 - 0715	4	10	0	14	81	2	0	83	1	44	0	45	142
0715 - 0730	7	7	0	14	118	0	0	118	1	52	0	53	185
0730 - 0745	13	6	0	19	185	4	0	189	0	63	0	63	271
0745 - 0800	4	5	0	9	171	6	0	177	0	56	0	56	242
Hourly Total	28	28	0	**56**	555	12	0	**567**	2	215	0	**217**	**840**
0800 - 0815	0	1	0	1	132	3	0	135	3	48	0	51	187
0815 - 0830	3	6	0	9	91	0	0	91	1	42	0	43	143
0830 - 0845	0	9	0	9	82	2	0	84	2	36	0	38	131
0845 - 0900	3	7	0	10	72	0	0	72	1	50	0	51	133
Hourly Total	6	23	0	**29**	377	5	0	**382**	7	176	0	**183**	**594**
Grand Total	34	51	0	**85**	932	17	0	**949**	9	391	0	**400**	**1434**
Approach %	40.00	60.00	0.00	-	98.21	1.79	0.00	-	2.25	97.75	0.00	-	
Intersection %	2.37	3.56	0.00	5.93	64.99	1.19	0.00	66.18	0.63	27.27	0.00	27.89	
Heavy Vehicle %	3	0	-	**1**	2	0	-	**2**	11	7	-	**7**	**3**
PHF	0.46	0.68	0.00	**0.57**	0.82	0.54	0.00	**0.82**	0.33	0.87	0.00	**0.88**	**0.82**

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound (Wilson Way)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
1600 - 1615	2	5	0	7	73	3	0	76	6	101	0	107	190
1615 - 1630	0	2	0	2	79	2	0	81	7	105	0	112	195
1630 - 1645	1	9	0	10	74	2	0	76	11	118	0	129	215
1645 - 1700	1	4	0	5	79	2	0	81	5	131	0	136	222
Hourly Total	4	20	0	**24**	305	9	0	**314**	29	455	0	**484**	**822**
1700 - 1715	1	3	0	4	90	1	0	91	9	134	0	143	238
1715 - 1730	4	6	0	10	81	0	0	81	6	159	0	165	256
1730 - 1745	2	1	0	3	96	4	0	100	7	146	0	153	256
1745 - 1800	2	7	0	9	88	3	0	91	13	138	0	151	251
Hourly Total	9	17	0	**26**	355	8	0	**363**	35	577	0	**612**	**1001**
Grand Total	13	37	0	**50**	660	17	0	**677**	64	1032	0	**1096**	**1823**
Approach %	26.00	74.00	0.00	-	97.49	2.51	0.00	-	5.84	94.16	0.00	-	
Intersection %	0.71	2.03	0.00	2.74	36.20	0.93	0.00	37.14	3.51	56.61	0.00	60.12	
Heavy Vehicle %	15	5	-	**8**	3	24	-	**4**	5	2	-	**2**	**3**
PHF	0.56	0.61	0.00	**0.65**	0.92	0.50	0.00	**0.91**	0.67	0.91	0.00	**0.93**	**0.98**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 14
Wilson Way

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747105°, -82.506510°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound (Wilson Way)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
0700 - 0715	3	10	0	13	77	2	0	79	0	40	0	40	132
0715 - 0730	7	7	0	14	118	0	0	118	1	50	0	51	183
0730 - 0745	13	6	0	19	184	4	0	188	0	59	0	59	266
0745 - 0800	4	5	0	9	169	6	0	175	0	52	0	52	236
Hourly Total	27	28	0	**55**	548	12	0	**560**	1	201	0	**202**	**817**
0800 - 0815	0	1	0	1	128	3	0	131	3	43	0	46	178
0815 - 0830	3	6	0	9	87	0	0	87	1	40	0	41	137
0830 - 0845	0	9	0	9	81	2	0	83	2	35	0	37	129
0845 - 0900	3	7	0	10	70	0	0	70	1	46	0	47	127
Hourly Total	6	23	0	**29**	366	5	0	**371**	7	164	0	**171**	**571**
Grand Total	33	51	0	**84**	914	17	0	**931**	8	365	0	**373**	**1388**
Approach %	39.29	60.71	0.00	-	98.17	1.83	0.00	-	2.14	97.86	0.00	-	
Intersection %	2.38	3.67	0.00	6.05	65.85	1.22	0.00	67.07	0.58	26.30	0.00	26.87	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound (Wilson Way)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
1600 - 1615	1	4	0	5	69	1	0	70	6	100	0	106	181
1615 - 1630	0	2	0	2	76	1	0	77	6	103	0	109	188
1630 - 1645	1	8	0	9	70	2	0	72	9	117	0	126	207
1645 - 1700	1	4	0	5	75	1	0	76	5	129	0	134	215
Hourly Total	3	18	0	**21**	290	5	0	**295**	26	449	0	**475**	**791**
1700 - 1715	0	3	0	3	88	1	0	89	9	131	0	140	232
1715 - 1730	4	6	0	10	80	0	0	80	6	155	0	161	251
1730 - 1745	2	1	0	3	95	4	0	99	7	142	0	149	251
1745 - 1800	2	7	0	9	85	3	0	88	13	136	0	149	246
Hourly Total	8	17	0	**25**	348	8	0	**356**	35	564	0	**599**	**980**
Grand Total	11	35	0	**46**	638	13	0	**651**	61	1013	0	**1074**	**1771**
Approach %	23.91	76.09	0.00	-	98.00	2.00	0.00	-	5.68	94.32	0.00	-	
Intersection %	0.62	1.98	0.00	2.60	36.02	0.73	0.00	36.76	3.44	57.20	0.00	60.64	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 14
Wilson Way

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747105°, -82.506510°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound (Wilson Way)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
0700 - 0715	1	0	0	1	3	0	0	3	1	4	0	5	9
0715 - 0730	0	0	0	0	0	0	0	0	0	2	0	2	2
0730 - 0745	0	0	0	0	1	0	0	1	0	4	0	4	5
0745 - 0800	0	0	0	0	2	0	0	2	0	4	0	4	6
Hourly Total	1	0	0	**1**	6	0	0	**6**	1	14	0	**15**	**22**
0800 - 0815	0	0	0	0	2	0	0	2	0	4	0	4	6
0815 - 0830	0	0	0	0	2	0	0	2	0	2	0	2	4
0830 - 0845	0	0	0	0	1	0	0	1	0	1	0	1	2
0845 - 0900	0	0	0	0	2	0	0	2	0	3	0	3	5
Hourly Total	0	0	0	**0**	7	0	0	**7**	0	10	0	**10**	**17**
Grand Total	1	0	0	**1**	13	0	0	**13**	1	24	0	**25**	**39**
Approach %	100.00	0.00	0.00	-	100.00	0.00	0.00	-	4.00	96.00	0.00	-	
Intersection %	2.56	0.00	0.00	2.56	33.33	0.00	0.00	33.33	2.56	61.54	0.00	64.10	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound (Wilson Way)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
1600 - 1615	1	1	0	2	3	2	0	5	0	1	0	1	8
1615 - 1630	0	0	0	0	2	1	0	3	1	1	0	2	5
1630 - 1645	0	1	0	1	2	0	0	2	2	1	0	3	6
1645 - 1700	0	0	0	0	3	1	0	4	0	2	0	2	6
Hourly Total	1	2	0	**3**	10	4	0	**14**	3	5	0	**8**	**25**
1700 - 1715	1	0	0	1	2	0	0	2	0	3	0	3	6
1715 - 1730	0	0	0	0	1	0	0	1	0	2	0	2	3
1730 - 1745	0	0	0	0	1	0	0	1	0	3	0	3	4
1745 - 1800	0	0	0	0	2	0	0	2	0	2	0	2	4
Hourly Total	1	0	0	**1**	6	0	0	**6**	0	10	0	**10**	**17**
Grand Total	2	2	0	**4**	16	4	0	**20**	3	15	0	**18**	**42**
Approach %	50.00	50.00	0.00	-	80.00	20.00	0.00	-	16.67	83.33	0.00	-	
Intersection %	4.76	4.76	0.00	9.52	38.10	9.52	0.00	47.62	7.14	35.71	0.00	42.86	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 14
Wilson Way

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747105°, -82.506510°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound (Wilson Way)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
0700 - 0715	0	0	0	0	1	0	0	1	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
0800 - 0815	0	0	0	0	2	0	0	2	0	1	0	1	3
0815 - 0830	0	0	0	0	2	0	0	2	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	4	0	0	**4**	0	2	0	**2**	**6**
Grand Total	0	0	0	**0**	5	0	0	**5**	0	2	0	**2**	**7**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	71.43	0.00	0.00	71.43	0.00	28.57	0.00	28.57	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound (Wilson Way)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
1600 - 1615	0	0	0	0	1	0	0	1	0	0	0	0	1
1615 - 1630	0	0	0	0	1	0	0	1	0	1	0	1	2
1630 - 1645	0	0	0	0	2	0	0	2	0	0	0	0	2
1645 - 1700	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	5	0	0	**5**	0	1	0	**1**	**6**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	2	0	2	2
1730 - 1745	0	0	0	0	0	0	0	0	0	1	0	1	1
1745 - 1800	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	3	0	**3**	**4**
Grand Total	0	0	0	**0**	6	0	0	**6**	0	4	0	**4**	**10**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	60.00	0.00	0.00	60.00	0.00	40.00	0.00	40.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 14
Wilson Way

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747105°, -82.506510°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound (Wilson Way)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound (Wilson Way)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 14
Wilson Way

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.747105°, -82.506510°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound (Wilson Way)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
0700 - 0715	1	0	0	1	4	0	0	4	1	4	0	5	10
0715 - 0730	0	0	0	0	0	0	0	0	0	2	0	2	2
0730 - 0745	0	0	0	0	1	0	0	1	0	4	0	4	5
0745 - 0800	0	0	0	0	2	0	0	2	0	4	0	4	6
Hourly Total	1	0	0	**1**	7	0	0	**7**	1	14	0	**15**	**23**
0800 - 0815	0	0	0	0	4	0	0	4	0	5	0	5	9
0815 - 0830	0	0	0	0	4	0	0	4	0	2	0	2	6
0830 - 0845	0	0	0	0	1	0	0	1	0	1	0	1	2
0845 - 0900	0	0	0	0	2	0	0	2	0	4	0	4	6
Hourly Total	0	0	0	**0**	11	0	0	**11**	0	12	0	**12**	**23**
Grand Total	1	0	0	**1**	18	0	0	**18**	1	26	0	**27**	**46**
Approach %	100.00	0.00	0.00	-	100.00	0.00	0.00	-	3.70	96.30	0.00	-	
Intersection %	2.17	0.00	0.00	2.17	39.13	0.00	0.00	39.13	2.17	56.52	0.00	58.70	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound (Wilson Way)				Eastbound (SC-81 (West))				Westbound (SC-81 (East))				
TIME	Left 14.1	Right 14.2	U-Turn 14.3	App Total	Thru 14.4	Right 14.5	U-Turn 14.6	App Total	Left 14.7	Thru 14.8	U-Turn 14.9	App Total	Int Total
1600 - 1615	1	1	0	2	4	2	0	6	0	1	0	1	9
1615 - 1630	0	0	0	0	3	1	0	4	1	2	0	3	7
1630 - 1645	0	1	0	1	4	0	0	4	2	1	0	3	8
1645 - 1700	0	0	0	0	4	1	0	5	0	2	0	2	7
Hourly Total	1	2	0	**3**	15	4	0	**19**	3	6	0	**9**	**31**
1700 - 1715	1	0	0	1	2	0	0	2	0	3	0	3	6
1715 - 1730	0	0	0	0	1	0	0	1	0	4	0	4	5
1730 - 1745	0	0	0	0	1	0	0	1	0	4	0	4	5
1745 - 1800	0	0	0	0	3	0	0	3	0	2	0	2	5
Hourly Total	1	0	0	**1**	7	0	0	**7**	0	13	0	**13**	**21**
Grand Total	2	2	0	**4**	22	4	0	**26**	3	19	0	**22**	**52**
Approach %	50.00	50.00	0.00	-	84.62	15.38	0.00	-	13.64	86.36	0.00	-	
Intersection %	3.85	3.85	0.00	7.69	42.31	7.69	0.00	50.00	5.77	36.54	0.00	42.31	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 14
Wilson Way

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.747105°, -82.506510°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound (Wilson Way)			Eastbound (SC-81 (West))			Westbound (SC-81 (East))			
TIME	EB 14a	WB 14b	App Total	NB 14e	SB 14f	App Total	NB 14g	SB 14h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound (Wilson Way)			Eastbound (SC-81 (West))			Westbound (SC-81 (East))			
TIME	EB 14a	WB 14b	App Total	NB 14e	SB 14f	App Total	NB 14g	SB 14h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 14
Wilson Way

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Lat/Long
34.747105°, -82.506510°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Eastbound			Westbound			
	Wilson Way			SC-81 (West)			SC-81 (East)			
TIME	EB 14a	WB 14b	App Total	NB 14e	SB 14f	App Total	NB 14g	SB 14h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Eastbound			Westbound			
	Wilson Way			SC-81 (West)			SC-81 (East)			
TIME	EB 14a	WB 14b	App Total	NB 14e	SB 14f	App Total	NB 14g	SB 14h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 14
Wilson Way

SC-81 (West)
SC-81 (East)

Date
Tuesday, May 23, 2023

66°F

Lat/Long
34.747105°, -82.506510°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Wilson Way			SC-81 (West)			SC-81 (East)			
TIME	EB 14a	WB 14b	App Total	NB 14e	SB 14f	App Total	NB 14g	SB 14h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Wilson Way			SC-81 (West)			SC-81 (East)			
TIME	EB 14a	WB 14b	App Total	NB 14e	SB 14f	App Total	NB 14g	SB 14h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	SC-81 (West) Eastbound			SC-81 (East) Westbound			Wilson Way Northbound			Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	81	2	1	44	0	4	0	10	0	0	0	142
07:15 AM - 07:30 AM	0	118	0	1	52	0	7	0	7	0	0	0	185
07:30 AM - 07:45 AM	0	185	4	0	63	0	13	0	6	0	0	0	271
07:45 AM - 08:00 AM	0	171	6	0	56	0	4	0	5	0	0	0	242
08:00 AM - 08:15 AM	0	132	3	3	48	0	0	0	1	0	0	0	187
08:15 AM - 08:30 AM	0	91	0	1	42	0	3	0	6	0	0	0	143
08:30 AM - 08:45 AM	0	82	2	2	36	0	0	0	9	0	0	0	131
08:45 AM - 09:00 AM	0	72	0	1	50	0	3	0	7	0	0	0	133
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	73	3	6	101	0	2	0	5	0	0	0	190
04:15 PM - 04:30 PM	0	79	2	7	105	0	0	0	2	0	0	0	195
04:30 PM - 04:45 PM	0	74	2	11	118	0	1	0	9	0	0	0	215
04:45 PM - 05:00 PM	0	79	2	5	131	0	1	0	4	0	0	0	222
05:00 PM - 05:15 PM	0	90	1	9	134	0	1	0	3	0	0	0	238
05:15 PM - 05:30 PM	0	81	0	6	159	0	4	0	6	0	0	0	256
05:30 PM - 05:45 PM	0	96	4	7	146	0	2	0	1	0	0	0	256
05:45 PM - 06:00 PM	0	88	3	13	138	0	2	0	7	0	0	0	251
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Old Williamston Rd												SC-81						SC-81 Anderson Rd						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
0715 - 0730	11	-	35	-	0	46	-	-	-	-	-	0	-	78	50	-	0	128	16	42	-	-	0	58	232
0730 - 0745	13	-	39	-	0	52	-	-	-	-	-	0	-	122	66	-	0	188	24	57	-	-	0	81	321
0745 - 0800	15	-	29	-	0	44	-	-	-	-	-	0	-	129	51	-	0	180	28	39	-	-	0	67	291
0800 - 0815	11	-	28	-	0	39	-	-	-	-	-	0	-	89	40	-	0	129	19	43	-	-	0	62	230
Total	50	0	131	0	0	181	0	0	0	0	0	0	0	418	207	0	0	625	87	181	0	0	0	268	1074
Approach %	27.62	0.00	72.38	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	66.88	33.12	0.00	0.00	-	32.46	67.54	0.00	0.00	0.00	-	
PHF	0.83	0.00	0.84	0.00	0.00	**0.87**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.81	0.78	0.00	0.00	**0.83**	0.78	0.79	0.00	0.00	0.00	**0.83**	**0.84**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Old Williamston Rd												SC-81						SC-81 Anderson Rd						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
0715 - 0730	10	-	32	-	0	42	-	-	-	-	-	0	-	78	50	-	0	128	16	40	-	-	0	56	226
0730 - 0745	12	-	39	-	0	51	-	-	-	-	-	0	-	122	65	-	0	187	20	54	-	-	0	74	312
0745 - 0800	15	-	26	-	0	41	-	-	-	-	-	0	-	127	50	-	0	177	27	36	-	-	0	63	281
0800 - 0815	10	-	28	-	0	38	-	-	-	-	-	0	-	86	39	-	0	125	18	39	-	-	0	57	220
Total	47	0	125	0	0	172	0	0	0	0	0	0	0	413	204	0	0	617	81	169	0	0	0	250	1039
Approach %	27.33	0.00	72.67	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	66.94	33.06	0.00	0.00	-	32.40	67.60	0.00	0.00	0.00	-	
PHF	0.78	0.00	0.80	0.00	0.00	**0.84**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.81	0.78	0.00	0.00	**0.82**	0.75	0.78	0.00	0.00	0.00	**0.84**	**0.83**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Old Williamston Rd												SC-81						SC-81 Anderson Rd						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
0715 - 0730	1	-	1	-	0	2	-	-	-	-	-	0	-	0	0	-	0	0	0	2	-	-	0	2	4
0730 - 0745	1	-	0	-	0	1	-	-	-	-	-	0	-	0	1	-	0	1	2	3	-	-	0	5	7
0745 - 0800	0	-	2	-	0	2	-	-	-	-	-	0	-	2	0	-	0	2	1	3	-	-	0	4	8
0800 - 0815	1	-	0	-	0	1	-	-	-	-	-	0	-	1	1	-	0	2	1	4	-	-	0	5	8
Total	3	0	3	0	0	6	0	0	0	0	0	0	0	3	2	0	0	5	4	12	0	0	0	16	27
Approach %	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	60.00	40.00	0.00	0.00	-	25.00	75.00	0.00	0.00	0.00	-	
PHF	0.75	0.00	0.38	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.38	0.50	0.00	0.00	**0.63**	0.50	0.75	0.00	0.00	0.00	**0.80**	**0.84**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Old Williamston Rd												SC-81						SC-81 Anderson Rd						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
0715 - 0730	0	-	2	-	0	2	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	2
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	2	0	-	-	0	2	2
0745 - 0800	0	-	1	-	0	1	-	-	-	-	-	0	-	0	1	-	0	1	0	0	-	-	0	0	2
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	2	0	-	0	2	0	0	-	-	0	0	2
Total	0	0	3	0	0	3	0	0	0	0	0	0	0	2	1	0	0	3	2	0	0	0	0	2	8
Approach %	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.38	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.25	0.00	0.00	**0.38**	0.25	0.00	0.00	0.00	0.00	**0.25**	**1.00**

Bikes

	Northbound												Eastbound						Westbound						
	Old Williamston Rd												SC-81						SC-81 Anderson Rd						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
0715 - 0730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0730 - 0745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0745 - 0800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
0800 - 0815	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Click here for Map

Peak Hour Turning Movement Count

Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound												Eastbound						Westbound						
	Old Williamston Rd												SC-81						SC-81 Anderson Rd						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
1700 - 1715	22	-	51	-	0	73	-	-	-	-	-	0	-	83	12	-	0	95	48	124	-	-	0	172	340
1715 - 1730	23	-	41	-	0	64	-	-	-	-	-	0	-	79	12	-	0	91	36	134	-	-	0	170	325
1730 - 1745	23	-	33	-	0	56	-	-	-	-	-	0	-	72	18	-	0	90	44	144	-	-	0	188	334
1745 - 1800	27	-	40	-	0	67	-	-	-	-	-	0	-	82	9	-	0	91	44	117	-	-	0	161	319
Total	95	0	165	0	0	260	0	0	0	0	0	0	0	316	51	0	0	367	172	519	0	0	0	691	1318
Approach %	36.54	0.00	63.46	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	86.10	13.90	0.00	0.00	-	24.89	75.11	0.00	0.00	0.00	-	
PHF	0.88	0.00	0.81	0.00	0.00	**0.89**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.95	0.71	0.00	0.00	**0.97**	0.90	0.90	0.00	0.00	0.00	**0.92**	**0.97**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Old Williamston Rd												SC-81						SC-81 Anderson Rd						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
1700 - 1715	21	-	49	-	0	70	-	-	-	-	-	0	-	81	11	-	0	92	47	122	-	-	0	169	331
1715 - 1730	21	-	40	-	0	61	-	-	-	-	-	0	-	79	12	-	0	91	35	130	-	-	0	165	317
1730 - 1745	23	-	33	-	0	56	-	-	-	-	-	0	-	71	18	-	0	89	44	140	-	-	0	184	329
1745 - 1800	27	-	40	-	0	67	-	-	-	-	-	0	-	79	9	-	0	88	44	117	-	-	0	161	316
Total	92	0	162	0	0	254	0	0	0	0	0	0	0	310	50	0	0	360	170	509	0	0	0	679	1293
Approach %	36.22	0.00	63.78	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	86.11	13.89	0.00	0.00	-	25.04	74.96	0.00	0.00	0.00	-	
PHF	0.85	0.00	0.83	0.00	0.00	**0.91**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.96	0.69	0.00	0.00	**0.98**	0.90	0.91	0.00	0.00	0.00	**0.92**	**0.98**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Old Williamston Rd												SC-81						SC-81 Anderson Rd						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
1700 - 1715	1	-	1	-	0	2	-	-	-	-	-	0	-	2	0	-	0	2	1	2	-	-	0	3	7
1715 - 1730	1	-	1	-	0	2	-	-	-	-	-	0	-	0	0	-	0	0	1	3	-	-	0	4	6
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	3	-	-	0	3	4
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	0	-	-	0	0	3
Total	2	0	2	0	0	4	0	0	0	0	0	0	0	6	0	0	0	6	2	8	0	0	0	10	20
Approach %	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	20.00	80.00	0.00	0.00	0.00	-	
PHF	0.50	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.50	0.67	0.00	0.00	0.00	**0.63**	**0.71**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Old Williamston Rd												SC-81						SC-81 Anderson Rd						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
1700 - 1715	0	-	1	-	0	1	-	-	-	-	-	0	-	0	1	-	0	1	0	0	-	-	0	0	2
1715 - 1730	1	-	0	-	0	1	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	2
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	1	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	2	5
Approach %	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	
PHF	0.25	0.00	0.25	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	**0.63**

Bikes

	Northbound												Eastbound						Westbound						
	Old Williamston Rd												SC-81						SC-81 Anderson Rd						
Time	Left 15.1		Right 15.2		U-Turn 15.3	App Total						App Total		Thru 15.4	Right 15.5		U-Turn 15.6	App Total	Left 15.7	Thru 15.8			U-Turn 15.9	App Total	Int Total
1700 - 1715	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1715 - 1730	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1730 - 1745	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1745 - 1800	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 15
Old Williamston Rd

SC-81
SC-81 Anderson Rd

Date
Tuesday, May 23, 2023

Lat/Long
34.748260°, -82.502084°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound (Old Williamston Rd)				Eastbound (SC-81)				Westbound (SC-81 Anderson Rd)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
0700 - 0715	13	34	0	47	64	30	0	94	11	30	0	41	182
0715 - 0730	11	35	0	46	78	50	0	128	16	42	0	58	232
0730 - 0745	13	39	0	52	122	66	0	188	24	57	0	81	321
0745 - 0800	15	29	0	44	129	51	0	180	28	39	0	67	291
Hourly Total	52	137	0	**189**	393	197	0	**590**	79	168	0	**247**	**1026**
0800 - 0815	11	28	0	39	89	40	0	129	19	43	0	62	230
0815 - 0830	11	29	0	40	62	34	0	96	13	32	0	45	181
0830 - 0845	7	33	0	40	62	29	0	91	17	32	0	49	180
0845 - 0900	9	27	0	36	65	18	0	83	16	43	0	59	178
Hourly Total	38	117	0	**155**	278	121	0	**399**	65	150	0	**215**	**769**
Grand Total	90	254	0	**344**	671	318	0	**989**	144	318	0	**462**	**1795**
Approach %	26.16	73.84	0.00	-	67.85	32.15	0.00	-	31.17	68.83	0.00	-	
Intersection %	5.01	14.15	0.00	19.16	37.38	17.72	0.00	55.10	8.02	17.72	0.00	25.74	
Heavy Vehicle %	6	3	-	**3**	2	1	-	**2**	7	7	-	**7**	**3**
PHF	0.83	0.84	0.00	**0.87**	0.81	0.78	0.00	**0.83**	0.78	0.79	0.00	**0.83**	**0.84**

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound (Old Williamston Rd)				Eastbound (SC-81)				Westbound (SC-81 Anderson Rd)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
1600 - 1615	23	40	0	63	63	16	0	79	27	93	0	120	262
1615 - 1630	22	41	0	63	64	17	0	81	59	89	0	148	292
1630 - 1645	26	45	0	71	67	14	0	81	46	107	0	153	305
1645 - 1700	34	41	0	75	73	8	0	81	33	102	0	135	291
Hourly Total	105	167	0	**272**	267	55	0	**322**	165	391	0	**556**	**1150**
1700 - 1715	22	51	0	73	83	12	0	95	48	124	0	172	340
1715 - 1730	23	41	0	64	79	12	0	91	36	134	0	170	325
1730 - 1745	23	33	0	56	72	18	0	90	44	144	0	188	334
1745 - 1800	27	40	0	67	82	9	0	91	44	117	0	161	319
Hourly Total	95	165	0	**260**	316	51	0	**367**	172	519	0	**691**	**1318**
Grand Total	200	332	0	**532**	583	106	0	**689**	337	910	0	**1247**	**2468**
Approach %	37.59	62.41	0.00	-	84.62	15.38	0.00	-	27.02	72.98	0.00	-	
Intersection %	8.10	13.45	0.00	21.56	23.62	4.29	0.00	27.92	13.65	36.87	0.00	50.53	
Heavy Vehicle %	4	1	-	**2**	3	5	-	**3**	2	2	-	**2**	**2**
PHF	0.88	0.81	0.00	**0.89**	0.95	0.71	0.00	**0.97**	0.90	0.90	0.00	**0.92**	**0.97**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 15
Old Williamston Rd

SC-81
SC-81 Anderson Rd

Date
Tuesday, May 23, 2023

Lat/Long
34.748260°, -82.502084°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound (Old Williamston Rd)				Eastbound (SC-81)				Westbound (SC-81 Anderson Rd)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
0700 - 0715	12	34	0	46	61	30	0	91	11	26	0	37	174
0715 - 0730	10	32	0	42	78	50	0	128	16	40	0	56	226
0730 - 0745	12	39	0	51	122	65	0	187	20	54	0	74	312
0745 - 0800	15	26	0	41	127	50	0	177	27	36	0	63	281
Hourly Total	49	131	0	**180**	388	195	0	**583**	74	156	0	**230**	**993**
0800 - 0815	10	28	0	38	86	39	0	125	18	39	0	57	220
0815 - 0830	10	28	0	38	58	34	0	92	12	31	0	43	173
0830 - 0845	7	33	0	40	62	28	0	90	14	29	0	43	173
0845 - 0900	9	27	0	36	63	18	0	81	16	41	0	57	174
Hourly Total	36	116	0	**152**	269	119	0	**388**	60	140	0	**200**	**740**
Grand Total	85	247	0	**332**	657	314	0	**971**	134	296	0	**430**	**1733**
Approach %	25.60	74.40	0.00	-	67.66	32.34	0.00	-	31.16	68.84	0.00	-	
Intersection %	4.90	14.25	0.00	19.16	37.91	18.12	0.00	56.03	7.73	17.08	0.00	24.81	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound (Old Williamston Rd)				Eastbound (SC-81)				Westbound (SC-81 Anderson Rd)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
1600 - 1615	23	40	0	63	59	15	0	74	27	92	0	119	256
1615 - 1630	22	41	0	63	63	15	0	78	57	87	0	144	285
1630 - 1645	23	44	0	67	64	13	0	77	44	106	0	150	294
1645 - 1700	33	41	0	74	68	8	0	76	33	101	0	134	284
Hourly Total	101	166	0	**267**	254	51	0	**305**	161	386	0	**547**	**1119**
1700 - 1715	21	49	0	70	81	11	0	92	47	122	0	169	331
1715 - 1730	21	40	0	61	79	12	0	91	35	130	0	165	317
1730 - 1745	23	33	0	56	71	18	0	89	44	140	0	184	329
1745 - 1800	27	40	0	67	79	9	0	88	44	117	0	161	316
Hourly Total	92	162	0	**254**	310	50	0	**360**	170	509	0	**679**	**1293**
Grand Total	193	328	0	**521**	564	101	0	**665**	331	895	0	**1226**	**2412**
Approach %	37.04	62.96	0.00	-	84.81	15.19	0.00	-	27.00	73.00	0.00	-	
Intersection %	8.00	13.60	0.00	21.60	23.38	4.19	0.00	27.57	13.72	37.11	0.00	50.83	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 15
Old Williamston Rd

SC-81
SC-81 Anderson Rd

Date
Tuesday, May 23, 2023

Lat/Long
34.748260°, -82.502084°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound (Old Williamston Rd)				Eastbound (SC-81)				Westbound (SC-81 Anderson Rd)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
0700 - 0715	1	0	0	1	3	0	0	3	0	4	0	4	8
0715 - 0730	1	1	0	2	0	0	0	0	0	2	0	2	4
0730 - 0745	1	0	0	1	0	1	0	1	2	3	0	5	7
0745 - 0800	0	2	0	2	2	0	0	2	1	3	0	4	8
Hourly Total	3	3	0	**6**	5	1	0	**6**	3	12	0	**15**	**27**
0800 - 0815	1	0	0	1	1	1	0	2	1	4	0	5	8
0815 - 0830	0	1	0	1	2	0	0	2	1	1	0	2	5
0830 - 0845	0	0	0	0	0	1	0	1	2	2	0	4	5
0845 - 0900	0	0	0	0	2	0	0	2	0	2	0	2	4
Hourly Total	1	1	0	**2**	5	2	0	**7**	4	9	0	**13**	**22**
Grand Total	4	4	0	**8**	10	3	0	**13**	7	21	0	**28**	**49**
Approach %	50.00	50.00	0.00	-	76.92	23.08	0.00	-	25.00	75.00	0.00	-	
Intersection %	8.16	8.16	0.00	16.33	20.41	6.12	0.00	26.53	14.29	42.86	0.00	57.14	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound (Old Williamston Rd)				Eastbound (SC-81)				Westbound (SC-81 Anderson Rd)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
1600 - 1615	0	0	0	0	3	1	0	4	0	1	0	1	5
1615 - 1630	0	0	0	0	1	1	0	2	2	1	0	3	5
1630 - 1645	3	0	0	3	2	0	0	2	2	1	0	3	8
1645 - 1700	1	0	0	1	4	0	0	4	0	1	0	1	6
Hourly Total	4	0	0	**4**	10	2	0	**12**	4	4	0	**8**	**24**
1700 - 1715	1	1	0	2	2	0	0	2	1	2	0	3	7
1715 - 1730	1	1	0	2	0	0	0	0	1	3	0	4	6
1730 - 1745	0	0	0	0	1	0	0	1	0	3	0	3	4
1745 - 1800	0	0	0	0	3	0	0	3	0	0	0	0	3
Hourly Total	2	2	0	**4**	6	0	0	**6**	2	8	0	**10**	**20**
Grand Total	6	2	0	**8**	16	2	0	**18**	6	12	0	**18**	**44**
Approach %	75.00	25.00	0.00	-	88.89	11.11	0.00	-	33.33	66.67	0.00	-	
Intersection %	13.64	4.55	0.00	18.18	36.36	4.55	0.00	40.91	13.64	27.27	0.00	40.91	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 15
Old Williamston Rd

SC-81
SC-81 Anderson Rd

Date
Tuesday, May 23, 2023

Lat/Long
34.748260°, -82.502084°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Northbound (Old Williamston Rd)				Eastbound (SC-81)				Westbound (SC-81 Anderson Rd)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	2	0	2	0	0	0	0	0	0	0	0	2
0730 - 0745	0	0	0	0	0	0	0	0	2	0	0	2	2
0745 - 0800	0	1	0	1	0	1	0	1	0	0	0	0	2
Hourly Total	0	3	0	**3**	0	1	0	**1**	2	0	0	**2**	**6**
0800 - 0815	0	0	0	0	2	0	0	2	0	0	0	0	2
0815 - 0830	1	0	0	1	2	0	0	2	0	0	0	0	3
0830 - 0845	0	0	0	0	0	0	0	0	1	1	0	2	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	**1**	4	0	0	**4**	1	1	0	**2**	**7**
Grand Total	1	3	0	**4**	4	1	0	**5**	3	1	0	**4**	**13**
Approach %	25.00	75.00	0.00	-	80.00	20.00	0.00	-	75.00	25.00	0.00	-	
Intersection %	7.69	23.08	0.00	30.77	30.77	7.69	0.00	38.46	23.08	7.69	0.00	30.77	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Northbound (Old Williamston Rd)				Eastbound (SC-81)				Westbound (SC-81 Anderson Rd)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
1600 - 1615	0	0	0	0	1	0	0	1	0	0	0	0	1
1615 - 1630	0	0	0	0	0	1	0	1	0	1	0	1	2
1630 - 1645	0	1	0	1	1	1	0	2	0	0	0	0	3
1645 - 1700	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	1	0	**1**	3	2	0	**5**	0	1	0	**1**	**7**
1700 - 1715	0	1	0	1	0	1	0	1	0	0	0	0	2
1715 - 1730	1	0	0	1	0	0	0	0	0	1	0	1	2
1730 - 1745	0	0	0	0	0	0	0	0	0	1	0	1	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	1	0	**2**	0	1	0	**1**	0	2	0	**2**	**5**
Grand Total	1	2	0	**3**	3	3	0	**6**	0	3	0	**3**	**12**
Approach %	33.33	66.67	0.00	-	50.00	50.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	8.33	16.67	0.00	25.00	25.00	25.00	0.00	50.00	0.00	25.00	0.00	25.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 15
Old Williamston Rd

SC-81
SC-81 Anderson Rd

Date
Tuesday, May 23, 2023

Lat/Long
34.748260°, -82.502084°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Bikes

	Northbound (Old Williamston Rd)				Eastbound (SC-81)				Westbound (SC-81 Anderson Rd)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Bikes

	Northbound (Old Williamston Rd)				Eastbound (SC-81)				Westbound (SC-81 Anderson Rd)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 15
Old Williamston Rd

SC-81
SC-81 Anderson Rd

Date
Tuesday, May 23, 2023

Lat/Long
34.748260°, -82.502084°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound (Old Williamston Rd)				Eastbound (SC-81)				Westbound (SC-81 Anderson Rd)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
0700 - 0715	1	0	0	1	3	0	0	3	0	4	0	4	8
0715 - 0730	1	3	0	4	0	0	0	0	0	2	0	2	6
0730 - 0745	1	0	0	1	0	1	0	1	4	3	0	7	9
0745 - 0800	0	3	0	3	2	1	0	3	1	3	0	4	10
Hourly Total	3	6	0	**9**	5	2	0	**7**	5	12	0	**17**	**33**
0800 - 0815	1	0	0	1	3	1	0	4	1	4	0	5	10
0815 - 0830	1	1	0	2	4	0	0	4	1	1	0	2	8
0830 - 0845	0	0	0	0	0	1	0	1	3	3	0	6	7
0845 - 0900	0	0	0	0	2	0	0	2	0	2	0	2	4
Hourly Total	2	1	0	**3**	9	2	0	**11**	5	10	0	**15**	**29**
Grand Total	5	7	0	**12**	14	4	0	**18**	10	22	0	**32**	**62**
Approach %	41.67	58.33	0.00	-	77.78	22.22	0.00	-	31.25	68.75	0.00	-	
Intersection %	8.06	11.29	0.00	19.35	22.58	6.45	0.00	29.03	16.13	35.48	0.00	51.61	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound (Old Williamston Rd)				Eastbound (SC-81)				Westbound (SC-81 Anderson Rd)				
TIME	Left 15.1	Right 15.2	U-Turn 15.3	App Total	Thru 15.4	Right 15.5	U-Turn 15.6	App Total	Left 15.7	Thru 15.8	U-Turn 15.9	App Total	Int Total
1600 - 1615	0	0	0	0	4	1	0	5	0	1	0	1	6
1615 - 1630	0	0	0	0	1	2	0	3	2	2	0	4	7
1630 - 1645	3	1	0	4	3	1	0	4	2	1	0	3	11
1645 - 1700	1	0	0	1	5	0	0	5	0	1	0	1	7
Hourly Total	4	1	0	**5**	13	4	0	**17**	4	5	0	**9**	**31**
1700 - 1715	1	2	0	3	2	1	0	3	1	2	0	3	9
1715 - 1730	2	1	0	3	0	0	0	0	1	4	0	5	8
1730 - 1745	0	0	0	0	1	0	0	1	0	4	0	4	5
1745 - 1800	0	0	0	0	3	0	0	3	0	0	0	0	3
Hourly Total	3	3	0	**6**	6	1	0	**7**	2	10	0	**12**	**25**
Grand Total	7	4	0	**11**	19	5	0	**24**	6	15	0	**21**	**56**
Approach %	63.64	36.36	0.00	-	79.17	20.83	0.00	-	28.57	71.43	0.00	-	
Intersection %	12.50	7.14	0.00	19.64	33.93	8.93	0.00	42.86	10.71	26.79	0.00	37.50	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 15
Old Williamston Rd

SC-81
SC-81 Anderson Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F
66°F

Lat/Long
34.748260°, -82.502084°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Eastbound			Westbound			
	Old Williamston Rd			SC-81			SC-81 Anderson Rd			
TIME	EB 15a	WB 15b	App Total	NB 15e	SB 15f	App Total	NB 15g	SB 15h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Eastbound			Westbound			
	Old Williamston Rd			SC-81			SC-81 Anderson Rd			
TIME	EB 15a	WB 15b	App Total	NB 15e	SB 15f	App Total	NB 15g	SB 15h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 15
Old Williamston Rd

SC-81
SC-81 Anderson Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F
66°F

Lat/Long
34.748260°, -82.502084°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Eastbound			Westbound			
	Old Williamston Rd			SC-81			SC-81 Anderson Rd			
TIME	EB 15a	WB 15b	App Total	NB 15e	SB 15f	App Total	NB 15g	SB 15h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Eastbound			Westbound			
	Old Williamston Rd			SC-81			SC-81 Anderson Rd			
TIME	EB 15a	WB 15b	App Total	NB 15e	SB 15f	App Total	NB 15g	SB 15h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 15
Old Williamston Rd

SC-81
SC-81 Anderson Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F
66°F

Lat/Long
34.748260°, -82.502084°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Old Williamston Rd			SC-81			SC-81 Anderson Rd			
TIME	EB 15a	WB 15b	App Total	NB 15e	SB 15f	App Total	NB 15g	SB 15h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Motorized Vehicles

	Northbound			Eastbound			Westbound			
	Old Williamston Rd			SC-81			SC-81 Anderson Rd			
TIME	EB 15a	WB 15b	App Total	NB 15e	SB 15f	App Total	NB 15g	SB 15h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	SC-81 Eastbound			SC-81 Anderson Rd Westbound			Old Williamston Rd Northbound			Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	64	30	11	30	0	13	0	34	0	0	0	182
07:15 AM - 07:30 AM	0	78	50	16	42	0	11	0	35	0	0	0	232
07:30 AM - 07:45 AM	0	122	66	24	57	0	13	0	39	0	0	0	321
07:45 AM - 08:00 AM	0	129	51	28	39	0	15	0	29	0	0	0	291
08:00 AM - 08:15 AM	0	89	40	19	43	0	11	0	28	0	0	0	230
08:15 AM - 08:30 AM	0	62	34	13	32	0	11	0	29	0	0	0	181
08:30 AM - 08:45 AM	0	62	29	17	32	0	7	0	33	0	0	0	180
08:45 AM - 09:00 AM	0	65	18	16	43	0	9	0	27	0	0	0	178
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	63	16	27	93	0	23	0	40	0	0	0	262
04:15 PM - 04:30 PM	0	64	17	59	89	0	22	0	41	0	0	0	292
04:30 PM - 04:45 PM	0	67	14	46	107	0	26	0	45	0	0	0	305
04:45 PM - 05:00 PM	0	73	8	33	102	0	34	0	41	0	0	0	291
05:00 PM - 05:15 PM	0	83	12	48	124	0	22	0	51	0	0	0	340
05:15 PM - 05:30 PM	0	79	12	36	134	0	23	0	41	0	0	0	325
05:30 PM - 05:45 PM	0	72	18	44	144	0	23	0	33	0	0	0	334
05:45 PM - 06:00 PM	0	82	9	44	117	0	27	0	40	0	0	0	319
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

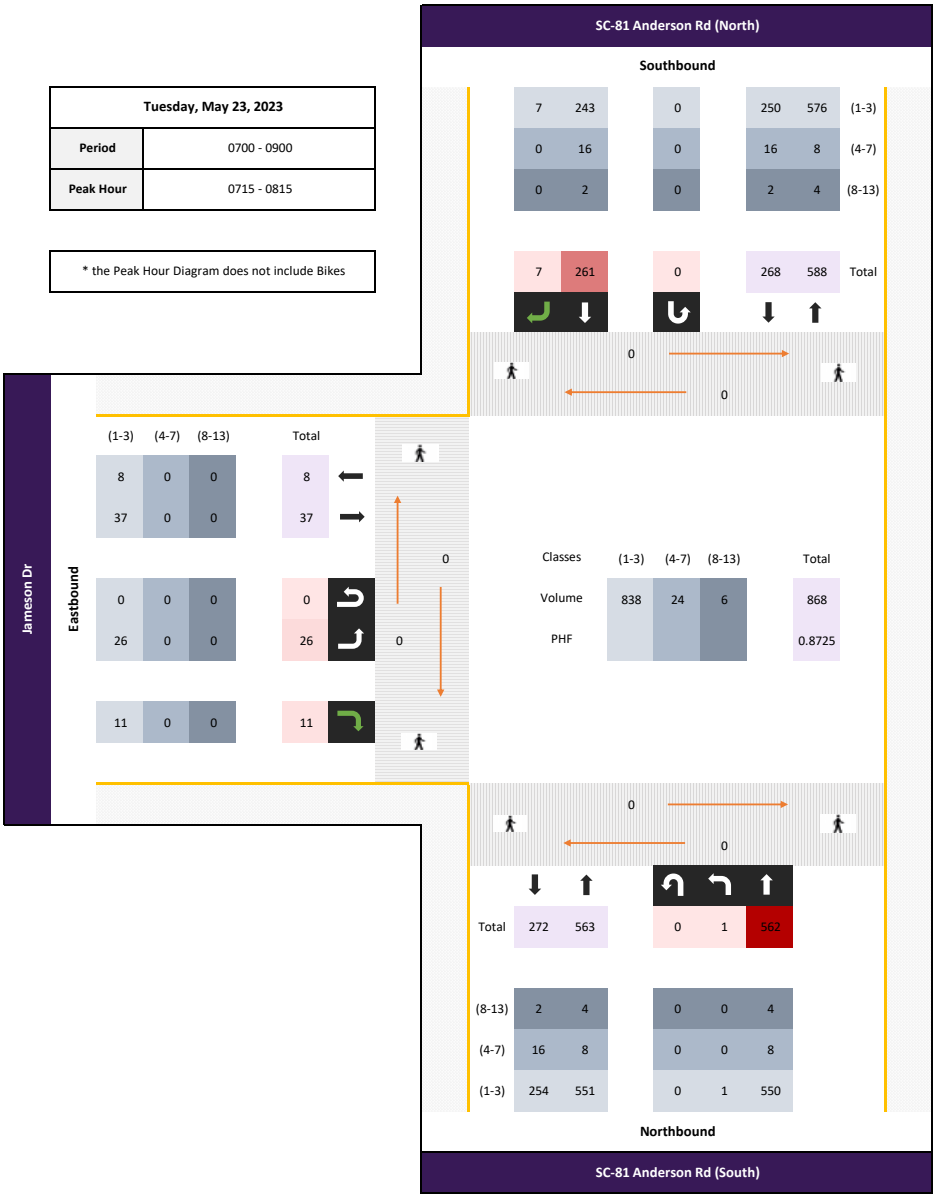
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Jameson Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	16.1	16.2			16.3	Total		16.4	16.5		16.6	Total	16.7		16.8		16.9	Total						Total	Total
0715 - 0730	0	115	-	-	0	115	-	53	0	-	0	53	9	-	5	-	0	14	-	-	-	-	-	0	182
0730 - 0745	0	163	-	-	0	163	-	75	1	-	0	76	7	-	3	-	0	10	-	-	-	-	-	0	249
0745 - 0800	1	156	-	-	0	157	-	71	1	-	0	72	4	-	1	-	0	5	-	-	-	-	-	0	234
0800 - 0815	0	128	-	-	0	128	-	63	5	-	0	68	6	-	2	-	0	8	-	-	-	-	-	0	204
Total	1	562	0	0	0	563	0	262	7	0	0	269	26	0	11	0	0	37	0	0	0	0	0	0	869
Approach %	0.18	99.82	0.00	0.00	0.00	-	0.00	97.40	2.60	0.00	0.00	-	70.27	0.00	29.73	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.86	0.00	0.00	0.00	**0.86**	0.00	0.87	0.35	0.00	0.00	**0.88**	0.72	0.00	0.55	0.00	0.00	**0.66**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.87**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Jameson Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	16.1	16.2			16.3	Total		16.4	16.5		16.6	Total	16.7		16.8		16.9	Total						Total	Total
0715 - 0730	0	113	-	-	0	113	-	50	0	-	0	50	9	-	5	-	0	14	-	-	-	-	-	0	177
0730 - 0745	0	162	-	-	0	162	-	70	1	-	0	71	7	-	3	-	0	10	-	-	-	-	-	0	243
0745 - 0800	1	151	-	-	0	152	-	66	1	-	0	67	4	-	1	-	0	5	-	-	-	-	-	0	224
0800 - 0815	0	124	-	-	0	124	-	57	5	-	0	62	6	-	2	-	0	8	-	-	-	-	-	0	194
Total	1	550	0	0	0	551	0	243	7	0	0	250	26	0	11	0	0	37	0	0	0	0	0	0	838
Approach %	0.18	99.82	0.00	0.00	0.00	-	0.00	97.20	2.80	0.00	0.00	-	70.27	0.00	29.73	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.85	0.00	0.00	0.00	**0.85**	0.00	0.87	0.35	0.00	0.00	**0.88**	0.72	0.00	0.55	0.00	0.00	**0.66**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Jameson Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	16.1	16.2			16.3	Total		16.4	16.5		16.6	Total	16.7		16.8		16.9	Total						Total	Total
0715 - 0730	0	1	-	-	0	1	-	3	0	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	4
0730 - 0745	0	1	-	-	0	1	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	5
0745 - 0800	0	4	-	-	0	4	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	8
0800 - 0815	0	2	-	-	0	2	-	5	0	-	0	5	0	-	0	-	0	0	-	-	-	-	-	0	7
Total	0	8	0	0	0	8	0	16	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	0	24
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.80	0.00	0.00	0.00	**0.80**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Jameson Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	16.1	16.2			16.3	Total		16.4	16.5		16.6	Total	16.7		16.8		16.9	Total						Total	Total
0715 - 0730	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
0730 - 0745	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
0745 - 0800	0	1	-	-	0	1	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	2
0800 - 0815	0	2	-	-	0	2	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	2
Total	0	4	0	0	0	4	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bikes

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Jameson Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	16.1	16.2			16.3	Total		16.4	16.5		16.6	Total	16.7		16.8		16.9	Total						Total	Total
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Jameson Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	16.1	16.2			16.3	Total		16.4	16.5		16.6	Total	16.7		16.8		16.9	Total						Total	Total
1700 - 1715	6	128	-	-	0	134	-	174	3	-	0	177	3	-	2	-	0	5	-	-	-	-	-	0	316
1715 - 1730	2	115	-	-	0	117	-	169	4	-	0	173	5	-	3	-	0	8	-	-	-	-	-	0	298
1730 - 1745	2	107	-	-	0	109	-	186	6	-	0	192	3	-	0	-	0	3	-	-	-	-	-	0	304
1745 - 1800	5	109	-	-	0	114	-	165	15	-	0	180	2	-	0	-	0	2	-	-	-	-	-	0	296
Total	15	459	0	0	0	474	0	694	28	0	0	722	13	0	5	0	0	18	0	0	0	0	0	0	1214
Approach %	3.16	96.84	0.00	0.00	0.00	-	0.00	96.12	3.88	0.00	0.00	-	72.22	0.00	27.78	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.63	0.90	0.00	0.00	0.00	**0.88**	0.00	0.93	0.47	0.00	0.00	**0.94**	0.65	0.00	0.42	0.00	0.00	**0.56**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Jameson Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	16.1	16.2			16.3	Total		16.4	16.5		16.6	Total	16.7		16.8		16.9	Total						Total	Total
1700 - 1715	5	126	-	-	0	131	-	171	3	-	0	174	2	-	2	-	0	4	-	-	-	-	-	0	309
1715 - 1730	2	114	-	-	0	116	-	164	4	-	0	168	5	-	3	-	0	8	-	-	-	-	-	0	292
1730 - 1745	2	105	-	-	0	107	-	182	6	-	0	188	2	-	0	-	0	2	-	-	-	-	-	0	297
1745 - 1800	5	106	-	-	0	111	-	165	15	-	0	180	2	-	0	-	0	2	-	-	-	-	-	0	293
Total	14	451	0	0	0	465	0	682	28	0	0	710	11	0	5	0	0	16	0	0	0	0	0	0	1191
Approach %	3.01	96.99	0.00	0.00	0.00	-	0.00	96.06	3.94	0.00	0.00	-	68.75	0.00	31.25	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.70	0.89	0.00	0.00	0.00	**0.89**	0.00	0.94	0.47	0.00	0.00	**0.94**	0.55	0.00	0.42	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.96**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Jameson Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	16.1	16.2			16.3	Total		16.4	16.5		16.6	Total	16.7		16.8		16.9	Total						Total	Total
1700 - 1715	1	2	-	-	0	3	-	3	0	-	0	3	1	-	0	-	0	1	-	-	-	-	-	0	7
1715 - 1730	0	1	-	-	0	1	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	5
1730 - 1745	0	2	-	-	0	2	-	3	0	-	0	3	1	-	0	-	0	1	-	-	-	-	-	0	6
1745 - 1800	0	2	-	-	0	2	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	2
Total	1	7	0	0	0	8	0	10	0	0	0	10	2	0	0	0	0	2	0	0	0	0	0	0	20
Approach %	12.50	87.50	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.88	0.00	0.00	0.00	**0.67**	0.00	0.63	0.00	0.00	0.00	**0.63**	0.50	0.00	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.71**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Jameson Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	16.1	16.2			16.3	Total		16.4	16.5		16.6	Total	16.7		16.8		16.9	Total						Total	Total
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1730 - 1745	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1745 - 1800	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
Total	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bikes

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Jameson Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	16.1	16.2			16.3	Total		16.4	16.5		16.6	Total	16.7		16.8		16.9	Total						Total	Total
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1745 - 1800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 16
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Jameson Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.752068°, -82.499878°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Jameson Dr				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	16.1	16.2	16.3	Total	16.4	16.5	16.6	Total	16.7	16.8	16.9	Total	Total
0700 - 0715	2	95	0	97	35	0	0	35	10	2	0	12	144
0715 - 0730	0	115	0	115	53	0	0	53	9	5	0	14	182
0730 - 0745	0	163	0	163	75	1	0	76	7	3	0	10	249
0745 - 0800	1	156	0	157	71	1	0	72	4	1	0	5	234
Hourly Total	3	529	0	**532**	234	2	0	**236**	30	11	0	**41**	**809**
0800 - 0815	0	128	0	128	63	5	0	68	6	2	0	8	204
0815 - 0830	0	86	0	86	44	1	0	45	1	2	0	3	134
0830 - 0845	2	95	0	97	42	2	0	44	4	0	0	4	145
0845 - 0900	1	85	0	86	62	0	0	62	7	0	0	7	155
Hourly Total	3	394	0	**397**	211	8	0	**219**	18	4	0	**22**	**638**
Grand Total	6	923	0	**929**	445	10	0	**455**	48	15	0	**63**	**1447**
Approach %	0.65	99.35	0.00	-	97.80	2.20	0.00	-	76.19	23.81	0.00	-	
Intersection %	0.41	63.79	0.00	64.20	30.75	0.69	0.00	31.44	3.32	1.04	0.00	4.35	
Heavy Vehicle %	0	2	-	**2**	7	0	-	**7**	2	0	-	**2**	**4**
PHF	0.25	0.86	0.00	**0.86**	0.87	0.35	0.00	**0.88**	0.72	0.55	0.00	**0.66**	**0.87**

1600 - 1800 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Jameson Dr				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	16.1	16.2	16.3	Total	16.4	16.5	16.6	Total	16.7	16.8	16.9	Total	Total
1600 - 1615	1	104	0	105	125	5	0	130	1	2	0	3	238
1615 - 1630	0	105	0	105	143	11	0	154	5	3	0	8	267
1630 - 1645	4	103	0	107	155	10	0	165	4	6	0	10	282
1645 - 1700	3	116	0	119	134	6	0	140	3	2	0	5	264
Hourly Total	8	428	0	**436**	557	32	0	**589**	13	13	0	**26**	**1051**
1700 - 1715	6	128	0	134	174	3	0	177	3	2	0	5	316
1715 - 1730	2	115	0	117	169	4	0	173	5	3	0	8	298
1730 - 1745	2	107	0	109	186	6	0	192	3	0	0	3	304
1745 - 1800	5	109	0	114	165	15	0	180	2	0	0	2	296
Hourly Total	15	459	0	**474**	694	28	0	**722**	13	5	0	**18**	**1214**
Grand Total	23	887	0	**910**	1251	60	0	**1311**	26	18	0	**44**	**2265**
Approach %	2.53	97.47	0.00	-	95.42	4.58	0.00	-	59.09	40.91	0.00	-	
Intersection %	1.02	39.16	0.00	40.18	55.23	2.65	0.00	57.88	1.15	0.79	0.00	1.94	
Heavy Vehicle %	4	2	-	**3**	2	2	-	**2**	8	6	-	**7**	**2**
PHF	0.63	0.90	0.00	**0.88**	0.93	0.47	0.00	**0.94**	0.65	0.42	0.00	**0.56**	**0.96**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 16
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Jameson Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.752068°, -82.499878°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Eastbound Jameson Dr				
TIME	Left 16.1	Thru 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
0700 - 0715	2	92	0	94	31	0	0	31	9	2	0	11	136
0715 - 0730	0	113	0	113	50	0	0	50	9	5	0	14	177
0730 - 0745	0	162	0	162	70	1	0	71	7	3	0	10	243
0745 - 0800	1	151	0	152	66	1	0	67	4	1	0	5	224
Hourly Total	3	518	0	**521**	217	2	0	**219**	29	11	0	**40**	**780**
0800 - 0815	0	124	0	124	57	5	0	62	6	2	0	8	194
0815 - 0830	0	82	0	82	42	1	0	43	1	2	0	3	128
0830 - 0845	2	95	0	97	39	2	0	41	4	0	0	4	142
0845 - 0900	1	83	0	84	57	0	0	57	7	0	0	7	148
Hourly Total	3	384	0	**387**	195	8	0	**203**	18	4	0	**22**	**612**
Grand Total	6	902	0	**908**	412	10	0	**422**	47	15	0	**62**	**1392**
Approach %	0.66	99.34	0.00	-	97.63	2.37	0.00	-	75.81	24.19	0.00	-	
Intersection %	0.43	64.80	0.00	65.23	29.60	0.72	0.00	30.32	3.38	1.08	0.00	4.45	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Eastbound Jameson Dr				
TIME	Left 16.1	Thru 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
1600 - 1615	1	100	0	101	124	5	0	129	1	2	0	3	233
1615 - 1630	0	103	0	103	139	10	0	149	5	3	0	8	260
1630 - 1645	4	100	0	104	153	10	0	163	4	5	0	9	276
1645 - 1700	3	111	0	114	133	6	0	139	3	2	0	5	258
Hourly Total	8	414	0	**422**	549	31	0	**580**	13	12	0	**25**	**1027**
1700 - 1715	5	126	0	131	171	3	0	174	2	2	0	4	309
1715 - 1730	2	114	0	116	164	4	0	168	5	3	0	8	292
1730 - 1745	2	105	0	107	182	6	0	188	2	0	0	2	297
1745 - 1800	5	106	0	111	165	15	0	180	2	0	0	2	293
Hourly Total	14	451	0	**465**	682	28	0	**710**	11	5	0	**16**	**1191**
Grand Total	22	865	0	**887**	1231	59	0	**1290**	24	17	0	**41**	**2218**
Approach %	2.48	97.52	0.00	-	95.43	4.57	0.00	-	58.54	41.46	0.00	-	
Intersection %	0.99	39.00	0.00	39.99	55.50	2.66	0.00	58.16	1.08	0.77	0.00	1.85	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 16
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Jameson Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.752068°, -82.499878°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Jameson Dr				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	16.1	16.2	16.3	Total	16.4	16.5	16.6	Total	16.7	16.8	16.9	Total	Total
0700 - 0715	0	2	0	2	4	0	0	4	1	0	0	1	7
0715 - 0730	0	1	0	1	3	0	0	3	0	0	0	0	4
0730 - 0745	0	1	0	1	4	0	0	4	0	0	0	0	5
0745 - 0800	0	4	0	4	4	0	0	4	0	0	0	0	8
Hourly Total	0	8	0	**8**	15	0	0	**15**	1	0	0	**1**	**24**
0800 - 0815	0	2	0	2	5	0	0	5	0	0	0	0	7
0815 - 0830	0	2	0	2	2	0	0	2	0	0	0	0	4
0830 - 0845	0	0	0	0	2	0	0	2	0	0	0	0	2
0845 - 0900	0	2	0	2	4	0	0	4	0	0	0	0	6
Hourly Total	0	6	0	**6**	13	0	0	**13**	0	0	0	**0**	**19**
Grand Total	0	14	0	**14**	28	0	0	**28**	1	0	0	**1**	**43**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	32.56	0.00	32.56	65.12	0.00	0.00	65.12	2.33	0.00	0.00	2.33	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Jameson Dr				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	16.1	16.2	16.3	Total	16.4	16.5	16.6	Total	16.7	16.8	16.9	Total	Total
1600 - 1615	0	3	0	3	1	0	0	1	0	0	0	0	4
1615 - 1630	0	1	0	1	3	1	0	4	0	0	0	0	5
1630 - 1645	0	2	0	2	2	0	0	2	0	1	0	1	5
1645 - 1700	0	4	0	4	1	0	0	1	0	0	0	0	5
Hourly Total	0	10	0	**10**	7	1	0	**8**	0	1	0	**1**	**19**
1700 - 1715	1	2	0	3	3	0	0	3	1	0	0	1	7
1715 - 1730	0	1	0	1	4	0	0	4	0	0	0	0	5
1730 - 1745	0	2	0	2	3	0	0	3	1	0	0	1	6
1745 - 1800	0	2	0	2	0	0	0	0	0	0	0	0	2
Hourly Total	1	7	0	**8**	10	0	0	**10**	2	0	0	**2**	**20**
Grand Total	1	17	0	**18**	17	1	0	**18**	2	1	0	**3**	**39**
Approach %	5.56	94.44	0.00	-	94.44	5.56	0.00	-	66.67	33.33	0.00	-	
Intersection %	2.56	43.59	0.00	46.15	43.59	2.56	0.00	46.15	5.13	2.56	0.00	7.69	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 16
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Jameson Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.752068°, -82.499878°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Jameson Dr				
TIME	Left 16.1	Thru 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
0700 - 0715	0	1	0	1	0	0	0	0	0	0	0	0	1
0715 - 0730	0	1	0	1	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	1	0	0	1	0	0	0	0	1
0745 - 0800	0	1	0	1	1	0	0	1	0	0	0	0	2
Hourly Total	0	3	0	**3**	2	0	0	**2**	0	0	0	**0**	**5**
0800 - 0815	0	2	0	2	0	0	0	0	0	0	0	0	2
0815 - 0830	0	2	0	2	0	0	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	1	0	0	1	0	0	0	0	1
0845 - 0900	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	4	0	**4**	2	0	0	**2**	0	0	0	**0**	**6**
Grand Total	0	7	0	**7**	4	0	0	**4**	0	0	0	**0**	**11**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	63.64	0.00	63.64	36.36	0.00	0.00	36.36	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Jameson Dr				
TIME	Left 16.1	Thru 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
1600 - 1615	0	1	0	1	0	0	0	0	0	0	0	0	1
1615 - 1630	0	1	0	1	1	0	0	1	0	0	0	0	2
1630 - 1645	0	1	0	1	0	0	0	0	0	0	0	0	1
1645 - 1700	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	**4**	1	0	0	**1**	0	0	0	**0**	**5**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	1	0	0	1	0	0	0	0	1
1730 - 1745	0	0	0	0	1	0	0	1	0	0	0	0	1
1745 - 1800	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	**1**	2	0	0	**2**	0	0	0	**0**	**3**
Grand Total	0	5	0	**5**	3	0	0	**3**	0	0	0	**0**	**8**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	62.50	0.00	62.50	37.50	0.00	0.00	37.50	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 16
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Jameson Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.752068°, -82.499878°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Jameson Dr				
TIME	Left 16.1	Thru 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	1	0	0	1	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Grand Total	0	0	0	**0**	1	0	0	**1**	0	0	0	**0**	**1**
Approach %	0.00	0.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Jameson Dr				
TIME	Left 16.1	Thru 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 16
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Jameson Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.752068°, -82.499878°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Eastbound Jameson Dr				
TIME	Left 16.1	Thru 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
0700 - 0715	0	3	0	3	4	0	0	4	1	0	0	1	8
0715 - 0730	0	2	0	2	3	0	0	3	0	0	0	0	5
0730 - 0745	0	1	0	1	5	0	0	5	0	0	0	0	6
0745 - 0800	0	5	0	5	5	0	0	5	0	0	0	0	10
Hourly Total	0	11	0	**11**	17	0	0	**17**	1	0	0	**1**	**29**
0800 - 0815	0	4	0	4	5	0	0	5	0	0	0	0	9
0815 - 0830	0	4	0	4	2	0	0	2	0	0	0	0	6
0830 - 0845	0	0	0	0	3	0	0	3	0	0	0	0	3
0845 - 0900	0	2	0	2	5	0	0	5	0	0	0	0	7
Hourly Total	0	10	0	**10**	15	0	0	**15**	0	0	0	**0**	**25**
Grand Total	0	21	0	**21**	32	0	0	**32**	1	0	0	**1**	**54**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	100.00	0.00	0.00	-	
Intersection %	0.00	38.89	0.00	38.89	59.26	0.00	0.00	59.26	1.85	0.00	0.00	1.85	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Eastbound Jameson Dr				
TIME	Left 16.1	Thru 16.2	U-Turn 16.3	App Total	Thru 16.4	Right 16.5	U-Turn 16.6	App Total	Left 16.7	Right 16.8	U-Turn 16.9	App Total	Int Total
1600 - 1615	0	4	0	4	1	0	0	1	0	0	0	0	5
1615 - 1630	0	2	0	2	4	1	0	5	0	0	0	0	7
1630 - 1645	0	3	0	3	2	0	0	2	0	1	0	1	6
1645 - 1700	0	5	0	5	1	0	0	1	0	0	0	0	6
Hourly Total	0	14	0	**14**	8	1	0	**9**	0	1	0	**1**	**24**
1700 - 1715	1	2	0	3	3	0	0	3	1	0	0	1	7
1715 - 1730	0	1	0	1	5	0	0	5	0	0	0	0	6
1730 - 1745	0	2	0	2	4	0	0	4	1	0	0	1	7
1745 - 1800	0	3	0	3	0	0	0	0	0	0	0	0	3
Hourly Total	1	8	0	**9**	12	0	0	**12**	2	0	0	**2**	**23**
Grand Total	1	22	0	**23**	20	1	0	**21**	2	1	0	**3**	**47**
Approach %	4.35	95.65	0.00	-	95.24	4.76	0.00	-	66.67	33.33	0.00	-	
Intersection %	2.13	46.81	0.00	48.94	42.55	2.13	0.00	44.68	4.26	2.13	0.00	6.38	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 16
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Jameson Dr

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.752068°, -82.499878°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Jameson Dr			
TIME	EB 16a	WB 16b	App Total	EB 16c	WB 16d	App Total	NB 16e	SB 16f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Jameson Dr			
TIME	EB 16a	WB 16b	App Total	EB 16c	WB 16d	App Total	NB 16e	SB 16f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 16
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Jameson Dr

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.752068°, -82.499878°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Jameson Dr			
TIME	EB 16a	WB 16b	App Total	EB 16c	WB 16d	App Total	NB 16e	SB 16f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Jameson Dr			
TIME	EB 16a	WB 16b	App Total	EB 16c	WB 16d	App Total	NB 16e	SB 16f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 16
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Jameson Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.752068°, -82.499878°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Jameson Dr			
TIME	EB 16a	WB 16b	App Total	EB 16c	WB 16d	App Total	NB 16e	SB 16f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Jameson Dr			
TIME	EB 16a	WB 16b	App Total	EB 16c	WB 16d	App Total	NB 16e	SB 16f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	Jameson Dr Eastbound			Westbound			SC-81 Anderson Rd (South) Northbound			SC-81 Anderson Rd (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	10	0	2	0	0	0	2	95	0	0	35	0	144
07:15 AM - 07:30 AM	9	0	5	0	0	0	0	115	0	0	53	0	182
07:30 AM - 07:45 AM	7	0	3	0	0	0	0	163	0	0	75	1	249
07:45 AM - 08:00 AM	4	0	1	0	0	0	1	156	0	0	71	1	234
08:00 AM - 08:15 AM	6	0	2	0	0	0	0	128	0	0	63	5	204
08:15 AM - 08:30 AM	1	0	2	0	0	0	0	86	0	0	44	1	134
08:30 AM - 08:45 AM	4	0	0	0	0	0	2	95	0	0	42	2	145
08:45 AM - 09:00 AM	7	0	0	0	0	0	1	85	0	0	62	0	155
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	1	0	2	0	0	0	1	104	0	0	125	5	238
04:15 PM - 04:30 PM	5	0	3	0	0	0	0	105	0	0	143	11	267
04:30 PM - 04:45 PM	4	0	6	0	0	0	4	103	0	0	155	10	282
04:45 PM - 05:00 PM	3	0	2	0	0	0	3	116	0	0	134	6	264
05:00 PM - 05:15 PM	3	0	2	0	0	0	6	128	0	0	174	3	316
05:15 PM - 05:30 PM	5	0	3	0	0	0	2	115	0	0	169	4	298
05:30 PM - 05:45 PM	3	0	0	0	0	0	2	107	0	0	186	6	304
05:45 PM - 06:00 PM	2	0	0	0	0	0	5	109	0	0	165	15	296
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

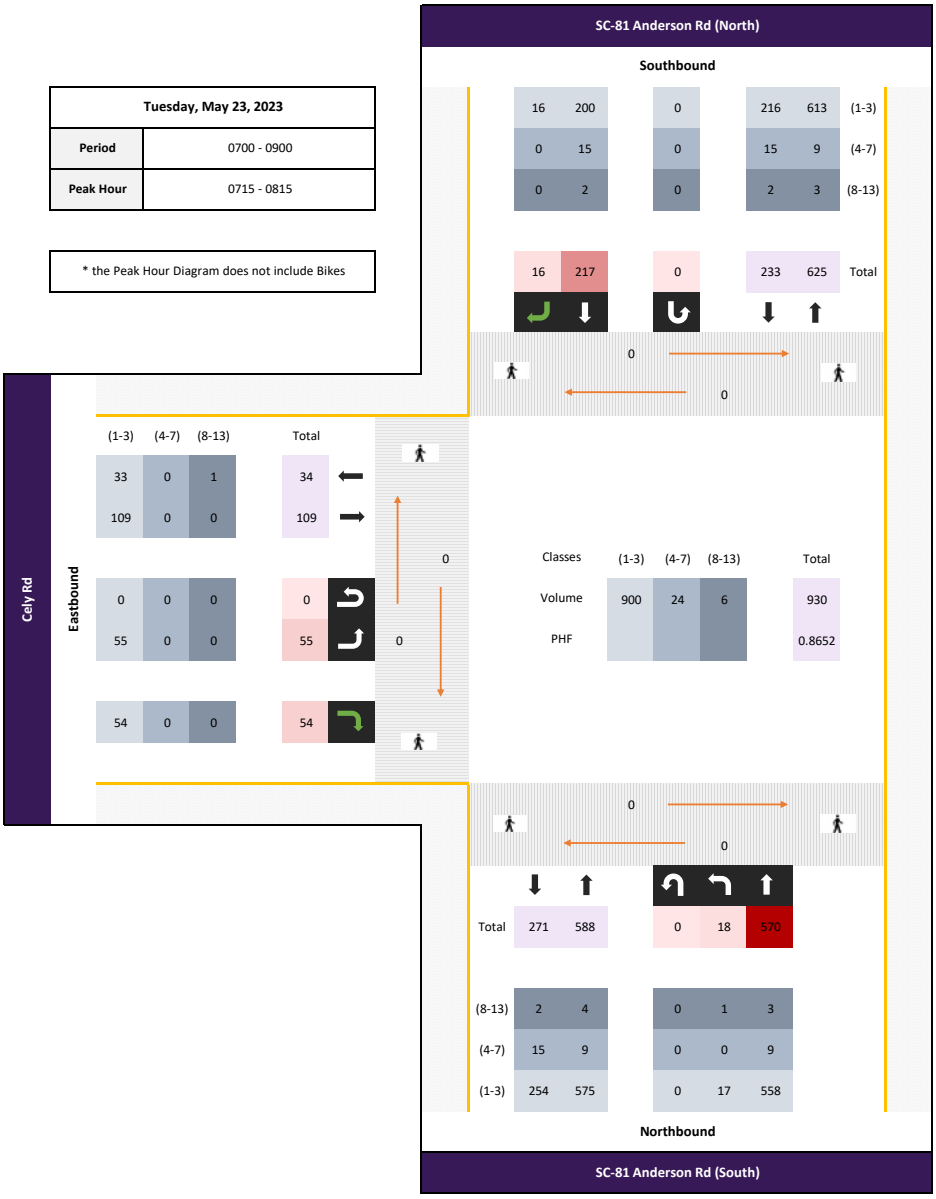
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Cely Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	17.1	17.2			17.3	Total		17.4	17.5		17.6	Total	17.7		17.8		17.9	Total						Total	Total
0715 - 0730	3	124	-	-	0	127	-	47	1	-	0	48	13	-	12	-	0	25	-	-	-	-	-	0	200
0730 - 0745	5	169	-	-	0	174	-	57	3	-	0	60	21	-	14	-	0	35	-	-	-	-	-	0	269
0745 - 0800	4	151	-	-	0	155	-	55	7	-	0	62	11	-	21	-	0	32	-	-	-	-	-	0	249
0800 - 0815	6	126	-	-	0	132	-	58	5	-	0	63	10	-	8	-	0	18	-	-	-	-	-	0	213
Total	18	570	0	0	0	588	0	217	16	0	0	233	55	0	55	0	0	110	0	0	0	0	0	0	931
Approach %	3.06	96.94	0.00	0.00	0.00	-	0.00	93.13	6.87	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.75	0.84	0.00	0.00	0.00	**0.84**	0.00	0.94	0.57	0.00	0.00	**0.92**	0.65	0.00	0.65	0.00	0.00	**0.79**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.87**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Cely Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	17.1	17.2			17.3	Total		17.4	17.5		17.6	Total	17.7		17.8		17.9	Total						Total	Total
0715 - 0730	3	122	-	-	0	125	-	44	1	-	0	45	13	-	12	-	0	25	-	-	-	-	-	0	195
0730 - 0745	4	167	-	-	0	171	-	52	3	-	0	55	21	-	14	-	0	35	-	-	-	-	-	0	261
0745 - 0800	4	147	-	-	0	151	-	50	7	-	0	57	11	-	20	-	0	31	-	-	-	-	-	0	239
0800 - 0815	6	122	-	-	0	128	-	54	5	-	0	59	10	-	8	-	0	18	-	-	-	-	-	0	205
Total	17	558	0	0	0	575	0	200	16	0	0	216	55	0	54	0	0	109	0	0	0	0	0	0	900
Approach %	2.96	97.04	0.00	0.00	0.00	-	0.00	92.59	7.41	0.00	0.00	-	50.46	0.00	49.54	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.71	0.84	0.00	0.00	0.00	**0.84**	0.00	0.93	0.57	0.00	0.00	**0.92**	0.65	0.00	0.68	0.00	0.00	**0.78**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.86**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Cely Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	17.1	17.2			17.3	Total		17.4	17.5		17.6	Total	17.7		17.8		17.9	Total						Total	Total
0715 - 0730	0	1	-	-	0	1	-	3	0	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	4
0730 - 0745	0	2	-	-	0	2	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	6
0745 - 0800	0	4	-	-	0	4	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	8
0800 - 0815	0	2	-	-	0	2	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	6
Total	0	9	0	0	0	9	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	24
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.56	0.00	0.00	0.00	**0.56**	0.00	0.94	0.00	0.00	0.00	**0.94**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Cely Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	17.1	17.2			17.3	Total		17.4	17.5		17.6	Total	17.7		17.8		17.9	Total						Total	Total
0715 - 0730	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
0730 - 0745	1	0	-	-	0	1	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	2
0745 - 0800	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
0800 - 0815	0	2	-	-	0	2	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	2
Total	1	3	0	0	0	4	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	25.00	75.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.38	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bikes

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Cely Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	17.1	17.2			17.3	Total		17.4	17.5		17.6	Total	17.7		17.8		17.9	Total						Total	Total
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	1	-	0	1	-	-	-	-	-	0	1
0800 - 0815	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Peak Hour Turning Movement Count

Anderson County, SC

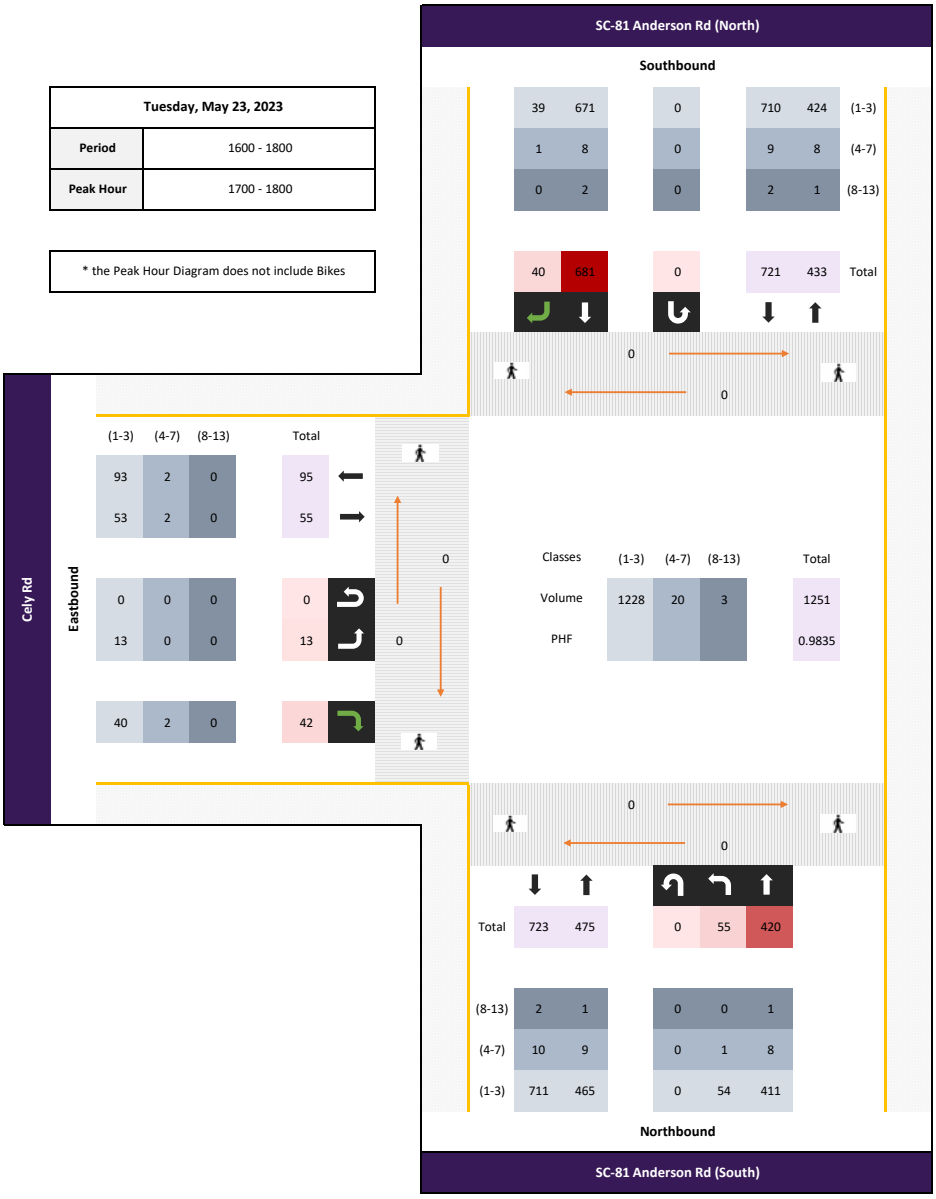
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Cely Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	17.1	17.2			17.3	Total		17.4	17.5		17.6	Total	17.7		17.8		17.9	Total						Total	Total
1700 - 1715	13	115	-	-	0	128	-	167	10	-	0	177	3	-	10	-	0	13	-	-	-	-	-	0	318
1715 - 1730	20	103	-	-	0	123	-	167	12	-	0	179	5	-	9	-	0	14	-	-	-	-	-	0	316
1730 - 1745	14	96	-	-	0	110	-	183	11	-	0	194	2	-	12	-	0	14	-	-	-	-	-	0	318
1745 - 1800	8	106	-	-	0	114	-	164	7	-	0	171	3	-	11	-	0	14	-	-	-	-	-	0	299
Total	55	420	0	0	0	475	0	681	40	0	0	721	13	0	42	0	0	55	0	0	0	0	0	0	1251
Approach %	11.58	88.42	0.00	0.00	0.00	-	0.00	94.45	5.55	0.00	0.00	-	23.64	0.00	76.36	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.69	0.91	0.00	0.00	0.00	**0.93**	0.00	0.93	0.83	0.00	0.00	**0.93**	0.65	0.00	0.88	0.00	0.00	**0.98**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.98**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Cely Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	17.1	17.2			17.3	Total		17.4	17.5		17.6	Total	17.7		17.8		17.9	Total						Total	Total
1700 - 1715	13	113	-	-	0	126	-	164	9	-	0	173	3	-	10	-	0	13	-	-	-	-	-	0	312
1715 - 1730	20	100	-	-	0	120	-	165	12	-	0	177	5	-	7	-	0	12	-	-	-	-	-	0	309
1730 - 1745	13	95	-	-	0	108	-	180	11	-	0	191	2	-	12	-	0	14	-	-	-	-	-	0	313
1745 - 1800	8	103	-	-	0	111	-	162	7	-	0	169	3	-	11	-	0	14	-	-	-	-	-	0	294
Total	54	411	0	0	0	465	0	671	39	0	0	710	13	0	40	0	0	53	0	0	0	0	0	0	1228
Approach %	11.61	88.39	0.00	0.00	0.00	-	0.00	94.51	5.49	0.00	0.00	-	24.53	0.00	75.47	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.68	0.91	0.00	0.00	0.00	**0.92**	0.00	0.93	0.81	0.00	0.00	**0.93**	0.65	0.00	0.83	0.00	0.00	**0.95**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.98**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Cely Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	17.1	17.2			17.3	Total		17.4	17.5		17.6	Total	17.7		17.8		17.9	Total						Total	Total
1700 - 1715	0	2	-	-	0	2	-	3	1	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	6
1715 - 1730	0	3	-	-	0	3	-	2	0	-	0	2	0	-	2	-	0	2	-	-	-	-	-	0	7
1730 - 1745	1	1	-	-	0	2	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	4
1745 - 1800	0	2	-	-	0	2	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	3
Total	1	8	0	0	0	9	0	8	1	0	0	9	0	0	2	0	0	2	0	0	0	0	0	0	20
Approach %	11.11	88.89	0.00	0.00	0.00	-	0.00	88.89	11.11	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.25	0.67	0.00	0.00	0.00	**0.75**	0.00	0.67	0.25	0.00	0.00	**0.56**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.71**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Cely Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	17.1	17.2			17.3	Total		17.4	17.5		17.6	Total	17.7		17.8		17.9	Total						Total	Total
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1745 - 1800	0	1	-	-	0	1	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	2
Total	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Bikes

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Cely Rd												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	17.1	17.2			17.3	Total		17.4	17.5		17.6	Total	17.7		17.8		17.9	Total						Total	Total
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1745 - 1800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 17
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Cely Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.755457°, -82.499299°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Cely Rd				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	17.1	17.2	17.3	Total	17.4	17.5	17.6	Total	17.7	17.8	17.9	Total	Total
0700 - 0715	2	102	0	104	28	1	0	29	8	7	0	15	148
0715 - 0730	3	124	0	127	47	1	0	48	13	12	0	25	200
0730 - 0745	5	169	0	174	57	3	0	60	21	14	0	35	269
0745 - 0800	4	151	0	155	55	7	0	62	11	21	0	32	249
Hourly Total	14	546	0	**560**	187	12	0	**199**	53	54	0	**107**	**866**
0800 - 0815	6	126	0	132	58	5	0	63	10	8	0	18	213
0815 - 0830	7	82	0	89	41	2	0	43	9	2	0	11	143
0830 - 0845	9	89	0	98	40	2	0	42	5	10	0	15	155
0845 - 0900	4	89	0	93	56	1	0	57	4	4	0	8	158
Hourly Total	26	386	0	**412**	195	10	0	**205**	28	24	0	**52**	**669**
Grand Total	40	932	0	**972**	382	22	0	**404**	81	78	0	**159**	**1535**
Approach %	4.12	95.88	0.00	-	94.55	5.45	0.00	-	50.94	49.06	0.00	-	
Intersection %	2.61	60.72	0.00	63.32	24.89	1.43	0.00	26.32	5.28	5.08	0.00	10.36	
Heavy Vehicle %	3	2	-	**2**	8	0	-	**8**	0	1	-	**1**	**4**
PHF	0.75	0.84	0.00	**0.84**	0.94	0.57	0.00	**0.92**	0.65	0.65	0.00	**0.79**	**0.87**

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All vehicles

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Cely Rd				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	17.1	17.2	17.3	Total	17.4	17.5	17.6	Total	17.7	17.8	17.9	Total	Total
1600 - 1615	8	97	0	105	125	13	0	138	1	6	0	7	250
1615 - 1630	12	97	0	109	151	8	0	159	6	12	0	18	286
1630 - 1645	11	95	0	106	150	11	0	161	3	11	0	14	281
1645 - 1700	11	107	0	118	134	10	0	144	4	7	0	11	273
Hourly Total	42	396	0	**438**	560	42	0	**602**	14	36	0	**50**	**1090**
1700 - 1715	13	115	0	128	167	10	0	177	3	10	0	13	318
1715 - 1730	20	103	0	123	167	12	0	179	5	9	0	14	316
1730 - 1745	14	96	0	110	183	11	0	194	2	12	0	14	318
1745 - 1800	8	106	0	114	164	7	0	171	3	11	0	14	299
Hourly Total	55	420	0	**475**	681	40	0	**721**	13	42	0	**55**	**1251**
Grand Total	97	816	0	**913**	1241	82	0	**1323**	27	78	0	**105**	**2341**
Approach %	10.62	89.38	0.00	-	93.80	6.20	0.00	-	25.71	74.29	0.00	-	
Intersection %	4.14	34.86	0.00	39.00	53.01	3.50	0.00	56.51	1.15	3.33	0.00	4.49	
Heavy Vehicle %	1	3	-	**3**	1	2	-	**2**	4	4	-	**4**	**2**
PHF	0.69	0.91	0.00	**0.93**	0.93	0.83	0.00	**0.93**	0.65	0.88	0.00	**0.98**	**0.98**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 17
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Cely Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.755457°, -82.499299°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Passenger Vehicles (1-3)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Eastbound Cely Rd				
TIME	Left 17.1	Thru 17.2	U-Turn 17.3	App Total	Thru 17.4	Right 17.5	U-Turn 17.6	App Total	Left 17.7	Right 17.8	U-Turn 17.9	App Total	Int Total
0700 - 0715	2	99	0	101	24	1	0	25	8	7	0	15	141
0715 - 0730	3	122	0	125	44	1	0	45	13	12	0	25	195
0730 - 0745	4	167	0	171	52	3	0	55	21	14	0	35	261
0745 - 0800	4	147	0	151	50	7	0	57	11	20	0	31	239
Hourly Total	13	535	0	**548**	170	12	0	**182**	53	53	0	**106**	**836**
0800 - 0815	6	122	0	128	54	5	0	59	10	8	0	18	205
0815 - 0830	7	78	0	85	39	2	0	41	9	2	0	11	137
0830 - 0845	9	89	0	98	35	2	0	37	5	9	0	14	149
0845 - 0900	4	87	0	91	53	1	0	54	4	4	0	8	153
Hourly Total	26	376	0	**402**	181	10	0	**191**	28	23	0	**51**	**644**
Grand Total	39	911	0	**950**	351	22	0	**373**	81	76	0	**157**	**1480**
Approach %	4.11	95.89	0.00	-	94.10	5.90	0.00	-	51.59	48.41	0.00	-	
Intersection %	2.64	61.55	0.00	64.19	23.72	1.49	0.00	25.20	5.47	5.14	0.00	10.61	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Passenger Vehicles (1-3)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Eastbound Cely Rd				
TIME	Left 17.1	Thru 17.2	U-Turn 17.3	App Total	Thru 17.4	Right 17.5	U-Turn 17.6	App Total	Left 17.7	Right 17.8	U-Turn 17.9	App Total	Int Total
1600 - 1615	8	93	0	101	123	12	0	135	1	6	0	7	243
1615 - 1630	12	95	0	107	148	8	0	156	5	11	0	16	279
1630 - 1645	11	91	0	102	148	11	0	159	3	11	0	14	275
1645 - 1700	11	103	0	114	133	10	0	143	4	7	0	11	268
Hourly Total	42	382	0	**424**	552	41	0	**593**	13	35	0	**48**	**1065**
1700 - 1715	13	113	0	126	164	9	0	173	3	10	0	13	312
1715 - 1730	20	100	0	120	165	12	0	177	5	7	0	12	309
1730 - 1745	13	95	0	108	180	11	0	191	2	12	0	14	313
1745 - 1800	8	103	0	111	162	7	0	169	3	11	0	14	294
Hourly Total	54	411	0	**465**	671	39	0	**710**	13	40	0	**53**	**1228**
Grand Total	96	793	0	**889**	1223	80	0	**1303**	26	75	0	**101**	**2293**
Approach %	10.80	89.20	0.00	-	93.86	6.14	0.00	-	25.74	74.26	0.00	-	
Intersection %	4.19	34.58	0.00	38.77	53.34	3.49	0.00	56.83	1.13	3.27	0.00	4.40	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 17
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Cely Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.755457°, -82.499299°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Eastbound Cely Rd				
TIME	Left 17.1	Thru 17.2	U-Turn 17.3	App Total	Thru 17.4	Right 17.5	U-Turn 17.6	App Total	Left 17.7	Right 17.8	U-Turn 17.9	App Total	Int Total
0700 - 0715	0	2	0	2	4	0	0	4	0	0	0	0	6
0715 - 0730	0	1	0	1	3	0	0	3	0	0	0	0	4
0730 - 0745	0	2	0	2	4	0	0	4	0	0	0	0	6
0745 - 0800	0	4	0	4	4	0	0	4	0	0	0	0	8
Hourly Total	0	9	0	**9**	15	0	0	**15**	0	0	0	**0**	**24**
0800 - 0815	0	2	0	2	4	0	0	4	0	0	0	0	6
0815 - 0830	0	2	0	2	2	0	0	2	0	0	0	0	4
0830 - 0845	0	0	0	0	4	0	0	4	0	0	0	0	4
0845 - 0900	0	2	0	2	3	0	0	3	0	0	0	0	5
Hourly Total	0	6	0	**6**	13	0	0	**13**	0	0	0	**0**	**19**
Grand Total	0	15	0	**15**	28	0	0	**28**	0	0	0	**0**	**43**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	34.88	0.00	34.88	65.12	0.00	0.00	65.12	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Eastbound Cely Rd				
TIME	Left 17.1	Thru 17.2	U-Turn 17.3	App Total	Thru 17.4	Right 17.5	U-Turn 17.6	App Total	Left 17.7	Right 17.8	U-Turn 17.9	App Total	Int Total
1600 - 1615	0	3	0	3	2	1	0	3	0	0	0	0	6
1615 - 1630	0	2	0	2	2	0	0	2	1	1	0	2	6
1630 - 1645	0	2	0	2	2	0	0	2	0	0	0	0	4
1645 - 1700	0	3	0	3	1	0	0	1	0	0	0	0	4
Hourly Total	0	10	0	**10**	7	1	0	**8**	1	1	0	**2**	**20**
1700 - 1715	0	2	0	2	3	1	0	4	0	0	0	0	6
1715 - 1730	0	3	0	3	2	0	0	2	0	2	0	2	7
1730 - 1745	1	1	0	2	2	0	0	2	0	0	0	0	4
1745 - 1800	0	2	0	2	1	0	0	1	0	0	0	0	3
Hourly Total	1	8	0	**9**	8	1	0	**9**	0	2	0	**2**	**20**
Grand Total	1	18	0	**19**	15	2	0	**17**	1	3	0	**4**	**40**
Approach %	5.26	94.74	0.00	-	88.24	11.76	0.00	-	25.00	75.00	0.00	-	
Intersection %	2.50	45.00	0.00	47.50	37.50	5.00	0.00	42.50	2.50	7.50	0.00	10.00	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 17
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Cely Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.755457°, -82.499299°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Cely Rd				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	17.1	17.2	17.3	Total	17.4	17.5	17.6	Total	17.7	17.8	17.9	Total	Total
0700 - 0715	0	1	0	1	0	0	0	0	0	0	0	0	1
0715 - 0730	0	1	0	1	0	0	0	0	0	0	0	0	1
0730 - 0745	1	0	0	1	1	0	0	1	0	0	0	0	2
0745 - 0800	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	1	2	0	**3**	2	0	0	**2**	0	0	0	**0**	**5**
0800 - 0815	0	2	0	2	0	0	0	0	0	0	0	0	2
0815 - 0830	0	2	0	2	0	0	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	1	0	0	1	0	1	0	1	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	4	0	**4**	1	0	0	**1**	0	1	0	**1**	**6**
Grand Total	1	6	0	**7**	3	0	0	**3**	0	1	0	**1**	**11**
Approach %	14.29	85.71	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	9.09	54.55	0.00	63.64	27.27	0.00	0.00	27.27	0.00	9.09	0.00	9.09	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Cely Rd				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	17.1	17.2	17.3	Total	17.4	17.5	17.6	Total	17.7	17.8	17.9	Total	Total
1600 - 1615	0	1	0	1	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	1	0	0	1	0	0	0	0	1
1630 - 1645	0	2	0	2	0	0	0	0	0	0	0	0	2
1645 - 1700	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	**4**	1	0	0	**1**	0	0	0	**0**	**5**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	1	0	0	1	0	0	0	0	1
1745 - 1800	0	1	0	1	1	0	0	1	0	0	0	0	2
Hourly Total	0	1	0	**1**	2	0	0	**2**	0	0	0	**0**	**3**
Grand Total	0	5	0	**5**	3	0	0	**3**	0	0	0	**0**	**8**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	62.50	0.00	62.50	37.50	0.00	0.00	37.50	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 17
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Cely Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.755457°, -82.499299°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Cely Rd				
TIME	Left 17.1	Thru 17.2	U-Turn 17.3	App Total	Thru 17.4	Right 17.5	U-Turn 17.6	App Total	Left 17.7	Right 17.8	U-Turn 17.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	1	0	**1**	**1**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	100.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Cely Rd				
TIME	Left 17.1	Thru 17.2	U-Turn 17.3	App Total	Thru 17.4	Right 17.5	U-Turn 17.6	App Total	Left 17.7	Right 17.8	U-Turn 17.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 17
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Cely Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.755457°, -82.499299°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Cely Rd				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	17.1	17.2	17.3	Total	17.4	17.5	17.6	Total	17.7	17.8	17.9	Total	Total
0700 - 0715	0	3	0	3	4	0	0	4	0	0	0	0	7
0715 - 0730	0	2	0	2	3	0	0	3	0	0	0	0	5
0730 - 0745	1	2	0	3	5	0	0	5	0	0	0	0	8
0745 - 0800	0	4	0	4	5	0	0	5	0	0	0	0	9
Hourly Total	1	11	0	**12**	17	0	0	**17**	0	0	0	**0**	**29**
0800 - 0815	0	4	0	4	4	0	0	4	0	0	0	0	8
0815 - 0830	0	4	0	4	2	0	0	2	0	0	0	0	6
0830 - 0845	0	0	0	0	5	0	0	5	0	1	0	1	6
0845 - 0900	0	2	0	2	3	0	0	3	0	0	0	0	5
Hourly Total	0	10	0	**10**	14	0	0	**14**	0	1	0	**1**	**25**
Grand Total	1	21	0	**22**	31	0	0	**31**	0	1	0	**1**	**54**
Approach %	4.55	95.45	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	1.85	38.89	0.00	40.74	57.41	0.00	0.00	57.41	0.00	1.85	0.00	1.85	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Cely Rd				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	17.1	17.2	17.3	Total	17.4	17.5	17.6	Total	17.7	17.8	17.9	Total	Total
1600 - 1615	0	4	0	4	2	1	0	3	0	0	0	0	7
1615 - 1630	0	2	0	2	3	0	0	3	1	1	0	2	7
1630 - 1645	0	4	0	4	2	0	0	2	0	0	0	0	6
1645 - 1700	0	4	0	4	1	0	0	1	0	0	0	0	5
Hourly Total	0	14	0	**14**	8	1	0	**9**	1	1	0	**2**	**25**
1700 - 1715	0	2	0	2	3	1	0	4	0	0	0	0	6
1715 - 1730	0	3	0	3	2	0	0	2	0	2	0	2	7
1730 - 1745	1	1	0	2	3	0	0	3	0	0	0	0	5
1745 - 1800	0	3	0	3	2	0	0	2	0	0	0	0	5
Hourly Total	1	9	0	**10**	10	1	0	**11**	0	2	0	**2**	**23**
Grand Total	1	23	0	**24**	18	2	0	**20**	1	3	0	**4**	**48**
Approach %	4.17	95.83	0.00	-	90.00	10.00	0.00	-	25.00	75.00	0.00	-	
Intersection %	2.08	47.92	0.00	50.00	37.50	4.17	0.00	41.67	2.08	6.25	0.00	8.33	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 17
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Cely Rd

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.755457°, -82.499299°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Cely Rd			
TIME	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Cely Rd			
TIME	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 17
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Cely Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.755457°, -82.499299°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Cely Rd			
TIME	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Cely Rd			
TIME	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 17
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Cely Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.755457°, -82.499299°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Cely Rd			
TIME	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Cely Rd			
TIME	EB 17a	WB 17b	App Total	EB 17c	WB 17d	App Total	NB 17e	SB 17f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	Cely Rd Eastbound			Westbound			SC-81 Anderson Rd (South) Northbound			SC-81 Anderson Rd (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	8	0	7	0	0	0	2	102	0	0	28	1	148
07:15 AM - 07:30 AM	13	0	12	0	0	0	3	124	0	0	47	1	200
07:30 AM - 07:45 AM	21	0	14	0	0	0	5	169	0	0	57	3	269
07:45 AM - 08:00 AM	11	0	21	0	0	0	4	151	0	0	55	7	249
08:00 AM - 08:15 AM	10	0	8	0	0	0	6	126	0	0	58	5	213
08:15 AM - 08:30 AM	9	0	2	0	0	0	7	82	0	0	41	2	143
08:30 AM - 08:45 AM	5	0	10	0	0	0	9	89	0	0	40	2	155
08:45 AM - 09:00 AM	4	0	4	0	0	0	4	89	0	0	56	1	158
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	1	0	6	0	0	0	8	97	0	0	125	13	250
04:15 PM - 04:30 PM	6	0	12	0	0	0	12	97	0	0	151	8	286
04:30 PM - 04:45 PM	3	0	11	0	0	0	11	95	0	0	150	11	281
04:45 PM - 05:00 PM	4	0	7	0	0	0	11	107	0	0	134	10	273
05:00 PM - 05:15 PM	3	0	10	0	0	0	13	115	0	0	167	10	318
05:15 PM - 05:30 PM	5	0	9	0	0	0	20	103	0	0	167	12	316
05:30 PM - 05:45 PM	2	0	12	0	0	0	14	96	0	0	183	11	318
05:45 PM - 06:00 PM	3	0	11	0	0	0	8	106	0	0	164	7	299
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Click here for Map

Peak Hour Turning Movement Count

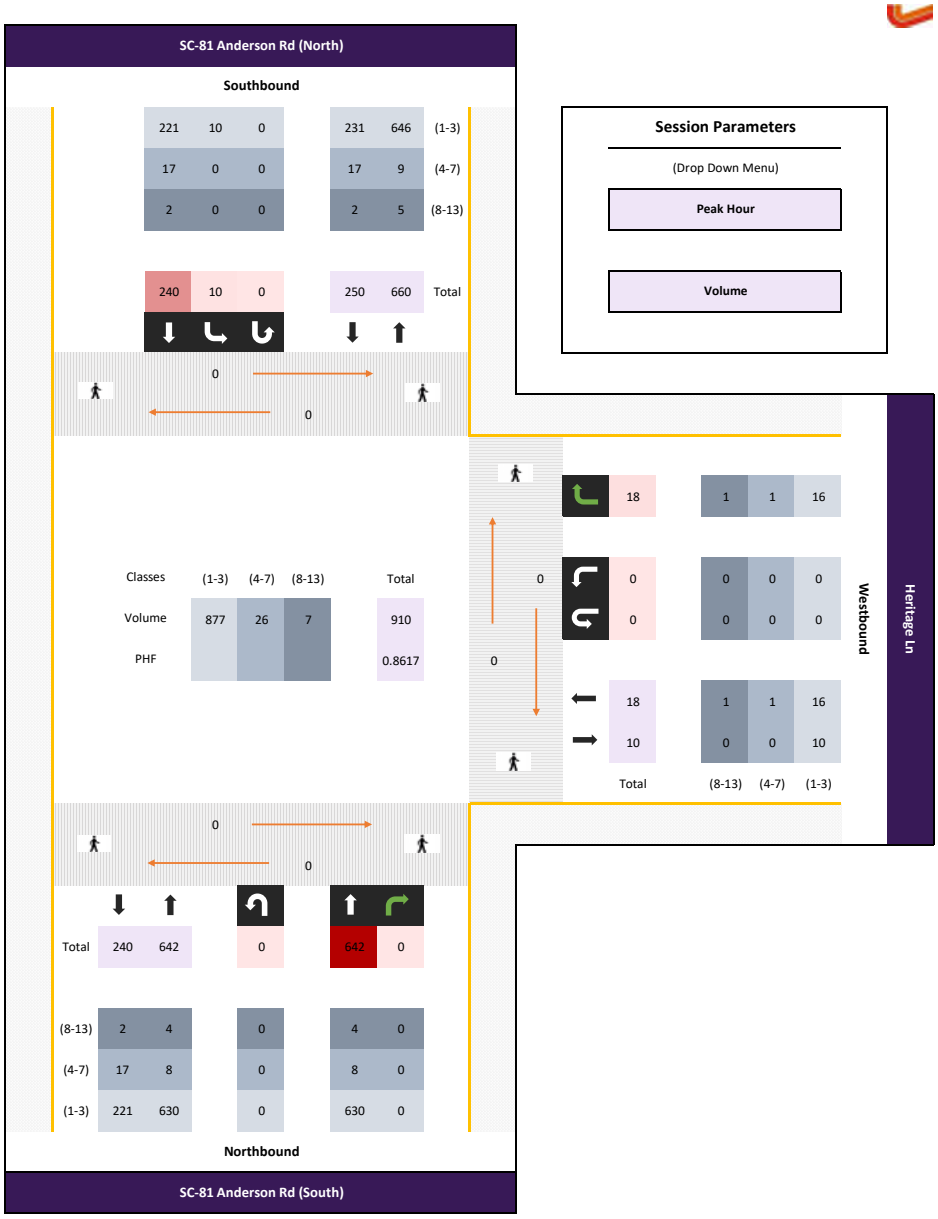
Anderson County, SC

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound												Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)												Heritage Ln						
		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App						App	Left		Right		U-Turn	App	Int
Time		18.1	18.2		18.3	Total	18.4	18.5			18.6	Total						Total	18.7		18.8		18.9	Total	Total
0715 - 0730	-	134	0	-	0	134	0	48	-	-	0	48	-	-	-	-	-	0	0	-	3	-	0	3	185
0730 - 0745	-	192	0	-	0	192	5	60	-	-	0	65	-	-	-	-	-	0	0	-	7	-	0	7	264
0745 - 0800	-	173	0	-	0	173	2	64	-	-	0	66	-	-	-	-	-	0	0	-	5	-	0	5	244
0800 - 0815	-	143	0	-	0	143	3	68	-	-	0	71	-	-	-	-	-	0	0	-	3	-	0	3	217
Total	0	642	0	0	0	642	10	240	0	0	0	250	0	0	0	0	0	0	0	0	18	0	0	18	910
Approach %	0.00	100.00	0.00	0.00	0.00	-	4.00	96.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.84	0.00	0.00	0.00	**0.84**	0.50	0.88	0.00	0.00	0.00	**0.88**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.64	0.00	0.00	**0.64**	**0.86**

Passenger Vehicles (1-3)

	Northbound						Southbound												Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)												Heritage Ln						
		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App						App	Left		Right		U-Turn	App	Int
Time		18.1	18.2		18.3	Total	18.4	18.5			18.6	Total						Total	18.7		18.8		18.9	Total	Total
0715 - 0730	-	133	0	-	0	133	0	45	-	-	0	45	-	-	-	-	-	0	0	-	3	-	0	3	181
0730 - 0745	-	189	0	-	0	189	5	55	-	-	0	60	-	-	-	-	-	0	0	-	6	-	0	6	255
0745 - 0800	-	170	0	-	0	170	2	59	-	-	0	61	-	-	-	-	-	0	0	-	5	-	0	5	236
0800 - 0815	-	138	0	-	0	138	3	62	-	-	0	65	-	-	-	-	-	0	0	-	2	-	0	2	205
Total	0	630	0	0	0	630	10	221	0	0	0	231	0	0	0	0	0	0	0	0	16	0	0	16	877
Approach %	0.00	100.00	0.00	0.00	0.00	-	4.33	95.67	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.83	0.00	0.00	0.00	**0.83**	0.50	0.89	0.00	0.00	0.00	**0.89**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.67	0.00	0.00	**0.67**	**0.86**

Single Unit Trucks (4-7)

	Northbound						Southbound												Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)												Heritage Ln						
		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App						App	Left		Right		U-Turn	App	Int
Time		18.1	18.2		18.3	Total	18.4	18.5			18.6	Total						Total	18.7		18.8		18.9	Total	Total
0715 - 0730	-	1	0	-	0	1	0	2	-	-	0	2	-	-	-	-	-	0	0	-	0	-	0	0	3
0730 - 0745	-	1	0	-	0	1	0	5	-	-	0	5	-	-	-	-	-	0	0	-	0	-	0	0	6
0745 - 0800	-	3	0	-	0	3	0	4	-	-	0	4	-	-	-	-	-	0	0	-	0	-	0	0	7
0800 - 0815	-	3	0	-	0	3	0	6	-	-	0	6	-	-	-	-	-	0	0	-	1	-	0	1	10
Total	0	8	0	0	0	8	0	17	0	0	0	17	0	0	0	0	0	0	0	0	1	0	0	1	26
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.67	0.00	0.00	0.00	**0.67**	0.00	0.71	0.00	0.00	0.00	**0.71**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	**0.65**

Combination Trucks (8-13)

	Northbound						Southbound												Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)												Heritage Ln						
		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App						App	Left		Right		U-Turn	App	Int
Time		18.1	18.2		18.3	Total	18.4	18.5			18.6	Total						Total	18.7		18.8		18.9	Total	Total
0715 - 0730	-	0	0	-	0	0	0	1	-	-	0	1	-	-	-	-	-	0	0	-	0	-	0	0	1
0730 - 0745	-	2	0	-	0	2	0	0	-	-	0	0	-	-	-	-	-	0	0	-	1	-	0	1	3
0745 - 0800	-	0	0	-	0	0	0	1	-	-	0	1	-	-	-	-	-	0	0	-	0	-	0	0	1
0800 - 0815	-	2	0	-	0	2	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	2
Total	0	4	0	0	0	4	0	2	0	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	7
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.25	0.00	0.00	**0.25**	**0.58**

Bikes

	Northbound						Southbound												Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)												Heritage Ln						
		Thru	Right		U-Turn	App	Left	Thru			U-Turn	App						App	Left		Right		U-Turn	App	Int
Time		18.1	18.2		18.3	Total	18.4	18.5			18.6	Total						Total	18.7		18.8		18.9	Total	Total
0715 - 0730	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
0730 - 0745	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
0745 - 0800	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
0800 - 0815	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

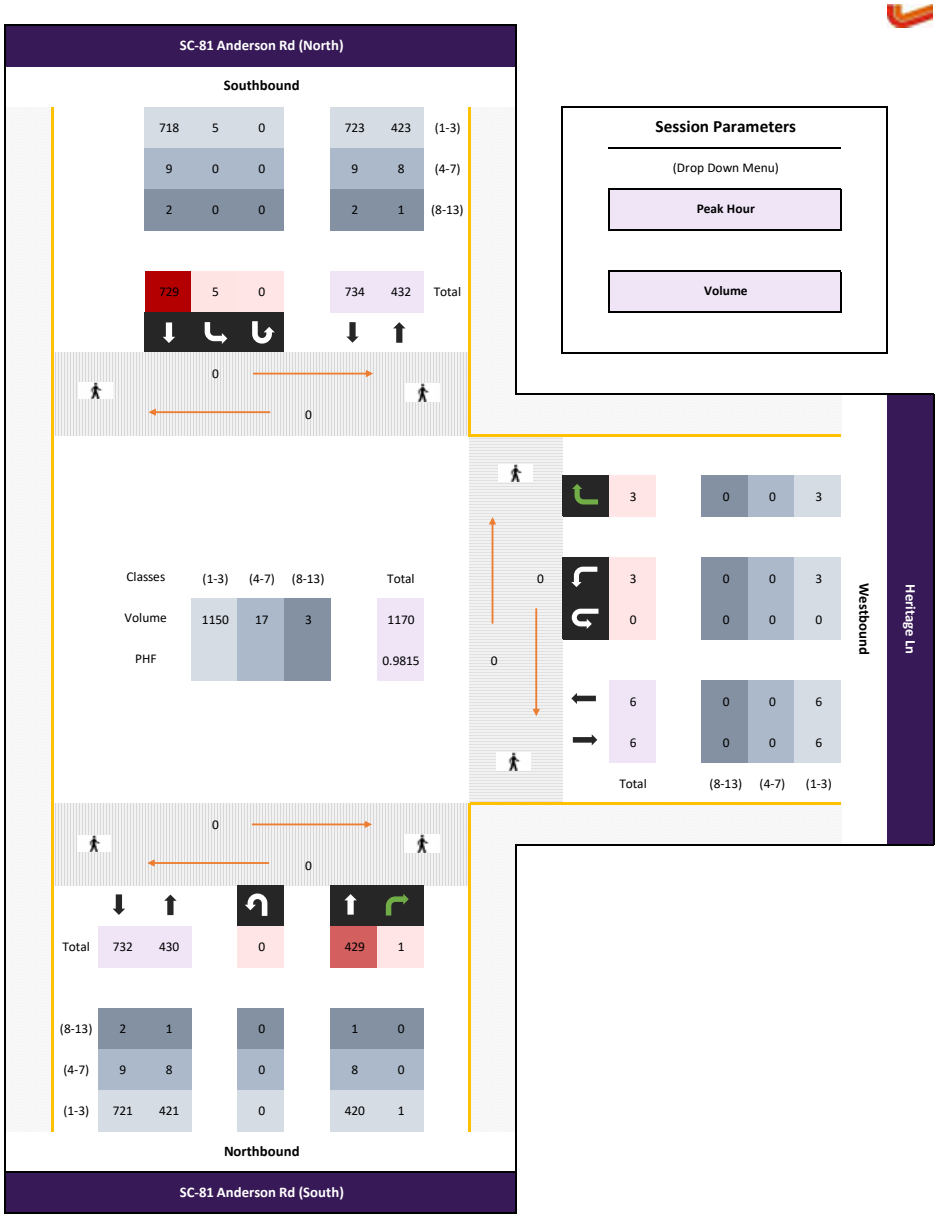
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound												Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)												Heritage Ln						
Time		Thru 18.1	Right 18.2		U-Turn 18.3	App Total	Left 18.4	Thru 18.5			U-Turn 18.6	App Total						App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total	Int Total
1700 - 1715	-	116	0	-	0	116	0	181	-	-	0	181	-	-	-	-	-	0	0	-	1	-	0	1	298
1715 - 1730	-	103	1	-	0	104	2	186	-	-	0	188	-	-	-	-	-	0	2	-	0	-	0	2	294
1730 - 1745	-	102	0	-	0	102	2	190	-	-	0	192	-	-	-	-	-	0	0	-	2	-	0	2	296
1745 - 1800	-	108	0	-	0	108	1	172	-	-	0	173	-	-	-	-	-	0	1	-	0	-	0	1	282
Total	0	429	1	0	0	430	5	729	0	0	0	734	0	0	0	0	0	0	3	0	3	0	0	6	1170
Approach %	0.00	99.77	0.23	0.00	0.00	-	0.68	99.32	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.00	0.92	0.25	0.00	0.00	**0.93**	0.63	0.96	0.00	0.00	0.00	**0.96**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.38	0.00	0.38	0.00	0.00	**0.75**	**0.98**

Passenger Vehicles (1-3)

	Northbound						Southbound												Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)												Heritage Ln						
Time		Thru 18.1	Right 18.2		U-Turn 18.3	App Total	Left 18.4	Thru 18.5			U-Turn 18.6	App Total						App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total	Int Total
1700 - 1715	-	114	0	-	0	114	0	177	-	-	0	177	-	-	-	-	-	0	0	-	1	-	0	1	292
1715 - 1730	-	99	1	-	0	100	2	183	-	-	0	185	-	-	-	-	-	0	2	-	0	-	0	2	287
1730 - 1745	-	101	0	-	0	101	2	187	-	-	0	189	-	-	-	-	-	0	0	-	2	-	0	2	292
1745 - 1800	-	106	0	-	0	106	1	171	-	-	0	172	-	-	-	-	-	0	1	-	0	-	0	1	279
Total	0	420	1	0	0	421	5	718	0	0	0	723	0	0	0	0	0	0	3	0	3	0	0	6	1150
Approach %	0.00	99.76	0.24	0.00	0.00	-	0.69	99.31	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.00	0.92	0.25	0.00	0.00	**0.92**	0.63	0.96	0.00	0.00	0.00	**0.96**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.38	0.00	0.38	0.00	0.00	**0.75**	**0.98**

Single Unit Trucks (4-7)

	Northbound						Southbound												Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)												Heritage Ln						
Time		Thru 18.1	Right 18.2		U-Turn 18.3	App Total	Left 18.4	Thru 18.5			U-Turn 18.6	App Total						App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total	Int Total
1700 - 1715	-	2	0	-	0	2	0	2	-	-	0	2	-	-	-	-	-	0	0	-	0	-	0	0	4
1715 - 1730	-	3	0	-	0	3	0	3	-	-	0	3	-	-	-	-	-	0	0	-	0	-	0	0	6
1730 - 1745	-	1	0	-	0	1	0	3	-	-	0	3	-	-	-	-	-	0	0	-	0	-	0	0	4
1745 - 1800	-	2	0	-	0	2	0	1	-	-	0	1	-	-	-	-	-	0	0	-	0	-	0	0	3
Total	0	8	0	0	0	8	0	9	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	0	17
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.67	0.00	0.00	0.00	**0.67**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.71**

Combination Trucks (8-13)

	Northbound						Southbound												Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)												Heritage Ln						
Time		Thru 18.1	Right 18.2		U-Turn 18.3	App Total	Left 18.4	Thru 18.5			U-Turn 18.6	App Total						App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total	Int Total
1700 - 1715	-	0	0	-	0	0	0	2	-	-	0	2	-	-	-	-	-	0	0	-	0	-	0	0	2
1715 - 1730	-	1	0	-	0	1	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	1
1730 - 1745	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1745 - 1800	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
Total	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Bikes

	Northbound						Southbound												Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)												Heritage Ln						
Time		Thru 18.1	Right 18.2		U-Turn 18.3	App Total	Left 18.4	Thru 18.5			U-Turn 18.6	App Total						App Total	Left 18.7		Right 18.8		U-Turn 18.9	App Total	Int Total
1700 - 1715	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1715 - 1730	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1730 - 1745	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
1745 - 1800	-	0	0	-	0	0	0	0	-	-	0	0	-	-	-	-	-	0	0	-	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 18
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)

Heritage Ln

Date
Tuesday, May 23, 2023

Lat/Long
34.763103°, -82.490505°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Westbound Heritage Ln				
TIME	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
0700 - 0715	110	0	0	110	0	30	0	30	0	2	0	2	142
0715 - 0730	134	0	0	134	0	48	0	48	0	3	0	3	185
0730 - 0745	192	0	0	192	5	60	0	65	0	7	0	7	264
0745 - 0800	173	0	0	173	2	64	0	66	0	5	0	5	244
Hourly Total	609	0	0	**609**	7	202	0	**209**	0	17	0	**17**	**835**
0800 - 0815	143	0	0	143	3	68	0	71	0	3	0	3	217
0815 - 0830	82	0	0	82	1	43	0	44	0	0	0	0	126
0830 - 0845	99	1	0	100	0	45	0	45	0	0	0	0	145
0845 - 0900	95	3	0	98	1	56	0	57	0	2	0	2	157
Hourly Total	419	4	0	**423**	5	212	0	**217**	0	5	0	**5**	**645**
Grand Total	1028	4	0	**1032**	12	414	0	**426**	0	22	0	**22**	**1480**
Approach %	99.61	0.39	0.00	-	2.82	97.18	0.00	-	0.00	100.00	0.00	-	
Intersection %	69.46	0.27	0.00	69.73	0.81	27.97	0.00	28.78	0.00	1.49	0.00	1.49	
Heavy Vehicle %	2	0	-	**2**	0	7	-	**7**	-	9	-	**9**	**4**
PHF	0.84	0.00	0.00	**0.84**	0.50	0.88	0.00	**0.88**	0.00	0.64	0.00	**0.64**	**0.86**

1600 - 1800 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Westbound Heritage Ln				
TIME	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
1600 - 1615	94	0	0	94	3	133	0	136	1	2	0	3	233
1615 - 1630	106	0	0	106	2	157	0	159	0	2	0	2	267
1630 - 1645	103	1	0	104	4	165	0	169	0	1	0	1	274
1645 - 1700	113	0	0	113	0	149	0	149	0	2	0	2	264
Hourly Total	416	1	0	**417**	9	604	0	**613**	1	7	0	**8**	**1038**
1700 - 1715	116	0	0	116	0	181	0	181	0	1	0	1	298
1715 - 1730	103	1	0	104	2	186	0	188	2	0	0	2	294
1730 - 1745	102	0	0	102	2	190	0	192	0	2	0	2	296
1745 - 1800	108	0	0	108	1	172	0	173	1	0	0	1	282
Hourly Total	429	1	0	**430**	5	729	0	**734**	3	3	0	**6**	**1170**
Grand Total	845	2	0	**847**	14	1333	0	**1347**	4	10	0	**14**	**2208**
Approach %	99.76	0.24	0.00	-	1.04	98.96	0.00	-	28.57	71.43	0.00	-	
Intersection %	38.27	0.09	0.00	38.36	0.63	60.37	0.00	61.01	0.18	0.45	0.00	0.63	
Heavy Vehicle %	3	0	-	**3**	0	2	-	**1**	0	0	-	**0**	**2**
PHF	0.92	0.25	0.00	**0.93**	0.63	0.96	0.00	**0.96**	0.38	0.38	0.00	**0.75**	**0.98**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 18
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)

Heritage Ln

Date
Tuesday, May 23, 2023

Lat/Long
34.763103°, -82.490505°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound (SC-81 Anderson Rd (South))				Southbound (SC-81 Anderson Rd (North))				Westbound (Heritage Ln)				
TIME	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
0700 - 0715	106	0	0	106	0	26	0	26	0	2	0	2	134
0715 - 0730	133	0	0	133	0	45	0	45	0	3	0	3	181
0730 - 0745	189	0	0	189	5	55	0	60	0	6	0	6	255
0745 - 0800	170	0	0	170	2	59	0	61	0	5	0	5	236
Hourly Total	598	0	0	**598**	7	185	0	**192**	0	16	0	**16**	**806**
0800 - 0815	138	0	0	138	3	62	0	65	0	2	0	2	205
0815 - 0830	79	0	0	79	1	42	0	43	0	0	0	0	122
0830 - 0845	98	1	0	99	0	41	0	41	0	0	0	0	140
0845 - 0900	94	3	0	97	1	53	0	54	0	2	0	2	153
Hourly Total	409	4	0	**413**	5	198	0	**203**	0	4	0	**4**	**620**
Grand Total	1007	4	0	**1011**	12	383	0	**395**	0	20	0	**20**	**1426**
Approach %	99.60	0.40	0.00	-	3.04	96.96	0.00	-	0.00	100.00	0.00	-	
Intersection %	70.62	0.28	0.00	70.90	0.84	26.86	0.00	27.70	0.00	1.40	0.00	1.40	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound (SC-81 Anderson Rd (South))				Southbound (SC-81 Anderson Rd (North))				Westbound (Heritage Ln)				
TIME	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
1600 - 1615	91	0	0	91	3	130	0	133	1	2	0	3	227
1615 - 1630	103	0	0	103	2	154	0	156	0	2	0	2	261
1630 - 1645	97	1	0	98	4	163	0	167	0	1	0	1	266
1645 - 1700	110	0	0	110	0	148	0	148	0	2	0	2	260
Hourly Total	401	1	0	**402**	9	595	0	**604**	1	7	0	**8**	**1014**
1700 - 1715	114	0	0	114	0	177	0	177	0	1	0	1	292
1715 - 1730	99	1	0	100	2	183	0	185	2	0	0	2	287
1730 - 1745	101	0	0	101	2	187	0	189	0	2	0	2	292
1745 - 1800	106	0	0	106	1	171	0	172	1	0	0	1	279
Hourly Total	420	1	0	**421**	5	718	0	**723**	3	3	0	**6**	**1150**
Grand Total	821	2	0	**823**	14	1313	0	**1327**	4	10	0	**14**	**2164**
Approach %	99.76	0.24	0.00	-	1.06	98.94	0.00	-	28.57	71.43	0.00	-	
Intersection %	37.94	0.09	0.00	38.03	0.65	60.67	0.00	61.32	0.18	0.46	0.00	0.65	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 18
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)

Heritage Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.763103°, -82.490505°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Westbound Heritage Ln				
TIME	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
0700 - 0715	4	0	0	4	0	4	0	4	0	0	0	0	8
0715 - 0730	1	0	0	1	0	2	0	2	0	0	0	0	3
0730 - 0745	1	0	0	1	0	5	0	5	0	0	0	0	6
0745 - 0800	3	0	0	3	0	4	0	4	0	0	0	0	7
Hourly Total	9	0	0	**9**	0	15	0	**15**	0	0	0	**0**	**24**
0800 - 0815	3	0	0	3	0	6	0	6	0	1	0	1	10
0815 - 0830	2	0	0	2	0	1	0	1	0	0	0	0	3
0830 - 0845	0	0	0	0	0	3	0	3	0	0	0	0	3
0845 - 0900	1	0	0	1	0	3	0	3	0	0	0	0	4
Hourly Total	6	0	0	**6**	0	13	0	**13**	0	1	0	**1**	**20**
Grand Total	15	0	0	**15**	0	28	0	**28**	0	1	0	**1**	**44**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	34.09	0.00	0.00	34.09	0.00	63.64	0.00	63.64	0.00	2.27	0.00	2.27	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Westbound Heritage Ln				
TIME	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
1600 - 1615	2	0	0	2	0	3	0	3	0	0	0	0	5
1615 - 1630	3	0	0	3	0	2	0	2	0	0	0	0	5
1630 - 1645	4	0	0	4	0	2	0	2	0	0	0	0	6
1645 - 1700	2	0	0	2	0	1	0	1	0	0	0	0	3
Hourly Total	11	0	0	**11**	0	8	0	**8**	0	0	0	**0**	**19**
1700 - 1715	2	0	0	2	0	2	0	2	0	0	0	0	4
1715 - 1730	3	0	0	3	0	3	0	3	0	0	0	0	6
1730 - 1745	1	0	0	1	0	3	0	3	0	0	0	0	4
1745 - 1800	2	0	0	2	0	1	0	1	0	0	0	0	3
Hourly Total	8	0	0	**8**	0	9	0	**9**	0	0	0	**0**	**17**
Grand Total	19	0	0	**19**	0	17	0	**17**	0	0	0	**0**	**36**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	52.78	0.00	0.00	52.78	0.00	47.22	0.00	47.22	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 18
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)

Heritage Ln

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.763103°, -82.490505°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Westbound Heritage Ln				
TIME	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	1	0	1	0	0	0	0	1
0730 - 0745	2	0	0	2	0	0	0	0	0	1	0	1	3
0745 - 0800	0	0	0	0	0	1	0	1	0	0	0	0	1
Hourly Total	2	0	0	**2**	0	2	0	**2**	0	1	0	**1**	**5**
0800 - 0815	2	0	0	2	0	0	0	0	0	0	0	0	2
0815 - 0830	1	0	0	1	0	0	0	0	0	0	0	0	1
0830 - 0845	1	0	0	1	0	1	0	1	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	4	0	0	**4**	0	1	0	**1**	0	0	0	**0**	**5**
Grand Total	6	0	0	**6**	0	3	0	**3**	0	1	0	**1**	**10**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	60.00	0.00	0.00	60.00	0.00	30.00	0.00	30.00	0.00	10.00	0.00	10.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Westbound Heritage Ln				
TIME	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
1600 - 1615	1	0	0	1	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	1	0	1	0	0	0	0	1
1630 - 1645	2	0	0	2	0	0	0	0	0	0	0	0	2
1645 - 1700	1	0	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	4	0	0	**4**	0	1	0	**1**	0	0	0	**0**	**5**
1700 - 1715	0	0	0	0	0	2	0	2	0	0	0	0	2
1715 - 1730	1	0	0	1	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	0	**1**	0	2	0	**2**	0	0	0	**0**	**3**
Grand Total	5	0	0	**5**	0	3	0	**3**	0	0	0	**0**	**8**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	62.50	0.00	0.00	62.50	0.00	37.50	0.00	37.50	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 18
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)

Heritage Ln

Date
Tuesday, May 23, 2023

Lat/Long
34.763103°, -82.490505°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Westbound Heritage Ln				
	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

TIME	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Westbound Heritage Ln				
	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 18
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)

Heritage Ln

Date
Tuesday, May 23, 2023

Lat/Long
34.763103°, -82.490505°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All Trucks (4-13)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Westbound Heritage Ln				
TIME	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
0700 - 0715	4	0	0	4	0	4	0	4	0	0	0	0	8
0715 - 0730	1	0	0	1	0	3	0	3	0	0	0	0	4
0730 - 0745	3	0	0	3	0	5	0	5	0	1	0	1	9
0745 - 0800	3	0	0	3	0	5	0	5	0	0	0	0	8
Hourly Total	11	0	0	**11**	0	17	0	**17**	0	1	0	**1**	**29**
0800 - 0815	5	0	0	5	0	6	0	6	0	1	0	1	12
0815 - 0830	3	0	0	3	0	1	0	1	0	0	0	0	4
0830 - 0845	1	0	0	1	0	4	0	4	0	0	0	0	5
0845 - 0900	1	0	0	1	0	3	0	3	0	0	0	0	4
Hourly Total	10	0	0	**10**	0	14	0	**14**	0	1	0	**1**	**25**
Grand Total	21	0	0	**21**	0	31	0	**31**	0	2	0	**2**	**54**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	38.89	0.00	0.00	38.89	0.00	57.41	0.00	57.41	0.00	3.70	0.00	3.70	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

All Trucks (4-13)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Westbound Heritage Ln				
TIME	Thru 18.1	Right 18.2	U-Turn 18.3	App Total	Left 18.4	Thru 18.5	U-Turn 18.6	App Total	Left 18.7	Right 18.8	U-Turn 18.9	App Total	Int Total
1600 - 1615	3	0	0	3	0	3	0	3	0	0	0	0	6
1615 - 1630	3	0	0	3	0	3	0	3	0	0	0	0	6
1630 - 1645	6	0	0	6	0	2	0	2	0	0	0	0	8
1645 - 1700	3	0	0	3	0	1	0	1	0	0	0	0	4
Hourly Total	15	0	0	**15**	0	9	0	**9**	0	0	0	**0**	**24**
1700 - 1715	2	0	0	2	0	4	0	4	0	0	0	0	6
1715 - 1730	4	0	0	4	0	3	0	3	0	0	0	0	7
1730 - 1745	1	0	0	1	0	3	0	3	0	0	0	0	4
1745 - 1800	2	0	0	2	0	1	0	1	0	0	0	0	3
Hourly Total	9	0	0	**9**	0	11	0	**11**	0	0	0	**0**	**20**
Grand Total	24	0	0	**24**	0	20	0	**20**	0	0	0	**0**	**44**
Approach %	100.00	0.00	0.00	-	0.00	100.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	54.55	0.00	0.00	54.55	0.00	45.45	0.00	45.45	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 18
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)

Heritage Ln

Date
Tuesday, May 23, 2023

66°F

Lat/Long
34.763103°, -82.490505°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Heritage Ln			
TIME	EB 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	NB 18g	SB 18h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Heritage Ln			
TIME	EB 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	NB 18g	SB 18h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 18
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)

Heritage Ln

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.763103°, -82.490505°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Bikes

	Northbound SC-81 Anderson Rd (South)			Southbound SC-81 Anderson Rd (North)			Westbound Heritage Ln			
TIME	EB 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	NB 18g	SB 18h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Bikes

	Northbound SC-81 Anderson Rd (South)			Southbound SC-81 Anderson Rd (North)			Westbound Heritage Ln			
TIME	EB 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	NB 18g	SB 18h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 18
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)

Heritage Ln

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.763103°, -82.490505°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Heritage Ln			
TIME	EB 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	NB 18g	SB 18h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Heritage Ln			
TIME	EB 18a	WB 18b	App Total	EB 18c	WB 18d	App Total	NB 18g	SB 18h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	Eastbound			Heritage Ln Westbound			SC-81 Anderson Rd (South) Northbound			SC-81 Anderson Rd (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	0	0	0	0	0	2	0	110	0	0	30	0	142
07:15 AM - 07:30 AM	0	0	0	0	0	3	0	134	0	0	48	0	185
07:30 AM - 07:45 AM	0	0	0	0	0	7	0	192	0	5	60	0	264
07:45 AM - 08:00 AM	0	0	0	0	0	5	0	173	0	2	64	0	244
08:00 AM - 08:15 AM	0	0	0	0	0	3	0	143	0	3	68	0	217
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	82	0	1	43	0	126
08:30 AM - 08:45 AM	0	0	0	0	0	0	0	99	1	0	45	0	145
08:45 AM - 09:00 AM	0	0	0	0	0	2	0	95	3	1	56	0	157
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	0	0	0	1	0	2	0	94	0	3	133	0	233
04:15 PM - 04:30 PM	0	0	0	0	0	2	0	106	0	2	157	0	267
04:30 PM - 04:45 PM	0	0	0	0	0	1	0	103	1	4	165	0	274
04:45 PM - 05:00 PM	0	0	0	0	0	2	0	113	0	0	149	0	264
05:00 PM - 05:15 PM	0	0	0	0	0	1	0	116	0	0	181	0	298
05:15 PM - 05:30 PM	0	0	0	2	0	0	0	103	1	2	186	0	294
05:30 PM - 05:45 PM	0	0	0	0	0	2	0	102	0	2	190	0	296
05:45 PM - 06:00 PM	0	0	0	1	0	0	0	108	0	1	172	0	282
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						C-1-62						Pine Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	19.1	19.2	19.3		19.4	Total	19.5	19.6	19.7		19.8	Total	19.9	19.10	19.11		19.12	Total	19.13	19.14	19.15		19.16	Total	Total
0715 - 0730	0	112	23	-	0	135	1	40	0	-	0	41	4	4	0	-	0	8	6	0	0	-	0	6	190
0730 - 0745	0	171	28	-	0	199	5	59	2	-	0	66	4	1	0	-	0	5	5	0	0	-	0	5	275
0745 - 0800	1	167	13	-	0	181	6	57	3	-	0	66	3	0	2	-	0	5	10	0	2	-	0	12	264
0800 - 0815	0	135	11	-	0	146	4	63	2	-	0	69	2	0	0	-	0	2	5	1	1	-	0	7	224
Total	1	585	75	0	0	661	16	219	7	0	0	242	13	5	2	0	0	20	26	1	3	0	0	30	953
Approach %	0.15	88.50	11.35	0.00	0.00	-	6.61	90.50	2.89	0.00	0.00	-	65.00	25.00	10.00	0.00	0.00	-	86.67	3.33	10.00	0.00	0.00	-	
PHF	0.25	0.86	0.67	0.00	0.00	**0.83**	0.67	0.87	0.58	0.00	0.00	**0.88**	0.81	0.31	0.25	0.00	0.00	**0.63**	0.65	0.25	0.38	0.00	0.00	**0.63**	**0.87**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						C-1-62						Pine Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	19.1	19.2	19.3		19.4	Total	19.5	19.6	19.7		19.8	Total	19.9	19.10	19.11		19.12	Total	19.13	19.14	19.15		19.16	Total	Total
0715 - 0730	0	110	22	-	0	132	1	37	0	-	0	38	3	4	0	-	0	7	5	0	0	-	0	5	182
0730 - 0745	0	170	28	-	0	198	5	55	2	-	0	62	4	1	0	-	0	5	5	0	0	-	0	5	270
0745 - 0800	1	164	13	-	0	178	6	53	3	-	0	62	3	0	2	-	0	5	9	0	2	-	0	11	256
0800 - 0815	0	130	11	-	0	141	3	59	2	-	0	64	2	0	0	-	0	2	4	1	1	-	0	6	213
Total	1	574	74	0	0	649	15	204	7	0	0	226	12	5	2	0	0	19	23	1	3	0	0	27	921
Approach %	0.15	88.44	11.40	0.00	0.00	-	6.64	90.27	3.10	0.00	0.00	-	63.16	26.32	10.53	0.00	0.00	-	85.19	3.70	11.11	0.00	0.00	-	
PHF	0.25	0.84	0.66	0.00	0.00	**0.82**	0.63	0.86	0.58	0.00	0.00	**0.88**	0.75	0.31	0.25	0.00	0.00	**0.68**	0.64	0.25	0.38	0.00	0.00	**0.61**	**0.85**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						C-1-62						Pine Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	19.1	19.2	19.3		19.4	Total	19.5	19.6	19.7		19.8	Total	19.9	19.10	19.11		19.12	Total	19.13	19.14	19.15		19.16	Total	Total
0715 - 0730	0	1	0	-	0	1	0	2	0	-	0	2	1	0	0	-	0	1	1	0	0	-	0	1	5
0730 - 0745	0	1	0	-	0	1	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	5
0745 - 0800	0	3	0	-	0	3	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	7
0800 - 0815	0	3	0	-	0	3	0	4	0	-	0	4	0	0	0	-	0	0	1	0	0	-	0	1	8
Total	0	8	0	0	0	8	0	14	0	0	0	14	1	0	0	0	0	1	2	0	0	0	0	2	25
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.67	0.00	0.00	0.00	**0.67**	0.00	0.88	0.00	0.00	0.00	**0.88**	0.25	0.00	0.00	0.00	0.00	**0.25**	0.50	0.00	0.00	0.00	0.00	**0.50**	**0.78**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						C-1-62						Pine Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	19.1	19.2	19.3		19.4	Total	19.5	19.6	19.7		19.8	Total	19.9	19.10	19.11		19.12	Total	19.13	19.14	19.15		19.16	Total	Total
0715 - 0730	0	1	1	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	1
0800 - 0815	0	2	0	-	0	2	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	3	1	0	0	4	1	1	0	0	0	2	0	0	0	0	0	0	1	0	0	0	0	1	7
Approach %	0.00	75.00	25.00	0.00	0.00	-	50.00	50.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.38	0.25	0.00	0.00	**0.50**	0.25	0.25	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.58**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						C-1-62						Pine Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	19.1	19.2	19.3		19.4	Total	19.5	19.6	19.7		19.8	Total	19.9	19.10	19.11		19.12	Total	19.13	19.14	19.15		19.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						C-1-62						Pine Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	19.1	19.2	19.3		19.4	Total	19.5	19.6	19.7		19.8	Total	19.9	19.10	19.11		19.12	Total	19.13	19.14	19.15		19.16	Total	Total
1645 - 1700	1	109	6	-	0	116	1	132	0	-	0	133	5	2	0	-	0	7	24	1	21	-	0	46	302
1700 - 1715	0	112	4	-	0	116	3	161	3	-	0	167	2	0	0	-	0	2	23	1	9	-	0	33	318
1715 - 1730	0	98	1	-	0	99	0	158	3	-	0	161	0	1	2	-	0	3	32	2	6	-	0	40	303
1730 - 1745	1	107	7	-	0	115	5	170	2	-	0	177	2	1	1	-	0	4	18	4	3	-	0	25	321
Total	2	426	18	0	0	446	9	621	8	0	0	638	9	4	3	0	0	16	97	8	39	0	0	144	1244
Approach %	0.45	95.52	4.04	0.00	0.00	-	1.41	97.34	1.25	0.00	0.00	-	56.25	25.00	18.75	0.00	0.00	-	67.36	5.56	27.08	0.00	0.00	-	
PHF	0.50	0.95	0.64	0.00	0.00	**0.96**	0.45	0.91	0.67	0.00	0.00	**0.90**	0.45	0.50	0.38	0.00	0.00	**0.57**	0.76	0.50	0.46	0.00	0.00	**0.78**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						C-1-62						Pine Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	19.1	19.2	19.3		19.4	Total	19.5	19.6	19.7		19.8	Total	19.9	19.10	19.11		19.12	Total	19.13	19.14	19.15		19.16	Total	Total
1645 - 1700	1	105	5	-	0	111	0	131	0	-	0	131	5	2	0	-	0	7	24	1	21	-	0	46	295
1700 - 1715	0	110	4	-	0	114	3	156	3	-	0	162	2	0	0	-	0	2	22	1	9	-	0	32	310
1715 - 1730	0	97	1	-	0	98	0	157	3	-	0	160	0	1	2	-	0	3	32	2	6	-	0	40	301
1730 - 1745	1	104	7	-	0	112	5	166	2	-	0	173	2	1	1	-	0	4	18	4	3	-	0	25	314
Total	2	416	17	0	0	435	8	610	8	0	0	626	9	4	3	0	0	16	96	8	39	0	0	143	1220
Approach %	0.46	95.63	3.91	0.00	0.00	-	1.28	97.44	1.28	0.00	0.00	-	56.25	25.00	18.75	0.00	0.00	-	67.13	5.59	27.27	0.00	0.00	-	
PHF	0.50	0.95	0.61	0.00	0.00	**0.95**	0.40	0.92	0.67	0.00	0.00	**0.90**	0.45	0.50	0.38	0.00	0.00	**0.57**	0.75	0.50	0.46	0.00	0.00	**0.78**	**0.97**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						C-1-62						Pine Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	19.1	19.2	19.3		19.4	Total	19.5	19.6	19.7		19.8	Total	19.9	19.10	19.11		19.12	Total	19.13	19.14	19.15		19.16	Total	Total
1645 - 1700	0	4	0	-	0	4	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	5
1700 - 1715	0	2	0	-	0	2	0	4	0	-	0	4	0	0	0	-	0	0	1	0	0	-	0	1	7
1715 - 1730	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
1730 - 1745	0	2	0	-	0	2	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	5
Total	0	9	0	0	0	9	0	9	0	0	0	9	0	0	0	0	0	0	1	0	0	0	0	1	19
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.56	0.00	0.00	0.00	**0.56**	0.00	0.56	0.00	0.00	0.00	**0.56**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.25	0.00	0.00	0.00	0.00	**0.25**	**0.68**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						C-1-62						Pine Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	19.1	19.2	19.3		19.4	Total	19.5	19.6	19.7		19.8	Total	19.9	19.10	19.11		19.12	Total	19.13	19.14	19.15		19.16	Total	Total
1645 - 1700	0	0	1	-	0	1	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
1700 - 1715	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
Total	0	1	1	0	0	2	1	2	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	5
Approach %	0.00	50.00	50.00	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.25	0.00	0.00	**0.50**	0.25	0.50	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.63**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						C-1-62						Pine Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	19.1	19.2	19.3		19.4	Total	19.5	19.6	19.7		19.8	Total	19.9	19.10	19.11		19.12	Total	19.13	19.14	19.15		19.16	Total	Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 19
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
C-1-62
Pine Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.765888°, -82.489843°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					C-1-62					Pine Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	19.1	19.2	19.3	19.4	Total	19.5	19.6	19.7	19.8	Total	19.9	19.10	19.11	19.12	Total	19.13	19.14	19.15	19.16	Total	Total
0700 - 0715	1	101	12	0	114	2	28	0	0	30	1	1	1	0	3	3	1	0	0	4	151
0715 - 0730	0	112	23	0	135	1	40	0	0	41	4	4	0	0	8	6	0	0	0	6	190
0730 - 0745	0	171	28	0	199	5	59	2	0	66	4	1	0	0	5	5	0	0	0	5	275
0745 - 0800	1	167	13	0	181	6	57	3	0	66	3	0	2	0	5	10	0	2	0	12	264
Hourly Total	2	551	76	0	**629**	14	184	5	0	**203**	12	6	3	0	**21**	24	1	2	0	**27**	**880**
0800 - 0815	0	135	11	0	146	4	63	2	0	69	2	0	0	0	2	5	1	1	0	7	224
0815 - 0830	0	72	11	0	83	5	43	1	0	49	2	0	0	0	2	3	0	0	0	3	137
0830 - 0845	0	91	6	0	97	2	36	1	0	39	1	0	0	0	1	8	0	1	0	9	146
0845 - 0900	0	94	4	0	98	3	53	1	0	57	3	1	0	0	4	5	0	0	0	5	164
Hourly Total	0	392	32	0	**424**	14	195	5	0	**214**	8	1	0	0	**9**	21	1	2	0	**24**	**671**
Grand Total	2	943	108	0	**1053**	28	379	10	0	**417**	20	7	3	0	**30**	45	2	4	0	**51**	**1551**
Approach %	0.19	89.55	10.26	0.00	-	6.71	90.89	2.40	0.00	-	66.67	23.33	10.00	0.00	-	88.24	3.92	7.84	0.00	-	
Intersection %	0.13	60.80	6.96	0.00	67.89	1.81	24.44	0.64	0.00	26.89	1.29	0.45	0.19	0.00	1.93	2.90	0.13	0.26	0.00	3.29	
Heavy Vehicle %	50	2	2	-	**2**	4	6	0	-	**6**	15	0	0	-	**10**	16	0	0	-	**14**	**4**
PHF	0.25	0.86	0.67	0.00	**0.83**	0.67	0.87	0.58	0.00	**0.88**	0.81	0.31	0.25	0.00	**0.63**	0.65	0.25	0.38	0.00	**0.63**	**0.87**

1600 - 1800 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					C-1-62					Pine Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	19.1	19.2	19.3	19.4	Total	19.5	19.6	19.7	19.8	Total	19.9	19.10	19.11	19.12	Total	19.13	19.14	19.15	19.16	Total	Total
1600 - 1615	1	91	5	0	97	5	115	3	0	123	5	0	1	0	6	19	0	3	0	22	248
1615 - 1630	0	102	6	0	108	3	142	6	0	151	1	1	2	0	4	15	1	2	0	18	281
1630 - 1645	1	95	10	0	106	8	146	1	0	155	3	0	0	0	3	24	0	6	0	30	294
1645 - 1700	1	109	6	0	116	1	132	0	0	133	5	2	0	0	7	24	1	21	0	46	302
Hourly Total	3	397	27	0	**427**	17	535	10	0	**562**	14	3	3	0	**20**	82	2	32	0	**116**	**1125**
1700 - 1715	0	112	4	0	116	3	161	3	0	167	2	0	0	0	2	23	1	9	0	33	318
1715 - 1730	0	98	1	0	99	0	158	3	0	161	0	1	2	0	3	32	2	6	0	40	303
1730 - 1745	1	107	7	0	115	5	170	2	0	177	2	1	1	0	4	18	4	3	0	25	321
1745 - 1800	0	105	5	0	110	0	162	3	0	165	2	0	1	0	3	16	0	6	0	22	300
Hourly Total	1	422	17	0	**440**	8	651	11	0	**670**	6	2	4	0	**12**	89	7	24	0	**120**	**1242**
Grand Total	4	819	44	0	**867**	25	1186	21	0	**1232**	20	5	7	0	**32**	171	9	56	0	**236**	**2367**
Approach %	0.46	94.46	5.07	0.00	-	2.03	96.27	1.70	0.00	-	62.50	15.63	21.88	0.00	-	72.46	3.81	23.73	0.00	-	
Intersection %	0.17	34.60	1.86	0.00	36.63	1.06	50.11	0.89	0.00	52.05	0.84	0.21	0.30	0.00	1.35	7.22	0.38	2.37	0.00	9.97	
Heavy Vehicle %	0	3	5	-	**3**	4	1	5	-	**2**	5	0	29	-	**9**	1	0	0	-	**0**	**2**
PHF	0.50	0.95	0.64	0.00	**0.96**	0.45	0.91	0.67	0.00	**0.90**	0.45	0.50	0.38	0.00	**0.57**	0.76	0.50	0.46	0.00	**0.78**	**0.97**

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 19
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
C-1-62
Pine Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.765888°, -82.489843°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					C-1-62					Pine Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	19.1	19.2	19.3	19.4	Total	19.5	19.6	19.7	19.8	Total	19.9	19.10	19.11	19.12	Total	19.13	19.14	19.15	19.16	Total	Total
0700 - 0715	0	98	11	0	109	2	25	0	0	27	0	1	1	0	2	2	1	0	0	3	141
0715 - 0730	0	110	22	0	132	1	37	0	0	38	3	4	0	0	7	5	0	0	0	5	182
0730 - 0745	0	170	28	0	198	5	55	2	0	62	4	1	0	0	5	5	0	0	0	5	270
0745 - 0800	1	164	13	0	178	6	53	3	0	62	3	0	2	0	5	9	0	2	0	11	256
Hourly Total	1	542	74	0	**617**	14	170	5	0	**189**	10	6	3	0	**19**	21	1	2	0	**24**	**849**
0800 - 0815	0	130	11	0	141	3	59	2	0	64	2	0	0	0	2	4	1	1	0	6	213
0815 - 0830	0	68	11	0	79	5	42	1	0	48	2	0	0	0	2	2	0	0	0	2	131
0830 - 0845	0	91	6	0	97	2	33	1	0	36	1	0	0	0	1	7	0	1	0	8	142
0845 - 0900	0	92	4	0	96	3	51	1	0	55	2	1	0	0	3	4	0	0	0	4	158
Hourly Total	0	381	32	0	**413**	13	185	5	0	**203**	7	1	0	0	**8**	17	1	2	0	**20**	**644**
Grand Total	1	923	106	0	**1030**	27	355	10	0	**392**	17	7	3	0	**27**	38	2	4	0	**44**	**1493**
Approach %	0.10	89.61	10.29	0.00	-	6.89	90.56	2.55	0.00	-	62.96	25.93	11.11	0.00	-	86.36	4.55	9.09	0.00	-	
Intersection %	0.07	61.82	7.10	0.00	68.99	1.81	23.78	0.67	0.00	26.26	1.14	0.47	0.20	0.00	1.81	2.55	0.13	0.27	0.00	2.95	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					C-1-62					Pine Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	19.1	19.2	19.3	19.4	Total	19.5	19.6	19.7	19.8	Total	19.9	19.10	19.11	19.12	Total	19.13	19.14	19.15	19.16	Total	Total
1600 - 1615	1	87	4	0	92	5	112	3	0	120	4	0	1	0	5	19	0	3	0	22	239
1615 - 1630	0	100	6	0	106	3	140	5	0	148	1	1	0	0	2	15	1	2	0	18	274
1630 - 1645	1	92	10	0	103	8	145	1	0	154	3	0	0	0	3	24	0	6	0	30	290
1645 - 1700	1	105	5	0	111	0	131	0	0	131	5	2	0	0	7	24	1	21	0	46	295
Hourly Total	3	384	25	0	**412**	16	528	9	0	**553**	13	3	1	0	**17**	82	2	32	0	**116**	**1098**
1700 - 1715	0	110	4	0	114	3	156	3	0	162	2	0	0	0	2	22	1	9	0	32	310
1715 - 1730	0	97	1	0	98	0	157	3	0	160	0	1	2	0	3	32	2	6	0	40	301
1730 - 1745	1	104	7	0	112	5	166	2	0	173	2	1	1	0	4	18	4	3	0	25	314
1745 - 1800	0	102	5	0	107	0	162	3	0	165	2	0	1	0	3	16	0	6	0	22	297
Hourly Total	1	413	17	0	**431**	8	641	11	0	**660**	6	2	4	0	**12**	88	7	24	0	**119**	**1222**
Grand Total	4	797	42	0	**843**	24	1169	20	0	**1213**	19	5	5	0	**29**	170	9	56	0	**235**	**2320**
Approach %	0.47	94.54	4.98	0.00	-	1.98	96.37	1.65	0.00	-	65.52	17.24	17.24	0.00	-	72.34	3.83	23.83	0.00	-	
Intersection %	0.17	34.35	1.81	0.00	36.34	1.03	50.39	0.86	0.00	52.28	0.82	0.22	0.22	0.00	1.25	7.33	0.39	2.41	0.00	10.13	

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

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 19
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
C-1-62
Pine Rd

Date
Tuesday, May 23, 2023

Lat/Long
34.765888°, -82.489843°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound SC-81 Anderson Rd (South)					Southbound SC-81 Anderson Rd (North)					Eastbound C-1-62					Westbound Pine Rd					
TIME	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	Int Total
0700 - 0715	1	2	1	0	4	0	3	0	0	3	1	0	0	0	1	1	0	0	0	1	9
0715 - 0730	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	1	0	0	0	1	5
0730 - 0745	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
0745 - 0800	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	1	7	1	0	**9**	0	13	0	0	**13**	2	0	0	0	**2**	2	0	0	0	**2**	**26**
0800 - 0815	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	8
0815 - 0830	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	4
0830 - 0845	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	1	0	0	0	1	3
0845 - 0900	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	1	0	0	0	1	6
Hourly Total	0	7	0	0	**7**	0	9	0	0	**9**	1	0	0	0	**1**	4	0	0	0	**4**	**21**
Grand Total	1	14	1	0	**16**	0	22	0	0	**22**	3	0	0	0	**3**	6	0	0	0	**6**	**47**
Approach %	6.25	87.50	6.25	0.00	-	0.00	100.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	2.13	29.79	2.13	0.00	34.04	0.00	46.81	0.00	0.00	46.81	6.38	0.00	0.00	0.00	6.38	12.77	0.00	0.00	0.00	12.77	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound SC-81 Anderson Rd (South)					Southbound SC-81 Anderson Rd (North)					Eastbound C-1-62					Westbound Pine Rd					
TIME	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	Int Total
1600 - 1615	0	3	1	0	4	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	8
1615 - 1630	0	2	0	0	2	0	1	1	0	2	0	0	2	0	2	0	0	0	0	0	6
1630 - 1645	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	10	1	0	**11**	0	6	1	0	**7**	1	0	2	0	**3**	0	0	0	0	**0**	**21**
1700 - 1715	0	2	0	0	2	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	7
1715 - 1730	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1745 - 1800	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	8	0	0	**8**	0	8	0	0	**8**	0	0	0	0	**0**	1	0	0	0	**1**	**17**
Grand Total	0	18	1	0	**19**	0	14	1	0	**15**	1	0	2	0	**3**	1	0	0	0	**1**	**38**
Approach %	0.00	94.74	5.26	0.00	-	0.00	93.33	6.67	0.00	-	33.33	0.00	66.67	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	47.37	2.63	0.00	50.00	0.00	36.84	2.63	0.00	39.47	2.63	0.00	5.26	0.00	7.89	2.63	0.00	0.00	0.00	2.63	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 19
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
C-1-62
Pine Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.765888°, -82.489843°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound SC-81 Anderson Rd (South)					Southbound SC-81 Anderson Rd (North)					Eastbound C-1-62					Westbound Pine Rd					
TIME	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Hourly Total	0	2	1	0	**3**	0	1	0	0	**1**	0	0	0	0	**0**	1	0	0	0	**1**	**5**
0800 - 0815	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
0815 - 0830	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	4	0	0	**4**	1	1	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
Grand Total	0	6	1	0	**7**	1	2	0	0	**3**	0	0	0	0	**0**	1	0	0	0	**1**	**11**
Approach %	0.00	85.71	14.29	0.00	-	33.33	66.67	0.00	0.00	-	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	54.55	9.09	0.00	63.64	9.09	18.18	0.00	0.00	27.27	0.00	0.00	0.00	0.00	0.00	9.09	0.00	0.00	0.00	9.09	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound SC-81 Anderson Rd (South)					Southbound SC-81 Anderson Rd (North)					Eastbound C-1-62					Westbound Pine Rd					
TIME	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	Int Total
1600 - 1615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1630 - 1645	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1645 - 1700	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	1	0	**4**	1	1	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	**1**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
Grand Total	0	4	1	0	**5**	1	3	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**9**
Approach %	0.00	80.00	20.00	0.00	-	25.00	75.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	44.44	11.11	0.00	55.56	11.11	33.33	0.00	0.00	44.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 19
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
C-1-62
Pine Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.765888°, -82.489843°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					C-1-62					Pine Rd					
TIME	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					C-1-62					Pine Rd					
TIME	Left 19.1	Thru 19.2	Right 19.3	U-Turn 19.4	App Total	Left 19.5	Thru 19.6	Right 19.7	U-Turn 19.8	App Total	Left 19.9	Thru 19.10	Right 19.11	U-Turn 19.12	App Total	Left 19.13	Thru 19.14	Right 19.15	U-Turn 19.16	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 19
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
C-1-62
Pine Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.765888°, -82.489843°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					C-1-62					Pine Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	19.1	19.2	19.3	19.4	Total	19.5	19.6	19.7	19.8	Total	19.9	19.10	19.11	19.12	Total	19.13	19.14	19.15	19.16	Total	Total
0700 - 0715	1	3	1	0	5	0	3	0	0	3	1	0	0	0	1	1	0	0	0	1	10
0715 - 0730	0	2	1	0	3	0	3	0	0	3	1	0	0	0	1	1	0	0	0	1	8
0730 - 0745	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
0745 - 0800	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	8
Hourly Total	1	9	2	0	**12**	0	14	0	0	**14**	2	0	0	0	**2**	3	0	0	0	**3**	**31**
0800 - 0815	0	5	0	0	5	1	4	0	0	5	0	0	0	0	0	1	0	0	0	1	11
0815 - 0830	0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	6
0830 - 0845	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	4
0845 - 0900	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	1	0	0	0	1	6
Hourly Total	0	11	0	0	**11**	1	10	0	0	**11**	1	0	0	0	**1**	4	0	0	0	**4**	**27**
Grand Total	1	20	2	0	**23**	1	24	0	0	**25**	3	0	0	0	**3**	7	0	0	0	**7**	**58**
Approach %	4.35	86.96	8.70	0.00	-	4.00	96.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	1.72	34.48	3.45	0.00	39.66	1.72	41.38	0.00	0.00	43.10	5.17	0.00	0.00	0.00	5.17	12.07	0.00	0.00	0.00	12.07	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					C-1-62					Pine Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	19.1	19.2	19.3	19.4	Total	19.5	19.6	19.7	19.8	Total	19.9	19.10	19.11	19.12	Total	19.13	19.14	19.15	19.16	Total	Total
1600 - 1615	0	4	1	0	5	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	9
1615 - 1630	0	2	0	0	2	0	2	1	0	3	0	0	2	0	2	0	0	0	0	0	7
1630 - 1645	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1645 - 1700	0	4	1	0	5	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	0	13	2	0	**15**	1	7	1	0	**9**	1	0	2	0	**3**	0	0	0	0	**0**	**27**
1700 - 1715	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	1	0	0	0	1	8
1715 - 1730	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
1745 - 1800	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	9	0	0	**9**	0	10	0	0	**10**	0	0	0	0	**0**	1	0	0	0	**1**	**20**
Grand Total	0	22	2	0	**24**	1	17	1	0	**19**	1	0	2	0	**3**	1	0	0	0	**1**	**47**
Approach %	0.00	91.67	8.33	0.00	-	5.26	89.47	5.26	0.00	-	33.33	0.00	66.67	0.00	-	100.00	0.00	0.00	0.00	-	
Intersection %	0.00	46.81	4.26	0.00	51.06	2.13	36.17	2.13	0.00	40.43	2.13	0.00	4.26	0.00	6.38	2.13	0.00	0.00	0.00	2.13	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 19
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
C-1-62
Pine Rd

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.765888°, -82.489843°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			C-1-62			Pine Rd			
TIME	EB 19a	WB 19b	App Total	EB 19c	WB 19d	App Total	NB 19e	SB 19f	App Total	NB 19g	SB 19h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			C-1-62			Pine Rd			
TIME	EB 19a	WB 19b	App Total	EB 19c	WB 19d	App Total	NB 19e	SB 19f	App Total	NB 19g	SB 19h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 19
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
C-1-62
Pine Rd

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.765888°, -82.489843°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			C-1-62			Pine Rd			
TIME	EB 19a	WB 19b	App Total	EB 19c	WB 19d	App Total	NB 19e	SB 19f	App Total	NB 19g	SB 19h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			C-1-62			Pine Rd			
TIME	EB 19a	WB 19b	App Total	EB 19c	WB 19d	App Total	NB 19e	SB 19f	App Total	NB 19g	SB 19h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 19
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
C-1-62
Pine Rd

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.765888°, -82.489843°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			C-1-62			Pine Rd			
TIME	EB 19a	WB 19b	App Total	EB 19c	WB 19d	App Total	NB 19e	SB 19f	App Total	NB 19g	SB 19h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			C-1-62			Pine Rd			
TIME	EB 19a	WB 19b	App Total	EB 19c	WB 19d	App Total	NB 19e	SB 19f	App Total	NB 19g	SB 19h	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	C-1-62 Eastbound			Pine Rd Westbound			SC-81 Anderson Rd (South) Northbound			SC-81 Anderson Rd (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	1	1	1	3	1	0	1	101	12	2	28	0	151
07:15 AM - 07:30 AM	4	4	0	6	0	0	0	112	23	1	40	0	190
07:30 AM - 07:45 AM	4	1	0	5	0	0	0	171	28	5	59	2	275
07:45 AM - 08:00 AM	3	0	2	10	0	2	1	167	13	6	57	3	264
08:00 AM - 08:15 AM	2	0	0	5	1	1	0	135	11	4	63	2	224
08:15 AM - 08:30 AM	2	0	0	3	0	0	0	72	11	5	43	1	137
08:30 AM - 08:45 AM	1	0	0	8	0	1	0	91	6	2	36	1	146
08:45 AM - 09:00 AM	3	1	0	5	0	0	0	94	4	3	53	1	164
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	5	0	1	19	0	3	1	91	5	5	115	3	248
04:15 PM - 04:30 PM	1	1	2	15	1	2	0	102	6	3	142	6	281
04:30 PM - 04:45 PM	3	0	0	24	0	6	1	95	10	8	146	1	294
04:45 PM - 05:00 PM	5	2	0	24	1	21	1	109	6	1	132	0	302
05:00 PM - 05:15 PM	2	0	0	23	1	9	0	112	4	3	161	3	318
05:15 PM - 05:30 PM	0	1	2	32	2	6	0	98	1	0	158	3	303
05:30 PM - 05:45 PM	2	1	1	18	4	3	1	107	7	5	170	2	321
05:45 PM - 06:00 PM	2	0	1	16	0	6	0	105	5	0	162	3	300
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

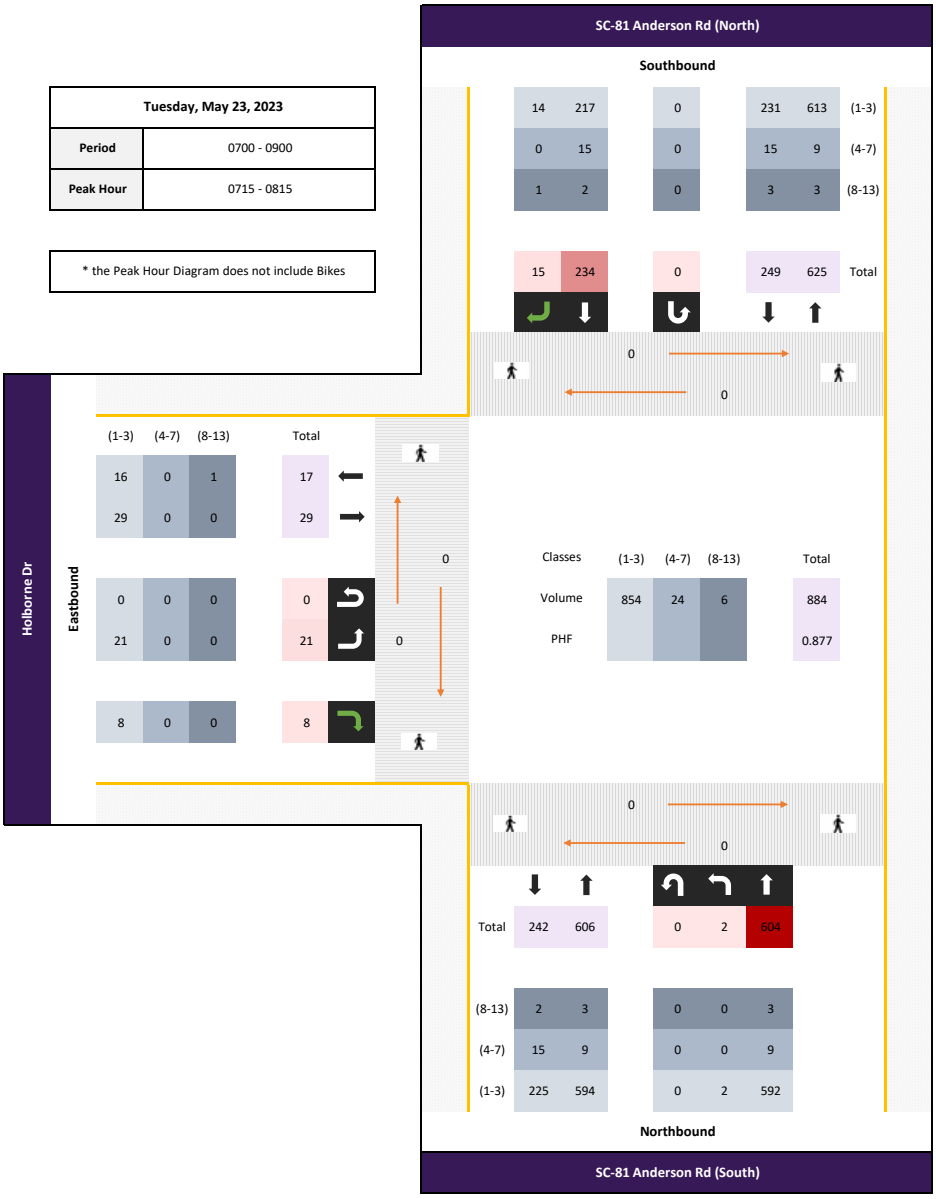
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Holborne Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	20.1	20.2			20.3	Total		20.4	20.5		20.6	Total	20.7		20.8		20.9	Total						Total	Total
0715 - 0730	0	126	-	-	0	126	-	41	1	-	0	42	2	-	1	-	0	3	-	-	-	-	-	0	171
0730 - 0745	1	168	-	-	0	169	-	63	3	-	0	66	11	-	2	-	0	13	-	-	-	-	-	0	248
0745 - 0800	0	178	-	-	0	178	-	61	5	-	0	66	6	-	2	-	0	8	-	-	-	-	-	0	252
0800 - 0815	1	132	-	-	0	133	-	69	6	-	0	75	2	-	3	-	0	5	-	-	-	-	-	0	213
Total	2	604	0	0	0	606	0	234	15	0	0	249	21	0	8	0	0	29	0	0	0	0	0	0	884
Approach %	0.33	99.67	0.00	0.00	0.00	-	0.00	93.98	6.02	0.00	0.00	-	72.41	0.00	27.59	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.85	0.00	0.00	0.00	**0.85**	0.00	0.85	0.63	0.00	0.00	**0.83**	0.48	0.00	0.67	0.00	0.00	**0.56**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.88**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Holborne Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	20.1	20.2			20.3	Total		20.4	20.5		20.6	Total	20.7		20.8		20.9	Total						Total	Total
0715 - 0730	0	122	-	-	0	122	-	38	1	-	0	39	2	-	1	-	0	3	-	-	-	-	-	0	164
0730 - 0745	1	167	-	-	0	168	-	59	3	-	0	62	11	-	2	-	0	13	-	-	-	-	-	0	243
0745 - 0800	0	175	-	-	0	175	-	57	5	-	0	62	6	-	2	-	0	8	-	-	-	-	-	0	245
0800 - 0815	1	128	-	-	0	129	-	63	5	-	0	68	2	-	3	-	0	5	-	-	-	-	-	0	202
Total	2	592	0	0	0	594	0	217	14	0	0	231	21	0	8	0	0	29	0	0	0	0	0	0	854
Approach %	0.34	99.66	0.00	0.00	0.00	-	0.00	93.94	6.06	0.00	0.00	-	72.41	0.00	27.59	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.50	0.85	0.00	0.00	0.00	**0.85**	0.00	0.86	0.70	0.00	0.00	**0.85**	0.48	0.00	0.67	0.00	0.00	**0.56**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.87**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Holborne Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	20.1	20.2			20.3	Total		20.4	20.5		20.6	Total	20.7		20.8		20.9	Total						Total	Total
0715 - 0730	0	2	-	-	0	2	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	4
0730 - 0745	0	1	-	-	0	1	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	5
0745 - 0800	0	3	-	-	0	3	-	4	0	-	0	4	0	-	0	-	0	0	-	-	-	-	-	0	7
0800 - 0815	0	3	-	-	0	3	-	5	0	-	0	5	0	-	0	-	0	0	-	-	-	-	-	0	8
Total	0	9	0	0	0	9	0	15	0	0	0	15	0	0	0	0	0	0	0	0	0	0	0	0	24
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Holborne Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	20.1	20.2			20.3	Total		20.4	20.5		20.6	Total	20.7		20.8		20.9	Total						Total	Total
0715 - 0730	0	2	-	-	0	2	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	3
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	1	-	-	0	1	-	1	1	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	3
Total	0	3	0	0	0	3	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	66.67	33.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.38	0.00	0.00	0.00	**0.38**	0.00	0.50	0.25	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Bikes

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Holborne Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	20.1	20.2			20.3	Total		20.4	20.5		20.6	Total	20.7		20.8		20.9	Total						Total	Total
0715 - 0730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0730 - 0745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0745 - 0800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
0800 - 0815	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

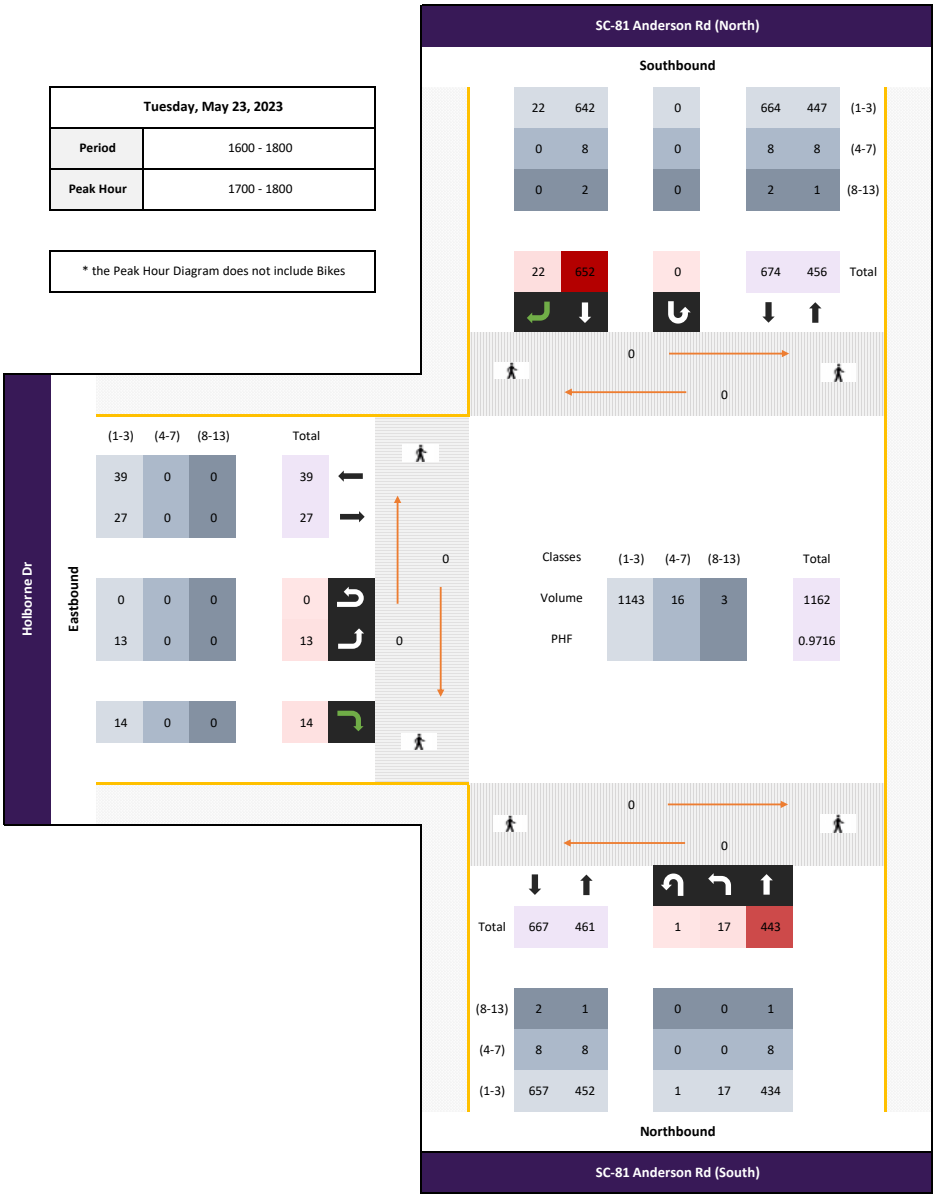
Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1600 - 1800
Peak Hour	1700 - 1800

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Holborne Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	20.1	20.2			20.3	Total		20.4	20.5		20.6	Total	20.7		20.8		20.9	Total						Total	Total
1700 - 1715	3	119	-	-	0	122	-	164	6	-	0	170	3	-	1	-	0	4	-	-	-	-	-	0	296
1715 - 1730	6	105	-	-	0	111	-	166	4	-	0	170	4	-	1	-	0	5	-	-	-	-	-	0	286
1730 - 1745	3	111	-	-	0	114	-	169	8	-	0	177	2	-	6	-	0	8	-	-	-	-	-	0	299
1745 - 1800	5	108	-	-	1	114	-	153	4	-	0	157	4	-	6	-	0	10	-	-	-	-	-	0	281
Total	17	443	0	0	1	461	0	652	22	0	0	674	13	0	14	0	0	27	0	0	0	0	0	0	1162
Approach %	3.69	96.10	0.00	0.00	0.22	-	0.00	96.74	3.26	0.00	0.00	-	48.15	0.00	51.85	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.71	0.93	0.00	0.00	0.25	**0.94**	0.00	0.96	0.69	0.00	0.00	**0.95**	0.81	0.00	0.58	0.00	0.00	**0.68**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.97**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Holborne Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	20.1	20.2			20.3	Total		20.4	20.5		20.6	Total	20.7		20.8		20.9	Total						Total	Total
1700 - 1715	3	116	-	-	0	119	-	161	6	-	0	167	3	-	1	-	0	4	-	-	-	-	-	0	290
1715 - 1730	6	103	-	-	0	109	-	164	4	-	0	168	4	-	1	-	0	5	-	-	-	-	-	0	282
1730 - 1745	3	109	-	-	0	112	-	165	8	-	0	173	2	-	6	-	0	8	-	-	-	-	-	0	293
1745 - 1800	5	106	-	-	1	112	-	152	4	-	0	156	4	-	6	-	0	10	-	-	-	-	-	0	278
Total	17	434	0	0	1	452	0	642	22	0	0	664	13	0	14	0	0	27	0	0	0	0	0	0	1143
Approach %	3.76	96.02	0.00	0.00	0.22	-	0.00	96.69	3.31	0.00	0.00	-	48.15	0.00	51.85	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.71	0.94	0.00	0.00	0.25	**0.95**	0.00	0.97	0.69	0.00	0.00	**0.96**	0.81	0.00	0.58	0.00	0.00	**0.68**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.98**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Holborne Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	20.1	20.2			20.3	Total		20.4	20.5		20.6	Total	20.7		20.8		20.9	Total						Total	Total
1700 - 1715	0	3	-	-	0	3	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	5
1715 - 1730	0	1	-	-	0	1	-	2	0	-	0	2	0	-	0	-	0	0	-	-	-	-	-	0	3
1730 - 1745	0	2	-	-	0	2	-	3	0	-	0	3	0	-	0	-	0	0	-	-	-	-	-	0	5
1745 - 1800	0	2	-	-	0	2	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	3
Total	0	8	0	0	0	8	0	8	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	0	16
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.67	0.00	0.00	0.00	**0.67**	0.00	0.67	0.00	0.00	0.00	**0.67**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.80**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Holborne Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	20.1	20.2			20.3	Total		20.4	20.5		20.6	Total	20.7		20.8		20.9	Total						Total	Total
1700 - 1715	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1715 - 1730	0	1	-	-	0	1	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	1
1730 - 1745	0	0	-	-	0	0	-	1	0	-	0	1	0	-	0	-	0	0	-	-	-	-	-	0	1
1745 - 1800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	1	0	0	0	1	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	3
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bikes

	Northbound						Southbound						Eastbound												
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Holborne Dr												
	Left	Thru			U-Turn	App		Thru	Right		U-Turn	App	Left		Right		U-Turn	App						App	Int
Time	20.1	20.2			20.3	Total		20.4	20.5		20.6	Total	20.7		20.8		20.9	Total						Total	Total
1700 - 1715	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1715 - 1730	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1730 - 1745	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
1745 - 1800	0	0	-	-	0	0	-	0	0	-	0	0	0	-	0	-	0	0	-	-	-	-	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 20
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Holborne Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.768590°, -82.488793°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Holborne Dr				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	20.1	20.2	20.3	Total	20.4	20.5	20.6	Total	20.7	20.8	20.9	Total	Total
0700 - 0715	1	93	0	94	26	2	0	28	2	3	0	5	127
0715 - 0730	0	126	0	126	41	1	0	42	2	1	0	3	171
0730 - 0745	1	168	0	169	63	3	0	66	11	2	0	13	248
0745 - 0800	0	178	0	178	61	5	0	66	6	2	0	8	252
Hourly Total	2	565	0	**567**	191	11	0	**202**	21	8	0	**29**	**798**
0800 - 0815	1	132	0	133	69	6	0	75	2	3	0	5	213
0815 - 0830	0	80	0	80	46	3	0	49	3	0	0	3	132
0830 - 0845	1	98	0	99	38	3	0	41	5	3	0	8	148
0845 - 0900	0	92	0	92	52	2	0	54	5	2	0	7	153
Hourly Total	2	402	0	**404**	205	14	0	**219**	15	8	0	**23**	**646**
Grand Total	4	967	0	**971**	396	25	0	**421**	36	16	0	**52**	**1444**
Approach %	0.41	99.59	0.00	-	94.06	5.94	0.00	-	69.23	30.77	0.00	-	
Intersection %	0.28	66.97	0.00	67.24	27.42	1.73	0.00	29.16	2.49	1.11	0.00	3.60	
Heavy Vehicle %	0	2	-	**2**	6	4	-	**6**	0	0	-	**0**	**3**
PHF	0.50	0.85	0.00	**0.85**	0.85	0.63	0.00	**0.83**	0.48	0.67	0.00	**0.56**	**0.88**

1600 - 1800 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Holborne Dr				
	Left	Thru	U-Turn	App	Thru	Right	U-Turn	App	Left	Right	U-Turn	App	Int
TIME	20.1	20.2	20.3	Total	20.4	20.5	20.6	Total	20.7	20.8	20.9	Total	Total
1600 - 1615	2	93	0	95	129	7	0	136	5	2	0	7	238
1615 - 1630	2	111	0	113	150	6	0	156	3	0	0	3	272
1630 - 1645	2	102	0	104	154	2	0	156	2	2	0	4	264
1645 - 1700	2	124	0	126	130	1	0	131	6	0	0	6	263
Hourly Total	8	430	0	**438**	563	16	0	**579**	16	4	0	**20**	**1037**
1700 - 1715	3	119	0	122	164	6	0	170	3	1	0	4	296
1715 - 1730	6	105	0	111	166	4	0	170	4	1	0	5	286
1730 - 1745	3	111	0	114	169	8	0	177	2	6	0	8	299
1745 - 1800	5	108	1	114	153	4	0	157	4	6	0	10	281
Hourly Total	17	443	1	**461**	652	22	0	**674**	13	14	0	**27**	**1162**
Grand Total	25	873	1	**899**	1215	38	0	**1253**	29	18	0	**47**	**2199**
Approach %	2.78	97.11	0.11	-	96.97	3.03	0.00	-	61.70	38.30	0.00	-	
Intersection %	1.14	39.70	0.05	40.88	55.25	1.73	0.00	56.98	1.32	0.82	0.00	2.14	
Heavy Vehicle %	0	3	0	**3**	2	0	-	**2**	0	0	-	**0**	**2**
PHF	0.71	0.93	0.25	**0.94**	0.96	0.69	0.00	**0.95**	0.81	0.58	0.00	**0.68**	**0.97**

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 20
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Holborne Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.768590°, -82.488793°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Eastbound Holborne Dr				
TIME	Left 20.1	Thru 20.2	U-Turn 20.3	App Total	Thru 20.4	Right 20.5	U-Turn 20.6	App Total	Left 20.7	Right 20.8	U-Turn 20.9	App Total	Int Total
0700 - 0715	1	90	0	91	23	2	0	25	2	3	0	5	121
0715 - 0730	0	122	0	122	38	1	0	39	2	1	0	3	164
0730 - 0745	1	167	0	168	59	3	0	62	11	2	0	13	243
0745 - 0800	0	175	0	175	57	5	0	62	6	2	0	8	245
Hourly Total	2	554	0	**556**	177	11	0	**188**	21	8	0	**29**	**773**
0800 - 0815	1	128	0	129	63	5	0	68	2	3	0	5	202
0815 - 0830	0	76	0	76	45	3	0	48	3	0	0	3	127
0830 - 0845	1	97	0	98	35	3	0	38	5	3	0	8	144
0845 - 0900	0	89	0	89	51	2	0	53	5	2	0	7	149
Hourly Total	2	390	0	**392**	194	13	0	**207**	15	8	0	**23**	**622**
Grand Total	4	944	0	**948**	371	24	0	**395**	36	16	0	**52**	**1395**
Approach %	0.42	99.58	0.00	-	93.92	6.08	0.00	-	69.23	30.77	0.00	-	
Intersection %	0.29	67.67	0.00	67.96	26.59	1.72	0.00	28.32	2.58	1.15	0.00	3.73	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound SC-81 Anderson Rd (South)				Southbound SC-81 Anderson Rd (North)				Eastbound Holborne Dr				
TIME	Left 20.1	Thru 20.2	U-Turn 20.3	App Total	Thru 20.4	Right 20.5	U-Turn 20.6	App Total	Left 20.7	Right 20.8	U-Turn 20.9	App Total	Int Total
1600 - 1615	2	89	0	91	126	7	0	133	5	2	0	7	231
1615 - 1630	2	107	0	109	148	6	0	154	3	0	0	3	266
1630 - 1645	2	100	0	102	152	2	0	154	2	2	0	4	260
1645 - 1700	2	120	0	122	128	1	0	129	6	0	0	6	257
Hourly Total	8	416	0	**424**	554	16	0	**570**	16	4	0	**20**	**1014**
1700 - 1715	3	116	0	119	161	6	0	167	3	1	0	4	290
1715 - 1730	6	103	0	109	164	4	0	168	4	1	0	5	282
1730 - 1745	3	109	0	112	165	8	0	173	2	6	0	8	293
1745 - 1800	5	106	1	112	152	4	0	156	4	6	0	10	278
Hourly Total	17	434	1	**452**	642	22	0	**664**	13	14	0	**27**	**1143**
Grand Total	25	850	1	**876**	1196	38	0	**1234**	29	18	0	**47**	**2157**
Approach %	2.85	97.03	0.11	-	96.92	3.08	0.00	-	61.70	38.30	0.00	-	
Intersection %	1.16	39.41	0.05	40.61	55.45	1.76	0.00	57.21	1.34	0.83	0.00	2.18	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 20
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Holborne Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.768590°, -82.488793°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Holborne Dr				
TIME	Left 20.1	Thru 20.2	U-Turn 20.3	App Total	Thru 20.4	Right 20.5	U-Turn 20.6	App Total	Left 20.7	Right 20.8	U-Turn 20.9	App Total	Int Total
0700 - 0715	0	3	0	3	3	0	0	3	0	0	0	0	6
0715 - 0730	0	2	0	2	2	0	0	2	0	0	0	0	4
0730 - 0745	0	1	0	1	4	0	0	4	0	0	0	0	5
0745 - 0800	0	3	0	3	4	0	0	4	0	0	0	0	7
Hourly Total	0	9	0	**9**	13	0	0	**13**	0	0	0	**0**	**22**
0800 - 0815	0	3	0	3	5	0	0	5	0	0	0	0	8
0815 - 0830	0	2	0	2	1	0	0	1	0	0	0	0	3
0830 - 0845	0	0	0	0	2	0	0	2	0	0	0	0	2
0845 - 0900	0	3	0	3	1	0	0	1	0	0	0	0	4
Hourly Total	0	8	0	**8**	9	0	0	**9**	0	0	0	**0**	**17**
Grand Total	0	17	0	**17**	22	0	0	**22**	0	0	0	**0**	**39**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	43.59	0.00	43.59	56.41	0.00	0.00	56.41	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Holborne Dr				
TIME	Left 20.1	Thru 20.2	U-Turn 20.3	App Total	Thru 20.4	Right 20.5	U-Turn 20.6	App Total	Left 20.7	Right 20.8	U-Turn 20.9	App Total	Int Total
1600 - 1615	0	3	0	3	3	0	0	3	0	0	0	0	6
1615 - 1630	0	3	0	3	1	0	0	1	0	0	0	0	4
1630 - 1645	0	1	0	1	2	0	0	2	0	0	0	0	3
1645 - 1700	0	4	0	4	1	0	0	1	0	0	0	0	5
Hourly Total	0	11	0	**11**	7	0	0	**7**	0	0	0	**0**	**18**
1700 - 1715	0	3	0	3	2	0	0	2	0	0	0	0	5
1715 - 1730	0	1	0	1	2	0	0	2	0	0	0	0	3
1730 - 1745	0	2	0	2	3	0	0	3	0	0	0	0	5
1745 - 1800	0	2	0	2	1	0	0	1	0	0	0	0	3
Hourly Total	0	8	0	**8**	8	0	0	**8**	0	0	0	**0**	**16**
Grand Total	0	19	0	**19**	15	0	0	**15**	0	0	0	**0**	**34**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	55.88	0.00	55.88	44.12	0.00	0.00	44.12	0.00	0.00	0.00	0.00	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 20
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Holborne Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.768590°, -82.488793°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Holborne Dr				
TIME	Left 20.1	Thru 20.2	U-Turn 20.3	App Total	Thru 20.4	Right 20.5	U-Turn 20.6	App Total	Left 20.7	Right 20.8	U-Turn 20.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	2	0	2	1	0	0	1	0	0	0	0	3
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	**2**	1	0	0	**1**	0	0	0	**0**	**3**
0800 - 0815	0	1	0	1	1	1	0	2	0	0	0	0	3
0815 - 0830	0	2	0	2	0	0	0	0	0	0	0	0	2
0830 - 0845	0	1	0	1	1	0	0	1	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	4	0	**4**	2	1	0	**3**	0	0	0	**0**	**7**
Grand Total	0	6	0	**6**	3	1	0	**4**	0	0	0	**0**	**10**
Approach %	0.00	100.00	0.00	-	75.00	25.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	60.00	0.00	60.00	30.00	10.00	0.00	40.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Holborne Dr				
TIME	Left 20.1	Thru 20.2	U-Turn 20.3	App Total	Thru 20.4	Right 20.5	U-Turn 20.6	App Total	Left 20.7	Right 20.8	U-Turn 20.9	App Total	Int Total
1600 - 1615	0	1	0	1	0	0	0	0	0	0	0	0	1
1615 - 1630	0	1	0	1	1	0	0	1	0	0	0	0	2
1630 - 1645	0	1	0	1	0	0	0	0	0	0	0	0	1
1645 - 1700	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	3	0	**3**	2	0	0	**2**	0	0	0	**0**	**5**
1700 - 1715	0	0	0	0	1	0	0	1	0	0	0	0	1
1715 - 1730	0	1	0	1	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	1	0	0	1	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	**1**	2	0	0	**2**	0	0	0	**0**	**3**
Grand Total	0	4	0	**4**	4	0	0	**4**	0	0	0	**0**	**8**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	50.00	0.00	50.00	50.00	0.00	0.00	50.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 20
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Holborne Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.768590°, -82.488793°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Holborne Dr				
TIME	Left 20.1	Thru 20.2	U-Turn 20.3	App Total	Thru 20.4	Right 20.5	U-Turn 20.6	App Total	Left 20.7	Right 20.8	U-Turn 20.9	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Holborne Dr				
TIME	Left 20.1	Thru 20.2	U-Turn 20.3	App Total	Thru 20.4	Right 20.5	U-Turn 20.6	App Total	Left 20.7	Right 20.8	U-Turn 20.9	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Grand Total	0	0	0	**0**	0	0	0	**0**	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	-	0.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 20
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Holborne Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.768590°, -82.488793°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Holborne Dr				
TIME	Left 20.1	Thru 20.2	U-Turn 20.3	App Total	Thru 20.4	Right 20.5	U-Turn 20.6	App Total	Left 20.7	Right 20.8	U-Turn 20.9	App Total	Int Total
0700 - 0715	0	3	0	3	3	0	0	3	0	0	0	0	6
0715 - 0730	0	4	0	4	3	0	0	3	0	0	0	0	7
0730 - 0745	0	1	0	1	4	0	0	4	0	0	0	0	5
0745 - 0800	0	3	0	3	4	0	0	4	0	0	0	0	7
Hourly Total	0	11	0	**11**	14	0	0	**14**	0	0	0	**0**	**25**
0800 - 0815	0	4	0	4	6	1	0	7	0	0	0	0	11
0815 - 0830	0	4	0	4	1	0	0	1	0	0	0	0	5
0830 - 0845	0	1	0	1	3	0	0	3	0	0	0	0	4
0845 - 0900	0	3	0	3	1	0	0	1	0	0	0	0	4
Hourly Total	0	12	0	**12**	11	1	0	**12**	0	0	0	**0**	**24**
Grand Total	0	23	0	**23**	25	1	0	**26**	0	0	0	**0**	**49**
Approach %	0.00	100.00	0.00	-	96.15	3.85	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	46.94	0.00	46.94	51.02	2.04	0.00	53.06	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound				Southbound				Eastbound				
	SC-81 Anderson Rd (South)				SC-81 Anderson Rd (North)				Holborne Dr				
TIME	Left 20.1	Thru 20.2	U-Turn 20.3	App Total	Thru 20.4	Right 20.5	U-Turn 20.6	App Total	Left 20.7	Right 20.8	U-Turn 20.9	App Total	Int Total
1600 - 1615	0	4	0	4	3	0	0	3	0	0	0	0	7
1615 - 1630	0	4	0	4	2	0	0	2	0	0	0	0	6
1630 - 1645	0	2	0	2	2	0	0	2	0	0	0	0	4
1645 - 1700	0	4	0	4	2	0	0	2	0	0	0	0	6
Hourly Total	0	14	0	**14**	9	0	0	**9**	0	0	0	**0**	**23**
1700 - 1715	0	3	0	3	3	0	0	3	0	0	0	0	6
1715 - 1730	0	2	0	2	2	0	0	2	0	0	0	0	4
1730 - 1745	0	2	0	2	4	0	0	4	0	0	0	0	6
1745 - 1800	0	2	0	2	1	0	0	1	0	0	0	0	3
Hourly Total	0	9	0	**9**	10	0	0	**10**	0	0	0	**0**	**19**
Grand Total	0	23	0	**23**	19	0	0	**19**	0	0	0	**0**	**42**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	0.00	0.00	-	
Intersection %	0.00	54.76	0.00	54.76	45.24	0.00	0.00	45.24	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 20
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Holborne Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.768590°, -82.488793°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Holborne Dr			
TIME	EB 20a	WB 20b	App Total	EB 20c	WB 20d	App Total	NB 20e	SB 20f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Holborne Dr			
TIME	EB 20a	WB 20b	App Total	EB 20c	WB 20d	App Total	NB 20e	SB 20f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 20
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Holborne Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.768590°, -82.488793°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Holborne Dr			
TIME	EB 20a	WB 20b	App Total	EB 20c	WB 20d	App Total	NB 20e	SB 20f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Holborne Dr			
TIME	EB 20a	WB 20b	App Total	EB 20c	WB 20d	App Total	NB 20e	SB 20f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 20
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Holborne Dr

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.768590°, -82.488793°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Holborne Dr			
TIME	EB 20a	WB 20b	App Total	EB 20c	WB 20d	App Total	NB 20e	SB 20f	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1600 - 1800 (Weekday 2h Session) (05-23-2023)
Motorized Vehicles

	Northbound			Southbound			Eastbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Holborne Dr			
TIME	EB 20a	WB 20b	App Total	EB 20c	WB 20d	App Total	NB 20e	SB 20f	App Total	Int Total
1600 - 1615	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	Holborne Dr Eastbound			Westbound			SC-81 Anderson Rd (South) Northbound			SC-81 Anderson Rd (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	2	0	3	0	0	0	1	93	0	0	26	2	127
07:15 AM - 07:30 AM	2	0	1	0	0	0	0	126	0	0	41	1	171
07:30 AM - 07:45 AM	11	0	2	0	0	0	1	168	0	0	63	3	248
07:45 AM - 08:00 AM	6	0	2	0	0	0	0	178	0	0	61	5	252
08:00 AM - 08:15 AM	2	0	3	0	0	0	1	132	0	0	69	6	213
08:15 AM - 08:30 AM	3	0	0	0	0	0	0	80	0	0	46	3	132
08:30 AM - 08:45 AM	5	0	3	0	0	0	1	98	0	0	38	3	148
08:45 AM - 09:00 AM	5	0	2	0	0	0	0	92	0	0	52	2	153
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM - 02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM - 02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM - 03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM - 03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM - 03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM - 03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM - 04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM - 04:15 PM	5	0	2	0	0	0	2	93	0	0	129	7	238
04:15 PM - 04:30 PM	3	0	0	0	0	0	2	111	0	0	150	6	272
04:30 PM - 04:45 PM	2	0	2	0	0	0	2	102	0	0	154	2	264
04:45 PM - 05:00 PM	6	0	0	0	0	0	2	124	0	0	130	1	263
05:00 PM - 05:15 PM	3	0	1	0	0	0	3	119	0	0	164	6	296
05:15 PM - 05:30 PM	4	0	1	0	0	0	6	105	0	0	166	4	286
05:30 PM - 05:45 PM	2	0	6	0	0	0	3	111	0	0	169	8	299
05:45 PM - 06:00 PM	4	0	6	0	0	0	5	108	0	0	153	4	281
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Circle Rd (West)						Circle Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	21.1	21.2	21.3		21.4	Total	21.5	21.6	21.7		21.8	Total	21.9	21.10	21.11		21.12	Total	21.13	21.14	21.15		21.16	Total	Total
0715 - 0730	0	119	1	-	0	120	0	39	8	-	0	47	69	24	2	-	0	95	1	0	0	-	0	1	263
0730 - 0745	4	178	1	-	0	183	0	60	12	-	0	72	104	21	4	-	0	129	2	0	0	-	0	2	386
0745 - 0800	3	189	2	-	0	194	1	70	35	-	0	106	62	20	4	-	0	86	2	8	2	-	0	12	398
0800 - 0815	4	121	1	-	0	126	0	63	14	-	0	77	31	3	2	-	0	36	2	3	2	-	0	7	246
Total	11	607	5	0	0	623	1	232	69	0	0	302	266	68	12	0	0	346	7	11	4	0	0	22	1293
Approach %	1.77	97.43	0.80	0.00	0.00	-	0.33	76.82	22.85	0.00	0.00	-	76.88	19.65	3.47	0.00	0.00	-	31.82	50.00	18.18	0.00	0.00	-	
PHF	0.69	0.80	0.63	0.00	0.00	**0.80**	0.25	0.83	0.49	0.00	0.00	**0.71**	0.64	0.71	0.75	0.00	0.00	**0.67**	0.88	0.34	0.50	0.00	0.00	**0.46**	**0.81**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Circle Rd (West)						Circle Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	21.1	21.2	21.3		21.4	Total	21.5	21.6	21.7		21.8	Total	21.9	21.10	21.11		21.12	Total	21.13	21.14	21.15		21.16	Total	Total
0715 - 0730	0	116	1	-	0	117	0	37	8	-	0	45	65	24	1	-	0	90	1	0	0	-	0	1	253
0730 - 0745	4	177	1	-	0	182	0	56	12	-	0	68	104	21	4	-	0	129	2	0	0	-	0	2	381
0745 - 0800	3	186	2	-	0	191	1	66	35	-	0	102	62	20	4	-	0	86	2	8	2	-	0	12	391
0800 - 0815	4	117	1	-	0	122	0	56	14	-	0	70	31	3	2	-	0	36	2	3	2	-	0	7	235
Total	11	596	5	0	0	612	1	215	69	0	0	285	262	68	11	0	0	341	7	11	4	0	0	22	1260
Approach %	1.80	97.39	0.82	0.00	0.00	-	0.35	75.44	24.21	0.00	0.00	-	76.83	19.94	3.23	0.00	0.00	-	31.82	50.00	18.18	0.00	0.00	-	
PHF	0.69	0.80	0.63	0.00	0.00	**0.80**	0.25	0.81	0.49	0.00	0.00	**0.70**	0.63	0.71	0.69	0.00	0.00	**0.66**	0.88	0.34	0.50	0.00	0.00	**0.46**	**0.81**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Circle Rd (West)						Circle Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	21.1	21.2	21.3		21.4	Total	21.5	21.6	21.7		21.8	Total	21.9	21.10	21.11		21.12	Total	21.13	21.14	21.15		21.16	Total	Total
0715 - 0730	0	2	0	-	0	2	0	2	0	-	0	2	4	0	1	-	0	5	0	0	0	-	0	0	9
0730 - 0745	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	4
0745 - 0800	0	3	0	-	0	3	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	7
0800 - 0815	0	2	0	-	0	2	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	7
Total	0	8	0	0	0	8	0	14	0	0	0	14	4	0	1	0	0	5	0	0	0	0	0	0	27
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	80.00	0.00	20.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.67	0.00	0.00	0.00	**0.67**	0.00	0.70	0.00	0.00	0.00	**0.70**	0.25	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Circle Rd (West)						Circle Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	21.1	21.2	21.3		21.4	Total	21.5	21.6	21.7		21.8	Total	21.9	21.10	21.11		21.12	Total	21.13	21.14	21.15		21.16	Total	Total
0715 - 0730	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0730 - 0745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4
Total	0	3	0	0	0	3	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.38	0.00	0.00	0.00	**0.38**	0.00	0.38	0.00	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Circle Rd (West)						Circle Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	21.1	21.2	21.3		21.4	Total	21.5	21.6	21.7		21.8	Total	21.9	21.10	21.11		21.12	Total	21.13	21.14	21.15		21.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1400 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Circle Rd (West)						Circle Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	21.1	21.2	21.3		21.4	Total	21.5	21.6	21.7		21.8	Total	21.9	21.10	21.11		21.12	Total	21.13	21.14	21.15		21.16	Total	Total
1645 - 1700	2	121	4	-	0	127	0	133	43	-	0	176	28	4	3	-	0	35	2	10	1	-	0	13	351
1700 - 1715	2	126	1	-	0	129	0	168	28	-	0	196	17	8	5	-	0	30	3	19	2	-	0	24	379
1715 - 1730	2	102	0	-	0	104	0	146	32	-	0	178	22	3	2	-	0	27	5	13	1	-	0	19	328
1730 - 1745	3	112	1	-	0	116	1	170	28	-	0	199	13	3	3	-	0	19	4	13	0	-	0	17	351
Total	9	461	6	0	0	476	1	617	131	0	0	749	80	18	13	0	0	111	14	55	4	0	0	73	1409
Approach %	1.89	96.85	1.26	0.00	0.00	-	0.13	82.38	17.49	0.00	0.00	-	72.07	16.22	11.71	0.00	0.00	-	19.18	75.34	5.48	0.00	0.00	-	
PHF	0.75	0.91	0.38	0.00	0.00	**0.92**	0.25	0.91	0.76	0.00	0.00	**0.94**	0.71	0.56	0.65	0.00	0.00	**0.79**	0.70	0.72	0.50	0.00	0.00	**0.76**	**0.93**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Circle Rd (West)						Circle Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	21.1	21.2	21.3		21.4	Total	21.5	21.6	21.7		21.8	Total	21.9	21.10	21.11		21.12	Total	21.13	21.14	21.15		21.16	Total	Total
1645 - 1700	2	118	4	-	0	124	0	131	43	-	0	174	28	4	3	-	0	35	2	10	1	-	0	13	346
1700 - 1715	2	123	1	-	0	126	0	164	28	-	0	192	17	7	4	-	0	28	3	19	2	-	0	24	370
1715 - 1730	2	100	0	-	0	102	0	145	31	-	0	176	22	3	2	-	0	27	5	13	1	-	0	19	324
1730 - 1745	3	110	1	-	0	114	1	167	28	-	0	196	13	3	3	-	0	19	4	13	0	-	0	17	346
Total	9	451	6	0	0	466	1	607	130	0	0	738	80	17	12	0	0	109	14	55	4	0	0	73	1386
Approach %	1.93	96.78	1.29	0.00	0.00	-	0.14	82.25	17.62	0.00	0.00	-	73.39	15.60	11.01	0.00	0.00	-	19.18	75.34	5.48	0.00	0.00	-	
PHF	0.75	0.92	0.38	0.00	0.00	**0.92**	0.25	0.91	0.76	0.00	0.00	**0.94**	0.71	0.61	0.75	0.00	0.00	**0.78**	0.70	0.72	0.50	0.00	0.00	**0.76**	**0.94**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Circle Rd (West)						Circle Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	21.1	21.2	21.3		21.4	Total	21.5	21.6	21.7		21.8	Total	21.9	21.10	21.11		21.12	Total	21.13	21.14	21.15		21.16	Total	Total
1645 - 1700	0	2	0	-	0	2	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	3
1700 - 1715	0	3	0	-	0	3	0	3	0	-	0	3	0	0	1	-	0	1	0	0	0	-	0	0	7
1715 - 1730	0	1	0	-	0	1	0	1	1	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	3
1730 - 1745	0	2	0	-	0	2	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	4
Total	0	8	0	0	0	8	0	7	1	0	0	8	0	0	1	0	0	1	0	0	0	0	0	0	17
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	87.50	12.50	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.67	0.00	0.00	0.00	**0.67**	0.00	0.58	0.25	0.00	0.00	**0.67**	0.00	0.00	0.25	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.61**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Circle Rd (West)						Circle Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	21.1	21.2	21.3		21.4	Total	21.5	21.6	21.7		21.8	Total	21.9	21.10	21.11		21.12	Total	21.13	21.14	21.15		21.16	Total	Total
1645 - 1700	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
1700 - 1715	0	0	0	-	0	0	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	2
1715 - 1730	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1730 - 1745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	2	0	0	0	2	0	3	0	0	0	3	0	1	0	0	0	1	0	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.00	0.75	0.00	0.00	0.00	**0.75**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.75**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Circle Rd (West)						Circle Rd (East)						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	21.1	21.2	21.3		21.4	Total	21.5	21.6	21.7		21.8	Total	21.9	21.10	21.11		21.12	Total	21.13	21.14	21.15		21.16	Total	Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 21
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Circle Rd (West)
Circle Rd (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.774541°, -82.488222°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Circle Rd (West)					Circle Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	21.1	21.2	21.3	21.4	Total	21.5	21.6	21.7	21.8	Total	21.9	21.10	21.11	21.12	Total	21.13	21.14	21.15	21.16	Total	Total
0700 - 0715	2	95	0	0	97	0	26	6	0	32	29	14	2	0	45	2	1	0	0	3	177
0715 - 0730	0	119	1	0	120	0	39	8	0	47	69	24	2	0	95	1	0	0	0	1	263
0730 - 0745	4	178	1	0	183	0	60	12	0	72	104	21	4	0	129	2	0	0	0	2	386
0745 - 0800	3	189	2	0	194	1	70	35	0	106	62	20	4	0	86	2	8	2	0	12	398
Hourly Total	9	581	4	0	**594**	1	195	61	0	**257**	264	79	12	0	**355**	7	9	2	0	**18**	**1224**
0800 - 0815	4	121	1	0	126	0	63	14	0	77	31	3	2	0	36	2	3	2	0	7	246
0815 - 0830	3	91	1	0	95	1	47	11	0	59	24	4	2	0	30	0	6	0	0	6	190
0830 - 0845	0	99	2	0	101	0	37	11	0	48	16	13	1	0	30	0	3	1	0	4	183
0845 - 0900	0	98	0	0	98	1	53	16	0	70	25	7	1	0	33	2	2	3	0	7	208
Hourly Total	7	409	4	0	**420**	2	200	52	0	**254**	96	27	6	0	**129**	4	14	6	0	**24**	**827**
Grand Total	16	990	8	0	**1014**	3	395	113	0	**511**	360	106	18	0	**484**	11	23	8	0	**42**	**2051**
Approach %	1.58	97.63	0.79	0.00	-	0.59	77.30	22.11	0.00	-	74.38	21.90	3.72	0.00	-	26.19	54.76	19.05	0.00	-	
Intersection %	0.78	48.27	0.39	0.00	49.44	0.15	19.26	5.51	0.00	24.91	17.55	5.17	0.88	0.00	23.60	0.54	1.12	0.39	0.00	2.05	
Heavy Vehicle %	13	2	0	-	**2**	0	6	0	-	**5**	1	1	11	-	**1**	0	0	0	-	**0**	**3**
PHF	0.69	0.80	0.63	0.00	**0.80**	0.25	0.83	0.49	0.00	**0.71**	0.64	0.71	0.75	0.00	**0.67**	0.88	0.34	0.50	0.00	**0.46**	**0.81**

1400 - 1800 (Weekday 4h Session) (05-23-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Circle Rd (West)					Circle Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	21.1	21.2	21.3	21.4	Total	21.5	21.6	21.7	21.8	Total	21.9	21.10	21.11	21.12	Total	21.13	21.14	21.15	21.16	Total	Total
1400 - 1415	6	97	1	0	104	0	92	23	0	115	27	2	4	0	33	2	4	1	0	7	259
1415 - 1430	4	79	4	0	87	0	94	28	0	122	20	1	2	0	23	0	5	1	0	6	238
1430 - 1445	1	100	3	0	104	1	83	26	0	110	33	5	2	0	40	0	5	1	0	6	260
1445 - 1500	3	90	1	0	94	0	109	25	0	134	29	2	3	0	34	1	9	0	0	10	272
Hourly Total	14	366	9	0	**389**	1	378	102	0	**481**	109	10	11	0	**130**	3	23	3	0	**29**	**1029**
1500 - 1515	6	103	3	0	112	0	107	30	0	137	15	2	6	0	23	3	7	1	0	11	283
1515 - 1530	0	103	1	0	104	2	92	33	0	127	29	5	6	0	40	0	6	0	0	6	277
1530 - 1545	4	97	4	0	105	1	123	34	0	158	20	1	3	0	24	2	4	3	0	9	296
1545 - 1600	0	90	1	0	91	0	118	30	0	148	15	3	6	0	24	4	10	1	0	15	278
Hourly Total	10	393	9	0	**412**	3	440	127	0	**570**	79	11	21	0	**111**	9	27	5	0	**41**	**1134**
1600 - 1615	4	99	1	0	104	1	125	29	0	155	18	9	4	0	31	7	14	1	0	22	312
1615 - 1630	0	116	4	0	120	0	165	21	0	186	22	4	6	0	32	3	10	1	0	14	352
1630 - 1645	3	96	2	0	101	0	138	34	0	172	21	7	1	0	29	5	15	1	0	21	323
1645 - 1700	2	121	4	0	127	0	133	43	0	176	28	4	3	0	35	2	10	1	0	13	351
Hourly Total	9	432	11	0	**452**	1	561	127	0	**689**	89	24	14	0	**127**	17	49	4	0	**70**	**1338**
1700 - 1715	2	126	1	0	129	0	168	28	0	196	17	8	5	0	30	3	19	2	0	24	379
1715 - 1730	2	102	0	0	104	0	146	32	0	178	22	3	2	0	27	5	13	1	0	19	328
1730 - 1745	3	112	1	0	116	1	170	28	0	199	13	3	3	0	19	4	13	0	0	17	351
1745 - 1800	3	111	0	0	114	2	157	29	0	188	16	5	2	0	23	3	5	0	0	8	333
Hourly Total	10	451	2	0	**463**	3	641	117	0	**761**	68	19	12	0	**99**	15	50	3	0	**68**	**1391**
Grand Total	43	1642	31	0	**1716**	8	2020	473	0	**2501**	345	64	58	0	**467**	44	149	15	0	**208**	**4892**
Approach %	2.51	95.69	1.81	0.00	-	0.32	80.77	18.91	0.00	-	73.88	13.70	12.42	0.00	-	21.15	71.63	7.21	0.00	-	
Intersection %	0.88	33.57	0.63	0.00	35.08	0.16	41.29	9.67	0.00	51.12	7.05	1.31	1.19	0.00	9.55	0.90	3.05	0.31	0.00	4.25	
Heavy Vehicle %	2	3	3	-	**3**	13	2	1	-	**2**	1	3	7	-	**2**	5	3	0	-	**3**	**2**
PHF	0.75	0.91	0.38	0.00	**0.92**	0.25	0.91	0.76	0.00	**0.94**	0.71	0.56	0.65	0.00	**0.79**	0.70	0.72	0.50	0.00	**0.76**	**0.93**

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

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 21
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Circle Rd (West)
Circle Rd (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.774541°, -82.488222°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Circle Rd (West)					Circle Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	21.1	21.2	21.3	21.4	Total	21.5	21.6	21.7	21.8	Total	21.9	21.10	21.11	21.12	Total	21.13	21.14	21.15	21.16	Total	Total
0700 - 0715	0	93	0	0	93	0	24	6	0	30	29	14	1	0	44	2	1	0	0	3	170
0715 - 0730	0	116	1	0	117	0	37	8	0	45	65	24	1	0	90	1	0	0	0	1	253
0730 - 0745	4	177	1	0	182	0	56	12	0	68	104	21	4	0	129	2	0	0	0	2	381
0745 - 0800	3	186	2	0	191	1	66	35	0	102	62	20	4	0	86	2	8	2	0	12	391
Hourly Total	7	572	4	0	**583**	1	183	61	0	**245**	260	79	10	0	**349**	7	9	2	0	**18**	**1195**
0800 - 0815	4	117	1	0	122	0	56	14	0	70	31	3	2	0	36	2	3	2	0	7	235
0815 - 0830	3	86	1	0	90	1	46	11	0	58	24	4	2	0	30	0	6	0	0	6	184
0830 - 0845	0	98	2	0	100	0	35	11	0	46	16	12	1	0	29	0	3	1	0	4	179
0845 - 0900	0	96	0	0	96	1	51	16	0	68	25	7	1	0	33	2	2	3	0	7	204
Hourly Total	7	397	4	0	**408**	2	188	52	0	**242**	96	26	6	0	**128**	4	14	6	0	**24**	**802**
Grand Total	14	969	8	0	**991**	3	371	113	0	**487**	356	105	16	0	**477**	11	23	8	0	**42**	**1997**
Approach %	1.41	97.78	0.81	0.00	-	0.62	76.18	23.20	0.00	-	74.63	22.01	3.35	0.00	-	26.19	54.76	19.05	0.00	-	
Intersection %	0.70	48.52	0.40	0.00	49.62	0.15	18.58	5.66	0.00	24.39	17.83	5.26	0.80	0.00	23.89	0.55	1.15	0.40	0.00	2.10	

1400 - 1800 (Weekday 4h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Circle Rd (West)					Circle Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	21.1	21.2	21.3	21.4	Total	21.5	21.6	21.7	21.8	Total	21.9	21.10	21.11	21.12	Total	21.13	21.14	21.15	21.16	Total	Total
1400 - 1415	6	88	1	0	95	0	88	23	0	111	27	2	4	0	33	1	4	1	0	6	245
1415 - 1430	4	71	4	0	79	0	92	28	0	120	19	1	2	0	22	0	5	1	0	6	227
1430 - 1445	1	98	3	0	102	1	81	26	0	108	33	5	2	0	40	0	4	1	0	5	255
1445 - 1500	3	89	1	0	93	0	107	25	0	132	28	2	3	0	33	1	8	0	0	9	267
Hourly Total	14	346	9	0	**369**	1	368	102	0	**471**	107	10	11	0	**128**	2	21	3	0	**26**	**994**
1500 - 1515	6	103	3	0	112	0	106	30	0	136	14	2	5	0	21	3	7	1	0	11	280
1515 - 1530	0	101	1	0	102	2	91	31	0	124	29	4	6	0	39	0	4	0	0	4	269
1530 - 1545	3	96	4	0	103	1	120	34	0	155	20	1	2	0	23	2	4	3	0	9	290
1545 - 1600	0	89	1	0	90	0	117	30	0	147	15	3	6	0	24	4	10	1	0	15	276
Hourly Total	9	389	9	0	**407**	3	434	125	0	**562**	78	10	19	0	**107**	9	25	5	0	**39**	**1115**
1600 - 1615	4	95	0	0	99	1	123	29	0	153	18	9	4	0	31	6	13	1	0	20	303
1615 - 1630	0	114	4	0	118	0	163	21	0	184	21	4	5	0	30	3	10	1	0	14	346
1630 - 1645	3	92	2	0	97	0	137	32	0	169	21	7	1	0	29	5	15	1	0	21	316
1645 - 1700	2	118	4	0	124	0	131	43	0	174	28	4	3	0	35	2	10	1	0	13	346
Hourly Total	9	419	10	0	**438**	1	554	125	0	**680**	88	24	13	0	**125**	16	48	4	0	**68**	**1311**
1700 - 1715	2	123	1	0	126	0	164	28	0	192	17	7	4	0	28	3	19	2	0	24	370
1715 - 1730	2	100	0	0	102	0	145	31	0	176	22	3	2	0	27	5	13	1	0	19	324
1730 - 1745	3	110	1	0	114	1	167	28	0	196	13	3	3	0	19	4	13	0	0	17	346
1745 - 1800	3	109	0	0	112	1	156	29	0	186	16	5	2	0	23	3	5	0	0	8	329
Hourly Total	10	442	2	0	**454**	2	632	116	0	**750**	68	18	11	0	**97**	15	50	3	0	**68**	**1369**
Grand Total	42	1596	30	0	**1668**	7	1988	468	0	**2463**	341	62	54	0	**457**	42	144	15	0	**201**	**4789**
Approach %	2.52	95.68	1.80	0.00	-	0.28	80.71	19.00	0.00	-	74.62	13.57	11.82	0.00	-	20.90	71.64	7.46	0.00	-	
Intersection %	0.88	33.33	0.63	0.00	34.83	0.15	41.51	9.77	0.00	51.43	7.12	1.29	1.13	0.00	9.54	0.88	3.01	0.31	0.00	4.20	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 21
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Circle Rd (West)
Circle Rd (East)

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.774541°, -82.488222°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Circle Rd (West)					Circle Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	21.1	21.2	21.3	21.4	Total	21.5	21.6	21.7	21.8	Total	21.9	21.10	21.11	21.12	Total	21.13	21.14	21.15	21.16	Total	Total
0700 - 0715	2	1	0	0	3	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	6
0715 - 0730	0	2	0	0	2	0	2	0	0	2	4	0	1	0	5	0	0	0	0	0	9
0730 - 0745	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
0745 - 0800	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	2	7	0	0	**9**	0	11	0	0	**11**	4	0	2	0	**6**	0	0	0	0	**0**	**26**
0800 - 0815	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
0815 - 0830	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
0830 - 0845	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
0845 - 0900	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	8	0	0	**8**	0	9	0	0	**9**	0	1	0	0	**1**	0	0	0	0	**0**	**18**
Grand Total	2	15	0	0	**17**	0	20	0	0	**20**	4	1	2	0	**7**	0	0	0	0	**0**	**44**
Approach %	11.76	88.24	0.00	0.00	-	0.00	100.00	0.00	0.00	-	57.14	14.29	28.57	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	4.55	34.09	0.00	0.00	38.64	0.00	45.45	0.00	0.00	45.45	9.09	2.27	4.55	0.00	15.91	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Circle Rd (West)					Circle Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	21.1	21.2	21.3	21.4	Total	21.5	21.6	21.7	21.8	Total	21.9	21.10	21.11	21.12	Total	21.13	21.14	21.15	21.16	Total	Total
1400 - 1415	0	6	0	0	6	0	3	0	0	3	0	0	0	0	0	1	0	0	0	1	10
1415 - 1430	0	8	0	0	8	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	11
1430 - 1445	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5
1445 - 1500	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	5
Hourly Total	0	17	0	0	**17**	0	9	0	0	**9**	2	0	0	0	**2**	1	2	0	0	**3**	**31**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	2
1515 - 1530	0	1	0	0	1	0	1	2	0	3	0	1	0	0	1	0	2	0	0	2	7
1530 - 1545	1	1	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4
1545 - 1600	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	1	3	0	0	**4**	0	3	2	0	**5**	1	1	2	0	**4**	0	2	0	0	**2**	**15**
1600 - 1615	0	3	1	0	4	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	8
1615 - 1630	0	2	0	0	2	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	4
1630 - 1645	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1645 - 1700	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	0	10	1	0	**11**	0	5	0	0	**5**	0	0	1	0	**1**	1	1	0	0	**2**	**19**
1700 - 1715	0	3	0	0	3	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	7
1715 - 1730	0	1	0	0	1	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
1745 - 1800	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	8	0	0	**8**	1	7	1	0	**9**	0	0	1	0	**1**	0	0	0	0	**0**	**18**
Grand Total	1	38	1	0	**40**	1	24	3	0	**28**	3	1	4	0	**8**	2	5	0	0	**7**	**83**
Approach %	2.50	95.00	2.50	0.00	-	3.57	85.71	10.71	0.00	-	37.50	12.50	50.00	0.00	-	28.57	71.43	0.00	0.00	-	
Intersection %	1.20	45.78	1.20	0.00	48.19	1.20	28.92	3.61	0.00	33.73	3.61	1.20	4.82	0.00	9.64	2.41	6.02	0.00	0.00	8.43	

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

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 21
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Circle Rd (West)
Circle Rd (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.774541°, -82.488222°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Circle Rd (West)					Circle Rd (East)					
TIME	Left 21.1	Thru 21.2	Right 21.3	U-Turn 21.4	App Total	Left 21.5	Thru 21.6	Right 21.7	U-Turn 21.8	App Total	Left 21.9	Thru 21.10	Right 21.11	U-Turn 21.12	App Total	Left 21.13	Thru 21.14	Right 21.15	U-Turn 21.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0730 - 0745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	0	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
0800 - 0815	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
0815 - 0830	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	4	0	0	**4**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**7**
Grand Total	0	6	0	0	**6**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**10**
Approach %	0.00	100.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	60.00	0.00	0.00	60.00	0.00	40.00	0.00	0.00	40.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Circle Rd (West)					Circle Rd (East)					
TIME	Left 21.1	Thru 21.2	Right 21.3	U-Turn 21.4	App Total	Left 21.5	Thru 21.6	Right 21.7	U-Turn 21.8	App Total	Left 21.9	Thru 21.10	Right 21.11	U-Turn 21.12	App Total	Left 21.13	Thru 21.14	Right 21.15	U-Turn 21.16	App Total	Int Total
1400 - 1415	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	0	0	**3**	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
1500 - 1515	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1515 - 1530	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	**1**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
1600 - 1615	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1615 - 1630	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
1630 - 1645	0	1	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	3
1645 - 1700	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	3	0	0	**3**	0	2	2	0	**4**	1	0	0	0	**1**	0	0	0	0	**0**	**8**
1700 - 1715	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
1715 - 1730	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1730 - 1745	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	**1**	0	2	0	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	**4**
Grand Total	0	8	0	0	**8**	0	8	2	0	**10**	1	1	0	0	**2**	0	0	0	0	**0**	**20**
Approach %	0.00	100.00	0.00	0.00	-	0.00	80.00	20.00	0.00	-	50.00	50.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	40.00	0.00	0.00	40.00	0.00	40.00	10.00	0.00	50.00	5.00	5.00	0.00	0.00	10.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 21
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Circle Rd (West)
Circle Rd (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.774541°, -82.488222°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Circle Rd (West)					Circle Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	21.1	21.2	21.3	21.4	Total	21.5	21.6	21.7	21.8	Total	21.9	21.10	21.11	21.12	Total	21.13	21.14	21.15	21.16	Total	Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)
Bikes

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Circle Rd (West)					Circle Rd (East)					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	21.1	21.2	21.3	21.4	Total	21.5	21.6	21.7	21.8	Total	21.9	21.10	21.11	21.12	Total	21.13	21.14	21.15	21.16	Total	Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 21
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Circle Rd (West)
Circle Rd (East)

Date
Tuesday, May 23, 2023

Lat/Long
34.774541°, -82.488222°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Circle Rd (West)					Circle Rd (East)					
TIME	Left 21.1	Thru 21.2	Right 21.3	U-Turn 21.4	App Total	Left 21.5	Thru 21.6	Right 21.7	U-Turn 21.8	App Total	Left 21.9	Thru 21.10	Right 21.11	U-Turn 21.12	App Total	Left 21.13	Thru 21.14	Right 21.15	U-Turn 21.16	App Total	Int Total
0700 - 0715	2	2	0	0	4	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	7
0715 - 0730	0	3	0	0	3	0	2	0	0	2	4	0	1	0	5	0	0	0	0	0	10
0730 - 0745	0	1	0	0	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	5
0745 - 0800	0	3	0	0	3	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	7
Hourly Total	2	9	0	0	**11**	0	12	0	0	**12**	4	0	2	0	**6**	0	0	0	0	**0**	**29**
0800 - 0815	0	4	0	0	4	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	11
0815 - 0830	0	5	0	0	5	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	6
0830 - 0845	0	1	0	0	1	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	4
0845 - 0900	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	12	0	0	**12**	0	12	0	0	**12**	0	1	0	0	**1**	0	0	0	0	**0**	**25**
Grand Total	2	21	0	0	**23**	0	24	0	0	**24**	4	1	2	0	**7**	0	0	0	0	**0**	**54**
Approach %	8.70	91.30	0.00	0.00	-	0.00	100.00	0.00	0.00	-	57.14	14.29	28.57	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	3.70	38.89	0.00	0.00	42.59	0.00	44.44	0.00	0.00	44.44	7.41	1.85	3.70	0.00	12.96	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Circle Rd (West)					Circle Rd (East)					
TIME	Left 21.1	Thru 21.2	Right 21.3	U-Turn 21.4	App Total	Left 21.5	Thru 21.6	Right 21.7	U-Turn 21.8	App Total	Left 21.9	Thru 21.10	Right 21.11	U-Turn 21.12	App Total	Left 21.13	Thru 21.14	Right 21.15	U-Turn 21.16	App Total	Int Total
1400 - 1415	0	9	0	0	9	0	4	0	0	4	0	0	0	0	0	1	0	0	0	1	14
1415 - 1430	0	8	0	0	8	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	11
1430 - 1445	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	5
1445 - 1500	0	1	0	0	1	0	2	0	0	2	1	0	0	0	1	0	1	0	0	1	5
Hourly Total	0	20	0	0	**20**	0	10	0	0	**10**	2	0	0	0	**2**	1	2	0	0	**3**	**35**
1500 - 1515	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	0	0	0	0	0	3
1515 - 1530	0	2	0	0	2	0	1	2	0	3	0	1	0	0	1	0	2	0	0	2	8
1530 - 1545	1	1	0	0	2	0	3	0	0	3	0	0	1	0	1	0	0	0	0	0	6
1545 - 1600	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	1	4	0	0	**5**	0	6	2	0	**8**	1	1	2	0	**4**	0	2	0	0	**2**	**19**
1600 - 1615	0	4	1	0	5	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	9
1615 - 1630	0	2	0	0	2	0	2	0	0	2	1	0	1	0	2	0	0	0	0	0	6
1630 - 1645	0	4	0	0	4	0	1	2	0	3	0	0	0	0	0	0	0	0	0	0	7
1645 - 1700	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	13	1	0	**14**	0	7	2	0	**9**	1	0	1	0	**2**	1	1	0	0	**2**	**27**
1700 - 1715	0	3	0	0	3	0	4	0	0	4	0	1	1	0	2	0	0	0	0	0	9
1715 - 1730	0	2	0	0	2	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	4
1730 - 1745	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1745 - 1800	0	2	0	0	2	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	4
Hourly Total	0	9	0	0	**9**	1	9	1	0	**11**	0	1	1	0	**2**	0	0	0	0	**0**	**22**
Grand Total	1	46	1	0	**48**	1	32	5	0	**38**	4	2	4	0	**10**	2	5	0	0	**7**	**103**
Approach %	2.08	95.83	2.08	0.00	-	2.63	84.21	13.16	0.00	-	40.00	20.00	40.00	0.00	-	28.57	71.43	0.00	0.00	-	
Intersection %	0.97	44.66	0.97	0.00	46.60	0.97	31.07	4.85	0.00	36.89	3.88	1.94	3.88	0.00	9.71	1.94	4.85	0.00	0.00	6.80	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 21
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Circle Rd (West)
Circle Rd (East)

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.774541°, -82.488222°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Circle Rd (West)			Circle Rd (East)			
TIME	EB 21a	WB 21b	App Total	EB 21c	WB 21d	App Total	NB 21e	SB 21f	App Total	NB 21g	SB 21h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Circle Rd (West)			Circle Rd (East)			
TIME	EB 21a	WB 21b	App Total	EB 21c	WB 21d	App Total	NB 21e	SB 21f	App Total	NB 21g	SB 21h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	1	1	1
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	1	**1**	**1**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	100.00	

Crosswalk Counts || Bikes

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 21
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Circle Rd (West)
Circle Rd (East)

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.774541°, -82.488222°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Circle Rd (West)			Circle Rd (East)			
TIME	EB 21a	WB 21b	App Total	EB 21c	WB 21d	App Total	NB 21e	SB 21f	App Total	NB 21g	SB 21h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Circle Rd (West)			Circle Rd (East)			
TIME	EB 21a	WB 21b	App Total	EB 21c	WB 21d	App Total	NB 21e	SB 21f	App Total	NB 21g	SB 21h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 21
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Circle Rd (West)
Circle Rd (East)

Date
Tuesday, May 23, 2023

66°F

Weather
Fair
66°F

Lat/Long
34.774541°, -82.488222°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Circle Rd (West)			Circle Rd (East)			
TIME	EB 21a	WB 21b	App Total	EB 21c	WB 21d	App Total	NB 21e	SB 21f	App Total	NB 21g	SB 21h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Circle Rd (West)			Circle Rd (East)			
TIME	EB 21a	WB 21b	App Total	EB 21c	WB 21d	App Total	NB 21e	SB 21f	App Total	NB 21g	SB 21h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	Circle Rd (West) Eastbound			Circle Rd (East) Westbound			SC-81 Anderson Rd (South) Northbound			SC-81 Anderson Rd (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	29	14	2	2	1	0	2	95	0	0	26	6	177
07:15 AM - 07:30 AM	69	24	2	1	0	0	0	119	1	0	39	8	263
07:30 AM - 07:45 AM	104	21	4	2	0	0	4	178	1	0	60	12	386
07:45 AM - 08:00 AM	62	20	4	2	8	2	3	189	2	1	70	35	398
08:00 AM - 08:15 AM	31	3	2	2	3	2	4	121	1	0	63	14	246
08:15 AM - 08:30 AM	24	4	2	0	6	0	3	91	1	1	47	11	190
08:30 AM - 08:45 AM	16	13	1	0	3	1	0	99	2	0	37	11	183
08:45 AM - 09:00 AM	25	7	1	2	2	3	0	98	0	1	53	16	208
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	27	2	4	2	4	1	6	97	1	0	92	23	259
02:15 PM - 02:30 PM	20	1	2	0	5	1	4	79	4	0	94	28	238
02:30 PM - 02:45 PM	33	5	2	0	5	1	1	100	3	1	83	26	260
02:45 PM - 03:00 PM	29	2	3	1	9	0	3	90	1	0	109	25	272
03:00 PM - 03:15 PM	15	2	6	3	7	1	6	103	3	0	107	30	283
03:15 PM - 03:30 PM	29	5	6	0	6	0	0	103	1	2	92	33	277
03:30 PM - 03:45 PM	20	1	3	2	4	3	4	97	4	1	123	34	296
03:45 PM - 04:00 PM	15	3	6	4	10	1	0	90	1	0	118	30	278
04:00 PM - 04:15 PM	18	9	4	7	14	1	4	99	1	1	125	29	312
04:15 PM - 04:30 PM	22	4	6	3	10	1	0	116	4	0	165	21	352
04:30 PM - 04:45 PM	21	7	1	5	15	1	3	96	2	0	138	34	323
04:45 PM - 05:00 PM	28	4	3	2	10	1	2	121	4	0	133	43	351
05:00 PM - 05:15 PM	17	8	5	3	19	2	2	126	1	0	168	28	379
05:15 PM - 05:30 PM	22	3	2	5	13	1	2	102	0	0	146	32	329
05:30 PM - 05:45 PM	13	3	3	4	13	0	3	112	1	1	170	28	351
05:45 PM - 06:00 PM	16	5	2	3	5	0	3	111	0	2	157	29	333
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Powdersville Main						Pedmont Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	22.1	22.2	22.3		22.4	Total	22.5	22.6	22.7		22.8	Total	22.9	22.10	22.11		22.12	Total	22.13	22.14	22.15		22.16	Total	Total
0715 - 0730	24	160	0	-	0	184	10	40	2	-	0	52	0	12	5	-	0	17	2	40	22	-	0	64	317
0730 - 0745	39	240	3	-	0	282	24	74	2	-	0	100	0	19	6	-	0	25	2	44	38	-	0	84	491
0745 - 0800	29	211	5	-	0	245	31	80	5	-	0	116	4	19	15	-	0	38	1	28	48	-	0	77	476
0800 - 0815	12	138	2	-	0	152	20	64	0	-	0	84	5	18	16	-	0	39	4	14	22	-	0	40	315
Total	104	749	10	0	0	863	85	258	9	0	0	352	9	68	42	0	0	119	9	126	130	0	0	265	1599
Approach %	12.05	86.79	1.16	0.00	0.00	-	24.15	73.30	2.56	0.00	0.00	-	7.56	57.14	35.29	0.00	0.00	-	3.40	47.55	49.06	0.00	0.00	-	
PHF	0.67	0.78	0.50	0.00	0.00	**0.77**	0.69	0.81	0.45	0.00	0.00	**0.76**	0.45	0.89	0.66	0.00	0.00	**0.76**	0.56	0.72	0.68	0.00	0.00	**0.79**	**0.81**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Powdersville Main						Pedmont Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	22.1	22.2	22.3		22.4	Total	22.5	22.6	22.7		22.8	Total	22.9	22.10	22.11		22.12	Total	22.13	22.14	22.15		22.16	Total	Total
0715 - 0730	24	154	0	-	0	178	9	39	2	-	0	50	0	12	5	-	0	17	2	40	22	-	0	64	309
0730 - 0745	39	238	3	-	0	280	24	69	2	-	0	95	0	19	6	-	0	25	2	44	38	-	0	84	484
0745 - 0800	29	208	5	-	0	242	28	78	5	-	0	111	4	16	13	-	0	33	1	28	48	-	0	77	463
0800 - 0815	12	134	2	-	0	148	20	59	0	-	0	79	5	18	15	-	0	38	3	14	21	-	0	38	303
Total	104	734	10	0	0	848	81	245	9	0	0	335	9	65	39	0	0	113	8	126	129	0	0	263	1559
Approach %	12.26	86.56	1.18	0.00	0.00	-	24.18	73.13	2.69	0.00	0.00	-	7.96	57.52	34.51	0.00	0.00	-	3.04	47.91	49.05	0.00	0.00	-	
PHF	0.67	0.77	0.50	0.00	0.00	**0.76**	0.72	0.79	0.45	0.00	0.00	**0.75**	0.45	0.86	0.65	0.00	0.00	**0.74**	0.67	0.72	0.67	0.00	0.00	**0.78**	**0.81**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Powdersville Main						Pedmont Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	22.1	22.2	22.3		22.4	Total	22.5	22.6	22.7		22.8	Total	22.9	22.10	22.11		22.12	Total	22.13	22.14	22.15		22.16	Total	Total
0715 - 0730	0	6	0	-	0	6	1	1	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	8
0730 - 0745	0	1	0	-	0	1	0	5	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	6
0745 - 0800	0	3	0	-	0	3	2	1	0	-	0	3	0	3	2	-	0	5	0	0	0	-	0	0	11
0800 - 0815	0	3	0	-	0	3	0	3	0	-	0	3	0	0	1	-	0	1	1	0	1	-	0	2	9
Total	0	13	0	0	0	13	3	10	0	0	0	13	0	3	3	0	0	6	1	0	1	0	0	2	34
Approach %	0.00	100.00	0.00	0.00	0.00	-	23.08	76.92	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	50.00	0.00	50.00	0.00	0.00	-	
PHF	0.00	0.54	0.00	0.00	0.00	**0.54**	0.38	0.50	0.00	0.00	0.00	**0.65**	0.00	0.25	0.38	0.00	0.00	**0.30**	0.25	0.00	0.25	0.00	0.00	**0.25**	**0.77**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Powdersville Main						Pedmont Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	22.1	22.2	22.3		22.4	Total	22.5	22.6	22.7		22.8	Total	22.9	22.10	22.11		22.12	Total	22.13	22.14	22.15		22.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
0745 - 0800	0	0	0	-	0	0	1	1	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	2
0800 - 0815	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	3
Total	0	2	0	0	0	2	1	3	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	0.00	-	25.00	75.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.50	0.00	0.00	0.00	**0.50**	0.25	0.38	0.00	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.50**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Powdersville Main						Pedmont Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	22.1	22.2	22.3		22.4	Total	22.5	22.6	22.7		22.8	Total	22.9	22.10	22.11		22.12	Total	22.13	22.14	22.15		22.16	Total	Total
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Peak Hour Turning Movement Count

Anderson County, SC

Click here for Map

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Tuesday, May 23, 2023	
Period	1400 - 1800
Peak Hour	1645 - 1745

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



All vehicles

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Powdersville Main						Pedmont Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	22.1	22.2	22.3		22.4	Total	22.5	22.6	22.7		22.8	Total	22.9	22.10	22.11		22.12	Total	22.13	22.14	22.15		22.16	Total	Total
1645 - 1700	14	123	2	-	0	139	23	145	6	-	0	174	7	13	22	-	0	42	11	41	37	-	0	89	444
1700 - 1715	16	132	3	-	0	151	35	174	2	-	0	211	7	15	17	-	0	39	11	50	56	-	0	117	518
1715 - 1730	23	105	2	-	0	130	31	143	6	-	0	180	1	20	20	-	0	41	14	41	32	-	0	87	438
1730 - 1745	10	113	0	-	0	123	25	178	3	-	0	206	4	24	22	-	0	50	8	30	22	-	0	60	439
Total	63	473	7	0	0	543	114	640	17	0	0	771	19	72	81	0	0	172	44	162	147	0	0	353	1839
Approach %	11.60	87.11	1.29	0.00	0.00	-	14.79	83.01	2.20	0.00	0.00	-	11.05	41.86	47.09	0.00	0.00	-	12.46	45.89	41.64	0.00	0.00	-	
PHF	0.68	0.90	0.58	0.00	0.00	**0.90**	0.81	0.90	0.71	0.00	0.00	**0.91**	0.68	0.75	0.92	0.00	0.00	**0.86**	0.79	0.81	0.66	0.00	0.00	**0.75**	**0.89**

Passenger Vehicles (1-3)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Powdersville Main						Pedmont Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	22.1	22.2	22.3		22.4	Total	22.5	22.6	22.7		22.8	Total	22.9	22.10	22.11		22.12	Total	22.13	22.14	22.15		22.16	Total	Total
1645 - 1700	14	119	2	-	0	135	22	143	6	-	0	171	7	13	22	-	0	42	11	41	36	-	0	88	436
1700 - 1715	16	129	3	-	0	148	34	170	2	-	0	206	7	15	17	-	0	39	11	50	56	-	0	117	510
1715 - 1730	23	103	2	-	0	128	31	140	6	-	0	177	1	20	20	-	0	41	14	41	32	-	0	87	433
1730 - 1745	10	112	0	-	0	122	24	176	3	-	0	203	4	24	22	-	0	50	8	29	22	-	0	59	434
Total	63	463	7	0	0	533	111	629	17	0	0	757	19	72	81	0	0	172	44	161	146	0	0	351	1813
Approach %	11.82	86.87	1.31	0.00	0.00	-	14.66	83.09	2.25	0.00	0.00	-	11.05	41.86	47.09	0.00	0.00	-	12.54	45.87	41.60	0.00	0.00	-	
PHF	0.68	0.90	0.58	0.00	0.00	**0.90**	0.82	0.89	0.71	0.00	0.00	**0.92**	0.68	0.75	0.92	0.00	0.00	**0.86**	0.79	0.81	0.65	0.00	0.00	**0.75**	**0.89**

Single Unit Trucks (4-7)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Powdersville Main						Pedmont Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	22.1	22.2	22.3		22.4	Total	22.5	22.6	22.7		22.8	Total	22.9	22.10	22.11		22.12	Total	22.13	22.14	22.15		22.16	Total	Total
1645 - 1700	0	4	0	-	0	4	1	1	0	-	0	2	0	0	0	-	0	0	0	0	1	-	0	1	7
1700 - 1715	0	3	0	-	0	3	1	4	0	-	0	5	0	0	0	-	0	0	0	0	0	-	0	0	8
1715 - 1730	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	2
1730 - 1745	0	1	0	-	0	1	1	2	0	-	0	3	0	0	0	-	0	0	0	1	0	-	0	1	5
Total	0	9	0	0	0	9	3	8	0	0	0	11	0	0	0	0	0	0	0	1	1	0	0	2	22
Approach %	0.00	100.00	0.00	0.00	0.00	-	27.27	72.73	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	50.00	50.00	0.00	0.00	-	
PHF	0.00	0.56	0.00	0.00	0.00	**0.56**	0.75	0.50	0.00	0.00	0.00	**0.55**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.25	0.00	0.00	**0.50**	**0.69**

Combination Trucks (8-13)

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Powdersville Main						Pedmont Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	22.1	22.2	22.3		22.4	Total	22.5	22.6	22.7		22.8	Total	22.9	22.10	22.11		22.12	Total	22.13	22.14	22.15		22.16	Total	Total
1645 - 1700	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	1	0	-	0	1	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	3
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	1	0	0	0	1	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	4
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.38	0.00	0.00	0.00	**0.38**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.33**

Bikes

	Northbound						Southbound						Eastbound						Westbound						
	SC-81 Anderson Rd (South)						SC-81 Anderson Rd (North)						Powdersville Main						Pedmont Rd						
	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Left	Thru	Right		U-Turn	App	Int
Time	22.1	22.2	22.3		22.4	Total	22.5	22.6	22.7		22.8	Total	22.9	22.10	22.11		22.12	Total	22.13	22.14	22.15		22.16	Total	Total
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1730 - 1745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.00**

Classified Turn Movement Count || All vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 22
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Powdersville Main
Pedmont Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.776416°, -82.487748°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Powdersville Main					Pedmont Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	22.1	22.2	22.3	22.4	Total	22.5	22.6	22.7	22.8	Total	22.9	22.10	22.11	22.12	Total	22.13	22.14	22.15	22.16	Total	Total
0700 - 0715	13	111	0	0	124	5	25	0	0	30	4	10	5	0	19	2	11	17	0	30	203
0715 - 0730	24	160	0	0	184	10	40	2	0	52	0	12	5	0	17	2	40	22	0	64	317
0730 - 0745	39	240	3	0	282	24	74	2	0	100	0	19	6	0	25	2	44	38	0	84	491
0745 - 0800	29	211	5	0	245	31	80	5	0	116	4	19	15	0	38	1	28	48	0	77	476
Hourly Total	105	722	8	0	**835**	70	219	9	0	**298**	8	60	31	0	**99**	7	123	125	0	**255**	**1487**
0800 - 0815	12	138	2	0	152	20	64	0	0	84	5	18	16	0	39	4	14	22	0	40	315
0815 - 0830	7	110	0	0	117	10	47	2	0	59	2	3	8	0	13	1	9	16	0	26	215
0830 - 0845	10	110	0	0	120	9	42	5	0	56	3	11	6	0	20	1	8	15	0	24	220
0845 - 0900	8	118	0	0	126	10	59	5	0	74	9	5	9	0	23	1	12	21	0	34	257
Hourly Total	37	476	2	0	**515**	49	212	12	0	**273**	19	37	39	0	**95**	7	43	74	0	**124**	**1007**
Grand Total	142	1198	10	0	**1350**	119	431	21	0	**571**	27	97	70	0	**194**	14	166	199	0	**379**	**2494**
Approach %	10.52	88.74	0.74	0.00	-	20.84	75.48	3.68	0.00	-	13.92	50.00	36.08	0.00	-	3.69	43.80	52.51	0.00	-	
Intersection %	5.69	48.04	0.40	0.00	54.13	4.77	17.28	0.84	0.00	22.89	1.08	3.89	2.81	0.00	7.78	0.56	6.66	7.98	0.00	15.20	
Heavy Vehicle %	1	2	0	-	**2**	3	5	0	-	**4**	0	3	4	-	**3**	7	1	2	-	**2**	**2**
PHF	0.67	0.78	0.50	0.00	**0.77**	0.69	0.81	0.45	0.00	**0.76**	0.45	0.89	0.66	0.00	**0.76**	0.56	0.72	0.68	0.00	**0.79**	**0.81**

1400 - 1800 (Weekday 4h Session) (05-23-2023)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Powdersville Main					Pedmont Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	22.1	22.2	22.3	22.4	Total	22.5	22.6	22.7	22.8	Total	22.9	22.10	22.11	22.12	Total	22.13	22.14	22.15	22.16	Total	Total
1400 - 1415	7	115	3	0	125	22	113	2	0	137	2	8	6	0	16	4	18	29	0	51	329
1415 - 1430	13	82	1	0	96	28	115	4	0	147	0	2	0	0	2	1	28	22	0	51	296
1430 - 1445	14	114	2	0	130	31	103	15	0	149	5	3	1	0	9	6	16	23	0	45	333
1445 - 1500	15	107	2	0	124	43	125	11	0	179	7	11	11	1	30	3	18	20	0	41	374
Hourly Total	49	418	8	0	**475**	124	456	32	0	**612**	14	24	18	1	**57**	14	80	94	0	**188**	**1332**
1500 - 1515	12	106	0	0	118	29	116	4	0	149	3	13	8	0	24	7	22	27	0	56	347
1515 - 1530	9	120	2	0	131	36	107	3	0	146	0	14	19	0	33	5	27	24	0	56	366
1530 - 1545	7	112	0	0	119	32	138	4	0	174	2	18	23	0	43	6	21	31	0	58	394
1545 - 1600	8	96	1	0	105	29	105	4	0	138	3	22	18	0	43	12	27	25	0	64	350
Hourly Total	36	434	3	0	**473**	126	466	15	0	**607**	8	67	68	0	**143**	30	97	107	0	**234**	**1457**
1600 - 1615	6	112	1	0	119	34	135	3	0	172	6	11	20	0	37	11	32	35	0	78	406
1615 - 1630	20	118	2	0	140	28	152	1	0	181	1	18	15	0	34	9	26	31	0	66	421
1630 - 1645	15	102	0	0	117	24	150	2	0	176	3	10	18	0	31	7	43	36	0	86	410
1645 - 1700	14	123	2	0	139	23	145	6	0	174	7	13	22	0	42	11	41	37	0	89	444
Hourly Total	55	455	5	0	**515**	109	582	12	0	**703**	17	52	75	0	**144**	38	142	139	0	**319**	**1681**
1700 - 1715	16	132	3	0	151	35	174	2	0	211	7	15	17	0	39	11	50	56	0	117	518
1715 - 1730	23	105	2	0	130	31	143	6	0	180	1	20	20	0	41	14	41	32	0	87	438
1730 - 1745	10	113	0	0	123	25	178	3	0	206	4	24	22	0	50	8	30	22	0	60	439
1745 - 1800	9	113	3	0	125	18	154	3	0	175	2	17	16	0	35	5	40	24	0	69	404
Hourly Total	58	463	8	0	**529**	109	649	14	0	**772**	14	76	75	0	**165**	38	161	134	0	**333**	**1799**
Grand Total	198	1770	24	0	**1992**	468	2153	73	0	**2694**	53	219	236	1	**509**	120	480	474	0	**1074**	**6269**
Approach %	9.94	88.86	1.20	0.00	-	17.37	79.92	2.71	0.00	-	10.41	43.03	46.37	0.20	-	11.17	44.69	44.13	0.00	-	
Intersection %	3.16	28.23	0.38	0.00	31.78	7.47	34.34	1.16	0.00	42.97	0.85	3.49	3.76	0.02	8.12	1.91	7.66	7.56	0.00	17.13	
Heavy Vehicle %	3	2	4	-	**3**	3	2	0	-	**2**	2	2	1	0	**2**	2	1	2	-	**2**	**2**
PHF	0.68	0.90	0.58	0.00	**0.90**	0.81	0.90	0.71	0.00	**0.91**	0.68	0.75	0.92	0.00	**0.86**	0.79	0.81	0.66	0.00	**0.75**	**0.89**

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

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 22
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Powdersville Main
Pedmont Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.776416°, -82.487748°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound SC-81 Anderson Rd (South)					Southbound SC-81 Anderson Rd (North)					Eastbound Powdersville Main					Westbound Pedmont Rd					
TIME	Left 22.1	Thru 22.2	Right 22.3	U-Turn 22.4	App Total	Left 22.5	Thru 22.6	Right 22.7	U-Turn 22.8	App Total	Left 22.9	Thru 22.10	Right 22.11	U-Turn 22.12	App Total	Left 22.13	Thru 22.14	Right 22.15	U-Turn 22.16	App Total	Int Total
0700 - 0715	13	109	0	0	122	5	23	0	0	28	4	10	5	0	19	2	11	16	0	29	198
0715 - 0730	24	154	0	0	178	9	39	2	0	50	0	12	5	0	17	2	40	22	0	64	309
0730 - 0745	39	238	3	0	280	24	69	2	0	95	0	19	6	0	25	2	44	38	0	84	484
0745 - 0800	29	208	5	0	242	28	78	5	0	111	4	16	13	0	33	1	28	48	0	77	463
Hourly Total	105	709	8	0	**822**	66	209	9	0	**284**	8	57	29	0	**94**	7	123	124	0	**254**	**1454**
0800 - 0815	12	134	2	0	148	20	59	0	0	79	5	18	15	0	38	3	14	21	0	38	303
0815 - 0830	6	107	0	0	113	10	45	2	0	57	2	3	8	0	13	1	7	15	0	23	206
0830 - 0845	10	109	0	0	119	9	41	5	0	55	3	11	6	0	20	1	8	14	0	23	217
0845 - 0900	7	116	0	0	123	10	57	5	0	72	9	5	9	0	23	1	12	21	0	34	252
Hourly Total	35	466	2	0	**503**	49	202	12	0	**263**	19	37	38	0	**94**	6	41	71	0	**118**	**978**
Grand Total	140	1175	10	0	**1325**	115	411	21	0	**547**	27	94	67	0	**188**	13	164	195	0	**372**	**2432**
Approach %	10.57	88.68	0.75	0.00	-	21.02	75.14	3.84	0.00	-	14.36	50.00	35.64	0.00	-	3.49	44.09	52.42	0.00	-	
Intersection %	5.76	48.31	0.41	0.00	54.48	4.73	16.90	0.86	0.00	22.49	1.11	3.87	2.75	0.00	7.73	0.53	6.74	8.02	0.00	15.30	

1400 - 1800 (Weekday 4h Session) (05-23-2023)
Passenger Vehicles (1-3)

	Northbound SC-81 Anderson Rd (South)					Southbound SC-81 Anderson Rd (North)					Eastbound Powdersville Main					Westbound Pedmont Rd					
TIME	Left 22.1	Thru 22.2	Right 22.3	U-Turn 22.4	App Total	Left 22.5	Thru 22.6	Right 22.7	U-Turn 22.8	App Total	Left 22.9	Thru 22.10	Right 22.11	U-Turn 22.12	App Total	Left 22.13	Thru 22.14	Right 22.15	U-Turn 22.16	App Total	Int Total
1400 - 1415	7	107	2	0	116	21	109	2	0	132	2	7	6	0	15	4	18	28	0	50	313
1415 - 1430	13	73	1	0	87	27	113	4	0	144	0	2	0	0	2	1	27	22	0	50	283
1430 - 1445	14	113	2	0	129	31	100	15	0	146	5	3	1	0	9	6	16	23	0	45	329
1445 - 1500	15	104	2	0	121	42	124	11	0	177	7	11	11	1	30	3	18	20	0	41	369
Hourly Total	49	397	7	0	**453**	121	446	32	0	**599**	14	23	18	1	**56**	14	79	93	0	**186**	**1294**
1500 - 1515	12	105	0	0	117	27	115	4	0	146	3	13	8	0	24	7	21	25	0	53	340
1515 - 1530	9	119	2	0	130	35	105	3	0	143	0	14	19	0	33	5	26	24	0	55	361
1530 - 1545	6	112	0	0	118	32	135	4	0	171	2	17	23	0	42	5	20	30	0	55	386
1545 - 1600	7	95	1	0	103	29	104	4	0	137	3	21	18	0	42	12	27	25	0	64	346
Hourly Total	34	431	3	0	**468**	123	459	15	0	**597**	8	65	68	0	**141**	29	94	104	0	**227**	**1433**
1600 - 1615	6	108	1	0	115	32	132	3	0	167	5	11	20	0	36	11	31	33	0	75	393
1615 - 1630	18	117	2	0	137	26	150	1	0	177	1	17	15	0	33	9	26	30	0	65	412
1630 - 1645	15	99	0	0	114	24	149	2	0	175	3	9	18	0	30	6	42	35	0	83	402
1645 - 1700	14	119	2	0	135	22	143	6	0	171	7	13	22	0	42	11	41	36	0	88	436
Hourly Total	53	443	5	0	**501**	104	574	12	0	**690**	16	50	75	0	**141**	37	140	134	0	**311**	**1643**
1700 - 1715	16	129	3	0	148	34	170	2	0	206	7	15	17	0	39	11	50	56	0	117	510
1715 - 1730	23	103	2	0	128	31	140	6	0	177	1	20	20	0	41	14	41	32	0	87	433
1730 - 1745	10	112	0	0	122	24	176	3	0	203	4	24	22	0	50	8	29	22	0	59	434
1745 - 1800	8	111	3	0	122	18	154	3	0	175	2	17	14	0	33	5	40	24	0	69	399
Hourly Total	57	455	8	0	**520**	107	640	14	0	**761**	14	76	73	0	**163**	38	160	134	0	**332**	**1776**
Grand Total	193	1726	23	0	**1942**	455	2119	73	0	**2647**	52	214	234	1	**501**	118	473	465	0	**1056**	**6146**
Approach %	9.94	88.88	1.18	0.00	-	17.19	80.05	2.76	0.00	-	10.38	42.71	46.71	0.20	-	11.17	44.79	44.03	0.00	-	
Intersection %	3.14	28.08	0.37	0.00	31.60	7.40	34.48	1.19	0.00	43.07	0.85	3.48	3.81	0.02	8.15	1.92	7.70	7.57	0.00	17.18	

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

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 22
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Powdersville Main
Pedmont Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.776416°, -82.487748°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Powdersville Main					Pedmont Rd					
TIME	Left 22.1	Thru 22.2	Right 22.3	U-Turn 22.4	App Total	Left 22.5	Thru 22.6	Right 22.7	U-Turn 22.8	App Total	Left 22.9	Thru 22.10	Right 22.11	U-Turn 22.12	App Total	Left 22.13	Thru 22.14	Right 22.15	U-Turn 22.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	4
0715 - 0730	0	6	0	0	6	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	8
0730 - 0745	0	1	0	0	1	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	6
0745 - 0800	0	3	0	0	3	2	1	0	0	3	0	3	2	0	5	0	0	0	0	0	11
Hourly Total	0	11	0	0	**11**	3	9	0	0	**12**	0	3	2	0	**5**	0	0	1	0	**1**	**29**
0800 - 0815	0	3	0	0	3	0	3	0	0	3	0	0	1	0	1	1	0	1	0	2	9
0815 - 0830	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	7
0830 - 0845	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	2
0845 - 0900	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
Hourly Total	2	6	0	0	**8**	0	7	0	0	**7**	0	0	1	0	**1**	1	1	3	0	**5**	**21**
Grand Total	2	17	0	0	**19**	3	16	0	0	**19**	0	3	3	0	**6**	1	1	4	0	**6**	**50**
Approach %	10.53	89.47	0.00	0.00	-	15.79	84.21	0.00	0.00	-	0.00	50.00	50.00	0.00	-	16.67	16.67	66.67	0.00	-	
Intersection %	4.00	34.00	0.00	0.00	38.00	6.00	32.00	0.00	0.00	38.00	0.00	6.00	6.00	0.00	12.00	2.00	2.00	8.00	0.00	12.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)
Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Powdersville Main					Pedmont Rd					
TIME	Left 22.1	Thru 22.2	Right 22.3	U-Turn 22.4	App Total	Left 22.5	Thru 22.6	Right 22.7	U-Turn 22.8	App Total	Left 22.9	Thru 22.10	Right 22.11	U-Turn 22.12	App Total	Left 22.13	Thru 22.14	Right 22.15	U-Turn 22.16	App Total	Int Total
1400 - 1415	0	5	1	0	6	1	3	0	0	4	0	1	0	0	1	0	0	1	0	1	12
1415 - 1430	0	9	0	0	9	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	12
1430 - 1445	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1445 - 1500	0	3	0	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	18	1	0	**19**	2	9	0	0	**11**	0	1	0	0	**1**	0	1	1	0	**2**	**33**
1500 - 1515	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	0	1	2	0	3	6
1515 - 1530	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	4
1530 - 1545	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	1	1	1	0	3	6
1545 - 1600	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Hourly Total	2	2	0	0	**4**	3	4	0	0	**7**	0	2	0	0	**2**	1	3	3	0	**7**	**20**
1600 - 1615	0	3	0	0	3	1	2	0	0	3	1	0	0	0	1	0	1	2	0	3	10
1615 - 1630	2	0	0	0	2	2	1	0	0	3	0	1	0	0	1	0	0	1	0	1	7
1630 - 1645	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	0	3	4
1645 - 1700	0	4	0	0	4	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	7
Hourly Total	2	8	0	0	**10**	4	4	0	0	**8**	1	1	0	0	**2**	1	2	5	0	**8**	**28**
1700 - 1715	0	3	0	0	3	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	8
1715 - 1730	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1730 - 1745	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	5
1745 - 1800	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	5
Hourly Total	1	7	0	0	**8**	2	7	0	0	**9**	0	0	2	0	**2**	0	1	0	0	**1**	**20**
Grand Total	5	35	1	0	**41**	11	24	0	0	**35**	1	4	2	0	**7**	2	7	9	0	**18**	**101**
Approach %	12.20	85.37	2.44	0.00	-	31.43	68.57	0.00	0.00	-	14.29	57.14	28.57	0.00	-	11.11	38.89	50.00	0.00	-	
Intersection %	4.95	34.65	0.99	0.00	40.59	10.89	23.76	0.00	0.00	34.65	0.99	3.96	1.98	0.00	6.93	1.98	6.93	8.91	0.00	17.82	

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

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 22
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Powdersville Main
Pedmont Rd

Date
Tuesday, May 23, 2023

Lat/Long
34.776416°, -82.487748°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Powdersville Main					Pedmont Rd					
TIME	Left 22.1	Thru 22.2	Right 22.3	U-Turn 22.4	App Total	Left 22.5	Thru 22.6	Right 22.7	U-Turn 22.8	App Total	Left 22.9	Thru 22.10	Right 22.11	U-Turn 22.12	App Total	Left 22.13	Thru 22.14	Right 22.15	U-Turn 22.16	App Total	Int Total
0700 - 0715	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0745 - 0800	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	2	0	0	**2**	1	1	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
0800 - 0815	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
0815 - 0830	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
0830 - 0845	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0845 - 0900	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Hourly Total	0	4	0	0	**4**	0	3	0	0	**3**	0	0	0	0	**0**	0	1	0	0	**1**	**8**
Grand Total	0	6	0	0	**6**	1	4	0	0	**5**	0	0	0	0	**0**	0	1	0	0	**1**	**12**
Approach %	0.00	100.00	0.00	0.00	-	20.00	80.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	-	
Intersection %	0.00	50.00	0.00	0.00	50.00	8.33	33.33	0.00	0.00	41.67	0.00	0.00	0.00	0.00	0.00	0.00	8.33	0.00	0.00	8.33	

1400 - 1800 (Weekday 4h Session) (05-23-2023)
Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Powdersville Main					Pedmont Rd					
TIME	Left 22.1	Thru 22.2	Right 22.3	U-Turn 22.4	App Total	Left 22.5	Thru 22.6	Right 22.7	U-Turn 22.8	App Total	Left 22.9	Thru 22.10	Right 22.11	U-Turn 22.12	App Total	Left 22.13	Thru 22.14	Right 22.15	U-Turn 22.16	App Total	Int Total
1400 - 1415	0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
1415 - 1430	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	3	0	0	**3**	1	1	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**5**
1500 - 1515	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1515 - 1530	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1530 - 1545	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	**1**	0	3	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**4**
1600 - 1615	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1615 - 1630	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
1630 - 1645	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
1645 - 1700	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	4	0	0	**4**	1	4	0	0	**5**	0	1	0	0	**1**	0	0	0	0	**0**	**10**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	3
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	0	**1**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
Grand Total	0	9	0	0	**9**	2	10	0	0	**12**	0	1	0	0	**1**	0	0	0	0	**0**	**22**
Approach %	0.00	100.00	0.00	0.00	-	16.67	83.33	0.00	0.00	-	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	40.91	0.00	0.00	40.91	9.09	45.45	0.00	0.00	54.55	0.00	4.55	0.00	0.00	4.55	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || Bikes

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 22
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Powdersville Main
Pedmont Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F

Lat/Long
34.776416°, -82.487748°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Powdersville Main					Pedmont Rd					
TIME	Left 22.1	Thru 22.2	Right 22.3	U-Turn 22.4	App Total	Left 22.5	Thru 22.6	Right 22.7	U-Turn 22.8	App Total	Left 22.9	Thru 22.10	Right 22.11	U-Turn 22.12	App Total	Left 22.13	Thru 22.14	Right 22.15	U-Turn 22.16	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Powdersville Main					Pedmont Rd					
TIME	Left 22.1	Thru 22.2	Right 22.3	U-Turn 22.4	App Total	Left 22.5	Thru 22.6	Right 22.7	U-Turn 22.8	App Total	Left 22.9	Thru 22.10	Right 22.11	U-Turn 22.12	App Total	Left 22.13	Thru 22.14	Right 22.15	U-Turn 22.16	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Grand Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
Approach %	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All Trucks (4-13)

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Anderson County, SC

Site 22
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Powdersville Main
Pedmont Rd

Date
Tuesday, May 23, 2023

Lat/Long
34.776416°, -82.487748°

Weather
Fair
66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Powdersville Main					Pedmont Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	22.1	22.2	22.3	22.4	Total	22.5	22.6	22.7	22.8	Total	22.9	22.10	22.11	22.12	Total	22.13	22.14	22.15	22.16	Total	Total
0700 - 0715	0	2	0	0	2	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	5
0715 - 0730	0	6	0	0	6	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	8
0730 - 0745	0	2	0	0	2	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	7
0745 - 0800	0	3	0	0	3	3	2	0	0	5	0	3	2	0	5	0	0	0	0	0	13
Hourly Total	0	13	0	0	**13**	4	10	0	0	**14**	0	3	2	0	**5**	0	0	1	0	**1**	**33**
0800 - 0815	0	4	0	0	4	0	5	0	0	5	0	0	1	0	1	1	0	1	0	2	12
0815 - 0830	1	3	0	0	4	0	2	0	0	2	0	0	0	0	0	0	2	1	0	3	9
0830 - 0845	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	3
0845 - 0900	1	2	0	0	3	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	2	10	0	0	**12**	0	10	0	0	**10**	0	0	1	0	**1**	1	2	3	0	**6**	**29**
Grand Total	2	23	0	0	**25**	4	20	0	0	**24**	0	3	3	0	**6**	1	2	4	0	**7**	**62**
Approach %	8.00	92.00	0.00	0.00	-	16.67	83.33	0.00	0.00	-	0.00	50.00	50.00	0.00	-	14.29	28.57	57.14	0.00	-	
Intersection %	3.23	37.10	0.00	0.00	40.32	6.45	32.26	0.00	0.00	38.71	0.00	4.84	4.84	0.00	9.68	1.61	3.23	6.45	0.00	11.29	

1400 - 1800 (Weekday 4h Session) (05-23-2023)
All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	SC-81 Anderson Rd (South)					SC-81 Anderson Rd (North)					Powdersville Main					Pedmont Rd					
	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Left	Thru	Right	U-Turn	App	Int
TIME	22.1	22.2	22.3	22.4	Total	22.5	22.6	22.7	22.8	Total	22.9	22.10	22.11	22.12	Total	22.13	22.14	22.15	22.16	Total	Total
1400 - 1415	0	8	1	0	9	1	4	0	0	5	0	1	0	0	1	0	0	1	0	1	16
1415 - 1430	0	9	0	0	9	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	13
1430 - 1445	0	1	0	0	1	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	4
1445 - 1500	0	3	0	0	3	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	5
Hourly Total	0	21	1	0	**22**	3	10	0	0	**13**	0	1	0	0	**1**	0	1	1	0	**2**	**38**
1500 - 1515	0	1	0	0	1	2	1	0	0	3	0	0	0	0	0	0	1	2	0	3	7
1515 - 1530	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	5
1530 - 1545	1	0	0	0	1	0	3	0	0	3	0	1	0	0	1	1	1	1	0	3	8
1545 - 1600	1	1	0	0	2	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Hourly Total	2	3	0	0	**5**	3	7	0	0	**10**	0	2	0	0	**2**	1	3	3	0	**7**	**24**
1600 - 1615	0	4	0	0	4	2	3	0	0	5	1	0	0	0	1	0	1	2	0	3	13
1615 - 1630	2	1	0	0	3	2	2	0	0	4	0	1	0	0	1	0	0	1	0	1	9
1630 - 1645	0	3	0	0	3	0	1	0	0	1	0	1	0	0	1	1	1	1	0	3	8
1645 - 1700	0	4	0	0	4	1	2	0	0	3	0	0	0	0	0	0	0	1	0	1	8
Hourly Total	2	12	0	0	**14**	5	8	0	0	**13**	1	2	0	0	**3**	1	2	5	0	**8**	**38**
1700 - 1715	0	3	0	0	3	1	4	0	0	5	0	0	0	0	0	0	0	0	0	0	8
1715 - 1730	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	5
1730 - 1745	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	5
1745 - 1800	1	2	0	0	3	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	5
Hourly Total	1	8	0	0	**9**	2	9	0	0	**11**	0	0	2	0	**2**	0	1	0	0	**1**	**23**
Grand Total	5	44	1	0	**50**	13	34	0	0	**47**	1	5	2	0	**8**	2	7	9	0	**18**	**123**
Approach %	10.00	88.00	2.00	0.00	-	27.66	72.34	0.00	0.00	-	12.50	62.50	25.00	0.00	-	11.11	38.89	50.00	0.00	-	
Intersection %	4.07	35.77	0.81	0.00	40.65	10.57	27.64	0.00	0.00	38.21	0.81	4.07	1.63	0.00	6.50	1.63	5.69	7.32	0.00	14.63	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

Anderson County, SC

www.marrtraffic.com

Site 22
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Powdersville Main
Pedmont Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.776416°, -82.487748°

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Powdersville Main			Pedmont Rd			
TIME	EB 22a	WB 22b	App Total	EB 22c	WB 22d	App Total	NB 22e	SB 22f	App Total	NB 22g	SB 22h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Powdersville Main			Pedmont Rd			
TIME	EB 22a	WB 22b	App Total	EB 22c	WB 22d	App Total	NB 22e	SB 22f	App Total	NB 22g	SB 22h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Bikes

Anderson County, SC

Marr Traffic DATA COLLECTION
www.marrtraffic.com

Site 22
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Powdersville Main
Pedmont Rd

Date
Tuesday, May 23, 2023

Weather
Fair
66°F 66°F

Lat/Long
34.776416°, -82.487748°

0700 - 0900 (Weekday 2h Session) (05-23-2023)
Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Powdersville Main			Pedmont Rd			
TIME	EB 22a	WB 22b	App Total	EB 22c	WB 22d	App Total	NB 22e	SB 22f	App Total	NB 22g	SB 22h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)
Bikes

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Powdersville Main			Pedmont Rd			
TIME	EB 22a	WB 22b	App Total	EB 22c	WB 22d	App Total	NB 22e	SB 22f	App Total	NB 22g	SB 22h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Anderson County, SC

Site 22
SC-81 Anderson Rd (South)
SC-81 Anderson Rd (North)
Powdersville Main
Pedmont Rd

Date
Tuesday, May 23, 2023

Lat/Long
34.776416°, -82.487748°

Weather
Fair
66°F 66°F

0700 - 0900 (Weekday 2h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Powdersville Main			Pedmont Rd			
TIME	EB 22a	WB 22b	App Total	EB 22c	WB 22d	App Total	NB 22e	SB 22f	App Total	NB 22g	SB 22h	App Total	Int Total
0700 - 0715	0	0	0	0	0	0	0	0	0	0	0	0	0
0715 - 0730	0	0	0	0	0	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	0	0	0	0	0	0	0	0	0	0
0745 - 0800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	0	0
0815 - 0830	0	0	0	0	0	0	0	0	0	0	0	0	0
0830 - 0845	0	0	0	0	0	0	0	0	0	0	0	0	0
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

1400 - 1800 (Weekday 4h Session) (05-23-2023)

Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	SC-81 Anderson Rd (South)			SC-81 Anderson Rd (North)			Powdersville Main			Pedmont Rd			
TIME	EB 22a	WB 22b	App Total	EB 22c	WB 22d	App Total	NB 22e	SB 22f	App Total	NB 22g	SB 22h	App Total	Int Total
1400 - 1415	0	0	0	0	0	0	0	0	0	0	0	0	0
1415 - 1430	0	0	0	0	0	0	0	0	0	0	0	0	0
1430 - 1445	0	0	0	0	0	0	0	0	0	0	0	0	0
1445 - 1500	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1500 - 1515	0	0	0	0	0	0	0	0	0	0	0	0	0
1515 - 1530	0	0	0	0	0	0	0	0	0	0	0	0	0
1530 - 1545	0	0	0	0	0	0	0	0	0	0	0	0	0
1545 - 1600	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1600 - 1615	0	0	0	0	0	0	0	0	0	0	0	0	0
1615 - 1630	0	0	0	0	0	0	0	0	0	0	0	0	0
1630 - 1645	0	0	0	0	0	0	0	0	0	0	0	0	0
1645 - 1700	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1700 - 1715	0	0	0	0	0	0	0	0	0	0	0	0	0
1715 - 1730	0	0	0	0	0	0	0	0	0	0	0	0	0
1730 - 1745	0	0	0	0	0	0	0	0	0	0	0	0	0
1745 - 1800	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 5/23/2023	Powdersville Main Eastbound			Pedmont Rd Westbound			SC-81 Anderson Rd (South) Northbound			SC-81 Anderson Rd (North) Southbound			
Time	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**	**Total**
15 Minute Totals													
12:00 AM - 12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM - 12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM - 12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM - 01:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 AM - 01:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 AM - 01:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 AM - 01:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 AM - 02:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 AM - 02:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 AM - 02:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 AM - 02:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 AM - 03:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 AM - 03:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 AM - 03:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 AM - 03:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 AM - 04:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 AM - 04:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 AM - 04:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 AM - 04:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 AM - 05:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 AM - 05:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 AM - 05:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 AM - 05:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 AM - 06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 AM - 06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM - 06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM - 06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM - 07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM - 07:15 AM	4	10	5	2	11	17	13	111	0	5	25	0	203
07:15 AM - 07:30 AM	0	12	5	2	40	22	24	160	0	10	40	2	317
07:30 AM - 07:45 AM	0	19	6	2	44	38	39	240	3	24	74	2	491
07:45 AM - 08:00 AM	4	19	15	1	28	48	29	211	5	31	80	5	476
08:00 AM - 08:15 AM	5	18	16	4	14	22	12	138	2	20	64	0	315
08:15 AM - 08:30 AM	2	3	8	1	9	16	7	110	0	10	47	2	215
08:30 AM - 08:45 AM	3	11	6	1	8	15	10	110	0	9	42	5	220
08:45 AM - 09:00 AM	9	5	9	1	12	21	8	118	0	10	59	5	257
09:00 AM - 09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM - 09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM - 09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM - 10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM - 10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM - 10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM - 10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM - 11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM - 11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM - 11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM - 11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM - 12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM - 12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM - 12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM - 01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM - 01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM - 01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM - 01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM - 02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM - 02:15 PM	2	8	6	4	18	29	7	115	3	22	113	2	329
02:15 PM - 02:30 PM	0	2	0	1	28	22	13	82	1	28	115	4	296
02:30 PM - 02:45 PM	5	3	1	6	16	23	14	114	2	31	103	15	333
02:45 PM - 03:00 PM	7	11	11	3	18	20	15	107	2	43	125	11	374
03:00 PM - 03:15 PM	3	13	8	7	22	27	12	106	0	29	116	4	347
03:15 PM - 03:30 PM	0	14	19	5	27	24	9	120	2	36	107	3	366
03:30 PM - 03:45 PM	2	18	23	6	21	31	7	112	0	32	138	4	394
03:45 PM - 04:00 PM	3	22	18	12	27	25	8	96	1	29	105	4	350
04:00 PM - 04:15 PM	6	11	20	11	32	35	6	112	1	34	135	3	406
04:15 PM - 04:30 PM	1	18	15	9	26	31	20	118	2	28	152	1	421
04:30 PM - 04:45 PM	3	10	18	7	43	36	15	102	0	24	150	2	410
04:45 PM - 05:00 PM	7	13	22	11	41	37	14	123	2	23	145	6	444
05:00 PM - 05:15 PM	7	15	17	11	50	56	16	132	3	35	174	2	518
05:15 PM - 05:30 PM	1	20	20	14	41	32	23	105	2	31	143	6	438
05:30 PM - 05:45 PM	4	24	22	8	30	22	10	113	0	25	178	3	439
05:45 PM - 06:00 PM	2	17	16	5	40	24	9	113	3	18	154	3	404
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix C – Crash Data

crash_num	jurisdiction	county	date	time	number_o	collision_t	persons_ki	persons_in	on_route_
17518553	S.C. HIGHV	Anderson	########	2105	4	Injury	0	1	SC Primary
17521974	S.C. HIGHV	Anderson	########	1934	2	Property D	0	0	SC Primary
17523297	S.C. HIGHV	Anderson	3/5/2017	1854	2	Injury	0	1	SC Primary
17525391	S.C. HIGHV	Anderson	########	2352	1	Property D	0	0	SC Primary
17526959	S.C. HIGHV	Anderson	########	2024	2	Property D	0	0	SC Primary
17535983	S.C. HIGHV	Anderson	########	1756	2	Property D	0	0	SC Primary
17539597	S.C. HIGHV	Anderson	4/6/2017	1610	2	Property D	0	0	SC Primary
17546777	S.C. HIGHV	Anderson	########	1330	2	Property D	0	0	SC Primary
17547596	S.C. HIGHV	Anderson	########	1205	1	Property D	0	0	SC Primary
17550460	S.C. HIGHV	Anderson	########	255	1	Property D	0	0	SC Primary
17553867	S.C. HIGHV	Anderson	5/6/2017	1230	2	Injury	0	1	SC Primary
17559095	S.C. HIGHV	Anderson	########	1050	1	Property D	0	0	SC Primary
17563632	S.C. HIGHV	Anderson	########	1850	2	Property D	0	0	SC Primary
17564140	S.C. HIGHV	Anderson	########	848	2	Property D	0	0	SC Primary
17566914	S.C. HIGHV	Anderson	########	1745	2	Injury	0	2	SC Primary
17574817	S.C. HIGHV	Anderson	########	2222	1	Property D	0	0	SC Primary
17576523	S.C. HIGHV	Anderson	########	1015	2	Injury	0	2	SC Primary
17591547	S.C. HIGHV	Anderson	7/4/2017	1902	1	Property D	0	0	SC Primary
17591634	S.C. HIGHV	Anderson	########	1722	2	Property D	0	0	SC Primary
17591715	S.C. HIGHV	Anderson	########	1225	2	Property D	0	0	SC Primary
17593471	S.C. HIGHV	Anderson	########	1721	2	Property D	0	0	SC Primary
17619158	S.C. HIGHV	Anderson	########	1533	1	Property D	0	0	SC Primary
17628103	S.C. HIGHV	Anderson	########	2220	1	Property D	0	0	SC Primary
17630021	S.C. HIGHV	Anderson	########	2015	2	Injury	0	1	SC Primary
17634388	S.C. HIGHV	Anderson	########	2210	2	Injury	0	1	SC Primary
17636915	S.C. HIGHV	Anderson	########	1248	2	Property D	0	0	SC Primary
17636969	S.C. HIGHV	Anderson	########	755	2	Property D	0	0	SC Primary
17638298	S.C. HIGHV	Anderson	########	602	1	Property D	0	0	SC Primary
17650301	S.C. HIGHV	Anderson	########	1617	1	Injury	0	1	SC Primary
17650950	S.C. HIGHV	Anderson	########	1704	2	Injury	0	1	SC Primary
17654946	S.C. HIGHV	Anderson	########	840	2	Property D	0	0	SC Primary
17655101	S.C. HIGHV	Anderson	########	605	2	Injury	0	2	SC Primary
17655884	S.C. HIGHV	Anderson	########	1755	3	Property D	0	0	SC Primary
17658726	S.C. HIGHV	Anderson	########	1255	2	Property D	0	0	SC Primary
17662682	S.C. HIGHV	Anderson	########	1500	2	Injury	0	1	SC Primary
17676076	S.C. HIGHV	Anderson	########	1525	2	Property D	0	0	SC Primary
17676209	S.C. HIGHV	Anderson	########	1702	2	Injury	0	3	SC Primary
18503003	S.C. HIGHV	Anderson	########	1450	3	Property D	0	0	SC Primary
18504655	S.C. HIGHV	Anderson	1/9/2018	1347	2	Property D	0	0	Secondary
18505674	S.C. HIGHV	Anderson	########	1502	3	Injury	0	1	SC Primary
18515264	S.C. HIGHV	Anderson	2/9/2018	735	4	Injury	0	1	SC Primary
18516559	S.C. HIGHV	Anderson	########	1558	2	Property D	0	0	SC Primary
18521971	S.C. HIGHV	Anderson	########	1520	2	Property D	0	0	SC Primary
18526971	S.C. HIGHV	Anderson	3/7/2018	1926	2	Injury	0	1	SC Primary
18530424	S.C. HIGHV	Anderson	########	1557	3	Property D	0	0	SC Primary
18532355	S.C. HIGHV	Anderson	########	1400	2	Property D	0	0	SC Primary

18543839	S.C. HIGHV	Anderson	4/9/2018	1550	1	Property D	0	0	SC Primary
18548597	S.C. HIGHV	Anderson	########	1217	2	Injury	0	1	SC Primary
18550373	S.C. HIGHV	Anderson	########	1744	2	Injury	0	1	SC Primary
18552624	S.C. HIGHV	Anderson	########	1259	2	Property D	0	0	SC Primary
18556449	S.C. HIGHV	Anderson	########	1020	2	Injury	0	1	SC Primary
18568113	S.C. HIGHV	Anderson	########	426	1	Property D	0	0	SC Primary
18580394	S.C. HIGHV	Anderson	########	1545	2	Property D	0	0	SC Primary
18592803	S.C. HIGHV	Anderson	7/8/2018	600	1	Property D	0	0	SC Primary
18593770	S.C. HIGHV	Anderson	7/8/2018	1100	2	Property D	0	0	SC Primary
18597437	S.C. HIGHV	Anderson	########	1600	2	Property D	0	0	SC Primary
18601993	S.C. HIGHV	Anderson	########	1724	2	Property D	0	0	SC Primary
18604881	S.C. HIGHV	Anderson	8/2/2018	244	1	Property D	0	0	SC Primary
18613487	S.C. HIGHV	Anderson	########	745	2	Property D	0	0	SC Primary
18616945	S.C. HIGHV	Anderson	########	2207	2	Property D	0	0	SC Primary
18641320	S.C. HIGHV	Anderson	########	1311	2	Property D	0	0	SC Primary
18658945	S.C. HIGHV	Anderson	########	1723	2	Property D	0	0	SC Primary
18664483	S.C. HIGHV	Anderson	########	2100	2	Property D	0	0	SC Primary
18668312	S.C. HIGHV	Anderson	########	740	2	Property D	0	0	SC Primary
18668895	S.C. HIGHV	Anderson	########	1512	2	Property D	0	0	SC Primary
18680053	S.C. HIGHV	Anderson	########	1847	2	Property D	0	0	SC Primary
18685211	S.C. HIGHV	Anderson	########	1300	2	Property D	0	0	SC Primary
18686689	S.C. HIGHV	Anderson	########	1800	2	Property D	0	0	SC Primary
18689317	S.C. HIGHV	Anderson	########	1550	2	Injury	0	1	SC Primary
19500397	S.C. HIGHV	Anderson	1/3/2019	1055	2	Property D	0	0	SC Primary
19518150	S.C. HIGHV	Anderson	########	1807	2	Property D	0	0	SC Primary
19518214	S.C. HIGHV	Anderson	########	615	1	Injury	0	1	SC Primary
19518723	S.C. HIGHV	Anderson	########	1706	2	Property D	0	0	SC Primary
19522564	S.C. HIGHV	Anderson	########	1600	2	Property D	0	0	SC Primary
19526253	S.C. HIGHV	Anderson	########	1648	2	Property D	0	0	SC Primary
19530264	S.C. HIGHV	Anderson	########	700	3	Injury	0	1	SC Primary
19531156	S.C. HIGHV	Anderson	3/5/2019	1237	1	Injury	0	1	SC Primary
19533016	S.C. HIGHV	Anderson	########	1424	2	Property D	0	0	SC Primary
19540083	S.C. HIGHV	Anderson	########	1710	3	Injury	0	1	SC Primary
19543894	S.C. HIGHV	Anderson	4/4/2019	1420	3	Injury	0	2	SC Primary
19547400	S.C. HIGHV	Anderson	########	1245	3	Property D	0	0	SC Primary
19550839	S.C. HIGHV	Anderson	########	1600	2	Property D	0	0	SC Primary
19555219	S.C. HIGHV	Anderson	########	1301	3	Fatal	1	0	SC Primary
19559239	S.C. HIGHV	Anderson	5/1/2019	1400	2	Property D	0	0	SC Primary
19565228	S.C. HIGHV	Anderson	########	2250	2	Injury	0	1	SC Primary
19571015	S.C. HIGHV	Anderson	########	2226	1	Injury	0	1	SC Primary
19575167	S.C. HIGHV	Anderson	########	1648	3	Property D	0	0	SC Primary
19593851	S.C. HIGHV	Anderson	7/1/2019	2155	2	Injury	0	3	SC Primary
19598239	S.C. HIGHV	Anderson	7/8/2019	1832	2	Property D	0	0	SC Primary
19598243	S.C. HIGHV	Anderson	7/8/2019	2134	2	Property D	0	0	SC Primary
19601062	S.C. HIGHV	Anderson	########	2013	1	Property D	0	0	SC Primary
19602165	S.C. HIGHV	Anderson	########	2159	2	Property D	0	0	SC Primary
19608729	S.C. HIGHV	Anderson	########	1609	2	Property D	0	0	SC Primary

19613392	S.C. HIGHV	Anderson	########	1222	2	Property D	0	0	SC Primary
19619309	S.C. HIGHV	Anderson	########	2116	2	Injury	0	1	SC Primary
19625278	S.C. HIGHV	Anderson	########	1129	1	Property D	0	0	SC Primary
19628649	S.C. HIGHV	Anderson	9/5/2019	1832	3	Property D	0	0	SC Primary
19635912	S.C. HIGHV	Anderson	9/4/2019	736	2	Property D	0	0	SC Primary
19640517	S.C. HIGHV	Anderson	########	1140	2	Injury	0	1	SC Primary
19642300	S.C. HIGHV	Anderson	########	1738	2	Property D	0	0	SC Primary
19642318	S.C. HIGHV	Anderson	########	1329	2	Property D	0	0	SC Primary
19650845	S.C. HIGHV	Anderson	########	2150	2	Property D	0	0	SC Primary
19686395	S.C. HIGHV	Anderson	########	1740	2	Property D	0	0	SC Primary
19687280	S.C. HIGHV	Anderson	########	752	2	Property D	0	0	SC Primary
19687289	S.C. HIGHV	Anderson	########	1615	2	Property D	0	0	SC Primary
20201991	S.C. HIGHV	Anderson	########	30	1	Property D	0	0	SC Primary
20214111	S.C. HIGHV	Anderson	########	0	2	Property D	0	0	SC Primary
20215574	S.C. HIGHV	Anderson	########	1625	2	Property D	0	0	SC Primary
20216120	S.C. HIGHV	Anderson	########	1412	2	Property D	0	0	SC Primary
20218606	S.C. HIGHV	Anderson	2/6/2020	1634	2	Property D	0	0	SC Primary
20219701	S.C. HIGHV	Anderson	3/3/2020	1740	2	Property D	0	0	SC Primary
20220245	S.C. HIGHV	Anderson	4/6/2020	815	2	Property D	0	0	SC Primary
20220864	S.C. HIGHV	Anderson	########	515	2	Property D	0	0	SC Primary
20224128	S.C. HIGHV	Anderson	3/5/2020	1551	2	Injury	0	1	SC Primary
20224846	S.C. HIGHV	Anderson	3/7/2020	615	1	Property D	0	0	SC Primary
20227171	S.C. HIGHV	Anderson	4/5/2020	2015	3	Property D	0	0	SC Primary
20227816	S.C. HIGHV	Anderson	4/2/2020	750	2	Property D	0	0	SC Primary
20235266	S.C. HIGHV	Anderson	5/5/2020	1900	4	Injury	0	1	SC Primary
20237069	S.C. HIGHV	Anderson	6/6/2020	1745	2	Property D	0	0	SC Primary
20238123	S.C. HIGHV	Anderson	########	1723	3	Injury	0	4	SC Primary
20240535	S.C. HIGHV	Anderson	########	1615	2	Property D	0	0	SC Primary
20241133	S.C. HIGHV	Anderson	6/7/2020	1510	1	Property D	0	0	SC Primary
20241633	S.C. HIGHV	Anderson	7/2/2020	1058	2	Property D	0	0	SC Primary
20242667	S.C. HIGHV	Anderson	########	1145	2	Property D	0	0	SC Primary
20246417	S.C. HIGHV	Anderson	########	36	1	Injury	0	1	SC Primary
20250272	S.C. HIGHV	Anderson	########	1510	2	Property D	0	0	SC Primary
20257952	S.C. HIGHV	Anderson	########	1935	1	Injury	0	1	SC Primary
20260325	S.C. HIGHV	Anderson	########	1740	2	Injury	0	1	SC Primary
20264236	S.C. HIGHV	Anderson	########	1930	2	Property D	0	0	SC Primary
20271245	S.C. HIGHV	Anderson	########	1050	2	Property D	0	0	SC Primary
20273224	S.C. HIGHV	Anderson	########	1900	2	Injury	0	1	SC Primary
20274813	S.C. HIGHV	Anderson	########	2120	2	Injury	0	2	SC Primary
20336966	S.C. HIGHV	Anderson	########	546	1	Property D	0	0	SC Primary
20340995	S.C. HIGHV	Anderson	########	1631	2	Fatal	1	2	SC Primary
20343210	S.C. HIGHV	Anderson	########	1508	2	Property D	0	0	SC Primary
20343827	S.C. HIGHV	Anderson	########	1410	2	Property D	0	0	SC Primary
20344950	S.C. HIGHV	Anderson	########	2039	2	Property D	0	0	SC Primary
20347356	S.C. HIGHV	Anderson	########	2107	1	Property D	0	0	SC Primary
20350499	S.C. HIGHV	Anderson	########	1540	2	Property D	0	0	SC Primary
21200145	S.C. HIGHV	Anderson	1/9/2021	2111	2	Property D	0	0	SC Primary

21203033	S.C. HIGHV	Anderson	########	1530	2	Property D	0	0	SC Primary
21214146	S.C. HIGHV	Anderson	########	1550	4	Property D	0	0	SC Primary
21218171	S.C. HIGHV	Anderson	3/3/2021	1220	2	Property D	0	0	SC Primary
21224108	S.C. HIGHV	Anderson	########	1738	2	Injury	0	1	SC Primary
21226045	S.C. HIGHV	Anderson	4/2/2021	1640	2	Property D	0	0	SC Primary
21227756	S.C. HIGHV	Anderson	########	1730	3	Injury	0	1	SC Primary
21232320	S.C. HIGHV	Anderson	########	2219	3	Injury	0	1	SC Primary
21232972	S.C. HIGHV	Anderson	########	1032	1	Property D	0	0	SC Primary
21237485	S.C. HIGHV	Anderson	5/8/2021	948	2	Injury	0	1	SC Primary
21238917	S.C. HIGHV	Anderson	########	1200	2	Property D	0	0	SC Primary
21239586	S.C. HIGHV	Anderson	########	1722	2	Property D	0	0	SC Primary
21256157	S.C. HIGHV	Anderson	########	2246	1	Property D	0	0	SC Primary
21259477	S.C. HIGHV	Anderson	########	2134	1	Property D	0	0	SC Primary
21263772	S.C. HIGHV	Anderson	8/9/2021	1742	2	Injury	0	1	SC Primary
21270101	S.C. HIGHV	Anderson	########	1500	2	Property D	0	0	SC Primary
21274874	S.C. HIGHV	Anderson	########	1540	3	Property D	0	0	SC Primary
21274875	S.C. HIGHV	Anderson	########	1646	2	Property D	0	0	SC Primary
21275503	S.C. HIGHV	Anderson	########	1944	3	Injury	0	1	SC Primary
21277009	S.C. HIGHV	Anderson	########	545	1	Property D	0	0	SC Primary
21277226	S.C. HIGHV	Anderson	########	1105	2	Property D	0	0	SC Primary
21277934	S.C. HIGHV	Anderson	########	1305	2	Property D	0	0	SC Primary
21279070	S.C. HIGHV	Anderson	########	1005	2	Property D	0	0	SC Primary
21279758	S.C. HIGHV	Anderson	########	1815	2	Property D	0	0	SC Primary
21281001	S.C. HIGHV	Anderson	########	1745	2	Property D	0	0	SC Primary
21281075	S.C. HIGHV	Anderson	########	1635	2	Property D	0	0	SC Primary
21281077	S.C. HIGHV	Anderson	########	1510	2	Property D	0	0	SC Primary
21284820	S.C. HIGHV	Anderson	########	1410	2	Property D	0	0	SC Primary
21290404	S.C. HIGHV	Anderson	########	2000	2	Property D	0	0	SC Primary
21292694	S.C. HIGHV	Anderson	########	743	2	Property D	0	0	SC Primary
21451302	S.C. HIGHV	Anderson	########	1415	2	Property D	0	0	SC Primary
21451739	S.C. HIGHV	Anderson	########	1740	2	Injury	0	1	SC Primary
21452311	S.C. HIGHV	Anderson	########	809	2	Property D	0	0	SC Primary
21453857	S.C. HIGHV	Anderson	########	1835	2	Property D	0	0	SC Primary
21463983	S.C. HIGHV	Anderson	########	950	2	Property D	0	0	SC Primary
22210220	S.C. HIGHV	Anderson	2/1/2022	1745	2	Injury	0	1	SC Primary
22210977	S.C. HIGHV	Anderson	########	1730	3	Property D	0	0	SC Primary
22211915	S.C. HIGHV	Anderson	########	1215	2	Property D	0	0	SC Primary
22212097	S.C. HIGHV	Anderson	########	2140	1	Property D	0	0	SC Primary
22212969	S.C. HIGHV	Anderson	2/3/2022	1340	2	Injury	0	1	SC Primary
22214347	S.C. HIGHV	Anderson	2/8/2022	1550	2	Property D	0	0	SC Primary
22217454	S.C. HIGHV	Anderson	########	2110	2	Injury	0	1	SC Primary
22221435	S.C. HIGHV	Anderson	########	1450	2	Property D	0	0	SC Primary
22226215	S.C. HIGHV	Anderson	########	705	2	Property D	0	0	SC Primary
22235888	S.C. HIGHV	Anderson	########	1630	2	Property D	0	0	SC Primary
22239056	S.C. HIGHV	Anderson	########	1618	3	Property D	0	0	SC Primary
22240728	S.C. HIGHV	Anderson	########	1558	2	Property D	0	0	SC Primary
22242247	S.C. HIGHV	Anderson	########	1720	3	Property D	0	0	SC Primary

22244320	S.C. HIGHV	Anderson	6/6/2022	1702	2	Property D	0	0	SC Primary
22245977	S.C. HIGHV	Anderson	6/5/2022	1720	2	Property D	0	0	SC Primary
22247064	S.C. HIGHV	Anderson	########	1318	2	Property D	0	0	SC Primary
22251654	S.C. HIGHV	Anderson	7/1/2022	1624	2	Property D	0	0	SC Primary
22257722	S.C. HIGHV	Anderson	########	1925	1	Injury	0	1	SC Primary
22259122	S.C. HIGHV	Anderson	8/4/2022	1715	2	Property D	0	0	SC Primary
22259455	S.C. HIGHV	Anderson	########	609	1	Property D	0	0	SC Primary
22260379	S.C. HIGHV	Anderson	########	1403	1	Injury	0	1	SC Primary
22269780	S.C. HIGHV	Anderson	########	1930	2	Property D	0	0	SC Primary
22272068	S.C. HIGHV	Anderson	########	1635	1	Property D	0	0	SC Primary
22278870	S.C. HIGHV	Anderson	########	1640	2	Property D	0	0	SC Primary
22278982	S.C. HIGHV	Anderson	########	1352	2	Property D	0	0	SC Primary
22279474	S.C. HIGHV	Anderson	########	1306	2	Property D	0	0	SC Primary

on_route_	on_route_	on_route_	base_route	base_route	base_route	base_route	base_dista	offset_dire	lane_of_in
81	Main	HIGHWAY	County	MT A	Main	MT AIRY CH	0.04	S	1
81	Main	HIGHWAY	County	MERR	Main	MERRITT R	0.07	N	1
81	Main	HIGHWAY	SC Primary	86	Main	HIGHWAY	0	N	2
81	Main	ANDERSON	County	INDE	Main	INDEPENDI	0.05	N	
81	Main	HIGHWAY	County	SHER	Main	SHERMAN	0.09	S	1
81	Main	HIGHWAY	County	HERI	Main	HERITAGE	0.12	S	1
81	Main	HIGHWAY	County	TRIP	Main	TRIPP RD	0.01	S	1
81	Main	HIGHWAY	County	ORR	Main	ORR RD	0	N	1
81	Main	HIGHWAY	County	MT A	Main	MT AIRY CH	0.8	S	
81	Main	HIGHWAY	County	PINE	Main	PINE RD	0.01	N	
81	Main	ANDERSON	Secondary	52	Main	PIEDMONT	0	S	1
81	Main	HIGHWAY	County	SOUT	Main	SOUTHERN	0.2	N	
81	Main	HIGHWAY	County	PLAN	Main	PLANTERS	0	N	1
81	Main	HIGHWAY	County	VAN	Main	VAN HENR	0.01	S	1
81	Main	HIGHWAY	County	OLD	Main	OLD WILLI/	0.04	S	1
81	Main	HIGHWAY	County	CIRC	Main	CIRCLE RD	0.07	N	
81	Main	HIGHWAY	County	SOUT	Main	SOUTHERN	0.01	N	1
81	Main	HIGHWAY	County	CELY	Main	CELY RD	0.02	N	
81	Main	HIGHWAY	Secondary	953	Main	WREN SCH	0.01	N	1
81	Main	HIGHWAY	County	PINE	Main	PINE RD	0.05	S	1
81	Main	HIGHWAY	County	RAMB	Main	RAMBLEW	0.07	N	1
81	Main	HIGHWAY	County	WYAT	Main	WYATT RD	0.13	S	
81	Main	HIGHWAY	County	HERI	Main	HERITAGE	0.05	N	1
81	Main	HIGHWAY	Secondary	953	Main	WREN SCH	0	N	1
81	Main	HIGHWAY	County	PLAN	Main	PLANTERS	0.15	S	1
81	Main	ANDERSON	County	PIED	Main	PIEDMONT	0	N	1
81	Main	HIGHWAY	County	CIRC	Main	CIRCLE RD	5	S	1
81	Main	HIGHWAY	County	VAN	Main	VAN HENR	0.01	S	
81	Main	HIGHWAY	County	PLAN	Main	PLANTERS	0.15	N	
81	Main	HIGHWAY	Secondary	953	Main	WREN SCH	0.01	N	1
81	Main	HIGHWAY	County	OLD	Main	OLD WILLI/	0.01	S	1
81	Main	HIGHWAY	County	CEDA	Main	CEDAR LN	0.02	S	
81	Main	HIGHWAY	County	MOUN	Main	MOUNTAIN	0.02	N	1
81	Main	HIGHWAY	County	CIRC	Main	CIRCLE RD	0	N	2
81	Main	ANDERSON	Secondary	52	Main	PIEDMONT	0	S	2
81	Main	HIGHWAY	County	MT A	Main	MT AIRY CH	0.01	N	1
81	Main	ANDERSON	County	TRIP	Main	TRIPP ST	0.08	S	1
81	Main	HIGHWAY	County	WILS	Main	WILSON W	0.01	N	1
81	Main	ANDERSON	County	VAN	Main	VAN HENR	5	S	1
81	Main	HIGHWAY	County	CELY	Main	CELY RD	0.36	N	1
81	Main	HIGHWAY	County	HERI	Main	HERITAGE	0.01	N	1
81	Main	HIGHWAY	County	MT A	Main	MT AIRY CH	0.02	N	1
81	Main	HIGHWAY	County	FORE	Main	FOREST HIL	0.04	N	1
81	Main	ANDERSON	Secondary	52	Main	PIEDMONT	0	S	1
81	Main	HIGHWAY	County	PINE	Main	PINE RD	0.02	N	1
81	Main	HIGHWAY	County	OLD	Main	OLD WILLI/	0.05	N	1

81	Main	HIGHWAY	County	TRIP		Main	TRIPP RD	0.01	N	
81	Main	HIGHWAY	County	MT A		Main	MT AIRY CH	0	N	1
81	Main	HWY 81 N	County	OLD		Main	OLD WILLIA	0.01	N	1
81	Main	HIGHWAY	County	TRIP		Main	TRIPP RD	0.02	S	1
81	Main	HIGHWAY	SC Primary		86	Main		0.01	S	1
81	Main	HIGHWAY	County	VAN		Main	VAN HENR	0.84	S	
81	Main	HIGHWAY	County	TRIP		Main	TRIPP RD	0.01	S	1
81	Main	HIGHWAY	County	MERR		Main	MERRITT R	0.04	N	
81	Main	HIGHWAY	County	SOUT		Main	SOUTHERN	0.03	S	1
81	Main	HIGHWAY	County	FORE		Main	FOREST HIL	0.01	S	1
81	Main	HIGHWAY	County	HERI		Main	HERITAGE	0.03	N	1
81	Main	HIGHWAY	County	HERI		Main	HERITAGE	0.03	S	
81	Main	HIGHWAY	County	CIRC		Main	CIRCLE RD	0.05	S	1
81	Main	HIGHWAY	County	CIRC		Main	CIRCLE RD	0	S	1
81	Main	ANDERSON	Secondary		52	Main	PIEDMONT	0.01	S	3
81	Main	HIGHWAY	County	JAME		Main	JAMESON I	0	S	1
81	Main	HIGHWAY	County	VAN		Main	VAN HENR	0	S	1
81	Main	HIGHWAY	County	CIRC		Main	CIRCLE RD	0	N	1
81	Main	HIGHWAY	County	SOUT		Main	SOUTHERN	0.02	N	1
81	Main	HIGHWAY	SC Primary		86	Main	HIGHWAY	0	N	1
81	Main	HIGHWAY	Secondary		52	Main	PIEDMONT	0.02	S	2
81	Main	ANDERSON	County	POWD		Main	POWDERS	0.01	N	1
81	Main	ANDERSON	County		2172	Main	PINE RD	0	N	1
81	Main	HIGHWAY	County	SOUT		Main	SOUTHERN	0.06	S	1
81	Main	HIGHWAY	County	HERI		Main	HERITAGE	0.12	N	1
81	Main	HIGHWAY	County	MERR		Main	MERRITT R	0.17	N	
81	Main	HIGHWAY	County	CIRC		Main	CIRCLE RD	0.07	N	1
81	Main	HIGHWAY	County	SOUT		Main	SOUTHERN	0.01	S	1
81	Main	ANDERSON	County	PIED		Main	PIEDMONT	0.03	N	1
81	Main	HIGHWAY	County	CIRC		Main	CIRCLE RD	0	S	1
81	Main	HIGHWAY	County		2137	Main	VAN HENR	0.4	N	
81	Main	HIGHWAY	SC Primary		86	Main	HIGHWAY	0.05	N	2
81	Main	HIGHWAY	SC Primary		86	Main	HIGHWAY	0	N	2
81	Main	HIGHWAY	County	HERI		Main	HERITAGE	0.03	N	1
81	Main	HIGHWAY	County	CELY		Main	CELY RD	0.02	S	1
81	Main	HIGHWAY	County	TRIP		Main	TRIPP RD	0.01	N	1
81	Main	ANDERSON	Secondary		52	Main	PIEDMONT	0	N	2
81	Main	HIGHWAY	County	TRIP		Main	TRIPP RD	0.02	N	1
81	Main	HIGHWAY	County	HERI		Main	HERITAGE	0.11	N	1
81	Main	HIGHWAY	County	HOLB		Main	HOLBORNE	0.07	S	
81	Main	HIGHWAY	County	CIRC		Main	CIRCLE RD	0.01	N	1
81	Main	ANDERSON	Secondary		52	Main	PIEDMONT	0	N	1
81	Main	HIGHWAY	County		1410	Main	TRIPP RD	0.01	S	1
81	Main	ANDERSON	Secondary		52	Main	PIEDMONT	0.01	N	2
81	Main	HIGHWAY	County	INDE		Main	INDEPENDI	0.08	N	
81	Main	HIGHWAY	County		2162	Main	OLD WILLIA	0	N	1
81	Main	HIGHWAY	SC Primary		86	Main	HIGHWAY	0	N	2

81	Main	HIGHWAY	County	HARR		Main	HARRISON	0.01	S			1
81	Main	HIGHWAY	County	CIRC		Main	CIRCLE RD	0	N			1
81	Main	HIGHWAY	County	INDE		Main	INDEPENDI	0.02	S			1
81	Main	HIGHWAY	County	PINE		Main	PINE RD	0.04	S			1
81	Main	HIGHWAY	County		1209	Main	CIRCLE RD	0.04	N			1
81	Main	HIGHWAY	County		1198	Main	SOUTHERN	0.17	N			1
81	Main	HIGHWAY	County	CIRC		Main	CIRCLE RD	0.01	S			1
81	Main	HIGHWAY	County		1209	Main	CIRCLE RD	0.11	S			1
81	Main	HIGHWAY	County	OLD		Main	OLD WILLI/	0	N			1
81	Main	ANDERSON	Secondary		52	Main	PIEDMONT	0	N			2
81	Main	HIGHWAY	County	CIRC		Main	CIRCLE RD	1.62	S			1
81	Main	HIGHWAY	County	MOUN		Main	MOUNTAI	1.01	N			1
81	Main		County	CEDA		Main	CEDAR LN	0.08	S		N	
81	Main	SC 81	County	PIED		Main	PIEDMONT	0.5	S			1
81	Main	SC81	County	TRIP		Main	TRIPP RD	0.06	N			1
81	Main	SC81	County	JAME		Main	JAMESON I	0.02	S			1
81	Main	SC81	County	CELY		Main	CELY RD	0.02	S			1
81	Main	SC81	County	WYAT		Main	WYATT RD	0.1	N			1
81	Main	81	Secondary		52	Main	52	0	S			2
81	Main	ANDERSON	Secondary		52	Main	PIEDMONT	0	S			2
81	Main	SC81	County	HERI		Main	HERITAGE	0.02	N			1
81	Main	SC-81	SC Primary		86	Main	SC-86	0.2	S		N	
81	Main	SC81	County	HARR		Main	HARRISON	0.05	S			1
81	Main	81	County	MOUN		Main	MOUNTAI	0.1	N			1
81	Main	SC81	County	WREN		Main	WREN CRC	0.1	N			1
81	Main	SC81	County	WYAT		Main	WYATT RD	0.28	S			1
81	Main	SC81	County	SHER		Main	SHERMAN	0.11	S			1
81	Main	SC-81	County	OLD		Main	OLD WILLI/	0.03	S			1
81	Main	SC-81	County	WYAT		Main	WYATT RD	0.01	S			1
81	Main	SC81	County	AIRY		Main	AIRY SPRIN	0.01	S			1
81	Main		Secondary		52	Main	PIEDMONT	0	S			3
81	Main	SC81	County	MERR		Main	MERRITT R	0.12	N		N	
81	Main	SC81	SC Primary		86	Main	SC86	0.02	N			2
81	Main	81	County	WILS		Main	WILSON W	0	N		N	
81	Main	SC81	County	CIR		Main	CIR RD	0.02	S			1
81	Main	SC81	County	TRIP		Main	TRIPP RD	0.1	S			1
81	Main	SC81	Secondary		52	Main	PIEDMONT	0	N			3
81	Main	81	County	PINE		Main	PINE RD	0	S			1
81	Main	SC-81	County	CIRC		Main	CIRCLE RD	0.01	N			1
81	Main	SC-81	County	OLD		Main	OLD WILLI/	0.1	S		N	
81	Main	SC81	SC Primary		86	Main	SC86	0	S			1
81	Main	SC81	County	MT A		Main	MT AIRY CI	0.2	S			1
81	Main	SC81	County	CIR		Main	CIR RD	0	S			1
81	Main	SC81	County	OLD		Main	OLD WILLI/	0.04	N			1
81	Main	SC-81	County	SUMM		Main	SUMMER D	0.2	S			1
81	Main		County	CELY		Main	CELY RD	0.03	S			1
81	Main		Secondary		52	Main	PIEDMONT	0	S			3

81	Main	81	County	CELY	Main	CELY RD	0.01	S			1
81	Main	SC-81 N	County	HERI	Main	HERITAGE	0.05	S			1
81	Main	SC-81	County	RAMB	Main	RAMBLEW	0.01	N			1
81	Main	ANDERSON	County	TRIP	Main	TRIPP RD	0	N			1
81	Main		County	CELY	Main	CELY ROAD	0	S			2
81	Main		County	SOUT	Main	SOUTHERN	0.01	N			1
81	Main	ANDERSON	County	CIR	Main	CIR RD	0.01	N			1
81	Main	81	County	MERR	Main	MERRITT R	0.1	N		N	
81	Main	HIGHWAY	County	AIRY	Main	AIRY SPRIN	0	S			1
81	Main	ANDERSON	County	HOLB	Main	HOLBOURN	0.1	S			1
81	Main	ANDERSON	County	CIR	Main	CIR RD	0.03	S			1
81	Main	SC-81	County	MT A	Main	MT AIRY CH	0.3	S		N	
81	Main	HIGHWAY	County	MERR	Main	MERRITT R	0.04	N		N	
81	Main	SC-81	County	AIRY	Main	AIRY SPRIN	0.25	S			1
81	Main	SC-81 N	County	VAN	Main	VAN HENR	0.04	S			1
81	Main	SC81	County	VAN	Main	VAN HENR	0.01	S			1
81	Main	HIGHWAY	County	TRIP	Main	TRIPP RD	0.05	N			1
81	Main	SC81	County	CELY	Main	CELY RD	0.02	N			1
81	Main	SC81	Secondary	1142	Main	OLD WILLIA	0.04	S			1
81	Main	SC81	SC Primary	86	Main	SC86	0.3	S			1
81	Main	SC-81 N	Secondary	1142	Main	OLD WILLIA	0	S			1
81	Main	81	County	ORR	Main	ORR RD	0.02	S			1
81	Main	HIGHWAY	SC Primary	86	Main	SC86	0.02	N			2
81	Main	81	County	CIR	Main	CIR RD	0.02	N			1
81	Main	81	SC Primary	86	Main	86	0.2	S			1
81	Main	81	SC Primary	86	Main	86	0.2	S			1
81	Main	SC-81	County	CELY	Main	CELY RD	0	S			1
81	Main	ANDERSON	County	CELY	Main	CELY RD	0.01	S			1
81	Main	ANDERSON	County	FORE	Main	FOREST HIL	0.02	E			1
81	Main	HIGHWAY	County	MERR	Main	MERRITT R	0.1	N			1
81	Main	SC81	SC Primary	86	Main	SC86	0	S			2
81	Main	HIGHWAY	County	TRIP	Main	TRIPP RD	0	N			1
81	Main	SC81	County	WYAT	Main	WYATT RD	0.13	N			1
81	Main	SC-81 N	County	RAMB	Main	RAMBLEW	0.03	S			1
81	Main	SC81	County	MOUN	Main	MOUNTAIN	0.04	N			1
81	Main	81	County	OLD	Main	OLD WILLIA	0.2	S			1
81	Main	HIGHWAY	County	OLD	Main	OLD WILLIA	0	S			1
81	Main	HIGHWAY	Secondary	2162	Main	OLD WILLIA	0.08	S		N	
81	Main	SC-81	County	OLD	Main	OLD WILLIA	0.3	S			1
81	Main	SC-81	County	STIL	Main	STILL MEAD	0	N			1
81	Main	SC81N	SC Primary	86	Main	SC86	0.01	S			1
81	Main	ANDERSON	County	JAME	Main	JAMESON I	0.06	S			1
81	Main	SC HIGHW	Secondary	953	Main	WREN SCH	0.2	N			1
81	Main	HIGHWAY	County	TRIP	Main	TRIPP RD	0.1	N			1
81	Main	ANDERSON	County	CELY	Main	CELY RD	0	S			1
81	Main	HIGHWAY	County	OLD	Main	OLD WILLIA	0.01	N			1
81	Main	SC-81	County	SHER	Main	SHERMAN	0.1	N			1

81	Main	ANDERSON	County	RAMB	Main	RAMBLEW	0.05	S			1
81	Main	ANDERSON	County	PIED	Main	PIEDMONT	0	S			2
81	Main	SC HIGHW	County	CELY	Main	CELY RD	0.3	N			1
81	Main	ANDERSON	County	CELY	Main	CELY RD	0.05	S			1
81	Main	HIGHWAY	County	PLAN	Main	PLANTERS	0.05	S		N	
81	Main	ANDERSON	Secondary	1142	Main	OLD WILLI	0	N			1
81	Main	HIGHWAY	County	TRIP	Main	TRIPP RD	0.23	S			1
81	Main	ANDERSON	County	HOLB	Main	HOLBORNE	0.07	S		N	
81	Main	SC-81	County	WILS	Main	WILSON W	0.01	S			1
81	Main	SC-81	County	MERR	Main	MERRITT R	0.2	S		N	
81	Main	ANDERSON	County	CELY	Main	CELY RD	0.02	N			1
81	Main	SC HIGHW	County	TRIP	Main	TRIPP RD	0.2	S			1
81	Main	81	County	CELY	Main	CELY ROAD	0	N		N	

direction_(	junction_t)	lighting_cc	weather_c	road_cond	primary_cc	other_cont	other_cont	other_cont	other_cont
N	Non-Juncti	Dark (Light	Clear, No A	Dry	Driving Too Fast for Conditions				
N	Non-Juncti	Dark (No Li	Clear, No A	Dry	Wrong Side/Wrong Way				
S	Four-Way I	Dark (No Li	Clear, No A	Dry	Other Impr	Lights			
S	Driveway	Dark (Stree	Rain	Wet	Driving Toc	Road Surface Condition (i.e. Wet)			
N	Non-Juncti	Dark (Stree	Clear, No A	Dry	Driving Too Fast for Conditions				
S	Non-Juncti	Daylight	Rain	Wet	Driving Toc	Distracted/Inattention			
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
S	T-Intersect	Daylight	Rain	Wet	Other Improper Driver Action				
S	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions				
S	T-Intersect	Dark (No Li	Cloudy	Dry	Disregarded Signs/Signals/Etc.				
S	Four-Way I	Daylight	Clear, No A	Dry	Disregarded Signs/Signals/Etc.				
N	Non-Juncti	Daylight	Cloudy	Dry	Driving Too Fast for Conditions				
S	Four-Way I	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
N	Y-Intersect	Daylight	Cloudy	Dry	Followed Too Closely				
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
S	Non-Juncti	Dark (No Li	Clear, No A	Dry	Driving Too Fast for Conditions				
N	Four-Way I	Daylight	Clear, No A	Dry	Failed To Yield Right of Way				
N	Non-Juncti	Daylight	Clear, No A	Dry	Animal In Road				
S	Non-Juncti	Daylight	Clear, No A	Dry	Other Improper Driver Action				
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
S	Non-Juncti	Dark (Light	Clear, No A	Dry	Animal In Road				
N	Four-Way I	Dark (Light	Clear, No A	Dry	Failed To Yield Right of Way				
S	Non-Juncti	Dark (No Li	Clear, No A	Dry	Driving Too Fast for Conditions				
N	Four-Way I	Daylight	Cloudy	Dry	Failed To Yield Right of Way				
S	Four-Way I	Daylight	Clear, No A	Dry	Failed To Yield Right of Way				
S	Non-Juncti	Dark (Light	Clear, No A	Dry	Driving Too Fast for Conditions				
S	Driveway	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
N	Driveway	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
	Non-Juncti	Dark (No Li	Clear, No A	Dry	Wrong Side/Wrong Way				
N	T-Intersect	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
S	Cross-Over	Daylight	Clear, No A	Dry	Failed To Yield Right of Way				
N	Four-Way I	Daylight	Clear, No A	Dry	Disregarded Signs/Signals/Etc.				
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
N	Driveway	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
S	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions				
N	Y-Intersect	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
S	Non-Juncti	Daylight	Clear, No A	Dry	Wrong Sid	Distracted/Inattention			
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
N	Non-Juncti	Daylight	Cloudy	Dry	Driving Too Fast for Conditions				
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
S	Non-Juncti	Dark (Light	Clear, No A	Dry	Unknown Driver Factor				
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions				
S	Driveway	Daylight	Clear, No A	Dry	Failed To Yield Right of Way				

	Non-Juncti	Daylight	Clear, No A	Dry	Unknown Driver Factor
S	Y-Intersect	Daylight	Rain	Wet	Failed To Yield Right of Way
S	Y-Intersect	Daylight	Rain	Wet	Driving Toc Road Surface Condition (i.e. Wet)
N	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
N	Four-Way I	Daylight	Clear, No A	Dry	Driver Under Influence
N	Non-Juncti	Dark (No Li	Clear, No A	Wet	Animal In Road
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Toc Distracted/Inattention
	Non-Juncti	Dawn	Clear, No A	Dry	Unknown Driver Factor
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Cloudy	Dry	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
	Non-Juncti	Dusk	Rain	Wet	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Four-Way I	Dark (No Li	Clear, No A	Dry	Failed To Yield Right of Way
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	T-Intersect	Daylight	Clear, No A	Dry	Failed To Yield Right of Way
S	Y-Intersect	Dark (No Li	Clear, No A	Dry	Failed To Yield Right of Way
S	T-Intersect	Daylight	Clear, No A	Dry	Failed To Yield Right of Way
S	Non-Juncti	Daylight	Cloudy	Dry	Driving Too Fast for Conditions
S	Four-Way I	Dark (No Li	Clear, No A	Dry	Failed To Yield Right of Way
N	Non-Juncti	Daylight	Clear, No A	Dry	Other Improper Driver Action
S	Non-Juncti	Dark (Light	Rain	Wet	Driving Toc Distracted/Inattention
S	Four-Way I	Daylight	Clear, No A	Wet	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
S	Driveway	Dusk	Clear, No A	Dry	Failed To Yield Right of Way
	Non-Juncti	Dark (Light	Clear, No A	Dry	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
S	T-Intersect	Daylight	Clear, No A	Dry	Failed To Yield Right of Way
	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Four-Way I	Daylight	Clear, No A	Dry	Driver Under Influence
S	Four-Way I	Daylight	Clear, No A	Dry	Failed To Yield Right of Way
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	T-Intersect	Daylight	Clear, No A	Dry	Driving Toc Distracted/Inattention
N	Four-Way I	Daylight	Clear, No A	Dry	Medical Related
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Driveway	Dark (Light	Clear, No A	Dry	Failed To Yield Right of Way
	Non-Juncti	Dark (No Li	Clear, No A	Dry	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Four-Way I	Dark (Stree	Clear, No A	Dry	Failed To Yield Right of Way
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Four-Way I	Dark (Stree	Clear, No A	Dry	Failed To Yield Right of Way
	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
S	T-Intersect	Dark (No Li	Clear, No A	Dry	Lights
S	Four-Way I	Daylight	Clear, No A	Dry	Failed To Yield Right of Way

N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Four-Way I	Dark (Stree	Clear, No A	Dry	Disregarded Signs/Signals/Etc.
S	Non-Juncti	Daylight	Clear, No A	Dry	Cargo
N	Non-Juncti	Daylight	Clear, No A	Dry	Aggressive Operation of Vehicle
N	Non-Juncti	Daylight	Clear, No A	Dry	Other Improper Driver Action
N	Non-Juncti	Daylight	Cloudy	Dry	Other Improper Driver Action
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Non-Juncti	Dawn	Rain	Wet	Driving Too Fast for Conditions
S	T-Intersect	Dark (No Li	Clear, No A	Dry	Wrong Side/Wrong Way
N	Four-Way I	Dark (Stree	Rain	Wet	Failed To Yield Right of Way
N	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
S	Non-Juncti	Dark (No Li	Clear, No A	Dry	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Four-Way I	Daylight	Clear, No A	Dry	Disregarded Signs/Signals/Etc.
N	Four-Way I	Dark (Stree	Clear, No A	Dry	Disregarded Signs/Signals/Etc.
S	Non-Juncti	Daylight	Rain	Wet	Driving Toc Lights
	Non-Juncti	Dawn	Clear, No A	Dry	Unknown Driver Factor
N	Non-Juncti	Dark (Stree	Clear, No A	Dry	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Clear, No A	Dry	Wrong Side/Wrong Way
S	Non-Juncti	Dusk	Clear, No A	Wet	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Clear, No A	Dry	Unknown Driver Factor
E	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Driveway	Daylight	Clear, No A	Dry	Failed To Yield Right of Way
N	Non-Juncti	Daylight	Clear, No A	Dry	Obstruction In Roadway
S	Non-Juncti	Daylight	Clear, No A	Dry	Unknown Driver Factor
N	Four-Way I	Daylight	Clear, No A	Dry	Disregarded Signs/Signals/Etc.
	Non-Juncti	Dark (No Li	Rain	Wet	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Clear, No A	Dry	Other Improper Driver Action
	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Cloudy	Wet	Driving Too Fast for Conditions
S	Driveway	Dusk	Clear, No A	Dry	Failed To Yield Right of Way
N	Four-Way I	Daylight	Cloudy	Dry	Disregarded Signs/Signals/Etc.
N	T-Intersect	Dark (No Li	Clear, No A	Dry	Failed To Yield Right of Way
S	Non-Juncti	Dark (No Li	Clear, No A	Dry	Driver Under Influence
	Non-Juncti	Dawn	Rain	Wet	Driving Too Fast for Conditions
S	Four-Way I	Dusk	Clear, No A	Dry	Failed To Yield Right of Way
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Non-Juncti	Dark (No Li	Clear, No A	Dry	Unknown Driver Factor
N	Non-Juncti	Dark (Light	Clear, No A	Dry	Animal In Road
N	Non-Juncti	Daylight	Clear, No A	Wet	Driving Too Fast for Conditions
N	Four-Way I	Dark (Stree	Clear, No A	Dry	Failed To Yield Right of Way

N	T-Intersect	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	T-Intersect	Daylight	Cloudy	Dry	Failed To Yield Right of Way
N	Four-Way I	Daylight	Clear, No A	Dry	Failed To Yield Right of Way
N	Non-Juncti	Daylight	Clear, No A	Dry	Distracted, Driving Too Fast for Conditions
S	Non-Juncti	Dark (No Li	Clear, No A	Dry	Driving Too Fast for Conditions
	Non-Juncti	Daylight	Clear, No A	Dry	Unknown Driver Factor
S	T-Intersect	Daylight	Clear, No A	Dry	Disregarded Signs/Signals/Etc.
S	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Clear, No A	Dry	Other Improper Driver Action
	Non-Juncti	Dark (No Li	Rain	Wet	Driving Too Fast for Conditions
	Non-Juncti	Dark (No Li	Rain	Wet	Driver Under Influence
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Clear, No A	Dry	Other Improper Driver Action
N	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
N	Non-Juncti	Dark (Light	Rain	Wet	Driver Under Influence
N	Non-Juncti	Dark (Light	Cloudy	Wet	Animal In Road
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	T-Intersect	Daylight	Clear, No A	Dry	Failed To Yield Right of Way
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Four-Way I	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Clear, No A	Wet	Driving Too Fast for Conditions
N	T-Intersect	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Driveway	Dark (No Li	Clear, No A	Dry	Failed To Yield Right of Way
S	Driveway	Daylight	Clear, No A	Dry	Other Improper Driver Action
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Four-Way I	Dark (No Li	Clear, No A	Dry	Failed To Yield Right of Way
S	T-Intersect	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Non-Juncti	Dark (No Li	Clear, No A	Dry	Improper Lane Usage/Change
S	Non-Juncti	Daylight	Clear, No A	Wet	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	T-Intersect	Daylight	Clear, No A	Dry	Failed To Yield Right of Way
	Non-Juncti	Dark (Light	Clear, No A	Dry	Driver Under Influence
S	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
S	T-Intersect	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Four-Way I	Dark (No Li	Cloudy	Dry	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Clear, No A	Dry	Wrong Side/Wrong Way
S	Non-Juncti	Dawn	Clear, No A	Dry	Driving Too Fast for Conditions
S	Driveway	Daylight	Clear, No A	Dry	Failed To Yield Right of Way
N	T-Intersect	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Y-Intersect	Daylight	Clear, No A	Dry	Failed To Yield Right of Way
S	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions

N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Four-Way I	Daylight	Clear, No A	Dry	Driver Under Influence
S	Driveway	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Rain	Wet	Driving Too Fast for Conditions
	Non-Juncti	Daylight	Cloudy	Dry	Driver Under Influence
S	T-Intersect	Daylight	Clear, No A	Dry	Failed To Yield Right of Way
N	Non-Juncti	Dark (No Li	Clear, No A	Dry	Animal In Road
	T-Intersect	Daylight	Clear, No A	Dry	Medical Related
N	Non-Juncti	Dark (No Li	Clear, No A	Wet	Driving Too Fast for Conditions
	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Non-Juncti	Daylight	Clear, No A	Dry	Driving Too Fast for Conditions
N	Driveway	Daylight	Clear, No A	Dry	Failed To Yield Right of Way
	T-Intersect	Daylight	Clear, No A	Dry	Failed To Yield Right of Way

first_harm	first_harm	decimal_d	decimal_d	manner_of_collision
Motor Veh	Roadway	34.74739	-82.5273	Rear End
Motor Veh	Roadway	34.74681	-82.504	Sideswipe Opposite Direction
Motor Veh	Roadway	34.73565	-82.5449	Head On
Other (Pos	Roadside	34.77042	-82.4888	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.76486	-82.4902	Rear End
Motor Veh	Roadway	34.76463	-82.4902	Angle
Motor Veh	Roadway	34.74905	-82.5192	Sideswipe Same Direction
Motor Veh	Roadway	34.7474	-82.5267	Angle
Ditch	Roadside	34.74686	-82.533	Not Collision With Motor Vehicle
Tree	Roadside	34.76596	-82.4898	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.7765	-82.4877	Angle
Tree	Roadside	34.73884	-82.542	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.73121	-82.5475	Rear End
Motor Veh	Roadway	34.74694	-82.5328	Rear End
Motor Veh	Roadway	34.74871	-82.5016	Rear End
Curb	Shoulder	34.77523	-82.4881	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.74096	-82.5398	Angle
HWY Traffi	Outside Tra	34.75577	-82.4991	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.72876	-82.5494	Rear End
Motor Veh	Roadway	34.76516	-82.4901	Rear End
Motor Veh	Roadway	34.74919	-82.5011	Rear End
Ditch	Roadside	34.74913	-82.5162	Not Collision With Motor Vehicle
Animal (Nc	Roadway	34.76389	-82.4903	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.72871	-82.5495	Angle
Motor Veh	Roadway	34.73315	-82.5467	Rear End
Motor Veh	Roadway	34.77681	-82.4879	Angle
Motor Veh	Roadway	34.77469	-82.4882	Angle
Ditch	Outside Tra	34.74697	-82.5328	Not Collision With Motor Vehicle
Other (Wal	Outside Tra	34.73319	-82.5466	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.72876	-82.5494	Rear End
Motor Veh	Roadway	34.74832	-82.502	Rear End
Tree	Roadside	34.76248	-82.4907	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.74751	-82.5257	Angle
Motor Veh	Roadway	34.77456	-82.4882	Angle
Motor Veh	Roadway	34.77649	-82.4877	Angle
Motor Veh	Roadside	34.7474	-82.528	Rear End
Motor Veh	Roadway	34.74903	-82.5193	Rear End
Motor Veh	Roadway	34.74709	-82.5064	Rear End
Motor Veh	Roadway	34.74736	-82.5324	Rear End
Motor Veh	Roadway	34.75679	-82.4984	Sideswipe Opposite Direction
Motor Veh	Roadway	34.76324	-82.4905	Rear End
Motor Veh	Roadway	34.74743	-82.5285	Rear End
Motor Veh	Roadway	34.76007	-82.4926	Rear End
Motor Veh	Roadway	34.7764	-82.4877	Rear End
Motor Veh	Roadway	34.76619	-82.4897	Rear End
Motor Veh	Roadway	34.74876	-82.5014	Angle

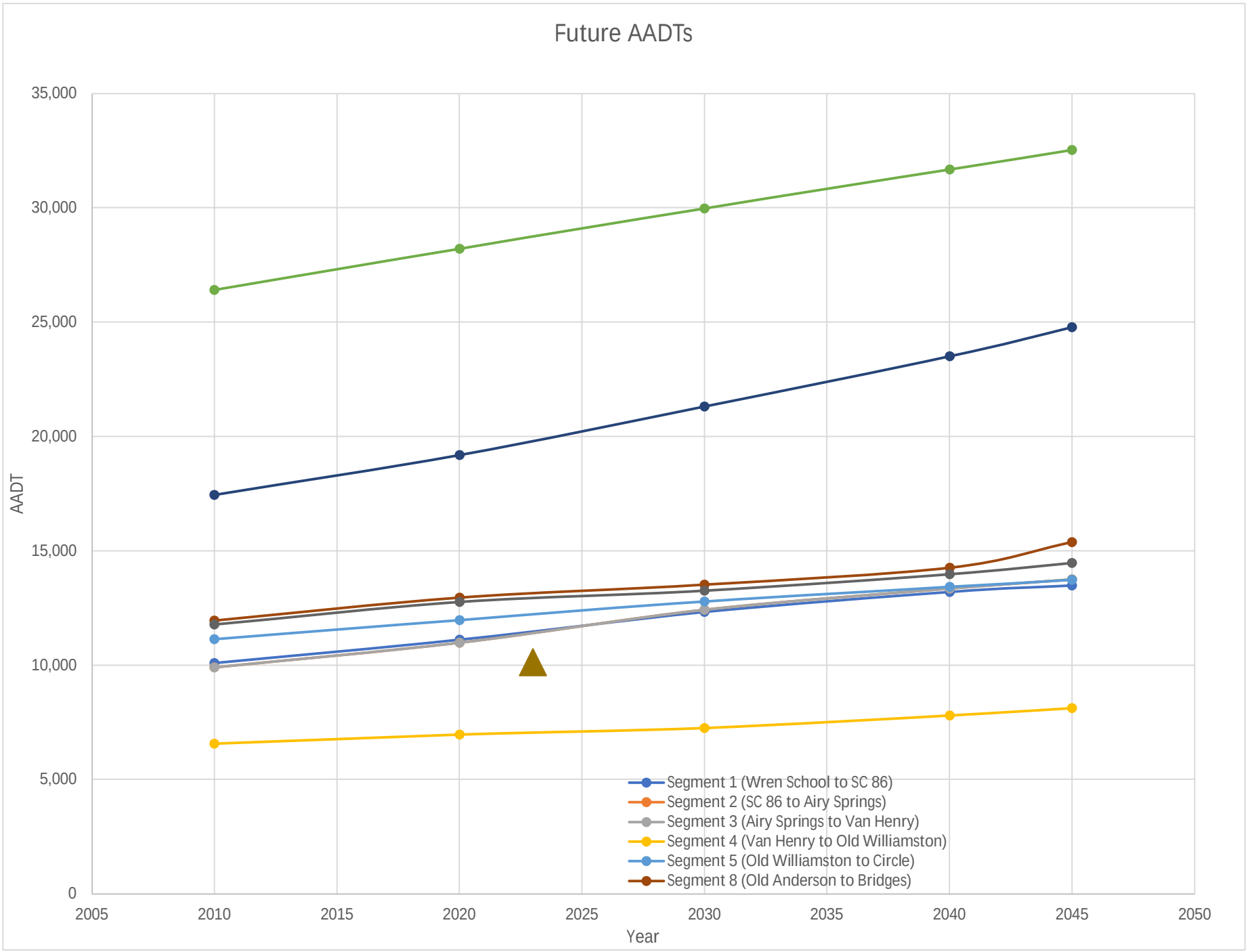
Other	Outside Tra	34.74908	-82.5191	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.74741	-82.5279	Angle
Motor Veh	Roadway	34.74797	-82.5022	Rear End
Motor Veh	Roadway	34.74898	-82.5196	Rear End
Motor Veh	Roadway	34.73557	-82.545	Angle
Ditch	Roadside	34.74485	-82.5357	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.74807	-82.5106	Rear End
Ditch	Roadside	34.74675	-82.5043	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.74076	-82.5402	Rear End
Motor Veh	Roadway	34.75992	-82.4928	Rear End
Motor Veh	Roadway	34.76356	-82.4904	Rear End
Culvert	Roadside	34.76268	-82.4906	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.77412	-82.4883	Rear End
Motor Veh	Roadway	34.77457	-82.4882	Angle
Motor Veh	Roadway	34.77639	-82.4877	Rear End
Motor Veh	Roadway	34.75209	-82.4998	Angle
Motor Veh	Roadway	34.74662	-82.5334	Angle
Motor Veh	Roadway	34.77471	-82.4882	Angle
Motor Veh	Roadway	34.7412	-82.5396	Rear End
Motor Veh	Roadway	34.73561	-82.545	Angle
Motor Veh	Roadway	34.77618	-82.4878	Rear End
Motor Veh	Roadway	34.77696	-82.488	Rear End
Motor Veh	Roadway	34.76597	-82.4898	Rear End
Motor Veh	Roadway	34.74036	-82.5405	Rear End
Motor Veh	Roadway	34.76459	-82.4902	Angle
HWY Traffi	Shoulder	34.74693	-82.5037	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.7752	-82.4881	Rear End
Motor Veh	Roadway	34.74094	-82.5399	Rear End
Motor Veh	Roadway	34.77771	-82.487	Rear End
Motor Veh	Roadway	34.77514	-82.4881	Angle
HWY Traffi	Roadside	34.74744	-82.5311	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.73615	-82.5444	Rear End
Motor Veh	Roadway	34.73568	-82.5449	Angle
Motor Veh	Roadway	34.76356	-82.4904	Rear End
Motor Veh	Roadway	34.75523	-82.4994	Rear End
Motor Veh	Roadway	34.74804	-82.5104	Rear End
Motor Veh	Roadway	34.77646	-82.4877	Angle
Motor Veh	Roadway	34.74796	-82.5101	Rear End
Motor Veh	Roadway	34.76443	-82.4903	Angle
Overturn/R	Roadside	34.76956	-82.4887	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.77467	-82.4882	Rear End
Motor Veh	Roadway	34.77651	-82.4877	Head On
Motor Veh	Roadway	34.74908	-82.5192	Rear End
Motor Veh	Roadway	34.77637	-82.4877	Angle
Ditch	Roadway	34.77079	-82.4886	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.74843	-82.5019	Rear End
Motor Veh	Roadway	34.73566	-82.5449	Angle

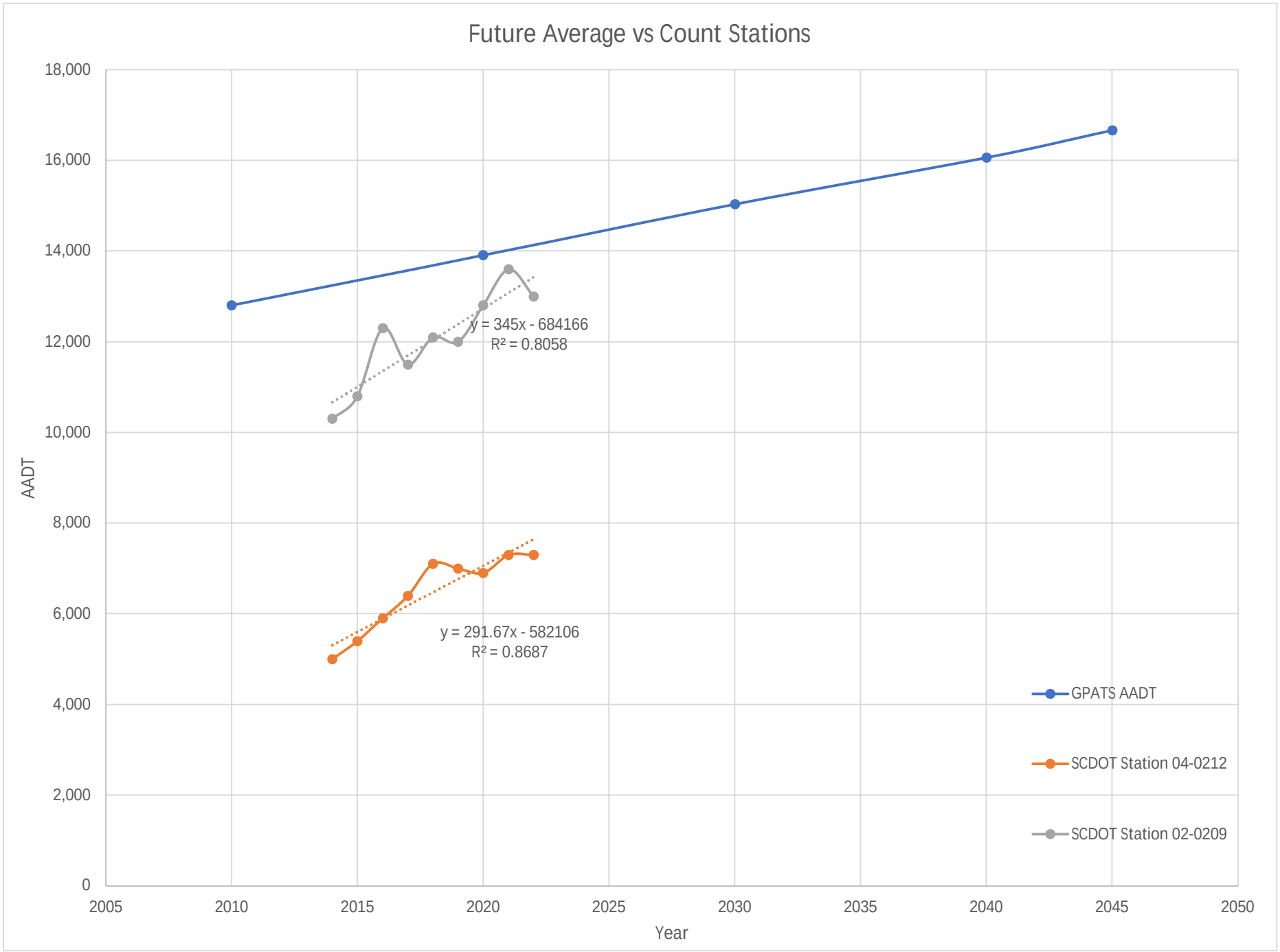
Motor Veh	Roadway	34.75843	-82.4957	Rear End
Motor Veh	Roadway	34.7746	-82.4882	Angle
Utility Pole	Roadway	34.76944	-82.4887	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.76525	-82.4901	Angle
Motor Veh	Roadway	34.77395	-82.4883	Rear End
Pedalcycle	Roadway	34.73916	-82.5418	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.77465	-82.4882	Rear End
Motor Veh	Roadway	34.77343	-82.4883	Rear End
Motor Veh	Roadway	34.74828	-82.502	Angle
Motor Veh	Roadway	34.77639	-82.4877	Angle
Motor Veh	Roadway	34.77065	-82.4886	Rear End
Motor Veh	Roadway	34.74878	-82.5206	Rear End
Utility Pole	Roadside	34.76101	-82.4916	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.77474	-82.4879	Rear End
Motor Veh	Roadway	34.74785	-82.5096	Rear End
Motor Veh	Roadway	34.75187	-82.4998	Rear End
Motor Veh	Roadway	34.75522	-82.4993	Rear End
Motor Veh	Roadway	34.74908	-82.519	Rear End
Motor Veh	Roadway	34.77647	-82.4877	Angle
Motor Veh	Roadway	34.77647	-82.4877	Angle
Motor Veh	Roadway	34.76336	-82.4904	Rear End
HWY Traffi	Roadside	34.73117	-82.5476	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.75808	-82.4965	Rear End
Motor Veh	Roadway	34.74745	-82.526	Sideswipe Same Direction
Motor Veh	Roadway	34.73143	-82.5474	Rear End
Motor Veh	Roadway	34.74875	-82.5136	Rear End
Motor Veh	Roadway	34.76457	-82.4902	Rear End
Motor Veh	Roadway	34.74968	-82.5008	Angle
Other Mov	Roadway	34.74892	-82.5151	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.74093	-82.5399	Rear End
Motor Veh	Roadway	34.7764	-82.4877	Angle
Tree	Roadside	34.74728	-82.5031	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.73582	-82.5447	Rear End
Ditch	Roadside	34.74675	-82.5047	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.77428	-82.4882	Rear End
Motor Veh	Roadway	34.74878	-82.5207	Angle
Motor Veh	Roadway	34.77641	-82.4877	Angle
Motor Veh	Roadway	34.7659	-82.4898	Angle
Motor Veh	Roadway	34.77381	-82.4885	Rear End
Tree	Roadside	34.74826	-82.5021	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.73568	-82.545	Angle
Motor Veh	Roadway	34.74558	-82.5348	Rear End
Motor Veh	Roadway	34.77453	-82.4882	Rear End
Motor Veh	Roadway	34.74866	-82.5016	Sideswipe Same Direction
Animal (De	Roadway	34.76969	-82.4886	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.75515	-82.4994	Rear End
Motor Veh	Roadway	34.77648	-82.4877	Angle

Motor Veh	Roadside	34.75538	-82.4993	Rear End
Motor Veh	Roadway	34.76244	-82.4907	Rear End
Motor Veh	Roadway	34.74988	-82.501	Rear End
Motor Veh	Roadway	34.74906	-82.5192	Angle
Motor Veh	Roadway	34.78771	-82.4829	Angle
Motor Veh	Roadway	34.74171	-82.539	Rear End
Motor Veh	Roadway	34.7746	-82.4882	Rear End
Ditch	Roadside	34.74674	-82.5044	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.741	-82.5398	Angle
Motor Veh	Roadway	34.76767	-82.489	Rear End
Motor Veh	Roadway	34.77415	-82.4883	Rear End
Ditch	Roadside	34.74561	-82.5348	Not Collision With Motor Vehicle
HWY Traffi	Roadside	34.74696	-82.5036	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.73882	-82.5421	Rear End
Motor Veh	Roadway	34.74103	-82.5398	Rear End
Motor Veh	Roadway	34.74703	-82.5327	Rear End
Motor Veh	Roadway	34.74916	-82.5186	Rear End
Motor Veh	Roadway	34.75528	-82.4993	Head On
Animal (De	Roadway	34.74787	-82.5025	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.73521	-82.5454	Rear End
Motor Veh	Roadway	34.74832	-82.502	Angle
Motor Veh	Roadway	34.74746	-82.5265	Rear End
Motor Veh	Roadway	34.73556	-82.545	Rear End
Motor Veh	Roadway	34.77479	-82.4881	Rear End
Motor Veh	Roadway	34.74103	-82.5398	Rear End
Motor Veh	Roadway	34.73872	-82.5421	Rear End
Motor Veh	Roadway	34.75481	-82.4992	Rear End
Motor Veh	Roadway	34.75392	-82.4996	Angle
Motor Veh	Roadway	34.76009	-82.4931	Backed Into
Motor Veh	Roadway	34.74702	-82.5035	Sideswipe Opposite Direction
Motor Veh	Roadway	34.73564	-82.5449	Angle
Motor Veh	Roadway	34.74806	-82.5105	Rear End
Motor Veh	Roadway	34.74911	-82.5157	Sideswipe Same Direction
Motor Veh	Roadway	34.75219	-82.4998	Rear End
Motor Veh	Roadway	34.74755	-82.5254	Rear End
Motor Veh	Roadway	34.74842	-82.5021	Rear End
Motor Veh	Roadway	34.74822	-82.5021	Angle
Ditch	Roadside	34.74761	-82.5029	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.74736	-82.5031	Head On
Motor Veh	Roadway	34.73902	-82.5422	Sideswipe Same Direction
Motor Veh	Roadway	34.73564	-82.5449	Rear End
Motor Veh	Roadway	34.75283	-82.4997	Sideswipe Opposite Direction
Motor Veh	Roadway	34.72903	-82.5489	Rear End
Motor Veh	Roadway	34.74876	-82.5207	Angle
Motor Veh	Roadway	34.7554	-82.4993	Rear End
Motor Veh	Roadway	34.74814	-82.5022	Angle
Motor Veh	Roadway	34.76587	-82.4901	Rear End

Motor Veh	Roadway	34.74918	-82.5011	Rear End
Motor Veh	Roadway	34.77648	-82.4877	Rear End
Motor Veh	Roadway	34.75856	-82.4959	Rear End
Motor Veh	Roadway	34.75486	-82.4995	Rear End
HWY Traffi	Roadside	34.7306	-82.5479	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.74826	-82.5021	Angle
Animal (De	Roadway	34.74888	-82.5137	Not Collision With Motor Vehicle
Tree	Outside Tra	34.7695	-82.4887	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.74709	-82.5047	Rear End
Tree	Roadside	34.74699	-82.504	Not Collision With Motor Vehicle
Motor Veh	Roadway	34.75521	-82.4994	Rear End
Motor Veh	Roadway	34.74919	-82.5205	Angle
Guardrail E	Roadway	34.7545	-82.4994	Not Collision With Motor Vehicle

Appendix D – ANATS 2010 and 2045 Traffic Projections


Future AADTs
35,000
30,000
25,000
20,000
15,000
10,000
5,000
0
AADT
2005
2010
2015
2020
2025
2030
2035
2040
2045
2050
Year
Segment 1 (Wren School to SC 86)
Segment 2 (SC 86 to Airy Springs)
Segment 3 (Airy Springs to Van Henry)
Segment 4 (Van Henry to Old Williamston)
Segment 5 (Old Williamston to Circle)
Segment 8 (Old Anderson to Bridges)


Future Average vs Count Stations
18,000
16,000
14,000
12,000
10,000
8,000
6,000
4,000
2,000
0
AADT
2005
2010
2015
2020
2025
2030
2035
2040
2045
2050
Year
y = 345x - 684166
R² = 0.8058
y = 291.67x - 582106
R² = 0.8687
GPATS AADT
SCDOT Station 04-0212
SCDOT Station 02-0209

	2010	2020	2030	2040	2045	Average	Growth Rate (%)
Segment 1 (Wren School to SC 86)	10,105	11,111	12,325	13,209	13,494	12,049	0.83%
Segment 2 (SC 86 to Airy Springs)	9,905	10,983	12,424	13,351	13,746	12,082	0.94%
Segment 3 (Airy Springs to Van Henry)	9,905	10,983	12,424	13,351	13,746	12,082	0.94%
Segment 4 (Van Henry to Old Williamston)	6,566	6,960	7,255	7,801	8,119	7,340	0.61%
Segment 5 (Old Williamston to Circle)	11,144	11,973	12,796	13,423	13,728	12,613	0.60%
Segment 6 (Circle to SC 153)	26,422	28,223	29,986	31,681	32,532	29,769	0.60%
Segment 7 (SC 153 to Old Anderson)	17,448	19,193	21,322	23,508	24,780	21,250	1.01%
Segment 8 (Old Anderson to Bridges)	11,961	12,955	13,520	14,265	15,391	13,618	0.72%
Segment 9 (Bridges to Anderson/Greenville County Line)	11,780	12,768	13,260	13,982	14,471	13,252	0.59%
Future Average	12,804	13,905	15,035	16,063	16,667	14,895	0.76%
						Total Average	

Appendix E – Historical AADT

SCDOT
Traffic Engineering Road Data Services

Average Daily Traffic
For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
ANDERSON	162	SC 8	SC 88 TO SC 86, L- 1196	3200	2014
ANDERSON	163	SC 20	S- 80 TO US 76	1500	2014
ANDERSON	164	SC 20	County Line - ABBEVILLE TO SC 284	800	2014
ANDERSON	165	SC 20	US 76, SC 247, S- 181 TO S- 205, L- 205	7500	2014
ANDERSON	166	SC 20	S- 205, L- 205 TO S- 77, L- 3791	6100	2014
ANDERSON	167	SC 24	County Line - OCONEE TO I- 85	5300	2014
ANDERSON	168	SC 20	S- 77, L- 3791 TO US 29 CON, S- 98	2300	2014
ANDERSON	169	SC 24	I- 85 TO SC 187, S- 93	9900	2014
ANDERSON	170	SC 20	US 29 CON, S- 98 TO S- 54	10600	2014
ANDERSON	171	SC 24	L- 6911 TO SC 28	10000	2014
ANDERSON	172	SC 20	S- 54 TO SC 8	9100	2014
ANDERSON	173	SC 24	SC 28 TO S- 648, L- 825	7800	2014
ANDERSON	174	SC 20	SC 8 TO County Line - GREENVILLE	4200	2014
ANDERSON	175	SC 24	S- 648, L- 825 TO US 29 BUS	6600	2014
ANDERSON	176	SC 24	SC 187, S- 93 TO L- 6911	8000	2014
ANDERSON	177	SC 28	County Line - ABBEVILLE TO SC 185	2800	2014
ANDERSON	179	SC 28	S- 141 TO US 29	9700	2014
ANDERSON	181	SC 28 BU2	SC 28 TO S- 1165	5600	2014
ANDERSON	183	S- 1165	SC 28 BU2 TO S- 415, L- 1165	4800	2014
ANDERSON	185	SC 28 BU2	US 29 BUS TO US 76	25000	2014
ANDERSON	186	SC 28	SC 185 TO S- 141	5700	2014
ANDERSON	187	SC 28 BUS	US 76 TO SC 88, S- 56	8000	2014
ANDERSON	189	SC 28 BUS	SC 88, S- 56 TO County Line - PICKENS	5700	2014
ANDERSON	190	SC 20	SC 284 TO S- 80	1300	2014
ANDERSON	191	SC 28	US 29 TO US 29 BUS	14800	2014
ANDERSON	192	SC 28	US 29 BUS TO L- 1328	19500	2014
ANDERSON	193	SC 28	L- 1328 TO SC 24	18000	2014
ANDERSON	195	SC 28	SC 24 TO S- 34	17900	2014
ANDERSON	197	SC 28	S- 34 TO US 76	14800	2014
ANDERSON	198	US 178 CON	US 76 TO US 178	9800	2014
ANDERSON	199	SC 81	County Line - ABBEVILLE TO S- 294	2600	2014
ANDERSON	201	SC 81	S- 294 TO S- 105	4800	2014
ANDERSON	203	SC 81	S- 105 TO S- 65	4700	2014
ANDERSON	205	SC 81	S- 65 TO US 29	13000	2014
ANDERSON	207	SC 81	US 29 TO US 29 BUS	6600	2014
ANDERSON	208	SC 81	I- 85 TO SC 8, S- 17	2700	2014
ANDERSON	209	SC 81	US 29 BUS TO S- 839	23300	2014
ANDERSON	211	SC 81	S- 839 TO I- 85	12200	2014
ANDERSON	212	SC 81	SC 8, L- 2116 TO SC 153	5000	2014
ANDERSON	213	SC 86	SC 8, L- 1196, L- 5089, L- 10419 TO I- 85	5000	2014
ANDERSON	214	SC 81	SC 153 TO County Line - GREENVILLE	10300	2014
ANDERSON	215	SC 86	I- 85 TO County Line - GREENVILLE	8400	2014
ANDERSON	217	SC 88	SC 28 BUS, S- 56 TO S- 287	4100	2014

Disclaimer – The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)

SCDOT
Traffic Engineering Road Data Services

Average Daily Traffic
For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
ANDERSON	211	SC 81	S- 839 TO I- 85 (I-85 NORTHBOUND)	13600	2015
ANDERSON	212	SC 81	SC 8 (PELZER HWY), L- 2116 TO SC 153 (HIGHWAY 153)	5400	2015
ANDERSON	213	SC 86	SC 8 (PELZER HWY), L- 1196, L- 5089, L- 10419 TO I- 85 (I-85 NORTHBOUND)	5600	2015
ANDERSON	214	SC 81	SC 153 (HIGHWAY 153) TO County Line - GREENVILLE	10800	2015
ANDERSON	215	SC 86	I- 85 (I-85 NORTHBOUND) TO County Line - GREENVILLE	9000	2015
ANDERSON	217	SC 88	SC 28 BUS (N MECHANIC ST), S- 56 TO S- 287	4800	2015
ANDERSON	219	SC 88	US 178 (LIBERTY HWY) TO SC 8 (PELZER HWY), SC 8	5000	2015
ANDERSON	220	SC 153	County Line - GREENVILLE TO I- 85 (HIGHWAY 153)	8100	2015
ANDERSON	221	SC 153	I- 85 (HIGHWAY 153) TO SC 81 (ANDERSON RD)	32600	2015
ANDERSON	222	SC 153	SC 81 (ANDERSON RD) TO County Line - PICKENS	28000	2015
ANDERSON	223	SC 181	State Line - GEORGIA TO SC 412 (STONES THROW AV), S- 224	1700	2015
ANDERSON	225	SC 184	State Line - GEORGIA TO SC 81 (HIGHWAY 81 S)	800	2015
ANDERSON	227	SC 184	SC 81 (W FRONT ST) TO S- 930	1200	2015
ANDERSON	229	SC 184	S- 930 TO County Line - ABBEVILLE	1500	2015
ANDERSON	230	SC 185	SC 284 (TRAIL RD) TO County Line - ABBEVILLE	1250	2015
ANDERSON	231	SC 185	SC 28 (ABBEVILLE HWY) TO SC 284 (TRAIL RD)	1800	2015
ANDERSON	232	SC 187	SC 184 (ELBERTON HWY) TO SC 181 (SMITH MCGEE RD)	375	2015
ANDERSON	233	SC 187	US 29 (HIGHWAY 29 S) TO S- 22 (DOBBINS BRIDGE RD)	5100	2015
ANDERSON	234	SC 187	SC 181 (SMITH MCGEE RD) TO SC 412 (RAINEY RD)	375	2015
ANDERSON	235	SC 187	SC 24 (HIGHWAY 24) TO US 76 (HIGHWAY 76)	4700	2015
ANDERSON	236	SC 201	County Line - ABBEVILLE TO SC 284 (TRAIL RD)	1000	2015
ANDERSON	237	SC 243	County Line - OCONEE TO SC 24 (HIGHWAY 24)	2600	2015
ANDERSON	238	SC 247	SC 20 (N MAIN ST) TO S- 441 (GREEN ST)	5000	2015
ANDERSON	239	SC 247	S- 441 (GREEN ST) TO S- 207 (GLENWOOD ST)	4600	2015
ANDERSON	240	SC 187	SC 412 (RAINEY RD) TO US 29 (HIGHWAY 29 S)	800	2015
ANDERSON	241	SC 247	S- 207 (GLENWOOD ST) TO L- 205 (E CALHOUN RD)	2900	2015
ANDERSON	242	SC 247	L- 205 (E CALHOUN RD) TO County Line - GREENVILLE	3100	2015
ANDERSON	243	SC 252	US 76 (BELTON HWY) TO S- 107 (HENRY THOMAS RD)	6000	2015
ANDERSON	244	SC 187	S- 22 (DOBBINS BRIDGE RD) TO S- 34 (WHITEHALL RD)	6800	2015
ANDERSON	245	SC 252	S- 107 (HENRY THOMAS RD) TO S- 604 (ARMSTRONG RD)	4200	2015
ANDERSON	246	SC 187	S- 34 (WHITEHALL RD) TO SC 24 (HIGHWAY 24), S- 93	3100	2015
ANDERSON	247	SC 252	S- 604 (ARMSTRONG RD) TO US 76 (E GREER ST)	5300	2015
ANDERSON	249	SC 252	US 76 (PRINCETON HWY) TO County Line - ABBEVILLE	2700	2015
ANDERSON	251	SC 284	County Line - ABBEVILLE TO SC 20 (TRAIL RD)	1000	2015
ANDERSON	252	SC 412	US 29 (HIGHWAY 29 S) TO L- 240	250	2015
ANDERSON	253	SC 412	L- 240 TO SC 81 (HIGHWAY 81 S)	1350	2015
ANDERSON	255	SC 413	SC 184 (E GREEN ST), L- 2096 TO S- 930 (HARPER HALL RD), L- 880	750	2015
ANDERSON	256	SC 413	S- 930 (HARPER HALL RD), L- 880 TO S- 247 (RICE CEMETERY RD)	950	2015
ANDERSON	257	S- 76	S- 217, L- 217 TO L- 616 (CRESTVIEW RD)	2100	2015
ANDERSON	258	SC 413	S- 247 (RICE CEMETERY RD) TO US 76 (BELTON HWY)	3000	2015

Disclaimer – The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)

Average Daily Traffic
For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
ANDERSON	212	SC 81	SC 8 (PELZER HWY), L- 2116 TO SC 153 (HIGHWAY 153)	5900	2016
ANDERSON	213	SC 86	SC 8 (PELZER HWY), L- 1196 TO I- 85 (I-85 NORTHBOUND)	5600	2016
ANDERSON	214	SC 81	SC 153 (HIGHWAY 153) TO County Line - GREENVILLE	12300	2016
ANDERSON	215	SC 86	I- 85 (I-85 NORTHBOUND) TO County Line - GREENVILLE	10400	2016
ANDERSON	217	SC 88	SC 28 BUS (N MECHANIC ST), S- 56 TO S- 287	4800	2016
ANDERSON	219	SC 88	US 178 (LIBERTY HWY) TO SC 8 (PELZER HWY)	5800	2016
ANDERSON	220	SC 153	County Line - GREENVILLE TO I- 85 (HIGHWAY 153)	9600	2016
ANDERSON	221	SC 153	I- 85 (HIGHWAY 153) TO SC 81 (ANDERSON RD)	35000	2016
ANDERSON	222	SC 153	SC 81 (ANDERSON RD) TO County Line - PICKENS	30800	2016
ANDERSON	223	SC 181	State Line - GEORGIA TO SC 412 (STONES THROW AV), S- 224	1800	2016
ANDERSON	225	SC 184	State Line - GEORGIA TO SC 81 (HIGHWAY 81 S)	600	2016
ANDERSON	227	SC 184	SC 81 (W FRONT ST), S- 138 TO S- 930	1050	2016
ANDERSON	229	SC 184	S- 930 TO County Line - ABBEVILLE	1250	2016
ANDERSON	230	SC 185	SC 284 (TRAIL RD) TO County Line - ABBEVILLE	1150	2016
ANDERSON	231	SC 185	SC 28 (ABBEVILLE HWY) TO SC 284 (TRAIL RD)	1550	2016
ANDERSON	232	SC 187	SC 184 (ELBERTON HWY) TO SC 181 (SMITH MCGEE RD)	500	2016
ANDERSON	233	SC 187	US 29 (HIGHWAY 29 S) TO S- 22 (DOBBINS BRIDGE RD)	5300	2016
ANDERSON	234	SC 187	SC 181 (SMITH MCGEE RD) TO SC 412 (RAINEY RD)	450	2016
ANDERSON	235	SC 187	SC 24 (HIGHWAY 24), L- 3099 TO US 76 (HIGHWAY 76)	5200	2016
ANDERSON	236	SC 201	County Line - ABBEVILLE TO SC 284 (TRAIL RD)	900	2016
ANDERSON	237	SC 243	County Line - OCONEE TO SC 24 (HIGHWAY 24)	2300	2016
ANDERSON	238	SC 247	SC 20 (N MAIN ST) TO S- 441 (GREEN ST)	5000	2016
ANDERSON	239	SC 247	S- 441 (GREEN ST) TO S- 207 (GLENWOOD ST)	4500	2016
ANDERSON	240	SC 187	SC 412 (RAINEY RD) TO US 29 (HIGHWAY 29 S)	700	2016
ANDERSON	241	SC 247	S- 207 (GLENWOOD ST) TO L- 205 (E CALHOUN RD)	3200	2016
ANDERSON	242	SC 247	L- 205 (E CALHOUN RD) TO County Line - GREENVILLE	2800	2016
ANDERSON	243	SC 252	US 76 (BELTON HWY) TO S- 107 (HENRY THOMAS RD)	5700	2016
ANDERSON	244	SC 187	S- 22 (DOBBINS BRIDGE RD) TO S- 34 (WHITEHALL RD)	6800	2016
ANDERSON	245	SC 252	S- 107 (HENRY THOMAS RD) TO S- 604 (ARMSTRONG RD)	4000	2016
ANDERSON	246	SC 187	S- 34 (WHITEHALL RD) TO SC 24 (HIGHWAY 24), S- 93	3800	2016
ANDERSON	247	SC 252	S- 604 (ARMSTRONG RD) TO US 76 (E GREER ST)	4900	2016
ANDERSON	249	SC 252	US 76 (PRINCETON HWY) TO County Line - ABBEVILLE	2200	2016
ANDERSON	251	SC 284	County Line - ABBEVILLE TO SC 20 (TRAIL RD)	900	2016
ANDERSON	252	SC 412	US 29 (HIGHWAY 29 S) TO SC 181, S- 224	175	2016
ANDERSON	253	SC 412	SC 181, S- 224 TO SC 81 (HIGHWAY 81 S)	450	2016
ANDERSON	255	SC 413	SC 184 (E GREEN ST), L- 2096 TO S- 930 (HARPER HALL RD), L- 880	650	2016
ANDERSON	256	SC 413	S- 930 (HARPER HALL RD), L- 880 TO S- 247 (RICE CEMETERY RD)	950	2016
ANDERSON	257	S- 76	S- 217, L- 217 TO L- 616 (CRESTVIEW RD)	2400	2016
ANDERSON	258	SC 413	S- 247 (RICE CEMETERY RD) TO US 76 (BELTON HWY)	2700	2016
ANDERSON	259	S- 76	L- 616 (CRESTVIEW RD) TO S- 113 (MARCHBANKS AV), L- 904, L- 3884	2500	2016

Disclaimer – The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)

SCDOT
Traffic Engineering Road Data Services

Average Daily Traffic
For Map Sales

County	Station	Route	Route Location	Est. AADT	AADT Year
ANDERSON	212	SC 81	SC 8 (PELZER HWY) TO SC 153 (HIGHWAY 153)	6400	2017
ANDERSON	213	SC 86	SC 8 (PELZER HWY) TO I- 85 (I-85 NORTHBOUND)	5800	2017
ANDERSON	214	SC 81	SC 153 (HIGHWAY 153) TO County Line - GREENVILLE	11500	2017
ANDERSON	215	SC 86	I- 85 (I-85 NORTHBOUND) TO County Line - GREENVILLE	10700	2017
ANDERSON	217	SC 88	SC 28 BUS (N MECHANIC ST) TO S- 287	5100	2017
ANDERSON	219	SC 88	US 178 (LIBERTY HWY) TO SC 8 (PELZER HWY)	5400	2017
ANDERSON	220	SC 153	County Line - GREENVILLE TO I- 85 (HIGHWAY 153)	9200	2017
ANDERSON	221	SC 153	I- 85 (HIGHWAY 153) TO SC 81 (ANDERSON RD)	35000	2017
ANDERSON	222	SC 153	SC 81 (ANDERSON RD) TO County Line - PICKENS	30800	2017
ANDERSON	223	SC 181	State Line - GEORGIA TO SC 412 (STONES THROW AV), S- 224	1800	2017
ANDERSON	225	SC 184	State Line - GEORGIA TO SC 81 (HIGHWAY 81 S)	750	2017
ANDERSON	227	SC 184	SC 81 (W FRONT ST), S- 138 TO S- 930	1100	2017
ANDERSON	229	SC 184	S- 930 TO County Line - ABBEVILLE	1300	2017
ANDERSON	230	SC 185	SC 284 (TRAIL RD) TO County Line - ABBEVILLE	1600	2017
ANDERSON	231	SC 185	SC 28 (ABBEVILLE HWY) TO SC 284 (TRAIL RD)	1850	2017
ANDERSON	232	SC 187	SC 184 (ELBERTON HWY) TO SC 181 (SMITH MCGEE RD)	400	2017
ANDERSON	233	SC 187	US 29 (HIGHWAY 29 S) TO S- 22 (DOBBINS BRIDGE RD)	5100	2017
ANDERSON	234	SC 187	SC 181 (SMITH MCGEE RD) TO SC 412 (RAINEY RD)	250	2017
ANDERSON	235	SC 187	SC 24 (HIGHWAY 24), L- 3099 TO US 76 (HIGHWAY 76)	4900	2017
ANDERSON	236	SC 201	County Line - ABBEVILLE TO SC 284 (TRAIL RD)	950	2017
ANDERSON	237	SC 243	County Line - OCONEE TO SC 24 (HIGHWAY 24)	2400	2017
ANDERSON	238	SC 247	SC 20 (N MAIN ST) TO S- 441 (GREEN ST)	7600	2017
ANDERSON	239	SC 247	S- 441 (GREEN ST) TO S- 207 (GLENWOOD ST)	4100	2017
ANDERSON	240	SC 187	SC 412 (RAINEY RD) TO US 29 (HIGHWAY 29 S)	650	2017
ANDERSON	241	SC 247	S- 207 (GLENWOOD ST) TO L- 205 (E CALHOUN RD)	2800	2017
ANDERSON	242	SC 247	L- 205 (E CALHOUN RD) TO County Line - GREENVILLE	2200	2017
ANDERSON	243	SC 252	US 76 (BELTON HWY) TO S- 107 (HENRY THOMAS RD)	5800	2017
ANDERSON	244	SC 187	S- 22 (DOBBINS BRIDGE RD) TO S- 34 (WHITEHALL RD)	5900	2017
ANDERSON	245	SC 252	S- 107 (HENRY THOMAS RD) TO S- 604 (ARMSTRONG RD)	4100	2017
ANDERSON	246	SC 187	S- 34 (WHITEHALL RD) TO SC 24 (HIGHWAY 24), S- 93	4500	2017
ANDERSON	247	SC 252	S- 604 (ARMSTRONG RD) TO US 76 (E GREER ST)	3700	2017
ANDERSON	249	SC 252	US 76 (PRINCETON HWY) TO County Line - ABBEVILLE	2800	2017
ANDERSON	251	SC 284	County Line - ABBEVILLE TO SC 20 (TRAIL RD)	900	2017
ANDERSON	252	SC 412	US 29 (HIGHWAY 29 S) TO SC 181, S- 224	175	2017
ANDERSON	253	SC 412	SC 181, S- 224 TO SC 81 (HIGHWAY 81 S)	450	2017
ANDERSON	255	SC 413	SC 184 (E GREEN ST), L- 2096 TO S- 930 (HARPER HALL RD), L- 880	800	2017
ANDERSON	256	SC 413	S- 930 (HARPER HALL RD), L- 880 TO S- 247 (RICE CEMETERY RD)	1000	2017
ANDERSON	257	S- 76	S- 217, L- 217 TO L- 616 (CRESTVIEW RD)	2200	2017
ANDERSON	258	SC 413	S- 247 (RICE CEMETERY RD) TO US 76 (BELTON HWY)	3100	2017
ANDERSON	259	S- 76	L- 616 (CRESTVIEW RD) TO S- 113 (MARCHBANKS AV), L- 904, L- 3884	3400	2017

Disclaimer – The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)

2018 Average Daily Traffic
For Anderson County

County	Station	Route	Route Location	Est. AADT	AADT Year
ANDERSON	209	SC 81	US 29 BUS (E GREENVILLE ST) TO S- 839 (REED RD)	27000	2018
ANDERSON	211	SC 81	S- 839 (REED RD) TO I- 85 (INTERSTATE 85)	17000	2018
ANDERSON	212	SC 81	SC 8 (HIGHWAY 81 N) TO SC 153 (HIGHWAY 153)	7100	2018
ANDERSON	213	SC 86	SC 8 (PELZER HWY) TO I- 85 (INTERSTATE 85)	6100	2018
ANDERSON	214	SC 81	SC 153 (HIGHWAY 153) TO County Line - GREENVILLE	12100	2018
ANDERSON	215	SC 86	I- 85 (INTERSTATE 85) TO County Line - GREENVILLE	11200	2018
ANDERSON	217	SC 88	L- 226 (N BROAD ST) TO S- 287 (PORTER RD)	5100	2018
ANDERSON	219	SC 88	US 178 (LIBERTY HWY) TO SC 8 (OLD GREENVILLE HWY)	6600	2018
ANDERSON	220	SC 153	County Line - GREENVILLE TO I- 85 (INTERSTATE 85)	9700	2018
ANDERSON	221	SC 153	I- 85 (INTERSTATE 85) TO SC 81 (ANDERSON RD)	38500	2018
ANDERSON	222	SC 153	SC 81 (ANDERSON RD) TO County Line - PICKENS	32000	2018
ANDERSON	223	SC 181	State Line - GEORGIA TO SC 412 (RAINEY RD), S- 224	1950	2018
ANDERSON	225	SC 184	State Line - GEORGIA TO SC 81 (HIGHWAY 81 S)	800	2018
ANDERSON	227	SC 184	SC 81 (W FRONT ST), S- 138 TO S- 930 (HARPER HALL RD)	1400	2018
ANDERSON	229	SC 184	S- 930 (HARPER HALL RD) TO County Line - ABBEVILLE	1550	2018
ANDERSON	230	SC 185	SC 284 (TRAIL RD) TO County Line - ABBEVILLE	1400	2018
ANDERSON	231	SC 185	SC 28 (ABBEVILLE HWY) TO SC 284 (TRAIL RD)	1950	2018
ANDERSON	232	SC 187	SC 184 (ELBERTON HWY) TO SC 181 (SMITH MCGEE RD)	375	2018
ANDERSON	233	SC 187	US 29 (HIGHWAY 29 S) TO S- 22 (DOBBINS BRIDGE RD)	5700	2018
ANDERSON	234	SC 187	SC 181 (SMITH MCGEE RD) TO SC 412 (RAINEY RD)	500	2018
ANDERSON	235	SC 187	SC 24 (HIGHWAY 24), L- 3099 TO US 76 (HIGHWAY 76)	5500	2018
ANDERSON	236	SC 201	County Line - ABBEVILLE TO SC 284 (TRAIL RD)	1150	2018
ANDERSON	237	SC 243	County Line - OCONEE TO SC 24 (HIGHWAY 24)	2500	2018
ANDERSON	238	SC 247	SC 20 (N MAIN ST) TO S- 441 (GREEN ST)	8000	2018
ANDERSON	239	SC 247	S- 441 (GREEN ST) TO S- 207 (GLENWOOD ST)	4300	2018
ANDERSON	240	SC 187	SC 412 (RAINEY RD) TO US 29 (HIGHWAY 29 S)	750	2018
ANDERSON	241	SC 247	S- 207 (GLENWOOD ST) TO L- 205 (E CALHOUN RD)	2900	2018
ANDERSON	242	SC 247	L- 205 (E CALHOUN RD) TO County Line - GREENVILLE	2400	2018
ANDERSON	243	SC 252	US 76 (BELTON HWY) TO S- 107 (WRIGHT SCHOOL RD)	5600	2018
ANDERSON	244	SC 187	S- 22 (DOBBINS BRIDGE RD) TO S- 34 (WHITEHALL RD)	7600	2018
ANDERSON	245	SC 252	S- 107 (WRIGHT SCHOOL RD) TO S- 604 (ARMSTRONG RD)	4300	2018
ANDERSON	246	SC 187	S- 34 (WHITEHALL RD) TO SC 24 (HIGHWAY 24), S- 93	3800	2018
ANDERSON	247	SC 252	S- 604 (ARMSTRONG RD) TO US 76 (N MAIN ST)	5400	2018
ANDERSON	249	SC 252	US 76 (E GREER ST) TO County Line - ABBEVILLE	3000	2018
ANDERSON	251	SC 284	County Line - ABBEVILLE TO SC 20 (DUE WEST RD)	1050	2018
ANDERSON	252	SC 412	US 29 (HIGHWAY 29 S) TO SC 181 (SMITH MCGEE RD), S- 224	200	2018
ANDERSON	253	SC 412	SC 181 (SMITH MCGEE RD), S- 224 TO SC 81 (HIGHWAY 81 S), S- 156	1400	2018
ANDERSON	255	SC 413	SC 184 (E GREEN ST), L- 15 TO S- 930 (HARPER HALL RD), L- 880	800	2018
ANDERSON	256	SC 413	S- 930 (HARPER HALL RD), L- 880 TO S- 247 (BROADWAY LAKE RD)	1150	2018
ANDERSON	257	S- 76	S- 217 (PINE TR), L- 217 TO L- 616 (CRESTVIEW RD)	2200	2018

Disclaimer – The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)

2019 Average Daily Traffic
For Anderson County

County	Station	Route	Route Location	Est. AADT	AADT Year
ANDERSON	209	SC 81	US 29 BUS (E GREENVILLE ST) TO S- 839 (REED RD)	26700	2019
ANDERSON	211	SC 81	S- 839 (REED RD) TO I- 85 (INTERSTATE 85)	16800	2019
ANDERSON	212	SC 81	SC 8 (HIGHWAY 81 N) TO SC 153 (HIGHWAY 153)	7000	2019
ANDERSON	213	SC 86	SC 8 (PELZER HWY) TO I- 85 (INTERSTATE 85)	6000	2019
ANDERSON	214	SC 81	SC 153 (HIGHWAY 153) TO County Line - GREENVILLE	12000	2019
ANDERSON	215	SC 86	I- 85 (INTERSTATE 85) TO County Line - GREENVILLE	11100	2019
ANDERSON	216	S- 258	S- 104 (NORRIS RD) TO L- 8100 (HARD HILLHOUSE DR)	950	2019
ANDERSON	217	SC 88	L- 226 (N BROAD ST) TO S- 287 (PORTER RD)	4900	2019
ANDERSON	218	S- 377	L- 141 (AIRLINE RD), L- 895 TO SC 28 (ABBEVILLE HWY)	200	2019
ANDERSON	219	SC 88	US 178 (LIBERTY HWY) TO SC 8 (OLD GREENVILLE HWY)	6400	2019
ANDERSON	220	SC 153	County Line - GREENVILLE TO I- 85 (INTERSTATE 85)	9600	2019
ANDERSON	221	SC 153	I- 85 (INTERSTATE 85) TO SC 81 (ANDERSON RD)	38100	2019
ANDERSON	222	SC 153	SC 81 (ANDERSON RD) TO County Line - PICKENS	31600	2019
ANDERSON	223	SC 181	State Line - GEORGIA TO SC 412 (RAINEY RD), S- 224	1900	2019
ANDERSON	224	L- 942	L- 3579 (DIXON RD) TO L- 2256 (OLD PEARMAN DAIRY RD)	950	2019
ANDERSON	225	SC 184	State Line - GEORGIA TO SC 81 (HIGHWAY 81 S)	750	2019
ANDERSON	226	L- 2256	S- 852 (DUNN RD) TO L- 3301 (CHATEAU RD)	3200	2019
ANDERSON	227	SC 184	SC 81 (W FRONT ST), S- 138 TO S- 930 (HARPER HALL RD)	1350	2019
ANDERSON	228	L- 2256	L- 3301 (CHATEAU RD) TO S- 71 (CENTERVILLE RD)	2100	2019
ANDERSON	229	SC 184	S- 930 (HARPER HALL RD) TO County Line - ABBEVILLE	1500	2019
ANDERSON	230	SC 185	SC 284 (TRAIL RD) TO County Line - ABBEVILLE	1350	2019
ANDERSON	231	SC 185	SC 28 (ABBEVILLE HWY) TO SC 284 (TRAIL RD)	1900	2019
ANDERSON	232	SC 187	SC 184 (ELBERTON HWY) TO SC 181 (SMITH MCGEE RD)	350	2019
ANDERSON	233	SC 187	US 29 (HIGHWAY 29 S) TO S- 22 (DOBBINS BRIDGE RD)	5500	2019
ANDERSON	234	SC 187	SC 181 (SMITH MCGEE RD) TO SC 412 (RAINEY RD)	475	2019
ANDERSON	235	SC 187	SC 24 (HIGHWAY 24), L- 3099 TO US 76 (HIGHWAY 76)	5300	2019
ANDERSON	236	SC 201	County Line - ABBEVILLE TO SC 284 (TRAIL RD)	1100	2019
ANDERSON	237	SC 243	County Line - OCONEE TO SC 24 (HIGHWAY 24)	2400	2019
ANDERSON	238	SC 247	SC 20 (N MAIN ST) TO S- 441 (GREEN ST)	7900	2019
ANDERSON	239	SC 247	S- 441 (GREEN ST) TO S- 207 (GLENWOOD ST)	4300	2019
ANDERSON	240	SC 187	SC 412 (RAINEY RD) TO US 29 (HIGHWAY 29 S)	700	2019
ANDERSON	241	SC 247	S- 207 (GLENWOOD ST) TO L- 205 (E CALHOUN RD)	2900	2019
ANDERSON	242	SC 247	L- 205 (E CALHOUN RD) TO County Line - GREENVILLE	2300	2019
ANDERSON	243	SC 252	US 76 (BELTON HWY) TO S- 107 (WRIGHT SCHOOL RD)	5400	2019
ANDERSON	244	SC 187	S- 22 (DOBBINS BRIDGE RD) TO S- 34 (WHITEHALL RD)	7300	2019
ANDERSON	245	SC 252	S- 107 (WRIGHT SCHOOL RD) TO S- 604 (ARMSTRONG RD)	4200	2019
ANDERSON	246	SC 187	S- 34 (WHITEHALL RD) TO SC 24 (HIGHWAY 24), S- 93	3800	2019
ANDERSON	247	SC 252	S- 604 (ARMSTRONG RD) TO US 76 (N MAIN ST)	5200	2019
ANDERSON	248	L- 9043	SC 24 (W WHITNER ST) TO S- 22 (W MARKET ST)	1400	2019
ANDERSON	249	SC 252	US 76 (E GREER ST) TO County Line - ABBEVILLE	2900	2019
ANDERSON	251	SC 284	County Line - ABBEVILLE TO SC 20 (DUE WEST RD)	1000	2019

Disclaimer – The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a representative station in another county)

Average Daily Traffic
For ANDERSON County

7/3/2021 11:10 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
ANDERSON	191	SC 28	US 29 (S MURRAY AV) TO US 29 BUS (HIGHWAY 29 S)	18600	2020
ANDERSON	192	SC 28	US 29 BUS (HIGHWAY 29 S) TO L- 1328 (MONITOR DR)	22800	2020
ANDERSON	193	SC 28	L- 1328 (MONITOR DR) TO SC 24 (W WHITNER ST)	23100	2020
ANDERSON	195	SC 28	SC 24 (W WHITNER ST) TO S- 34 (WHITEHALL RD)	21800	2020
ANDERSON	197	SC 28	S- 34 (WHITEHALL RD) TO US 76 (CLEMSON BLVD)	22800	2020
ANDERSON	198	US 178 CON	US 76 (CLEMSON BLVD) TO US 178 (LIBERTY HWY)	14200	2020
ANDERSON	199	SC 81	County Line - ABBEVILLE TO S- 294 (W BROAD ST)	2800	2020
ANDERSON	201	SC 81	S- 294 (W BROAD ST) TO S- 105 (GOOD HOPE CHURCH RD)	5700	2020
ANDERSON	203	SC 81	S- 105 (GOOD HOPE CHURCH RD) TO S- 65 (HIGHWAY 81 S)	7600	2020
ANDERSON	205	SC 81	S- 65 (HIGHWAY 81 S) TO US 29 (W SHOCKLEY FERRY RD)	15400	2020
ANDERSON	207	SC 81	US 29 (S MURRAY AV) TO US 29 BUS (SAYRE ST), SC 28 BU2	7700	2020
ANDERSON	208	SC 81	I- 85 (INTERSTATE 85) TO SC 8 (EASLEY HWY), S- 17	4700	2020
ANDERSON	209	SC 81	US 29 BUS (E GREENVILLE ST) TO S- 839 (REED RD)	24800	2020
ANDERSON	211	SC 81	S- 839 (REED RD) TO I- 85 (INTERSTATE 85)	17200	2020
ANDERSON	212	SC 81	SC 8 (HIGHWAY 81 N) TO SC 153 (HIGHWAY 153)	6900	2020
ANDERSON	213	SC 86	SC 8 (PELZER HWY) TO I- 85 (INTERSTATE 85)	5900	2020
ANDERSON	214	SC 81	SC 153 (HIGHWAY 153) TO County Line - GREENVILLE	12800	2020
ANDERSON	215	SC 86	I- 85 (INTERSTATE 85) TO County Line - GREENVILLE	10100	2020
ANDERSON	216	S- 258	S- 104 (NORRIS RD) TO L- 8100 (HARD HILLHOUSE DR)	1000	2020
ANDERSON	217	SC 88	L- 226 (N BROAD ST) TO S- 287 (PORTER RD)	4400	2020
ANDERSON	218	S- 377	L- 141 (AIRLINE RD), L- 895 TO SC 28 (ABBEVILLE HWY)	175	2020
ANDERSON	219	SC 88	US 178 (LIBERTY HWY) TO SC 8 (OLD GREENVILLE HWY)	6400	2020
ANDERSON	220	SC 153	County Line - GREENVILLE TO I- 85 (INTERSTATE 85)	9300	2020
ANDERSON	221	SC 153	I- 85 (INTERSTATE 85) TO SC 81 (ANDERSON RD)	36400	2020
ANDERSON	222	SC 153	SC 81 (ANDERSON RD) TO County Line - PICKENS	31300	2020
ANDERSON	223	SC 181	State Line - GEORGIA TO SC 412 (RAINEY RD), S- 224	1800	2020
ANDERSON	224	L- 942	L- 3579 (DIXON RD) TO L- 2256 (OLD PEARMAN DAIRY RD)	750	2020
ANDERSON	225	SC 184	State Line - GEORGIA TO SC 81 (HIGHWAY 81 S)	650	2020
ANDERSON	226	L- 2256	S- 852 (DUNN RD) TO L- 3301 (CHATEAU RD)	3400	2020
ANDERSON	227	SC 184	SC 81 (W FRONT ST), S- 138 TO S- 930 (HARPER HALL RD)	1300	2020
ANDERSON	228	L- 2256	L- 3301 (CHATEAU RD) TO S- 71 (CENTERVILLE RD)	2100	2020
ANDERSON	229	SC 184	S- 930 (HARPER HALL RD) TO County Line - ABBEVILLE	1450	2020
ANDERSON	230	SC 185	SC 284 (TRAIL RD) TO County Line - ABBEVILLE	1500	2020
ANDERSON	231	SC 185	SC 28 (ABBEVILLE HWY) TO SC 284 (TRAIL RD)	2000	2020

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a respresentative station in another county)

Average Daily Traffic
For ANDERSON County

2/28/2022 7:45 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
ANDERSON	191	SC 28	US 29 (S MURRAY AV) TO US 29 BUS (HIGHWAY 29 S)	19800	2021
ANDERSON	192	SC 28	US 29 BUS (HIGHWAY 29 S) TO L- 1328 (MONITOR DR)	24200	2021
ANDERSON	193	SC 28	L- 1328 (MONITOR DR) TO SC 24 (W WHITNER ST)	24600	2021
ANDERSON	195	SC 28	SC 24 (W WHITNER ST) TO S- 34 (WHITEHALL RD)	23200	2021
ANDERSON	197	SC 28	S- 34 (WHITEHALL RD) TO US 76 (CLEMSON BLVD)	24200	2021
ANDERSON	198	US 178 CON	US 76 (CLEMSON BLVD) TO US 178 (LIBERTY HWY)	15100	2021
ANDERSON	199	SC 81	County Line - ABBEVILLE TO S- 294 (W BROAD ST)	2900	2021
ANDERSON	201	SC 81	S- 294 (W BROAD ST) TO S- 105 (GOOD HOPE CHURCH RD)	6000	2021
ANDERSON	203	SC 81	S- 105 (GOOD HOPE CHURCH RD) TO S- 65 (MASTERS BLVD)	8000	2021
ANDERSON	205	SC 81	S- 65 (MASTERS BLVD) TO US 29 (W SHOCKLEY FERRY RD)	16400	2021
ANDERSON	207	SC 81	US 29 (S MURRAY AV) TO US 29 BUS (SAYRE ST), SC 28 BU2	8200	2021
ANDERSON	208	SC 81	I- 85 (INTERSTATE 85) TO SC 8 (EASLEY HWY), S- 17	4700	2021
ANDERSON	209	SC 81	US 29 BUS (E GREENVILLE ST) TO S- 839 (REED RD)	26400	2021
ANDERSON	211	SC 81	S- 839 (REED RD) TO I- 85 (INTERSTATE 85)	18300	2021
ANDERSON	212	SC 81	SC 8 (HIGHWAY 81 N) TO SC 153 (HIGHWAY 153)	7300	2021
ANDERSON	213	SC 86	SC 8 (PELZER HWY) TO I- 85 (INTERSTATE 85)	6300	2021
ANDERSON	214	SC 81	SC 153 (HIGHWAY 153) TO County Line - GREENVILLE	13600	2021
ANDERSON	215	SC 86	I- 85 (INTERSTATE 85) TO County Line - GREENVILLE	10700	2021
ANDERSON	216	S- 258	S- 104 (NORRIS RD) TO L- 8100 (HARD HILLHOUSE DR)	1050	2021
ANDERSON	217	SC 88	L- 226 (N BROAD ST) TO S- 287 (PORTER RD)	4700	2021
ANDERSON	218	S- 377	L- 141 (AIRLINE RD), L- 895 TO SC 28 (ABBEVILLE HWY)	175	2021
ANDERSON	219	SC 88	US 178 (LIBERTY HWY) TO SC 8 (OLD GREENVILLE HWY)	6400	2021
ANDERSON	220	SC 153	County Line - GREENVILLE TO I- 85 (INTERSTATE 85)	9900	2021
ANDERSON	221	SC 153	I- 85 (INTERSTATE 85) TO SC 81 (ANDERSON RD)	38700	2021
ANDERSON	222	SC 153	SC 81 (ANDERSON RD) TO County Line - PICKENS	33300	2021
ANDERSON	223	SC 181	State Line - GEORGIA TO SC 412 (RAINEY RD), S- 224	1800	2021
ANDERSON	224	L- 942	L- 3579 (DIXON RD) TO L- 2256 (OLD PEARMAN DAIRY RD)	800	2021
ANDERSON	225	SC 184	State Line - GEORGIA TO SC 81 (HIGHWAY 81 S)	700	2021
ANDERSON	226	L- 2256	S- 852 (DUNN RD) TO L- 3301 (CHATEAU RD)	3600	2021
ANDERSON	227	SC 184	SC 81 (W FRONT ST), S- 138 TO S- 930 (HARPER HALL RD)	1350	2021
ANDERSON	228	L- 2256	L- 3301 (CHATEAU RD) TO S- 71 (CENTERVILLE RD)	2200	2021
ANDERSON	229	SC 184	S- 930 (HARPER HALL RD) TO County Line - ABBEVILLE	1550	2021
ANDERSON	230	SC 185	SC 284 (TRAIL RD) TO County Line - ABBEVILLE	1500	2021
ANDERSON	231	SC 185	SC 28 (ABBEVILLE HWY) TO SC 284 (TRAIL RD)	2000	2021

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a respresentative station in another county)

Average Daily Traffic
For ANDERSON County

3/3/2023 8:54 AM

County	Station	Route	Route Location	Est. AADT	AADT Year
ANDERSON	191	SC 28	US 29 (S MURRAY AV) TO US 29 BUS (HIGHWAY 29 S)	19300	2022
ANDERSON	192	SC 28	US 29 BUS (HIGHWAY 29 S) TO L- 1328 (MONITOR DR)	25100	2022
ANDERSON	193	SC 28	L- 1328 (MONITOR DR) TO SC 24 (W WHITNER ST)	23200	2022
ANDERSON	195	SC 28	SC 24 (W WHITNER ST) TO S- 34 (WHITEHALL RD)	21800	2022
ANDERSON	197	SC 28	S- 34 (WHITEHALL RD) TO US 76 (CLEMSON BLVD)	22500	2022
ANDERSON	198	US 178 CON	US 76 (CLEMSON BLVD) TO US 178 (LIBERTY HWY)	14700	2022
ANDERSON	199	SC 81	County Line - ABBEVILLE TO S- 294 (W BROAD ST)	3100	2022
ANDERSON	201	SC 81	S- 294 (W BROAD ST) TO S- 105 (GOOD HOPE CHURCH RD)	6000	2022
ANDERSON	203	SC 81	S- 105 (GOOD HOPE CHURCH RD) TO S- 65 (MASTERS BLVD)	7800	2022
ANDERSON	205	SC 81	S- 65 (MASTERS BLVD) TO US 29 (W SHOCKLEY FERRY RD)	16000	2022
ANDERSON	207	SC 81	US 29 (S MURRAY AV) TO US 29 BUS (SAYRE ST), SC 28 BU2	8100	2022
ANDERSON	208	SC 81	I- 85 (INTERSTATE 85) TO SC 8 (EASLEY HWY), S- 17	4900	2022
ANDERSON	209	SC 81	US 29 BUS (E GREENVILLE ST) TO S- 839 (REED RD)	28200	2022
ANDERSON	211	SC 81	S- 839 (REED RD) TO I- 85 (INTERSTATE 85)	17800	2022
ANDERSON	212	SC 81	SC 8 (HIGHWAY 81 N) TO SC 153 (HIGHWAY 153)	7300	2022
ANDERSON	213	SC 86	SC 8 (PELZER HWY) TO I- 85 (INTERSTATE 85)	6700	2022
ANDERSON	214	SC 81	SC 153 (HIGHWAY 153) TO County Line - GREENVILLE	13000	2022
ANDERSON	215	SC 86	I- 85 (INTERSTATE 85) TO County Line - GREENVILLE	11500	2022
ANDERSON	216	S- 258	S- 104 (NORRIS RD) TO L- 8100 (HARD HILLHOUSE DR)	1100	2022
ANDERSON	217	SC 88	L- 226 (N BROAD ST) TO S- 287 (PORTER RD)	5300	2022
ANDERSON	218	S- 377	L- 141 (AIRLINE RD), L- 895 TO SC 28 (ABBEVILLE HWY)	225	2022
ANDERSON	219	SC 88	US 178 (LIBERTY HWY) TO SC 8 (OLD GREENVILLE HWY)	6800	2022
ANDERSON	220	SC 153	County Line - GREENVILLE TO I- 85 (INTERSTATE 85)	10500	2022
ANDERSON	221	SC 153	I- 85 (INTERSTATE 85) TO SC 81 (ANDERSON RD)	37300	2022
ANDERSON	222	SC 153	SC 81 (ANDERSON RD) TO County Line - PICKENS	33700	2022
ANDERSON	223	SC 181	State Line - GEORGIA TO SC 412 (RAINEY RD), S- 224	2000	2022
ANDERSON	224	L- 942	L- 3579 (DIXON RD) TO L- 2256 (OLD PEARMAN DAIRY RD)	850	2022
ANDERSON	225	SC 184	State Line - GEORGIA TO SC 81 (HIGHWAY 81 S)	800	2022
ANDERSON	226	L- 2256	S- 852 (DUNN RD) TO L- 3301 (CHATEAU RD)	3600	2022
ANDERSON	227	SC 184	SC 81 (W FRONT ST), S- 138 TO S- 930 (HARPER HALL RD)	1500	2022
ANDERSON	228	L- 2256	L- 3301 (CHATEAU RD) TO S- 71 (CENTERVILLE RD)	2300	2022
ANDERSON	229	SC 184	S- 930 (HARPER HALL RD) TO County Line - ABBEVILLE	1600	2022
ANDERSON	230	SC 185	SC 284 (TRAIL RD) TO County Line - ABBEVILLE	1600	2022
ANDERSON	231	SC 185	SC 28 (ABBEVILLE HWY) TO SC 284 (TRAIL RD)	2100	2022

Disclaimer - The South Carolina Department of Transportation makes no representation or warranties, implied or expressed, concerning the accuracy, completeness, reliability, or suitability for any particular purpose of the information and data contained on this printout.
(Note: * next to termini indicates a respresentative station in another county)

Appendix F – Public Involvement

September 14, 2023 Public Information Meeting

SC 81 Corridor Study – Anderson County – GPATS MPO
Public Information Meeting Sign-In Sheet – September 14, 2023
Wren Middle School, 1010 Wren School Road, Piedmont, SC 29673

Name	Address	Email
Barry Crawford	522 Bonanza Circle	btCrawford182@gmail.com
Gene Merritt	8515 Hwy 81N Easley SC	gene merritt1G aol.com
Lynn Merritt	"	merrittlynn45@gmail.com
Elizabeth Zaglin	112 MONROE DRIVE Piedmont SC	betsyzaglin@yahoo.com
Carol Johnson	103 Equestrian Trl. P-ville	carolw.johnson@outlook.com
Julia Cupp	135 Lake Rd	julia cupp 2013 @gmail.com
LARRY H WATTS	110 OMEGA LN PIEDMONT	LH WATTS AOL.com
Marion Dudley	201 Plantore Walk Dr	buddydudley1@yahoo.com
David Orr	106 Wyatt Rd Piedmont 29673	orrde0906@gmail.com
Nancy Lewis	6905 Hwy 81N, Piedmont 29673	Nancyblewis46@gmail.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

SC 81 Corridor Study – Anderson County – GPATS MPO
Public Information Meeting Sign-In Sheet – September 14, 2023
Wren Middle School, 1010 Wren School Road, Piedmont, SC 29673

Name	Address	Email
Jessica Zaher	101 Gayle Ridge Dr. Easley	jessica_zaher@bellsouth.net
Jan Tanner	15 Farmington Ct., Piedmont	jtandjt1980@charter.net
Rivers Plowden	124 Omega Lane, Piedmont	RPLOWDEN@GMAIL.COM
Jesse Clark	1006 Shiloh Cir. Easley	Jesseheel@Yahoo.com
Heather Parrish	124 Equestrian Trail Easley SC	hmparrish@att.net
Clemson Coyle	114 Planters Walk, Easley SC	clemsoncoyle@gmail.com
Chris Bunke	215 Wren Ring Ln.	cbbunkesc@aol.com
Jane Jones	101 Bent Twig, Easley	jbondjones@aol.com
Will + Hallie Merritt	540 Orr Rd Easley	halliee boyce@gmail.com
Mike Jones + Linda Price	223 Mc Neely Ld	Piedmont SC 29673

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

SC 81 Corridor Study – Anderson County – GPATS MPO
Public Information Meeting Sign-In Sheet – September 14, 2023
Wren Middle School, 1010 Wren School Road, Piedmont, SC 29673

Name	Address	Email
Linda Watts	116 Omega Ln	LHWATTS@AOL.com
Karl Koenigstein	161 Mountain Lake Dr	Karl.Koenigstein@proton.me
Leebo Keels (YMCA)	9115 Hwy 81N	leebokeels@pcymca.net
Danny Herring Maripat Herring	1006 Briarwood Dr.	herring@bellsouth.net
Christine Dowling Ken Dowling	302 Planters Walk Dr	cdowling1566@gmail.com
Dallas Morgan	418 Hattie Rd Easley SC	morganevent@charter.net
Elder Anderson	111 Wren Crossing Ln Easley	srspmm@gmail.com
Robin + Sam Kelley	121 Country Ln Easley	twowheel56@yahoo.com
Reggie Christopher	146 Willow Lake Ct.	reggiechristopher122L@gmail.com
Gretchen Kanes	129 Swan Lane	GKANES@GMAIL.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

SC 81 Corridor Study – Anderson County – GPATS MPO
Public Information Meeting Sign-In Sheet – September 14, 2023
Wren Middle School, 1010 Wren School Road, Piedmont, SC 29673

Name	Address	Email
Patty Wright	111 Sugar Maple Ln 29673	TPMNL123@gmail.com
WEST COX	323 MONROE DR. PIEDMONT SC 29673	WESTCX@GMAIL.COM
[illegible]	121 Pleasant Wood 29673	
Rita Pritchard	101 Eugene Ct, Piedmont, SC 29673	fordville@hotmail.com
DAVID Hollin	180 Stephens Cir Piedmont	BritHollin@Charter.net
Harold & Debra Tripp	118 PASTURE DR, PIEDMONT, SC	handtripp@gmail.com
TRIPP MERRITT	211 HATTIE Rd EASLEY SC	tripp@willowtreelandscapes.com
Ed Swillen	209 Merritt Rd Piedmont	ed@swillen.com
Rob Mayer	101 Pleasant Wood Rd Piedmont	rmayer29673@gmail.com
James Martin	1014 Shoal Creek Ldg Easley SC 29642	shoalcreekcapital@icloud.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

SC 81 Corridor Study – Anderson County – GPATS MPO
Public Information Meeting Sign-In Sheet – September 14, 2023
Wren Middle School, 1010 Wren School Road, Piedmont, SC 29673

Name	Address	Email
John Tow	102 Green Crest Way	cheftow@gmail.com
Rick DeWeese	212 Beagle Run	RDeWeese04@gmail.com
Terence Livingston	118 Pleasant Woods Rd, Piedmont, SC	Livingston6750@bellsouth.net
Ben Salvatini	118 Birch Meadow Dr Piedmont	BSALVATI@CITADEL.EDU
Jeff Walker	1001 Kensington Lake Drive Easley SC 29642	jlwpowder@aol.com
Sandi McGraw	124 Lake Rd Easley SC 29642	SKSmcgraw@gmail.com
Marthe Kirkman	407 Beechwood Rd Piedmont SC 29673	framar3001@att.net
Frank Kirkman	407 Beechwood Rd Piedmont SC 29673	framar3001@att.net
Viviana Gil	129 Wild Hickory Cir Easley SC 29642	vivianagil142@gmail.com
Jennifer Mustar	66 Washington Drive, Piedmont 29673	mustar@bellsouth.net

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

SC 81 Corridor Study – Anderson County – GPATS MPO
Public Information Meeting Sign-In Sheet – September 14, 2023
Wren Middle School, 1010 Wren School Road, Piedmont, SC 29673

Name	Address	Email
Randy Coffee	108 Planters Walk Easley	Randy@thecoffees.net
Denise Tow	102 Green Crest Way Easley	towdenise@gmail.com
Krystal Woods	711 Vantage Way Greenville 29611	krystalwoods75@gmail.com
Christine Neff	9 Knob Creek Ct Easley	ARTISTADVOCATE@yahoo.com
Linda Maisenhelder	106 Terry Lee Dr	LMTM1954@outlook.com
Ken Maisenhelder	" " "	kam1949@charter.net
Jeremy Maisenhelder	" " "	
Keith Coster	108 Terry Lee Dr	N/A
Susan Keaney	320 Tripp Rd	Susan5Keaney@gmail.com
Jimmy Davis	310 Major Road Piedmont 29673	jdavis9760@gmail.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

SC 81 Corridor Study – Anderson County – GPATS MPO
Public Information Meeting Sign-In Sheet – September 14, 2023
Wren Middle School, 1010 Wren School Road, Piedmont, SC 29673

Name	Address	Email
Judson Nash	135 Wild Hickory Circle Easley SC 29642	jnashe gmail.com
Ronald Ghizzoni	200 Kennedy Lane Piedmont SC 29673	Ghizzoni.Ron@Gmail.com
Brad Sitton	9331 Hwy 81 N Piedmont 29673	Sitton.Brad@Gmail.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): TERENCE LIVINGSTON

MAILING ADDRESS 118 PLEASANT WOODS RD PIEDMONT SC
Street/Route City State Zip Code

PHONE NUMBER 864-395-8569 E-MAIL LIVINGSTON6075@BELLSOUTH.NET

[redacted] HOW WOULD PROJECT BE FUNDED?
HOW WOULD FUTURE CONSTRUCTION BE FUNDED?
THE SCDOT JUST RESURFACED THE ROADWAY, SO EXPECTED TIMEFRAME FOR ANY WORK - 5, 10, 15, ETC YEARS
ADT HAS INCREASED THE PAST 20 YEARS, BUT I HAVE CONCERNS ABOUT FUNDING FOR OTHER COUNTY MAINTAINED ROADWAYS E.G. MOORE ROAD.

How would you like a response to your comment (please choose one)?

☐ No response required ☒ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs
(Please Choose One): Krystal Woods

MAILING ADDRESS 711 Vantage Way Greenville SC 29611
Street/Route City State Zip Code

PHONE NUMBER 864-933-6967 E-MAIL krystalwoods25@gmail.com

We have three drivers in our home who use this highway daily. Naturally more congestion due to large numbers of homes being built in the area + morning/5pm traffic will experience slowdowns during those times.

Grateful for the awareness & attention to the large #s of crashes, etc.

Major concern is around Fire Restaurant (Great American Eatery) think high risk for accidents for customers leaving restaurant w/o clear visible especially when making a left turn coming out. Probably my main concern because I personally experienced an accident right in front of me last Fall.

How would you like a response to your comment (please choose one)?

☐ No response required ☒ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Sam & Robin Kelley

MAILING ADDRESS 121 Courtney Ln, Powdersville SC 29642
Street/Route City State Zip Code

PHONE NUMBER 864-498-2082 E-MAIL twowheel56@yahoo.com

I have asked for widening of Hwy 81 for years. I was part of Fire & Rescue for many years in the area and depending on time & day it was very congested. Four lanes would be great and the center turn lanes would be a help also.

How would you like a response to your comment (please choose one)?

☐ No response required ☑ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
(Mr, Mrs, Ms, Mr & Mrs (Please Choose One)): Jeffrey Walker

MAILING ADDRESS 1001 KENSINGTON LAKE Dr EASley, SC 29642
Street/Route City State Zip Code

PHONE NUMBER 864-201-1337 E-MAIL jLWpowder@aol.com

Traffic congestion at Hwy 81 & Holborne Drive ~~TA~~. Traffic is heaviest from 4:30-7:00pm

concern that widening road could result in ~~more traf~~ the capability to handle more traffic which could result in more development and more congestion.

Turning lane would be helpful.

How would you like a response to your comment (please choose one)?

☐ No response required ☑ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Robin Kelley

MAILING ADDRESS 121 Country Ln, Easley 29692
Street/Route City State Zip Code

PHONE NUMBER _____ E-MAIL Sassybird56@yahoo.com

Take study improvements all the way to I85, exit 27.
Widen all directions at 81 + 86 with right turn lanes, because of development coming.
Intersection of 81 + Williamston Rd. - widen with turn lanes or other solution?

How would you like a response to your comment (please choose one)?

☐ No response required ☑ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Christine Neff

MAILING ADDRESS 9 Knob Creek Court, Easley, SC 29642
Street/Route City State Zip Code

PHONE NUMBER _____ E-MAIL ARTISTADVOCATE@yahoo.com

- Entire stretch of road could use more streetlights and wider shoulders.
- Add turning lanes where entrance/exit from neighborhoods causes a backup or at busy intersections such as Old Williamston
- No traffic lights, please

How would you like a response to your comment (please choose one)?

☐ No response required ☒ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Linda Price

MAILING ADDRESS 223 McNeely Rd - Piedmont SC 29673
Street/Route City State Zip Code

PHONE NUMBER 864-350-5843 E-MAIL blainco linda@yahoo.com

I Live at 223 McNeely Rd - Parcel to 153. The Traffic has gotten so bad on my Road - It's Difficult to get out of My Drive way and go to My Mailbox - DOT has painted their slanted Curbs orange - which has helped driving out McNeely Rd. Other business has not & their Curbs are Protruding out in the roads - State Hwy does not Mark the Center Line or the Side lines of the Road - After dark It's a Night mare having to drive out the road, dodging the Curbs which are not Marked - Most big trucks have Going Sending people down McNeely Rd. Because they can't turn left to go down I-85 - This road wasn't designed for all the heavy traffic & big trucks - The State has not maintained McNeely Rd

How would you like a response to your comment (please choose one)?

☐ No response required ☐ Email response ☑ Written response

Please Check out everything after dark --

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Jesse Clark

MAILING ADDRESS 1006 Shiloh Cir. (Street/Route) Easley (City) SC (State) 29642 (Zip Code)

PHONE NUMBER 978-855-3245 E-MAIL Jesschul@Yahoo.Com

I suggest moving the start of the project closer to Spearman El. School. Very long traffic between both schools, with new building going on now. Roads are in rough shape also.

Thanks, Jesse

How would you like a response to your comment (please choose one)?

☐ No response required ☑ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME (Mr, Mrs, Ms, Mr & Mrs (Please Choose One)): Leebo Keels (YMCA)

MAILING ADDRESS: 9115 Hwy 81N Piedmont, SC 29673
Street/Route City State Zip Code

PHONE NUMBER: 864-625-2063 E-MAIL: leebokeels@pcymca.net

I am the branch Executive of the Powdersville YMCA. The congestion definitely gets bad at certain times on Hwy 81 at our entrances. And we have had a few wrecks & collisions in the last few years. Up at the intersection of Old Williamston Road, I think it would very beneficial to add a stop light or roundabout. Very dangerous intersection around that turn with many wrecks & accidents.

In front of the YMCA & Grace Church, we would love to see a turning center lane to get into both main entrances. Or any other traffic flow solutions that are possible.

How would you like a response to your comment (please choose one)?

☐ No response required ☑ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs
(Please Choose One): Mr. Robert Mayer

MAILING ADDRESS 101 Pleasant Woods Rd Pendleton SC 29673-7666
Street/Route City State Zip Code

PHONE NUMBER (864) 423-9765 E-MAIL rmayer29673@gmail.com

First of all - Thank You - this effort is sorely needed. We appreciate it!

My priorities for improvements are the following intersections:

1) Old Williamston Rd

2) Coly Rd

3) Both roads leading to Mt. Airy Baptist Church

(they are both very dangerous with very limited sight distances)

How would you like a response to your comment (please choose one)?

☐ No response required ☑ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
(Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Rick DeWeese

MAILING ADDRESS 212 Beagle Rd. Easley SC 29642
Street/Route City State Zip Code

PHONE NUMBER 864 238 4948 E-MAIL RDeWeese04@gmail.com

The biggest issue is 81 & Old Williamston Rd
Feedback maps and Crash Hotspot map support
this as the biggest Problem.
- Suggest a 2 lane roundabout to keep
traffic flowing.

Need another, and longer turn lane from
81 onto Wren school road at the light.
Current single lane turn lane is not
sufficient for amount of traffic.

How would you like a response to your comment (please choose one)?

☐ No response required ☑ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Vane Jones

MAILING ADDRESS 101 Bent Twig Rd, Easley 29642
Street/Route City State Zip Code

PHONE NUMBER 864-420-8893 E-MAIL jbandjones@aol.com

The areas of concern on 81 have been addressed. Basically all intersections - Williamston Rd., Cely Rd., 81 & 86, in front of Ingles. Improve grading on shoulders of 81.

* Left-hand turn arrows on red light.
* Leave arrow flashing 24 yrs. a day - no yellow flashing.

How would you like a response to your comment (please choose one)?

☐ No response required ☒ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs
(Please Choose One): Carol Johnson

MAILING ADDRESS 103 Equestrian Trl.
Street/Route City State Zip Code

PHONE NUMBER 404-918-0750 E-MAIL

(1) OAK RD - Afternoon merging onto Hwy 81 the only Need there is to straighten up ~~the~~ OAK RD so it's a 90° to 81 and add a turn lane.
No more lights.
81 is supposed to be a pass-thru to Hwy 53 don't slow down the traffic w/ a light.

(2) CIRCLE Lane - Redundant light - Totally not needed but at a minimum, SYNCHRONIZE IT WITH P-VILLE MAIN / Piedmont

How would you like a response to your comment (please choose one)?

☐ No response required ☐ Email response ☐ Written response ☒ call

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): BEN SALVATINI

MAILING ADDRESS 118 BIRCH MEADOW DR PIEDMONT, SC 29673
Street/Route City State Zip Code

PHONE NUMBER _____ E-MAIL BSALVATI@CITADEL.EDU

ADD LIGHT AT OLD WILLIAMSTON RD (NO ROUNDABOUTS)

WIDED SHOULDERS TO GIVE CLEARANCE

CODE ENFORCE OR MAINTAIN OVER GROWN SHRUBBERY & TREES

REMOVE DEBRIS REGULARLY

How would you like a response to your comment (please choose one)?

☑ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Gretchen Kaneb

MAILING ADDRESS 129 Swan Lane Easley SC 29642
Street/Route City State Zip Code

PHONE NUMBER 864-477-0938 E-MAIL gkaneb@gmail.com

Please put shoulders on 81 – our kids drive this road @ night and they are distracted young drivers – going & coming from sports. Give them a place to get off the road. Make lines visible – ~~this~~ Get trees out of the way. This is an easy fix.

Long term – extra lane in the road but if you are going to fix the road put in the rest of the infrastructure like sewer. We are growing & you will not stop it. Plan long term so we don't have to do things twice.

Make intersections visible. – @ Sherman & Pine – sometimes hard to see over the hill on Shermanville main

* @ intersection of Piedmont & Powdersville Rd (L) turn signal – can't see to make (L) turn w/ new cars in the (L) lane going towards Wren.

How would you like a response to your comment (please choose one)?

☐ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs
(Please Choose One): David J Hollin

MAILING ADDRESS 100 Stephens Cir Piedmont SC 29673
Street/Route City State Zip Code

PHONE NUMBER 864/350-1150 E-MAIL _____

I would love to see improvements made at each end of Old Williamston Rd. Pain in the butt every morning & evening.

How would you like a response to your comment (please choose one)?

☑ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs
(Please Choose One): Nancy B. Lewis

MAILING ADDRESS 6905 Hwy 81 N Piedmont SC 29673
Street/Route City State Zip Code

PHONE NUMBER 864-934-2101 E-MAIL NANCYBLEWIS76@gmail.com

This study doesn't go far enough down Hwy 81. 5 Five past Wren School Rd. Traffic IN this Area is horrible, esp. when school in session. There is a double yellow line all the way, And vehicles passing is A Norm.

How would you like a response to your comment (please choose one)?

☑ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, (Mr & Mrs)
(Please Choose One): Jan & John Tanner

MAILING ADDRESS 15 Farmington Ct., Piedmont, SC 29673
Street/Route City State Zip Code

PHONE NUMBER 864-855-8769 E-MAIL jt and jt 1980@charter.net

Traffic congestion earlier and earlier for the elementary school, turn lane on Wren School (from Moore Rd) is not long enough, blocking traffic going straight down Wren School Rd.

Although traffic is a lot for the Wren Schools, it clears quickly compared to Easley High on Highway 8 – I have seen both.

There is congestion on all roads at school time all around the areas.

How would you like a response to your comment (please choose one)?

☑ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Aaron Johnson

MAILING ADDRESS _____
Street/Route City State Zip Code

PHONE NUMBER _____ E-MAIL _____

(1) All issues can be solved w/ a middle turn lane (like @ Ingles / Ace hardware on 81)

(2) NO ROUND ABOUTS

(3) NO NEW LIGHTS.

(4) SYNCH the lights @ Circle Road w/ Powdersville Main. They are TOO close together.

How would you like a response to your comment (please choose one)?

☐ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
(Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Rivers Plowden

MAILING ADDRESS 124 Omega Ln Piedmont SC 29673
Street/Route City State Zip Code

PHONE NUMBER 864-561-6116 E-MAIL RPLOWDEN@GMAIL.COM

Hwy 86 + Old Williamston: Needs a signal. Suggest a round-about w/ consent of immediate businesses and property owners.

Left-hand turn lanes needed from 81 into the YMCA and from 81 onto Cely Rd.

How would you like a response to your comment (please choose one)?

☑ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs
(Please Choose One): Sandi McGraw

MAILING ADDRESS 124 Lake Rd Easley SC 29642
Street/Route City State Zip Code

PHONE NUMBER 864-918-6641 E-MAIL SKSmcgraw@gmail.com

- I am ~~Neti~~ very strongly opposed to ANY more traffic lights or Round abouts.
- I would like Hwy 81 to be 2 full lanes on each side (4 lanes) total from Wren School Rd to Powdersville Hwy 153
- Merritt and Old Williamston Rds should be connected – a center lane should be provided like there is in Powdersville between Ingles and Ace hardware so vehicles can cross
- The YMCA should have turn in/out lanes
- How do the "crashes" compare to Other County and State Hwy "crashes" Ratios?
- There Needs to be pavement past the white line! It has always been a constant accident prone area (everywhere in the county) because there pavement edge grabs the wheel and people over correct and are slung across the road and into a tree or ditch

How would you like a response to your comment (please choose one)?

☐ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Mr. & Mrs William Bunch

MAILING ADDRESS 215 WREN CROSSING Lane
Street/Route City State Zip Code

PHONE NUMBER 864-859-5043 E-MAIL

Need To SYNCHANIZE STOP LIGHTS on 81/86 and WREN SCOOL Rd.

How would you like a response to your comment (please choose one)?

☒ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs
(Please Choose One): Christine Dowling

MAILING ADDRESS 302 Planters Walk Dr Easley SC 29642
Street/Route City State Zip Code

PHONE NUMBER 864-350-5114 E-MAIL cdowling1566@gmail.com

81 and Old Williamston Rd definitely needs a light. The Stretch of ROAD needs to be widened by adding turning lanes in Congested areas at least! The light by Circle Rd right before or After Piedmont Rd is ridiculous. Better to replace with a light that goes red only when Fire Station needs it to. Seems a luxury for the government offices there.

How would you like a response to your comment (please choose one)?

☐ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME (Mr, Mrs, Ms, Mr & Mrs (Please Choose One)): KARL KOENIGSTEIN

MAILING ADDRESS 161 MOUNTAIN LAKE DRIVE 29673
Street/Route City State Zip Code

PHONE NUMBER 864 238 2826 **E-MAIL** karl.koenigstein@proton.me

INTERSECTION OF OLD WILLIAMSON & HWY 81, NEAR TOTAL FITNESS & BOB'S USA'S, IS THE REAL PROBLEM INTERSEXN. RI I THINK THIS WOULD BE A GOOD CANDIDATE FOR A ROUNDABOUT TO (1) PROMOTE FLOW (2) REDUCE SEVERITY OF ANY IMPACTS (3) SLOW THE FLOW A BIT ESP SOUTHBOUND APPROACHING THE SHARP RIGHT HAND TURN

LIGHTS AT CIRCLE ROAD & PIEDMONT ROAD, NEAR LIBRARY & FIRE STATION, SHOULD BE BETTER SYNCH'D.

I THINK 3 LANES (1 EACH WAY + CENTER TURN) IS BETTER THAN 4 LANES, DON'T WANT TO TURN IT INTO HWY 25 IN SOUTH GREENVILLE COUNTY..

How would you like a response to your comment (please choose one)?

☒ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Eldon Anderson

MAILING ADDRESS 111 Wren Crossing Ln Easley 29642
Street/Route City State Zip Code

PHONE NUMBER 864-313-5230 E-MAIL ~~sr~~ srsprnm@gmail.com

Sync lights at 81/86 and Wren School Rd. need
Mount Airy Church Rd. joining 81 - visibility problem (120' term to see oncoming traffic)

Large land tracks being developed @ 81/86
significant traffic increase

At the intersection of 81/86 large tracks of land being developed on both sides of the road at the light.

How would you like a response to your comment (please choose one)?

☐ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs
(Please Choose One): David Aman

MAILING ADDRESS 1041 Westbrooke LN. Easley SC 29642
Street/Route City State Zip Code

PHONE NUMBER _____ E-MAIL Aman@bellsouth.net

Four (4) Lane with middle turn lane.

How would you like a response to your comment (please choose one)?

☐ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME (Mr, Mrs, Ms, Mr & Mrs (Please Choose One)): Barry Crawford

MAILING ADDRESS: 522 Bonanza Circle Piedmont SC 29673
Street/Route City State Zip Code

PHONE NUMBER: 864-483-5260 E-MAIL: bfCrawford122@gmail.com

I Made safe need is 81 old Williamston Rd intersection. 3 Way Stop, Traffic lights Turning lanes Long term 3rd Lane turning lane from fire department to Wren School

How would you like a response to your comment (please choose one)?

☐ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Elizabeth Zaglin

MAILING ADDRESS 112 Monroe Dr (Street/Route) Piedmont (City) SC (State) 29673 (Zip Code)

PHONE NUMBER 864 365-2843 E-MAIL betsyzaglin@yahoo.com

Good Presentation!
MAJOR point of concern:
① Old Williamston intersection
② Pine Road "
Is there possible ability to add a third turn lane between old williamston and Hwy 86?
Increased cars near Pine Ln coming from the schools (wren). Hard to get on to Hwy 86.

How would you like a response to your comment (please choose one)?

☐ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Mr. Dustin Morrow & Mrs. Julia Cupp

MAILING ADDRESS 135 Lake Rd, Easley SC 29642
Street/Route City State Zip Code

PHONE NUMBER _____ E-MAIL juliacupp2013@gmail.com

(1) Agree Old Williamston is difficult. I would support Roundabout. I hate traffic lights

(2) The 2 current traffic lights near the library need to sync up better

(3) We need safe places to run & walk & bike. A Protected trail running along 81 to connect the schools, library, shopping, etc would be amazing.

(4) I drive this whole corridor every day for work. Please don't add a million lights (unless you're adding safe ~~ea~~ walk/bike zones then it might be worth it)

How would you like a response to your comment (please choose one)?

☒ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

extra for thought → Need to look into what to do where Papa Johns + Walmart oppose each other. Very dangerous - left turns + straight across.

What gives with the barriers by CVS + Prisma bldg. - is that permanent or emergency measure

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Jimmy + Rita Pritchard

MAILING ADDRESS 101 Eugene ct Piedmont, SC 29673
Street/Route City State Zip Code

PHONE NUMBER 864-295-9634 E-MAIL fordville@hotmail.com

Old Williamston Rd + Hwy 81 is a horror when you have to make a left turn onto Hwy 81. Traffic at peak hours backs up + people take chances there.

Orr Rd is too narrow - no shoulder - pot holes are terrible where Mt Airy Rd + Orr Rd intersect. Pot holes are bad on Orr Rd. So much more traffic from exit 39 onto Oak Rd is making more pot holes - no shoulders.

Hwy 81 has NO safe shoulders ANY where - it is NOT 1980 anymore. Speed limit should be enforced.

* four lane in Powdersville "city" area - Ingles - Ace Hwd has poor drainage, my car has chocked out several times in this area due to too deep water with heavy down pours

How would you like a response to your comment (please choose one)?

☐ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): James Martin

MAILING ADDRESS 1014 Shoal Creek Way Easley 29642
Street/Route City State Zip Code

PHONE NUMBER 864 6070878 E-MAIL shoalcreekcapital@ichad.com

the main issues are safety and congestion. A couple of the main problem areas for both are Old Williamston and 81 and Cely Road and 81.
I, personally, am in favor of roundabouts. It would be great to have a bike lane contemplated in the planning of the improvements.

How would you like a response to your comment (please choose one)?

☑ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): MRS Amy JENKINS

MAILING ADDRESS 121 PLEASANT Woods Rd - Piedmont, SC 29673
Street/Route City State Zip Code

PHONE NUMBER 864/845-7822 E-MAIL

Need At Hwy #81 and Old Williamston Road:

Traffic Light @ Turning Lane

NO TRAFFIC CIRCLE !!

People to do not know how to use them. They just stop! Causes more confusion.

How would you like a response to your comment (please choose one)?

☑ No response required ☐ Email response ☑ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Reggie Christopher

MAILING ADDRESS 146 Willow Lake Ct. Easley SC 29642
Street/Route City State Zip Code

PHONE NUMBER 864-859-7933 E-MAIL reggiechristopher1226@gmail.com

1. Hwy. 81 needs to be a little wider, because the shoulders are unstable.
2. Consider a round-a-bout at 81 + Old Williamston RD
3. Consider a round-a-bout or traffic light at YMCA.
4. Water floods road between golf corner + Merritt's home

How would you like a response to your comment (please choose one)?

☐ No response required ☑ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, (Mr & Mrs)
(Please Choose One): Gene Merritt (Lynn)

MAILING ADDRESS 8515 Hwy 81N Easley SC 29642
Street/Route City State Zip Code

PHONE NUMBER 864 630-8193 E-MAIL merrittlynn45@gmail.com

(1) Please check ditch erosion just below our house as it is exposing buried lexidos and getting close to Hwy 81 Asphalt! Very dangerous if a car were to go off Road into this deep ditch. May need a large Pipe added to carry water flow.

(2) Van Wyck Lane where it joins Hwy 81. Removed drainage problem county Road to State Road. + Continuing on down Hwy 81. Also dangerous intersection from Hwy 81 turning onto Van Wyck and Van Wyck onto Hwy 81 close to sharp curve on Hwy 81.

(3) Dangerous intersection of Southern Oaks and Airy Springs Rd with Hwy 81. Sight impaired.

How would you like a response to your comment (please choose one)?

☐ No response required ☒ Email response ☐ Written response

(4) intersection with YMCA + Grace Church with Hwy 81. Excessive traffic with no turning lanes off or on to a 2 lane road.

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

(5) Intersection where Mt. Airy Church Rd enters Hwy 81. Sight impaired

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

STAKEHOLDER COMMENT SHEET
SC 81 Corridor Study – Anderson County
Powdersville Branch Library – September 7, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Jane Jones

MAILING ADDRESS 101 Bent Twig SC 29642
Street/Route City State Zip Code

PHONE NUMBER 864-420-8893 E-MAIL jbandjones

1) left hand turn arrow - all locations that applicable - Hwy 86 + 81 - in particular
2) widen Hwy 81 - (all roads)
3) speed
4) side roads - weeds on sides - dead trees
5) traffic past Ingles (speed)
6) left hand turn arrows stay on 24 hours - not just typical rush hour!!

How would you like a response to your comment (please choose one)?

☐ No response required ☒ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
PO Box 8002
Anderson, SC 29622
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – September 14, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Mr & Mrs Jason T. Parrish

MAILING ADDRESS 124 Equestrian Trail Easley SC 29642
Street/Route City State Zip Code

PHONE NUMBER 864-884-5162 E-MAIL jtparrish58@gmail.com

I have a few suggestions that would allow Hwy 81 to handle more traffic but also keep the country/rural feel that we enjoy. Many of the problem areas could benefit from just a simple turn lane and/or median. The bridge over Brushy Creek would need to be widened but it appears that the land north of the bridge is unused. Old Williamston Rd intersection needs to be straightened out. A turn lane/median would work here too. Continue the median west (south) to allow left turns off of Old Williamston to merge into traffic. The section near the YMCA and trip road could be widened with a median and turn lane. Mt Airy Church Rd. needs to be moved to make a "T" with 81. This would increase visibility to those entering and exiting Mt. Airy Church Rd. Due to limited visibility the intersection at Airy Springs Rd also needs a turn lane/median combo.

How would you like a response to your comment (please choose one)?

☐ No response required ☒ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru October 14, 2023

SC HIGHWAY 81 CORRIDOR STUDY
ANDERSON COUNTY– GPATS MPO

PROJECT INFORMATION

What is the Project Area?

The approximately 5.7-mile corridor spans from Powdersville Main/ Piedmont Road (S-52) southward to Wren School Road (S-953) in Anderson County.

Public Comment

Anderson County and the GPATS MPO appreciate your interest and is requesting your comments on the SC 81 Corridor Study. Public feedback helps the project team to refine its recommendations and designs. It also alerts the project team of potential transportation issues more likely to be familiar to local residents that drive the corridor frequently. Please review the materials provided and submit your comments in any of the ways listed in the **"Requested Feedback"** section on this page.

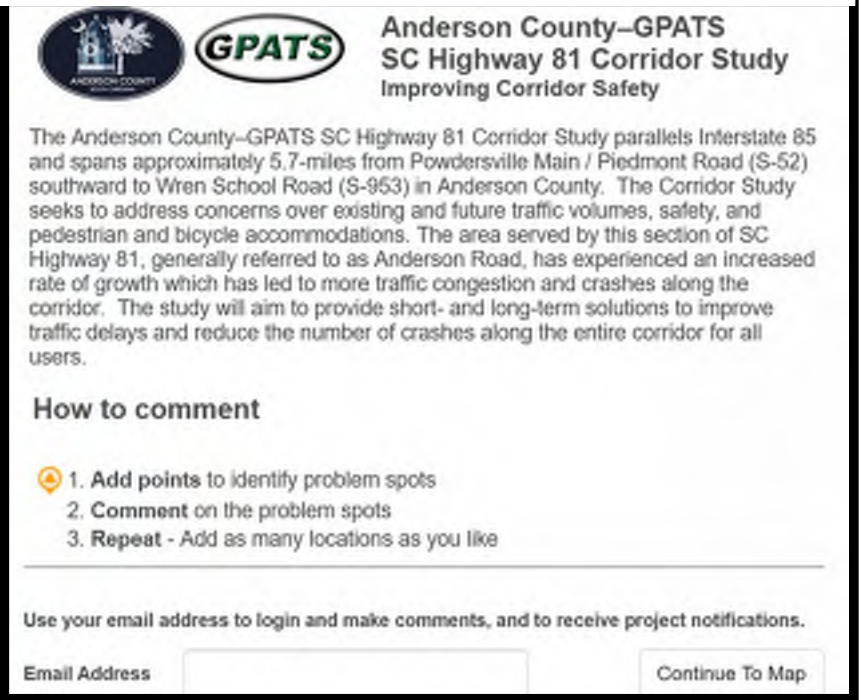
We look forward to your input.

Project Contact:

Email Ryan Eckenrode at
ryan.eckenrode@aecom.com

Scan QR code to access the Wikimap project website

PROJECT WIKIMAP



https://wikimapping.com/SC-Highway-81-Corridor-Study.html

What is the Purpose of the Study?

The Corridor Study seeks to address concerns over existing and future traffic volumes, safety, and pedestrian and bicycle accommodations. The area served by this section of SC Highway 81, generally referred to as Anderson Road, has experienced an increased rate of growth which has led to more traffic congestion and crashes along the corridor. The study will aim to provide short- and long-term solutions to improve traffic delays and reduce the number of crashes along the entire corridor for all users.

Requested Feedback

Participants can provide written comments in the following ways:

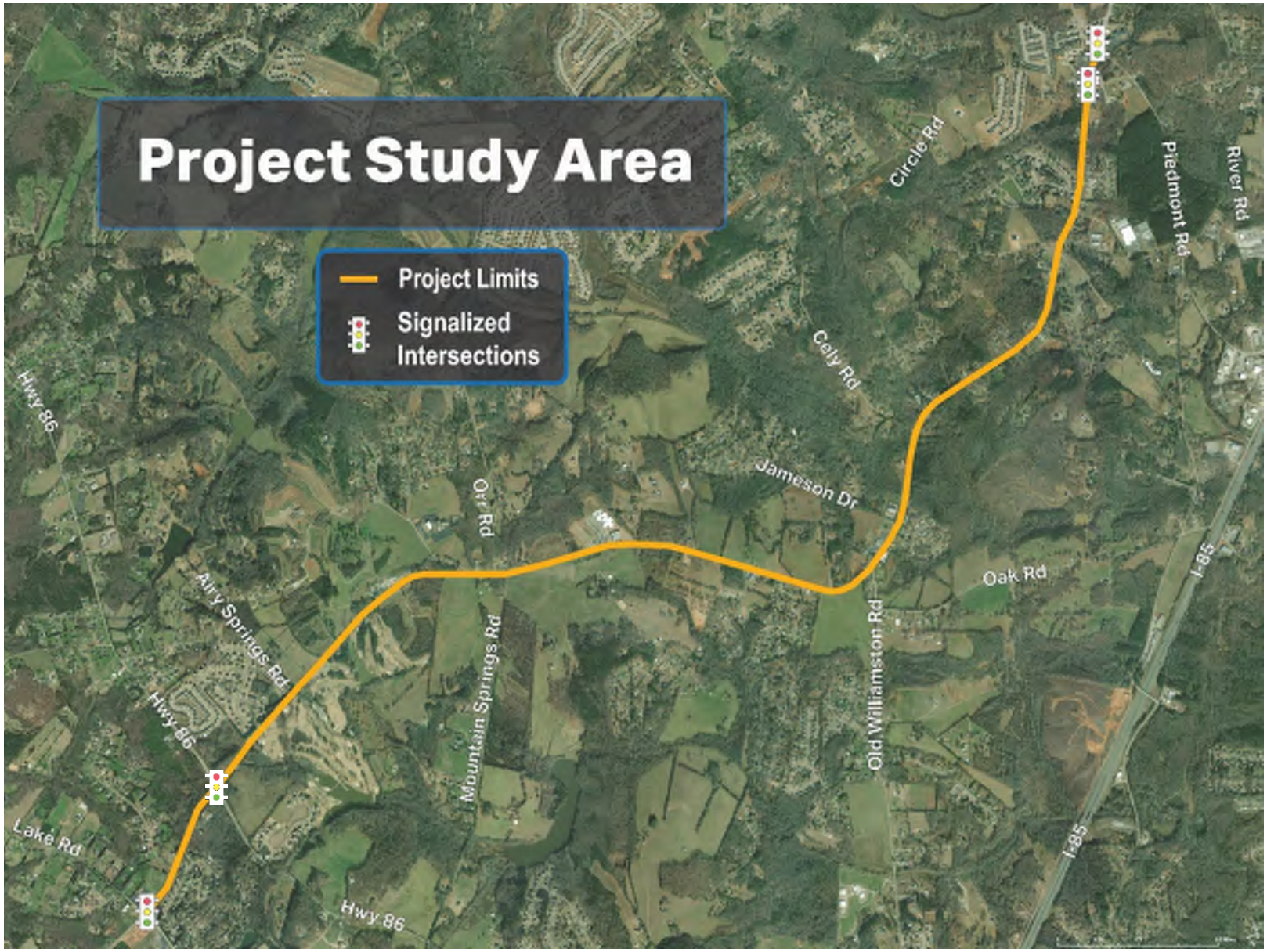
- ✓ Email Ryan Eckenrode at ryan.eckenrode@aecom.com
- ✓ Attend the September 14th in-person, drop-in meeting (Wren Middle School, 5pm – 7pm) and place a comment in the comment box provided.
- ✓ Visit the project Wikimap site and provide comments online.

Comments accepted thru October 14, 2023.

ANTICIPATED STUDY SCHEDULE

Public Comment Period	summer/fall 2023
Study Ongoing	summer to winter 2023
Final Recommendations	winter 2023

SC Highway 81 Corridor Study Area Map



SC 81 Corridor Study

Study Intersection Map

ADT = 11,900

ADT = 11,600

ADT = 9,300

ADT = 8,900

Level of Service

Definitions

"ADT" = Average Daily Traffic

"Level of Service" = Grade of Functionality for Traffic Flow

FUTURE CONSIDERATIONS

- Pedestrian Facilities
- New Traffic Signal(s)
- Widening / Realignment
- Lighting
- Transit

ANDERSON COUNTY SOUTH CAROLINA

AECOM

0.25 0.5 1 Miles

N

SC 81 Corridor Study

Crash Hotspots

1 Motorist Fatality

Crash Concentrations at Both Signals of Circle Rd and Piedmont Rd

High Crash Volumes at Old Williamston Rd

1 Bicycle Crash

1 Motorist Fatality

200
Total Crashes

49
Injuries

2
Fatalities

ANDERSON COUNTY
SOUTH CAROLINA

AECOM

December 12, 2023 Public Information Meeting

SC Highway 81 Corridor Study – Anderson County – GPATS MPO
Public Information Meeting Sign-In Sheet – December 12, 2023
Wren Middle School, 1010 Wren School Road, Piedmont, SC 29673

Name	Address	Email
Deedee Hembree	115 Mt. Airy Church Rd.	lilruby.dee@gmail.com
Randy Coffel	108 PLANTERS WALK DR	randy@thecoffees.net
Towers Rice	128 LAKE RD.	
Ken Shepherd	7 Merry Oak Trail	ken.shepherd@gmail.com
Julia Cupp	135 Lake Rd	julia04ac@yahoo.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

SC Highway 81 Corridor Study – Anderson County – GPATS MPO
Public Information Meeting Sign-In Sheet – December 12, 2023
Wren Middle School, 1010 Wren School Road, Piedmont, SC 29673

Name	Address	Email
PAUL WEST	403 AIRY SPRINGS Rd Easley SC	Pwest55@bellsouth.net
Dana R. Wilkie	301 Moore Road Piedmont SC	dilgeomat@yahoo.com
Sue Matlis-Lee	150 Lee Rd Easley	suematlis@gmail.com
Don & Laura Rigdon "Bob & Lisa's Produce"	1217 Massey Rd. Pendleton, SC 29670	donrigdon@gmail.com
WILLIAM BUNKE	215 WREN CROSSING Lane	cbbunkesc@AOL.Com
John Arnold	1214 Westwood Drive	jga1992@bellsouth.net
Mike Jones	10 Wood Creek Dr	oursally4@gmail.com
Jane Jones	101 Burt Twig, Easley	jbondjones@aol.com
Marguerite Russell	1119 Shiloh Circle Easley	marguerite Russell 1@gmail.com
Linda Porter	204 Airy Springs Rd. Easley	lporter41K@yahoo.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

SC Highway 81 Corridor Study – Anderson County – GPATS MPO
Public Information Meeting Sign-In Sheet – December 12, 2023
Wren Middle School, 1010 Wren School Road, Piedmont, SC 29673

Name	Address	Email
William Recps	9607 Hwy 81 North	William Recps a BellSouth
Wayne Ramp	103 Jameson Dr.	buddy.ramp@gmail.com
Derrick Wilson	1106 Pinoview Dr Easley	Wilsderre@gmail.Com
Brandon Koon	504 Wren Rd	3koonkids@gmail.com
Shaun Beckish	105 Chickasaw Run	mamashaun3@gmail.com
Carol Risser	801 Bonanza Circle	Piedmont SC
Randolph Risser	801 BONANZA Cir	risser50@yahoo.com
Shaun Barrett	208 Ramblewood Dr	shaun.barrett@gmail.com
Robert Mayer	101 Pleasant Woods Rd	rmayer29673@gmail.com
Paul + Esther Mullinax	618 Jameson Dr, Piedmont	esthermullinax@gmail.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

SC Highway 81 Corridor Study – Anderson County – GPATS MPO
Public Information Meeting Sign-In Sheet – December 12, 2023
Wren Middle School, 1010 Wren School Road, Piedmont, SC 29673

Name	Address	Email
James & Elizabeth Nefos	45 Madison Ct. Piedmont SC.	Elizzie47@Aol.com
Kathryn Kirby	103 Green Ridge Dr Easley	KajrKirby@yahoo.com
Christine & Dan Neff	9 Knob Creek Ct, Easley	artistadvocate@yahoo.com
Norman C. Quinney	112 Planters Walk Dr Easley SC 29642	
Deborah Barrett	208 Ramblewood Dr, Piedmont	deb.m.barrett@gmail.com
Brian & Mary Ellen Gregory	1003 Mountain Springs Road Piedmont	megathome111@aol.com
Leroy Walls	120 Piedmont Rd Piedmont SC	
Robert Dillon	42 Great Jawn Dr.	Perrydise.RD@gmail.com
John Czarnick	7001 Highway 81 N	Johnczarnick@Yahoo.com
Camilla Meggs	119 A Pisgah Rd Easley SC	camappaloosa@MSN.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

SC Highway 81 Corridor Study – Anderson County – GPATS MPO
Public Information Meeting Sign-In Sheet – December 12, 2023
Wren Middle School, 1010 Wren School Road, Piedmont, SC 29673

Name	Address	Email
Susan + Keith Coster	108 Terry Lee Dr Piedmont	Susancoster@charter.net
Michelle Miller + Kevin Miller	606 Coly Rd Easley SC 29642	mrmdlc@yahoo.com kevintmiller@hotmail.com
Sean McCullough	515 Old Williamston Rd Piedmont 29673	Seanamccullough@msn.com
Ed Swillen	209 Merritt Rd	ed@Swillen.com
[illegible]	[illegible] Golf Links Golf Club Dr	[illegible]
Mitch Brons	1005 Shiloh Circle	brons.mikehll@gmail.com
Rick Wilson	105 Wyatt Rd	rlwilson59@charter.net
Gretchen Knabb	129 Seven Lane	GKNABB@gmail.com
Judy Walls	120 Piedmont Rd.	judytwalls@gmail.com
Karl Koenigstein	161 Mountain Lake Dr	k2michelin@aol.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act.

PUBLIC INFORMATION MEETING COMMENT SHEET

SC Highway 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – December 12, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Sue Mathis-Lee

MAILING ADDRESS 180 Lee Road Easley SC 29642
Street/Route City State Zip Code

PHONE NUMBER [redacted] E-MAIL suemathis@gmail.com

A consideration I did not see mentioned was the fluctuating speeds limits.

The intersection at Mt Airy is my biggest concern as I have seen several near misses due to the angle.

How would you like a response to your comment (please choose one)?

☐ No response required ☐ Email response ☐ Written response

no thanks

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru January 12, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC Highway 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – December 12, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): William Bunce

MAILING ADDRESS 215 Wren Crossing Lane
Street/Route City State Zip Code

PHONE NUMBER 864-859-5043 E-MAIL cbbunce50@aol.com

Second Request.

Sincronize Stop Lights on Wren Road & Hwy 81.

You cannot get out of Wren Crossing Subdivision or Planters Walk at on School Hours AM & PM. Terrible - Please Fix

How would you like a response to your comment (please choose one)?

☐ No response required ☒ Email response ☒ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru January 12, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC Highway 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – December 12, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Grethen KAWEB

MAILING ADDRESS 129 Jevan Lane SC 29642
Street/Route City State Zip Code

PHONE NUMBER 864-477-0938 E-MAIL GKAWEB@gmail

Please make sure there is a (L) turn Lane @ Powdersville RD & 81 – going to the school – very hard in the AM. to make (a) (L) AND see if A car is coming

Also please consider widening 81 with shoulders so people can move over if needed – there Are Bumper Strips But if You have to go off the Road – you end up in A Ditch or A tree

How would you like a response to your comment (please choose one)?

☑ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru January 12, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC Highway 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – December 12, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Mrs Carol Risser

MAILING ADDRESS 801 Bonanza Circle, Piedmont SC 29673
Street/Route City State Zip Code

PHONE NUMBER 864 6087657 E-MAIL carolrisser@ymail.com

Very interested in a bike lane so bikers can ride safely.
This could certainly bring more people to our area.

How would you like a response to your comment (please choose one)?

☒ No response required ☐ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru January 12, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC Highway 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – December 12, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): Judy Walls

MAILING ADDRESS 120 Piedmont Rd Piedmont SC 29673
Street/Route City State Zip Code

PHONE NUMBER (864) 901-7781 E-MAIL judytwells@gmail.com

Please look into the intersection of Pine Rd + Piedmont Road. Has been lots of accidents there of people running the Stop sign on Pine coming from Hwy 81.

How would you like a response to your comment (please choose one)?

☐ No response required ☑ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru January 12, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC Highway 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – December 12, 2023

NAME
Mr, Mrs, Ms, Mr & Mrs (Please Choose One): MR Randolph Risser

MAILING ADDRESS 801 BONANZA Cir Piedmont SC 29673
Street/Route City State / Zip Code

PHONE NUMBER 864-419-5957 E-MAIL rlsser50@yahoo.com

- The left turn Lane on 81 to old Williamston seems to be a bit short. Alot of people make that left. maybe it could be longer.?
- Long term/Bike and WALK Lanes are a must. MAybe from - downtown to Anderson - beg of Swamp Rabbit
- 3 Lanes with dedicated turn Lanes are a must.

How would you like a response to your comment (please choose one)?

☐ No response required ☑ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

Comments will be accepted thru January 12, 2023

PUBLIC INFORMATION MEETING COMMENT SHEET

SC Highway 81 Corridor Study – Anderson County – GPATS MPO

Wren Middle School – December 12, 2023

NAME (Mr, Mrs, Ms, Mr & Mrs (Please Choose One)): Sean Alan McCullough

MAILING ADDRESS: 515 Old Williamston Rd Piedmont SC 29673
Street/Route City State Zip Code

PHONE NUMBER: 864-356-5182 E-MAIL: seanamccullough@msn.com

I was not able to attend the meeting on Sept 14, 2023 so when I attended this meeting I was pleased to find out that Anderson County was looking to improve safety and traffic flow on SC Hwy 81. I live on Old Williamston Rd and the intersection with Hwy 81 is extremely dangerous and congested during the morning & evening rush hour. The proposal to put in a traffic light with turning lanes certainly will improve safety and congestion. I would also suggest trying to straighten out the angle that Old Williamston intersects. I find it very difficult to swing onto Old Williamston from SC 81 when I am towing my camper or car trailer. The road edge drops off sharply at the shoulder too which is dangerous. I discussed the other proposed improvements along SC 81 but by far Old Williamston @ SC 81 would be/should be the #1 priority - especially if the proposed elementary school is built on Oak Rd/Elrod Rd.

How would you like a response to your comment (please choose one)?

☐ No response required ☑ Email response ☐ Written response

Mail Comments to:
Anderson County Roads and Bridges
1428 Pearman Dairy Road
Anderson, SC 29625
or
Email: ryan.eckenrode@aecom.com

NOTE: Information provided, including name and address, will be published and is subject to disclosure under the Freedom of Information Act

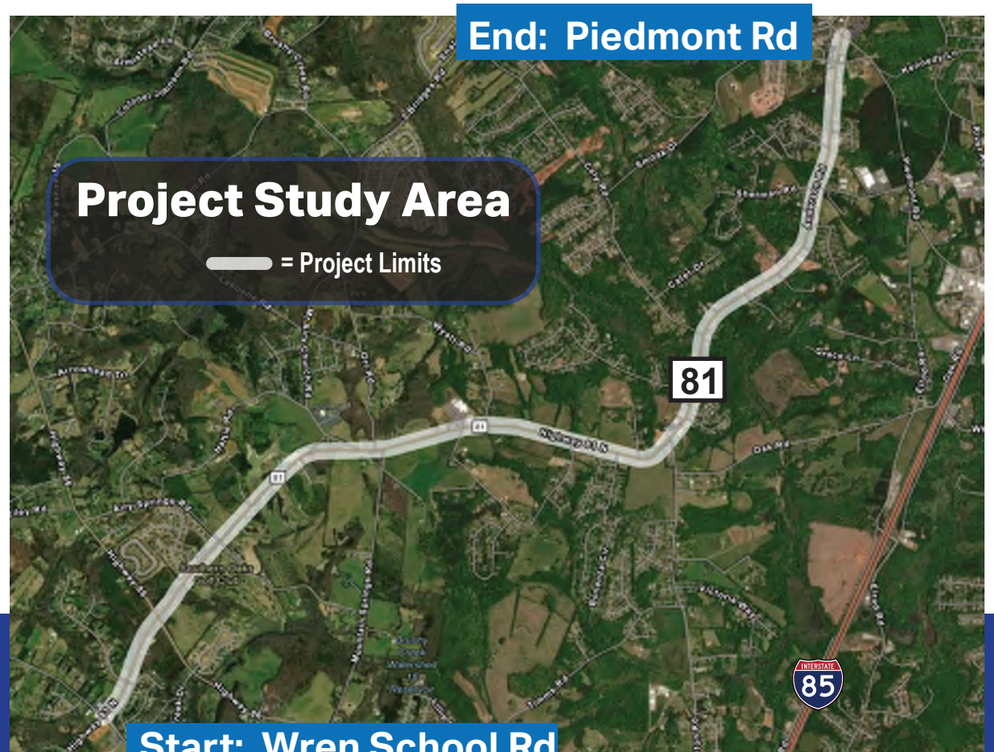
Comments will be accepted thru January 12, 2023

Anderson County and the GPATS MPO are hosting a public drop-in meeting scheduled to be held on Tuesday, December 12, 2023, from 4:45 pm to 7 pm at Wren Middle School, located at 1010 Wren School Road, Piedmont, SC 29673.

Residents are encouraged to view project team recommendations and provide comments and feedback regarding the study of the SC Highway 81 corridor from the Wren School Road/ Lake Road intersection to the Powdersville Main/Piedmont Road intersection.

SC 81 Corridor Study

UPCOMING PUBLIC MEETING



DECEMBER 12TH

Anderson County and the GPATS MPO are hosting a public drop-in meeting. Residents are encouraged to **view recommendations and provide feedback** regarding the study of the SC Highway 81 corridor (from Wren School Road to the Piedmont Road intersections).

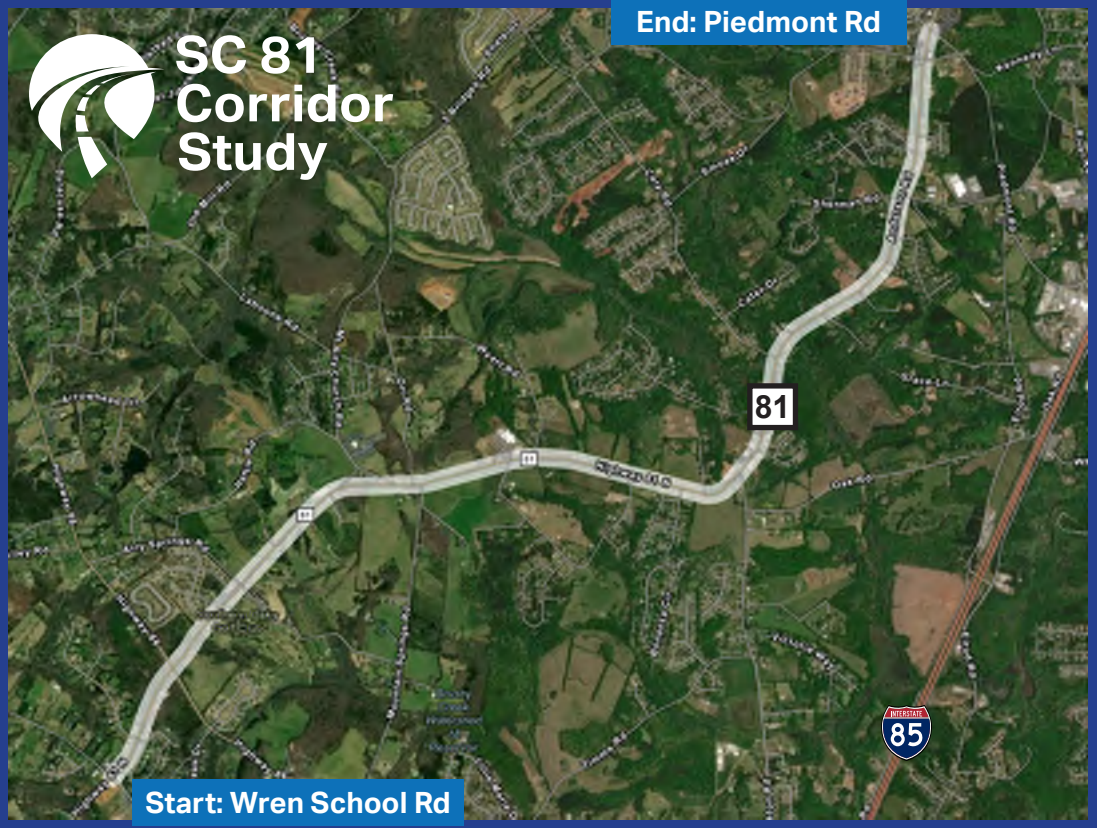
SEE YOU DECEMBER 12TH BETWEEN 4:45 PM - 7PM!

Wren Middle School, 1010 Wren School Rd, Piedmont, SC 29673

Para hablar con un intérprete o recibir materiales del proyecto en español, envíe un correo electrónico a ryan.eckenrode@aecom.com

SC HIGHWAY 81 CORRIDOR STUDY
ANDERSON COUNTY - GPATS MPO

Public Meeting
December 12, 2023 4:45 - 7 PM



Proposed Improvements

After hearing your feedback and conducting analyses on existing and future traffic concerns, the proposed improvements along the corridor include:

- **Turn Lanes**
- **Signals/Timings**
- **Safety**

Public Input Highlights

The area served by this section of SC Highway 81, referred to as Anderson Road, has experienced an increased rate of growth which has led to more traffic congestion and crashes along the corridor. A public meeting was held September 14, 2023 with a comment period open August 17 - October 14, 2023. Public input highlights include:

- **Over 200 total comments**
- Top concerns were **adding more turn lanes** and **a traffic signal to address traffic congestion and safety**

Project Contact

Email Ryan Eckenrode at
ryan.eckenrode@aecom.com

SC 81 Corridor Study

Comment Location Summary

Comments from Public Meeting (9/14/23) + online mapping platform
Comment Period Open 8/17 - 10/14

68 MEETING ATTENDEES

over 70 LOCATION-SPECIFIC RESPONSES

over 200 TOTAL COMMENTS

Circle Road & Piedmont Road

Pine Road

Cely Road

YMCA

Van Henry Lane

Mt. Airy Church Road

Old Williamston Road

Airy Springs Road

Hwy 86

Wren School Road

Anderson County South Carolina

GPATS

AECOM

SC 81 Corridor Study

Project Recommendations

= Short-term

= Long-term



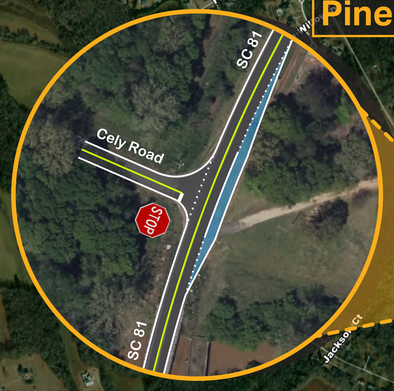
Piedmont Road



Pine Road

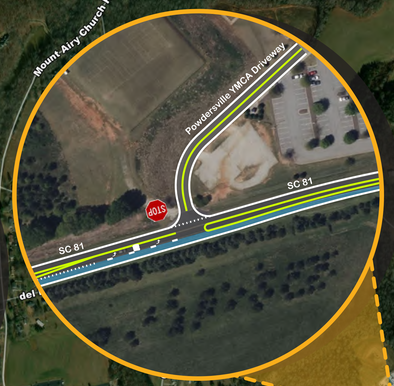


Circle Road



Cely Road





YMCA

Van Henry Lane



SC 86



Mount Airy Church Road



Wren School Road



Old Williamston Road



Proposed Roadway Design
From: Old Williamston Road
To: Circle Road

GPATS

ANDERSON COUNTY SOUTH CAROLINA

AECOM

0 0.15 0.3 0.6 Miles

N

Old Williamston Road
Signal & Turn Lane Improvement



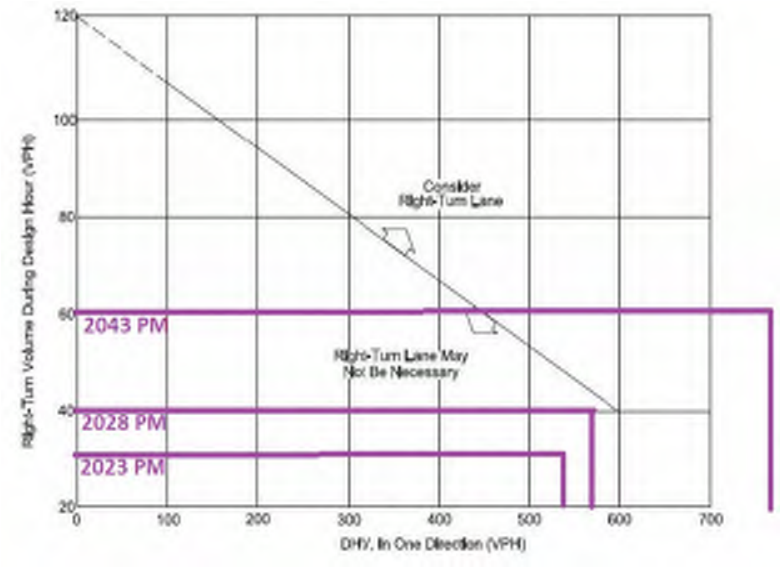




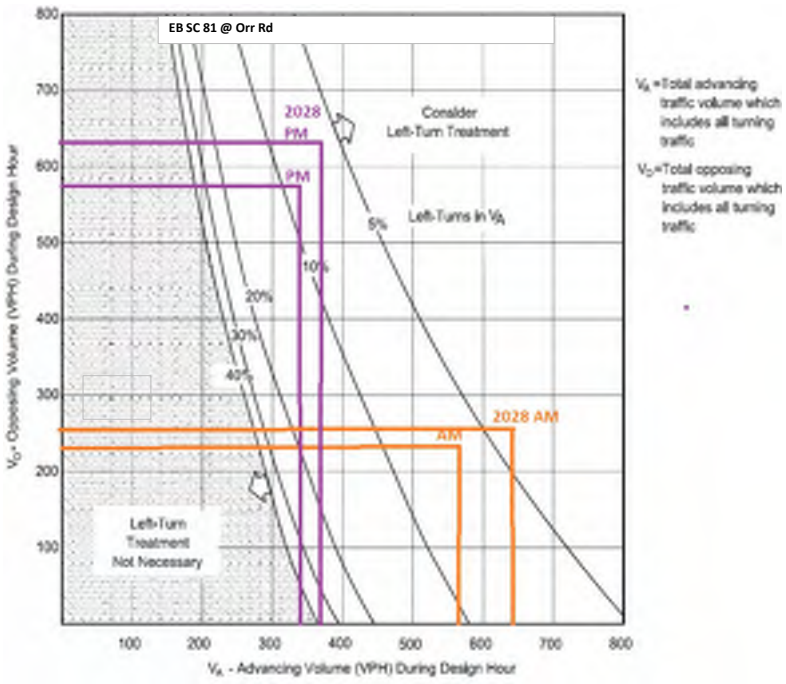


Appendix G – Turn Lane Analysis

WB SC 81 @ Mt Airy Church Rd

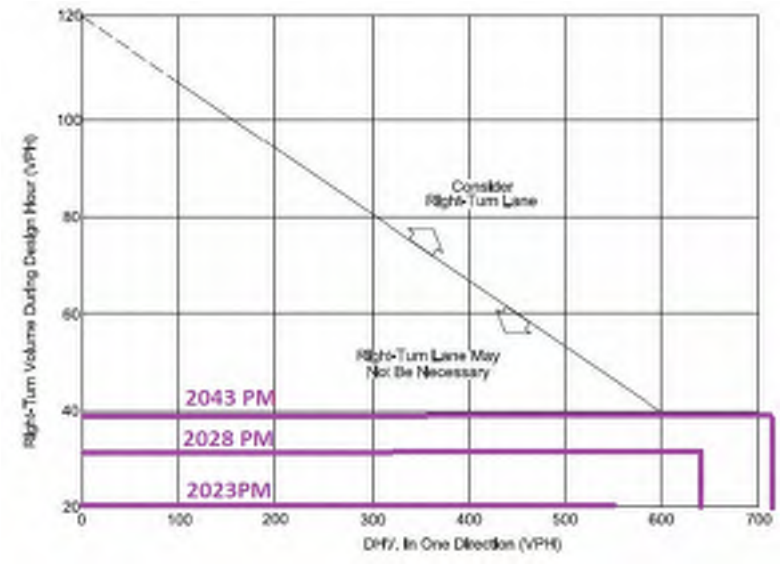


Route Direction	Period	DHV	VPH	DHV>300 VPH>40	Comments
WB SC 81 @ Mt Airy Church Rd	2023 PM	521	54	34	The Right turn meets warrants for the 2043 PM Peak Hour. 2 EB RE crashes
	2028 PM	576	60	40	
	2043 PM	774	80	60	

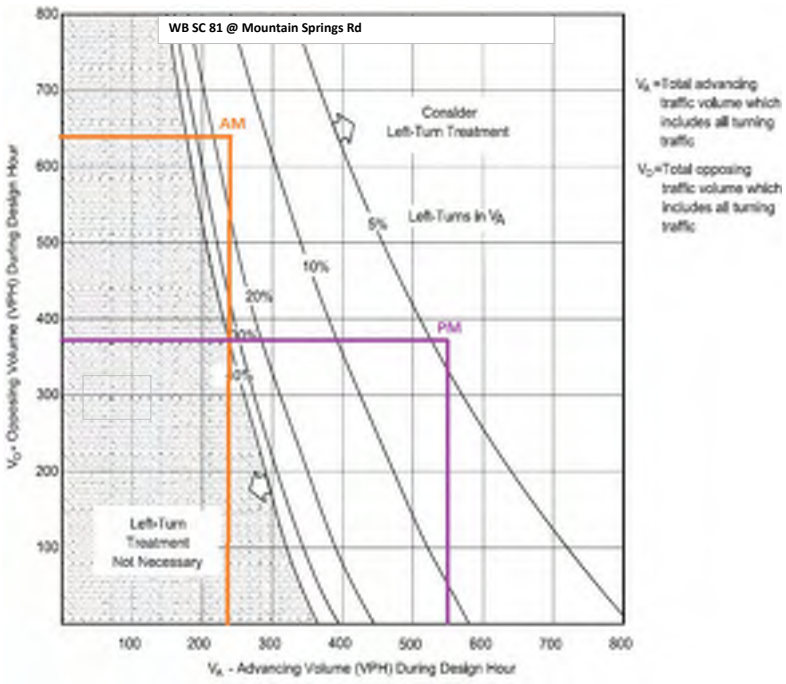


Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
EB SC 81 @ Orr Rd	2023 AM	582	230	0.02%	The Left turn meets warrants for the 2028 AM Peak Hour. 1 RE crashes for EB and WB
	2023 PM	340	561	0.1%	
	2028 AM	642	254	0.02%	
	2028 PM	375	619	0.1%	

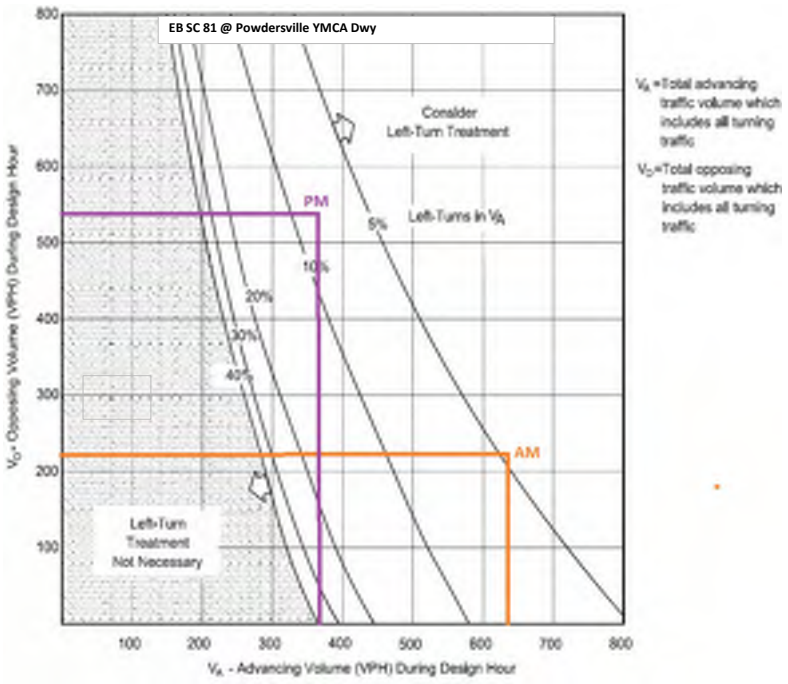
WB SC 81 @ Orr Rd



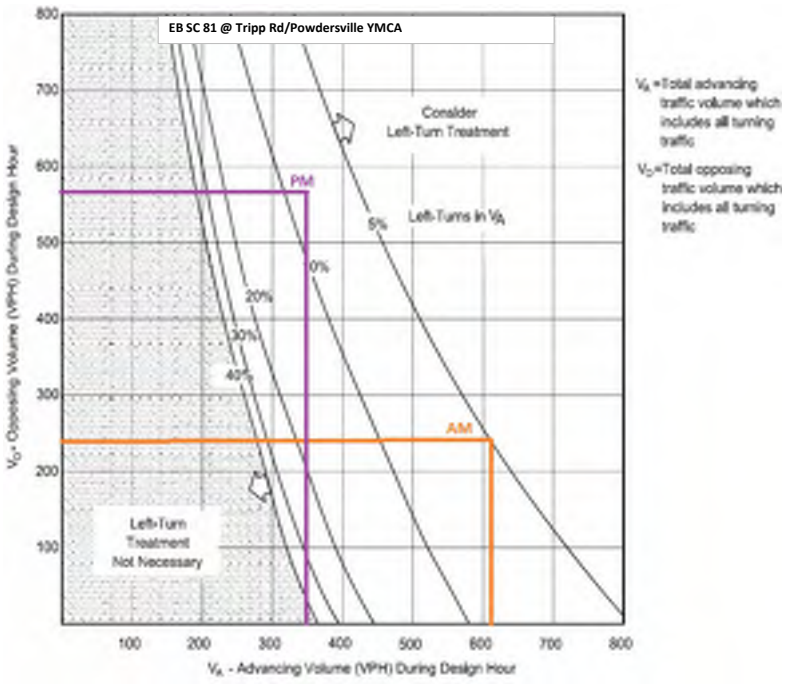
Route Direction	Period	DHV	VPH	DHV>300 VPH>40	Comments
WB SC 81 @ Orr Rd	2023 PM	561	40	20	The Right turn meets warrants for the 2043 PM Peak Hour. 1 RE EB, 3 WB
	2028 PM	619	44	24	
	2043 PM	833	59	39	

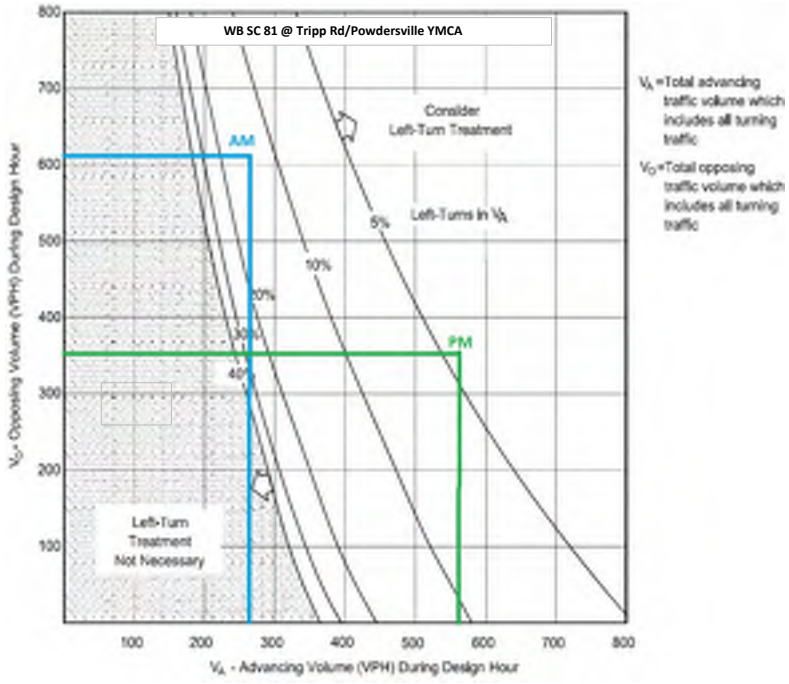


Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
WB SC 81 @ Mountain Springs Rd	2023 AM	232	628	8.0%	The Left turn meets warrants for the 2023 PM Peak Hour. 1 RE EB and WB
	2023 PM	563	376	4.0%	



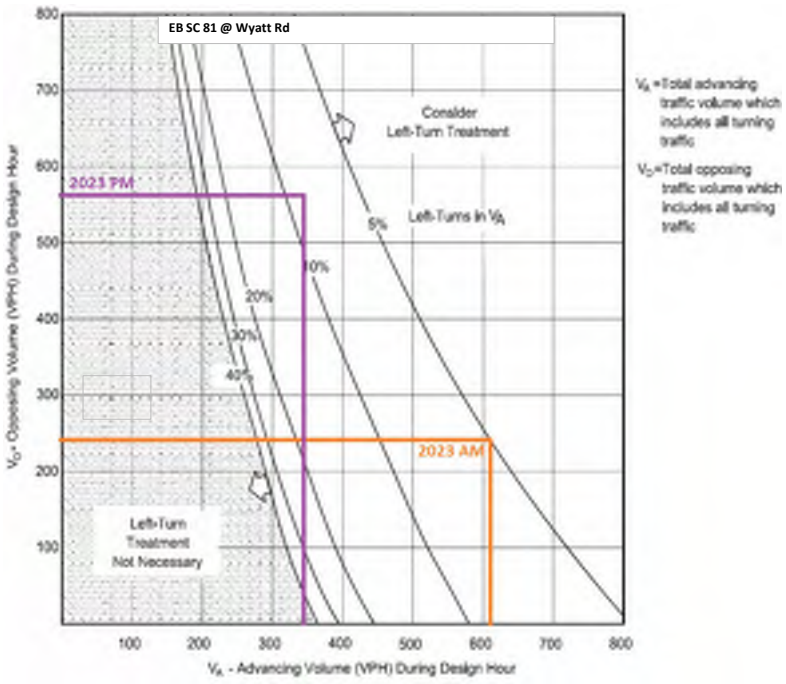
Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
EB SC 81 @ Powdersville YMCA Dwy	2023 AM	638	215	6.5%	The Left turn warrant could be applicable in the 2023 PM Peak Hour and meets warrants for the 2023 AM Peak Hour.
	2023 PM	383	517	21.0%	
					1 RE WB



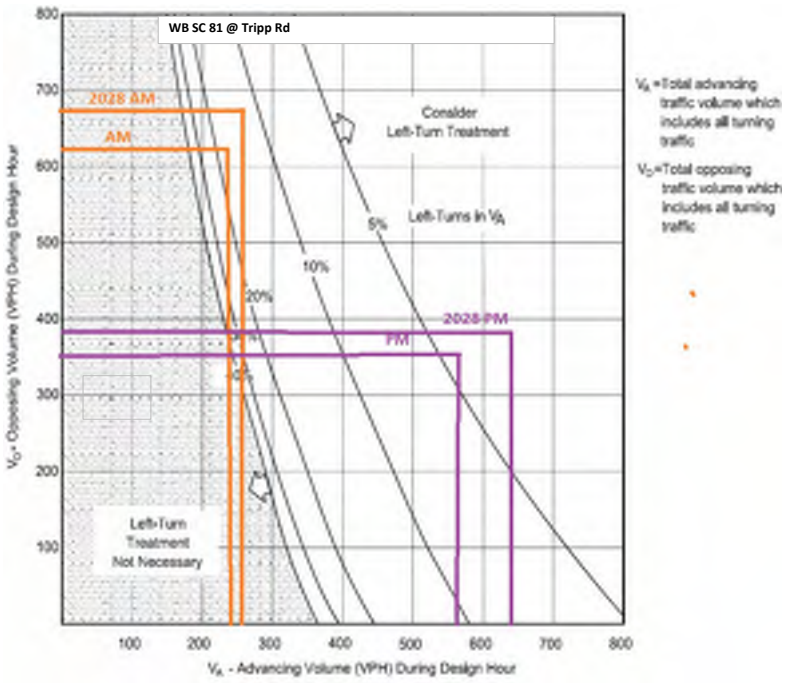


Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
EB SC 81 @ Tripp Rd	AM	608	242	1.0%	The Left turn meets warrants for the 2023 AM Peak Hour.
	PM	350	562	1.0%	
WB SC 81 @ Tripp Rd	AM	242	608	0.4%	The Left turn meets warrants for the 2023 PM Peak Hour.
	PM	562	350	0.3%	

1 RE EB, 4 WB

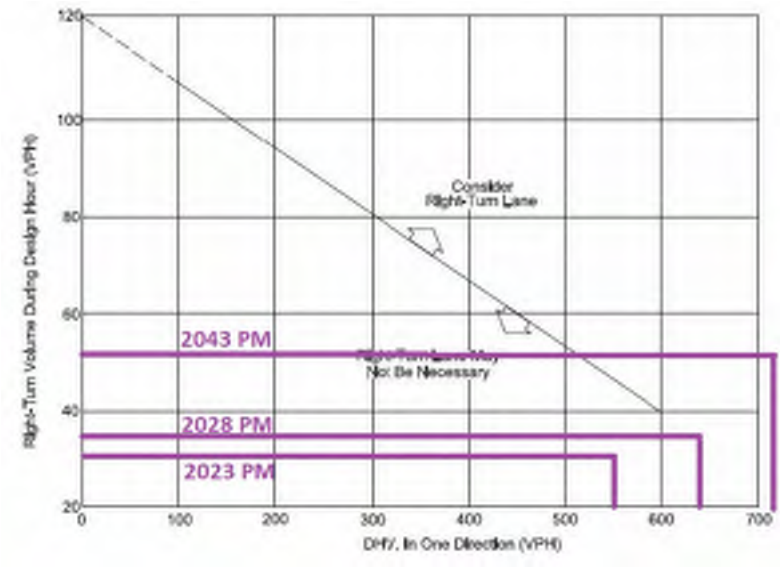


Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
EB SC 81 @ Wyatt Rd	2023 AM	605	237	0%	The Left turn meets warrants for the 2023 AM Peak Hour.
	2023 PM	347	568	0.5%	
					No RE crashes

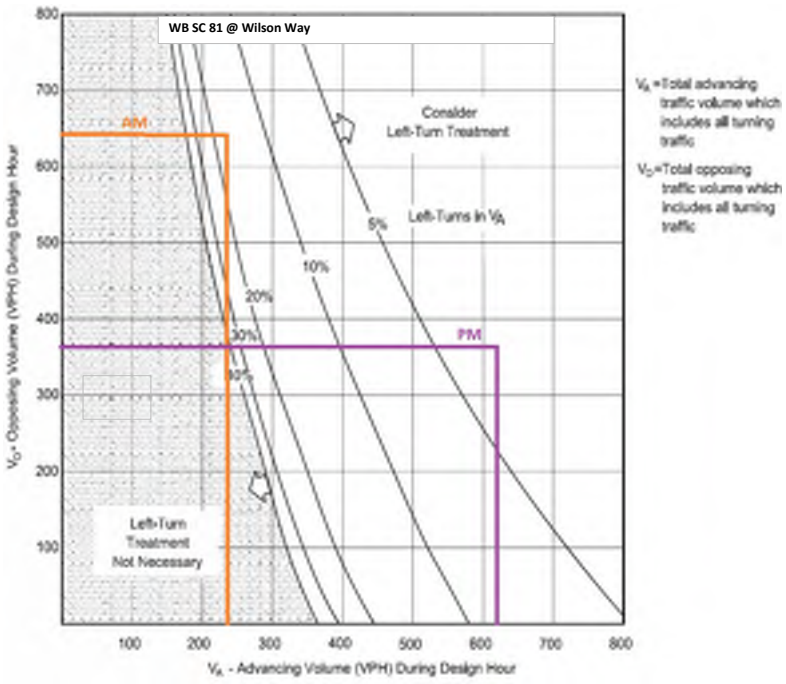


Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
EB SC 81 @ Tripp Rd	2023 AM	231	612	1.0%	The Left turn meets warrants for the 2023 PM Peak Hour.
	2023 PM	577	348	4.5%	
	2028 AM	255	676	1.0%	2 RE EB, 3 WB
	2028 PM	637	385	4.5%	

WB SC 81 @ Tripp Rd

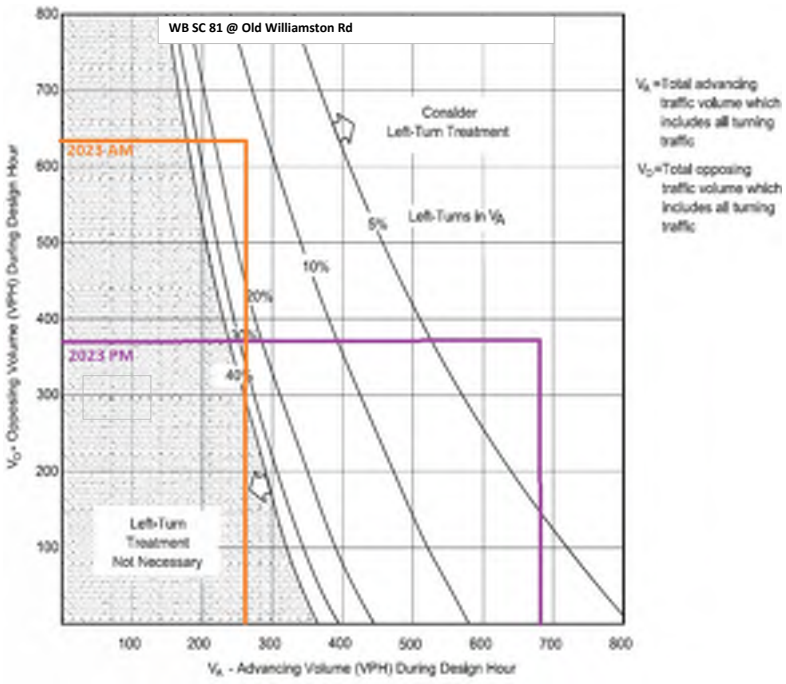


Route Direction	Period	DHV	VPH	DHV>300 VPH>40	Comments
WB SC 81 @ Tripp Rd	2023 PM	562	47	27	The Right turn meets warrants for the 2043 PM Peak Hour.
	2028 PM	620	52	32	
	2043 PM	835	70	50	



Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
WB SC 81 @ Wilson Way	2023 AM	223	619	1.8%	The Left turn meets warrants for the 2023 PM Peak Hour.
	2023 PM	612	363	5.7%	

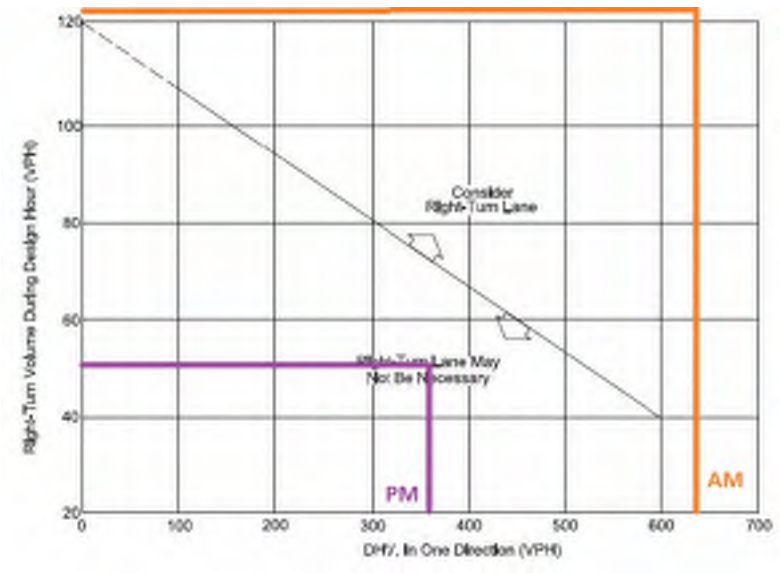
1 RE WB



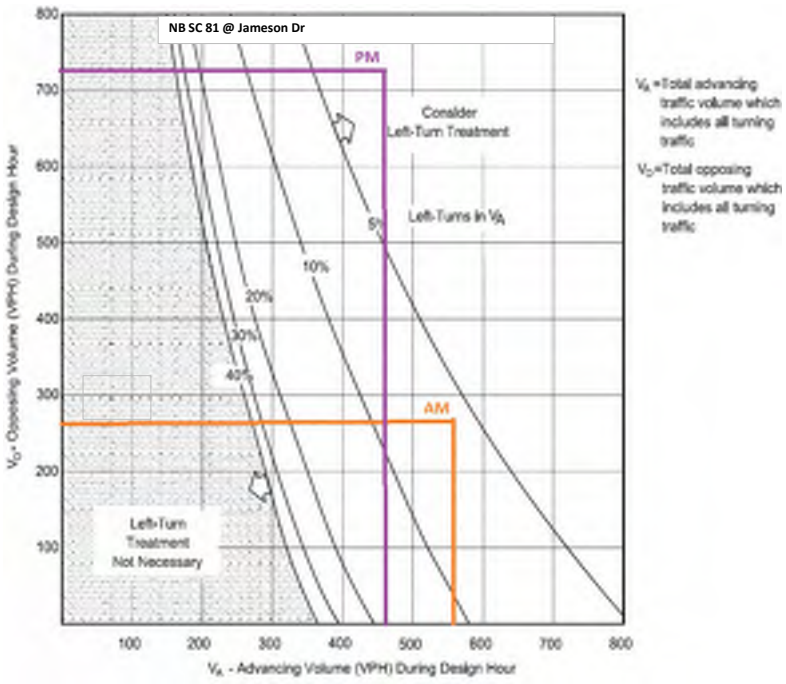
Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
WB SC 81 @ Williamston Rd	2023 AM	268	625	32%	The Left turn meets warrants for the 2023 PM Peak Hour.
	2023 PM	691	367	25%	

2 RE WB crashes, 2 unknown

EB SC 81 @ Old Williamston Rd

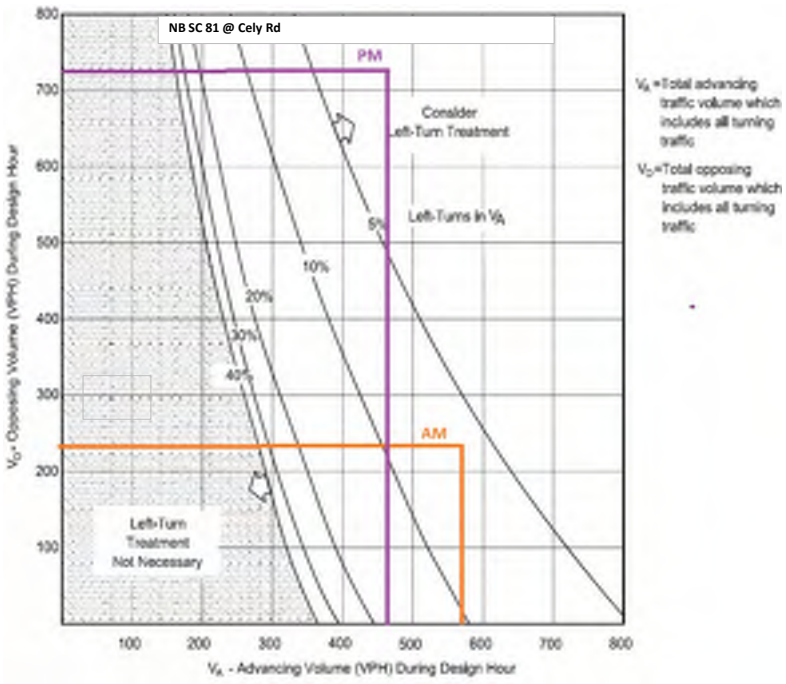


Route Direction	Period	DHV	VPH	DHV>300 VPH>40	Comments
EB SC 81 @ Old Williamston Rd	AM	625	207	187	The Right turn meets warrants for the 2023 AM Peak Hour.
	PM	367	51	31	



Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
NB SC 81 @ Jameson Dr	2023 AM	563	268	0.02%	The Left turn meets warrants for the 2023 PM Peak Hour.
	2023 PM	474	722	3%	

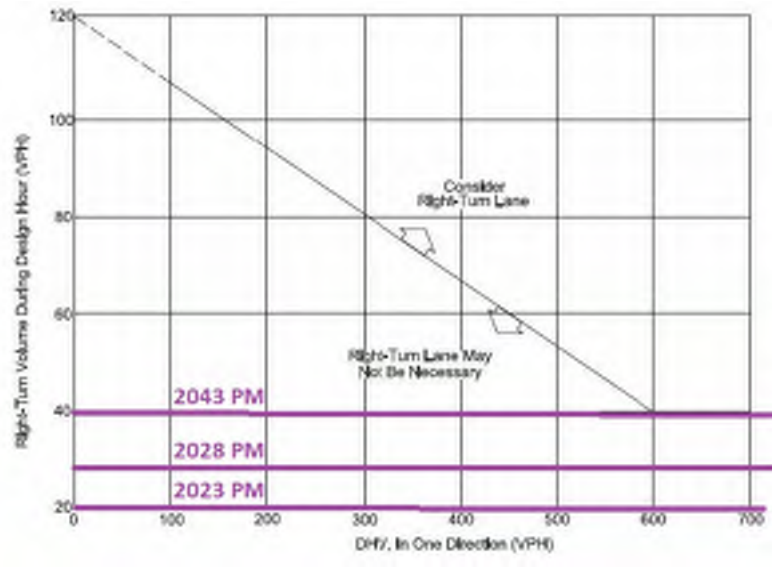
1 RE WB, 1 EB



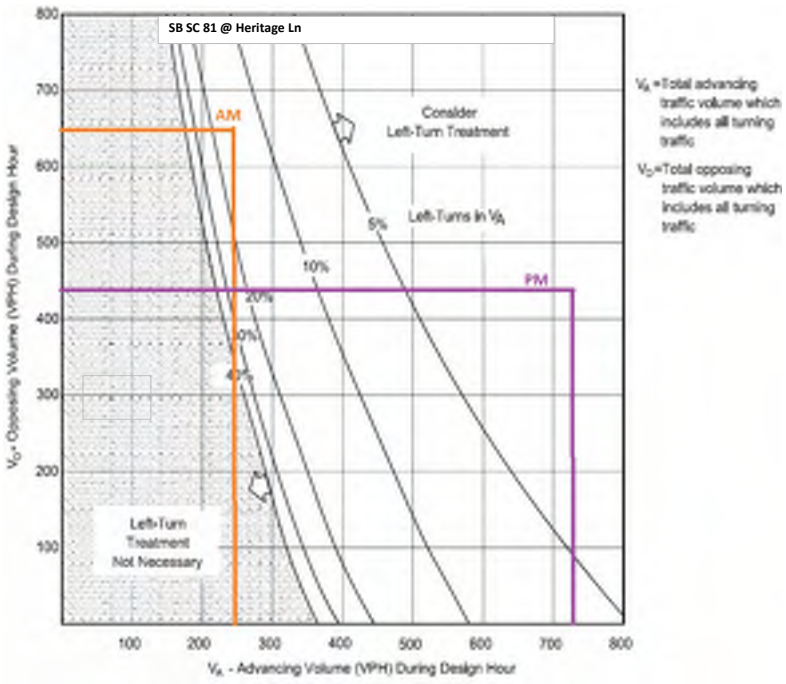
Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
NB SC 81 @ Cely Rd	2023 AM	588	233	3%	The Left turn meets warrants for the 2023 PM Peak Hour.
	2023 PM	475	721	12%	

7 RE crashes EB

SB SC 81 @ Cely Rd

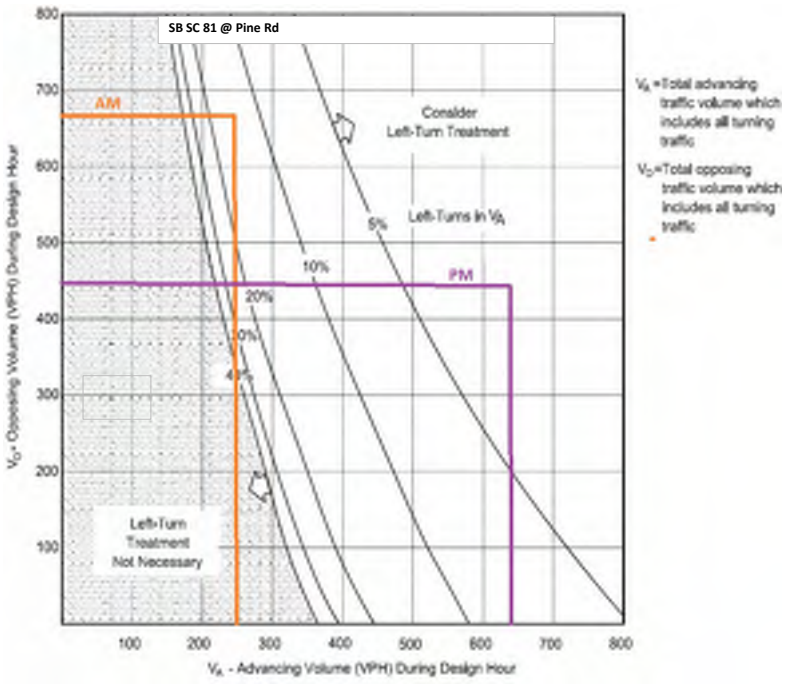


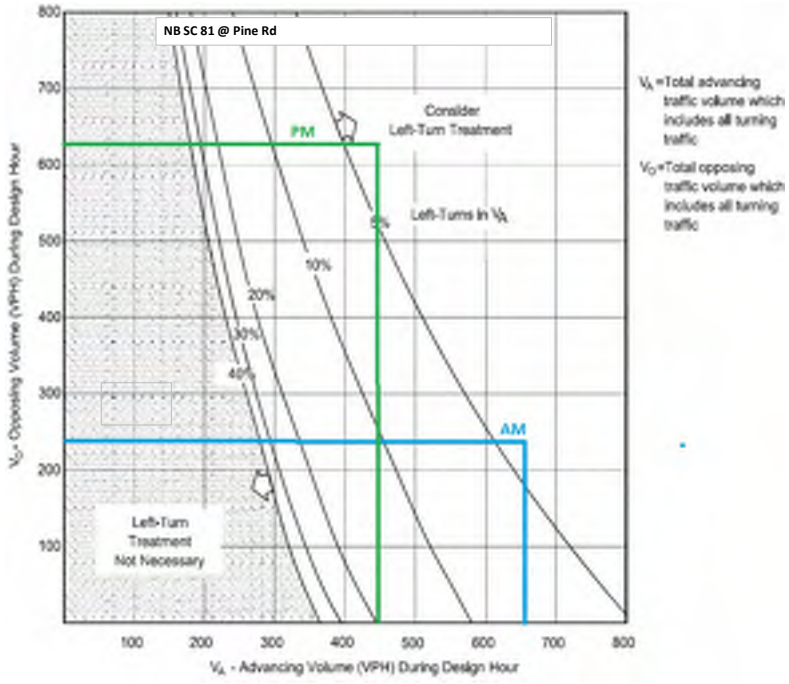
Route Direction	Period	DHV	VPH	DHV>300 VPH>40	Comments
SB SC 81 @ Cely Rd	2023 PM	721	40	20	The Right turn meets warrants for the 2043 PM Peak Hour.
	2028 PM	796	44	24	
	2043 PM	1071	59	39	



Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
SB SC 81 @ Heritage Ln	2023 AM	250	642	4%	The Left turn meets warrants for the 2023 PM Peak Hour.
	2023 PM	734	430	0.1%	

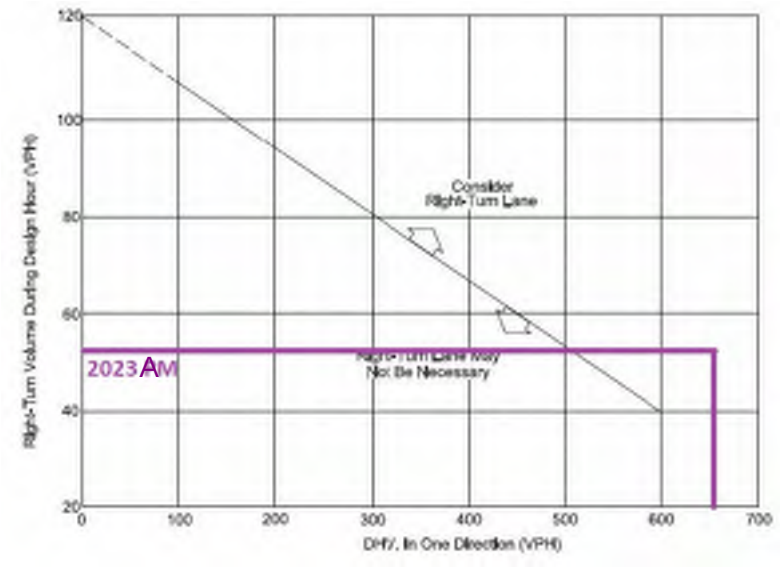
1 RE EB, 3 WB



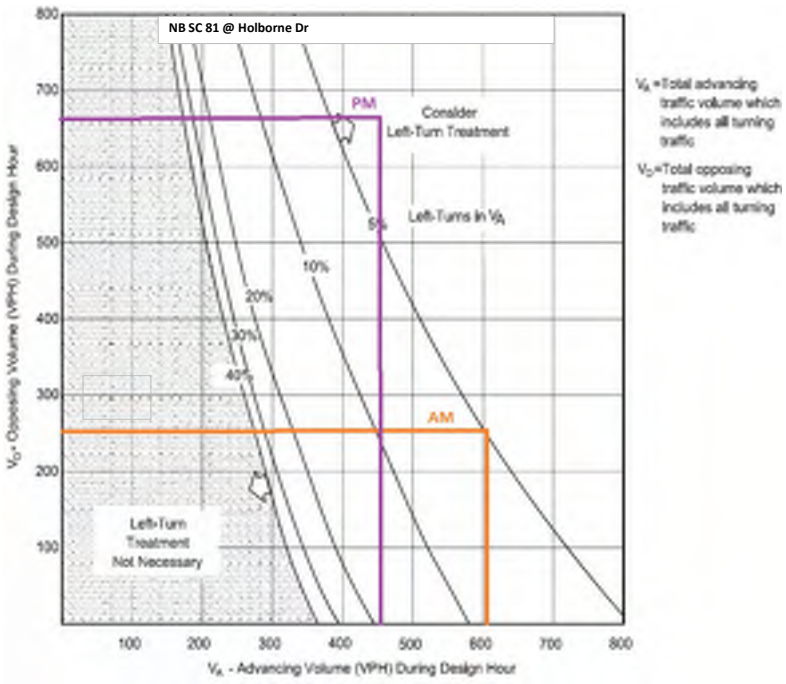


Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
SB SC 81 @ Pine Rd	AM	242	661	6.0%	The Left turn meets warrants for the 2023 PM Peak Hour.
	PM	638	446	1.4%	
NB SC 81 @ Pine Rd	AM	665	242	0.2%	The Left turn meets warrants for the 2023 AM & PM Peak Hour.
	PM	446	638	0.4%	

NB SC 81 @ Pine Rd

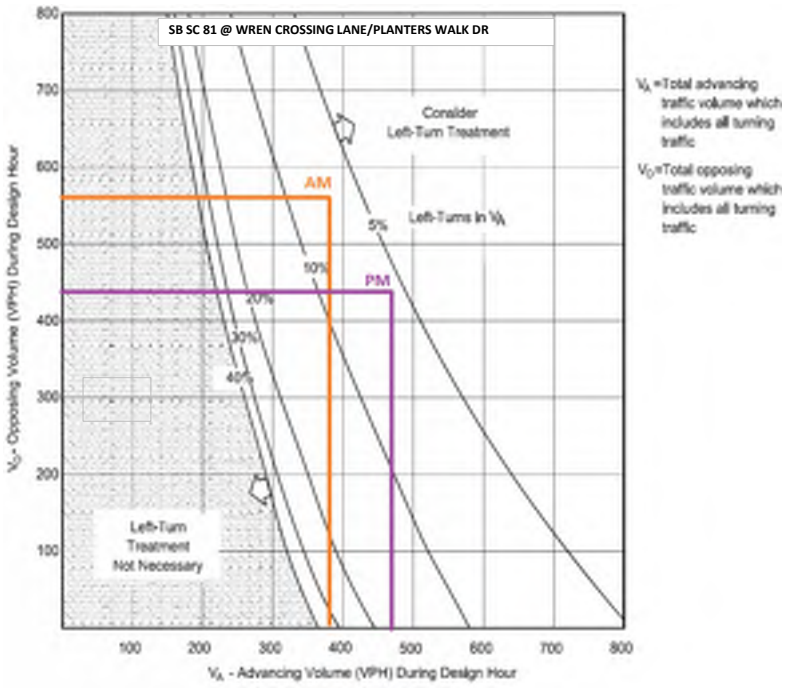


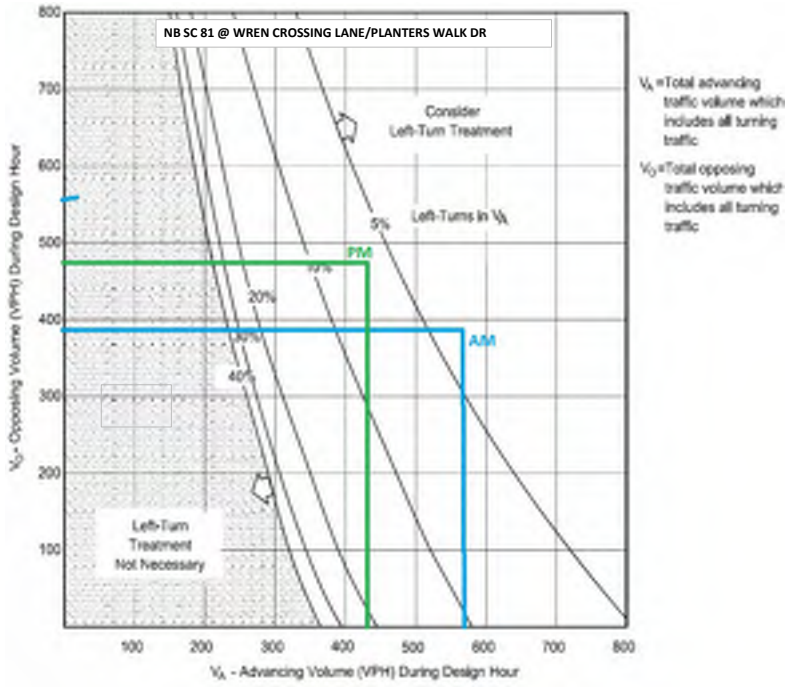
Route Direction	Period	DHV	VPH	DHV>300 VPH>40	Comments
NB SC 81 @ Pine Rd	2023 AM	661	75	55	The Right turn meets warrants for the 2023 AM Peak Hour.



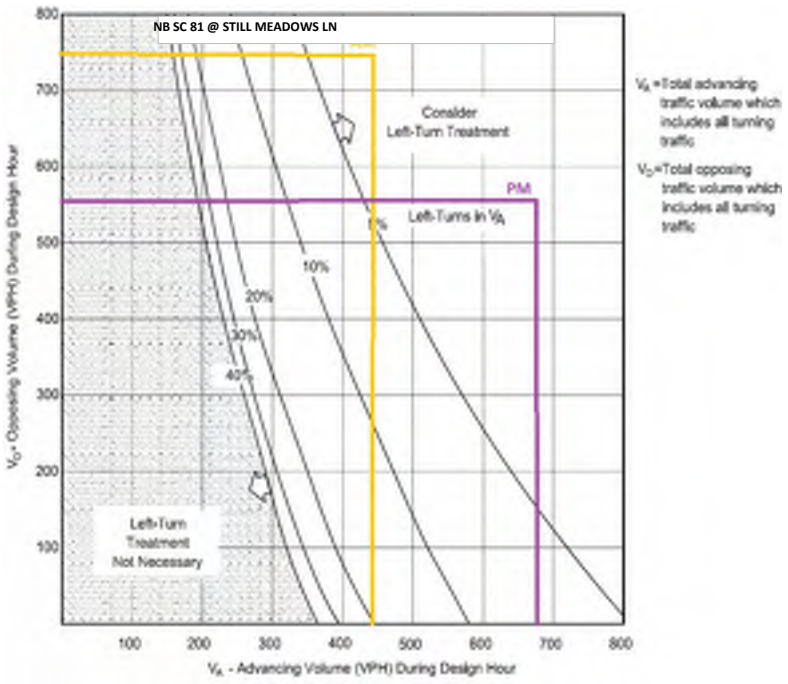
Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
NB SC 81 @ Holborne Dr	2023 AM	606	249	0.3%	The Left turn meets warrants for the 2023 AM & PM Peak Hour.
	2023 PM	460	674	03.7%	

0 RE crashes



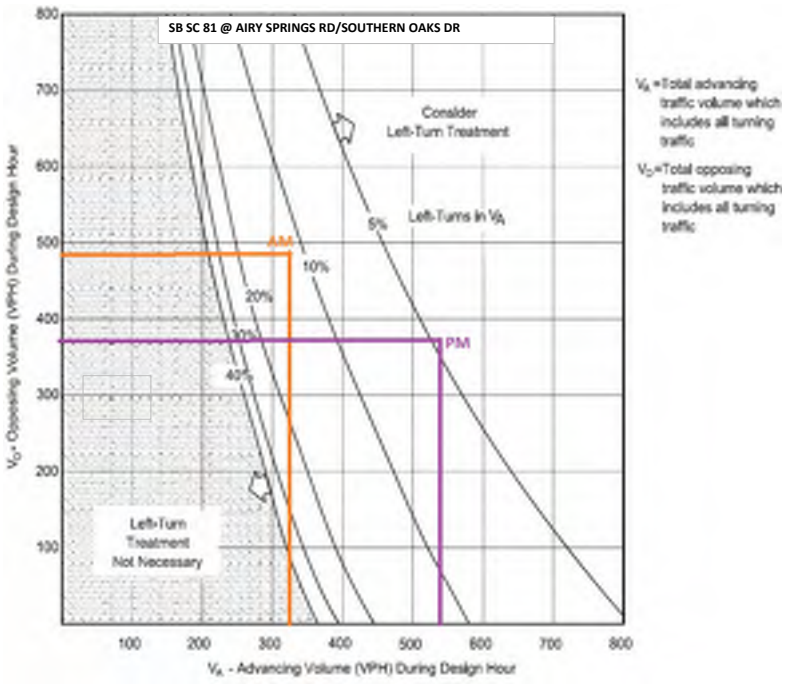


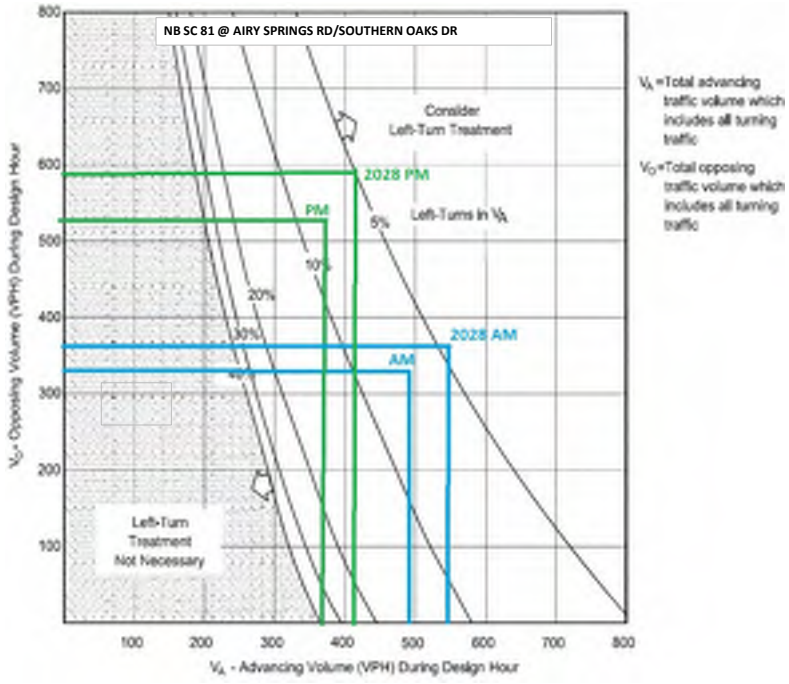
Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
SB SC 81 @ WREN CROSSING LN/PLANTERS WALK DR	AM	393	563	1.0%	The Left turn warrant could be applicable in the 2023 AM & PM Peak Hour and meets warrants for the 2028 Peak Hour.
	PM	487	420	4.0%	
NB SC 81 @ WREN CROSSING LN/PLANTERS WALK DR	AM	563	393	1.0%	The Left turn warrant could be applicable in the 2023 PM Peak Hour and meets warrants for the 2023 AM Peak Hour.
	PM	420	487	2.0%	



Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
NB SC 81 @ STILL MEADOWS LN	2043 AM	444	747	4.0%	The Left turn meets warrants for the 2028 AM & PM Peak Hour.
	2043 PM	697	551	3.0%	

2 RE EB

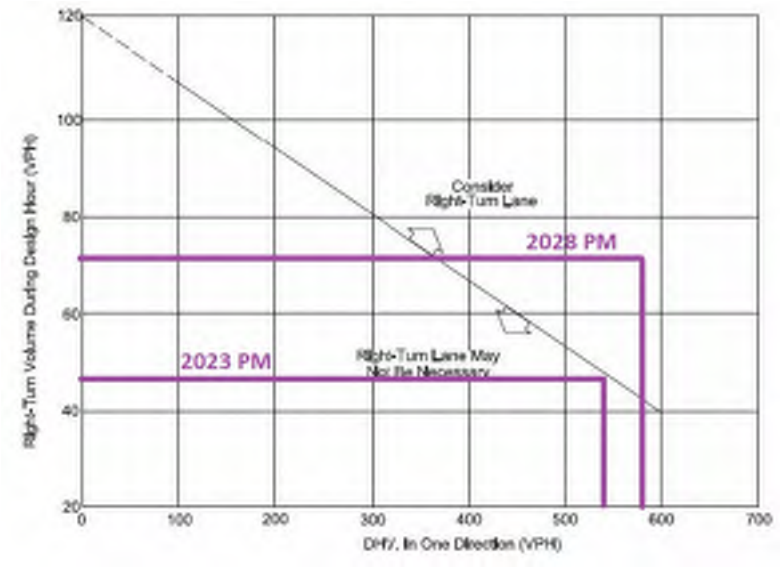




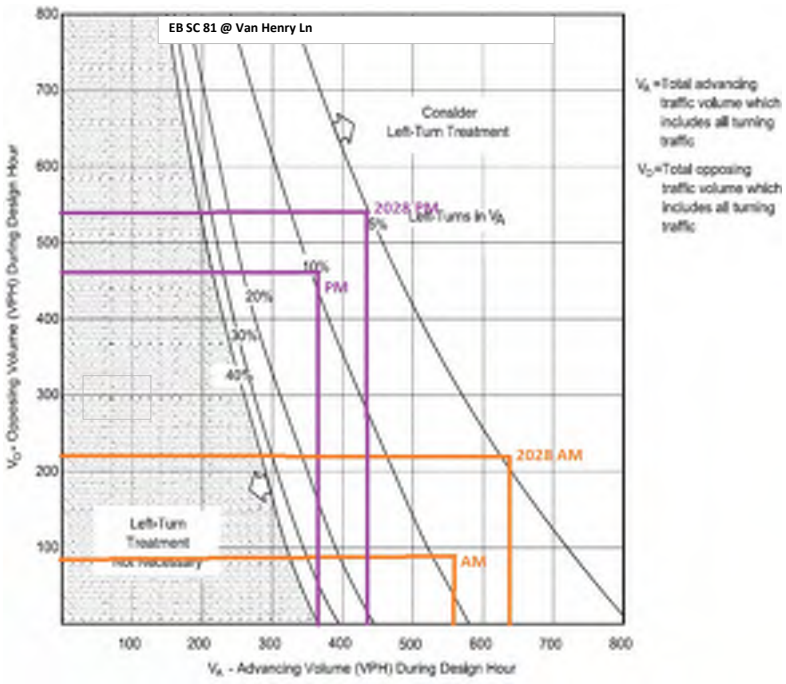
Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
SB SC 81 @ AIRY SPRINGS RD/SOUTHERN OAKS DR	AM	317	495	2.0%	The Left turn meets warrants for the 2023 PM Peak Hour.
	PM	537	370	2.0%	
NB SC 81 @ AIRY SPRINGS RD/SOUTHERN OAKS DR	AM	495	317	0.4%	The Left turn MEETS warrant for the 2028 AM & PM Peak Hours.
	PM	370	537	2.0%	
	2028 AM	546	351	0.4%	
	2028 PM	408	593	2.0%	

4 RE EB, 3 WB

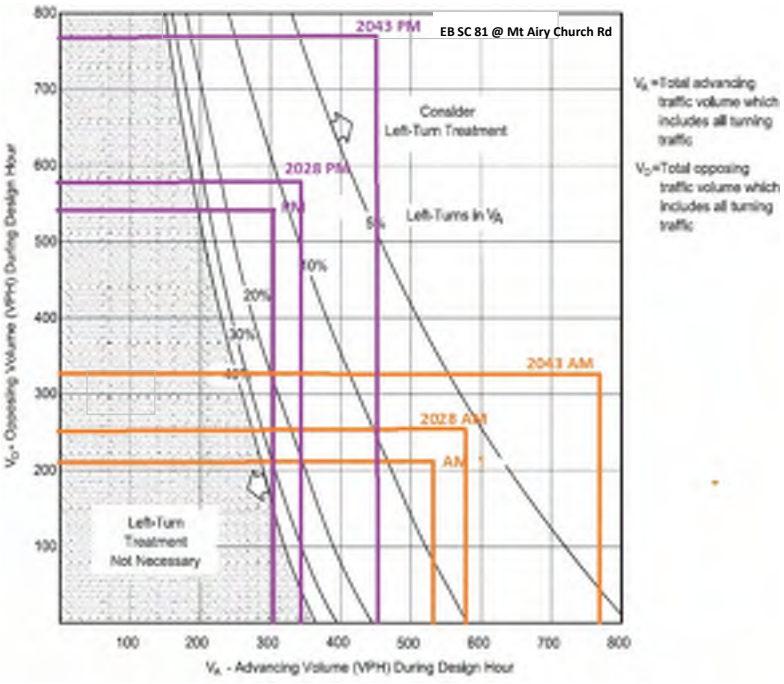
SB SC 81 @ AIRY SPRINGS RD/SOUTHERN OAKS DR



Route Direction	Period	DHV	VPH	DHV>300 VPH>40	Comments
SB SC 81 @ AIRY SPRINGS RD/SOUTHERN OAKS DR	2023 PM	537	64	44	The Right turn meets warrants for the 2028 PM Peak Hour.
	2028 PM	593	71	51	



Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
EB SC 81 @ Van Henry Ln	2023 AM	560	193	7.0%	The Left turn warrant could be applicable in the 2028 PM Peak Hour and meets warrants for the 2028 AM Peak Hour.
	2023 PM	389	468	20%	
EB SC 81 @ Van Henry Ln	2028 AM	618	213	7.0%	
	2028 PM	429	517	20%	



Route Direction	Period	VA	VO	% LEFT VOLUME	Comments
EB SC 81 @ Mt Airy Church Rd	2023 AM	521	209	0.4%	The Left turn meets warrants for the 2043 AM & PM Peak Hour.
	2023 PM	304	521	0.3%	
	2028 AM	575	231	0.4%	
	2028 PM	336	576	0.3%	
	2043 AM	774	310	0.4%	
	2043 PM	451	774	0.3%	

2 RE WB

(DVWERXQG/HIW

(DVWERXQG/HIW
:HVWERXQG/HIW

(DVWERXQG/HIW

:HVWERXQG/HIW

(DVWERXQG/HIW
:HVWERXQG5LJKW

(DVWERXQG/HIW
:HVWERXQG5LJKW

(DVWERXQG/HIW

6RXWKERXQG/HIW
6RXWKERXQG/HIW
1RUWKERXQG/HIW

1RUWKERXQG/HIW

1RUWKERXQG/HIW
6RXWKERXQG/HIW

1RUWKERXQG/HIW
6RXWKERXQG/HIW
6RXWKERXQG/HIW

1RUWKERXQG/HIW

1RUWKERXQG/HIW

1RUWKERXQG/HIW

:HVWERXQG/HIW

HIW :HVWERXQG/HIW

:HVWERXQG/HIW
(DVWERXQG5LJKW

Powd ersville

Hornbuckle Creek

Middle Branch Brushy Creek

Brushy Creek

Little Brushy Creek

Southern Oaks Golf Club

1018 ft

1003 ft

Pelzer Hwy

Sheriff Mill Rd

Brushy Creek Rd

Mead' w Ridge Rd

Sm' n Hill Rd

James Rd

3 Bridges Rd

St Paul Rd

Henderson Rd

3 and 20 Rd

Hunt Rd

Pepper Rd

Pisgah Rd

Highway 86

Wyatt Rd

Timms Rd

Old Williamst n Rd

Anders' n Rd

Cely Ln

McNeely Rd

Highway 153

River Rd

Ft' nfage Rd

Golden Grove

Piedm' nt Hwy

Old Pelzer

8

81

86

85

185

0LOHV

&LW\RI*UHHQYLOOH$QGHUVRQ&RXQW\6&&RPPXQLW\(YHQW/RFDWLRQV

Appendix H – Existing Signal Plans

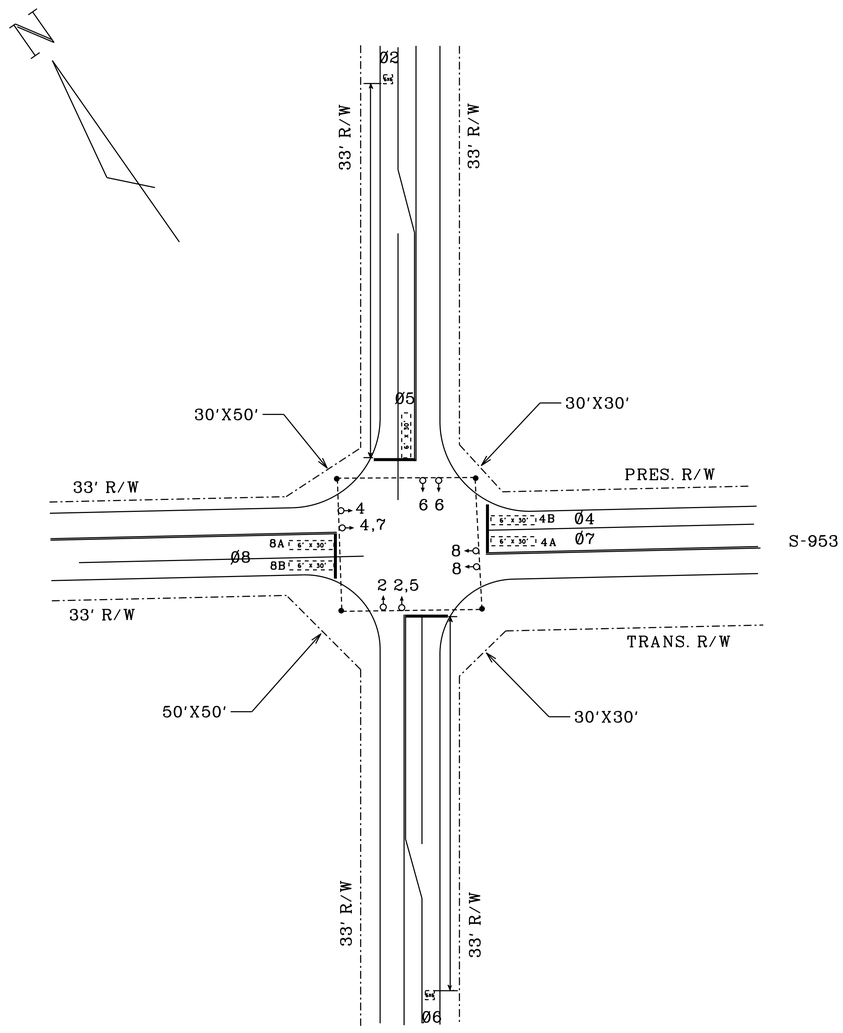
SIGNAL EQUIPMENT

1 8 PHASE FULLY ACTUATED STANDARD
170 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT, AND CABINET.
6 VEHICLE DETECTOR UNITS

◄○ SIGNAL HEADS

HEAD NUMBER	1	2	3	4	2,5	6	4,7	8
LENS		R Y G		R Y G	R ~~Y~~ ~~G~~ Y G	R Y G	R ~~Y~~ ~~G~~ Y G	R Y G
PHASE		2		4	2·5	6	7	8
SIZE		12"		12"	12"	12"	12"	12"
QUANTITY		1		1	1	2	1	2

● POLES AS NECESSARY



SIGNAL DISPLAY SEQUENCE (PREFERENTIAL PHASING)

FLASH	SIGNAL HEAD NUMBER	01 — 05 R/W	01 — 05 CLEAR TO 02-06	01 — 05 CLEAR TO 01-06	01 — 05 CLEAR TO 02-05	01 — 05 CLEAR TO BARR.	02 — 06 R/W	02 — 06 CLEAR TO 01-05	02 — 06 CLEAR TO BARR.	03 — 07 R/W	03 — 07 CLEAR TO 04-08	03 — 07 CLEAR TO 03-08	03 — 07 CLEAR TO 04-07	03 — 07 CLEAR TO BARR.	04 — 08 R/W	04 — 08 CLEAR TO 03-07	04 — 08 CLEAR TO BARR.
Y	2						G		Y R						R		R R
R	4						R		R R						G		Y R
Y	2,5						G		Y R						R		R R
Y	6						G		Y R						R		R R
Y	4,7						R		R R						G		Y R
R	8						R		R R						G		Y R

BARRIER

ALTERNATE PHASES

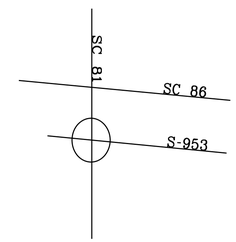
SIGNAL HEAD NUMBER	01 — 06 R/W	01 — 06 CLEAR TO 01-05	01 — 06 CLEAR TO 02-06	01 — 06 CLEAR TO 02-05	01 — 06 CLEAR TO BARR.	02 — 05 R/W	02 — 05 CLEAR TO 01-05	02 — 05 CLEAR TO 02-06	02 — 05 CLEAR TO 01-06	02 — 05 CLEAR TO BARR.	03 — 08 R/W	03 — 08 CLEAR TO 03-07	03 — 08 CLEAR TO 04-08	03 — 08 CLEAR TO 04-07	03 — 08 CLEAR TO BARR.	04 — 07 R/W	04 — 07 CLEAR TO 03-07	04 — 07 CLEAR TO 04-08	04 — 07 CLEAR TO 03-08	04 — 07 CLEAR TO BARR.
2			G	G		Y R										R		R R		R R
4			R	R		R R										G		G G		Y R
2,5			~~G~~	~~Y~~ G		~~Y~~ R										R		R R		R R
6			R	R		R R										R		R R		R R
4,7			R	R		R R										~~G~~ G		~~Y~~ G		~~Y~~ R
8			R	R		R R										R		R R		R R

BARRIER

ALTERNATE PHASES

ALTERNATE PHASES

LOCATION MAP



ROUTE NUMBER	SC 81		S-953	
APPROACH DIRECTION	NB	SB	EB	WB
SIGNAL DESIGN SPEED	45	45	35	35
GRADE (%)				

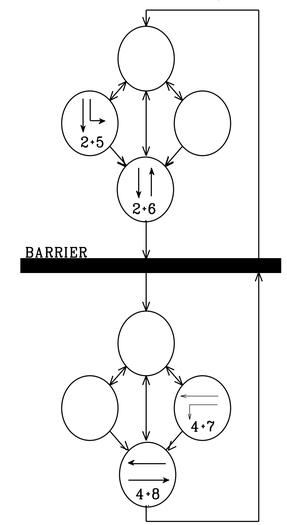
TRAFFIC SIGNAL SETTINGS

FUNCTIONS	SECONDS Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MIN GREEN		15		4	4	15	4	4
ADDED INIT (SEC/ACT)								
MAX INITIAL								
PASSAGE		3		3	3	3	3	3
TIME BEFORE REDUCE								
TIME TO REDUCE								
MIN GAP								
MAXIMUM I		35		25	20	35	15	25
MAXIMUM II								
YELLOW CHANGE		4.3		3.6	4.3	4.3	3.6	3.6
RED CLEAR		1.5		1.9	1.5	1.5	1.9	1.9
RECALL		MIN		OFF	OFF	MIN	OFF	OFF
DET. MEMORY		L		N	N	L	N	N
L-LOCK, N-NON-LOCK								
DET. DELAY				$4B_6$				$8B_6$
DET. MODE		PR		PR		PR	PR	PR
P-PULSE PR-PRESENCE								
WALK								
PEDESTRIAN CLEAR								

OVERLAP SETTINGS

OLA _____	OLC _____
OLB _____	OLD _____

SIGNAL PHASE SEQUENCE



DKT. NO.	SHEET NO.

DATE	REVISIONS
6/27/06	Added phase 7

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION
COLUMBIA,S.C.

SUBJECT TITLE: SIGNAL REVISION

SPECIFIC LOCATION: INTERSECTION OF SC 81 @ s-953 (WREN SCHOOL RD)

CITY | COUNTY: ANDERSON

DESIGNED	APPROVED BY: DIR. OF TRAFFIC ENGINEERING	APPROVED BY: DISTRICT TRAFFIC ENGINEER	
DRAWN	SCALE	DATE	SHEET NO. / INDEX NO.
CHECKED	scale1	date1	1 OF 1 / (4) 06-07
REVIEWED			
RECOMMENDED			

ID: 2678
Name: SC-81 @ S-953 Wren School Rd.
Configuration: Permanent

Phase	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	Phase 9	Phase 10	Phase 11	Phase 12	Phase 13	Phase 14	Phase 15	Phase 16
Walk	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	20	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	20	0	15	4	20	4	15	0	0	0	0	0	0	0	0
Passage	0	4	0	4	3	4	3	4	0	0	0	0	0	0	0	0
Max1	0	60	0	60	20	60	20	60	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	0	4.5	0	4.5	4	4.5	4	4.5	4	4	4	4	4	4	4	4
Red	0	2	0	2	1	2	1	2	2	2	2	2	2	2	2	2
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	OFF	ON	OFF	ON	ON	ON	ON	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Auto Entry	OFF	OFF	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Auto Exit	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non Act1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non Act2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Lock Call	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Min Recall	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Max Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Ped Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Soft Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Dual Entry	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Sim Gap Enable	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Guar Passage	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Rest In Walk	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Cond Service	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Add Init Calc	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SIGNAL EQUIPMENT

(one) 8 PHASE FULLY ACTUATED STANDARD
170 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT, AND CABINET.
6 VEHICLE DETECTOR UNITS

◄○ SIGNAL HEADS

HEAD NUMBER	1	2	3	4	5	6	7	8
LENS		R y g		R y g		R y g		R y g
PHASE		2		4		6		8
SIZE		12"		12"		12"		12"
QUANTITY		2		2		2		2

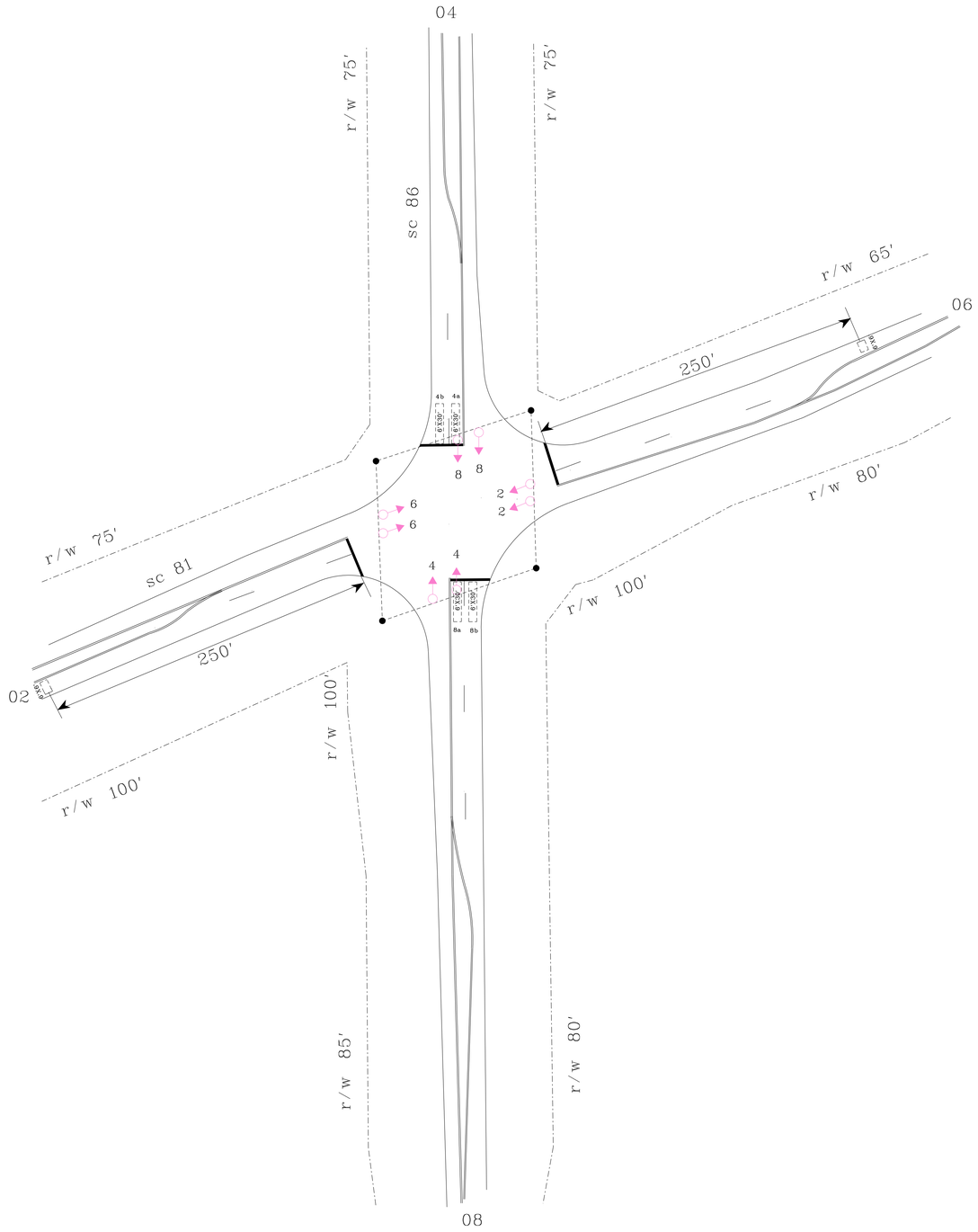
● POLES AS NECESSARY

TRAFFIC SIGNAL SETTINGS

FUNCTIONS	SECONDS							
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MIN GREEN		12		0		12		0
ADDED INIT (SEC/ACT)								
MAX INITIAL								
PASSAGE		3		3		3		3
TIME BEFORE REDUCE								
TIME TO REDUCE								
MIN GAP								
MAXIMUM I		35		25		35		25
MAXIMUM II		35		25		35		25
YELLOW CHANGE		4.9		4.9		4.9		4.9
RED CLEAR		1.5		1.5		1.5		1.5
RECALL		MIN		OFF		MIN		OFF
DET. MEMORY		L		N		L		N
L=LOCK, N=NON-LOCK								
DET. DELAY				6				6
DET. MODE		P		PR		P		PR
P=PULSE PR=PRESENCE								
WALK								
PEDESTRIAN CLEAR								

OVERLAP SETTINGS

OLA _____	OLC _____
OLB _____	OLD _____



SIGNAL DISPLAY SEQUENCE (PREFERENTIAL PHASING)

FLASH	SIGNAL HEAD NUMBER	01 — 05 R/W	01 — 05 CLEAR TO 02-06	01 — 05 CLEAR TO 01-06	01 — 05 CLEAR TO 02-05	01 — 05 CLEAR TO BARR.	02 — 06 R/W	02 — 06 CLEAR TO 01-05	02 — 06 CLEAR TO BARR.	03 — 07 R/W	03 — 07 CLEAR TO 04-08	03 — 07 CLEAR TO 03-08	03 — 07 CLEAR TO 04-07	03 — 07 CLEAR TO BARR.	04 — 08 R/W	04 — 08 CLEAR TO 03-07	04 — 08 CLEAR TO BARR.
Y	2							G	Y R							R	R R
R	4							R	R R							G	Y R
Y	6							G	Y R							R	R R
R	8							R	R R							G	Y R

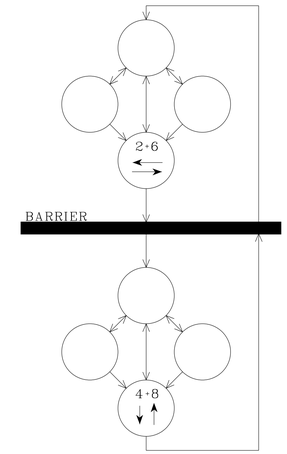
BARRIER

ALTERNATE PHASES

SIGNAL HEAD NUMBER	01 — 06 R/W	01 — 06 CLEAR TO 01-05	01 — 06 CLEAR TO 02-06	01 — 06 CLEAR TO 02-05	01 — 06 CLEAR TO BARR.	02 — 05 R/W	02 — 05 CLEAR TO 01-05	02 — 05 CLEAR TO 02-06	02 — 05 CLEAR TO 01-06	02 — 05 CLEAR TO BARR.	03 — 08 R/W	03 — 08 CLEAR TO 03-07	03 — 08 CLEAR TO 04-08	03 — 08 CLEAR TO 04-07	03 — 08 CLEAR TO BARR.	04 — 07 R/W	04 — 07 CLEAR TO 03-07	04 — 07 CLEAR TO 04-08	04 — 07 CLEAR TO 03-08	04 — 07 CLEAR TO BARR.

BARRIER

SIGNAL PHASE SEQUENCE



ROUTE NUMBER	SC 81		SC 86	
APPROACH DIRECTION	E	W	N	S
SIGNAL DESIGN SPEED	45	45	45	45
GRADE (%)	+5	-5	-2	-5

DKT. NO. HES-8804(01) SHEET NO. 7

DATE	REVISIONS

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION
COLUMBIA, S.C.

SUBJECT TITLE: SIGNAL INSTALLATION

SPECIFIC LOCATION: INTERSECTION OF SC 81 @ SC 86

CITY: WRENN COMMUNITY COUNTY: ANDERSON

DESIGNED	RG	APPROVED BY: DIR. OF TRAFFIC ENGINEERING	APPROVED BY: ENGINEER
DRAWN			
CHECKED			
REVIEWED			
RECOMMENDED			

SCALE	DATE	SHEET NO.	INDEX NO.
	3/23/94	0F	

ID: 2679
Name: SC-81@ SC-86
Configuration: Permanent

Phase	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	Phase 9	Phase 10	Phase 11	Phase 12	Phase 13	Phase 14	Phase 15	Phase 16
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	20	0	15	0	20	0	15	0	0	0	0	0	0	0	0
Passage	0	4	0	4	0	4	0	4	0	0	0	0	0	0	0	0
Max1	0	60	0	60	0	60	0	60	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	0	5	0	5	0	5	0	5	4	4	4	4	4	4	4	4
Red	0	2	0	2	0	2	0	2	2	2	2	2	2	2	2	2
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Auto Entry	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Auto Exit	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non Act1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non Act2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Lock Call	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Min Recall	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Max Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Ped Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Soft Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Dual Entry	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Sim Gap Enable	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Guar Passage	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Rest In Walk	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Cond Service	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Add Init Calc	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SIGNAL EQUIPMENT

ONE 8 PHASE FULLY ACTUATED STANDARD
170 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT, AND CABINET.
4 VEHICLE DETECTOR UNITS

◄○ SIGNAL HEADS

HEAD NUMBER	1	2	3	4	5	6	7	8
LENS		R Y G		R Y G		R Y G		R Y G
PHASE		2		4		6		8
SIZE		12"		12"		12"		12"
QUANTITY		2		2		2		2

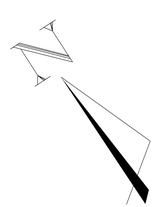
● POLES AS NECESSARY

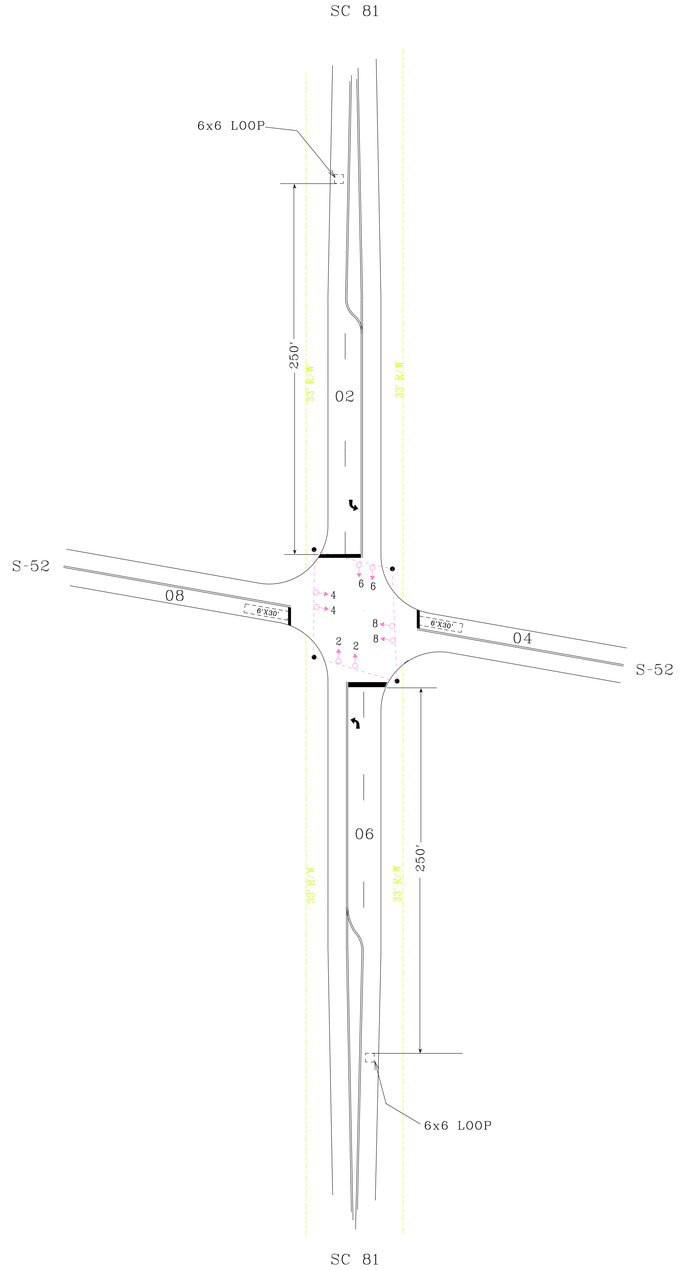
TRAFFIC SIGNAL SETTINGS

FUNCTIONS	SECONDS							
	∅1	∅2	∅3	∅4	∅5	∅6	∅7	∅8
MIN GREEN		12		0		12		0
ADDED INIT (SEC/ACT)								
MAX INITIAL								
PASSAGE		3		3		3		3
TIME BEFORE REDUCE								
TIME TO REDUCE								
MIN GAP								
MAXIMUM I		40		25		40		25
MAXIMUM II		40		25		40		25
YELLOW CHANGE		4.3		3.6		4.3		3.6
RED CLEAR		2.5		1.7		2.5		1.7
RECALL		min		off		min		off
DET. MEMORY		l		n		l		n
L=LOCK, N=NON-LOCK								
DET. DELAY				6				6
DET. MODE		pr		pr		pr		pr
P=PULSE PR=PRESENCE								
WALK								
PEDESTRIAN CLEAR								

OVERLAP SETTINGS

OLA _____	OLC _____
OLB _____	OLD _____





SIGNAL DISPLAY SEQUENCE (PREFERENTIAL PHASING)

FIRST	SIGNAL HEAD NUMBER	01 — 05 CLEAR TO R/W	02-06	01-06	02-05	BARR.	02 — 06 CLEAR TO R/W	01-05	BARR.	03 — 07 CLEAR TO R/W	04-08	03-08	04-07	BARR.	04 — 08 CLEAR TO R/W	03-07	BARR.
Y	2						G		Y R						R		R R
R	4						R		R R						G		Y R
Y	6						G		Y R						R		R R
R	8						R		R R						G		Y R

BARRIER

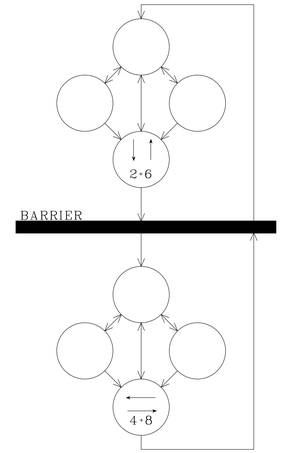
ALTERNATE PHASES

SIGNAL HEAD NUMBER	01 — 06 CLEAR TO R/W	01-05	02-06	01-06	02-05	BARR.	02 — 05 CLEAR TO R/W	01-05	02-06	01-06	BARR.	03 — 08 CLEAR TO R/W	03-07	04-08	04-07	BARR.	04 — 07 CLEAR TO R/W	03-07	04-08	03-08	BARR.

BARRIER

ALTERNATE PHASES

SIGNAL PHASE SEQUENCE



ROUTE NUMBER	SC 81		S-52	
APPROACH DIRECTION	NB	SB	EB	WB
SIGNAL DESIGN SPEED	45	45		
GRADE (%)				

DKT. NO.	SHEET NO.

DATE	REVISIONS
4/26/01	CHANGED ALL RED TIME TO 2.5 FOR PHASES 2 & 6 CDN

SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION
ENGINEERING DIVISION
COLUMBIA,S.C.

SUBJECT TITLE
TRAFFIC SIGNAL INSTALLATION

SPECIFIC LOCATION
INTERSECTION OF
SC 81 @ S-52

CITY POWDERSVILLE COUNTY ANDERSON

DESIGNED	GARRETT
DRAWN	BRAGG
CHECKED	
REVIEWED	
RECOMMENDED	

APPROVED BY _____ DIR. OF TRAFFIC ENGINEERING

APPROVED BY _____ DISTRICT TRAFFIC ENGINEER

SCALE	DATE	SHEET NO.	INDEX NO.
1"=50'	11-2-94	1 OF 1	

ID: 2706
Name: SC-81 @ Circle Rd.
Configuration: Permanent

Phase	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	Phase 9	Phase 10	Phase 11	Phase 12	Phase 13	Phase 14	Phase 15	Phase 16
Walk	0	0	0	7	0	0	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	15	0	0	0	15	0	0	0	0	0	0	0	0
Min Green	0	20	0	12	0	20	0	12	0	0	0	0	0	0	0	0
Passage	0	6	0	4	0	6	0	4	0	0	0	0	0	0	0	0
Max1	0	70	0	40	0	70	0	40	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	0	4	0	4	0	4	0	4	4	4	4	4	4	4	4	4
Red	0	2.5	0	2.5	0	2.5	0	2.5	2	2	2	2	2	2	2	2
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Auto Entry	OFF	OFF	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Auto Exit	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non Act1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non Act2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Lock Call	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Min Recall	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Max Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Ped Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Soft Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Dual Entry	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Sim Gap Enable	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Guar Passage	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Rest In Walk	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Cond Service	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Add Init Calc	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Ring	1	1	1	1	2	2	1	1	0	0	0	0	0	0	0	0
Concur 1	5	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Concur 2	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

PIN # 22518

FED. ROAD DIV. NO.	STATE	COUNTY	FILE NO.	PROJECT NO.	RTE. NO.	SHEET NO.	TOTAL SHEETS
3	S.C.	ANDERSON	4163A	BST-ACB(005)	SC 81	TS-1	

SIGNAL EQUIPMENT

ONE 8 PHASE FULLY ACTUATED STANDARD 170 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT, AND BASE-MOUNTED 336S CABINET.

4 VEHICLE DETECTOR UNITS.

1 PUSH BUTTON

1 ITERNALLY ILLUMINATED "NO RIGHT TURN" BLANK OUT SIGN (SIGN "A")

◄—○ SIGNAL HEADS

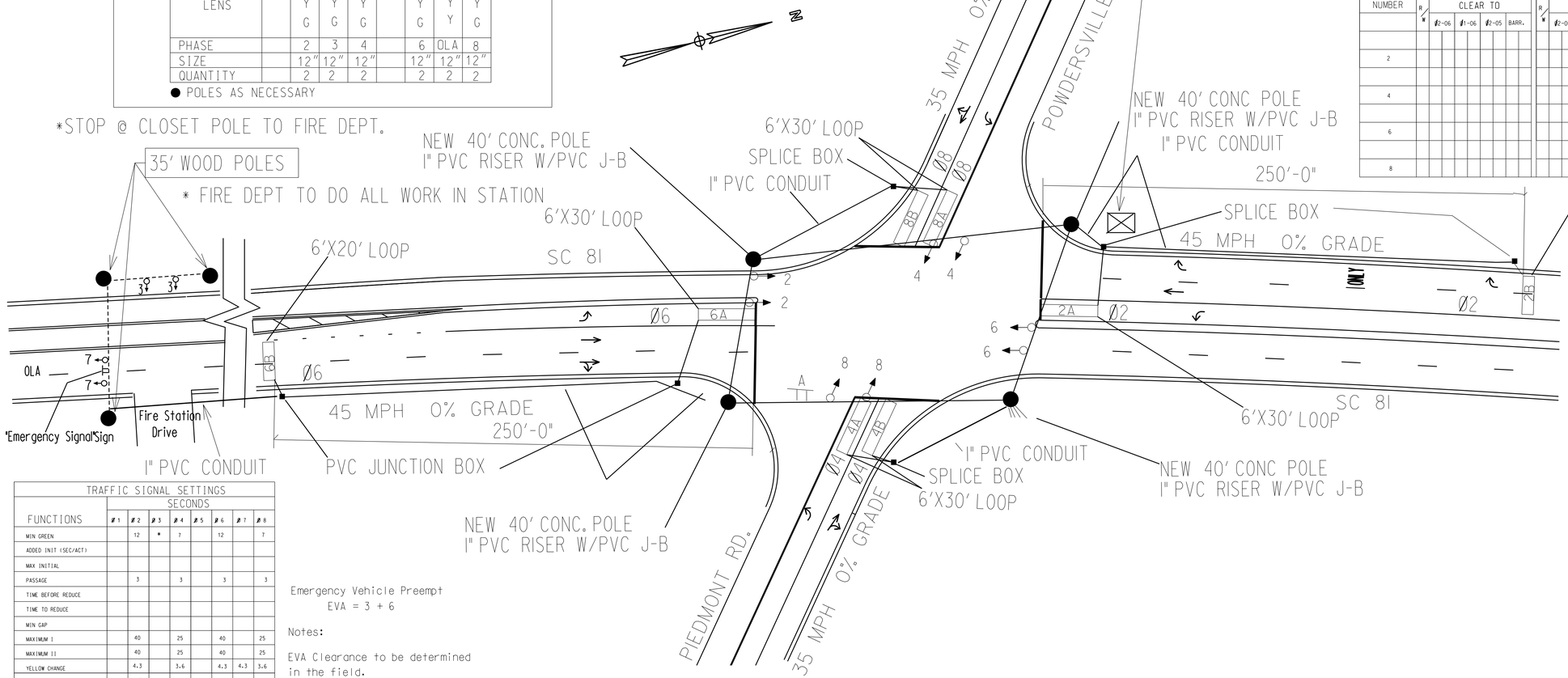
HEAD NUMBER	1	2	3	4	5	6	7	8
LENS		R Y G	R Y G	R Y G		R Y G	R Y Y	R Y G
PHASE		2	3	4		6	OLA	8
SIZE		12"	12"	12"		12"	12"	12"
QUANTITY		2	2	2		2	2	2

● POLES AS NECESSARY

*STOP @ CLOSET POLE TO FIRE DEPT.

35' WOOD POLES

* FIRE DEPT TO DO ALL WORK IN STATION



SIGNAL DISPLAY SEQUENCE
(PREFERENTIAL PHASING)

FLASH	SIGNAL HEAD NUMBER	01 — 05 CLEAR TO	02 — 06 CLEAR TO	03 — 07 CLEAR TO	04 — 08 CLEAR TO
		R/W: Ø2-06, Ø1-06, Ø2-05, BARR.	R/W: Ø1-05, BARR.	R/W: Ø4-08, Ø3-08, Ø4-07, BARR.	R/W: Ø3-07, BARR.
Y	2		G — Y R	R R R — R R	R — R R
R	3		R — R R	G Y R — Y R	R — R R
R	4		R — R R	R R R — R R	G — Y R
Y	6		G — Y R	G Y R — Y R	R — R R
Y	7		Y^F — Y^F Y^F	R R R — R R	Y^F — Y^F Y^F
R	8		R — R R	R R R — R R	G — Y R

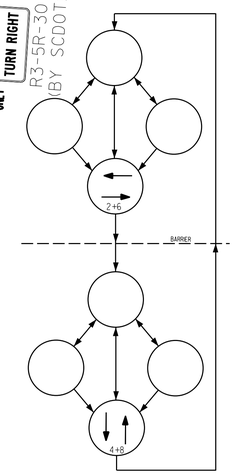
BARRIER

ALTERNATE PHASES

SIGNAL HEAD NUMBER	01 — 05 CLEAR TO	01 — 05 CLEAR TO	01 — 05 CLEAR TO	01 — 05 CLEAR TO
	R/W: Ø2-06, Ø1-06, Ø2-05, BARR.	R/W: Ø2-06, Ø1-06, Ø2-05, BARR.	R/W: Ø2-06, Ø1-06, Ø2-05, BARR.	R/W: Ø2-06, Ø1-06, Ø2-05, BARR.
2				
4				
6				
8				

BARRIER

SIGNAL PHASING SEQUENCE



ROUTE NUMBER	SC 81		S-52	
APPROACH DIRECTION	NB	SB	EB	WB
SIGNAL DESIGN SPEED	45	45	35	35
GRADE (%)	0	0	0	0

TRAFFIC SIGNAL SETTINGS

FUNCTIONS	SECONDS Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MIN GREEN		12	*	7		12		7
ADDED INIT (SEC/ACT)								
MAX INITIAL								
PASSAGE		3		3		3		3
TIME BEFORE REDUCE								
TIME TO REDUCE								
MIN GAP								
MAXIMUM I		40		25		40		25
MAXIMUM II		40		25		40		25
YELLOW CHANGE		4.3		3.6		4.3	4.3	3.6
RED CLEAR		1.8		2.1		1.8	1.8	2.1
RECALL		MIN		OFF		MIN		OFF
DET. MEMORY		L		N		L		N
L - LOCK. N - NON-LOCK								
DET. DELAY				6				6
DET. MODE		PR		PR		PR		PR
P - PULSE. PR - PRESENCE								
WALK								
PEDESTRIAN CLEAR								

*Emergency Preempt time to be determined by field test.

Emergency Vehicle Preempt
EVA = 3 + 6

Notes:

EVA Clearance to be determined in the field.

Internally Illuminated "No Right Turn" sign to be illuminated at beginning of preemption and remain illuminated until the termination of preemption.

OVERLAP SETTINGS	
OLA 2+4+6+8	OLC ____
OLB ____	OLD ____

REV. NO.	BY	DATE	DESCRIPTION OF REVISION
4			
3			
2			
1			

TOPO. ____ DATE ____
DWG. X. FAN DATE SEP. 2001 SQUAD ____ - ____
R/W ____ DATE ____

SOUTH CAROLINA
DEPARTMENT OF TRANSPORTATION
COLUMBIA, S.C.

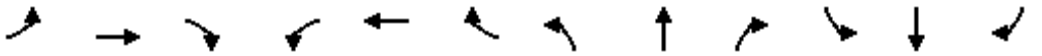
SIGNAL PLAN
SC 81 AT POWDERSVILLE MAIN
ANDERSON COUNTY

RTE. SC 81 DWG. NO. PNI

ID: 2680
Name: SC-81 @ S-52 Powdersville Main/Piedmont Rd
Configuration: Permanent

Phase	Phase 1	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6	Phase 7	Phase 8	Phase 9	Phase 10	Phase 11	Phase 12	Phase 13	Phase 14	Phase 15	Phase 16
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	20	0	15	0	20	0	15	0	0	0	0	0	0	0	0
Passage	0	6	0	4	0	6	0	4	0	0	0	0	0	0	0	0
Max1	0	60	0	40	0	60	0	40	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	0	5.5	0	4.5	0	5.5	0	4.5	4	4	4	4	4	4	4	4
Red	0	2.5	0	2.5	0	2.5	0	2.5	2	2	2	2	2	2	2	2
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Auto Entry	OFF	OFF	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Auto Exit	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non Act1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Non Act2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Lock Call	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Min Recall	OFF	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Max Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Ped Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Soft Recall	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Dual Entry	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Sim Gap Enable	OFF	ON	OFF	ON	OFF	ON	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Guar Passage	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Rest In Walk	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Cond Service	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Add Init Calc	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix I – Existing 2023 Synchro & Sim Traffic Reports

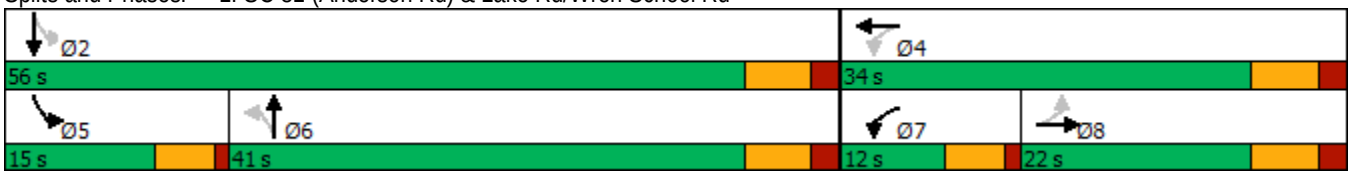


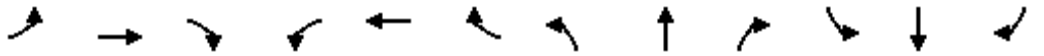
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	154	8	163	94	285	11	252	168	187	204	15
Future Volume (vph)	16	154	8	163	94	285	11	252	168	187	204	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	250		0	150		0	275		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.993			0.887			0.940			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1834	0	1703	1685	0	1805	1737	0	1787	1736	0
Flt Permitted	0.287			0.356			0.575			0.136		
Satd. Flow (perm)	545	1834	0	638	1685	0	1092	1737	0	256	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			174			43			7	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		719			882			1253			1080	
Travel Time (s)		14.0			17.2			19.0			16.4	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	0%	3%	0%	6%	0%	0%	0%	4%	1%	1%	9%	0%
Adj. Flow (vph)	22	214	11	226	131	396	15	350	233	260	283	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	225	0	226	527	0	15	583	0	260	304	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)		12			12			12			12	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		8		7	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		7	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		4.0	15.0		20.0	20.0		4.0	20.0	
Minimum Split (s)	22.0	22.0		9.0	34.0		27.0	27.0		9.0	27.0	
Total Split (s)	22.0	22.0		12.0	34.0		41.0	41.0		15.0	56.0	
Total Split (%)	24.4%	24.4%		13.3%	37.8%		45.6%	45.6%		16.7%	62.2%	
Maximum Green (s)	15.5	15.5		7.0	27.5		34.5	34.5		10.0	49.5	
Yellow Time (s)	4.5	4.5		4.0	4.5		4.5	4.5		4.0	4.5	
All-Red Time (s)	2.0	2.0		1.0	2.0		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		5.0	6.5		6.5	6.5		5.0	6.5	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	4.0	4.0		3.0	4.0		4.0	4.0		3.0	4.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)					7.0							
Flash Dont Walk (s)					20.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	15.3	15.3		28.9	27.4		31.1	31.1		47.7	46.2	
Actuated g/C Ratio	0.18	0.18		0.33	0.32		0.36	0.36		0.55	0.53	
v/c Ratio	0.23	0.69		0.76	0.81		0.04	0.90		0.82	0.33	
Control Delay	39.0	46.5		42.7	30.1		17.8	42.4		36.3	12.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	39.0	46.5		42.7	30.1		17.8	42.4		36.3	12.1	
LOS	D	D		D	C		B	D		D	B	
Approach Delay		45.8			33.9			41.8			23.3	
Approach LOS		D			C			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 86.6			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 34.7		Intersection LOS: C	
Intersection Capacity Utilization 90.0%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

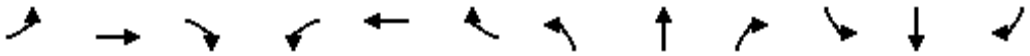




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	154	8	163	94	285	11	252	168	187	204	15
Future Volume (veh/h)	16	154	8	163	94	285	11	252	168	187	204	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1900	1856	1900	1811	1900	1900	1900	1841	1885	1885	1767	1900
Adj Flow Rate, veh/h	22	214	11	226	131	396	15	350	233	260	283	21
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	3	0	6	0	0	0	4	1	1	9	0
Cap, veh/h	85	312	16	293	132	398	485	380	253	314	868	64
Arrive On Green	0.18	0.18	0.18	0.08	0.32	0.32	0.37	0.37	0.37	0.11	0.53	0.53
Sat Flow, veh/h	890	1749	90	1725	416	1258	1092	1031	686	1795	1624	121
Grp Volume(v), veh/h	22	0	225	226	0	527	15	0	583	260	0	304
Grp Sat Flow(s),veh/h/ln	890	0	1839	1725	0	1674	1092	0	1717	1795	0	1745
Q Serve(g_s), s	0.2	0.0	10.0	7.0	0.0	27.3	0.8	0.0	28.2	7.4	0.0	8.5
Cycle Q Clear(g_c), s	15.5	0.0	10.0	7.0	0.0	27.3	0.8	0.0	28.2	7.4	0.0	8.5
Prop In Lane	1.00		0.05	1.00		0.75	1.00		0.40	1.00		0.07
Lane Grp Cap(c), veh/h	85	0	328	293	0	529	485	0	633	314	0	932
V/C Ratio(X)	0.26	0.00	0.69	0.77	0.00	1.00	0.03	0.00	0.92	0.83	0.00	0.33
Avail Cap(c_a), veh/h	85	0	328	293	0	529	516	0	681	326	0	993
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	0.0	33.4	29.7	0.0	29.7	17.6	0.0	26.2	19.1	0.0	11.4
Incr Delay (d2), s/veh	2.3	0.0	6.5	11.9	0.0	37.9	0.0	0.0	17.7	15.7	0.0	0.3
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	0.5	0.0	4.9	2.3	0.0	15.9	0.2	0.0	13.4	3.9	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.8	0.0	39.9	41.6	0.0	67.6	17.6	0.0	44.0	34.8	0.0	11.7
LnGrp LOS	D	A	D	D	A	E	B	A	D	C	A	B
Approach Vol, veh/h		247			753			598			564	
Approach Delay, s/veh		40.5			59.8			43.3			22.4	
Approach LOS		D			E			D			C	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		53.0		34.0	14.4	38.6	12.0	22.0				
Change Period (Y+Rc), s		6.5		6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s		49.5		27.5	10.0	34.5	7.0	15.5				
Max Q Clear Time (g_c+I1), s		10.5		29.3	9.4	30.2	9.0	17.5				
Green Ext Time (p_c), s		2.6		0.0	0.1	1.8	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			43.3									
HCM 6th LOS			D									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	8	11	0	15	4	554	5	5	387	1
Future Volume (vph)	12	0	8	11	0	15	4	554	5	5	387	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.946			0.922			0.999				
Flt Protected		0.971			0.979						0.999	
Satd. Flow (prot)	0	1745	0	0	1715	0	0	1861	0	0	1826	0
Flt Permitted		0.971			0.979						0.999	
Satd. Flow (perm)	0	1745	0	0	1715	0	0	1861	0	0	1826	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		307			176			1080			1821	
Travel Time (s)		8.4			4.8			16.4			27.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	15	0	10	13	0	18	5	676	6	6	472	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	0	31	0	0	687	0	0	479	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.8%		ICU Level of Service A	
Analysis Period (min) 15			

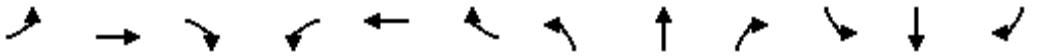
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	0	8	11	0	15	4	554	5	5	387	1
Future Vol, veh/h	12	0	8	11	0	15	4	554	5	5	387	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	4	0
Mvmt Flow	15	0	10	13	0	18	5	676	6	6	472	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1183	1177	473	1179	1174	679	473	0	0	682	0	0
Stage 1	485	485	-	689	689	-	-	-	-	-	-	-
Stage 2	698	692	-	490	485	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	168	193	595	169	193	455	1099	-	-	920	-	-
Stage 1	567	555	-	439	450	-	-	-	-	-	-	-
Stage 2	434	448	-	564	555	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	159	190	595	164	190	455	1099	-	-	920	-	-
Mov Cap-2 Maneuver	159	190	-	164	190	-	-	-	-	-	-	-
Stage 1	563	550	-	436	447	-	-	-	-	-	-	-
Stage 2	414	445	-	550	550	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.9	20.8	0.1	0.1
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1099	-	-	225	260	920	-	-
HCM Lane V/C Ratio	0.004	-	-	0.108	0.122	0.007	-	-
HCM Control Delay (s)	8.3	0	-	22.9	20.8	8.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.4	0	-	-

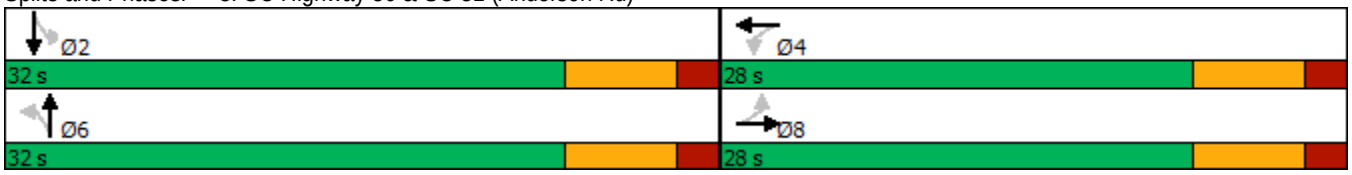


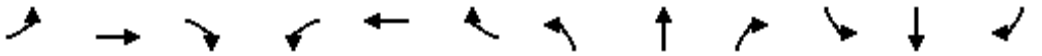
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	98	306	101	19	171	16	113	391	71	52	264	23
Future Volume (vph)	98	306	101	19	171	16	113	391	71	52	264	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.987			0.977			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1772	0	1805	1793	0	1752	1825	0	1805	1795	0
Flt Permitted	0.618			0.312			0.531			0.299		
Satd. Flow (perm)	1163	1772	0	593	1793	0	980	1825	0	568	1795	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			9			19			9	
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		1241			1334			1821			1499	
Travel Time (s)		18.8			22.7			27.6			22.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	3%	4%	0%	5%	0%	3%	2%	0%	0%	5%	0%
Adj. Flow (vph)	118	369	122	23	206	19	136	471	86	63	318	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	491	0	23	225	0	136	557	0	63	346	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)		12			12			12			12	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		27.0	27.0		27.0	27.0	
Total Split (s)	28.0	28.0		28.0	28.0		32.0	32.0		32.0	32.0	
Total Split (%)	46.7%	46.7%		46.7%	46.7%		53.3%	53.3%		53.3%	53.3%	
Maximum Green (s)	21.0	21.0		21.0	21.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	19.1	19.1		19.1	19.1		22.9	22.9		22.9	22.9	
Actuated g/C Ratio	0.34	0.34		0.34	0.34		0.41	0.41		0.41	0.41	
v/c Ratio	0.30	0.79		0.11	0.36		0.34	0.74		0.27	0.47	
Control Delay	16.5	27.0		15.1	15.7		14.9	21.1		15.4	14.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.5	27.0		15.1	15.7		14.9	21.1		15.4	14.7	
LOS	B	C		B	B		B	C		B	B	
Approach Delay		25.0			15.6			19.9			14.8	
Approach LOS		C			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 56.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 19.9		Intersection LOS: B	
Intersection Capacity Utilization 99.6%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3: SC Highway 86 & SC 81 (Anderson Rd)

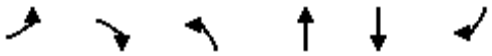




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	306	101	19	171	16	113	391	71	52	264	23
Future Volume (veh/h)	98	306	101	19	171	16	113	391	71	52	264	23
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1885	1856	1841	1900	1826	1900	1856	1870	1900	1900	1826	1900
Adj Flow Rate, veh/h	118	369	122	23	206	19	136	471	86	63	318	28
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	3	4	0	5	0	3	2	0	0	5	0
Cap, veh/h	416	446	147	211	550	51	400	613	112	253	659	58
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.40	0.40	0.40	0.40	0.40	0.40
Sat Flow, veh/h	1165	1335	441	920	1647	152	1027	1539	281	866	1654	146
Grp Volume(v), veh/h	118	0	491	23	0	225	136	0	557	63	0	346
Grp Sat Flow(s),veh/h/ln	1165	0	1776	920	0	1799	1027	0	1820	866	0	1800
Q Serve(g_s), s	4.5	0.0	13.3	1.2	0.0	5.0	6.0	0.0	13.9	3.6	0.0	7.5
Cycle Q Clear(g_c), s	9.5	0.0	13.3	14.6	0.0	5.0	13.5	0.0	13.9	17.5	0.0	7.5
Prop In Lane	1.00		0.25	1.00		0.08	1.00		0.15	1.00		0.08
Lane Grp Cap(c), veh/h	416	0	593	211	0	601	400	0	725	253	0	717
V/C Ratio(X)	0.28	0.00	0.83	0.11	0.00	0.37	0.34	0.00	0.77	0.25	0.00	0.48
Avail Cap(c_a), veh/h	494	0	712	272	0	721	481	0	869	321	0	859
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.9	0.0	16.0	22.7	0.0	13.3	16.7	0.0	13.6	21.2	0.0	11.7
Incr Delay (d2), s/veh	0.5	0.0	7.6	0.3	0.0	0.6	0.7	0.0	4.0	0.7	0.0	0.7
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	1.0	0.0	5.4	0.3	0.0	1.7	1.2	0.0	4.9	0.7	0.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.4	0.0	23.6	23.1	0.0	13.8	17.4	0.0	17.6	21.9	0.0	12.4
LnGrp LOS	B	A	C	C	A	B	B	A	B	C	A	B
Approach Vol, veh/h		609			248			693			409	
Approach Delay, s/veh		22.4			14.7			17.6			13.9	
Approach LOS		C			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.9		24.5		27.9		24.5				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		25.0		21.0		25.0		21.0				
Max Q Clear Time (g_c+I1), s		19.5		16.6		15.9		15.3				
Green Ext Time (p_c), s		1.4		0.6		3.6		2.2				

Intersection Summary												
HCM 6th Ctrl Delay			17.9									
HCM 6th LOS			B									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	41	19	484	297	2
Future Volume (vph)	14	41	19	484	297	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.900				0.999	
Flt Protected	0.987			0.998		
Satd. Flow (prot)	1688	0	0	1860	1821	0
Flt Permitted	0.987			0.998		
Satd. Flow (perm)	1688	0	0	1860	1821	0
Link Speed (mph)	25			50	45	
Link Distance (ft)	342			1499	1017	
Travel Time (s)	9.3			20.4	15.4	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	2%	4%	50%
Adj. Flow (vph)	17	49	23	576	354	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	66	0	0	599	356	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

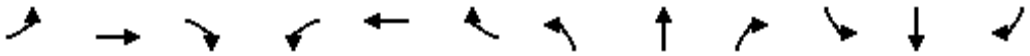
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	41	19	484	297	2
Future Vol, veh/h	14	41	19	484	297	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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	2	4	50
Mvmt Flow	17	49	23	576	354	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	977	355	356	0	-	0
Stage 1	355	-	-	-	-	-
Stage 2	622	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	281	693	1214	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	539	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	273	693	1214	-	-	-
Mov Cap-2 Maneuver	273	-	-	-	-	-
Stage 1	694	-	-	-	-	-
Stage 2	539	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1214	-	498	-	-
HCM Lane V/C Ratio	0.019	-	0.131	-	-
HCM Control Delay (s)	8	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	2	1	2	0	1	2	479	14	6	296	15
Future Volume (vph)	69	2	1	2	0	1	2	479	14	6	296	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.955			0.996			0.994	
Flt Protected		0.954			0.968						0.999	
Satd. Flow (prot)	0	1809	0	0	1756	0	0	1856	0	0	1803	0
Flt Permitted		0.954			0.968						0.999	
Satd. Flow (perm)	0	1809	0	0	1756	0	0	1856	0	0	1803	0
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1266			710			1017			3146	
Travel Time (s)		34.5			19.4			13.9			42.9	
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 (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	5%	0%
Adj. Flow (vph)	79	2	1	2	0	1	2	551	16	7	340	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	82	0	0	3	0	0	569	0	0	364	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

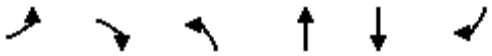
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	69	2	1	2	0	1	2	479	14	6	296	15
Future Vol, veh/h	69	2	1	2	0	1	2	479	14	6	296	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	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	5	0
Mvmt Flow	79	2	1	2	0	1	2	551	16	7	340	17

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	927	934	349	927	934	559	357	0	0	567	0	0
Stage 1	363	363	-	563	563	-	-	-	-	-	-	-
Stage 2	564	571	-	364	371	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	251	268	699	251	268	532	1213	-	-	1015	-	-
Stage 1	660	628	-	514	512	-	-	-	-	-	-	-
Stage 2	514	508	-	659	623	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	248	265	699	247	265	532	1213	-	-	1015	-	-
Mov Cap-2 Maneuver	248	265	-	247	265	-	-	-	-	-	-	-
Stage 1	659	622	-	513	511	-	-	-	-	-	-	-
Stage 2	512	507	-	650	617	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.2	17.1	0	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1213	-	-	251	301	1015	-	-
HCM Lane V/C Ratio	0.002	-	-	0.33	0.011	0.007	-	-
HCM Control Delay (s)	8	0	-	26.2	17.1	8.6	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	118	40	520	193	0
Future Volume (vph)	1	118	40	520	193	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.866					
Flt Protected				0.996		
Satd. Flow (prot)	1629	0	0	1858	1759	0
Flt Permitted				0.996		
Satd. Flow (perm)	1629	0	0	1858	1759	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	331			3146	1358	
Travel Time (s)	7.5			42.9	18.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	2%	8%	0%
Adj. Flow (vph)	1	134	45	591	219	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	135	0	0	636	219	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

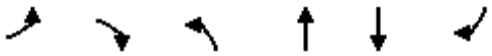
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	118	40	520	193	0
Future Vol, veh/h	1	118	40	520	193	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	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	2	8	0
Mvmt Flow	1	134	45	591	219	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	900	219	219	0	-	0
Stage 1	219	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.2	-	-	-
Pot Cap-1 Maneuver	312	823	1362	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	297	823	1362	-	-	-
Mov Cap-2 Maneuver	297	-	-	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.3	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1362	-	811	-	-
HCM Lane V/C Ratio	0.033	-	0.167	-	-
HCM Control Delay (s)	7.7	0	10.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	61	1	2	519	194	15
Future Volume (vph)	61	1	2	519	194	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.990	
Flt Protected	0.953					
Satd. Flow (prot)	1807	0	0	1863	1751	0
Flt Permitted	0.953					
Satd. Flow (perm)	1807	0	0	1863	1751	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	492			1358	364	
Travel Time (s)	9.6			18.5	5.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	2%	8%	0%
Adj. Flow (vph)	72	1	2	611	228	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	73	0	0	613	246	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.0%		ICU Level of Service A	
Analysis Period (min) 15			

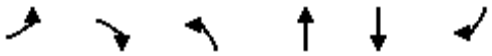
Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	61	1	2	519	194	15
Future Vol, veh/h	61	1	2	519	194	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	2	8	0
Mvmt Flow	72	1	2	611	228	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	852	237	246	0	-	0
Stage 1	237	-	-	-	-	-
Stage 2	615	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	333	807	1332	-	-	-
Stage 1	807	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	332	807	1332	-	-	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	805	-	-	-	-	-
Stage 2	543	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1332	-	335	-	-
HCM Lane V/C Ratio	0.002	-	0.218	-	-
HCM Control Delay (s)	7.7	0	18.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.8	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	46	3	1	581	207	23
Future Volume (vph)	46	3	1	581	207	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.986	
Flt Protected	0.955					
Satd. Flow (prot)	1768	0	0	1863	1762	0
Flt Permitted	0.955					
Satd. Flow (perm)	1768	0	0	1863	1762	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	574			364	223	
Travel Time (s)	11.2			5.0	3.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	2%	7%	0%
Adj. Flow (vph)	53	3	1	676	241	27
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	0	677	268	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	46	3	1	581	207	23
Future Vol, veh/h	46	3	1	581	207	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	0	0	2	7	0
Mvmt Flow	53	3	1	676	241	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	933	255	268	0	-	0
Stage 1	255	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	295	789	1307	-	-	-
Stage 1	788	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	295	789	1307	-	-	-
Mov Cap-2 Maneuver	295	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1307	-	307	-	-
HCM Lane V/C Ratio	0.001	-	0.186	-	-
HCM Control Delay (s)	7.8	0	19.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	30	608	20	20	212
Future Volume (vph)	17	30	608	20	20	212
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.913		0.996			
Flt Protected	0.982					0.996
Satd. Flow (prot)	1703	0	1856	0	0	1771
Flt Permitted	0.982					0.996
Satd. Flow (perm)	1703	0	1856	0	0	1771
Link Speed (mph)	35		50			50
Link Distance (ft)	338		223			1659
Travel Time (s)	6.6		3.0			22.6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	2%	0%	5%	7%
Adj. Flow (vph)	20	36	724	24	24	252
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	748	0	0	276
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.2%		ICU Level of Service A	
Analysis Period (min) 15			

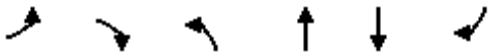
Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	30	608	20	20	212
Future Vol, veh/h	17	30	608	20	20	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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	2	0	5	7
Mvmt Flow	20	36	724	24	24	252

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1036	736	0	0	748	0
Stage 1	736	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	259	422	-	-	847	-
Stage 1	477	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	250	422	-	-	847	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	477	-	-	-	-	-
Stage 2	731	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.8	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	338	847	-
HCM Lane V/C Ratio	-	-	0.166	0.028	-
HCM Control Delay (s)	-	-	17.8	9.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	18	42	596	213	2
Future Volume (vph)	13	18	42	596	213	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980			0.997		
Satd. Flow (prot)	1715	0	0	1860	1775	0
Flt Permitted	0.980			0.997		
Satd. Flow (perm)	1715	0	0	1860	1775	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	538			1659	440	
Travel Time (s)	14.7			22.6	6.0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	15	21	48	685	245	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	733	247	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.4%		ICU Level of Service B	
Analysis Period (min) 15			

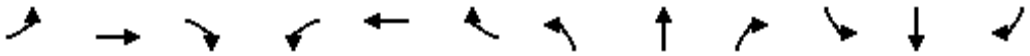
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	18	42	596	213	2
Future Vol, veh/h	13	18	42	596	213	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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	15	21	48	685	245	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1027	246	247	0	-	0
Stage 1	246	-	-	-	-	-
Stage 2	781	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	262	798	1331	-	-	-
Stage 1	800	-	-	-	-	-
Stage 2	455	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	247	798	1331	-	-	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	455	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1331	-	412	-	-
HCM Lane V/C Ratio	0.036	-	0.086	-	-
HCM Control Delay (s)	7.8	0	14.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	8	0	3	4	601	3	1	211	30
Future Volume (vph)	0	0	0	8	0	3	4	601	3	1	211	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.966			0.999			0.983	
Flt Protected					0.964							
Satd. Flow (prot)	0	0	0	0	1612	0	0	1861	0	0	1775	0
Flt Permitted					0.964							
Satd. Flow (perm)	0	0	0	0	1612	0	0	1861	0	0	1775	0
Link Speed (mph)		25			35			50			50	
Link Distance (ft)		162			583			440			489	
Travel Time (s)		4.4			11.4			6.0			6.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	13%	0%	0%	0%	2%	0%	0%	6%	0%
Adj. Flow (vph)	0	0	0	9	0	3	5	699	3	1	245	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	12	0	0	707	0	0	281	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		60	15		9	60		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

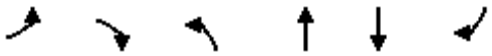
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	8	0	3	4	601	3	1	211	30
Future Vol, veh/h	0	0	0	8	0	3	4	601	3	1	211	30
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	13	0	0	0	2	0	0	6	0
Mvmt Flow	0	0	0	9	0	3	5	699	3	1	245	35

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	976	993	701	280	0	0	702	0	0
Stage 1	711	711	-	-	-	-	-	-	-
Stage 2	265	282	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.53	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.53	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	266	247	442	1294	-	-	905	-	-
Stage 1	467	439	-	-	-	-	-	-	-
Stage 2	755	681	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	264	0	442	1294	-	-	905	-	-
Mov Cap-2 Maneuver	264	0	-	-	-	-	-	-	-
Stage 1	464	0	-	-	-	-	-	-	-
Stage 2	754	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1294	-	-	297	905	-	-
HCM Lane V/C Ratio	0.004	-	-	0.043	0.001	-	-
HCM Control Delay (s)	7.8	0	-	17.7	9	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	5	5	0	605	237	0
Future Volume (vph)	5	5	0	605	237	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1571	0	0	1881	1792	0
Flt Permitted	0.976					
Satd. Flow (perm)	1571	0	0	1881	1792	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	615			489	2253	
Travel Time (s)	14.0			6.7	30.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	20%	0%	1%	6%	0%
Adj. Flow (vph)	6	6	0	703	276	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	12	0	0	703	276	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.8%		ICU Level of Service A	
Analysis Period (min) 15			

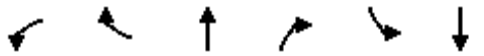
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	5	0	605	237	0
Future Vol, veh/h	5	5	0	605	237	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	86	86	86	86	86	86
Heavy Vehicles, %	0	20	0	1	6	0
Mvmt Flow	6	6	0	703	276	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	979	276	276	0	-	0
Stage 1	276	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Critical Hdwy	6.4	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	2.2	-	-	-
Pot Cap-1 Maneuver	280	722	1299	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	280	722	1299	-	-	-
Mov Cap-2 Maneuver	280	-	-	-	-	-
Stage 1	775	-	-	-	-	-
Stage 2	495	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1299	-	404	-	-
HCM Lane V/C Ratio	-	-	0.029	-	-
HCM Control Delay (s)	0	-	14.2	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	13	605	7	3	228
Future Volume (vph)	6	13	605	7	3	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.999			
Flt Protected	0.984					0.999
Satd. Flow (prot)	1698	0	1880	0	0	1776
Flt Permitted	0.984					0.999
Satd. Flow (perm)	1698	0	1880	0	0	1776
Link Speed (mph)	35		50			40
Link Distance (ft)	439		2253			1223
Travel Time (s)	8.6		30.7			20.8
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%
Adj. Flow (vph)	7	15	720	8	4	271
Shared Lane Traffic (%)						
Lane Group Flow (vph)	22	0	728	0	0	275
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

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

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	13	605	7	3	228
Future Vol, veh/h	6	13	605	7	3	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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	1	0	0	7
Mvmt Flow	7	15	720	8	4	271

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1003	724	0	0	728	0
Stage 1	724	-	-	-	-	-
Stage 2	279	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	271	429	-	-	885	-
Stage 1	484	-	-	-	-	-
Stage 2	773	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	270	429	-	-	885	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	484	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	362	885	-
HCM Lane V/C Ratio	-	-	0.062	0.004	-
HCM Control Delay (s)	-	-	15.6	9.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	24	19	606	13	4	219
Future Volume (vph)	24	19	606	13	4	219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.940		0.997			
Flt Protected	0.973					0.999
Satd. Flow (prot)	1738	0	1876	0	0	1776
Flt Permitted	0.973					0.999
Satd. Flow (perm)	1738	0	1876	0	0	1776
Link Speed (mph)	25		40			40
Link Distance (ft)	898		1223			1553
Travel Time (s)	24.5		20.8			26.5
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%
Adj. Flow (vph)	29	23	739	16	5	267
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	0	755	0	0	272
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	19	606	13	4	219
Future Vol, veh/h	24	19	606	13	4	219
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	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	7
Mvmt Flow	29	23	739	16	5	267

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1024	747	0	0	755	0
Stage 1	747	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	263	416	-	-	865	-
Stage 1	472	-	-	-	-	-
Stage 2	774	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	261	416	-	-	865	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	769	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.9	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	312	865	-
HCM Lane V/C Ratio	-	-	0.168	0.006	-
HCM Control Delay (s)	-	-	18.9	9.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	50	131	418	207	87	181
Future Volume (vph)	50	131	418	207	87	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902		0.955			
Flt Protected	0.986					0.984
Satd. Flow (prot)	1605	0	1797	0	0	1747
Flt Permitted	0.986					0.984
Satd. Flow (perm)	1605	0	1797	0	0	1747
Link Speed (mph)	40		40			40
Link Distance (ft)	658		1553			1555
Travel Time (s)	11.2		26.5			26.5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	6%	5%	1%	1%	7%	7%
Adj. Flow (vph)	60	156	498	246	104	215
Shared Lane Traffic (%)						
Lane Group Flow (vph)	216	0	744	0	0	319
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

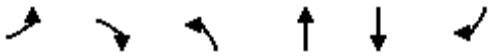
Intersection	
Int Delay, s/veh	5.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	131	418	207	87	181
Future Vol, veh/h	50	131	418	207	87	181
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, %	6	5	1	1	7	7
Mvmt Flow	60	156	498	246	104	215

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1044	621	0	0	744	0
Stage 1	621	-	-	-	-	-
Stage 2	423	-	-	-	-	-
Critical Hdwy	6.46	6.25	-	-	4.17	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	-	-	2.263	-
Pot Cap-1 Maneuver	249	482	-	-	841	-
Stage 1	528	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	482	-	-	841	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	528	-	-	-	-	-
Stage 2	561	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.2	0	3.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	358	841	-
HCM Lane V/C Ratio	-	-	0.602	0.123	-
HCM Control Delay (s)	-	-	29.2	9.9	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	3.7	0.4	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	26	11	1	562	261	7
Future Volume (vph)	26	11	1	562	261	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959				0.996	
Flt Protected	0.966					
Satd. Flow (prot)	1760	0	0	1863	1772	0
Flt Permitted	0.966					
Satd. Flow (perm)	1760	0	0	1863	1772	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	723			1555	1260	
Travel Time (s)	19.7			26.5	21.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	30	13	1	646	300	8
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	0	647	308	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.4%		ICU Level of Service A	
Analysis Period (min) 15			

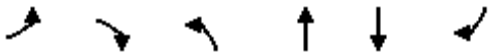
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	11	1	562	261	7
Future Vol, veh/h	26	11	1	562	261	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	30	13	1	646	300	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	952	304	308	0	-	0
Stage 1	304	-	-	-	-	-
Stage 2	648	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	290	740	1264	-	-	-
Stage 1	753	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	290	740	1264	-	-	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	524	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1264	-	354	-	-
HCM Lane V/C Ratio	0.001	-	0.12	-	-
HCM Control Delay (s)	7.9	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	54	18	570	217	16
Future Volume (vph)	55	54	18	570	217	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.933				0.991	
Flt Protected	0.975			0.998		
Satd. Flow (prot)	1728	0	0	1857	1752	0
Flt Permitted	0.975			0.998		
Satd. Flow (perm)	1728	0	0	1857	1752	0
Link Speed (mph)	35			40	40	
Link Distance (ft)	783			1260	3935	
Travel Time (s)	15.3			21.5	67.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	6%	2%	8%	0%
Adj. Flow (vph)	63	62	21	655	249	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	125	0	0	676	267	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			

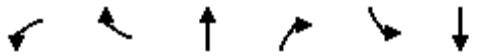
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	54	18	570	217	16
Future Vol, veh/h	55	54	18	570	217	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	6	2	8	0
Mvmt Flow	63	62	21	655	249	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	955	258	267	0	-	0
Stage 1	258	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	289	786	1274	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	281	786	1274	-	-	-
Mov Cap-2 Maneuver	281	-	-	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	498	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.5	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1274	-	412	-	-
HCM Lane V/C Ratio	0.016	-	0.304	-	-
HCM Control Delay (s)	7.9	0	17.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	18	642	0	10	240
Future Volume (vph)	0	18	642	0	10	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						0.998
Satd. Flow (prot)	1481	0	1863	0	0	1761
Flt Permitted						0.998
Satd. Flow (perm)	1481	0	1863	0	0	1761
Link Speed (mph)	30		40			40
Link Distance (ft)	418		3935			1052
Travel Time (s)	9.5		67.1			17.9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	11%	2%	0%	0%	8%
Adj. Flow (vph)	0	21	747	0	12	279
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	747	0	0	291
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.8%		ICU Level of Service A	
Analysis Period (min) 15			

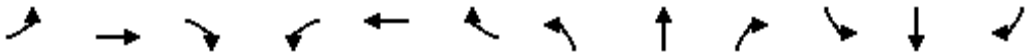
Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	18	642	0	10	240
Future Vol, veh/h	0	18	642	0	10	240
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	86	86	86	86	86	86
Heavy Vehicles, %	0	11	2	0	0	8
Mvmt Flow	0	21	747	0	12	279

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1050	747	0	0	747	0
Stage 1	747	-	-	-	-	-
Stage 2	303	-	-	-	-	-
Critical Hdwy	6.4	6.31	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.399	-	-	2.2	-
Pot Cap-1 Maneuver	254	399	-	-	870	-
Stage 1	472	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	250	399	-	-	870	-
Mov Cap-2 Maneuver	250	-	-	-	-	-
Stage 1	472	-	-	-	-	-
Stage 2	742	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.5	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	399	870	-
HCM Lane V/C Ratio	-	-	0.052	0.013	-
HCM Control Delay (s)	-	-	14.5	9.2	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	5	2	26	1	3	1	585	75	16	219	7
Future Volume (vph)	13	5	2	26	1	3	1	585	75	16	219	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	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.988			0.985			0.996	
Flt Protected		0.968			0.958						0.997	
Satd. Flow (prot)	0	1727	0	0	1626	0	0	1837	0	0	1768	0
Flt Permitted		0.968			0.958						0.997	
Satd. Flow (perm)	0	1727	0	0	1626	0	0	1837	0	0	1768	0
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		995			978			1052			1056	
Travel Time (s)		19.4			19.1			17.9			18.0	
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 (%)	8%	0%	0%	12%	0%	0%	0%	2%	1%	6%	7%	0%
Adj. Flow (vph)	15	6	2	30	1	3	1	672	86	18	252	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	34	0	0	759	0	0	278	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

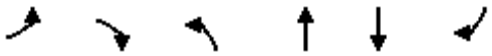
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	5	2	26	1	3	1	585	75	16	219	7
Future Vol, veh/h	13	5	2	26	1	3	1	585	75	16	219	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
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, %	8	0	0	12	0	0	0	2	1	6	7	0
Mvmt Flow	15	6	2	30	1	3	1	672	86	18	252	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1011	1052	256	1013	1013	715	260	0	0	758	0	0
Stage 1	292	292	-	717	717	-	-	-	-	-	-	-
Stage 2	719	760	-	296	296	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.5	6.2	7.22	6.5	6.2	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.18	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4	3.3	3.608	4	3.3	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	213	228	788	208	241	434	1316	-	-	835	-	-
Stage 1	703	675	-	405	437	-	-	-	-	-	-	-
Stage 2	410	417	-	691	672	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	206	222	788	199	235	434	1316	-	-	835	-	-
Mov Cap-2 Maneuver	206	222	-	199	235	-	-	-	-	-	-	-
Stage 1	702	658	-	405	437	-	-	-	-	-	-	-
Stage 2	405	417	-	666	655	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.6	25.3	0	0.6
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1316	-	-	227	212	835	-	-
HCM Lane V/C Ratio	0.001	-	-	0.101	0.163	0.022	-	-
HCM Control Delay (s)	7.7	0	-	22.6	25.3	9.4	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	0.6	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	8	2	604	234	15
Future Volume (vph)	21	8	2	604	234	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.963				0.992	
Flt Protected	0.965					
Satd. Flow (prot)	1766	0	0	1863	1761	0
Flt Permitted	0.965					
Satd. Flow (perm)	1766	0	0	1863	1761	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	727			1056	2149	
Travel Time (s)	19.8			18.0	36.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	2%	7%	7%
Adj. Flow (vph)	24	9	2	686	266	17
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	0	688	283	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.4%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	8	2	604	234	15
Future Vol, veh/h	21	8	2	604	234	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	7	7
Mvmt Flow	24	9	2	686	266	17

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	965	275	283	0	-	0
Stage 1	275	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	285	769	1291	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	502	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	284	769	1291	-	-	-
Mov Cap-2 Maneuver	284	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	502	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.6	0	0
HCM LOS	C		

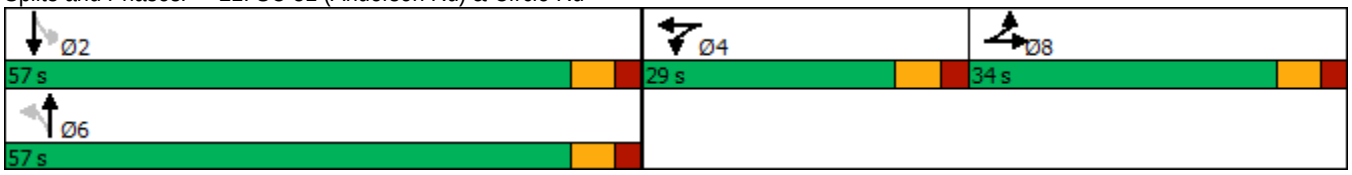
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1291	-	344	-	-
HCM Lane V/C Ratio	0.002	-	0.096	-	-
HCM Control Delay (s)	7.8	0	16.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

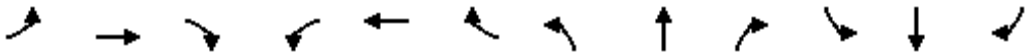
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	68	12	7	11	4	11	607	5	1	232	69
Future Volume (vph)	266	68	12	7	11	4	11	607	5	1	232	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.976			0.999			0.969	
Flt Protected		0.963			0.984			0.999				
Satd. Flow (prot)	0	1788	0	0	1825	0	0	1860	0	0	1747	0
Flt Permitted		0.963			0.984			0.991			0.999	
Satd. Flow (perm)	0	1788	0	0	1825	0	0	1845	0	0	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			5						15	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1166			454			2149			715	
Travel Time (s)		22.7			8.8			36.6			12.2	
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 (%)	2%	0%	8%	0%	0%	0%	0%	2%	0%	0%	7%	0%
Adj. Flow (vph)	328	84	15	9	14	5	14	749	6	1	286	85
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	427	0	0	28	0	0	769	0	0	372	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		-20			-12			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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	8	8		4	4			6			2	
Permitted Phases							6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		27.0	27.0		27.0	27.0	
Total Split (s)	34.0	34.0		29.0	29.0		57.0	57.0		57.0	57.0	
Total Split (%)	28.3%	28.3%		24.2%	24.2%		47.5%	47.5%		47.5%	47.5%	
Maximum Green (s)	27.5	27.5		22.5	22.5		50.5	50.5		50.5	50.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		6.0	6.0		6.0	6.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	15.0	15.0		15.0	15.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		27.8			12.1			50.2			50.2	
Actuated g/C Ratio		0.27			0.12			0.50			0.50	
v/c Ratio		0.87			0.13			0.84			0.43	
Control Delay		56.8			39.4			34.3			19.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		56.8			39.4			34.3			19.1	
LOS		E			D			C			B	
Approach Delay		56.8			39.4			34.3			19.1	
Approach LOS		E			D			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 101.4			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 36.9		Intersection LOS: D	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 21: SC 81 (Anderson Rd) & Circle Rd

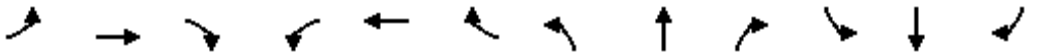




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	266	68	12	7	11	4	11	607	5	1	232	69
Future Volume (veh/h)	266	68	12	7	11	4	11	607	5	1	232	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1900	1781	1900	1900	1900	1900	1870	1900	1900	1796	1900
Adj Flow Rate, veh/h	328	84	15	9	14	5	14	749	6	1	286	85
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, %	2	0	8	0	0	0	0	2	0	0	7	0
Cap, veh/h	360	92	16	38	60	21	45	867	7	38	631	187
Arrive On Green	0.26	0.26	0.26	0.07	0.07	0.07	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	1397	358	64	583	906	324	14	1828	14	1	1330	394
Grp Volume(v), veh/h	427	0	0	28	0	0	769	0	0	372	0	0
Grp Sat Flow(s),veh/h/ln	1819	0	0	1813	0	0	1856	0	0	1724	0	0
Q Serve(g_s), s	22.0	0.0	0.0	1.4	0.0	0.0	8.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	22.0	0.0	0.0	1.4	0.0	0.0	35.7	0.0	0.0	13.9	0.0	0.0
Prop In Lane	0.77		0.04	0.32		0.18	0.02		0.01	0.00		0.23
Lane Grp Cap(c), veh/h	468	0	0	119	0	0	919	0	0	856	0	0
V/C Ratio(X)	0.91	0.00	0.00	0.24	0.00	0.00	0.84	0.00	0.00	0.43	0.00	0.00
Avail Cap(c_a), veh/h	519	0	0	423	0	0	1010	0	0	941	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	34.7	0.0	0.0	42.7	0.0	0.0	22.6	0.0	0.0	17.0	0.0	0.0
Incr Delay (d2), s/veh	19.3	0.0	0.0	1.0	0.0	0.0	8.1	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	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.9	0.0	0.0	0.7	0.0	0.0	16.1	0.0	0.0	5.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.0	0.0	0.0	43.7	0.0	0.0	30.8	0.0	0.0	18.2	0.0	0.0
LnGrp LOS	D	A	A	D	A	A	C	A	A	B	A	A
Approach Vol, veh/h		427			28			769			372	
Approach Delay, s/veh		54.0			43.7			30.8			18.2	
Approach LOS		D			D			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		52.2		12.8		52.2		31.3				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		50.5		22.5		50.5		27.5				
Max Q Clear Time (g_c+I1), s		15.9		3.4		37.7		24.0				
Green Ext Time (p_c), s		6.1		0.1		8.0		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			34.3									
HCM 6th LOS			C									

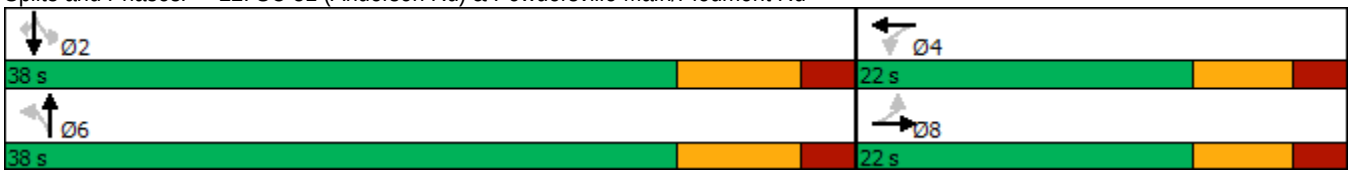


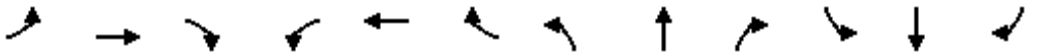
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	68	42	9	126	130	104	749	10	85	258	9
Future Volume (vph)	9	68	42	9	126	130	104	749	10	85	258	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.943			0.924			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1704	0	1626	1747	0	1805	3533	0	1719	1810	1615
Flt Permitted	0.493			0.670			0.567			0.268		
Satd. Flow (perm)	937	1704	0	1147	1747	0	1077	3533	0	485	1810	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			82			3				73
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		587			678			715			522	
Travel Time (s)		11.4			13.2			12.2			8.9	
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 (%)	0%	4%	7%	11%	0%	1%	0%	2%	0%	5%	5%	0%
Adj. Flow (vph)	11	84	52	11	156	160	128	925	12	105	319	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	136	0	11	316	0	128	937	0	105	319	11
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)		12			12			12			12	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		4	4		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	22.0	22.0		22.0	22.0		28.0	28.0		28.0	28.0	28.0
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	38.0
Total Split (%)	36.7%	36.7%		36.7%	36.7%		63.3%	63.3%		63.3%	63.3%	63.3%
Maximum Green (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	4.5	4.5		4.5	4.5		5.5	5.5		5.5	5.5	5.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		6.0	6.0		6.0	6.0	6.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Act Effct Green (s)	15.1	15.1		15.1	15.1		27.3	27.3		27.3	27.3	27.3
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.48	0.48		0.48	0.48	0.48
v/c Ratio	0.04	0.28		0.04	0.61		0.25	0.56		0.46	0.37	0.01
Control Delay	17.9	14.1		17.6	20.2		10.2	12.1		17.6	10.9	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	17.9	14.1		17.6	20.2		10.2	12.1		17.6	10.9	0.0
LOS	B	B		B	C		B	B		B	B	A
Approach Delay		14.4			20.1			11.8			12.2	
Approach LOS		B			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 57.4			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 71.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

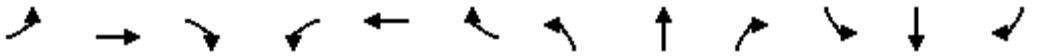




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	68	42	9	126	130	104	749	10	85	258	9
Future Volume (veh/h)	9	68	42	9	126	130	104	749	10	85	258	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1900	1841	1796	1737	1900	1885	1900	1870	1900	1826	1826	1900
Adj Flow Rate, veh/h	11	84	52	11	156	160	128	925	12	105	319	11
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, %	0	4	7	11	0	1	0	2	0	5	5	0
Cap, veh/h	254	291	180	378	236	242	490	1623	21	284	825	728
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1080	1064	658	1164	860	882	1067	3592	47	584	1826	1610
Grp Volume(v), veh/h	11	0	136	11	0	316	128	458	479	105	319	11
Grp Sat Flow(s),veh/h/ln	1080	0	1722	1164	0	1741	1067	1777	1862	584	1826	1610
Q Serve(g_s), s	0.5	0.0	3.4	0.4	0.0	8.8	5.0	10.4	10.4	8.9	6.3	0.2
Cycle Q Clear(g_c), s	9.3	0.0	3.4	3.8	0.0	8.8	11.3	10.4	10.4	19.3	6.3	0.2
Prop In Lane	1.00		0.38	1.00		0.51	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	254	0	472	378	0	477	490	803	841	284	825	728
V/C Ratio(X)	0.04	0.00	0.29	0.03	0.00	0.66	0.26	0.57	0.57	0.37	0.39	0.02
Avail Cap(c_a), veh/h	254	0	472	378	0	477	593	974	1021	341	1001	883
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	15.7	17.2	0.0	17.6	13.7	11.1	11.1	18.2	10.0	8.3
Incr Delay (d2), s/veh	0.1	0.0	0.5	0.0	0.0	3.8	1.0	2.3	2.2	2.9	1.1	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	0.1	0.0	1.2	0.1	0.0	3.6	1.1	3.6	3.7	1.2	2.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	16.1	17.2	0.0	21.5	14.7	13.4	13.3	21.1	11.0	8.3
LnGrp LOS	C	A	B	B	A	C	B	B	B	C	B	A
Approach Vol, veh/h		147			327			1065			435	
Approach Delay, s/veh		16.6			21.3			13.5			13.4	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.7		22.0		32.7		22.0				
Change Period (Y+Rc), s		8.0		7.0		8.0		7.0				
Max Green Setting (Gmax), s		30.0		15.0		30.0		15.0				
Max Q Clear Time (g_c+I1), s		21.3		10.8		13.3		11.3				
Green Ext Time (p_c), s		3.5		0.9		11.4		0.3				

Intersection Summary												
HCM 6th Ctrl Delay			15.0									
HCM 6th LOS			B									

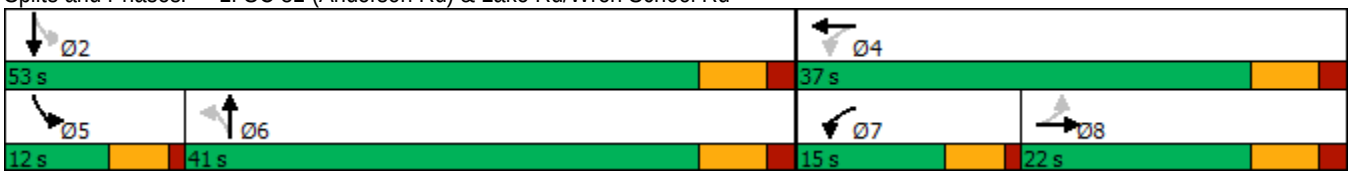


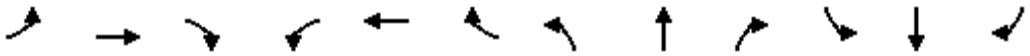
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	66	6	157	95	238	13	227	98	112	186	17
Future Volume (vph)	15	66	6	157	95	238	13	227	98	112	186	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	250		0	150		0	275		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.893			0.955			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1769	0	1752	1670	0	1805	1779	0	1787	1825	0
Flt Permitted	0.511			0.485			0.596			0.255		
Satd. Flow (perm)	971	1769	0	895	1670	0	1132	1779	0	480	1825	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			152			28			8	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		719			882			1253			1080	
Travel Time (s)		14.0			17.2			19.0			16.4	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	0%	5%	17%	3%	3%	1%	0%	2%	2%	1%	3%	0%
Adj. Flow (vph)	19	86	8	204	123	309	17	295	127	145	242	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	94	0	204	432	0	17	422	0	145	264	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)		12			12			12			12	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		8		7	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		7	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		4.0	15.0		20.0	20.0		4.0	20.0	
Minimum Split (s)	22.0	22.0		9.0	34.0		27.0	27.0		9.0	27.0	
Total Split (s)	22.0	22.0		15.0	37.0		41.0	41.0		12.0	53.0	
Total Split (%)	24.4%	24.4%		16.7%	41.1%		45.6%	45.6%		13.3%	58.9%	
Maximum Green (s)	15.5	15.5		10.0	30.5		34.5	34.5		7.0	46.5	
Yellow Time (s)	4.5	4.5		4.0	4.5		4.5	4.5		4.0	4.5	
All-Red Time (s)	2.0	2.0		1.0	2.0		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		5.0	6.5		6.5	6.5		5.0	6.5	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)					7.0							
Flash Dont Walk (s)					20.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	15.4	15.4		28.3	26.8		24.3	24.3		37.9	36.4	
Actuated g/C Ratio	0.20	0.20		0.37	0.35		0.32	0.32		0.50	0.48	
v/c Ratio	0.10	0.26		0.44	0.63		0.05	0.72		0.41	0.30	
Control Delay	30.5	30.4		21.2	18.1		19.0	30.1		15.0	13.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	30.5	30.4		21.2	18.1		19.0	30.1		15.0	13.7	
LOS	C	C		C	B		B	C		B	B	
Approach Delay		30.5			19.1			29.7			14.1	
Approach LOS		C			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76.4			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

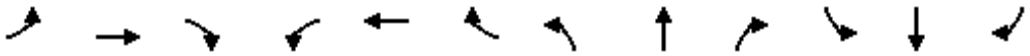




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	66	6	157	95	238	13	227	98	112	186	17
Future Volume (veh/h)	15	66	6	157	95	238	13	227	98	112	186	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1900	1826	1648	1856	1856	1885	1900	1870	1870	1885	1856	1900
Adj Flow Rate, veh/h	19	86	8	204	123	309	17	295	127	145	242	22
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	5	17	3	3	1	0	2	2	1	3	0
Cap, veh/h	268	343	32	511	183	459	420	350	151	296	720	65
Arrive On Green	0.21	0.21	0.21	0.11	0.39	0.39	0.28	0.28	0.28	0.08	0.43	0.43
Sat Flow, veh/h	971	1645	153	1767	468	1176	1133	1240	534	1795	1676	152
Grp Volume(v), veh/h	19	0	94	204	0	432	17	0	422	145	0	264
Grp Sat Flow(s),veh/h/ln	971	0	1798	1767	0	1644	1133	0	1774	1795	0	1828
Q Serve(g_s), s	1.2	0.0	3.1	6.1	0.0	15.7	0.8	0.0	16.1	3.9	0.0	6.9
Cycle Q Clear(g_c), s	3.8	0.0	3.1	6.1	0.0	15.7	0.8	0.0	16.1	3.9	0.0	6.9
Prop In Lane	1.00		0.09	1.00		0.72	1.00		0.30	1.00		0.08
Lane Grp Cap(c), veh/h	268	0	374	511	0	641	420	0	501	296	0	785
V/C Ratio(X)	0.07	0.00	0.25	0.40	0.00	0.67	0.04	0.00	0.84	0.49	0.00	0.34
Avail Cap(c_a), veh/h	274	0	387	558	0	696	643	0	850	332	0	1180
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	23.8	17.5	0.0	18.2	18.8	0.0	24.3	17.4	0.0	13.7
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.5	0.0	2.3	0.0	0.0	3.9	1.3	0.0	0.3
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	0.3	0.0	1.3	2.4	0.0	5.7	0.2	0.0	6.5	1.5	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	24.2	18.0	0.0	20.5	18.9	0.0	28.2	18.6	0.0	13.9
LnGrp LOS	C	A	C	B	A	C	B	A	C	B	A	B
Approach Vol, veh/h		113			636			439			409	
Approach Delay, s/veh		24.4			19.7			27.9			15.6	
Approach LOS		C			B			C			B	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		37.4		34.6	10.6	26.9	13.1	21.5				
Change Period (Y+Rc), s		6.5		6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s		46.5		30.5	7.0	34.5	10.0	15.5				
Max Q Clear Time (g_c+I1), s		8.9		17.7	5.9	18.1	8.1	5.8				
Green Ext Time (p_c), s		1.5		2.3	0.0	2.2	0.1	0.3				

Intersection Summary												
HCM 6th Ctrl Delay			21.2									
HCM 6th LOS			C									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	0	10	5	0	8	9	400	11	17	460	10
Future Volume (vph)	12	0	10	5	0	8	9	400	11	17	460	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.940			0.916			0.997			0.997	
Flt Protected		0.973			0.982			0.999			0.998	
Satd. Flow (prot)	0	1738	0	0	1709	0	0	1857	0	0	1838	0
Flt Permitted		0.973			0.982			0.999			0.998	
Satd. Flow (perm)	0	1738	0	0	1709	0	0	1857	0	0	1838	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		307			176			1080			1821	
Travel Time (s)		8.4			4.8			16.4			27.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	15	0	12	6	0	10	11	488	13	21	561	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	16	0	0	512	0	0	594	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.3%		ICU Level of Service A	
Analysis Period (min) 15			

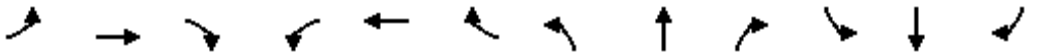
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	12	0	10	5	0	8	9	400	11	17	460	10
Future Vol, veh/h	12	0	10	5	0	8	9	400	11	17	460	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	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	15	0	12	6	0	10	11	488	13	21	561	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1131	1132	567	1132	1132	495	573	0	0	501	0	0
Stage 1	609	609	-	517	517	-	-	-	-	-	-	-
Stage 2	522	523	-	615	615	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	182	205	527	182	205	579	1010	-	-	1074	-	-
Stage 1	486	488	-	545	537	-	-	-	-	-	-	-
Stage 2	542	534	-	482	485	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	173	196	527	172	196	579	1010	-	-	1074	-	-
Mov Cap-2 Maneuver	173	196	-	172	196	-	-	-	-	-	-	-
Stage 1	479	474	-	537	529	-	-	-	-	-	-	-
Stage 2	525	526	-	457	471	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.2	17.5	0.2	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1010	-	-	249	303	1074	-	-
HCM Lane V/C Ratio	0.011	-	-	0.108	0.052	0.019	-	-
HCM Control Delay (s)	8.6	0	-	21.2	17.5	8.4	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0.1	-	-

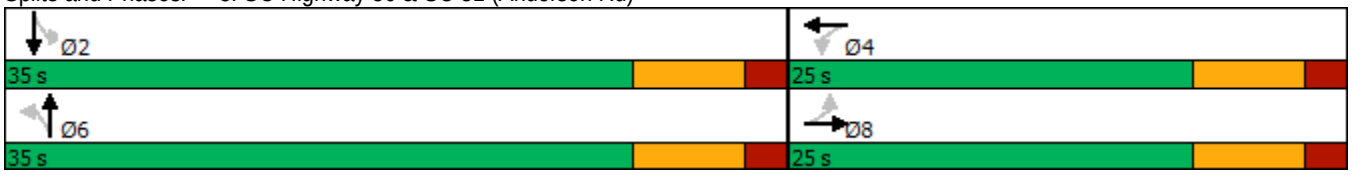


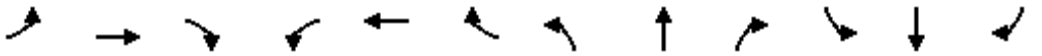
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	178	87	34	243	24	95	288	26	26	379	73
Future Volume (vph)	53	178	87	34	243	24	95	288	26	26	379	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.987			0.987			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1766	0	1805	1794	0	1787	1825	0	1805	1809	0
Flt Permitted	0.546			0.550			0.350			0.523		
Satd. Flow (perm)	1037	1766	0	1045	1794	0	658	1825	0	994	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			8			10			22	
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		1241			1334			1821			1499	
Travel Time (s)		18.8			22.7			27.6			22.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	3%	1%	0%	5%	0%	1%	3%	0%	0%	3%	0%
Adj. Flow (vph)	62	209	102	40	286	28	112	339	31	31	446	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	62	311	0	40	314	0	112	370	0	31	532	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)		12			12			12			12	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		27.0	27.0		27.0	27.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Maximum Green (s)	18.0	18.0		18.0	18.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	15.9	15.9		15.9	15.9		22.2	22.2		22.2	22.2	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.43	0.43		0.43	0.43	
v/c Ratio	0.20	0.55		0.13	0.57		0.40	0.47		0.07	0.68	
Control Delay	16.4	18.0		15.5	20.4		15.6	12.8		9.5	16.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	16.4	18.0		15.5	20.4		15.6	12.8		9.5	16.8	
LOS	B	B		B	C		B	B		A	B	
Approach Delay		17.7			19.8			13.5			16.4	
Approach LOS		B			B			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 52.2			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 16.5		Intersection LOS: B	
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3: SC Highway 86 & SC 81 (Anderson Rd)

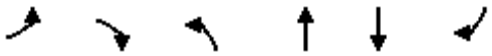




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	178	87	34	243	24	95	288	26	26	379	73
Future Volume (veh/h)	53	178	87	34	243	24	95	288	26	26	379	73
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1900	1856	1885	1900	1826	1900	1885	1856	1900	1900	1856	1900
Adj Flow Rate, veh/h	62	209	102	40	286	28	112	339	31	31	446	86
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	3	1	0	5	0	1	3	0	0	3	0
Cap, veh/h	300	348	170	297	483	47	309	718	66	434	648	125
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1082	1177	575	1085	1637	160	879	1675	153	1028	1512	291
Grp Volume(v), veh/h	62	0	311	40	0	314	112	0	370	31	0	532
Grp Sat Flow(s),veh/h/ln	1082	0	1752	1085	0	1797	879	0	1828	1028	0	1803
Q Serve(g_s), s	2.6	0.0	7.7	1.7	0.0	7.6	6.0	0.0	7.4	1.1	0.0	12.1
Cycle Q Clear(g_c), s	10.2	0.0	7.7	9.4	0.0	7.6	18.1	0.0	7.4	8.5	0.0	12.1
Prop In Lane	1.00		0.33	1.00		0.09	1.00		0.08	1.00		0.16
Lane Grp Cap(c), veh/h	300	0	517	297	0	531	309	0	784	434	0	774
V/C Ratio(X)	0.21	0.00	0.60	0.13	0.00	0.59	0.36	0.00	0.47	0.07	0.00	0.69
Avail Cap(c_a), veh/h	364	0	621	361	0	637	416	0	1008	560	0	994
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	15.3	19.4	0.0	15.3	19.1	0.0	10.4	13.4	0.0	11.7
Incr Delay (d2), s/veh	0.3	0.0	1.1	0.2	0.0	1.1	0.7	0.0	0.4	0.1	0.0	1.4
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	0.6	0.0	2.6	0.4	0.0	2.7	1.1	0.0	2.2	0.2	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.0	0.0	16.5	19.6	0.0	16.3	19.8	0.0	10.8	13.5	0.0	13.1
LnGrp LOS	B	A	B	B	A	B	B	A	B	B	A	B
Approach Vol, veh/h		373			354			482			563	
Approach Delay, s/veh		17.0			16.7			12.9			13.1	
Approach LOS		B			B			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.8		22.0		28.8		22.0				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		28.0		18.0		28.0		18.0				
Max Q Clear Time (g_c+I1), s		14.1		11.4		20.1		12.2				
Green Ext Time (p_c), s		2.8		1.0		1.6		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			14.6									
HCM 6th LOS			B									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	11	12	11	360	454	15
Future Volume (vph)	11	12	11	360	454	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930				0.996	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1725	0	0	1844	1839	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1725	0	0	1844	1839	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	342			1499	1017	
Travel Time (s)	9.3			20.4	13.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	13	14	13	424	534	18
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	437	552	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.8%		ICU Level of Service A	
Analysis Period (min) 15			

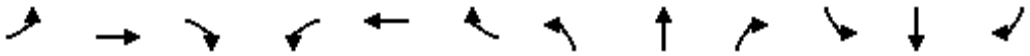
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	12	11	360	454	15
Future Vol, veh/h	11	12	11	360	454	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	13	14	13	424	534	18

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	993	543	552	0	-	0
Stage 1	543	-	-	-	-	-
Stage 2	450	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	274	544	1028	-	-	-
Stage 1	586	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	269	544	1028	-	-	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	576	-	-	-	-	-
Stage 2	647	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.7	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1028	-	365	-	-
HCM Lane V/C Ratio	0.013	-	0.074	-	-
HCM Control Delay (s)	8.5	0	15.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	4	2	5	2	8	2	354	14	10	463	64
Future Volume (vph)	18	4	2	5	2	8	2	354	14	10	463	64
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.929			0.995			0.984	
Flt Protected		0.964			0.983						0.999	
Satd. Flow (prot)	0	1813	0	0	1735	0	0	1855	0	0	1821	0
Flt Permitted		0.964			0.983						0.999	
Satd. Flow (perm)	0	1813	0	0	1735	0	0	1855	0	0	1821	0
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1266			710			1017			3146	
Travel Time (s)		34.5			19.4			13.9			42.9	
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 (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	21	5	2	6	2	9	2	407	16	11	532	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	28	0	0	17	0	0	425	0	0	617	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

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

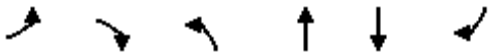
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	4	2	5	2	8	2	354	14	10	463	64
Future Vol, veh/h	18	4	2	5	2	8	2	354	14	10	463	64
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, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	21	5	2	6	2	9	2	407	16	11	532	74

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1016	1018	569	1014	1047	415	606	0	0	423	0	0
Stage 1	591	591	-	419	419	-	-	-	-	-	-	-
Stage 2	425	427	-	595	628	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	218	239	525	219	230	642	982	-	-	1147	-	-
Stage 1	497	498	-	616	593	-	-	-	-	-	-	-
Stage 2	611	589	-	494	479	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	210	235	525	212	226	642	982	-	-	1147	-	-
Mov Cap-2 Maneuver	210	235	-	212	226	-	-	-	-	-	-	-
Stage 1	496	491	-	614	591	-	-	-	-	-	-	-
Stage 2	598	587	-	480	472	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.2	16.4	0	0.2
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	982	-	-	225	334	1147	-	-
HCM Lane V/C Ratio	0.002	-	-	0.123	0.052	0.01	-	-
HCM Control Delay (s)	8.7	0	-	23.2	16.4	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.2	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	76	81	308	468	0
Future Volume (vph)	0	76	81	308	468	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.990		
Satd. Flow (prot)	1627	0	0	1848	1845	0
Flt Permitted				0.990		
Satd. Flow (perm)	1627	0	0	1848	1845	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	331			3146	1358	
Travel Time (s)	7.5			42.9	18.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	1%	2%	3%	0%
Adj. Flow (vph)	0	84	89	338	514	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	427	514	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.0%		ICU Level of Service B	
Analysis Period (min) 15			

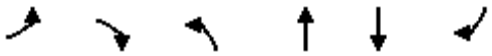
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	76	81	308	468	0
Future Vol, veh/h	0	76	81	308	468	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	91	91	91	91	91	91
Heavy Vehicles, %	0	1	1	2	3	0
Mvmt Flow	0	84	89	338	514	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1030	514	514	0	-	0
Stage 1	514	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	261	562	1057	-	-	-
Stage 1	605	-	-	-	-	-
Stage 2	603	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	234	562	1057	-	-	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.5	1.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1057	-	562	-	-
HCM Lane V/C Ratio	0.084	-	0.149	-	-
HCM Control Delay (s)	8.7	0	12.5	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.5	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	37	0	1	303	467	54
Future Volume (vph)	37	0	1	303	467	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.986	
Flt Protected	0.950					
Satd. Flow (prot)	1752	0	0	1863	1824	0
Flt Permitted	0.950					
Satd. Flow (perm)	1752	0	0	1863	1824	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	492			1358	364	
Travel Time (s)	9.6			18.5	5.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	0%	2%	3%	0%
Adj. Flow (vph)	38	0	1	312	481	56
Shared Lane Traffic (%)						
Lane Group Flow (vph)	38	0	0	313	537	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.9%		ICU Level of Service A	
Analysis Period (min) 15			

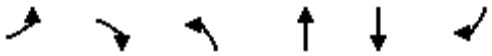
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	37	0	1	303	467	54
Future Vol, veh/h	37	0	1	303	467	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	0	0	2	3	0
Mvmt Flow	38	0	1	312	481	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	823	509	537	0	-	0
Stage 1	509	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	342	568	1041	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	738	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	342	568	1041	-	-	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	601	-	-	-	-	-
Stage 2	738	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1041	-	342	-	-
HCM Lane V/C Ratio	0.001	-	0.112	-	-
HCM Control Delay (s)	8.5	0	16.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	40	0	4	336	521	40
Future Volume (vph)	40	0	4	336	521	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.990	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1805	0	0	1861	1847	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1805	0	0	1861	1847	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	574			364	223	
Travel Time (s)	11.2			5.0	3.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	41	0	4	346	537	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	0	0	350	578	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.8%		ICU Level of Service A	
Analysis Period (min) 15			

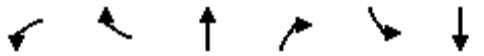
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	40	0	4	336	521	40
Future Vol, veh/h	40	0	4	336	521	40
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	41	0	4	346	537	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	912	558	578	0	-	0
Stage 1	558	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	307	533	1006	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	305	533	1006	-	-	-
Mov Cap-2 Maneuver	305	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	715	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1006	-	305	-	-
HCM Lane V/C Ratio	0.004	-	0.135	-	-
HCM Control Delay (s)	8.6	0	18.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	21	21	359	17	22	541
Future Volume (vph)	21	21	359	17	22	541
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.994			
Flt Protected	0.976					0.998
Satd. Flow (prot)	1728	0	1848	0	0	1857
Flt Permitted	0.976					0.998
Satd. Flow (perm)	1728	0	1848	0	0	1857
Link Speed (mph)	35		50			50
Link Distance (ft)	338		223			1659
Travel Time (s)	6.6		3.0			22.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	6%	5%	2%
Adj. Flow (vph)	22	22	370	18	23	558
Shared Lane Traffic (%)						
Lane Group Flow (vph)	44	0	388	0	0	581
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.3%		ICU Level of Service B	
Analysis Period (min) 15			

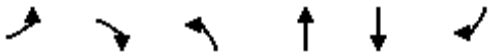
Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	21	21	359	17	22	541
Future Vol, veh/h	21	21	359	17	22	541
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	6	5	2
Mvmt Flow	22	22	370	18	23	558

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	983	379	0	0	388	0
Stage 1	379	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	278	672	-	-	1154	-
Stage 1	696	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	270	672	-	-	1154	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.5	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	385	1154	-
HCM Lane V/C Ratio	-	-	0.112	0.02	-
HCM Control Delay (s)	-	-	15.5	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	48	52	81	302	512	5
Future Volume (vph)	48	52	81	302	512	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929				0.999	
Flt Protected	0.977			0.989		
Satd. Flow (prot)	1725	0	0	1850	1843	0
Flt Permitted	0.977			0.989		
Satd. Flow (perm)	1725	0	0	1850	1843	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	538			1659	440	
Travel Time (s)	14.7			22.6	6.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Adj. Flow (vph)	49	54	84	311	528	5
Shared Lane Traffic (%)						
Lane Group Flow (vph)	103	0	0	395	533	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.5%		ICU Level of Service B	
Analysis Period (min) 15			

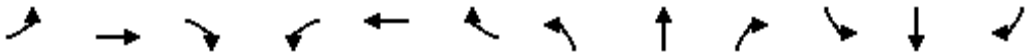
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	48	52	81	302	512	5
Future Vol, veh/h	48	52	81	302	512	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	49	54	84	311	528	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1010	531	533	0	-	0
Stage 1	531	-	-	-	-	-
Stage 2	479	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	268	552	1045	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	242	552	1045	-	-	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	536	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20	1.8	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1045	-	342	-	-
HCM Lane V/C Ratio	0.08	-	0.301	-	-
HCM Control Delay (s)	8.7	0	20	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.2	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	0	1	4	345	1	2	513	47
Future Volume (vph)	0	0	0	4	0	1	4	345	1	2	513	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.973						0.989	
Flt Protected					0.962			0.999				
Satd. Flow (prot)	0	0	0	0	1778	0	0	1861	0	0	1826	0
Flt Permitted					0.962			0.999				
Satd. Flow (perm)	0	0	0	0	1778	0	0	1861	0	0	1826	0
Link Speed (mph)		25			35			50			50	
Link Distance (ft)		162			583			440			489	
Travel Time (s)		4.4			11.4			6.0			6.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	50%	3%	0%
Adj. Flow (vph)	0	0	0	4	0	1	4	352	1	2	523	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	5	0	0	357	0	0	573	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.0%		ICU Level of Service A	
Analysis Period (min) 15			

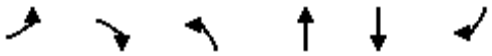
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	4	0	1	4	345	1	2	513	47
Future Vol, veh/h	0	0	0	4	0	1	4	345	1	2	513	47
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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	50	3	0
Mvmt Flow	0	0	0	4	0	1	4	352	1	2	523	48

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	912	936	353	571	0	0	353	0	0
Stage 1	361	361	-	-	-	-	-	-	-
Stage 2	551	575	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	307	267	695	1012	-	-	983	-	-
Stage 1	710	629	-	-	-	-	-	-	-
Stage 2	581	506	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	305	0	695	1012	-	-	983	-	-
Mov Cap-2 Maneuver	305	0	-	-	-	-	-	-	-
Stage 1	706	0	-	-	-	-	-	-	-
Stage 2	579	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1012	-	-	344	983	-	-
HCM Lane V/C Ratio	0.004	-	-	0.015	0.002	-	-
HCM Control Delay (s)	8.6	0	-	15.6	8.7	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	3	2	345	558	10
Future Volume (vph)	6	3	2	345	558	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.955				0.998	
Flt Protected	0.968					
Satd. Flow (prot)	1582	0	0	1863	1860	0
Flt Permitted	0.968					
Satd. Flow (perm)	1582	0	0	1863	1860	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	615			489	2253	
Travel Time (s)	14.0			6.7	30.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	33%	0%	2%	2%	0%
Adj. Flow (vph)	6	3	2	359	581	10
Shared Lane Traffic (%)						
Lane Group Flow (vph)	9	0	0	361	591	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.0%		ICU Level of Service A	
Analysis Period (min) 15			

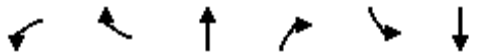
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	3	2	345	558	10
Future Vol, veh/h	6	3	2	345	558	10
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	96	96	96	96	96	96
Heavy Vehicles, %	0	33	0	2	2	0
Mvmt Flow	6	3	2	359	581	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	949	586	591	0	-	0
Stage 1	586	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Critical Hdwy	6.4	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	291	457	995	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	708	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	290	457	995	-	-	-
Mov Cap-2 Maneuver	290	-	-	-	-	-
Stage 1	558	-	-	-	-	-
Stage 2	708	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	995	-	330	-	-
HCM Lane V/C Ratio	0.002	-	0.028	-	-
HCM Control Delay (s)	8.6	0	16.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	15	13	342	6	26	551
Future Volume (vph)	15	13	342	6	26	551
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937		0.998			
Flt Protected	0.974					0.998
Satd. Flow (prot)	1734	0	1860	0	0	1857
Flt Permitted	0.974					0.998
Satd. Flow (perm)	1734	0	1860	0	0	1857
Link Speed (mph)	35		50			40
Link Distance (ft)	439		2253			1223
Travel Time (s)	8.6		30.7			20.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	0%	4%	2%
Adj. Flow (vph)	16	14	360	6	27	580
Shared Lane Traffic (%)						
Lane Group Flow (vph)	30	0	366	0	0	607
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.1%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	13	342	6	26	551
Future Vol, veh/h	15	13	342	6	26	551
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	4	2
Mvmt Flow	16	14	360	6	27	580

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	997	363	0	0	366	0
Stage 1	363	-	-	-	-	-
Stage 2	634	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	273	686	-	-	1182	-
Stage 1	708	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	264	686	-	-	1182	-
Mov Cap-2 Maneuver	264	-	-	-	-	-
Stage 1	708	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	370	1182	-
HCM Lane V/C Ratio	-	-	0.08	0.023	-
HCM Control Delay (s)	-	-	15.6	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	17	355	8	35	577
Future Volume (vph)	9	17	355	8	35	577
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912		0.997			
Flt Protected	0.983					0.997
Satd. Flow (prot)	1641	0	1858	0	0	1859
Flt Permitted	0.983					0.997
Satd. Flow (perm)	1641	0	1858	0	0	1859
Link Speed (mph)	25		40			40
Link Distance (ft)	898		1223			1553
Travel Time (s)	24.5		20.8			26.5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	11%	0%	2%	0%	0%	2%
Adj. Flow (vph)	9	17	362	8	36	589
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	0	370	0	0	625
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	17	355	8	35	577
Future Vol, veh/h	9	17	355	8	35	577
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	98	98	98	98	98	98
Heavy Vehicles, %	11	0	2	0	0	2
Mvmt Flow	9	17	362	8	36	589

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1027	366	0	0	370	0
Stage 1	366	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Critical Hdwy	6.51	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	250	684	-	-	1200	-
Stage 1	682	-	-	-	-	-
Stage 2	497	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	239	684	-	-	1200	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	475	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	416	1200	-
HCM Lane V/C Ratio	-	-	0.064	0.03	-
HCM Control Delay (s)	-	-	14.2	8.1	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	95	165	316	51	172	519
Future Volume (vph)	95	165	316	51	172	519
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.914		0.981			
Flt Protected	0.982					0.988
Satd. Flow (prot)	1666	0	1827	0	0	1845
Flt Permitted	0.982					0.988
Satd. Flow (perm)	1666	0	1827	0	0	1845
Link Speed (mph)	40		40			40
Link Distance (ft)	658		1553			1555
Travel Time (s)	11.2		26.5			26.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	1%	2%
Adj. Flow (vph)	98	170	326	53	177	535
Shared Lane Traffic (%)						
Lane Group Flow (vph)	268	0	379	0	0	712
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.0%		ICU Level of Service D	
Analysis Period (min) 15			

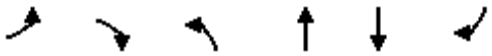
Intersection	
Int Delay, s/veh	14.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	95	165	316	51	172	519
Future Vol, veh/h	95	165	316	51	172	519
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	97	97	97	97	97	97
Heavy Vehicles, %	3	2	2	2	1	2
Mvmt Flow	98	170	326	53	177	535

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1242	353	0	0	379	0
Stage 1	353	-	-	-	-	-
Stage 2	889	-	-	-	-	-
Critical Hdwy	6.43	6.22	-	-	4.11	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	-	-	2.209	-
Pot Cap-1 Maneuver	192	691	-	-	1185	-
Stage 1	709	-	-	-	-	-
Stage 2	400	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	151	691	-	-	1185	-
Mov Cap-2 Maneuver	151	-	-	-	-	-
Stage 1	709	-	-	-	-	-
Stage 2	315	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	66.5	0	2.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	300	1185	-
HCM Lane V/C Ratio	-	-	0.893	0.15	-
HCM Control Delay (s)	-	-	66.5	8.6	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	8.2	0.5	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	5	15	459	694	28
Future Volume (vph)	13	5	15	459	694	28
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.964				0.995	
Flt Protected	0.964			0.998		
Satd. Flow (prot)	1590	0	0	1856	1855	0
Flt Permitted	0.964			0.998		
Satd. Flow (perm)	1590	0	0	1856	1855	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	723			1555	1260	
Travel Time (s)	19.7			26.5	21.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	15%	0%	7%	2%	2%	0%
Adj. Flow (vph)	14	5	16	478	723	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	19	0	0	494	752	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.2%		ICU Level of Service A	
Analysis Period (min) 15			

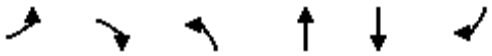
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	5	15	459	694	28
Future Vol, veh/h	13	5	15	459	694	28
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	96	96	96	96	96	96
Heavy Vehicles, %	15	0	7	2	2	0
Mvmt Flow	14	5	16	478	723	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1248	738	752	0	-	0
Stage 1	738	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Critical Hdwy	6.55	6.2	4.17	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.3	2.263	-	-	-
Pot Cap-1 Maneuver	180	421	835	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	577	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	175	421	835	-	-	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	438	-	-	-	-	-
Stage 2	577	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.9	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	835	-	209	-	-
HCM Lane V/C Ratio	0.019	-	0.09	-	-
HCM Control Delay (s)	9.4	0	23.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	42	55	420	681	40
Future Volume (vph)	13	42	55	420	681	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896				0.992	
Flt Protected	0.989			0.994		
Satd. Flow (prot)	1621	0	0	1852	1864	0
Flt Permitted	0.989			0.994		
Satd. Flow (perm)	1621	0	0	1852	1864	0
Link Speed (mph)	35			40	40	
Link Distance (ft)	783			1260	3935	
Travel Time (s)	15.3			21.5	67.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	5%	2%	2%	1%	3%
Adj. Flow (vph)	13	43	56	429	695	41
Shared Lane Traffic (%)						
Lane Group Flow (vph)	56	0	0	485	736	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.7%		ICU Level of Service D	
Analysis Period (min) 15			

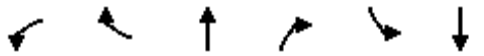
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	42	55	420	681	40
Future Vol, veh/h	13	42	55	420	681	40
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	98	98	98	98	98	98
Heavy Vehicles, %	0	5	2	2	1	3
Mvmt Flow	13	43	56	429	695	41

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1257	716	736	0	-	0
Stage 1	716	-	-	-	-	-
Stage 2	541	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	191	425	870	-	-	-
Stage 1	488	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	175	425	870	-	-	-
Mov Cap-2 Maneuver	175	-	-	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	870	-	318	-	-
HCM Lane V/C Ratio	0.065	-	0.176	-	-
HCM Control Delay (s)	9.4	0	18.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.6	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	3	429	1	5	729
Future Volume (vph)	3	3	429	1	5	729
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1728	0	1863	0	0	1863
Flt Permitted	0.976					
Satd. Flow (perm)	1728	0	1863	0	0	1863
Link Speed (mph)	30		40			40
Link Distance (ft)	418		3935			1052
Travel Time (s)	9.5		67.1			17.9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Adj. Flow (vph)	3	3	438	1	5	744
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	439	0	0	749
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.3%		ICU Level of Service A	
Analysis Period (min) 15			

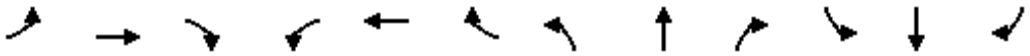
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	429	1	5	729
Future Vol, veh/h	3	3	429	1	5	729
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	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	3	3	438	1	5	744

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1193	439	0	0	439	0
Stage 1	439	-	-	-	-	-
Stage 2	754	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	208	622	-	-	1132	-
Stage 1	654	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	206	622	-	-	1132	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	464	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.9	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	309	1132	-
HCM Lane V/C Ratio	-	-	0.02	0.005	-
HCM Control Delay (s)	-	-	16.9	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	4	3	97	8	39	2	426	18	9	621	8
Future Volume (vph)	9	4	3	97	8	39	2	426	18	9	621	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.975			0.964			0.994			0.998	
Flt Protected		0.973			0.967						0.999	
Satd. Flow (prot)	0	1802	0	0	1759	0	0	1849	0	0	1855	0
Flt Permitted		0.973			0.967						0.999	
Satd. Flow (perm)	0	1802	0	0	1759	0	0	1849	0	0	1855	0
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		995			978			1052			1056	
Travel Time (s)		19.4			19.1			17.9			18.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	2%	6%	11%	2%	0%
Adj. Flow (vph)	9	4	3	100	8	40	2	439	19	9	640	8
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	16	0	0	148	0	0	460	0	0	657	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

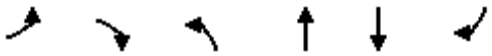
Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	4	3	97	8	39	2	426	18	9	621	8
Future Vol, veh/h	9	4	3	97	8	39	2	426	18	9	621	8
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	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	0	0	0	2	6	11	2	0
Mvmt Flow	9	4	3	100	8	40	2	439	19	9	640	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1139	1124	644	1119	1119	449	648	0	0	458	0	0
Stage 1	662	662	-	453	453	-	-	-	-	-	-	-
Stage 2	477	462	-	666	666	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.5	6.2	4.1	-	-	4.21	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4	3.3	2.2	-	-	2.299	-	-
Pot Cap-1 Maneuver	180	207	476	185	209	614	947	-	-	1057	-	-
Stage 1	454	462	-	588	573	-	-	-	-	-	-	-
Stage 2	573	568	-	450	460	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	161	204	476	179	206	614	947	-	-	1057	-	-
Mov Cap-2 Maneuver	161	204	-	179	206	-	-	-	-	-	-	-
Stage 1	453	456	-	586	571	-	-	-	-	-	-	-
Stage 2	526	566	-	437	454	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	25	47.9	0	0.1
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	947	-	-	196	224	1057	-	-
HCM Lane V/C Ratio	0.002	-	-	0.084	0.663	0.009	-	-
HCM Control Delay (s)	8.8	0	-	25	47.9	8.4	0	-
HCM Lane LOS	A	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.3	4.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	13	14	17	443	652	22
Future Volume (vph)	13	14	17	443	652	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930				0.996	
Flt Protected	0.976			0.998		
Satd. Flow (prot)	1725	0	0	1860	1856	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1725	0	0	1860	1856	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	727			1056	2149	
Travel Time (s)	19.8			18.0	36.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	13	14	18	457	672	23
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	475	695	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	14	17	443	652	22
Future Vol, veh/h	13	14	17	443	652	22
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	13	14	18	457	672	23

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1177	684	695	0	-	0
Stage 1	684	-	-	-	-	-
Stage 2	493	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	213	452	910	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	207	452	910	-	-	-
Mov Cap-2 Maneuver	207	-	-	-	-	-
Stage 1	491	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.8	0.3	0
HCM LOS	C		

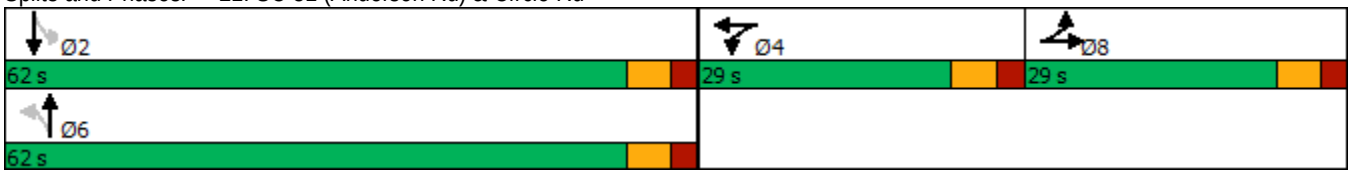
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	910	-	288	-	-
HCM Lane V/C Ratio	0.019	-	0.097	-	-
HCM Control Delay (s)	9	0	18.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

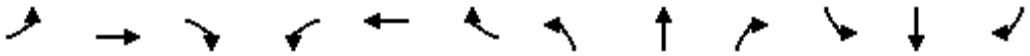
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	80	18	13	14	55	4	9	461	6	1	617	131
Future Volume (vph)	80	18	13	14	55	4	9	461	6	1	617	131
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.984			0.993			0.998			0.976	
Flt Protected		0.965			0.990			0.999				
Satd. Flow (prot)	0	1771	0	0	1868	0	0	1858	0	0	1821	0
Flt Permitted		0.965			0.990			0.983				
Satd. Flow (perm)	0	1771	0	0	1868	0	0	1829	0	0	1821	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			2			1			12	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1166			454			2149			715	
Travel Time (s)		22.7			8.8			36.6			12.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	8%	0%	0%	0%	0%	2%	0%	0%	2%	1%
Adj. Flow (vph)	86	19	14	15	59	4	10	496	6	1	663	141
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	119	0	0	78	0	0	512	0	0	805	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		-20			-12			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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	8	8		4	4			6			2	
Permitted Phases							6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		27.0	27.0		27.0	27.0	
Total Split (s)	29.0	29.0		29.0	29.0		62.0	62.0		62.0	62.0	
Total Split (%)	24.2%	24.2%		24.2%	24.2%		51.7%	51.7%		51.7%	51.7%	
Maximum Green (s)	22.5	22.5		22.5	22.5		55.5	55.5		55.5	55.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	15.0	15.0		15.0	15.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		13.4			12.6			49.6			49.6	
Actuated g/C Ratio		0.15			0.14			0.55			0.55	
v/c Ratio		0.45			0.30			0.51			0.80	
Control Delay		43.1			42.5			16.2			25.3	
Queue Delay		0.0			0.0			0.0			0.1	
Total Delay		43.1			42.5			16.2			25.4	
LOS		D			D			B			C	
Approach Delay		43.1			42.5			16.2			25.4	
Approach LOS		D			D			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 90.5			
Natural Cycle: 105			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 24.6		Intersection LOS: C	
Intersection Capacity Utilization 64.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: SC 81 (Anderson Rd) & Circle Rd

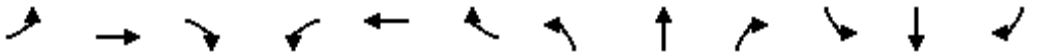




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	18	13	14	55	4	9	461	6	1	617	131
Future Volume (veh/h)	80	18	13	14	55	4	9	461	6	1	617	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1900	1811	1781	1900	1900	1900	1900	1870	1900	1900	1870	1885
Adj Flow Rate, veh/h	86	19	14	15	59	4	10	496	6	1	663	141
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	6	8	0	0	0	0	2	0	0	2	1
Cap, veh/h	171	38	28	44	173	12	51	905	11	45	744	158
Arrive On Green	0.14	0.14	0.14	0.12	0.12	0.12	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1238	273	202	359	1411	96	12	1818	22	0	1495	318
Grp Volume(v), veh/h	119	0	0	78	0	0	512	0	0	805	0	0
Grp Sat Flow(s),veh/h/ln	1713	0	0	1865	0	0	1852	0	0	1813	0	0
Q Serve(g_s), s	5.2	0.0	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.2	0.0	0.0	3.1	0.0	0.0	15.3	0.0	0.0	32.4	0.0	0.0
Prop In Lane	0.72		0.12	0.19		0.05	0.02		0.01	0.00		0.18
Lane Grp Cap(c), veh/h	237	0	0	229	0	0	967	0	0	946	0	0
V/C Ratio(X)	0.50	0.00	0.00	0.34	0.00	0.00	0.53	0.00	0.00	0.85	0.00	0.00
Avail Cap(c_a), veh/h	477	0	0	520	0	0	1309	0	0	1290	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	32.2	0.0	0.0	32.4	0.0	0.0	14.1	0.0	0.0	18.3	0.0	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	0.9	0.0	0.0	0.5	0.0	0.0	4.2	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	1.4	0.0	0.0	5.7	0.0	0.0	12.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	33.3	0.0	0.0	14.5	0.0	0.0	22.5	0.0	0.0
LnGrp LOS	C	A	A	C	A	A	B	A	A	C	A	A
Approach Vol, veh/h		119			78			512			805	
Approach Delay, s/veh		33.9			33.3			14.5			22.5	
Approach LOS		C			C			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		46.7		16.4		46.7		17.7				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		55.5		22.5		55.5		22.5				
Max Q Clear Time (g_c+I1), s		34.4		5.1		17.3		7.2				
Green Ext Time (p_c), s		5.8		0.3		3.4		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			21.3									
HCM 6th LOS			C									

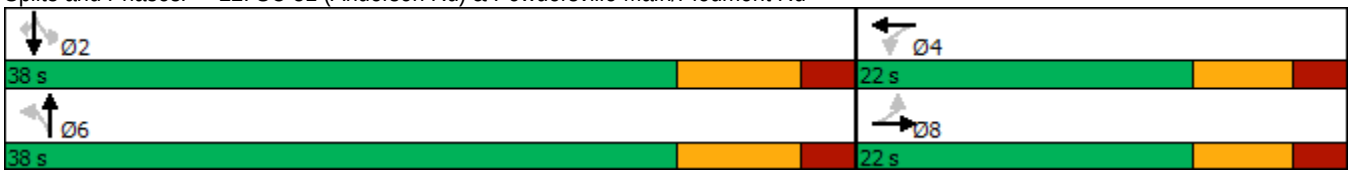


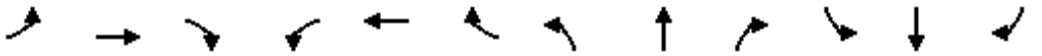
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	72	81	44	162	147	63	473	7	114	640	17
Future Volume (vph)	19	72	81	44	162	147	63	473	7	114	640	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.921			0.929			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1750	0	1805	1748	0	1805	3533	0	1752	1863	1615
Flt Permitted	0.450			0.649			0.211			0.451		
Satd. Flow (perm)	855	1750	0	1233	1748	0	401	3533	0	832	1863	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90			73			3				73
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		587			678			715			522	
Travel Time (s)		11.4			13.2			12.2			8.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%	0%	2%	0%	3%	2%	0%
Adj. Flow (vph)	21	81	91	49	182	165	71	531	8	128	719	19
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	172	0	49	347	0	71	539	0	128	719	19
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)		12			12			12			12	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		4	4		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	22.0	22.0		22.0	22.0		28.0	28.0		28.0	28.0	28.0
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	38.0
Total Split (%)	36.7%	36.7%		36.7%	36.7%		63.3%	63.3%		63.3%	63.3%	63.3%
Maximum Green (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	4.5	4.5		4.5	4.5		5.5	5.5		5.5	5.5	5.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Act Effct Green (s)	15.1	15.1		15.1	15.1		26.1	26.1		26.1	26.1	26.1
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.46	0.46		0.46	0.46	0.46
v/c Ratio	0.09	0.32		0.15	0.67		0.38	0.33		0.33	0.83	0.02
Control Delay	18.6	11.5		18.7	23.2		16.7	9.9		12.1	23.2	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	18.6	11.5		18.7	23.2		16.7	9.9		12.1	23.2	0.1
LOS	B	B		B	C		B	A		B	C	A
Approach Delay		12.2			22.7			10.7			21.0	
Approach LOS		B			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 56.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 17.5		Intersection LOS: B	
Intersection Capacity Utilization 105.4%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	72	81	44	162	147	63	473	7	114	640	17
Future Volume (veh/h)	19	72	81	44	162	147	63	473	7	114	640	17
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	1900	1900	1900	1900	1885	1885	1900	1870	1900	1856	1870	1900
Adj Flow Rate, veh/h	21	81	91	49	182	165	71	531	8	128	719	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	1	1	0	2	0	3	2	0
Cap, veh/h	207	214	240	348	238	216	235	1707	26	457	891	767
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1050	817	918	1232	911	826	732	3584	54	859	1870	1610
Grp Volume(v), veh/h	21	0	172	49	0	347	71	263	276	128	719	19
Grp Sat Flow(s),veh/h/ln	1050	0	1735	1232	0	1737	732	1777	1861	859	1870	1610
Q Serve(g_s), s	1.1	0.0	4.7	1.9	0.0	10.6	5.2	5.2	5.2	6.2	18.7	0.4
Cycle Q Clear(g_c), s	11.6	0.0	4.7	6.6	0.0	10.6	24.0	5.2	5.2	11.4	18.7	0.4
Prop In Lane	1.00		0.53	1.00		0.48	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	207	0	454	348	0	455	235	847	886	457	891	767
V/C Ratio(X)	0.10	0.00	0.38	0.14	0.00	0.76	0.30	0.31	0.31	0.28	0.81	0.02
Avail Cap(c_a), veh/h	207	0	454	348	0	455	270	930	974	497	979	843
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	17.3	20.0	0.0	19.5	23.0	9.2	9.2	12.7	12.8	7.9
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.2	0.0	7.5	0.7	0.2	0.2	0.3	4.7	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	0.3	0.0	1.7	0.5	0.0	4.7	0.8	1.6	1.7	1.0	7.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.1	0.0	17.9	20.2	0.0	27.0	23.7	9.4	9.4	13.1	17.4	8.0
LnGrp LOS	C	A	B	C	A	C	C	A	A	B	B	A
Approach Vol, veh/h		193			396			610			866	
Approach Delay, s/veh		18.6			26.2			11.1			16.6	
Approach LOS		B			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.3		22.0		35.3		22.0				
Change Period (Y+Rc), s		8.0		7.0		8.0		7.0				
Max Green Setting (Gmax), s		30.0		15.0		30.0		15.0				
Max Q Clear Time (g_c+I1), s		20.7		12.6		26.0		13.6				
Green Ext Time (p_c), s		3.7		0.5		1.3		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			17.0									
HCM 6th LOS			B									

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	4151
Vehs Exited	4101
Starting Vehs	178
Ending Vehs	228
Travel Distance (mi)	6126
Travel Time (hr)	202.3
Total Delay (hr)	47.9
Total Stops	4867
Fuel Used (gal)	202.1

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

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

Volumes adjusted by Growth Factors.

Vehs Entered	4151
Vehs Exited	4101
Starting Vehs	178
Ending Vehs	228
Travel Distance (mi)	6126
Travel Time (hr)	202.3
Total Delay (hr)	47.9
Total Stops	4867
Fuel Used (gal)	202.1

Intersection: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	49	157	176	230	49	352	177	167
Average Queue (ft)	8	97	85	118	3	138	77	54
95th Queue (ft)	32	148	145	201	21	240	134	119
Link Distance (ft)		680		844		1214		1010
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	225		250		150		275	
Storage Blk Time (%)						6		
Queuing Penalty (veh)						1		

Intersection: 2: SC 81 (Anderson Rd) & Wren Crossing Ln/Planters Walk Dr

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	48	54	53
Average Queue (ft)	19	17	2
95th Queue (ft)	43	43	17
Link Distance (ft)	277	145	1752
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: SC Highway 86 & SC 81 (Anderson Rd)

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	86	454	48	109	290	267	84	153
Average Queue (ft)	44	135	13	66	57	115	30	72
95th Queue (ft)	80	260	35	106	137	199	69	125
Link Distance (ft)		1189		1294		1752		1416
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)		2				2		
Queuing Penalty (veh)		2				2		

Intersection: 4: SC 81 (Anderson Rd) & Still Meadow Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	52	26
Average Queue (ft)	26	1
95th Queue (ft)	45	9
Link Distance (ft)	304	1416
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SC 81 (Anderson Rd) & Airy Springs Rd/Southern Oaks Dr

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	91	26	74
Average Queue (ft)	33	1	4
95th Queue (ft)	63	9	28
Link Distance (ft)	1236	677	3087
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: SC 81 (Anderson Rd) & Van Henry Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	94	98
Average Queue (ft)	42	15
95th Queue (ft)	73	61
Link Distance (ft)	239	3087
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SC 81 (Anderson Rd) & Mt Airy Church Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	74
Average Queue (ft)	34
95th Queue (ft)	58
Link Distance (ft)	423
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: SC 81 (Anderson Rd) & Orr Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	53
Average Queue (ft)	26
95th Queue (ft)	51
Link Distance (ft)	543
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: SC 81 (Anderson Rd) & Mountain Springs Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	52	74
Average Queue (ft)	24	22
95th Queue (ft)	47	62
Link Distance (ft)	310	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SC 81 (Anderson Rd) & Powdersville YMCA Dwy

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	51	52
Average Queue (ft)	17	4
95th Queue (ft)	43	22
Link Distance (ft)	508	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: SC 81 (Anderson Rd) & Powdersville YMCA Dwy/Tripp Rd

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	12
Average Queue (ft)	4
95th Queue (ft)	12
Link Distance (ft)	526
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: SC 81 (Anderson Rd) & Wyatt Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	41
Average Queue (ft)	7
95th Queue (ft)	26
Link Distance (ft)	576
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: SC 81 (Anderson Rd) & Tripp Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	50	50
Average Queue (ft)	14	2
95th Queue (ft)	38	17
Link Distance (ft)	408	1169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: SC 81 (Anderson Rd) & Wilson Way

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	52	28
Average Queue (ft)	27	1
95th Queue (ft)	49	9
Link Distance (ft)	867	1472
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: SC 81 (Anderson Rd) & Old Williamston Rd

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	165	22	258
Average Queue (ft)	48	2	66
95th Queue (ft)	118	13	163
Link Distance (ft)	598	1472	1515
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: SC 81 (Anderson Rd) & Jameson Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	52
Average Queue (ft)	22
95th Queue (ft)	46
Link Distance (ft)	694
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: SC 81 (Anderson Rd) & Cely Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	92	74
Average Queue (ft)	38	5
95th Queue (ft)	68	33
Link Distance (ft)	751	1207
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: SC 81 (Anderson Rd) & Heritage Ln

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	46	74
Average Queue (ft)	10	6
95th Queue (ft)	36	34
Link Distance (ft)	384	973
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: SC 81 (Anderson Rd) & Sherman Rd/Pine Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	49	53	13	95
Average Queue (ft)	17	17	0	8
95th Queue (ft)	41	45	4	47
Link Distance (ft)	953	948	973	984
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 20: SC 81 (Anderson Rd) & Holborne Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	697
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: SC 81 (Anderson Rd) & Circle Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	364	47	374	345
Average Queue (ft)	163	19	190	94
95th Queue (ft)	281	42	349	204
Link Distance (ft)	1128	401	2070	607
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	R
Maximum Queue (ft)	17	52	43	166	81	150	197	98	149	23
Average Queue (ft)	3	22	6	73	34	67	86	34	64	2
95th Queue (ft)	14	50	23	134	69	126	158	80	120	13
Link Distance (ft)		514		615		607	607		458	458
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		150		100			200		
Storage Blk Time (%)				1	0	1				
Queuing Penalty (veh)				0	0	1				

Network Summary

Network wide Queuing Penalty: 6

Summary of All Intervals

Start Time	4:50
End Time	6:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	4135
Vehs Exited	4128
Starting Vehs	218
Ending Vehs	225
Travel Distance (mi)	6843
Travel Time (hr)	224.1
Total Delay (hr)	52.1
Total Stops	4760
Fuel Used (gal)	225.0

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

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

Volumes adjusted by Growth Factors.

Vehs Entered	4135
Vehs Exited	4128
Starting Vehs	218
Ending Vehs	225
Travel Distance (mi)	6843
Travel Time (hr)	224.1
Total Delay (hr)	52.1
Total Stops	4760
Fuel Used (gal)	225.0

Intersection: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	47	96	159	227	27	227	71	131
Average Queue (ft)	7	49	67	98	3	111	35	50
95th Queue (ft)	29	88	127	171	17	203	64	103
Link Distance (ft)		680		844		1214		1010
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	225		250		150		275	
Storage Blk Time (%)						5		
Queuing Penalty (veh)						1		

Intersection: 2: SC 81 (Anderson Rd) & Wren Crossing Ln/Planters Walk Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	48	29	25	53
Average Queue (ft)	14	9	2	5
95th Queue (ft)	39	31	12	28
Link Distance (ft)	277	145	1010	1752
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: SC Highway 86 & SC 81 (Anderson Rd)

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	62	144	49	147	111	149	63	218
Average Queue (ft)	27	59	17	84	45	76	13	110
95th Queue (ft)	49	113	47	141	82	128	39	190
Link Distance (ft)		1189		1294		1752		1416
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)								0
Queuing Penalty (veh)								0

Intersection: 4: SC 81 (Anderson Rd) & Still Meadow Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	28	26
Average Queue (ft)	13	3
95th Queue (ft)	36	15
Link Distance (ft)	304	1416
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SC 81 (Anderson Rd) & Airy Springs Rd/Southern Oaks Dr

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	51	26
Average Queue (ft)	17	10
95th Queue (ft)	44	30
Link Distance (ft)	1236	677
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: SC 81 (Anderson Rd) & Van Henry Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	55	149
Average Queue (ft)	32	42
95th Queue (ft)	55	96
Link Distance (ft)	239	3087
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SC 81 (Anderson Rd) & Mt Airy Church Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	53
Average Queue (ft)	23
95th Queue (ft)	52
Link Distance (ft)	423
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: SC 81 (Anderson Rd) & Orr Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	72	74
Average Queue (ft)	31	5
95th Queue (ft)	53	32
Link Distance (ft)	543	311
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: SC 81 (Anderson Rd) & Mountain Springs Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	51	53
Average Queue (ft)	22	5
95th Queue (ft)	44	29
Link Distance (ft)	310	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SC 81 (Anderson Rd) & Powdersville YMCA Dwy

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	72	92
Average Queue (ft)	35	22
95th Queue (ft)	62	64
Link Distance (ft)	508	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: SC 81 (Anderson Rd) & Powdersville YMCA Dwy/Tripp Rd

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	11	19
Average Queue (ft)	1	1
95th Queue (ft)	7	9
Link Distance (ft)	526	347
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: SC 81 (Anderson Rd) & Wyatt Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	60
Average Queue (ft)	8
95th Queue (ft)	31
Link Distance (ft)	576
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: SC 81 (Anderson Rd) & Tripp Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	50	140
Average Queue (ft)	16	14
95th Queue (ft)	39	67
Link Distance (ft)	408	1169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: SC 81 (Anderson Rd) & Wilson Way

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	71	94
Average Queue (ft)	19	16
95th Queue (ft)	50	59
Link Distance (ft)	867	1472
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: SC 81 (Anderson Rd) & Old Williamston Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	239	191
Average Queue (ft)	125	65
95th Queue (ft)	247	138
Link Distance (ft)	598	1515
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: SC 81 (Anderson Rd) & Jameson Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	71	96
Average Queue (ft)	13	14
95th Queue (ft)	42	59
Link Distance (ft)	694	1515
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: SC 81 (Anderson Rd) & Cely Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	50	156
Average Queue (ft)	27	37
95th Queue (ft)	47	100
Link Distance (ft)	751	1207
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: SC 81 (Anderson Rd) & Heritage Ln

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	29	76
Average Queue (ft)	5	5
95th Queue (ft)	22	33
Link Distance (ft)	384	973
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: SC 81 (Anderson Rd) & Sherman Rd/Pine Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	138	20	32
Average Queue (ft)	14	64	1	1
95th Queue (ft)	37	113	9	11
Link Distance (ft)	953	948	973	984
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 20: SC 81 (Anderson Rd) & Holborne Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	52	51
Average Queue (ft)	20	5
95th Queue (ft)	48	26
Link Distance (ft)	697	984
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: SC 81 (Anderson Rd) & Circle Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	105	113	359	577
Average Queue (ft)	54	35	121	227
95th Queue (ft)	95	73	260	433
Link Distance (ft)	1128	401	2070	607
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	R
Maximum Queue (ft)	59	138	44	147	143	179	163	78	302	24
Average Queue (ft)	14	33	22	80	43	52	62	34	150	8
95th Queue (ft)	39	80	46	138	101	115	123	70	241	25
Link Distance (ft)		514		615		607	607		458	458
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		150		100			200		
Storage Blk Time (%)		0		0	4	1			2	
Queuing Penalty (veh)		0		0	8	0			2	

Network Summary

Network wide Queuing Penalty: 12

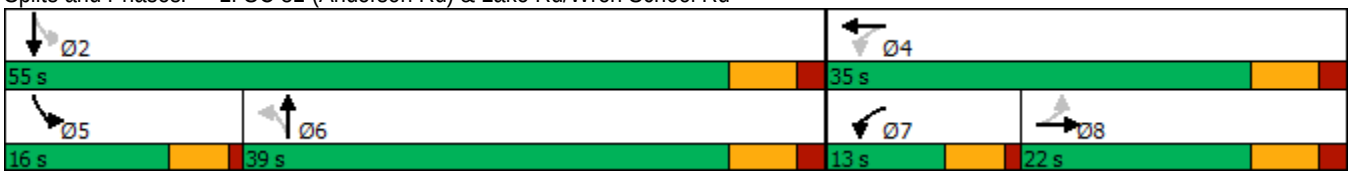
Appendix J – No-Build 2028 Synchro & Sim Traffic Reports

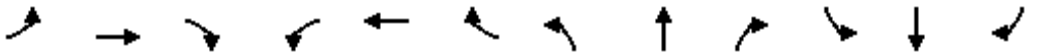
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	170	9	180	104	315	12	278	185	206	225	17
Future Volume (vph)	18	170	9	180	104	315	12	278	185	206	225	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	250		0	150		0	275		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.887			0.940			0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1833	0	1703	1685	0	1805	1737	0	1787	1734	0
Flt Permitted	0.260			0.295			0.558			0.107		
Satd. Flow (perm)	494	1833	0	529	1685	0	1060	1737	0	201	1734	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			178			42			7	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		719			882			1253			1080	
Travel Time (s)		14.0			17.2			19.0			16.4	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	0%	3%	0%	6%	0%	0%	0%	4%	1%	1%	9%	0%
Adj. Flow (vph)	25	236	13	250	144	438	17	386	257	286	313	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	249	0	250	582	0	17	643	0	286	337	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)		12			12			12			12	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		8		7	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		7	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		4.0	15.0		20.0	20.0		4.0	20.0	
Minimum Split (s)	22.0	22.0		9.0	34.0		27.0	27.0		9.0	27.0	
Total Split (s)	22.0	22.0		13.0	35.0		39.0	39.0		16.0	55.0	
Total Split (%)	24.4%	24.4%		14.4%	38.9%		43.3%	43.3%		17.8%	61.1%	
Maximum Green (s)	15.5	15.5		8.0	28.5		32.5	32.5		11.0	48.5	
Yellow Time (s)	4.5	4.5		4.0	4.5		4.5	4.5		4.0	4.5	
All-Red Time (s)	2.0	2.0		1.0	2.0		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		5.0	6.5		6.5	6.5		5.0	6.5	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	4.0	4.0		3.0	4.0		4.0	4.0		3.0	4.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)					7.0							
Flash Dont Walk (s)					20.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	15.4	15.4		29.9	28.4		32.5	32.5		50.0	48.5	
Actuated g/C Ratio	0.17	0.17		0.33	0.32		0.36	0.36		0.56	0.54	
v/c Ratio	0.30	0.79		0.89	0.89		0.04	0.98		0.94	0.36	
Control Delay	42.9	54.4		60.1	38.1		19.2	59.5		60.1	13.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	42.9	54.4		60.1	38.1		19.2	59.5		60.1	13.0	
LOS	D	D		E	D		B	E		E	B	
Approach Delay		53.4			44.8			58.5			34.6	
Approach LOS		D			D			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 89.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 46.9		Intersection LOS: D	
Intersection Capacity Utilization 95.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

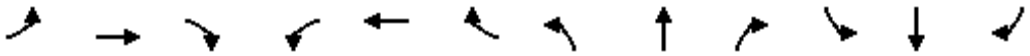




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	170	9	180	104	315	12	278	185	206	225	17
Future Volume (veh/h)	18	170	9	180	104	315	12	278	185	206	225	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1900	1856	1900	1811	1900	1900	1900	1841	1885	1885	1767	1900
Adj Flow Rate, veh/h	25	236	12	250	144	438	17	386	257	286	312	24
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	3	0	6	0	0	0	4	1	1	9	0
Cap, veh/h	80	301	15	281	131	399	463	372	248	299	873	67
Arrive On Green	0.17	0.17	0.17	0.09	0.32	0.32	0.36	0.36	0.36	0.12	0.54	0.54
Sat Flow, veh/h	846	1751	89	1725	414	1259	1061	1031	686	1795	1620	125
Grp Volume(v), veh/h	25	0	248	250	0	582	17	0	643	286	0	336
Grp Sat Flow(s),veh/h/ln	846	0	1840	1725	0	1673	1061	0	1717	1795	0	1744
Q Serve(g_s), s	0.0	0.0	11.6	8.0	0.0	28.5	0.9	0.0	32.5	10.2	0.0	9.9
Cycle Q Clear(g_c), s	15.5	0.0	11.6	8.0	0.0	28.5	0.9	0.0	32.5	10.2	0.0	9.9
Prop In Lane	1.00		0.05	1.00		0.75	1.00		0.40	1.00		0.07
Lane Grp Cap(c), veh/h	80	0	317	281	0	530	463	0	620	299	0	940
V/C Ratio(X)	0.31	0.00	0.78	0.89	0.00	1.10	0.04	0.00	1.04	0.96	0.00	0.36
Avail Cap(c_a), veh/h	80	0	317	281	0	530	463	0	620	299	0	940
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	35.6	31.4	0.0	30.8	18.7	0.0	28.8	25.3	0.0	11.9
Incr Delay (d2), s/veh	3.1	0.0	12.7	27.7	0.0	68.7	0.0	0.0	46.0	39.9	0.0	0.3
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	0.6	0.0	6.2	3.8	0.0	20.9	0.2	0.0	20.0	6.3	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.1	0.0	48.3	59.1	0.0	99.4	18.7	0.0	74.8	65.2	0.0	12.2
LnGrp LOS	D	A	D	E	A	F	B	A	F	E	A	B
Approach Vol, veh/h		273			832			660			622	
Approach Delay, s/veh		48.3			87.3			73.3			36.6	
Approach LOS		D			F			E			D	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		55.0		35.0	16.0	39.0	13.0	22.0				
Change Period (Y+Rc), s		6.5		6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s		48.5		28.5	11.0	32.5	8.0	15.5				
Max Q Clear Time (g_c+I1), s		11.9		30.5	12.2	34.5	10.0	17.5				
Green Ext Time (p_c), s		2.9		0.0	0.0	0.0	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			65.8									
HCM 6th LOS			E									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	0	9	12	0	17	4	612	6	6	427	1
Future Volume (vph)	13	0	9	12	0	17	4	612	6	6	427	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.945			0.921			0.999				
Flt Protected		0.971			0.980						0.999	
Satd. Flow (prot)	0	1743	0	0	1715	0	0	1861	0	0	1826	0
Flt Permitted		0.971			0.980						0.999	
Satd. Flow (perm)	0	1743	0	0	1715	0	0	1861	0	0	1826	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		307			176			1080			1821	
Travel Time (s)		8.4			4.8			16.4			27.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	16	0	11	15	0	21	5	746	7	7	521	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	36	0	0	758	0	0	529	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

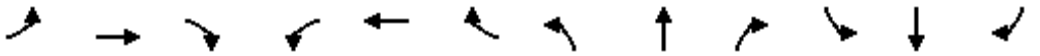
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	0	9	12	0	17	4	612	6	6	427	1
Future Vol, veh/h	13	0	9	12	0	17	4	612	6	6	427	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	4	0
Mvmt Flow	16	0	11	15	0	21	5	746	7	7	521	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1306	1299	522	1301	1296	750	522	0	0	753	0	0
Stage 1	536	536	-	760	760	-	-	-	-	-	-	-
Stage 2	770	763	-	541	536	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	138	163	559	139	164	415	1055	-	-	866	-	-
Stage 1	532	527	-	401	417	-	-	-	-	-	-	-
Stage 2	396	416	-	529	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	129	160	559	134	161	415	1055	-	-	866	-	-
Mov Cap-2 Maneuver	129	160	-	134	161	-	-	-	-	-	-	-
Stage 1	528	521	-	398	414	-	-	-	-	-	-	-
Stage 2	373	413	-	513	521	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.3	24.3	0.1	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1055	-	-	188	222	866	-	-
HCM Lane V/C Ratio	0.005	-	-	0.143	0.159	0.008	-	-
HCM Control Delay (s)	8.4	0	-	27.3	24.3	9.2	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.6	0	-	-

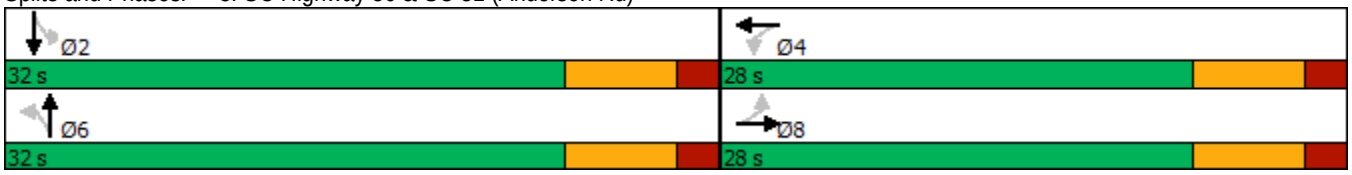


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	338	112	21	189	18	125	432	78	57	291	25
Future Volume (vph)	108	338	112	21	189	18	125	432	78	57	291	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.987			0.977			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1772	0	1805	1794	0	1752	1825	0	1805	1795	0
Flt Permitted	0.604			0.246			0.489			0.241		
Satd. Flow (perm)	1136	1772	0	467	1794	0	902	1825	0	458	1795	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			9			19			9	
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		1241			1334			1821			1499	
Travel Time (s)		18.8			22.7			27.6			22.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	3%	4%	0%	5%	0%	3%	2%	0%	0%	5%	0%
Adj. Flow (vph)	130	407	135	25	228	22	151	520	94	69	351	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	542	0	25	250	0	151	614	0	69	381	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)		12			12			12			12	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		27.0	27.0		27.0	27.0	
Total Split (s)	28.0	28.0		28.0	28.0		32.0	32.0		32.0	32.0	
Total Split (%)	46.7%	46.7%		46.7%	46.7%		53.3%	53.3%		53.3%	53.3%	
Maximum Green (s)	21.0	21.0		21.0	21.0		25.0	25.0		25.0	25.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	19.8	19.8		19.8	19.8		23.7	23.7		23.7	23.7	
Actuated g/C Ratio	0.34	0.34		0.34	0.34		0.41	0.41		0.41	0.41	
v/c Ratio	0.33	0.86		0.16	0.40		0.41	0.81		0.37	0.51	
Control Delay	17.3	33.5		16.5	16.4		16.5	25.2		19.1	15.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.3	33.5		16.5	16.4		16.5	25.2		19.1	15.5	
LOS	B	C		B	B		B	C		B	B	
Approach Delay		30.4			16.4			23.4			16.1	
Approach LOS		C			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 57.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 104.6%		ICU Level of Service G	
Analysis Period (min) 15			

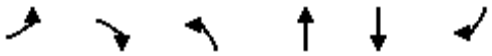
Splits and Phases: 3: SC Highway 86 & SC 81 (Anderson Rd)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	338	112	21	189	18	125	432	78	57	291	25
Future Volume (veh/h)	108	338	112	21	189	18	125	432	78	57	291	25
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	1885	1856	1841	1900	1826	1900	1856	1870	1900	1900	1826	1900
Adj Flow Rate, veh/h	130	407	135	25	228	22	151	520	94	69	351	30
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	3	4	0	5	0	3	2	0	0	5	0
Cap, veh/h	398	465	154	176	571	55	378	640	116	218	689	59
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1139	1334	442	878	1639	158	994	1542	279	821	1659	142
Grp Volume(v), veh/h	130	0	542	25	0	250	151	0	614	69	0	381
Grp Sat Flow(s),veh/h/ln	1139	0	1776	878	0	1797	994	0	1820	821	0	1800
Q Serve(g_s), s	5.8	0.0	17.0	1.6	0.0	6.2	7.9	0.0	17.7	4.8	0.0	9.3
Cycle Q Clear(g_c), s	12.0	0.0	17.0	18.6	0.0	6.2	17.2	0.0	17.7	22.5	0.0	9.3
Prop In Lane	1.00		0.25	1.00		0.09	1.00		0.15	1.00		0.08
Lane Grp Cap(c), veh/h	398	0	619	176	0	627	378	0	756	218	0	748
V/C Ratio(X)	0.33	0.00	0.88	0.14	0.00	0.40	0.40	0.00	0.81	0.32	0.00	0.51
Avail Cap(c_a), veh/h	405	0	629	181	0	636	384	0	767	223	0	759
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	18.1	26.8	0.0	14.6	19.2	0.0	15.3	25.2	0.0	12.9
Incr Delay (d2), s/veh	0.7	0.0	13.4	0.5	0.0	0.6	1.0	0.0	6.9	1.2	0.0	0.8
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	1.4	0.0	7.9	0.3	0.0	2.2	1.6	0.0	7.1	0.9	0.0	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.8	0.0	31.5	27.4	0.0	15.2	20.2	0.0	22.2	26.4	0.0	13.6
LnGrp LOS	B	A	C	C	A	B	C	A	C	C	A	B
Approach Vol, veh/h		672			275			765			450	
Approach Delay, s/veh		29.2			16.3			21.8			15.6	
Approach LOS		C			B			C			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		31.6		27.7		31.6		27.7				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		25.0		21.0		25.0		21.0				
Max Q Clear Time (g_c+I1), s		24.5		20.6		19.7		19.0				
Green Ext Time (p_c), s		0.2		0.1		2.7		1.0				

Intersection Summary												
HCM 6th Ctrl Delay			22.1									
HCM 6th LOS			C									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	45	21	534	328	2
Future Volume (vph)	15	45	21	534	328	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1688	0	0	1860	1821	0
Flt Permitted	0.988			0.998		
Satd. Flow (perm)	1688	0	0	1860	1821	0
Link Speed (mph)	25			50	45	
Link Distance (ft)	342			1499	1017	
Travel Time (s)	9.3			20.4	15.4	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	2%	4%	50%
Adj. Flow (vph)	18	54	25	636	390	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	661	392	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

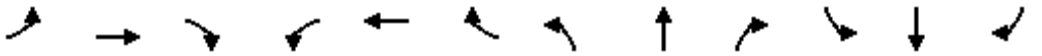
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	45	21	534	328	2
Future Vol, veh/h	15	45	21	534	328	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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	2	4	50
Mvmt Flow	18	54	25	636	390	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1077	391	392	0	-	0
Stage 1	391	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	245	662	1178	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	237	662	1178	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1178	-	457	-	-
HCM Lane V/C Ratio	0.021	-	0.156	-	-
HCM Control Delay (s)	8.1	0	14.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	2	1	2	0	1	2	529	15	7	327	17
Future Volume (vph)	76	2	1	2	0	1	2	529	15	7	327	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.955			0.996			0.993	
Flt Protected		0.954			0.968						0.999	
Satd. Flow (prot)	0	1809	0	0	1756	0	0	1856	0	0	1801	0
Flt Permitted		0.954			0.968						0.999	
Satd. Flow (perm)	0	1809	0	0	1756	0	0	1856	0	0	1801	0
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1266			710			1017			3146	
Travel Time (s)		34.5			19.4			13.9			42.9	
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 (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	5%	0%
Adj. Flow (vph)	87	2	1	2	0	1	2	608	17	8	376	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	90	0	0	3	0	0	627	0	0	404	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

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

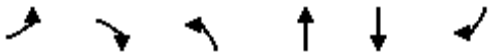
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	76	2	1	2	0	1	2	529	15	7	327	17
Future Vol, veh/h	76	2	1	2	0	1	2	529	15	7	327	17
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, %	0	0	0	0	0	0	0	2	0	0	5	0
Mvmt Flow	87	2	1	2	0	1	2	608	17	8	376	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1023	1031	386	1025	1033	617	396	0	0	625	0	0
Stage 1	402	402	-	621	621	-	-	-	-	-	-	-
Stage 2	621	629	-	404	412	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	216	235	666	215	234	494	1174	-	-	966	-	-
Stage 1	629	604	-	478	482	-	-	-	-	-	-	-
Stage 2	478	478	-	627	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	213	232	666	211	231	494	1174	-	-	966	-	-
Mov Cap-2 Maneuver	213	232	-	211	231	-	-	-	-	-	-	-
Stage 1	627	597	-	477	481	-	-	-	-	-	-	-
Stage 2	475	477	-	617	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.5	19	0	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1174	-	-	215	261	966	-	-
HCM Lane V/C Ratio	0.002	-	-	0.422	0.013	0.008	-	-
HCM Control Delay (s)	8.1	0	-	33.5	19	8.8	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.9	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	130	44	574	213	0
Future Volume (vph)	1	130	44	574	213	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.866					
Flt Protected				0.996		
Satd. Flow (prot)	1629	0	0	1858	1759	0
Flt Permitted				0.996		
Satd. Flow (perm)	1629	0	0	1858	1759	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	331			3146	1358	
Travel Time (s)	7.5			42.9	18.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	2%	8%	0%
Adj. Flow (vph)	1	148	50	652	242	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	149	0	0	702	242	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

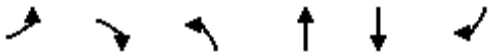
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	130	44	574	213	0
Future Vol, veh/h	1	130	44	574	213	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	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	2	8	0
Mvmt Flow	1	148	50	652	242	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	994	242	242	0	-	0
Stage 1	242	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.2	-	-	-
Pot Cap-1 Maneuver	274	799	1336	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	258	799	1336	-	-	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	756	-	-	-	-	-
Stage 2	469	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	786	-	-
HCM Lane V/C Ratio	0.037	-	0.189	-	-
HCM Control Delay (s)	7.8	0	10.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	67	1	2	573	214	17
Future Volume (vph)	67	1	2	573	214	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.990	
Flt Protected	0.953					
Satd. Flow (prot)	1807	0	0	1863	1751	0
Flt Permitted	0.953					
Satd. Flow (perm)	1807	0	0	1863	1751	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	492			1358	364	
Travel Time (s)	9.6			18.5	5.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	2%	8%	0%
Adj. Flow (vph)	79	1	2	674	252	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	0	676	272	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.2%		ICU Level of Service A	
Analysis Period (min) 15			

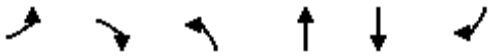
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	1	2	573	214	17
Future Vol, veh/h	67	1	2	573	214	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	2	8	0
Mvmt Flow	79	1	2	674	252	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	940	262	272	0	-	0
Stage 1	262	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	295	782	1303	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	294	782	1303	-	-	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	508	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1303	-	297	-	-
HCM Lane V/C Ratio	0.002	-	0.269	-	-
HCM Control Delay (s)	7.8	0	21.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	3	1	641	229	25
Future Volume (vph)	51	3	1	641	229	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.987	
Flt Protected	0.955					
Satd. Flow (prot)	1768	0	0	1863	1764	0
Flt Permitted	0.955					
Satd. Flow (perm)	1768	0	0	1863	1764	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	574			364	223	
Travel Time (s)	11.2			5.0	3.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	2%	7%	0%
Adj. Flow (vph)	59	3	1	745	266	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	746	295	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

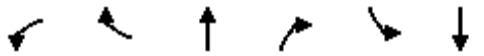
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	3	1	641	229	25
Future Vol, veh/h	51	3	1	641	229	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	0	0	2	7	0
Mvmt Flow	59	3	1	745	266	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1028	281	295	0	-	0
Stage 1	281	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	259	763	1278	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	259	763	1278	-	-	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	468	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1278	-	269	-	-
HCM Lane V/C Ratio	0.001	-	0.233	-	-
HCM Control Delay (s)	7.8	0	22.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	33	671	22	22	234
Future Volume (vph)	19	33	671	22	22	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.915		0.996			
Flt Protected	0.982					0.996
Satd. Flow (prot)	1707	0	1856	0	0	1771
Flt Permitted	0.982					0.996
Satd. Flow (perm)	1707	0	1856	0	0	1771
Link Speed (mph)	35		50			50
Link Distance (ft)	338		223			1659
Travel Time (s)	6.6		3.0			22.6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	2%	0%	5%	7%
Adj. Flow (vph)	23	39	799	26	26	279
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	825	0	0	305
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.6%		ICU Level of Service A	
Analysis Period (min) 15			

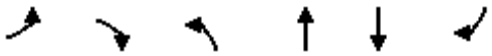
Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	33	671	22	22	234
Future Vol, veh/h	19	33	671	22	22	234
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, %	0	0	2	0	5	7
Mvmt Flow	23	39	799	26	26	279

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1143	812	0	0	825	0
Stage 1	812	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	223	382	-	-	792	-
Stage 1	440	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	382	-	-	792	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.3	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	297	792	-
HCM Lane V/C Ratio	-	-	0.208	0.033	-
HCM Control Delay (s)	-	-	20.3	9.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	20	46	658	235	2
Future Volume (vph)	14	20	46	658	235	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.920				0.999	
Flt Protected	0.980			0.997		
Satd. Flow (prot)	1713	0	0	1860	1775	0
Flt Permitted	0.980			0.997		
Satd. Flow (perm)	1713	0	0	1860	1775	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	538			1659	440	
Travel Time (s)	14.7			22.6	6.0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	16	23	53	756	270	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	0	809	272	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.0%		ICU Level of Service B	
Analysis Period (min) 15			

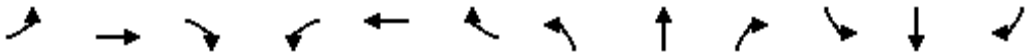
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	20	46	658	235	2
Future Vol, veh/h	14	20	46	658	235	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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	16	23	53	756	270	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1133	271	272	0	-	0
Stage 1	271	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	226	773	1303	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	210	773	1303	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	724	-	-	-	-	-
Stage 2	417	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1303	-	367	-	-
HCM Lane V/C Ratio	0.041	-	0.106	-	-
HCM Control Delay (s)	7.9	0	16	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	9	0	3	4	664	3	1	233	33
Future Volume (vph)	0	0	0	9	0	3	4	664	3	1	233	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.969			0.999			0.983	
Flt Protected					0.963							
Satd. Flow (prot)	0	0	0	0	1612	0	0	1861	0	0	1775	0
Flt Permitted					0.963							
Satd. Flow (perm)	0	0	0	0	1612	0	0	1861	0	0	1775	0
Link Speed (mph)		25			35			50			50	
Link Distance (ft)		162			583			440			489	
Travel Time (s)		4.4			11.4			6.0			6.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	13%	0%	0%	0%	2%	0%	0%	6%	0%
Adj. Flow (vph)	0	0	0	10	0	3	5	772	3	1	271	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	0	0	780	0	0	310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		60	15		9	60		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.0%		ICU Level of Service A	
Analysis Period (min) 15			

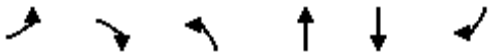
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	9	0	3	4	664	3	1	233	33
Future Vol, veh/h	0	0	0	9	0	3	4	664	3	1	233	33
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	13	0	0	0	2	0	0	6	0
Mvmt Flow	0	0	0	10	0	3	5	772	3	1	271	38

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1076	1095	774	309	0	0	775	0	0
Stage 1	784	784	-	-	-	-	-	-	-
Stage 2	292	311	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.53	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.53	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	231	215	402	1263	-	-	850	-	-
Stage 1	431	407	-	-	-	-	-	-	-
Stage 2	733	662	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	229	0	402	1263	-	-	850	-	-
Mov Cap-2 Maneuver	229	0	-	-	-	-	-	-	-
Stage 1	428	0	-	-	-	-	-	-	-
Stage 2	732	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1263	-	-	257	850	-	-
HCM Lane V/C Ratio	0.004	-	-	0.054	0.001	-	-
HCM Control Delay (s)	7.9	0	-	19.8	9.2	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	6	0	668	262	0
Future Volume (vph)	6	6	0	668	262	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1571	0	0	1881	1792	0
Flt Permitted	0.976					
Satd. Flow (perm)	1571	0	0	1881	1792	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	615			489	2253	
Travel Time (s)	14.0			6.7	30.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	20%	0%	1%	6%	0%
Adj. Flow (vph)	7	7	0	777	305	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	0	777	305	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

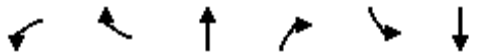
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	6	0	668	262	0
Future Vol, veh/h	6	6	0	668	262	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	86	86	86	86	86	86
Heavy Vehicles, %	0	20	0	1	6	0
Mvmt Flow	7	7	0	777	305	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1082	305	305	0	-	0
Stage 1	305	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.4	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	2.2	-	-	-
Pot Cap-1 Maneuver	243	695	1267	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	243	695	1267	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	457	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1267	-	360	-	-
HCM Lane V/C Ratio	-	-	0.039	-	-
HCM Control Delay (s)	0	-	15.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	14	668	8	3	252
Future Volume (vph)	7	14	668	8	3	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.998			
Flt Protected	0.984					0.999
Satd. Flow (prot)	1698	0	1878	0	0	1775
Flt Permitted	0.984					0.999
Satd. Flow (perm)	1698	0	1878	0	0	1775
Link Speed (mph)	35		50			40
Link Distance (ft)	439		2253			1223
Travel Time (s)	8.6		30.7			20.8
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%
Adj. Flow (vph)	8	17	795	10	4	300
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	805	0	0	304
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	14	668	8	3	252
Future Vol, veh/h	7	14	668	8	3	252
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, %	0	0	1	0	0	7
Mvmt Flow	8	17	795	10	4	300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1108	800	0	0	805	0
Stage 1	800	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	234	388	-	-	828	-
Stage 1	446	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	233	388	-	-	828	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	446	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	318	828	-
HCM Lane V/C Ratio	-	-	0.079	0.004	-
HCM Control Delay (s)	-	-	17.3	9.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	26	21	669	14	4	242
Future Volume (vph)	26	21	669	14	4	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939		0.997			
Flt Protected	0.973					0.999
Satd. Flow (prot)	1736	0	1876	0	0	1776
Flt Permitted	0.973					0.999
Satd. Flow (perm)	1736	0	1876	0	0	1776
Link Speed (mph)	25		40			40
Link Distance (ft)	898		1223			1553
Travel Time (s)	24.5		20.8			26.5
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%
Adj. Flow (vph)	32	26	816	17	5	295
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	833	0	0	300
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	21	669	14	4	242
Future Vol, veh/h	26	21	669	14	4	242
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	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	7
Mvmt Flow	32	26	816	17	5	295

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1130	825	0	0	833	0
Stage 1	825	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	227	376	-	-	809	-
Stage 1	434	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	225	376	-	-	809	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.6	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	274	809	-
HCM Lane V/C Ratio	-	-	0.209	0.006	-
HCM Control Delay (s)	-	-	21.6	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	55	145	462	229	96	200
Future Volume (vph)	55	145	462	229	96	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902		0.955			
Flt Protected	0.987					0.984
Satd. Flow (prot)	1607	0	1797	0	0	1747
Flt Permitted	0.987					0.984
Satd. Flow (perm)	1607	0	1797	0	0	1747
Link Speed (mph)	40		40			40
Link Distance (ft)	658		1553			1555
Travel Time (s)	11.2		26.5			26.5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	6%	5%	1%	1%	7%	7%
Adj. Flow (vph)	65	173	550	273	114	238
Shared Lane Traffic (%)						
Lane Group Flow (vph)	238	0	823	0	0	352
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.1%		ICU Level of Service D	
Analysis Period (min) 15			

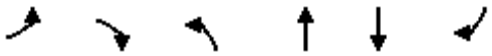
Intersection	
Int Delay, s/veh	8.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	145	462	229	96	200
Future Vol, veh/h	55	145	462	229	96	200
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, %	6	5	1	1	7	7
Mvmt Flow	65	173	550	273	114	238

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1153	687	0	0	823	0
Stage 1	687	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.46	6.25	-	-	4.17	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	-	-	2.263	-
Pot Cap-1 Maneuver	214	442	-	-	785	-
Stage 1	492	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	178	442	-	-	785	-
Mov Cap-2 Maneuver	178	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	519	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	45	0	3.4
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	314	785	-
HCM Lane V/C Ratio	-	-	0.758	0.146	-
HCM Control Delay (s)	-	-	45	10.4	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	5.8	0.5	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	12	1	620	288	8
Future Volume (vph)	29	12	1	620	288	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960				0.996	
Flt Protected	0.966					
Satd. Flow (prot)	1762	0	0	1863	1772	0
Flt Permitted	0.966					
Satd. Flow (perm)	1762	0	0	1863	1772	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	723			1555	1260	
Travel Time (s)	19.7			26.5	21.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	33	14	1	713	331	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	714	340	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.4%		ICU Level of Service A	
Analysis Period (min) 15			

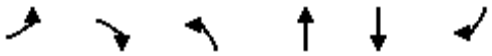
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	12	1	620	288	8
Future Vol, veh/h	29	12	1	620	288	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	33	14	1	713	331	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1051	336	340	0	-	0
Stage 1	336	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	253	711	1230	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	253	711	1230	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	488	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1230	-	312	-	-
HCM Lane V/C Ratio	0.001	-	0.151	-	-
HCM Control Delay (s)	7.9	0	18.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	61	60	20	629	240	18
Future Volume (vph)	61	60	20	629	240	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.933				0.990	
Flt Protected	0.975			0.998		
Satd. Flow (prot)	1728	0	0	1857	1751	0
Flt Permitted	0.975			0.998		
Satd. Flow (perm)	1728	0	0	1857	1751	0
Link Speed (mph)	35			40	40	
Link Distance (ft)	783			1260	3935	
Travel Time (s)	15.3			21.5	67.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	6%	2%	8%	0%
Adj. Flow (vph)	70	69	23	723	276	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	0	0	746	297	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.0%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	61	60	20	629	240	18
Future Vol, veh/h	61	60	20	629	240	18
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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	6	2	8	0
Mvmt Flow	70	69	23	723	276	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1056	287	297	0	-	0
Stage 1	287	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	252	757	1242	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	244	757	1242	-	-	-
Mov Cap-2 Maneuver	244	-	-	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	461	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1242	-	367	-	-
HCM Lane V/C Ratio	0.019	-	0.379	-	-
HCM Control Delay (s)	8	0	20.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	20	709	0	11	265
Future Volume (vph)	0	20	709	0	11	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						0.998
Satd. Flow (prot)	1481	0	1863	0	0	1761
Flt Permitted						0.998
Satd. Flow (perm)	1481	0	1863	0	0	1761
Link Speed (mph)	30		40			40
Link Distance (ft)	418		3935			1052
Travel Time (s)	9.5		67.1			17.9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	11%	2%	0%	0%	8%
Adj. Flow (vph)	0	23	824	0	13	308
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	824	0	0	321
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.3%		ICU Level of Service A	
Analysis Period (min) 15			

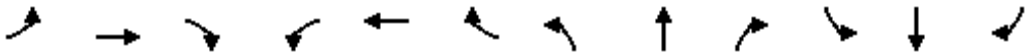
Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	709	0	11	265
Future Vol, veh/h	0	20	709	0	11	265
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	86	86	86	86	86	86
Heavy Vehicles, %	0	11	2	0	0	8
Mvmt Flow	0	23	824	0	13	308

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1158	824	0	0	824	0
Stage 1	824	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	6.4	6.31	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.399	-	-	2.2	-
Pot Cap-1 Maneuver	219	360	-	-	815	-
Stage 1	434	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	215	360	-	-	815	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	360	815	-
HCM Lane V/C Ratio	-	-	0.065	0.016	-
HCM Control Delay (s)	-	-	15.7	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	6	2	29	1	3	1	646	83	18	242	8
Future Volume (vph)	14	6	2	29	1	3	1	646	83	18	242	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.989			0.985			0.996	
Flt Protected		0.969			0.957						0.997	
Satd. Flow (prot)	0	1732	0	0	1624	0	0	1837	0	0	1768	0
Flt Permitted		0.969			0.957						0.997	
Satd. Flow (perm)	0	1732	0	0	1624	0	0	1837	0	0	1768	0
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		995			978			1052			1056	
Travel Time (s)		19.4			19.1			17.9			18.0	
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 (%)	8%	0%	0%	12%	0%	0%	0%	2%	1%	6%	7%	0%
Adj. Flow (vph)	16	7	2	33	1	3	1	743	95	21	278	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	0	37	0	0	839	0	0	308	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.3%		ICU Level of Service A	
Analysis Period (min) 15			

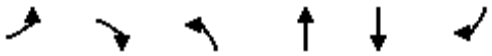
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	14	6	2	29	1	3	1	646	83	18	242	8
Future Vol, veh/h	14	6	2	29	1	3	1	646	83	18	242	8
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, %	8	0	0	12	0	0	0	2	1	6	7	0
Mvmt Flow	16	7	2	33	1	3	1	743	95	21	278	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1120	1165	283	1122	1122	791	287	0	0	838	0	0
Stage 1	325	325	-	793	793	-	-	-	-	-	-	-
Stage 2	795	840	-	329	329	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.5	6.2	7.22	6.5	6.2	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.18	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4	3.3	3.608	4	3.3	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	179	196	761	175	208	393	1287	-	-	779	-	-
Stage 1	675	653	-	367	403	-	-	-	-	-	-	-
Stage 2	372	384	-	663	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	172	190	761	165	201	393	1287	-	-	779	-	-
Mov Cap-2 Maneuver	172	190	-	165	201	-	-	-	-	-	-	-
Stage 1	674	632	-	367	403	-	-	-	-	-	-	-
Stage 2	367	384	-	633	629	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.8	31.2	0	0.7
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1287	-	-	190	175	779	-	-
HCM Lane V/C Ratio	0.001	-	-	0.133	0.217	0.027	-	-
HCM Control Delay (s)	7.8	0	-	26.8	31.2	9.7	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.8	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	23	9	2	667	258	17
Future Volume (vph)	23	9	2	667	258	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962				0.992	
Flt Protected	0.965					
Satd. Flow (prot)	1764	0	0	1863	1761	0
Flt Permitted	0.965					
Satd. Flow (perm)	1764	0	0	1863	1761	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	727			1056	2149	
Travel Time (s)	19.8			18.0	36.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	2%	7%	7%
Adj. Flow (vph)	26	10	2	758	293	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	760	312	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	9	2	667	258	17
Future Vol, veh/h	23	9	2	667	258	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	7	7
Mvmt Flow	26	10	2	758	293	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1065	303	312	0	-	0
Stage 1	303	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	249	741	1260	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	248	741	1260	-	-	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	464	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0	0
HCM LOS	C		

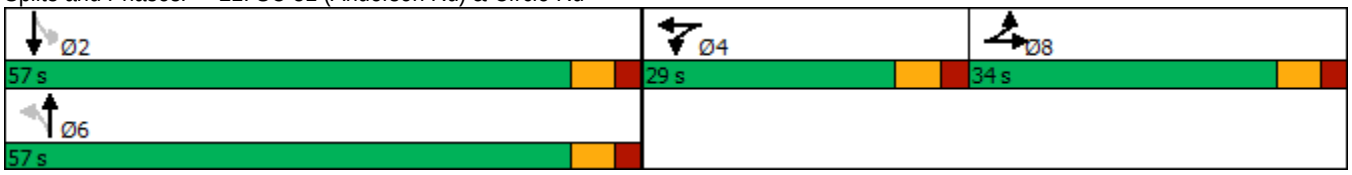
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1260	-	305	-	-
HCM Lane V/C Ratio	0.002	-	0.119	-	-
HCM Control Delay (s)	7.9	0	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	75	13	8	12	4	12	670	6	1	256	76
Future Volume (vph)	294	75	13	8	12	4	12	670	6	1	256	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.977			0.999			0.969	
Flt Protected		0.963			0.984			0.999				
Satd. Flow (prot)	0	1788	0	0	1827	0	0	1860	0	0	1747	0
Flt Permitted		0.963			0.984			0.990			0.999	
Satd. Flow (perm)	0	1788	0	0	1827	0	0	1843	0	0	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			5						15	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1166			454			2149			715	
Travel Time (s)		22.7			8.8			36.6			12.2	
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 (%)	2%	0%	8%	0%	0%	0%	0%	2%	0%	0%	7%	0%
Adj. Flow (vph)	363	93	16	10	15	5	15	827	7	1	316	94
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	472	0	0	30	0	0	849	0	0	411	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		-20			-12			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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	8	8		4	4			6			2	
Permitted Phases							6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		27.0	27.0		27.0	27.0	
Total Split (s)	34.0	34.0		29.0	29.0		57.0	57.0		57.0	57.0	
Total Split (%)	28.3%	28.3%		24.2%	24.2%		47.5%	47.5%		47.5%	47.5%	
Maximum Green (s)	27.5	27.5		22.5	22.5		50.5	50.5		50.5	50.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		6.0	6.0		6.0	6.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	15.0	15.0		15.0	15.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		27.7			12.1			50.9			50.9	
Actuated g/C Ratio		0.27			0.12			0.50			0.50	
v/c Ratio		0.97			0.14			0.92			0.47	
Control Delay		73.7			39.8			43.0			19.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		73.7			39.8			43.0			19.9	
LOS		E			D			D			B	
Approach Delay		73.7			39.8			43.0			19.9	
Approach LOS		E			D			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 102.1			
Natural Cycle: 145			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 45.8		Intersection LOS: D	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			

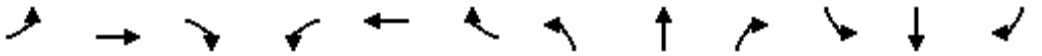
Splits and Phases: 21: SC 81 (Anderson Rd) & Circle Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	75	13	8	12	4	12	670	6	1	256	76
Future Volume (veh/h)	294	75	13	8	12	4	12	670	6	1	256	76
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	1900	1781	1900	1900	1900	1900	1870	1900	1900	1796	1900
Adj Flow Rate, veh/h	363	93	16	10	15	5	15	827	7	1	316	94
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, %	2	0	8	0	0	0	0	2	0	0	7	0
Cap, veh/h	371	95	16	40	61	20	42	877	7	35	640	190
Arrive On Green	0.26	0.26	0.26	0.07	0.07	0.07	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1399	358	62	605	908	303	14	1825	15	1	1332	395
Grp Volume(v), veh/h	472	0	0	30	0	0	849	0	0	411	0	0
Grp Sat Flow(s),veh/h/ln	1819	0	0	1815	0	0	1855	0	0	1727	0	0
Q Serve(g_s), s	26.7	0.0	0.0	1.6	0.0	0.0	17.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	26.7	0.0	0.0	1.6	0.0	0.0	45.5	0.0	0.0	16.9	0.0	0.0
Prop In Lane	0.77		0.03	0.33		0.17	0.02		0.01	0.00		0.23
Lane Grp Cap(c), veh/h	482	0	0	121	0	0	926	0	0	865	0	0
V/C Ratio(X)	0.98	0.00	0.00	0.25	0.00	0.00	0.92	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	482	0	0	393	0	0	937	0	0	875	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	37.9	0.0	0.0	46.0	0.0	0.0	25.7	0.0	0.0	18.4	0.0	0.0
Incr Delay (d2), s/veh	35.6	0.0	0.0	1.0	0.0	0.0	14.7	0.0	0.0	1.5	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	16.3	0.0	0.0	0.8	0.0	0.0	22.0	0.0	0.0	6.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.5	0.0	0.0	47.0	0.0	0.0	40.5	0.0	0.0	19.9	0.0	0.0
LnGrp LOS	E	A	A	D	A	A	D	A	A	B	A	A
Approach Vol, veh/h		472			30			849			411	
Approach Delay, s/veh		73.5			47.0			40.5			19.9	
Approach LOS		E			D			D			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	56.4	13.4	56.4	34.0
Change Period (Y+Rc), s	6.5	6.5	6.5	6.5
Max Green Setting (Gmax), s	50.5	22.5	50.5	27.5
Max Q Clear Time (g_c+I1), s	18.9	3.6	47.5	28.7
Green Ext Time (p_c), s	6.7	0.1	2.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	44.6
HCM 6th LOS	D

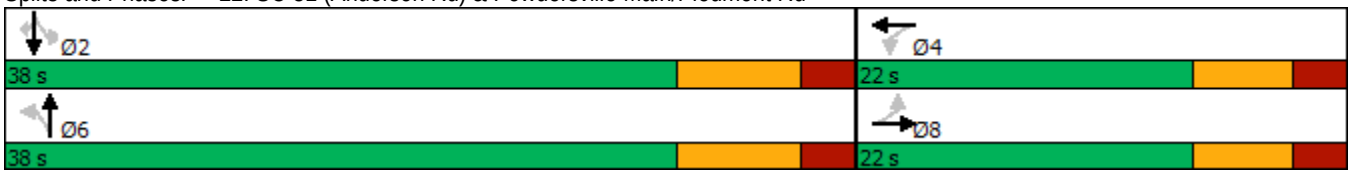


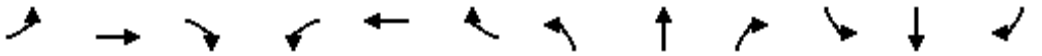
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	75	46	10	139	144	115	827	11	94	285	10
Future Volume (vph)	10	75	46	10	139	144	115	827	11	94	285	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.943			0.924			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1704	0	1626	1747	0	1805	3533	0	1719	1810	1615
Flt Permitted	0.423			0.662			0.550			0.228		
Satd. Flow (perm)	804	1704	0	1133	1747	0	1045	3533	0	413	1810	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		49			72			3				73
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		587			678			715			522	
Travel Time (s)		11.4			13.2			12.2			8.9	
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 (%)	0%	4%	7%	11%	0%	1%	0%	2%	0%	5%	5%	0%
Adj. Flow (vph)	12	93	57	12	172	178	142	1021	14	116	352	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	150	0	12	350	0	142	1035	0	116	352	12
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)		12			12			12			12	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		4	4		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	22.0	22.0		22.0	22.0		28.0	28.0		28.0	28.0	28.0
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	38.0
Total Split (%)	36.7%	36.7%		36.7%	36.7%		63.3%	63.3%		63.3%	63.3%	63.3%
Maximum Green (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	4.5	4.5		4.5	4.5		5.5	5.5		5.5	5.5	5.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		6.0	6.0		6.0	6.0	6.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Act Effct Green (s)	15.0	15.0		15.0	15.0		28.4	28.4		28.4	28.4	28.4
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.49	0.49		0.49	0.49	0.49
v/c Ratio	0.06	0.32		0.04	0.70		0.28	0.60		0.58	0.40	0.01
Control Delay	18.2	15.0		17.7	25.3		10.6	12.6		25.5	11.1	0.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	18.2	15.0		17.7	25.3		10.6	12.6		25.5	11.1	0.0
LOS	B	B		B	C		B	B		C	B	A
Approach Delay		15.3			25.0			12.3			14.3	
Approach LOS		B			C			B			B	

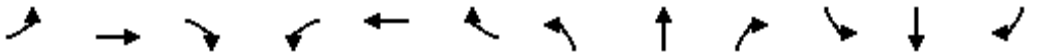
Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 58.5			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 15.1		Intersection LOS: B	
Intersection Capacity Utilization 75.2%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	75	46	10	139	144	115	827	11	94	285	10
Future Volume (veh/h)	10	75	46	10	139	144	115	827	11	94	285	10
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	1900	1841	1796	1737	1900	1885	1900	1870	1900	1826	1826	1900
Adj Flow Rate, veh/h	12	93	57	12	172	178	142	1021	14	116	352	12
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, %	0	4	7	11	0	1	0	2	0	5	5	0
Cap, veh/h	201	277	170	342	222	230	494	1726	24	271	878	774
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.48	0.48	0.48	0.48	0.48	0.48
Sat Flow, veh/h	1047	1068	655	1149	855	885	1034	3589	49	532	1826	1610
Grp Volume(v), veh/h	12	0	150	12	0	350	142	505	530	116	352	12
Grp Sat Flow(s),veh/h/ln	1047	0	1723	1149	0	1741	1034	1777	1862	532	1826	1610
Q Serve(g_s), s	0.6	0.0	4.1	0.5	0.0	10.8	5.9	11.9	11.9	11.7	7.2	0.2
Cycle Q Clear(g_c), s	11.4	0.0	4.1	4.6	0.0	10.8	13.1	11.9	11.9	23.6	7.2	0.2
Prop In Lane	1.00		0.38	1.00		0.51	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	201	0	447	342	0	452	494	854	895	271	878	774
V/C Ratio(X)	0.06	0.00	0.34	0.04	0.00	0.77	0.29	0.59	0.59	0.43	0.40	0.02
Avail Cap(c_a), veh/h	201	0	447	342	0	452	533	923	966	291	948	836
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.1	0.0	17.4	19.2	0.0	19.8	13.9	10.9	10.9	19.4	9.6	7.8
Incr Delay (d2), s/veh	0.2	0.0	0.6	0.1	0.0	8.7	1.2	2.4	2.3	3.9	1.1	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	0.2	0.0	1.5	0.1	0.0	4.9	1.3	4.1	4.3	1.5	2.4	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.3	0.0	18.0	19.3	0.0	28.5	15.0	13.3	13.2	23.3	10.7	7.9
LnGrp LOS	C	A	B	B	A	C	B	B	B	C	B	A
Approach Vol, veh/h		162			362			1177			480	
Approach Delay, s/veh		18.5			28.2			13.5			13.7	
Approach LOS		B			C			B			B	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.8		22.0		35.8		22.0				
Change Period (Y+Rc), s		8.0		7.0		8.0		7.0				
Max Green Setting (Gmax), s		30.0		15.0		30.0		15.0				
Max Q Clear Time (g_c+I1), s		25.6		12.8		15.1		13.4				
Green Ext Time (p_c), s		2.2		0.6		11.2		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			16.3									
HCM 6th LOS			B									



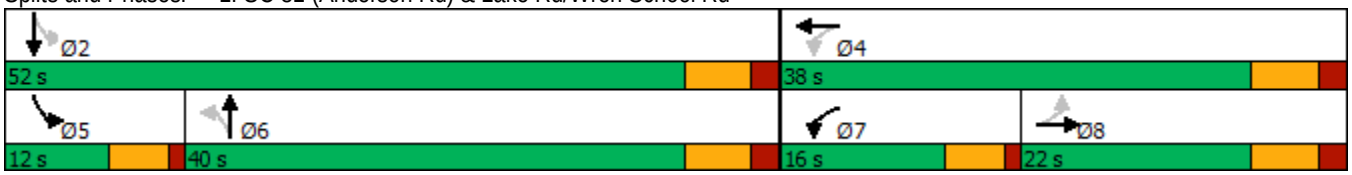
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	73	7	173	105	263	14	251	108	124	205	19
Future Volume (vph)	17	73	7	173	105	263	14	251	108	124	205	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	250		0	150		0	275		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.893			0.955			0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1769	0	1752	1670	0	1805	1779	0	1787	1825	0
Flt Permitted	0.490			0.480			0.582			0.216		
Satd. Flow (perm)	931	1769	0	885	1670	0	1106	1779	0	406	1825	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			155			27			8	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		719			882			1253			1080	
Travel Time (s)		14.0			17.2			19.0			16.4	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	0%	5%	17%	3%	3%	1%	0%	2%	2%	1%	3%	0%
Adj. Flow (vph)	22	95	9	225	136	342	18	326	140	161	266	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	104	0	225	478	0	18	466	0	161	291	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)		12			12			12			12	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		8		7	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		7	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		4.0	15.0		20.0	20.0		4.0	20.0	
Minimum Split (s)	22.0	22.0		9.0	34.0		27.0	27.0		9.0	27.0	
Total Split (s)	22.0	22.0		16.0	38.0		40.0	40.0		12.0	52.0	
Total Split (%)	24.4%	24.4%		17.8%	42.2%		44.4%	44.4%		13.3%	57.8%	
Maximum Green (s)	15.5	15.5		11.0	31.5		33.5	33.5		7.0	45.5	
Yellow Time (s)	4.5	4.5		4.0	4.5		4.5	4.5		4.0	4.5	
All-Red Time (s)	2.0	2.0		1.0	2.0		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		5.0	6.5		6.5	6.5		5.0	6.5	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)					7.0							
Flash Dont Walk (s)					20.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	15.4	15.4		29.0	27.5		25.8	25.8		39.5	38.0	
Actuated g/C Ratio	0.20	0.20		0.37	0.35		0.33	0.33		0.50	0.48	
v/c Ratio	0.12	0.30		0.48	0.70		0.05	0.78		0.49	0.33	
Control Delay	32.4	32.1		22.6	21.2		19.1	33.0		17.1	14.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.4	32.1		22.6	21.2		19.1	33.0		17.1	14.2	
LOS	C	C		C	C		B	C		B	B	
Approach Delay		32.2			21.7			32.5			15.2	
Approach LOS		C			C			C			B	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 78.8
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 23.7 — Intersection LOS: C
Intersection Capacity Utilization 71.3% — ICU Level of Service C
Analysis Period (min) 15

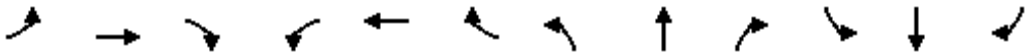
Splits and Phases: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	73	7	173	105	263	14	251	108	124	205	19
Future Volume (veh/h)	17	73	7	173	105	263	14	251	108	124	205	19
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	1900	1826	1648	1856	1856	1885	1900	1870	1870	1885	1856	1900
Adj Flow Rate, veh/h	22	95	9	225	136	342	18	326	140	161	266	25
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	5	17	3	3	1	0	2	2	1	3	0
Cap, veh/h	213	320	30	495	179	449	428	376	162	291	751	71
Arrive On Green	0.19	0.19	0.19	0.12	0.38	0.38	0.30	0.30	0.30	0.08	0.45	0.45
Sat Flow, veh/h	931	1642	156	1767	468	1176	1105	1241	533	1795	1670	157
Grp Volume(v), veh/h	22	0	104	225	0	478	18	0	466	161	0	291
Grp Sat Flow(s),veh/h/ln	931	0	1798	1767	0	1644	1105	0	1774	1795	0	1827
Q Serve(g_s), s	1.6	0.0	3.8	7.4	0.0	19.5	0.9	0.0	19.1	4.5	0.0	8.0
Cycle Q Clear(g_c), s	6.7	0.0	3.8	7.4	0.0	19.5	0.9	0.0	19.1	4.5	0.0	8.0
Prop In Lane	1.00		0.09	1.00		0.72	1.00		0.30	1.00		0.09
Lane Grp Cap(c), veh/h	213	0	350	495	0	628	428	0	538	291	0	821
V/C Ratio(X)	0.10	0.00	0.30	0.45	0.00	0.76	0.04	0.00	0.87	0.55	0.00	0.35
Avail Cap(c_a), veh/h	219	0	362	532	0	672	574	0	771	308	0	1079
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.0	0.0	26.5	19.3	0.0	20.8	19.0	0.0	25.4	18.2	0.0	13.9
Incr Delay (d2), s/veh	0.2	0.0	0.5	0.7	0.0	4.8	0.0	0.0	7.3	1.9	0.0	0.3
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	0.4	0.0	1.6	2.9	0.0	7.7	0.2	0.0	8.3	1.8	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.2	0.0	27.0	20.0	0.0	25.6	19.1	0.0	32.7	20.1	0.0	14.1
LnGrp LOS	C	A	C	B	A	C	B	A	C	C	A	B
Approach Vol, veh/h		126			703			484			452	
Approach Delay, s/veh		27.6			23.8			32.2			16.3	
Approach LOS		C			C			C			B	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		41.1		35.9	11.3	29.9	14.4	21.5				
Change Period (Y+Rc), s		6.5		6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s		45.5		31.5	7.0	33.5	11.0	15.5				
Max Q Clear Time (g_c+I1), s		10.0		21.5	6.5	21.1	9.4	8.7				
Green Ext Time (p_c), s		1.6		2.2	0.0	2.2	0.1	0.3				

Intersection Summary												
HCM 6th Ctrl Delay			24.4									
HCM 6th LOS			C									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	0	11	6	0	9	10	442	12	19	508	11
Future Volume (vph)	13	0	11	6	0	9	10	442	12	19	508	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939			0.917			0.996			0.997	
Flt Protected		0.973			0.981			0.999			0.998	
Satd. Flow (prot)	0	1736	0	0	1709	0	0	1855	0	0	1838	0
Flt Permitted		0.973			0.981			0.999			0.998	
Satd. Flow (perm)	0	1736	0	0	1709	0	0	1855	0	0	1838	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		307			176			1080			1821	
Travel Time (s)		8.4			4.8			16.4			27.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	16	0	13	7	0	11	12	539	15	23	620	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	18	0	0	566	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	11	6	0	9	10	442	12	19	508	11
Future Vol, veh/h	13	0	11	6	0	9	10	442	12	19	508	11
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	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	16	0	13	7	0	11	12	539	15	23	620	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1249	1251	627	1250	1250	547	633	0	0	554	0	0
Stage 1	673	673	-	571	571	-	-	-	-	-	-	-
Stage 2	576	578	-	679	679	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	151	174	487	151	174	541	960	-	-	1026	-	-
Stage 1	448	457	-	509	508	-	-	-	-	-	-	-
Stage 2	506	504	-	445	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	165	487	141	165	541	960	-	-	1026	-	-
Mov Cap-2 Maneuver	142	165	-	141	165	-	-	-	-	-	-	-
Stage 1	440	441	-	500	499	-	-	-	-	-	-	-
Stage 2	487	495	-	418	438	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.9	20.3	0.2	0.3
HCM LOS	C	C		

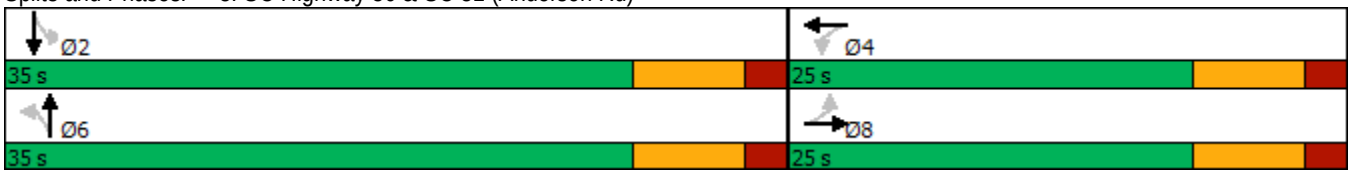
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	960	-	-	210	253	1026	-	-
HCM Lane V/C Ratio	0.013	-	-	0.139	0.072	0.023	-	-
HCM Control Delay (s)	8.8	0	-	24.9	20.3	8.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0.1	-	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	197	96	38	268	26	105	318	29	29	418	81
Future Volume (vph)	59	197	96	38	268	26	105	318	29	29	418	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.987			0.987			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1766	0	1805	1794	0	1787	1825	0	1805	1809	0
Flt Permitted	0.491			0.492			0.297			0.481		
Satd. Flow (perm)	933	1766	0	935	1794	0	559	1825	0	914	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		42			8			10			22	
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		1241			1334			1821			1499	
Travel Time (s)		18.8			22.7			27.6			22.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	3%	1%	0%	5%	0%	1%	3%	0%	0%	3%	0%
Adj. Flow (vph)	69	232	113	45	315	31	124	374	34	34	492	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	345	0	45	346	0	124	408	0	34	587	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)		12			12			12			12	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		27.0	27.0		27.0	27.0	
Total Split (s)	25.0	25.0		25.0	25.0		35.0	35.0		35.0	35.0	
Total Split (%)	41.7%	41.7%		41.7%	41.7%		58.3%	58.3%		58.3%	58.3%	
Maximum Green (s)	18.0	18.0		18.0	18.0		28.0	28.0		28.0	28.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	16.2	16.2		16.2	16.2		23.1	23.1		23.1	23.1	
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.43	0.43		0.43	0.43	
v/c Ratio	0.24	0.61		0.16	0.63		0.51	0.51		0.09	0.74	
Control Delay	17.8	20.0		16.5	22.4		20.3	13.5		9.7	18.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	17.8	20.0		16.5	22.4		20.3	13.5		9.7	18.8	
LOS	B	B		B	C		C	B		A	B	
Approach Delay		19.6			21.7			15.1			18.3	
Approach LOS		B			C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 53.4			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 18.4		Intersection LOS: B	
Intersection Capacity Utilization 95.6%		ICU Level of Service F	
Analysis Period (min) 15			

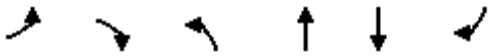
Splits and Phases: 3: SC Highway 86 & SC 81 (Anderson Rd)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	197	96	38	268	26	105	318	29	29	418	81
Future Volume (veh/h)	59	197	96	38	268	26	105	318	29	29	418	81
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	1900	1856	1885	1900	1826	1900	1885	1856	1900	1900	1856	1900
Adj Flow Rate, veh/h	69	232	113	45	315	31	124	374	34	34	492	95
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	3	1	0	5	0	1	3	0	0	3	0
Cap, veh/h	250	334	162	245	463	46	298	770	70	434	694	134
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.46	0.46	0.46	0.46	0.46	0.46
Sat Flow, veh/h	1051	1178	574	1052	1636	161	835	1676	152	993	1511	292
Grp Volume(v), veh/h	69	0	345	45	0	346	124	0	408	34	0	587
Grp Sat Flow(s),veh/h/ln	1051	0	1752	1052	0	1797	835	0	1828	993	0	1803
Q Serve(g_s), s	3.4	0.0	9.6	2.2	0.0	9.3	7.6	0.0	8.4	1.3	0.0	14.2
Cycle Q Clear(g_c), s	12.7	0.0	9.6	11.7	0.0	9.3	21.8	0.0	8.4	9.8	0.0	14.2
Prop In Lane	1.00		0.33	1.00		0.09	1.00		0.08	1.00		0.16
Lane Grp Cap(c), veh/h	250	0	496	245	0	509	298	0	840	434	0	828
V/C Ratio(X)	0.28	0.00	0.70	0.18	0.00	0.68	0.42	0.00	0.49	0.08	0.00	0.71
Avail Cap(c_a), veh/h	301	0	580	296	0	595	345	0	942	490	0	929
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.9	0.0	17.4	22.6	0.0	17.3	20.5	0.0	10.2	13.6	0.0	11.8
Incr Delay (d2), s/veh	0.6	0.0	3.0	0.4	0.0	2.5	0.9	0.0	0.4	0.1	0.0	2.2
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	0.8	0.0	3.5	0.5	0.0	3.6	1.3	0.0	2.5	0.3	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.5	0.0	20.4	23.0	0.0	19.8	21.4	0.0	10.7	13.7	0.0	14.0
LnGrp LOS	C	A	C	C	A	B	C	A	B	B	A	B
Approach Vol, veh/h		414			391			532			621	
Approach Delay, s/veh		20.9			20.2			13.2			14.0	
Approach LOS		C			C			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		32.0		22.4		32.0		22.4				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		28.0		18.0		28.0		18.0				
Max Q Clear Time (g_c+I1), s		16.2		13.7		23.8		14.7				
Green Ext Time (p_c), s		2.9		0.8		1.2		0.7				

Intersection Summary												
HCM 6th Ctrl Delay			16.5									
HCM 6th LOS			B									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	13	12	397	501	17
Future Volume (vph)	12	13	12	397	501	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930				0.996	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1725	0	0	1844	1839	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1725	0	0	1844	1839	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	342			1499	1017	
Travel Time (s)	9.3			20.4	13.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	14	15	14	467	589	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	0	481	609	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

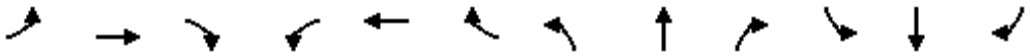
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	13	12	397	501	17
Future Vol, veh/h	12	13	12	397	501	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	14	15	14	467	589	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1094	599	609	0	-	0
Stage 1	599	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	239	505	979	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	234	505	979	-	-	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.2	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	979	-	325	-	-
HCM Lane V/C Ratio	0.014	-	0.09	-	-
HCM Control Delay (s)	8.7	0	17.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	4	2	6	2	9	2	391	15	11	511	71
Future Volume (vph)	20	4	2	6	2	9	2	391	15	11	511	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.929			0.995			0.984	
Flt Protected		0.963			0.982						0.999	
Satd. Flow (prot)	0	1813	0	0	1733	0	0	1855	0	0	1821	0
Flt Permitted		0.963			0.982						0.999	
Satd. Flow (perm)	0	1813	0	0	1733	0	0	1855	0	0	1821	0
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1266			710			1017			3146	
Travel Time (s)		34.5			19.4			13.9			42.9	
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 (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	23	5	2	7	2	10	2	449	17	13	587	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	0	0	19	0	0	468	0	0	682	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

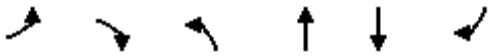
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	4	2	6	2	9	2	391	15	11	511	71
Future Vol, veh/h	20	4	2	6	2	9	2	391	15	11	511	71
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, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	23	5	2	7	2	10	2	449	17	13	587	82

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1122	1124	628	1120	1157	458	669	0	0	466	0	0
Stage 1	654	654	-	462	462	-	-	-	-	-	-	-
Stage 2	468	470	-	658	695	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	185	207	487	185	198	607	931	-	-	1106	-	-
Stage 1	459	466	-	584	568	-	-	-	-	-	-	-
Stage 2	579	563	-	457	447	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	177	202	487	178	194	607	931	-	-	1106	-	-
Mov Cap-2 Maneuver	177	202	-	178	194	-	-	-	-	-	-	-
Stage 1	458	457	-	582	566	-	-	-	-	-	-	-
Stage 2	565	561	-	442	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.5	18.4	0	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	931	-	-	190	289	1106	-	-
HCM Lane V/C Ratio	0.002	-	-	0.157	0.068	0.011	-	-
HCM Control Delay (s)	8.9	0	-	27.5	18.4	8.3	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	84	89	340	517	0
Future Volume (vph)	0	84	89	340	517	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.990		
Satd. Flow (prot)	1627	0	0	1848	1845	0
Flt Permitted				0.990		
Satd. Flow (perm)	1627	0	0	1848	1845	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	331			3146	1358	
Travel Time (s)	7.5			42.9	18.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	1%	2%	3%	0%
Adj. Flow (vph)	0	92	98	374	568	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	0	472	568	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.2%		ICU Level of Service C	
Analysis Period (min) 15			

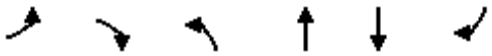
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	84	89	340	517	0
Future Vol, veh/h	0	84	89	340	517	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	91	91	91	91	91	91
Heavy Vehicles, %	0	1	1	2	3	0
Mvmt Flow	0	92	98	374	568	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1138	568	568	0	-	0
Stage 1	568	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	225	524	1009	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	197	524	1009	-	-	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	501	-	-	-	-	-
Stage 2	570	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1009	-	524	-	-
HCM Lane V/C Ratio	0.097	-	0.176	-	-
HCM Control Delay (s)	8.9	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	41	0	1	335	516	60
Future Volume (vph)	41	0	1	335	516	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.986	
Flt Protected	0.950					
Satd. Flow (prot)	1752	0	0	1863	1824	0
Flt Permitted	0.950					
Satd. Flow (perm)	1752	0	0	1863	1824	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	492			1358	364	
Travel Time (s)	9.6			18.5	5.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	0%	2%	3%	0%
Adj. Flow (vph)	42	0	1	345	532	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	346	594	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.8%		ICU Level of Service A	
Analysis Period (min) 15			

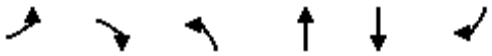
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	0	1	335	516	60
Future Vol, veh/h	41	0	1	335	516	60
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	97	97	97	97	97	97
Heavy Vehicles, %	3	0	0	2	3	0
Mvmt Flow	42	0	1	345	532	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	910	563	594	0	-	0
Stage 1	563	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	304	530	992	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	304	530	992	-	-	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	992	-	304	-	-
HCM Lane V/C Ratio	0.001	-	0.139	-	-
HCM Control Delay (s)	8.6	0	18.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	44	0	4	371	575	44
Future Volume (vph)	44	0	4	371	575	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.990	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1805	0	0	1861	1847	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1805	0	0	1861	1847	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	574			364	223	
Travel Time (s)	11.2			5.0	3.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	45	0	4	382	593	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	386	638	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.9%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	0	4	371	575	44
Future Vol, veh/h	44	0	4	371	575	44
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	45	0	4	382	593	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1006	616	638	0	-	0
Stage 1	616	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	270	494	956	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	269	494	956	-	-	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	540	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	956	-	269	-	-
HCM Lane V/C Ratio	0.004	-	0.169	-	-
HCM Control Delay (s)	8.8	0	21.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	23	23	396	19	24	597
Future Volume (vph)	23	23	396	19	24	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.994			
Flt Protected	0.976					0.998
Satd. Flow (prot)	1728	0	1848	0	0	1857
Flt Permitted	0.976					0.998
Satd. Flow (perm)	1728	0	1848	0	0	1857
Link Speed (mph)	35		50			50
Link Distance (ft)	338		223			1659
Travel Time (s)	6.6		3.0			22.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	6%	5%	2%
Adj. Flow (vph)	24	24	408	20	25	615
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	428	0	0	640
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

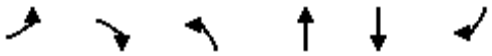
Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	23	396	19	24	597
Future Vol, veh/h	23	23	396	19	24	597
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	6	5	2
Mvmt Flow	24	24	408	20	25	615

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1083	418	0	0	428	0
Stage 1	418	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	243	639	-	-	1116	-
Stage 1	669	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	235	639	-	-	1116	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	344	1116	-
HCM Lane V/C Ratio	-	-	0.138	0.022	-
HCM Control Delay (s)	-	-	17.1	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	57	89	333	565	6
Future Volume (vph)	53	57	89	333	565	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930				0.999	
Flt Protected	0.976			0.990		
Satd. Flow (prot)	1725	0	0	1852	1843	0
Flt Permitted	0.976			0.990		
Satd. Flow (perm)	1725	0	0	1852	1843	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	538			1659	440	
Travel Time (s)	14.7			22.6	6.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Adj. Flow (vph)	55	59	92	343	582	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	0	0	435	588	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

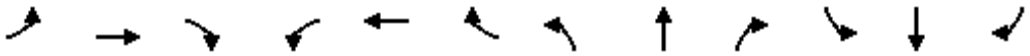
Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	57	89	333	565	6
Future Vol, veh/h	53	57	89	333	565	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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	55	59	92	343	582	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1112	585	588	0	-	0
Stage 1	585	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	233	515	997	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	515	997	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	497	-	-	-	-	-
Stage 2	596	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.2	1.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	997	-	299	-	-
HCM Lane V/C Ratio	0.092	-	0.379	-	-
HCM Control Delay (s)	9	0	24.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.7	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	0	1	4	381	1	2	566	52
Future Volume (vph)	0	0	0	4	0	1	4	381	1	2	566	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.973						0.989	
Flt Protected					0.962			0.999				
Satd. Flow (prot)	0	0	0	0	1778	0	0	1861	0	0	1826	0
Flt Permitted					0.962			0.999				
Satd. Flow (perm)	0	0	0	0	1778	0	0	1861	0	0	1826	0
Link Speed (mph)		25			35			50			50	
Link Distance (ft)		162			583			440			489	
Travel Time (s)		4.4			11.4			6.0			6.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	50%	3%	0%
Adj. Flow (vph)	0	0	0	4	0	1	4	389	1	2	578	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	5	0	0	394	0	0	633	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

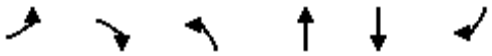
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	4	0	1	4	381	1	2	566	52
Future Vol, veh/h	0	0	0	4	0	1	4	381	1	2	566	52
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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	50	3	0
Mvmt Flow	0	0	0	4	0	1	4	389	1	2	578	53

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1007	1033	390	631	0	0	390	0	0
Stage 1	398	398	-	-	-	-	-	-	-
Stage 2	609	635	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	269	234	663	961	-	-	949	-	-
Stage 1	683	606	-	-	-	-	-	-	-
Stage 2	547	476	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	267	0	663	961	-	-	949	-	-
Mov Cap-2 Maneuver	267	0	-	-	-	-	-	-	-
Stage 1	680	0	-	-	-	-	-	-	-
Stage 2	545	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	303	949	-	-
HCM Lane V/C Ratio	0.004	-	-	0.017	0.002	-	-
HCM Control Delay (s)	8.8	0	-	17.1	8.8	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	3	2	381	616	11
Future Volume (vph)	7	3	2	381	616	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959				0.998	
Flt Protected	0.966					
Satd. Flow (prot)	1602	0	0	1863	1860	0
Flt Permitted	0.966					
Satd. Flow (perm)	1602	0	0	1863	1860	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	615			489	2253	
Travel Time (s)	14.0			6.7	30.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	33%	0%	2%	2%	0%
Adj. Flow (vph)	7	3	2	397	642	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	399	653	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

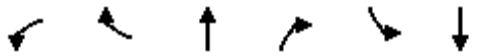
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	3	2	381	616	11
Future Vol, veh/h	7	3	2	381	616	11
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	96	96	96	96	96	96
Heavy Vehicles, %	0	33	0	2	2	0
Mvmt Flow	7	3	2	397	642	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1049	648	653	0	-	0
Stage 1	648	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Critical Hdwy	6.4	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	254	420	943	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	253	420	943	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	681	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	943	-	287	-	-
HCM Lane V/C Ratio	0.002	-	0.036	-	-
HCM Control Delay (s)	8.8	0	18	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	14	378	7	29	608
Future Volume (vph)	17	14	378	7	29	608
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939		0.998			
Flt Protected	0.973					0.998
Satd. Flow (prot)	1736	0	1860	0	0	1857
Flt Permitted	0.973					0.998
Satd. Flow (perm)	1736	0	1860	0	0	1857
Link Speed (mph)	35		50			40
Link Distance (ft)	439		2253			1223
Travel Time (s)	8.6		30.7			20.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	0%	4%	2%
Adj. Flow (vph)	18	15	398	7	31	640
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	405	0	0	671
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	14	378	7	29	608
Future Vol, veh/h	17	14	378	7	29	608
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	4	2
Mvmt Flow	18	15	398	7	31	640

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1104	402	0	0	405	0
Stage 1	402	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	236	653	-	-	1143	-
Stage 1	680	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	226	653	-	-	1143	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	321	1143	-
HCM Lane V/C Ratio	-	-	0.102	0.027	-
HCM Control Delay (s)	-	-	17.5	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	19	392	9	39	637
Future Volume (vph)	10	19	392	9	39	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912		0.997			
Flt Protected	0.983					0.997
Satd. Flow (prot)	1641	0	1858	0	0	1859
Flt Permitted	0.983					0.997
Satd. Flow (perm)	1641	0	1858	0	0	1859
Link Speed (mph)	25		40			40
Link Distance (ft)	898		1223			1553
Travel Time (s)	24.5		20.8			26.5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	11%	0%	2%	0%	0%	2%
Adj. Flow (vph)	10	19	400	9	40	650
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	409	0	0	690
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	19	392	9	39	637
Future Vol, veh/h	10	19	392	9	39	637
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	98	98	98	98	98	98
Heavy Vehicles, %	11	0	2	0	0	2
Mvmt Flow	10	19	400	9	40	650

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1135	405	0	0	409	0
Stage 1	405	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Critical Hdwy	6.51	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	215	650	-	-	1161	-
Stage 1	654	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	203	650	-	-	1161	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	436	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	369	1161	-
HCM Lane V/C Ratio	-	-	0.08	0.034	-
HCM Control Delay (s)	-	-	15.6	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	105	182	349	56	190	573
Future Volume (vph)	105	182	349	56	190	573
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.914		0.981			
Flt Protected	0.982					0.988
Satd. Flow (prot)	1666	0	1827	0	0	1845
Flt Permitted	0.982					0.988
Satd. Flow (perm)	1666	0	1827	0	0	1845
Link Speed (mph)	40		40			40
Link Distance (ft)	658		1553			1555
Travel Time (s)	11.2		26.5			26.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	1%	2%
Adj. Flow (vph)	108	188	360	58	196	591
Shared Lane Traffic (%)						
Lane Group Flow (vph)	296	0	418	0	0	787
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.4%		ICU Level of Service E	
Analysis Period (min) 15			

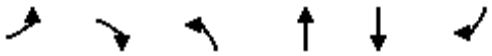
Intersection	
Int Delay, s/veh	33

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	105	182	349	56	190	573
Future Vol, veh/h	105	182	349	56	190	573
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	97	97	97	97	97	97
Heavy Vehicles, %	3	2	2	2	1	2
Mvmt Flow	108	188	360	58	196	591

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1372	389	0	0	418	0
Stage 1	389	-	-	-	-	-
Stage 2	983	-	-	-	-	-
Critical Hdwy	6.43	6.22	-	-	4.11	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	-	-	2.209	-
Pot Cap-1 Maneuver	160	659	-	-	1146	-
Stage 1	683	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	119	659	-	-	1146	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	269	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	161.3	0	2.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	248	1146	-
HCM Lane V/C Ratio	-	-	1.193	0.171	-
HCM Control Delay (s)	-	-	161.3	8.8	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	13.9	0.6	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	6	17	507	766	31
Future Volume (vph)	14	6	17	507	766	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961				0.995	
Flt Protected	0.966			0.998		
Satd. Flow (prot)	1593	0	0	1856	1855	0
Flt Permitted	0.966			0.998		
Satd. Flow (perm)	1593	0	0	1856	1855	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	723			1555	1260	
Travel Time (s)	19.7			26.5	21.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	15%	0%	7%	2%	2%	0%
Adj. Flow (vph)	15	6	18	528	798	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	546	830	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.2%		ICU Level of Service A	
Analysis Period (min) 15			

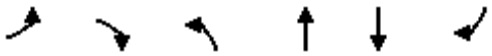
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	6	17	507	766	31
Future Vol, veh/h	14	6	17	507	766	31
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	96	96	96	96	96	96
Heavy Vehicles, %	15	0	7	2	2	0
Mvmt Flow	15	6	18	528	798	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1378	814	830	0	-	0
Stage 1	814	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Critical Hdwy	6.55	6.2	4.17	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.3	2.263	-	-	-
Pot Cap-1 Maneuver	149	381	781	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	381	781	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	781	-	177	-	-
HCM Lane V/C Ratio	0.023	-	0.118	-	-
HCM Control Delay (s)	9.7	0	28	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	46	61	464	752	44
Future Volume (vph)	14	46	61	464	752	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896				0.993	
Flt Protected	0.989			0.994		
Satd. Flow (prot)	1621	0	0	1852	1866	0
Flt Permitted	0.989			0.994		
Satd. Flow (perm)	1621	0	0	1852	1866	0
Link Speed (mph)	35			40	40	
Link Distance (ft)	783			1260	3935	
Travel Time (s)	15.3			21.5	67.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	5%	2%	2%	1%	3%
Adj. Flow (vph)	14	47	62	473	767	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	535	812	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 83.6%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	46	61	464	752	44
Future Vol, veh/h	14	46	61	464	752	44
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	98	98	98	98	98	98
Heavy Vehicles, %	0	5	2	2	1	3
Mvmt Flow	14	47	62	473	767	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1387	790	812	0	-	0
Stage 1	790	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	159	385	814	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	143	385	814	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	405	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	814	-	276	-	-
HCM Lane V/C Ratio	0.076	-	0.222	-	-
HCM Control Delay (s)	9.8	0	21.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	3	474	1	6	805
Future Volume (vph)	3	3	474	1	6	805
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1728	0	1863	0	0	1863
Flt Permitted	0.976					
Satd. Flow (perm)	1728	0	1863	0	0	1863
Link Speed (mph)	30		40			40
Link Distance (ft)	418		3935			1052
Travel Time (s)	9.5		67.1			17.9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Adj. Flow (vph)	3	3	484	1	6	821
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	485	0	0	827
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

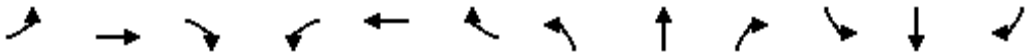
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	474	1	6	805
Future Vol, veh/h	3	3	474	1	6	805
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	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	3	3	484	1	6	821

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1318	485	0	0	485	0
Stage 1	485	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	175	586	-	-	1088	-
Stage 1	623	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	173	586	-	-	1088	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	267	1088	-
HCM Lane V/C Ratio	-	-	0.023	0.006	-
HCM Control Delay (s)	-	-	18.8	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	4	3	107	9	43	2	470	20	10	686	9
Future Volume (vph)	10	4	3	107	9	43	2	470	20	10	686	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976			0.964			0.994			0.998	
Flt Protected		0.971			0.967						0.999	
Satd. Flow (prot)	0	1801	0	0	1759	0	0	1849	0	0	1855	0
Flt Permitted		0.971			0.967						0.999	
Satd. Flow (perm)	0	1801	0	0	1759	0	0	1849	0	0	1855	0
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		995			978			1052			1056	
Travel Time (s)		19.4			19.1			17.9			18.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	2%	6%	11%	2%	0%
Adj. Flow (vph)	10	4	3	110	9	44	2	485	21	10	707	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	163	0	0	508	0	0	726	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			

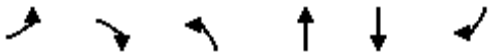
Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	10	4	3	107	9	43	2	470	20	10	686	9
Future Vol, veh/h	10	4	3	107	9	43	2	470	20	10	686	9
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	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	0	0	0	2	6	11	2	0
Mvmt Flow	10	4	3	110	9	44	2	485	21	10	707	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1258	1242	712	1235	1236	496	716	0	0	506	0	0
Stage 1	732	732	-	500	500	-	-	-	-	-	-	-
Stage 2	526	510	-	735	736	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.5	6.2	4.1	-	-	4.21	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4	3.3	2.2	-	-	2.299	-	-
Pot Cap-1 Maneuver	149	176	436	154	178	578	894	-	-	1014	-	-
Stage 1	416	430	-	555	546	-	-	-	-	-	-	-
Stage 2	539	541	-	413	428	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	130	173	436	148	175	578	894	-	-	1014	-	-
Mov Cap-2 Maneuver	130	173	-	148	175	-	-	-	-	-	-	-
Stage 1	415	423	-	553	544	-	-	-	-	-	-	-
Stage 2	488	539	-	400	421	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.4	87.9	0	0.1
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	894	-	-	159	187	1014	-	-
HCM Lane V/C Ratio	0.002	-	-	0.11	0.877	0.01	-	-
HCM Control Delay (s)	9	0	-	30.4	87.9	8.6	0	-
HCM Lane LOS	A	A	-	D	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	6.5	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	15	19	489	720	24
Future Volume (vph)	14	15	19	489	720	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930				0.996	
Flt Protected	0.976			0.998		
Satd. Flow (prot)	1725	0	0	1860	1856	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1725	0	0	1860	1856	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	727			1056	2149	
Travel Time (s)	19.8			18.0	36.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	14	15	20	504	742	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	0	524	767	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	15	19	489	720	24
Future Vol, veh/h	14	15	19	489	720	24
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	14	15	20	504	742	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1299	755	767	0	-	0
Stage 1	755	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	180	412	856	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	412	856	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0.3	0
HCM LOS	C		

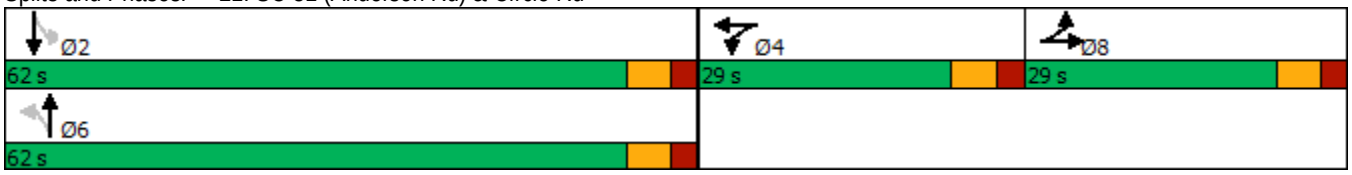
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	856	-	248	-	-
HCM Lane V/C Ratio	0.023	-	0.121	-	-
HCM Control Delay (s)	9.3	0	21.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

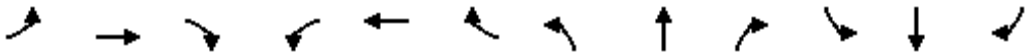
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	20	14	15	61	4	10	509	7	1	681	145
Future Volume (vph)	88	20	14	15	61	4	10	509	7	1	681	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.994			0.998			0.976	
Flt Protected		0.965			0.991			0.999				
Satd. Flow (prot)	0	1772	0	0	1872	0	0	1858	0	0	1821	0
Flt Permitted		0.965			0.991			0.980				
Satd. Flow (perm)	0	1772	0	0	1872	0	0	1823	0	0	1821	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			2			1			12	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1166			454			2149			715	
Travel Time (s)		22.7			8.8			36.6			12.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	8%	0%	0%	0%	0%	2%	0%	0%	2%	1%
Adj. Flow (vph)	95	22	15	16	66	4	11	547	8	1	732	156
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	0	0	86	0	0	566	0	0	889	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		-20			-12			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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	8	8		4	4			6			2	
Permitted Phases							6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		27.0	27.0		27.0	27.0	
Total Split (s)	29.0	29.0		29.0	29.0		62.0	62.0		62.0	62.0	
Total Split (%)	24.2%	24.2%		24.2%	24.2%		51.7%	51.7%		51.7%	51.7%	
Maximum Green (s)	22.5	22.5		22.5	22.5		55.5	55.5		55.5	55.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	15.0	15.0		15.0	15.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		13.7			12.4			56.5			56.5	
Actuated g/C Ratio		0.14			0.13			0.58			0.58	
v/c Ratio		0.53			0.36			0.54			0.84	
Control Delay		46.9			45.0			16.8			28.2	
Queue Delay		0.0			0.0			0.0			1.2	
Total Delay		46.9			45.0			16.8			29.4	
LOS		D			D			B			C	
Approach Delay		46.9			45.0			16.8			29.4	
Approach LOS		D			D			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 97.9			
Natural Cycle: 115			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 27.3		Intersection LOS: C	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: SC 81 (Anderson Rd) & Circle Rd

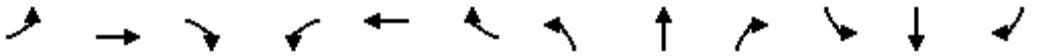




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	20	14	15	61	4	10	509	7	1	681	145
Future Volume (veh/h)	88	20	14	15	61	4	10	509	7	1	681	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1900	1811	1781	1900	1900	1900	1900	1870	1900	1900	1870	1885
Adj Flow Rate, veh/h	95	22	15	16	66	4	11	547	8	1	732	156
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	6	8	0	0	0	0	2	0	0	2	1
Cap, veh/h	160	37	25	41	170	10	48	961	14	41	796	169
Arrive On Green	0.13	0.13	0.13	0.12	0.12	0.12	0.53	0.53	0.53	0.53	0.53	0.53
Sat Flow, veh/h	1234	286	195	347	1433	87	13	1805	26	0	1494	318
Grp Volume(v), veh/h	132	0	0	86	0	0	566	0	0	889	0	0
Grp Sat Flow(s),veh/h/ln	1714	0	0	1867	0	0	1844	0	0	1813	0	0
Q Serve(g_s), s	6.5	0.0	0.0	3.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	6.5	0.0	0.0	3.8	0.0	0.0	18.1	0.0	0.0	40.0	0.0	0.0
Prop In Lane	0.72		0.11	0.19		0.05	0.02		0.01	0.00		0.18
Lane Grp Cap(c), veh/h	222	0	0	222	0	0	1023	0	0	1006	0	0
V/C Ratio(X)	0.59	0.00	0.00	0.39	0.00	0.00	0.55	0.00	0.00	0.88	0.00	0.00
Avail Cap(c_a), veh/h	433	0	0	472	0	0	1187	0	0	1171	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	36.5	0.0	0.0	36.2	0.0	0.0	14.0	0.0	0.0	19.1	0.0	0.0
Incr Delay (d2), s/veh	2.5	0.0	0.0	1.1	0.0	0.0	0.5	0.0	0.0	7.4	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	2.8	0.0	0.0	1.8	0.0	0.0	6.8	0.0	0.0	16.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.0	0.0	0.0	37.3	0.0	0.0	14.4	0.0	0.0	26.5	0.0	0.0
LnGrp LOS	D	A	A	D	A	A	B	A	A	C	A	A
Approach Vol, veh/h		132			86			566			889	
Approach Delay, s/veh		39.0			37.3			14.4			26.5	
Approach LOS		D			D			B			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		53.9		17.1		53.9		18.0				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		55.5		22.5		55.5		22.5				
Max Q Clear Time (g_c+I1), s		42.0		5.8		20.1		8.5				
Green Ext Time (p_c), s		5.4		0.3		3.9		0.5				

Intersection Summary												
HCM 6th Ctrl Delay			24.0									
HCM 6th LOS			C									

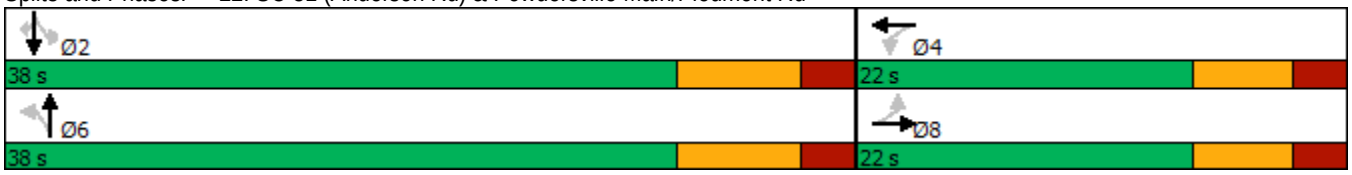


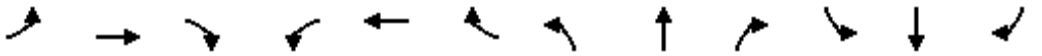
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	79	89	49	179	162	70	522	8	126	707	19
Future Volume (vph)	21	79	89	49	179	162	70	522	8	126	707	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.921			0.929			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1750	0	1805	1748	0	1805	3533	0	1752	1863	1615
Flt Permitted	0.375			0.639			0.157			0.427		
Satd. Flow (perm)	712	1750	0	1214	1748	0	298	3533	0	788	1863	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		90			72			4				73
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		587			678			715			522	
Travel Time (s)		11.4			13.2			12.2			8.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%	0%	2%	0%	3%	2%	0%
Adj. Flow (vph)	24	89	100	55	201	182	79	587	9	142	794	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	189	0	55	383	0	79	596	0	142	794	21
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)		12			12			12			12	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		4	4		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	22.0	22.0		22.0	22.0		28.0	28.0		28.0	28.0	28.0
Total Split (s)	22.0	22.0		22.0	22.0		38.0	38.0		38.0	38.0	38.0
Total Split (%)	36.7%	36.7%		36.7%	36.7%		63.3%	63.3%		63.3%	63.3%	63.3%
Maximum Green (s)	15.0	15.0		15.0	15.0		30.0	30.0		30.0	30.0	30.0
Yellow Time (s)	4.5	4.5		4.5	4.5		5.5	5.5		5.5	5.5	5.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Act Effct Green (s)	15.1	15.1		15.1	15.1		27.6	27.6		27.6	27.6	27.6
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.48	0.48		0.48	0.48	0.48
v/c Ratio	0.13	0.36		0.17	0.75		0.56	0.35		0.38	0.89	0.03
Control Delay	19.7	12.6		19.4	28.4		29.3	9.9		12.9	28.4	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	19.7	12.6		19.4	28.4		29.3	9.9		12.9	28.4	0.1
LOS	B	B		B	C		C	A		B	C	A
Approach Delay		13.4			27.3			12.2			25.5	
Approach LOS		B			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 57.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.89			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 110.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	79	89	49	179	162	70	522	8	126	707	19
Future Volume (veh/h)	21	79	89	49	179	162	70	522	8	126	707	19
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	1900	1900	1900	1900	1885	1885	1900	1870	1900	1856	1870	1900
Adj Flow Rate, veh/h	24	89	100	55	201	182	79	587	9	142	794	21
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	1	1	0	2	0	3	2	0
Cap, veh/h	158	204	229	312	228	206	209	1791	27	448	935	805
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1016	817	918	1213	911	825	681	3582	55	815	1870	1610
Grp Volume(v), veh/h	24	0	189	55	0	383	79	291	305	142	794	21
Grp Sat Flow(s),veh/h/ln	1016	0	1735	1213	0	1737	681	1777	1860	815	1870	1610
Q Serve(g_s), s	1.4	0.0	5.5	2.4	0.0	12.7	6.8	5.9	5.9	7.6	22.1	0.4
Cycle Q Clear(g_c), s	14.1	0.0	5.5	7.9	0.0	12.7	29.0	5.9	5.9	13.4	22.1	0.4
Prop In Lane	1.00		0.53	1.00		0.48	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	158	0	434	312	0	434	209	888	930	448	935	805
V/C Ratio(X)	0.15	0.00	0.44	0.18	0.00	0.88	0.38	0.33	0.33	0.32	0.85	0.03
Avail Cap(c_a), veh/h	158	0	434	312	0	434	209	888	930	448	935	805
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.4	0.0	18.9	22.3	0.0	21.6	25.6	9.0	9.0	13.0	13.0	7.6
Incr Delay (d2), s/veh	0.4	0.0	0.7	0.3	0.0	18.7	1.1	0.2	0.2	0.4	7.4	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	0.3	0.0	2.1	0.7	0.0	6.9	1.1	1.8	1.9	1.2	8.8	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.9	0.0	19.6	22.5	0.0	40.4	26.7	9.2	9.2	13.4	20.5	7.6
LnGrp LOS	C	A	B	C	A	D	C	A	A	B	C	A
Approach Vol, veh/h		213			438			675			957	
Approach Delay, s/veh		20.7			38.1			11.2			19.1	
Approach LOS		C			D			B			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		38.0		22.0		38.0		22.0				
Change Period (Y+Rc), s		8.0		7.0		8.0		7.0				
Max Green Setting (Gmax), s		30.0		15.0		30.0		15.0				
Max Q Clear Time (g_c+I1), s		24.1		14.7		31.0		16.1				
Green Ext Time (p_c), s		3.0		0.1		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			20.6									
HCM 6th LOS			C									

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	4429
Vehs Exited	4424
Starting Vehs	233
Ending Vehs	238
Travel Distance (mi)	6658
Travel Time (hr)	223.5
Total Delay (hr)	56.7
Total Stops	5390
Fuel Used (gal)	222.4

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

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

Volumes adjusted by Growth Factors.

Vehs Entered	4429
Vehs Exited	4424
Starting Vehs	233
Ending Vehs	238
Travel Distance (mi)	6658
Travel Time (hr)	223.5
Total Delay (hr)	56.7
Total Stops	5390
Fuel Used (gal)	222.4

Intersection: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	115	200	179	227	28	307	161	153
Average Queue (ft)	23	100	92	131	5	160	81	73
95th Queue (ft)	68	176	160	202	22	265	134	132
Link Distance (ft)		680		844		1214		1010
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	225		250		150		275	
Storage Blk Time (%)						12		
Queuing Penalty (veh)						1		

Intersection: 2: SC 81 (Anderson Rd) & Wren Crossing Ln/Planters Walk Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	95	51	73	72
Average Queue (ft)	17	19	4	3
95th Queue (ft)	50	43	28	26
Link Distance (ft)	277	145	1010	1752
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: SC Highway 86 & SC 81 (Anderson Rd)

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	124	276	48	136	138	258	86	264
Average Queue (ft)	59	140	15	69	70	140	30	94
95th Queue (ft)	104	229	36	118	113	231	64	181
Link Distance (ft)		1189		1294		1752		1416
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)		2				2		1
Queuing Penalty (veh)		2				3		0

Intersection: 4: SC 81 (Anderson Rd) & Still Meadow Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	51	53
Average Queue (ft)	24	4
95th Queue (ft)	43	27
Link Distance (ft)	304	1416
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SC 81 (Anderson Rd) & Airy Springs Rd/Southern Oaks Dr

Movement	EB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	72	74
Average Queue (ft)	38	7
95th Queue (ft)	64	35
Link Distance (ft)	1236	3087
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: SC 81 (Anderson Rd) & Van Henry Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	93	113
Average Queue (ft)	41	12
95th Queue (ft)	71	50
Link Distance (ft)	239	3087
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SC 81 (Anderson Rd) & Mt Airy Church Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	74	99
Average Queue (ft)	38	4
95th Queue (ft)	68	34
Link Distance (ft)	423	1197
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: SC 81 (Anderson Rd) & Orr Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	74
Average Queue (ft)	32
95th Queue (ft)	63
Link Distance (ft)	543
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: SC 81 (Anderson Rd) & Mountain Springs Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	52	55
Average Queue (ft)	21	14
95th Queue (ft)	46	43
Link Distance (ft)	310	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SC 81 (Anderson Rd) & Powdersville YMCA Dwy

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	70
Average Queue (ft)	19	8
95th Queue (ft)	42	39
Link Distance (ft)	508	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: SC 81 (Anderson Rd) & Powdersville YMCA Dwy/Tripp Rd

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	48
Average Queue (ft)	4
95th Queue (ft)	19
Link Distance (ft)	526
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: SC 81 (Anderson Rd) & Wyatt Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	41
Average Queue (ft)	7
95th Queue (ft)	25
Link Distance (ft)	576
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: SC 81 (Anderson Rd) & Tripp Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	50	92
Average Queue (ft)	13	6
95th Queue (ft)	37	35
Link Distance (ft)	408	1169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: SC 81 (Anderson Rd) & Wilson Way

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	52	27
Average Queue (ft)	25	1
95th Queue (ft)	47	9
Link Distance (ft)	867	1472
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: SC 81 (Anderson Rd) & Old Williamston Rd

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	186	50	184
Average Queue (ft)	75	5	64
95th Queue (ft)	162	26	142
Link Distance (ft)	598	1472	1515
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: SC 81 (Anderson Rd) & Jameson Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	50
Average Queue (ft)	21	2
95th Queue (ft)	43	17
Link Distance (ft)	694	1515
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: SC 81 (Anderson Rd) & Cely Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	71	53
Average Queue (ft)	37	4
95th Queue (ft)	61	23
Link Distance (ft)	751	1207
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: SC 81 (Anderson Rd) & Heritage Ln

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	46	53
Average Queue (ft)	13	4
95th Queue (ft)	37	22
Link Distance (ft)	384	973
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: SC 81 (Anderson Rd) & Sherman Rd/Pine Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	55	23	121
Average Queue (ft)	15	20	1	11
95th Queue (ft)	43	44	7	54
Link Distance (ft)	953	948	973	984
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 20: SC 81 (Anderson Rd) & Holborne Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	73
Average Queue (ft)	22
95th Queue (ft)	52
Link Distance (ft)	697
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: SC 81 (Anderson Rd) & Circle Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	302	47	407	204
Average Queue (ft)	169	22	241	104
95th Queue (ft)	264	47	376	190
Link Distance (ft)	1128	401	2070	607
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	R
Maximum Queue (ft)	16	115	39	233	104	134	137	97	150	25
Average Queue (ft)	4	23	3	97	45	71	85	39	56	2
95th Queue (ft)	14	62	17	186	91	119	134	82	107	14
Link Distance (ft)		514		615		607	607		458	458
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		150		100			200		
Storage Blk Time (%)				3	1	1				
Queuing Penalty (veh)				0	5	2				

Network Summary

Network wide Queuing Penalty: 13

Summary of All Intervals

Start Time	4:50
End Time	6:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	4573
Vehs Exited	4560
Starting Vehs	222
Ending Vehs	235
Travel Distance (mi)	7388
Travel Time (hr)	252.8
Total Delay (hr)	67.2
Total Stops	5769
Fuel Used (gal)	247.4

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

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

Volumes adjusted by Growth Factors.

Vehs Entered	4573
Vehs Exited	4560
Starting Vehs	222
Ending Vehs	235
Travel Distance (mi)	7388
Travel Time (hr)	252.8
Total Delay (hr)	67.2
Total Stops	5769
Fuel Used (gal)	247.4

Intersection: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	50	73	160	176	71	186	136	155
Average Queue (ft)	8	51	87	94	7	121	52	69
95th Queue (ft)	30	86	147	160	32	186	97	132
Link Distance (ft)		680		844		1214		1010
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	225		250		150		275	
Storage Blk Time (%)						4		
Queuing Penalty (veh)						1		

Intersection: 2: SC 81 (Anderson Rd) & Wren Crossing Ln/Planters Walk Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	29	73	74
Average Queue (ft)	20	12	9	8
95th Queue (ft)	46	34	40	39
Link Distance (ft)	277	145	1010	1752
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: SC Highway 86 & SC 81 (Anderson Rd)

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	131	175	49	198	133	144	41	221
Average Queue (ft)	30	84	28	104	61	77	9	116
95th Queue (ft)	74	155	53	173	109	128	27	198
Link Distance (ft)		1189		1294		1752		1416
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)				0				1
Queuing Penalty (veh)				0				0

Intersection: 4: SC 81 (Anderson Rd) & Still Meadow Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	44	74
Average Queue (ft)	16	6
95th Queue (ft)	40	31
Link Distance (ft)	304	1416
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SC 81 (Anderson Rd) & Airy Springs Rd/Southern Oaks Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	27	24	72
Average Queue (ft)	19	10	1	5
95th Queue (ft)	44	32	8	29
Link Distance (ft)	1236	677	953	3087
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: SC 81 (Anderson Rd) & Van Henry Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	96	154
Average Queue (ft)	37	59
95th Queue (ft)	69	130
Link Distance (ft)	239	3087
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SC 81 (Anderson Rd) & Mt Airy Church Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	96
Average Queue (ft)	32
95th Queue (ft)	69
Link Distance (ft)	423
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: SC 81 (Anderson Rd) & Orr Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	52	53
Average Queue (ft)	23	3
95th Queue (ft)	45	20
Link Distance (ft)	543	311
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: SC 81 (Anderson Rd) & Mountain Springs Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	53	76
Average Queue (ft)	29	13
95th Queue (ft)	47	50
Link Distance (ft)	310	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SC 81 (Anderson Rd) & Powdersville YMCA Dwy

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	71	134
Average Queue (ft)	38	31
95th Queue (ft)	58	83
Link Distance (ft)	508	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: SC 81 (Anderson Rd) & Powdersville YMCA Dwy/Tripp Rd

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	11	20
Average Queue (ft)	2	1
95th Queue (ft)	8	9
Link Distance (ft)	526	347
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: SC 81 (Anderson Rd) & Wyatt Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	6
95th Queue (ft)	21
Link Distance (ft)	576
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: SC 81 (Anderson Rd) & Tripp Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	29	72
Average Queue (ft)	16	12
95th Queue (ft)	38	46
Link Distance (ft)	408	1169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: SC 81 (Anderson Rd) & Wilson Way

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	51	144
Average Queue (ft)	23	29
95th Queue (ft)	45	86
Link Distance (ft)	867	1472
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: SC 81 (Anderson Rd) & Old Williamston Rd

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	410	19	176
Average Queue (ft)	185	1	86
95th Queue (ft)	353	6	156
Link Distance (ft)	598	1472	1515
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: SC 81 (Anderson Rd) & Jameson Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	78	120
Average Queue (ft)	21	17
95th Queue (ft)	54	71
Link Distance (ft)	694	1515
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: SC 81 (Anderson Rd) & Cely Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	50	313
Average Queue (ft)	28	83
95th Queue (ft)	46	202
Link Distance (ft)	751	1207
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: SC 81 (Anderson Rd) & Heritage Ln

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	29	92
Average Queue (ft)	3	6
95th Queue (ft)	16	38
Link Distance (ft)	384	973
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: SC 81 (Anderson Rd) & Sherman Rd/Pine Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	48	182	62	103
Average Queue (ft)	11	75	2	4
95th Queue (ft)	34	133	20	35
Link Distance (ft)	953	948	973	984
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 20: SC 81 (Anderson Rd) & Holborne Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	73	229
Average Queue (ft)	26	25
95th Queue (ft)	54	109
Link Distance (ft)	697	984
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: SC 81 (Anderson Rd) & Circle Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	177	133	463	585
Average Queue (ft)	72	56	192	310
95th Queue (ft)	136	115	346	525
Link Distance (ft)	1128	401	2070	607
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

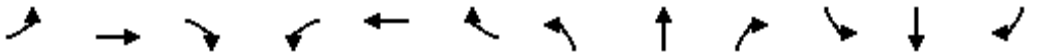
Intersection: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	R
Maximum Queue (ft)	61	111	87	165	103	113	148	299	416	23
Average Queue (ft)	8	39	25	96	30	63	73	58	177	5
95th Queue (ft)	30	83	63	154	67	105	133	142	314	20
Link Distance (ft)		514		615		607	607		458	458
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		150		100			200		
Storage Blk Time (%)				1	1	1			6	
Queuing Penalty (veh)				1	3	1			7	

Network Summary

Network wide Queuing Penalty: 12

Appendix K – No Build 2043 Synchro & Sim Traffic Reports

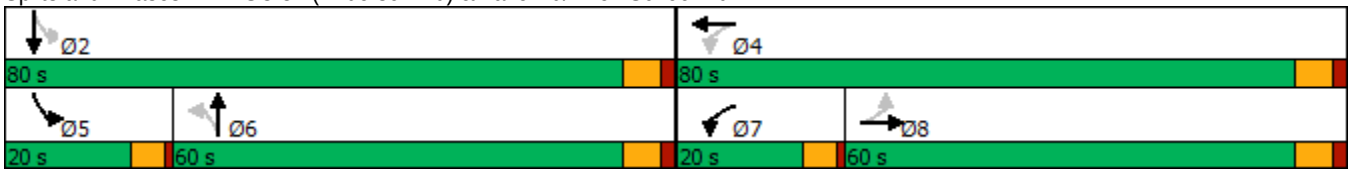


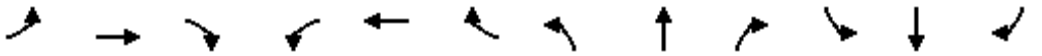
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	229	12	242	140	423	16	374	250	278	303	22
Future Volume (vph)	24	229	12	242	140	423	16	374	250	278	303	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	250		0	150		0	275		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992			0.887			0.940			0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1833	0	1703	1685	0	1805	1737	0	1787	1736	0
Flt Permitted	0.082			0.321			0.493			0.068		
Satd. Flow (perm)	156	1833	0	575	1685	0	937	1737	0	128	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			126			23			3	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		719			882			1253			1080	
Travel Time (s)		14.0			17.2			19.0			16.4	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	0%	3%	0%	6%	0%	0%	0%	4%	1%	1%	9%	0%
Adj. Flow (vph)	33	318	17	336	194	588	22	519	347	386	421	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	335	0	336	782	0	22	866	0	386	452	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)		12			12			12			12	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		8		7	4			6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		7	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		4.0	15.0		20.0	20.0		4.0	20.0	
Minimum Split (s)	22.0	22.0		9.0	34.0		27.0	27.0		9.0	27.0	
Total Split (s)	60.0	60.0		20.0	80.0		60.0	60.0		20.0	80.0	
Total Split (%)	37.5%	37.5%		12.5%	50.0%		37.5%	37.5%		12.5%	50.0%	
Maximum Green (s)	53.5	53.5		15.0	73.5		53.5	53.5		15.0	73.5	
Yellow Time (s)	4.5	4.5		4.0	4.5		4.5	4.5		4.0	4.5	
All-Red Time (s)	2.0	2.0		1.0	2.0		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		5.0	6.5		6.5	6.5		5.0	6.5	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	4.0	4.0		3.0	4.0		4.0	4.0		3.0	4.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)					7.0							
Flash Dont Walk (s)					20.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	48.7	48.7		70.3	68.8		53.6	53.6		75.2	73.7	
Actuated g/C Ratio	0.31	0.31		0.45	0.44		0.34	0.34		0.48	0.47	
v/c Ratio	0.67	0.58		0.91	0.96		0.07	1.41		1.74	0.55	
Control Delay	106.5	48.8		61.9	58.0		37.2	231.2		380.3	33.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	106.5	48.8		61.9	58.0		37.2	231.2		380.3	33.0	
LOS	F	D		E	E		D	F		F	C	
Approach Delay		54.0			59.2			226.4			193.0	
Approach LOS		D			E			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 155.5			
Natural Cycle: 130			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.74			
Intersection Signal Delay: 139.7		Intersection LOS: F	
Intersection Capacity Utilization 116.7%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

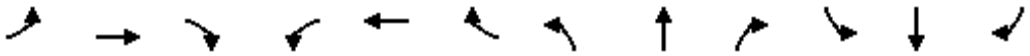




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	229	12	242	140	423	16	374	250	278	303	22
Future Volume (veh/h)	24	229	12	242	140	423	16	374	250	278	303	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1900	1856	1900	1811	1900	1900	1900	1841	1885	1885	1767	1900
Adj Flow Rate, veh/h	33	318	17	336	194	588	22	519	347	386	421	31
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	3	0	6	0	0	0	4	1	1	9	0
Cap, veh/h	45	584	31	395	191	578	303	344	230	213	747	55
Arrive On Green	0.33	0.33	0.33	0.09	0.46	0.46	0.33	0.33	0.33	0.09	0.46	0.46
Sat Flow, veh/h	702	1745	93	1725	415	1258	954	1029	688	1795	1625	120
Grp Volume(v), veh/h	33	0	335	336	0	782	22	0	866	386	0	452
Grp Sat Flow(s),veh/h/ln	702	0	1839	1725	0	1673	954	0	1717	1795	0	1745
Q Serve(g_s), s	0.0	0.0	23.7	15.0	0.0	73.5	2.8	0.0	53.5	15.0	0.0	30.2
Cycle Q Clear(g_c), s	53.5	0.0	23.7	15.0	0.0	73.5	13.0	0.0	53.5	15.0	0.0	30.2
Prop In Lane	1.00		0.05	1.00		0.75	1.00		0.40	1.00		0.07
Lane Grp Cap(c), veh/h	45	0	615	395	0	769	303	0	574	213	0	802
V/C Ratio(X)	0.73	0.00	0.54	0.85	0.00	1.02	0.07	0.00	1.51	1.81	0.00	0.56
Avail Cap(c_a), veh/h	45	0	615	395	0	769	303	0	574	213	0	802
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	80.0	0.0	43.3	41.4	0.0	43.3	43.6	0.0	53.3	52.0	0.0	31.6
Incr Delay (d2), s/veh	49.2	0.0	1.3	16.0	0.0	36.8	0.1	0.0	237.8	382.2	0.0	1.1
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	2.0	0.0	11.1	7.6	0.0	37.6	0.7	0.0	60.4	27.8	0.0	12.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	129.2	0.0	44.6	57.4	0.0	80.1	43.7	0.0	291.0	434.3	0.0	32.7
LnGrp LOS	F	A	D	E	A	F	D	A	F	F	A	C
Approach Vol, veh/h		368			1118			888			838	
Approach Delay, s/veh		52.2			73.3			284.9			217.7	
Approach LOS		D			E			F			F	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		80.0		80.0	20.0	60.0	20.0	60.0				
Change Period (Y+Rc), s		6.5		6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s		73.5		73.5	15.0	53.5	15.0	53.5				
Max Q Clear Time (g_c+I1), s		32.2		75.5	17.0	55.5	17.0	55.5				
Green Ext Time (p_c), s		4.3		0.0	0.0	0.0	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			167.0									
HCM 6th LOS			F									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	12	16	0	22	6	823	7	7	575	1
Future Volume (vph)	18	0	12	16	0	22	6	823	7	7	575	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.945			0.922			0.999				
Flt Protected		0.971			0.979						0.999	
Satd. Flow (prot)	0	1743	0	0	1715	0	0	1861	0	0	1826	0
Flt Permitted		0.971			0.979						0.999	
Satd. Flow (perm)	0	1743	0	0	1715	0	0	1861	0	0	1826	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		307			176			1080			1821	
Travel Time (s)		8.4			4.8			16.4			27.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	22	0	15	20	0	27	7	1004	9	9	701	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	47	0	0	1020	0	0	711	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

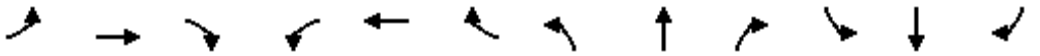
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	0	12	16	0	22	6	823	7	7	575	1
Future Vol, veh/h	18	0	12	16	0	22	6	823	7	7	575	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	4	0
Mvmt Flow	22	0	15	20	0	27	7	1004	9	9	701	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1756	1747	702	1750	1743	1009	702	0	0	1013	0	0
Stage 1	720	720	-	1023	1023	-	-	-	-	-	-	-
Stage 2	1036	1027	-	727	720	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	67	87	442	68	88	294	905	-	-	692	-	-
Stage 1	422	435	-	287	316	-	-	-	-	-	-	-
Stage 2	282	314	-	419	435	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	59	84	442	64	85	294	905	-	-	692	-	-
Mov Cap-2 Maneuver	59	84	-	64	85	-	-	-	-	-	-	-
Stage 1	414	426	-	282	310	-	-	-	-	-	-	-
Stage 2	252	308	-	397	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	70	54.6	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	905	-	-	90	117	692	-	-
HCM Lane V/C Ratio	0.008	-	-	0.407	0.396	0.012	-	-
HCM Control Delay (s)	9	0	-	70	54.6	10.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	1.7	0	-	-

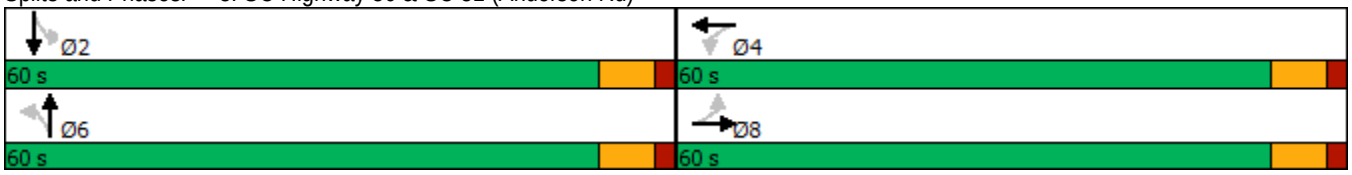


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	455	150	28	254	24	168	581	106	77	392	34
Future Volume (vph)	146	455	150	28	254	24	168	581	106	77	392	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.987			0.977			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1772	0	1805	1793	0	1752	1825	0	1805	1795	0
Flt Permitted	0.467			0.093			0.306			0.075		
Satd. Flow (perm)	879	1772	0	177	1793	0	564	1825	0	142	1795	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			5			10			5	
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		1241			1334			1821			1499	
Travel Time (s)		18.8			22.7			27.6			22.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	3%	4%	0%	5%	0%	3%	2%	0%	0%	5%	0%
Adj. Flow (vph)	176	548	181	34	306	29	202	700	128	93	472	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	729	0	34	335	0	202	828	0	93	513	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)		12			12			12			12	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		27.0	27.0		27.0	27.0	
Total Split (s)	60.0	60.0		60.0	60.0		60.0	60.0		60.0	60.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	53.0	53.0		53.0	53.0		53.0	53.0		53.0	53.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	50.8	50.8		50.8	50.8		53.1	53.1		53.1	53.1	
Actuated g/C Ratio	0.43	0.43		0.43	0.43		0.45	0.45		0.45	0.45	
v/c Ratio	0.47	0.94		0.45	0.43		0.80	1.00		1.48	0.63	
Control Delay	28.6	53.0		45.6	25.0		53.4	64.8		309.2	29.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.6	53.0		45.6	25.0		53.4	64.8		309.2	29.6	
LOS	C	D		D	C		D	E		F	C	
Approach Delay		48.3			26.9			62.6			72.5	
Approach LOS		D			C			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 117.9			
Natural Cycle: 80			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.48			
Intersection Signal Delay: 55.7		Intersection LOS: E	
Intersection Capacity Utilization 122.6%		ICU Level of Service H	
Analysis Period (min) 15			

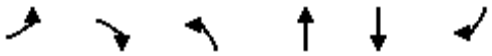
Splits and Phases: 3: SC Highway 86 & SC 81 (Anderson Rd)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	455	150	28	254	24	168	581	106	77	392	34
Future Volume (veh/h)	146	455	150	28	254	24	168	581	106	77	392	34
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	1885	1856	1841	1900	1826	1900	1856	1870	1900	1900	1826	1900
Adj Flow Rate, veh/h	176	548	181	34	306	29	202	700	128	93	472	41
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	3	4	0	5	0	3	2	0	0	5	0
Cap, veh/h	391	590	195	99	725	69	253	679	124	60	731	64
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1054	1335	441	738	1642	156	880	1538	281	673	1656	144
Grp Volume(v), veh/h	176	0	729	34	0	335	202	0	828	93	0	513
Grp Sat Flow(s),veh/h/ln	1054	0	1776	738	0	1798	880	0	1820	673	0	1800
Q Serve(g_s), s	16.5	0.0	46.6	5.5	0.0	15.3	26.3	0.0	53.0	0.0	0.0	26.7
Cycle Q Clear(g_c), s	31.9	0.0	46.6	52.1	0.0	15.3	53.0	0.0	53.0	53.0	0.0	26.7
Prop In Lane	1.00		0.25	1.00		0.09	1.00		0.15	1.00		0.08
Lane Grp Cap(c), veh/h	391	0	784	99	0	794	253	0	804	60	0	795
V/C Ratio(X)	0.45	0.00	0.93	0.34	0.00	0.42	0.80	0.00	1.03	1.55	0.00	0.65
Avail Cap(c_a), veh/h	391	0	784	99	0	794	253	0	804	60	0	795
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	33.9	0.0	31.7	56.4	0.0	23.0	47.4	0.0	33.5	60.0	0.0	26.2
Incr Delay (d2), s/veh	1.2	0.0	17.5	2.9	0.0	0.5	17.1	0.0	39.7	314.1	0.0	2.1
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	4.2	0.0	22.4	1.1	0.0	6.4	7.1	0.0	30.5	7.0	0.0	11.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.1	0.0	49.3	59.3	0.0	23.5	64.6	0.0	73.2	374.1	0.0	28.2
LnGrp LOS	D	A	D	E	A	C	E	A	F	F	A	C
Approach Vol, veh/h		905			369			1030			606	
Approach Delay, s/veh		46.5			26.8			71.5			81.3	
Approach LOS		D			C			E			F	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.0		60.0		60.0		60.0				
Change Period (Y+Rc), s		7.0		7.0		7.0		7.0				
Max Green Setting (Gmax), s		53.0		53.0		53.0		53.0				
Max Q Clear Time (g_c+I1), s		55.0		54.1		55.0		48.6				
Green Ext Time (p_c), s		0.0		0.0		0.0		2.6				

Intersection Summary												
HCM 6th Ctrl Delay			60.1									
HCM 6th LOS			E									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	61	28	719	441	3
Future Volume (vph)	21	61	28	719	441	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.987			0.998		
Satd. Flow (prot)	1686	0	0	1860	1819	0
Flt Permitted	0.987			0.998		
Satd. Flow (perm)	1686	0	0	1860	1819	0
Link Speed (mph)	25			50	45	
Link Distance (ft)	342			1499	1017	
Travel Time (s)	9.3			20.4	15.4	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	2%	4%	50%
Adj. Flow (vph)	25	73	33	856	525	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	0	0	889	529	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

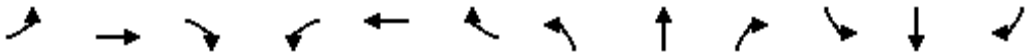
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	61	28	719	441	3
Future Vol, veh/h	21	61	28	719	441	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	2	4	50
Mvmt Flow	25	73	33	856	525	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1449	527	529	0	-	0
Stage 1	527	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	146	555	1048	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	555	1048	-	-	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1048	-	312	-	-
HCM Lane V/C Ratio	0.032	-	0.313	-	-
HCM Control Delay (s)	8.5	0	21.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	3	1	3	0	1	3	712	21	9	440	22
Future Volume (vph)	103	3	1	3	0	1	3	712	21	9	440	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.966			0.996			0.994	
Flt Protected		0.954			0.964						0.999	
Satd. Flow (prot)	0	1811	0	0	1769	0	0	1856	0	0	1802	0
Flt Permitted		0.954			0.964						0.999	
Satd. Flow (perm)	0	1811	0	0	1769	0	0	1856	0	0	1802	0
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1266			710			1017			3146	
Travel Time (s)		34.5			19.4			13.9			42.9	
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 (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	5%	0%
Adj. Flow (vph)	118	3	1	3	0	1	3	818	24	10	506	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	122	0	0	4	0	0	845	0	0	541	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.1%		ICU Level of Service A	
Analysis Period (min) 15			

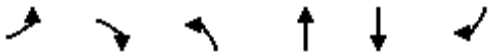
Intersection	
Int Delay, s/veh	12.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	103	3	1	3	0	1	3	712	21	9	440	22
Future Vol, veh/h	103	3	1	3	0	1	3	712	21	9	440	22
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, %	0	0	0	0	0	0	0	2	0	0	5	0
Mvmt Flow	118	3	1	3	0	1	3	818	24	10	506	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1376	1387	519	1377	1387	830	531	0	0	842	0	0
Stage 1	539	539	-	836	836	-	-	-	-	-	-	-
Stage 2	837	848	-	541	551	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	124	144	561	123	144	373	1047	-	-	802	-	-
Stage 1	530	525	-	364	385	-	-	-	-	-	-	-
Stage 2	364	380	-	529	519	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	121	141	561	118	141	373	1047	-	-	802	-	-
Mov Cap-2 Maneuver	121	141	-	118	141	-	-	-	-	-	-	-
Stage 1	527	516	-	362	383	-	-	-	-	-	-	-
Stage 2	361	378	-	515	510	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	152	31.2	0	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1047	-	-	122	142	802	-	-
HCM Lane V/C Ratio	0.003	-	-	1.008	0.032	0.013	-	-
HCM Control Delay (s)	8.4	0	-	152	31.2	9.5	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	6.9	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	175	59	773	287	0
Future Volume (vph)	1	175	59	773	287	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.866					
Flt Protected				0.996		
Satd. Flow (prot)	1629	0	0	1858	1759	0
Flt Permitted				0.996		
Satd. Flow (perm)	1629	0	0	1858	1759	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	331			3146	1358	
Travel Time (s)	7.5			42.9	18.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	2%	8%	0%
Adj. Flow (vph)	1	199	67	878	326	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	200	0	0	945	326	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.9%		ICU Level of Service D	
Analysis Period (min) 15			

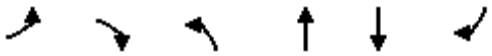
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	175	59	773	287	0
Future Vol, veh/h	1	175	59	773	287	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	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	2	8	0
Mvmt Flow	1	199	67	878	326	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1338	326	326	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.2	-	-	-
Pot Cap-1 Maneuver	170	718	1245	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	152	718	1245	-	-	-
Mov Cap-2 Maneuver	152	-	-	-	-	-
Stage 1	659	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1245	-	703	-	-
HCM Lane V/C Ratio	0.054	-	0.284	-	-
HCM Control Delay (s)	8.1	0	12.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	91	1	3	771	288	22
Future Volume (vph)	91	1	3	771	288	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.990	
Flt Protected	0.953					
Satd. Flow (prot)	1809	0	0	1863	1751	0
Flt Permitted	0.953					
Satd. Flow (perm)	1809	0	0	1863	1751	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	492			1358	364	
Travel Time (s)	9.6			18.5	5.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	2%	8%	0%
Adj. Flow (vph)	107	1	4	907	339	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	0	0	911	365	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

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

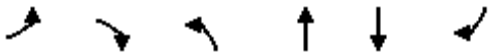
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	1	3	771	288	22
Future Vol, veh/h	91	1	3	771	288	22
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, %	0	0	0	2	8	0
Mvmt Flow	107	1	4	907	339	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1267	352	365	0	-	0
Stage 1	352	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	188	696	1205	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	187	696	1205	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	394	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	47.3	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1205	-	188	-	-
HCM Lane V/C Ratio	0.003	-	0.576	-	-
HCM Control Delay (s)	8	0	47.3	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	3.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	68	4	1	863	308	34
Future Volume (vph)	68	4	1	863	308	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992				0.986	
Flt Protected	0.955					
Satd. Flow (prot)	1767	0	0	1863	1762	0
Flt Permitted	0.955					
Satd. Flow (perm)	1767	0	0	1863	1762	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	574			364	223	
Travel Time (s)	11.2			5.0	3.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	2%	7%	0%
Adj. Flow (vph)	79	5	1	1003	358	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	1004	398	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	68	4	1	863	308	34
Future Vol, veh/h	68	4	1	863	308	34
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	86	86	86	86	86	86
Heavy Vehicles, %	2	0	0	2	7	0
Mvmt Flow	79	5	1	1003	358	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1383	378	398	0	-	0
Stage 1	378	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	158	673	1172	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	158	673	1172	-	-	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	47.4	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1172	-	165	-	-
HCM Lane V/C Ratio	0.001	-	0.507	-	-
HCM Control Delay (s)	8.1	0	47.4	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	2.5	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	45	903	30	30	315
Future Volume (vph)	25	45	903	30	30	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.913		0.996			
Flt Protected	0.982					0.996
Satd. Flow (prot)	1703	0	1856	0	0	1771
Flt Permitted	0.982					0.996
Satd. Flow (perm)	1703	0	1856	0	0	1771
Link Speed (mph)	35		50			50
Link Distance (ft)	338		223			1659
Travel Time (s)	6.6		3.0			22.6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	2%	0%	5%	7%
Adj. Flow (vph)	30	54	1075	36	36	375
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	1111	0	0	411
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

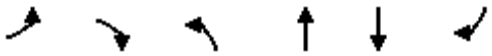
Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	45	903	30	30	315
Future Vol, veh/h	25	45	903	30	30	315
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, %	0	0	2	0	5	7
Mvmt Flow	30	54	1075	36	36	375

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1540	1093	0	0	1111	0
Stage 1	1093	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	128	263	-	-	618	-
Stage 1	324	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	119	263	-	-	618	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.8	0	1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	184	618	-
HCM Lane V/C Ratio	-	-	0.453	0.058	-
HCM Control Delay (s)	-	-	39.8	11.2	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	2.1	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	27	62	886	317	3
Future Volume (vph)	19	27	62	886	317	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980			0.997		
Satd. Flow (prot)	1715	0	0	1860	1775	0
Flt Permitted	0.980			0.997		
Satd. Flow (perm)	1715	0	0	1860	1775	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	538			1659	440	
Travel Time (s)	14.7			22.6	6.0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	22	31	71	1018	364	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	0	1089	367	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 80.3%		ICU Level of Service D	
Analysis Period (min) 15			

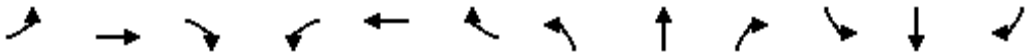
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	27	62	886	317	3
Future Vol, veh/h	19	27	62	886	317	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	22	31	71	1018	364	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1526	366	367	0	-	0
Stage 1	366	-	-	-	-	-
Stage 2	1160	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	131	684	1203	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	113	684	1203	-	-	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	610	-	-	-	-	-
Stage 2	301	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.2	0.5	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1203	-	222	-	-
HCM Lane V/C Ratio	0.059	-	0.238	-	-
HCM Control Delay (s)	8.2	0	26.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	0.9	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	12	0	4	6	893	4	1	314	45
Future Volume (vph)	0	0	0	12	0	4	6	893	4	1	314	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.964			0.999			0.983	
Flt Protected					0.964							
Satd. Flow (prot)	0	1900	0	0	1611	0	0	1861	0	0	1775	0
Flt Permitted					0.964							
Satd. Flow (perm)	0	1900	0	0	1611	0	0	1861	0	0	1775	0
Link Speed (mph)		25			35			50			50	
Link Distance (ft)		162			583			440			489	
Travel Time (s)		4.4			11.4			6.0			6.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	13%	0%	0%	0%	2%	0%	0%	6%	0%
Adj. Flow (vph)	0	0	0	14	0	5	7	1038	5	1	365	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	19	0	0	1050	0	0	418	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		60	15		9	60		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

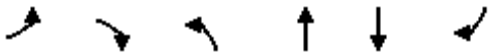
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	0	0	0	12	0	4	6	893	4	1	314	45
Future Vol, veh/h	0	0	0	12	0	4	6	893	4	1	314	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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	13	0	0	0	2	0	0	6	0
Mvmt Flow	0	0	0	14	0	5	7	1038	5	1	365	52

Major/Minor	Minor2			Minor1				Major1			Major2	
Conflicting Flow All	1450	1450	391	1448	1474	1041	417	0	0	1043	0	0
Stage 1	393	393	-	1055	1055	-	-	-	-	-	-	-
Stage 2	1057	1057	-	393	419	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.23	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.23	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.617	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	110	132	662	103	128	282	1153	-	-	675	-	-
Stage 1	636	609	-	260	305	-	-	-	-	-	-	-
Stage 2	275	304	-	610	593	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	130	662	102	126	282	1153	-	-	675	-	-
Mov Cap-2 Maneuver	107	130	-	102	126	-	-	-	-	-	-	-
Stage 1	627	608	-	256	301	-	-	-	-	-	-	-
Stage 2	267	300	-	609	592	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	40.1	0.1	0
HCM LOS	A	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1153	-	-	-	121	675	-	-
HCM Lane V/C Ratio	0.006	-	-	-	0.154	0.002	-	-
HCM Control Delay (s)	8.1	0	-	0	40.1	10.3	0	-
HCM Lane LOS	A	A	-	A	E	B	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.5	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	7	0	899	352	0
Future Volume (vph)	7	7	0	899	352	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1571	0	0	1881	1792	0
Flt Permitted	0.976					
Satd. Flow (perm)	1571	0	0	1881	1792	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	615			489	2253	
Travel Time (s)	14.0			6.7	30.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	20%	0%	1%	6%	0%
Adj. Flow (vph)	8	8	0	1045	409	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	1045	409	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	7	0	899	352	0
Future Vol, veh/h	7	7	0	899	352	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	86	86	86	86	86	86
Heavy Vehicles, %	0	20	0	1	6	0
Mvmt Flow	8	8	0	1045	409	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1454	409	409	0	-	0
Stage 1	409	-	-	-	-	-
Stage 2	1045	-	-	-	-	-
Critical Hdwy	6.4	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	2.2	-	-	-
Pot Cap-1 Maneuver	145	605	1161	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	145	605	1161	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	342	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1161	-	234	-	-
HCM Lane V/C Ratio	-	-	0.07	-	-
HCM Control Delay (s)	0	-	21.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	19	899	10	4	339
Future Volume (vph)	9	19	899	10	4	339
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.999			
Flt Protected	0.984					0.999
Satd. Flow (prot)	1699	0	1880	0	0	1775
Flt Permitted	0.984					0.999
Satd. Flow (perm)	1699	0	1880	0	0	1775
Link Speed (mph)	35		50			40
Link Distance (ft)	439		2253			1223
Travel Time (s)	8.6		30.7			20.8
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%
Adj. Flow (vph)	11	23	1070	12	5	404
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	1082	0	0	409
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	19	899	10	4	339
Future Vol, veh/h	9	19	899	10	4	339
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, %	0	0	1	0	0	7
Mvmt Flow	11	23	1070	12	5	404

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1490	1076	0	0	1082	0
Stage 1	1076	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	138	269	-	-	652	-
Stage 1	330	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	269	-	-	652	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.9	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	205	652	-
HCM Lane V/C Ratio	-	-	0.163	0.007	-
HCM Control Delay (s)	-	-	25.9	10.6	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	36	28	900	19	6	325
Future Volume (vph)	36	28	900	19	6	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941		0.997			
Flt Protected	0.973					0.999
Satd. Flow (prot)	1740	0	1876	0	0	1776
Flt Permitted	0.973					0.999
Satd. Flow (perm)	1740	0	1876	0	0	1776
Link Speed (mph)	25		40			40
Link Distance (ft)	898		1223			1553
Travel Time (s)	24.5		20.8			26.5
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%
Adj. Flow (vph)	44	34	1098	23	7	396
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	1121	0	0	403
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	28	900	19	6	325
Future Vol, veh/h	36	28	900	19	6	325
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	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	7
Mvmt Flow	44	34	1098	23	7	396

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1520	1110	0	0	1121	0
Stage 1	1110	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	132	257	-	-	631	-
Stage 1	318	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	130	257	-	-	631	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	665	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	44.6	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	166	631	-
HCM Lane V/C Ratio	-	-	0.47	0.012	-
HCM Control Delay (s)	-	-	44.6	10.8	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	2.2	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	74	195	621	308	129	269
Future Volume (vph)	74	195	621	308	129	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.902		0.955			
Flt Protected	0.986					0.984
Satd. Flow (prot)	1605	0	1797	0	0	1747
Flt Permitted	0.986					0.984
Satd. Flow (perm)	1605	0	1797	0	0	1747
Link Speed (mph)	40		40			40
Link Distance (ft)	658		1553			1555
Travel Time (s)	11.2		26.5			26.5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	6%	5%	1%	1%	7%	7%
Adj. Flow (vph)	88	232	739	367	154	320
Shared Lane Traffic (%)						
Lane Group Flow (vph)	320	0	1106	0	0	474
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 98.9%		ICU Level of Service F	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	69.7

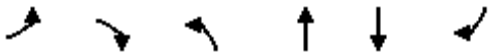
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	74	195	621	308	129	269
Future Vol, veh/h	74	195	621	308	129	269
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	6	5	1	1	7	7
Mvmt Flow	88	232	739	367	154	320

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1551	923	0	0	1106	0
Stage 1	923	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Critical Hdwy	6.46	6.25	-	-	4.17	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.345	-	-	2.263	-
Pot Cap-1 Maneuver	122	323	-	-	613	-
Stage 1	381	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 85	323	-	-	613	-
Mov Cap-2 Maneuver	~ 85	-	-	-	-	-
Stage 1	381	-	-	-	-	-
Stage 2	364	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 407.5	0	4.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	182	613	-
HCM Lane V/C Ratio	-	-	1.76	0.251	-
HCM Control Delay (s)	-	-	$ 407.5	12.8	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	22.6	1	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	39	16	1	835	388	10
Future Volume (vph)	39	16	1	835	388	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961				0.997	
Flt Protected	0.966					
Satd. Flow (prot)	1764	0	0	1863	1773	0
Flt Permitted	0.966					
Satd. Flow (perm)	1764	0	0	1863	1773	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	723			1555	1260	
Travel Time (s)	19.7			26.5	21.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	45	18	1	960	446	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	0	961	457	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

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

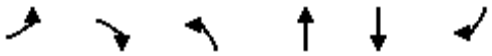
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	16	1	835	388	10
Future Vol, veh/h	39	16	1	835	388	10
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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	45	18	1	960	446	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1414	452	457	0	-	0
Stage 1	452	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	153	612	1114	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	153	612	1114	-	-	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	374	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.9	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1114	-	196	-	-
HCM Lane V/C Ratio	0.001	-	0.323	-	-
HCM Control Delay (s)	8.2	0	31.9	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	80	27	847	322	24
Future Volume (vph)	82	80	27	847	322	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.933				0.991	
Flt Protected	0.975			0.998		
Satd. Flow (prot)	1728	0	0	1857	1753	0
Flt Permitted	0.975			0.998		
Satd. Flow (perm)	1728	0	0	1857	1753	0
Link Speed (mph)	35			40	40	
Link Distance (ft)	783			1260	3935	
Travel Time (s)	15.3			21.5	67.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	6%	2%	8%	0%
Adj. Flow (vph)	94	92	31	974	370	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	0	1005	398	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 82.5%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	82	80	27	847	322	24
Future Vol, veh/h	82	80	27	847	322	24
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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	6	2	8	0
Mvmt Flow	94	92	31	974	370	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1420	384	398	0	-	0
Stage 1	384	-	-	-	-	-
Stage 2	1036	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	152	668	1139	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	143	668	1139	-	-	-
Mov Cap-2 Maneuver	143	-	-	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	61.7	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1139	-	234	-	-
HCM Lane V/C Ratio	0.027	-	0.796	-	-
HCM Control Delay (s)	8.2	0	61.7	-	-
HCM Lane LOS	A	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	5.9	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	27	954	0	15	357
Future Volume (vph)	0	27	954	0	15	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						0.998
Satd. Flow (prot)	1481	0	1863	0	0	1761
Flt Permitted						0.998
Satd. Flow (perm)	1481	0	1863	0	0	1761
Link Speed (mph)	30		40			40
Link Distance (ft)	418		3935			1052
Travel Time (s)	9.5		67.1			17.9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	11%	2%	0%	0%	8%
Adj. Flow (vph)	0	31	1109	0	17	415
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1109	0	0	432
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

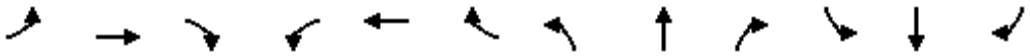
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	27	954	0	15	357
Future Vol, veh/h	0	27	954	0	15	357
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	86	86	86	86	86	86
Heavy Vehicles, %	0	11	2	0	0	8
Mvmt Flow	0	31	1109	0	17	415

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1558	1109	0	0	1109	0
Stage 1	1109	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.4	6.31	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.399	-	-	2.2	-
Pot Cap-1 Maneuver	125	245	-	-	637	-
Stage 1	318	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	245	-	-	637	-
Mov Cap-2 Maneuver	121	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.8	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	245	637	-
HCM Lane V/C Ratio	-	-	0.128	0.027	-
HCM Control Delay (s)	-	-	21.8	10.8	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	7	3	39	1	4	1	869	111	24	325	10
Future Volume (vph)	19	7	3	39	1	4	1	869	111	24	325	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988			0.987			0.985			0.996	
Flt Protected		0.968			0.958						0.997	
Satd. Flow (prot)	0	1725	0	0	1625	0	0	1837	0	0	1767	0
Flt Permitted		0.968			0.958						0.997	
Satd. Flow (perm)	0	1725	0	0	1625	0	0	1837	0	0	1767	0
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		995			978			1052			1056	
Travel Time (s)		19.4			19.1			17.9			18.0	
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 (%)	8%	0%	0%	12%	0%	0%	0%	2%	1%	6%	7%	0%
Adj. Flow (vph)	22	8	3	45	1	5	1	999	128	28	374	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	51	0	0	1128	0	0	413	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

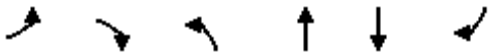
Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	19	7	3	39	1	4	1	869	111	24	325	10
Future Vol, veh/h	19	7	3	39	1	4	1	869	111	24	325	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, %	8	0	0	12	0	0	0	2	1	6	7	0
Mvmt Flow	22	8	3	45	1	5	1	999	128	28	374	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1504	1565	380	1506	1506	1063	385	0	0	1127	0	0
Stage 1	436	436	-	1065	1065	-	-	-	-	-	-	-
Stage 2	1068	1129	-	441	441	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.5	6.2	7.22	6.5	6.2	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.18	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4	3.3	3.608	4	3.3	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	97	113	671	94	122	274	1185	-	-	605	-	-
Stage 1	587	583	-	258	302	-	-	-	-	-	-	-
Stage 2	261	281	-	576	580	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	90	106	671	84	115	274	1185	-	-	605	-	-
Mov Cap-2 Maneuver	90	106	-	84	115	-	-	-	-	-	-	-
Stage 1	586	549	-	257	301	-	-	-	-	-	-	-
Stage 2	255	280	-	531	546	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	55.8	87.3	0	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1185	-	-	103	90	605	-	-
HCM Lane V/C Ratio	0.001	-	-	0.324	0.562	0.046	-	-
HCM Control Delay (s)	8	0	-	55.8	87.3	11.2	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	2.5	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	12	3	898	348	22
Future Volume (vph)	31	12	3	898	348	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961				0.992	
Flt Protected	0.966					
Satd. Flow (prot)	1764	0	0	1863	1761	0
Flt Permitted	0.966					
Satd. Flow (perm)	1764	0	0	1863	1761	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	727			1056	2149	
Travel Time (s)	19.8			18.0	36.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	2%	7%	7%
Adj. Flow (vph)	35	14	3	1020	395	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	0	1023	420	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.6%		ICU Level of Service B	
Analysis Period (min) 15			

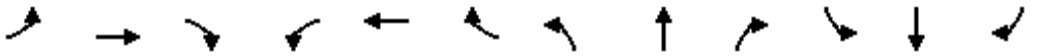
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	12	3	898	348	22
Future Vol, veh/h	31	12	3	898	348	22
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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	7	7
Mvmt Flow	35	14	3	1020	395	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1434	408	420	0	-	0
Stage 1	408	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	149	648	1150	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	148	648	1150	-	-	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	349	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1150	-	189	-	-
HCM Lane V/C Ratio	0.003	-	0.259	-	-
HCM Control Delay (s)	8.1	0	30.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

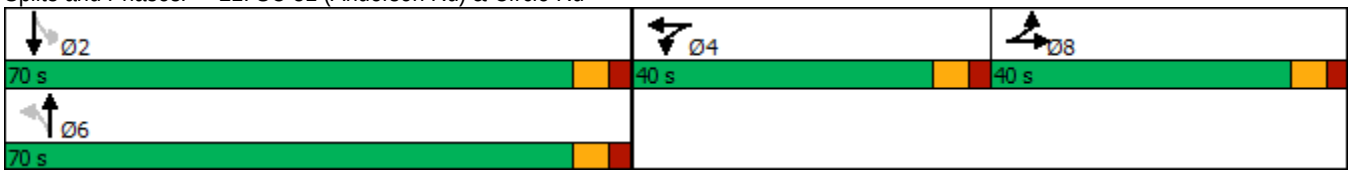


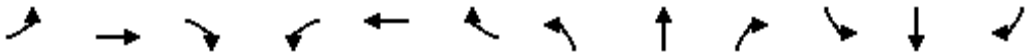
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	395	101	18	10	16	6	16	902	7	1	345	103
Future Volume (vph)	395	101	18	10	16	6	16	902	7	1	345	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.995			0.976			0.999			0.969	
Flt Protected		0.963			0.985			0.999				
Satd. Flow (prot)	0	1788	0	0	1827	0	0	1860	0	0	1747	0
Flt Permitted		0.963			0.985			0.985			0.999	
Satd. Flow (perm)	0	1788	0	0	1827	0	0	1834	0	0	1745	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			7						12	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1166			454			2149			715	
Travel Time (s)		22.7			8.8			36.6			12.2	
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 (%)	2%	0%	8%	0%	0%	0%	0%	2%	0%	0%	7%	0%
Adj. Flow (vph)	488	125	22	12	20	7	20	1114	9	1	426	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	635	0	0	39	0	0	1143	0	0	554	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		-20			-12			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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	8	8		4	4			6			2	
Permitted Phases							6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		27.0	27.0		27.0	27.0	
Total Split (s)	40.0	40.0		40.0	40.0		70.0	70.0		70.0	70.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		46.7%	46.7%		46.7%	46.7%	
Maximum Green (s)	33.5	33.5		33.5	33.5		63.5	63.5		63.5	63.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		6.0	6.0		6.0	6.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	15.0	15.0		15.0	15.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		33.6			12.0			63.7			63.7	
Actuated g/C Ratio		0.27			0.10			0.51			0.51	
v/c Ratio		1.32			0.21			1.22			0.62	
Control Delay		194.4			49.4			138.5			26.1	
Queue Delay		0.0			0.0			0.0			0.6	
Total Delay		194.4			49.4			138.5			26.7	
LOS		F			D			F			C	
Approach Delay		194.4			49.4			138.5			26.7	
Approach LOS		F			D			F			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 124.8			
Natural Cycle: 145			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.32			
Intersection Signal Delay: 125.9		Intersection LOS: F	
Intersection Capacity Utilization 105.7%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 21: SC 81 (Anderson Rd) & Circle Rd

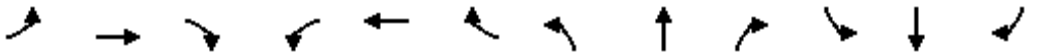




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	395	101	18	10	16	6	16	902	7	1	345	103
Future Volume (veh/h)	395	101	18	10	16	6	16	902	7	1	345	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1900	1781	1900	1900	1900	1900	1870	1900	1900	1796	1900
Adj Flow Rate, veh/h	488	125	22	12	20	7	20	1114	9	1	426	127
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, %	2	0	8	0	0	0	0	2	0	0	7	0
Cap, veh/h	373	96	17	40	66	23	38	920	7	29	676	201
Arrive On Green	0.27	0.27	0.27	0.07	0.07	0.07	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1398	358	63	558	930	326	17	1816	15	0	1336	397
Grp Volume(v), veh/h	635	0	0	39	0	0	1143	0	0	554	0	0
Grp Sat Flow(s),veh/h/ln	1819	0	0	1814	0	0	1848	0	0	1734	0	0
Q Serve(g_s), s	33.5	0.0	0.0	2.6	0.0	0.0	33.5	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	33.5	0.0	0.0	2.6	0.0	0.0	63.5	0.0	0.0	29.3	0.0	0.0
Prop In Lane	0.77		0.03	0.31		0.18	0.02		0.01	0.00		0.23
Lane Grp Cap(c), veh/h	486	0	0	129	0	0	965	0	0	907	0	0
V/C Ratio(X)	1.31	0.00	0.00	0.30	0.00	0.00	1.18	0.00	0.00	0.61	0.00	0.00
Avail Cap(c_a), veh/h	486	0	0	484	0	0	965	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	46.0	0.0	0.0	55.3	0.0	0.0	31.8	0.0	0.0	22.5	0.0	0.0
Incr Delay (d2), s/veh	152.5	0.0	0.0	1.3	0.0	0.0	93.8	0.0	0.0	2.6	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	35.4	0.0	0.0	1.2	0.0	0.0	53.1	0.0	0.0	12.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	198.4	0.0	0.0	56.6	0.0	0.0	125.5	0.0	0.0	25.1	0.0	0.0
LnGrp LOS	F	A	A	E	A	A	F	A	A	C	A	A
Approach Vol, veh/h		635			39			1143			554	
Approach Delay, s/veh		198.4			56.6			125.5			25.1	
Approach LOS		F			E			F			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		15.4		70.0		40.0				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		63.5		33.5		63.5		33.5				
Max Q Clear Time (g_c+I1), s		31.3		4.6		65.5		35.5				
Green Ext Time (p_c), s		9.9		0.1		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			120.5									
HCM 6th LOS			F									

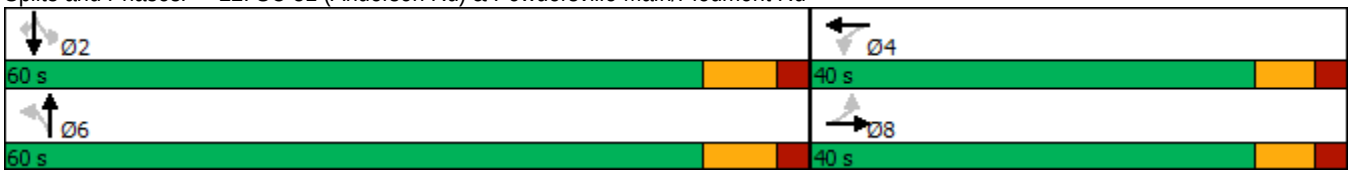


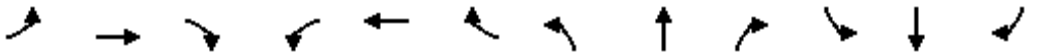
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	101	62	13	187	193	155	1113	15	126	383	13
Future Volume (vph)	13	101	62	13	187	193	155	1113	15	126	383	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.943			0.924			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1704	0	1626	1747	0	1805	3533	0	1719	1810	1615
Flt Permitted	0.208			0.598			0.421			0.112		
Satd. Flow (perm)	395	1704	0	1024	1747	0	800	3533	0	203	1810	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			31			2				44
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		587			678			715			522	
Travel Time (s)		11.4			13.2			12.2			8.9	
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 (%)	0%	4%	7%	11%	0%	1%	0%	2%	0%	5%	5%	0%
Adj. Flow (vph)	16	125	77	16	231	238	191	1374	19	156	473	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	202	0	16	469	0	191	1393	0	156	473	16
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)		12			12			12			12	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		4	4		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	22.0	22.0		22.0	22.0		28.0	28.0		28.0	28.0	28.0
Total Split (s)	40.0	40.0		40.0	40.0		60.0	60.0		60.0	60.0	60.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	60.0%
Maximum Green (s)	33.0	33.0		33.0	33.0		52.0	52.0		52.0	52.0	52.0
Yellow Time (s)	4.5	4.5		4.5	4.5		5.5	5.5		5.5	5.5	5.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	4.0	4.0		4.0	4.0		6.0	6.0		6.0	6.0	6.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Act Effct Green (s)	28.7	28.7		28.7	28.7		52.1	52.1		52.1	52.1	52.1
Actuated g/C Ratio	0.30	0.30		0.30	0.30		0.54	0.54		0.54	0.54	0.54
v/c Ratio	0.14	0.38		0.05	0.86		0.44	0.72		1.42	0.48	0.02
Control Delay	27.2	23.8		23.6	46.3		18.3	20.0		258.3	16.4	0.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	27.2	23.8		23.6	46.3		18.3	20.0		258.3	16.4	0.4
LOS	C	C		C	D		B	B		F	B	A
Approach Delay		24.1			45.5			19.8			74.5	
Approach LOS		C			D			B			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 95.9			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.42			
Intersection Signal Delay: 36.4		Intersection LOS: D	
Intersection Capacity Utilization 88.7%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

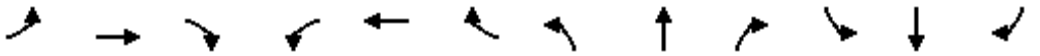




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	101	62	13	187	193	155	1113	15	126	383	13
Future Volume (veh/h)	13	101	62	13	187	193	155	1113	15	126	383	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1900	1841	1796	1737	1900	1885	1900	1870	1900	1826	1826	1900
Adj Flow Rate, veh/h	16	125	77	16	231	238	191	1374	19	156	473	16
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, %	0	4	7	11	0	1	0	2	0	5	5	0
Cap, veh/h	116	321	198	304	258	266	427	1946	27	173	990	873
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.54	0.54	0.54	0.54	0.54	0.54
Sat Flow, veh/h	939	1066	657	1096	857	883	922	3589	50	379	1826	1610
Grp Volume(v), veh/h	16	0	202	16	0	469	191	680	713	156	473	16
Grp Sat Flow(s),veh/h/ln	939	0	1723	1096	0	1741	922	1777	1861	379	1826	1610
Q Serve(g_s), s	1.6	0.0	8.9	1.1	0.0	24.7	15.5	27.2	27.3	24.7	15.3	0.4
Cycle Q Clear(g_c), s	26.3	0.0	8.9	10.0	0.0	24.7	30.8	27.2	27.3	52.0	15.3	0.4
Prop In Lane	1.00		0.38	1.00		0.51	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	116	0	519	304	0	525	427	963	1009	173	990	873
V/C Ratio(X)	0.14	0.00	0.39	0.05	0.00	0.89	0.45	0.71	0.71	0.90	0.48	0.02
Avail Cap(c_a), veh/h	156	0	593	351	0	599	427	963	1009	173	990	873
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.6	0.0	26.5	30.5	0.0	32.0	23.1	16.3	16.3	40.2	13.6	10.1
Incr Delay (d2), s/veh	0.8	0.0	0.7	0.1	0.0	15.3	2.6	3.8	3.7	45.5	1.3	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	0.4	0.0	3.6	0.3	0.0	12.2	3.5	10.8	11.3	5.8	6.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.4	0.0	27.2	30.6	0.0	47.4	25.7	20.1	19.9	85.7	14.9	10.2
LnGrp LOS	D	A	C	C	A	D	C	C	B	F	B	B
Approach Vol, veh/h		218			485			1584			645	
Approach Delay, s/veh		28.5			46.8			20.7			31.9	
Approach LOS		C			D			C			C	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.0		35.9		60.0		35.9				
Change Period (Y+Rc), s		8.0		7.0		8.0		7.0				
Max Green Setting (Gmax), s		52.0		33.0		52.0		33.0				
Max Q Clear Time (g_c+I1), s		54.0		26.7		32.8		28.3				
Green Ext Time (p_c), s		0.0		2.1		16.7		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			28.1									
HCM 6th LOS			C									



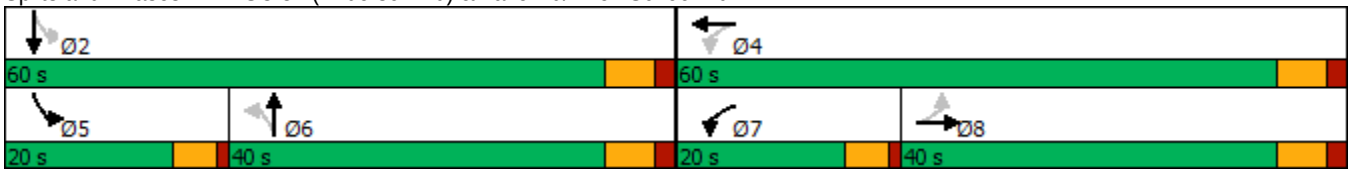
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	98	9	233	141	354	19	337	146	166	276	25
Future Volume (vph)	22	98	9	233	141	354	19	337	146	166	276	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	250		0	150		0	275		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987			0.893			0.955			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1769	0	1752	1670	0	1805	1779	0	1787	1827	0
Flt Permitted	0.227			0.530			0.531			0.103		
Satd. Flow (perm)	431	1769	0	978	1670	0	1009	1779	0	194	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			136			18			5	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		719			882			1253			1080	
Travel Time (s)		14.0			17.2			19.0			16.4	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	0%	5%	17%	3%	3%	1%	0%	2%	2%	1%	3%	0%
Adj. Flow (vph)	29	127	12	303	183	460	25	438	190	216	358	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	139	0	303	643	0	25	628	0	216	390	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)		12			12			12			12	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA		Perm	NA		pm+pt	NA	
Protected Phases		8		7	4			6		5	2	

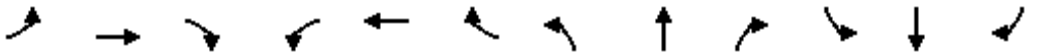
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		7	4		6	6		5	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		4.0	15.0		20.0	20.0		4.0	20.0	
Minimum Split (s)	22.0	22.0		9.0	34.0		27.0	27.0		9.0	27.0	
Total Split (s)	40.0	40.0		20.0	60.0		40.0	40.0		20.0	60.0	
Total Split (%)	33.3%	33.3%		16.7%	50.0%		33.3%	33.3%		16.7%	50.0%	
Maximum Green (s)	33.5	33.5		15.0	53.5		33.5	33.5		15.0	53.5	
Yellow Time (s)	4.5	4.5		4.0	4.5		4.5	4.5		4.0	4.5	
All-Red Time (s)	2.0	2.0		1.0	2.0		2.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		5.0	6.5		6.5	6.5		5.0	6.5	
Lead/Lag	Lag	Lag		Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		None	Min	
Walk Time (s)					7.0							
Flash Dont Walk (s)					20.0							
Pedestrian Calls (#/hr)					0							
Act Effct Green (s)	22.3	22.3		43.6	42.1		33.7	33.7		54.3	52.8	
Actuated g/C Ratio	0.21	0.21		0.40	0.39		0.31	0.31		0.50	0.49	
v/c Ratio	0.33	0.38		0.61	0.88		0.08	1.11		0.71	0.44	
Control Delay	46.4	38.3		28.7	38.1		30.8	105.8		36.4	20.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	46.4	38.3		28.7	38.1		30.8	105.8		36.4	20.9	
LOS	D	D		C	D		C	F		D	C	
Approach Delay		39.7			35.1			102.9			26.4	
Approach LOS		D			D			F			C	

Intersection Summary

Area Type: Other
Cycle Length: 120
Actuated Cycle Length: 108
Natural Cycle: 90
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 1.11
Intersection Signal Delay: 51.9 Intersection LOS: D
Intersection Capacity Utilization 80.0% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

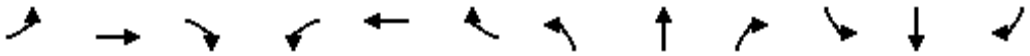




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	98	9	233	141	354	19	337	146	166	276	25
Future Volume (veh/h)	22	98	9	233	141	354	19	337	146	166	276	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1900	1826	1648	1856	1856	1885	1900	1870	1870	1885	1856	1900
Adj Flow Rate, veh/h	29	127	12	303	183	460	25	438	190	216	358	32
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	5	17	3	3	1	0	2	2	1	3	0
Cap, veh/h	112	399	38	532	200	501	375	380	165	248	763	68
Arrive On Green	0.24	0.24	0.24	0.14	0.43	0.43	0.31	0.31	0.31	0.10	0.45	0.45
Sat Flow, veh/h	799	1643	155	1767	468	1176	1010	1237	537	1795	1679	150
Grp Volume(v), veh/h	29	0	139	303	0	643	25	0	628	216	0	390
Grp Sat Flow(s),veh/h/ln	799	0	1798	1767	0	1644	1010	0	1774	1795	0	1829
Q Serve(g_s), s	3.9	0.0	6.9	13.6	0.0	40.2	1.9	0.0	33.5	8.8	0.0	16.1
Cycle Q Clear(g_c), s	24.0	0.0	6.9	13.6	0.0	40.2	2.0	0.0	33.5	8.8	0.0	16.1
Prop In Lane	1.00		0.09	1.00		0.72	1.00		0.30	1.00		0.08
Lane Grp Cap(c), veh/h	112	0	437	532	0	701	375	0	545	248	0	831
V/C Ratio(X)	0.26	0.00	0.32	0.57	0.00	0.92	0.07	0.00	1.15	0.87	0.00	0.47
Avail Cap(c_a), veh/h	164	0	552	532	0	807	375	0	545	313	0	897
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.2	0.0	33.9	24.3	0.0	29.5	26.9	0.0	37.8	27.6	0.0	20.6
Incr Delay (d2), s/veh	1.2	0.0	0.4	1.4	0.0	14.1	0.1	0.0	88.1	19.0	0.0	0.4
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	0.8	0.0	3.0	5.7	0.0	17.8	0.5	0.0	27.0	4.7	0.0	6.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.4	0.0	34.3	25.7	0.0	43.5	27.0	0.0	125.8	46.6	0.0	21.0
LnGrp LOS	D	A	C	C	A	D	C	A	F	D	A	C
Approach Vol, veh/h		168			946			653			606	
Approach Delay, s/veh		37.2			37.8			122.0			30.2	
Approach LOS		D			D			F			C	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		56.0		53.0	16.0	40.0	20.0	33.0				
Change Period (Y+Rc), s		6.5		6.5	5.0	6.5	5.0	6.5				
Max Green Setting (Gmax), s		53.5		53.5	15.0	33.5	15.0	33.5				
Max Q Clear Time (g_c+I1), s		18.1		42.2	10.8	35.5	15.6	26.0				
Green Ext Time (p_c), s		2.3		3.5	0.2	0.0	0.0	0.5				

Intersection Summary		
HCM 6th Ctrl Delay		59.0
HCM 6th LOS		E



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	15	7	0	12	13	594	16	25	684	15
Future Volume (vph)	18	0	15	7	0	12	13	594	16	25	684	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939			0.916			0.996			0.997	
Flt Protected		0.973			0.982			0.999			0.998	
Satd. Flow (prot)	0	1736	0	0	1709	0	0	1855	0	0	1838	0
Flt Permitted		0.973			0.982			0.999			0.998	
Satd. Flow (perm)	0	1736	0	0	1709	0	0	1855	0	0	1838	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		307			176			1080			1821	
Travel Time (s)		8.4			4.8			16.4			27.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	22	0	18	9	0	15	16	724	20	30	834	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	24	0	0	760	0	0	882	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.6%		ICU Level of Service B	
Analysis Period (min) 15			

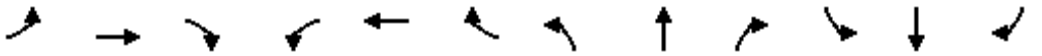
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	0	15	7	0	12	13	594	16	25	684	15
Future Vol, veh/h	18	0	15	7	0	12	13	594	16	25	684	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	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	22	0	18	9	0	15	16	724	20	30	834	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1677	1679	843	1678	1678	734	852	0	0	744	0	0
Stage 1	903	903	-	766	766	-	-	-	-	-	-	-
Stage 2	774	776	-	912	912	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	76	96	367	76	96	423	795	-	-	873	-	-
Stage 1	335	359	-	398	415	-	-	-	-	-	-	-
Stage 2	394	410	-	331	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	68	87	367	67	87	423	795	-	-	873	-	-
Mov Cap-2 Maneuver	68	87	-	67	87	-	-	-	-	-	-	-
Stage 1	324	335	-	384	401	-	-	-	-	-	-	-
Stage 2	367	396	-	294	332	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.9	35	0.2	0.3
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	795	-	-	108	143	873	-	-
HCM Lane V/C Ratio	0.02	-	-	0.373	0.162	0.035	-	-
HCM Control Delay (s)	9.6	0	-	56.9	35	9.3	0	-
HCM Lane LOS	A	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.6	0.1	-	-

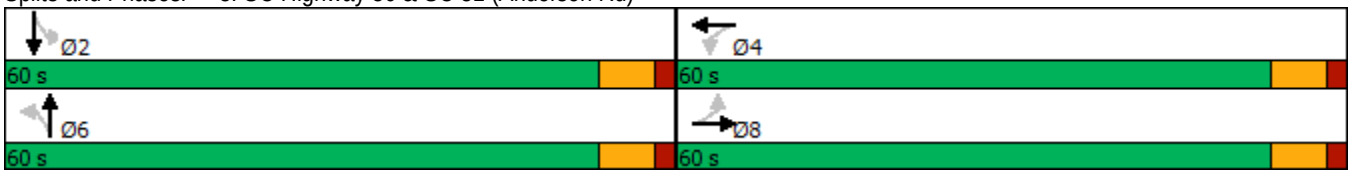


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	264	129	51	361	36	141	428	39	39	563	108
Future Volume (vph)	79	264	129	51	361	36	141	428	39	39	563	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.987			0.987			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1766	0	1805	1794	0	1787	1825	0	1805	1809	0
Flt Permitted	0.224			0.230			0.177			0.351		
Satd. Flow (perm)	426	1766	0	437	1794	0	333	1825	0	667	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			5			5			10	
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		1241			1334			1821			1499	
Travel Time (s)		18.8			22.7			27.6			22.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	3%	1%	0%	5%	0%	1%	3%	0%	0%	3%	0%
Adj. Flow (vph)	93	311	152	60	425	42	166	504	46	46	662	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	463	0	60	467	0	166	550	0	46	789	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)		12			12			12			12	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		27.0	27.0		27.0	27.0	
Total Split (s)	60.0	60.0		60.0	60.0		60.0	60.0		60.0	60.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	53.0	53.0		53.0	53.0		53.0	53.0		53.0	53.0	
Yellow Time (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Act Effct Green (s)	30.4	30.4		30.4	30.4		53.4	53.4		53.4	53.4	
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.55	0.55		0.55	0.55	
v/c Ratio	0.70	0.82		0.44	0.83		0.92	0.55		0.13	0.80	
Control Delay	58.0	41.4		37.4	44.3		75.4	18.6		14.7	27.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	58.0	41.4		37.4	44.3		75.4	18.6		14.7	27.2	
LOS	E	D		D	D		E	B		B	C	
Approach Delay		44.2			43.5			31.8			26.5	
Approach LOS		D			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 97.9			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 35.1		Intersection LOS: D	
Intersection Capacity Utilization 110.4%		ICU Level of Service H	
Analysis Period (min) 15			

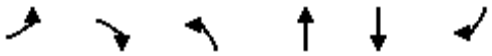
Splits and Phases: 3: SC Highway 86 & SC 81 (Anderson Rd)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	264	129	51	361	36	141	428	39	39	563	108
Future Volume (veh/h)	79	264	129	51	361	36	141	428	39	39	563	108
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	1900	1856	1885	1900	1826	1900	1885	1856	1900	1900	1856	1900
Adj Flow Rate, veh/h	93	311	152	60	425	42	166	504	46	46	662	127
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	3	1	0	5	0	1	3	0	0	3	0
Cap, veh/h	201	429	210	197	596	59	148	842	77	320	760	146
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.50	0.50	0.50	0.50	0.50	0.50
Sat Flow, veh/h	941	1177	575	944	1635	162	692	1675	153	871	1513	290
Grp Volume(v), veh/h	93	0	463	60	0	467	166	0	550	46	0	789
Grp Sat Flow(s),veh/h/ln	941	0	1752	944	0	1797	692	0	1828	871	0	1803
Q Serve(g_s), s	9.9	0.0	24.1	6.2	0.0	23.5	12.2	0.0	22.6	4.2	0.0	40.8
Cycle Q Clear(g_c), s	33.5	0.0	24.1	30.2	0.0	23.5	53.0	0.0	22.6	26.8	0.0	40.8
Prop In Lane	1.00		0.33	1.00		0.09	1.00		0.08	1.00		0.16
Lane Grp Cap(c), veh/h	201	0	639	197	0	655	148	0	919	320	0	906
V/C Ratio(X)	0.46	0.00	0.72	0.30	0.00	0.71	1.12	0.00	0.60	0.14	0.00	0.87
Avail Cap(c_a), veh/h	331	0	881	327	0	903	148	0	919	320	0	906
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.1	0.0	28.9	42.0	0.0	28.8	49.4	0.0	18.7	28.2	0.0	23.2
Incr Delay (d2), s/veh	1.6	0.0	1.9	0.9	0.0	1.6	109.4	0.0	1.1	0.2	0.0	9.2
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	2.3	0.0	9.8	1.5	0.0	9.9	8.3	0.0	8.9	0.9	0.0	17.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.0	30.8	42.9	0.0	30.4	158.8	0.0	19.7	28.4	0.0	32.4
LnGrp LOS	D	A	C	D	A	C	F	A	B	C	A	C
Approach Vol, veh/h		556			527			716			835	
Approach Delay, s/veh		33.1			31.8			52.0			32.2	
Approach LOS		C			C			D			C	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	60.0	45.4	60.0	45.4
Change Period (Y+Rc), s	7.0	7.0	7.0	7.0
Max Green Setting (Gmax), s	53.0	53.0	53.0	53.0
Max Q Clear Time (g_c+I1), s	42.8	32.2	55.0	35.5
Green Ext Time (p_c), s	3.9	3.0	0.0	3.0

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	18	16	535	675	22
Future Volume (vph)	16	18	16	535	675	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929				0.996	
Flt Protected	0.977			0.999		
Satd. Flow (prot)	1725	0	0	1844	1839	0
Flt Permitted	0.977			0.999		
Satd. Flow (perm)	1725	0	0	1844	1839	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	342			1499	1017	
Travel Time (s)	9.3			20.4	13.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	19	21	19	629	794	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	648	820	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

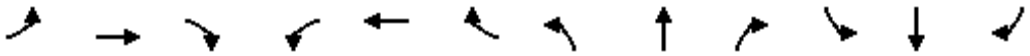
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	18	16	535	675	22
Future Vol, veh/h	16	18	16	535	675	22
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, %	0	0	0	3	3	0
Mvmt Flow	19	21	19	629	794	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1474	807	820	0	-	0
Stage 1	807	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	141	385	818	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	136	385	818	-	-	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.5	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	818	-	207	-	-
HCM Lane V/C Ratio	0.023	-	0.193	-	-
HCM Control Delay (s)	9.5	0	26.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	6	3	7	3	12	3	526	21	15	688	95
Future Volume (vph)	27	6	3	7	3	12	3	526	21	15	688	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.924			0.995			0.984	
Flt Protected		0.964			0.984						0.999	
Satd. Flow (prot)	0	1813	0	0	1728	0	0	1855	0	0	1821	0
Flt Permitted		0.964			0.984						0.999	
Satd. Flow (perm)	0	1813	0	0	1728	0	0	1855	0	0	1821	0
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1266			710			1017			3146	
Travel Time (s)		34.5			19.4			13.9			42.9	
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 (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	31	7	3	8	3	14	3	605	24	17	791	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	25	0	0	632	0	0	917	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			

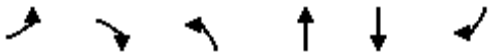
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	6	3	7	3	12	3	526	21	15	688	95
Future Vol, veh/h	27	6	3	7	3	12	3	526	21	15	688	95
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, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	31	7	3	8	3	14	3	605	24	17	791	109

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1512	1515	846	1508	1557	617	900	0	0	629	0	0
Stage 1	880	880	-	623	623	-	-	-	-	-	-	-
Stage 2	632	635	-	885	934	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	100	121	365	100	114	494	763	-	-	963	-	-
Stage 1	345	368	-	477	481	-	-	-	-	-	-	-
Stage 2	472	476	-	342	347	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	116	365	92	109	494	763	-	-	963	-	-
Mov Cap-2 Maneuver	92	116	-	92	109	-	-	-	-	-	-	-
Stage 1	343	355	-	474	478	-	-	-	-	-	-	-
Stage 2	453	473	-	320	335	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	62.5	29.5	0.1	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	763	-	-	102	172	963	-	-
HCM Lane V/C Ratio	0.005	-	-	0.406	0.147	0.018	-	-
HCM Control Delay (s)	9.7	0	-	62.5	29.5	8.8	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.5	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	113	120	458	695	0
Future Volume (vph)	0	113	120	458	695	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected				0.990		
Satd. Flow (prot)	1627	0	0	1848	1845	0
Flt Permitted				0.990		
Satd. Flow (perm)	1627	0	0	1848	1845	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	331			3146	1358	
Travel Time (s)	7.5			42.9	18.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	1%	2%	3%	0%
Adj. Flow (vph)	0	124	132	503	764	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	0	0	635	764	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.3%		ICU Level of Service E	
Analysis Period (min) 15			

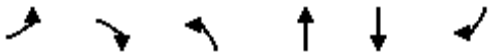
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	113	120	458	695	0
Future Vol, veh/h	0	113	120	458	695	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	91	91	91	91	91	91
Heavy Vehicles, %	0	1	1	2	3	0
Mvmt Flow	0	124	132	503	764	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1531	764	764	0	-	0
Stage 1	764	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	130	405	853	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	102	405	853	-	-	-
Mov Cap-2 Maneuver	102	-	-	-	-	-
Stage 1	363	-	-	-	-	-
Stage 2	462	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.8	2.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	853	-	405	-	-
HCM Lane V/C Ratio	0.155	-	0.307	-	-
HCM Control Delay (s)	10	0	17.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.5	-	1.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	0	1	450	694	80
Future Volume (vph)	55	0	1	450	694	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.986	
Flt Protected	0.950					
Satd. Flow (prot)	1752	0	0	1863	1824	0
Flt Permitted	0.950					
Satd. Flow (perm)	1752	0	0	1863	1824	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	492			1358	364	
Travel Time (s)	9.6			18.5	5.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	0%	2%	3%	0%
Adj. Flow (vph)	57	0	1	464	715	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	0	465	797	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

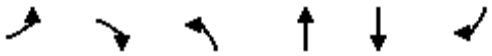
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	0	1	450	694	80
Future Vol, veh/h	55	0	1	450	694	80
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	97	97	97	97	97	97
Heavy Vehicles, %	3	0	0	2	3	0
Mvmt Flow	57	0	1	464	715	82

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1222	756	797	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	197	411	834	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	197	411	834	-	-	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	630	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	834	-	197	-	-
HCM Lane V/C Ratio	0.001	-	0.288	-	-
HCM Control Delay (s)	9.3	0	30.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	59	0	6	499	774	59
Future Volume (vph)	59	0	6	499	774	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.990	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1805	0	0	1861	1847	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1805	0	0	1861	1847	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	574			364	223	
Travel Time (s)	11.2			5.0	3.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	61	0	6	514	798	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	520	859	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	59	0	6	499	774	59
Future Vol, veh/h	59	0	6	499	774	59
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	61	0	6	514	798	61

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1355	829	859	0	-	0
Stage 1	829	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	166	374	791	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	164	374	791	-	-	-
Mov Cap-2 Maneuver	164	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.3	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	791	-	164	-	-
HCM Lane V/C Ratio	0.008	-	0.371	-	-
HCM Control Delay (s)	9.6	0	39.3	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	1.6	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	31	31	533	25	33	804
Future Volume (vph)	31	31	533	25	33	804
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.994			
Flt Protected	0.976					0.998
Satd. Flow (prot)	1728	0	1848	0	0	1857
Flt Permitted	0.976					0.998
Satd. Flow (perm)	1728	0	1848	0	0	1857
Link Speed (mph)	35		50			50
Link Distance (ft)	338		223			1659
Travel Time (s)	6.6		3.0			22.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	6%	5%	2%
Adj. Flow (vph)	32	32	549	26	34	829
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	575	0	0	863
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			

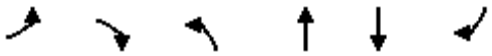
Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	31	533	25	33	804
Future Vol, veh/h	31	31	533	25	33	804
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	6	5	2
Mvmt Flow	32	32	549	26	34	829

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1459	562	0	0	575	0
Stage 1	562	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	144	530	-	-	983	-
Stage 1	575	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	530	-	-	983	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.7	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	215	983	-
HCM Lane V/C Ratio	-	-	0.297	0.035	-
HCM Control Delay (s)	-	-	28.7	8.8	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	71	77	120	449	761	7
Future Volume (vph)	71	77	120	449	761	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930				0.999	
Flt Protected	0.977			0.990		
Satd. Flow (prot)	1726	0	0	1852	1843	0
Flt Permitted	0.977			0.990		
Satd. Flow (perm)	1726	0	0	1852	1843	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	538			1659	440	
Travel Time (s)	14.7			22.6	6.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Adj. Flow (vph)	73	79	124	463	785	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	0	587	792	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.4%		ICU Level of Service E	
Analysis Period (min) 15			

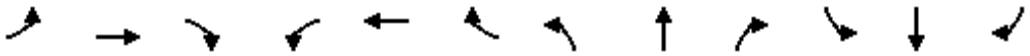
Intersection	
Int Delay, s/veh	9.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	71	77	120	449	761	7
Future Vol, veh/h	71	77	120	449	761	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	73	79	124	463	785	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1500	789	792	0	-	0
Stage 1	789	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	136	394	838	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	109	394	838	-	-	-
Mov Cap-2 Maneuver	109	-	-	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	490	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	91.1	2.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	838	-	175	-	-
HCM Lane V/C Ratio	0.148	-	0.872	-	-
HCM Control Delay (s)	10	0	91.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	6.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	0	1	6	513	1	3	762	70
Future Volume (vph)	0	0	0	6	0	1	6	513	1	3	762	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.981						0.989	
Flt Protected					0.959			0.999				
Satd. Flow (prot)	0	1900	0	0	1787	0	0	1861	0	0	1826	0
Flt Permitted					0.959			0.999				
Satd. Flow (perm)	0	1900	0	0	1787	0	0	1861	0	0	1826	0
Link Speed (mph)		25			35			50			50	
Link Distance (ft)		162			583			440			489	
Travel Time (s)		4.4			11.4			6.0			6.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	50%	3%	0%
Adj. Flow (vph)	0	0	0	6	0	1	6	523	1	3	778	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	7	0	0	530	0	0	852	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

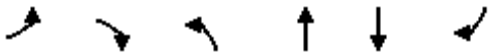
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	0	6	0	1	6	513	1	3	762	70
Future Vol, veh/h	0	0	0	6	0	1	6	513	1	3	762	70
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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	50	3	0
Mvmt Flow	0	0	0	6	0	1	6	523	1	3	778	71

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1356	1356	814	1356	1391	524	849	0	0	524	0	0
Stage 1	820	820	-	536	536	-	-	-	-	-	-	-
Stage 2	536	536	-	820	855	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	128	151	381	128	143	557	798	-	-	838	-	-
Stage 1	372	392	-	532	527	-	-	-	-	-	-	-
Stage 2	532	527	-	372	378	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	126	148	381	126	140	557	798	-	-	838	-	-
Mov Cap-2 Maneuver	126	148	-	126	140	-	-	-	-	-	-	-
Stage 1	368	389	-	526	521	-	-	-	-	-	-	-
Stage 2	525	521	-	369	375	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	31.7	0.1	0
HCM LOS	A	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	798	-	-	-	142	838	-	-
HCM Lane V/C Ratio	0.008	-	-	-	0.05	0.004	-	-
HCM Control Delay (s)	9.5	0	-	0	31.7	9.3	0	-
HCM Lane LOS	A	A	-	A	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	0.2	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	4	3	513	829	15
Future Volume (vph)	9	4	3	513	829	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958				0.998	
Flt Protected	0.967					
Satd. Flow (prot)	1598	0	0	1863	1860	0
Flt Permitted	0.967					
Satd. Flow (perm)	1598	0	0	1863	1860	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	615			489	2253	
Travel Time (s)	14.0			6.7	30.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	33%	0%	2%	2%	0%
Adj. Flow (vph)	9	4	3	534	864	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	537	880	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

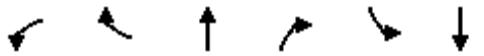
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	4	3	513	829	15
Future Vol, veh/h	9	4	3	513	829	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	33	0	2	2	0
Mvmt Flow	9	4	3	534	864	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1412	872	880	0	-	0
Stage 1	872	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	6.4	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	154	308	777	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	153	308	777	-	-	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.5	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	777	-	181	-	-
HCM Lane V/C Ratio	0.004	-	0.075	-	-
HCM Control Delay (s)	9.7	0	26.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	19	508	9	39	819
Future Volume (vph)	22	19	508	9	39	819
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937		0.998			
Flt Protected	0.974					0.998
Satd. Flow (prot)	1734	0	1860	0	0	1857
Flt Permitted	0.974					0.998
Satd. Flow (perm)	1734	0	1860	0	0	1857
Link Speed (mph)	35		50			40
Link Distance (ft)	439		2253			1223
Travel Time (s)	8.6		30.7			20.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	0%	4%	2%
Adj. Flow (vph)	23	20	535	9	41	862
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	544	0	0	903
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	19	508	9	39	819
Future Vol, veh/h	22	19	508	9	39	819
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	4	2
Mvmt Flow	23	20	535	9	41	862

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1484	540	0	0	544	0
Stage 1	540	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	139	546	-	-	1015	-
Stage 1	588	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	128	546	-	-	1015	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.2	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	198	1015	-
HCM Lane V/C Ratio	-	-	0.218	0.04	-
HCM Control Delay (s)	-	-	28.2	8.7	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	25	528	12	52	857
Future Volume (vph)	13	25	528	12	52	857
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910		0.997			
Flt Protected	0.984					0.997
Satd. Flow (prot)	1641	0	1858	0	0	1859
Flt Permitted	0.984					0.997
Satd. Flow (perm)	1641	0	1858	0	0	1859
Link Speed (mph)	25		40			40
Link Distance (ft)	898		1223			1553
Travel Time (s)	24.5		20.8			26.5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	11%	0%	2%	0%	0%	2%
Adj. Flow (vph)	13	26	539	12	53	874
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	551	0	0	927
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.8%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	25	528	12	52	857
Future Vol, veh/h	13	25	528	12	52	857
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	98	98	98	98	98	98
Heavy Vehicles, %	11	0	2	0	0	2
Mvmt Flow	13	26	539	12	53	874

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1525	545	0	0	551	0
Stage 1	545	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Critical Hdwy	6.51	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	124	542	-	-	1029	-
Stage 1	563	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	112	542	-	-	1029	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	315	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.4	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	234	1029	-
HCM Lane V/C Ratio	-	-	0.166	0.052	-
HCM Control Delay (s)	-	-	23.4	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	141	245	470	76	256	771
Future Volume (vph)	141	245	470	76	256	771
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.914		0.981			
Flt Protected	0.982					0.988
Satd. Flow (prot)	1666	0	1827	0	0	1845
Flt Permitted	0.982					0.988
Satd. Flow (perm)	1666	0	1827	0	0	1845
Link Speed (mph)	40		40			40
Link Distance (ft)	658		1553			1555
Travel Time (s)	11.2		26.5			26.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	1%	2%
Adj. Flow (vph)	145	253	485	78	264	795
Shared Lane Traffic (%)						
Lane Group Flow (vph)	398	0	563	0	0	1059
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 117.0%		ICU Level of Service H	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	261.9

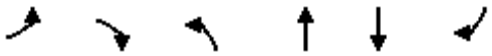
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	141	245	470	76	256	771
Future Vol, veh/h	141	245	470	76	256	771
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	2	2	2	1	2
Mvmt Flow	145	253	485	78	264	795

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1847	524	0	0	563	0
Stage 1	524	-	-	-	-	-
Stage 2	1323	-	-	-	-	-
Critical Hdwy	6.43	6.22	-	-	4.11	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.318	-	-	2.209	-
Pot Cap-1 Maneuver	~ 82	553	-	-	1013	-
Stage 1	592	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 44	553	-	-	1013	-
Mov Cap-2 Maneuver	~ 44	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	~ 132	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	$ 1323	0	2.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	106	1013	-
HCM Lane V/C Ratio	-	-	3.754	0.261	-
HCM Control Delay (s)	-	-	$ 1323	9.8	0
HCM Lane LOS	-	-	F	A	A
HCM 95th %tile Q(veh)	-	-	40.2	1	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	7	22	682	1031	42
Future Volume (vph)	19	7	22	682	1031	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.965				0.995	
Flt Protected	0.964			0.998		
Satd. Flow (prot)	1591	0	0	1856	1855	0
Flt Permitted	0.964			0.998		
Satd. Flow (perm)	1591	0	0	1856	1855	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	723			1555	1260	
Travel Time (s)	19.7			26.5	21.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	15%	0%	7%	2%	2%	0%
Adj. Flow (vph)	20	7	23	710	1074	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	733	1118	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			

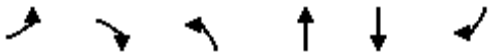
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	7	22	682	1031	42
Future Vol, veh/h	19	7	22	682	1031	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	15	0	7	2	2	0
Mvmt Flow	20	7	23	710	1074	44

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1852	1096	1118	0	-	0
Stage 1	1096	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Critical Hdwy	6.55	6.2	4.17	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.3	2.263	-	-	-
Pot Cap-1 Maneuver	75	262	607	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	262	607	-	-	-
Mov Cap-2 Maneuver	70	-	-	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	64.1	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	607	-	87	-	-
HCM Lane V/C Ratio	0.038	-	0.311	-	-
HCM Control Delay (s)	11.2	0	64.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	62	82	624	1012	59
Future Volume (vph)	19	62	82	624	1012	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896				0.993	
Flt Protected	0.989			0.994		
Satd. Flow (prot)	1621	0	0	1852	1866	0
Flt Permitted	0.989			0.994		
Satd. Flow (perm)	1621	0	0	1852	1866	0
Link Speed (mph)	35			40	40	
Link Distance (ft)	783			1260	3935	
Travel Time (s)	15.3			21.5	67.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	5%	2%	2%	1%	3%
Adj. Flow (vph)	19	63	84	637	1033	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	0	0	721	1093	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 109.1%		ICU Level of Service H	
Analysis Period (min) 15			

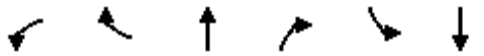
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	62	82	624	1012	59
Future Vol, veh/h	19	62	82	624	1012	59
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	98	98	98	98	98	98
Heavy Vehicles, %	0	5	2	2	1	3
Mvmt Flow	19	63	84	637	1033	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1868	1063	1093	0	-	0
Stage 1	1063	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	81	268	638	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	64	268	638	-	-	-
Mov Cap-2 Maneuver	64	-	-	-	-	-
Stage 1	267	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	53.2	1.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	638	-	153	-	-
HCM Lane V/C Ratio	0.131	-	0.54	-	-
HCM Control Delay (s)	11.5	0	53.2	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	2.7	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	4	637	1	7	1083
Future Volume (vph)	4	4	637	1	7	1083
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1728	0	1863	0	0	1863
Flt Permitted	0.976					
Satd. Flow (perm)	1728	0	1863	0	0	1863
Link Speed (mph)	30		40			40
Link Distance (ft)	418		3935			1052
Travel Time (s)	9.5		67.1			17.9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Adj. Flow (vph)	4	4	650	1	7	1105
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	651	0	0	1112
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			

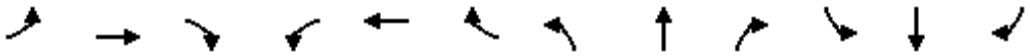
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	637	1	7	1083
Future Vol, veh/h	4	4	637	1	7	1083
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	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	4	4	650	1	7	1105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1770	651	0	0	651	0
Stage 1	651	-	-	-	-	-
Stage 2	1119	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	93	472	-	-	945	-
Stage 1	523	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	91	472	-	-	945	-
Mov Cap-2 Maneuver	91	-	-	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	309	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.9	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	153	945	-
HCM Lane V/C Ratio	-	-	0.053	0.008	-
HCM Control Delay (s)	-	-	29.9	8.8	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	6	4	144	12	58	3	633	27	13	923	12
Future Volume (vph)	13	6	4	144	12	58	3	633	27	13	923	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977			0.963			0.994			0.998	
Flt Protected		0.973			0.967						0.999	
Satd. Flow (prot)	0	1806	0	0	1757	0	0	1849	0	0	1855	0
Flt Permitted		0.973			0.967						0.999	
Satd. Flow (perm)	0	1806	0	0	1757	0	0	1849	0	0	1855	0
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		995			978			1052			1056	
Travel Time (s)		19.4			19.1			17.9			18.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	2%	6%	11%	2%	0%
Adj. Flow (vph)	13	6	4	148	12	60	3	653	28	13	952	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	220	0	0	684	0	0	977	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 81.0%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	83.2

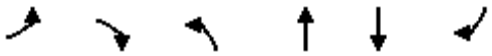
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	6	4	144	12	58	3	633	27	13	923	12
Future Vol, veh/h	13	6	4	144	12	58	3	633	27	13	923	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	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	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	0	0	0	2	6	11	2	0
Mvmt Flow	13	6	4	148	12	60	3	653	28	13	952	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1693	1671	958	1662	1663	667	964	0	0	681	0	0
Stage 1	984	984	-	673	673	-	-	-	-	-	-	-
Stage 2	709	687	-	989	990	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.5	6.2	4.1	-	-	4.21	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4	3.3	2.2	-	-	2.299	-	-
Pot Cap-1 Maneuver	74	97	315	~ 78	98	462	722	-	-	871	-	-
Stage 1	302	329	-	446	457	-	-	-	-	-	-	-
Stage 2	428	450	-	298	327	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	93	315	~ 71	94	462	722	-	-	871	-	-
Mov Cap-2 Maneuver	56	93	-	~ 71	94	-	-	-	-	-	-	-
Stage 1	300	318	-	443	454	-	-	-	-	-	-	-
Stage 2	360	447	-	279	317	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	75.1	$ 710.1	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	722	-	-	74	94	871	-	-
HCM Lane V/C Ratio	0.004	-	-	0.32	2.347	0.015	-	-
HCM Control Delay (s)	10	0	-	75.1	$ 710.1	9.2	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	20	0	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	21	25	658	969	33
Future Volume (vph)	19	21	25	658	969	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929				0.996	
Flt Protected	0.977			0.998		
Satd. Flow (prot)	1725	0	0	1860	1856	0
Flt Permitted	0.977			0.998		
Satd. Flow (perm)	1725	0	0	1860	1856	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	727			1056	2149	
Travel Time (s)	19.8			18.0	36.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	20	22	26	678	999	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	704	1033	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

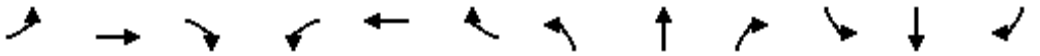
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	21	25	658	969	33
Future Vol, veh/h	19	21	25	658	969	33
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	20	22	26	678	999	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1746	1016	1033	0	-	0
Stage 1	1016	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	96	291	681	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	90	291	681	-	-	-
Mov Cap-2 Maneuver	90	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.8	0.4	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	681	-	141	-	-
HCM Lane V/C Ratio	0.038	-	0.292	-	-
HCM Control Delay (s)	10.5	0	40.8	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-

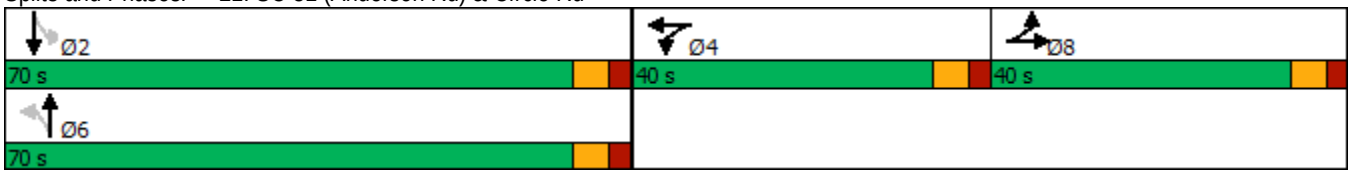


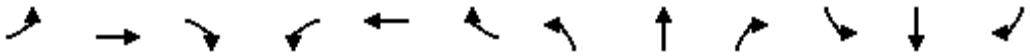
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	27	19	21	82	6	13	685	9	1	917	195
Future Volume (vph)	119	27	19	21	82	6	13	685	9	1	917	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.985			0.993			0.998			0.976	
Flt Protected		0.965			0.990			0.999				
Satd. Flow (prot)	0	1773	0	0	1868	0	0	1858	0	0	1821	0
Flt Permitted		0.965			0.990			0.970				
Satd. Flow (perm)	0	1773	0	0	1868	0	0	1804	0	0	1821	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			2			1			9	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1166			454			2149			715	
Travel Time (s)		22.7			8.8			36.6			12.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	8%	0%	0%	0%	0%	2%	0%	0%	2%	1%
Adj. Flow (vph)	128	29	20	23	88	6	14	737	10	1	986	210
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	177	0	0	117	0	0	761	0	0	1197	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			12	
Link Offset(ft)		-20			-12			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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	
Protected Phases	8	8		4	4			6			2	
Permitted Phases							6			2		
Detector Phase	8	8		4	4		6	6		2	2	
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		20.0	20.0	
Minimum Split (s)	29.0	29.0		29.0	29.0		27.0	27.0		27.0	27.0	
Total Split (s)	40.0	40.0		40.0	40.0		70.0	70.0		70.0	70.0	
Total Split (%)	26.7%	26.7%		26.7%	26.7%		46.7%	46.7%		46.7%	46.7%	
Maximum Green (s)	33.5	33.5		33.5	33.5		63.5	63.5		63.5	63.5	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			6.5			6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0							
Flash Dont Walk (s)	15.0	15.0		15.0	15.0							
Pedestrian Calls (#/hr)	0	0		0	0							
Act Effct Green (s)		16.6			13.6			63.7			63.7	
Actuated g/C Ratio		0.15			0.12			0.56			0.56	
v/c Ratio		0.67			0.52			0.75			1.17	
Control Delay		58.1			55.7			26.0			111.4	
Queue Delay		0.0			0.0			0.0			0.3	
Total Delay		58.1			55.7			26.0			111.8	
LOS		E			E			C			F	
Approach Delay		58.1			55.7			26.0			111.8	
Approach LOS		E			E			C			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 113.4			
Natural Cycle: 145			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.17			
Intersection Signal Delay: 75.6		Intersection LOS: E	
Intersection Capacity Utilization 87.3%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 21: SC 81 (Anderson Rd) & Circle Rd

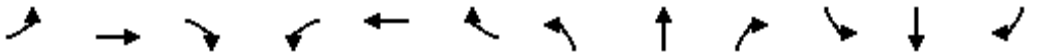




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	27	19	21	82	6	13	685	9	1	917	195
Future Volume (veh/h)	119	27	19	21	82	6	13	685	9	1	917	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1900	1811	1781	1900	1900	1900	1900	1870	1900	1900	1870	1885
Adj Flow Rate, veh/h	128	29	20	23	88	6	14	737	10	1	986	210
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	6	8	0	0	0	0	2	0	0	2	1
Cap, veh/h	157	36	25	39	151	10	41	1024	14	33	876	186
Arrive On Green	0.13	0.13	0.13	0.11	0.11	0.11	0.59	0.59	0.59	0.59	0.59	0.59
Sat Flow, veh/h	1240	281	194	367	1402	96	13	1747	23	0	1495	318
Grp Volume(v), veh/h	177	0	0	117	0	0	761	0	0	1197	0	0
Grp Sat Flow(s),veh/h/ln	1714	0	0	1864	0	0	1783	0	0	1813	0	0
Q Serve(g_s), s	10.9	0.0	0.0	6.5	0.0	0.0	0.0	0.0	0.0	7.8	0.0	0.0
Cycle Q Clear(g_c), s	10.9	0.0	0.0	6.5	0.0	0.0	30.9	0.0	0.0	63.5	0.0	0.0
Prop In Lane	0.72		0.11	0.20		0.05	0.02		0.01	0.00		0.18
Lane Grp Cap(c), veh/h	217	0	0	200	0	0	1079	0	0	1096	0	0
V/C Ratio(X)	0.82	0.00	0.00	0.58	0.00	0.00	0.71	0.00	0.00	1.09	0.00	0.00
Avail Cap(c_a), veh/h	530	0	0	576	0	0	1079	0	0	1096	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	46.1	0.0	0.0	46.1	0.0	0.0	15.7	0.0	0.0	23.4	0.0	0.0
Incr Delay (d2), s/veh	7.3	0.0	0.0	2.7	0.0	0.0	2.1	0.0	0.0	56.1	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	5.0	0.0	0.0	3.1	0.0	0.0	12.4	0.0	0.0	42.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	0.0	0.0	48.7	0.0	0.0	17.8	0.0	0.0	79.5	0.0	0.0
LnGrp LOS	D	A	A	D	A	A	B	A	A	F	A	A
Approach Vol, veh/h		177			117			761			1197	
Approach Delay, s/veh		53.4			48.7			17.8			79.5	
Approach LOS		D			D			B			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		70.0		18.1		70.0		20.2				
Change Period (Y+Rc), s		6.5		6.5		6.5		6.5				
Max Green Setting (Gmax), s		63.5		33.5		63.5		33.5				
Max Q Clear Time (g_c+I1), s		65.5		8.5		32.9		12.9				
Green Ext Time (p_c), s		0.0		0.6		6.0		0.9				

Intersection Summary												
HCM 6th Ctrl Delay			55.0									
HCM 6th LOS			D									

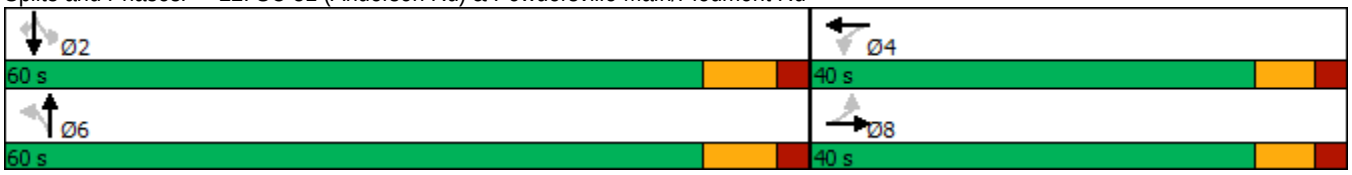


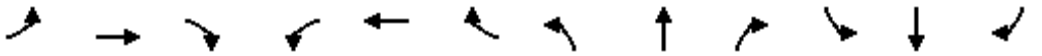
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	107	120	65	241	218	94	703	10	169	951	25
Future Volume (vph)	28	107	120	65	241	218	94	703	10	169	951	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.921			0.929			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1750	0	1805	1748	0	1805	3533	0	1752	1863	1615
Flt Permitted	0.153			0.518			0.077			0.311		
Satd. Flow (perm)	291	1750	0	984	1748	0	146	3533	0	574	1863	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		60			49			2				44
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		587			678			715			522	
Travel Time (s)		11.4			13.2			12.2			8.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%	0%	2%	0%	3%	2%	0%
Adj. Flow (vph)	31	120	135	73	271	245	106	790	11	190	1069	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	255	0	73	516	0	106	801	0	190	1069	28
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)		12			12			12			12	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	Perm
Protected Phases		8			4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		4	4		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		20.0	20.0		20.0	20.0	20.0
Minimum Split (s)	22.0	22.0		22.0	22.0		28.0	28.0		28.0	28.0	28.0
Total Split (s)	40.0	40.0		40.0	40.0		60.0	60.0		60.0	60.0	60.0
Total Split (%)	40.0%	40.0%		40.0%	40.0%		60.0%	60.0%		60.0%	60.0%	60.0%
Maximum Green (s)	33.0	33.0		33.0	33.0		52.0	52.0		52.0	52.0	52.0
Yellow Time (s)	4.5	4.5		4.5	4.5		5.5	5.5		5.5	5.5	5.5
All-Red Time (s)	2.5	2.5		2.5	2.5		2.5	2.5		2.5	2.5	2.5
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	7.0	7.0		7.0	7.0		8.0	8.0		8.0	8.0	8.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		Min	Min		Min	Min	Min
Act Effct Green (s)	29.5	29.5		29.5	29.5		52.1	52.1		52.1	52.1	52.1
Actuated g/C Ratio	0.31	0.31		0.31	0.31		0.54	0.54		0.54	0.54	0.54
v/c Ratio	0.35	0.44		0.24	0.91		1.36	0.42		0.61	1.06	0.03
Control Delay	38.4	22.6		27.2	50.8		252.8	14.6		27.3	71.9	2.0
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	38.4	22.6		27.2	50.8		252.8	14.6		27.3	71.9	2.0
LOS	D	C		C	D		F	B		C	E	A
Approach Delay		24.4			47.9			42.5			63.8	
Approach LOS		C			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 100			
Actuated Cycle Length: 96.7			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.36			
Intersection Signal Delay: 50.8		Intersection LOS: D	
Intersection Capacity Utilization 130.2%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	107	120	65	241	218	94	703	10	169	951	25
Future Volume (veh/h)	28	107	120	65	241	218	94	703	10	169	951	25
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	1900	1900	1900	1900	1885	1885	1900	1870	1900	1856	1870	1900
Adj Flow Rate, veh/h	31	120	135	73	271	245	106	790	11	190	1069	28
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	1	1	0	2	0	3	2	0
Cap, veh/h	114	269	303	317	301	272	72	1866	26	331	973	837
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	899	816	918	1142	912	825	522	3588	50	674	1870	1610
Grp Volume(v), veh/h	31	0	255	73	0	516	106	391	410	190	1069	28
Grp Sat Flow(s),veh/h/ln	899	0	1735	1142	0	1737	522	1777	1861	674	1870	1610
Q Serve(g_s), s	3.4	0.0	11.5	5.4	0.0	28.3	0.0	13.6	13.6	24.2	52.0	0.8
Cycle Q Clear(g_c), s	31.7	0.0	11.5	16.9	0.0	28.3	52.0	13.6	13.6	37.7	52.0	0.8
Prop In Lane	1.00		0.53	1.00		0.47	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	114	0	572	317	0	573	72	924	968	331	973	837
V/C Ratio(X)	0.27	0.00	0.45	0.23	0.00	0.90	1.47	0.42	0.42	0.57	1.10	0.03
Avail Cap(c_a), veh/h	114	0	572	317	0	573	72	924	968	331	973	837
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	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.1	0.0	26.3	33.0	0.0	31.9	50.0	14.8	14.8	26.4	24.0	11.7
Incr Delay (d2), s/veh	1.3	0.0	0.5	0.4	0.0	17.3	273.1	0.3	0.3	2.4	59.9	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	0.8	0.0	4.7	1.5	0.0	14.1	7.2	5.1	5.3	3.9	36.4	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.3	0.0	26.9	33.3	0.0	49.2	323.1	15.1	15.1	28.8	83.9	11.7
LnGrp LOS	D	A	C	C	A	D	F	B	B	C	F	B
Approach Vol, veh/h		286			589			907			1287	
Approach Delay, s/veh		29.2			47.2			51.1			74.2	
Approach LOS		C			D			D			E	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		60.0		40.0		60.0		40.0				
Change Period (Y+Rc), s		8.0		7.0		8.0		7.0				
Max Green Setting (Gmax), s		52.0		33.0		52.0		33.0				
Max Q Clear Time (g_c+I1), s		54.0		30.3		54.0		33.7				
Green Ext Time (p_c), s		0.0		1.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			58.0									
HCM 6th LOS			E									

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	5814
Vehs Exited	5697
Starting Vehs	340
Ending Vehs	457
Travel Distance (mi)	8675
Travel Time (hr)	543.1
Total Delay (hr)	324.6
Total Stops	9429
Fuel Used (gal)	347.6

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

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

Volumes adjusted by Growth Factors.

Vehs Entered	5814
Vehs Exited	5697
Starting Vehs	340
Ending Vehs	457
Travel Distance (mi)	8675
Travel Time (hr)	543.1
Total Delay (hr)	324.6
Total Stops	9429
Fuel Used (gal)	347.6

Intersection: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	71	267	350	612	249	1266	375	1028
Average Queue (ft)	25	164	167	294	28	1210	332	676
95th Queue (ft)	61	254	325	469	150	1377	435	1295
Link Distance (ft)		680		844		1214		1010
Upstream Blk Time (%)						74		17
Queuing Penalty (veh)						0		105
Storage Bay Dist (ft)	225		250		150		275	
Storage Blk Time (%)		5	1	15		70	58	0
Queuing Penalty (veh)		1	5	37		11	189	0

Intersection: 2: SC 81 (Anderson Rd) & Wren Crossing Ln/Planters Walk Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	53	51	26	583
Average Queue (ft)	18	24	2	136
95th Queue (ft)	46	51	12	428
Link Distance (ft)	277	145	1010	1752
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: SC Highway 86 & SC 81 (Anderson Rd)

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	300	500	115	200	300	538	299	338
Average Queue (ft)	102	270	26	100	165	316	127	210
95th Queue (ft)	249	438	71	186	312	466	279	343
Link Distance (ft)		1189		1294		1752		1416
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)	0	22		0	5	25	17	9
Queuing Penalty (veh)	2	32		0	31	42	73	7

Intersection: 4: SC 81 (Anderson Rd) & Still Meadow Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	53	94
Average Queue (ft)	35	8
95th Queue (ft)	58	39
Link Distance (ft)	304	1416
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SC 81 (Anderson Rd) & Airy Springs Rd/Southern Oaks Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	138	26	25	52
Average Queue (ft)	46	1	1	4
95th Queue (ft)	93	9	8	23
Link Distance (ft)	1236	677	953	3087
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: SC 81 (Anderson Rd) & Van Henry Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	136	229
Average Queue (ft)	60	38
95th Queue (ft)	102	125
Link Distance (ft)	239	3087
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SC 81 (Anderson Rd) & Mt Airy Church Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	114
Average Queue (ft)	52
95th Queue (ft)	87
Link Distance (ft)	423
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: SC 81 (Anderson Rd) & Orr Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	113
Average Queue (ft)	46
95th Queue (ft)	89
Link Distance (ft)	543
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: SC 81 (Anderson Rd) & Mountain Springs Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	75	192
Average Queue (ft)	35	38
95th Queue (ft)	70	116
Link Distance (ft)	310	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SC 81 (Anderson Rd) & Powdersville YMCA Dwy

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	52	99
Average Queue (ft)	21	18
95th Queue (ft)	49	60
Link Distance (ft)	508	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: SC 81 (Anderson Rd) & Powdersville YMCA Dwy/Tripp Rd

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	33	88
Average Queue (ft)	5	4
95th Queue (ft)	21	31
Link Distance (ft)	526	350
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: SC 81 (Anderson Rd) & Wyatt Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	11
95th Queue (ft)	29
Link Distance (ft)	576
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: SC 81 (Anderson Rd) & Tripp Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	51	26
Average Queue (ft)	18	1
95th Queue (ft)	45	9
Link Distance (ft)	408	1169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: SC 81 (Anderson Rd) & Wilson Way

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	91	94
Average Queue (ft)	43	7
95th Queue (ft)	70	37
Link Distance (ft)	867	1472
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: SC 81 (Anderson Rd) & Old Williamston Rd

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	637	107	560
Average Queue (ft)	497	11	252
95th Queue (ft)	782	44	475
Link Distance (ft)	598	1472	1515
Upstream Blk Time (%)	65		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: SC 81 (Anderson Rd) & Jameson Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	52
Average Queue (ft)	28
95th Queue (ft)	43
Link Distance (ft)	694
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: SC 81 (Anderson Rd) & Cely Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	116	140
Average Queue (ft)	55	15
95th Queue (ft)	98	68
Link Distance (ft)	751	1207
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: SC 81 (Anderson Rd) & Heritage Ln

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	65	96
Average Queue (ft)	24	15
95th Queue (ft)	56	66
Link Distance (ft)	384	973
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: SC 81 (Anderson Rd) & Sherman Rd/Pine Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	68	96	190
Average Queue (ft)	29	35	33
95th Queue (ft)	53	75	106
Link Distance (ft)	953	948	984
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: SC 81 (Anderson Rd) & Holborne Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	56
Average Queue (ft)	30
95th Queue (ft)	55
Link Distance (ft)	697
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: SC 81 (Anderson Rd) & Circle Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	921	67	1480	630
Average Queue (ft)	645	22	847	265
95th Queue (ft)	913	50	1533	499
Link Distance (ft)	1128	401	2070	607
Upstream Blk Time (%)				0
Queuing Penalty (veh)				1
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	R
Maximum Queue (ft)	17	134	41	337	199	259	246	187	264	23
Average Queue (ft)	5	58	5	141	69	130	146	93	113	5
95th Queue (ft)	16	115	22	234	148	214	223	172	210	20
Link Distance (ft)		514		615		607	607		458	458
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		150		100			200		
Storage Blk Time (%)		0		6	6	9		1	0	
Queuing Penalty (veh)		0		1	34	15		2	0	

Network Summary

Network wide Queuing Penalty: 589

Summary of All Intervals

Start Time	4:50
End Time	6:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	5705
Vehs Exited	5630
Starting Vehs	344
Ending Vehs	419
Travel Distance (mi)	8931
Travel Time (hr)	631.9
Total Delay (hr)	407.1
Total Stops	8439
Fuel Used (gal)	374.3

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

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

Volumes adjusted by Growth Factors.

Vehs Entered	5705
Vehs Exited	5630
Starting Vehs	344
Ending Vehs	419
Travel Distance (mi)	8931
Travel Time (hr)	631.9
Total Delay (hr)	407.1
Total Stops	8439
Fuel Used (gal)	374.3

Intersection: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	49	201	224	293	250	367	116	219
Average Queue (ft)	11	81	96	178	28	239	63	82
95th Queue (ft)	39	141	166	280	128	367	108	176
Link Distance (ft)		680		844		1214		1010
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	225		250		150		275	
Storage Blk Time (%)				2		28		
Queuing Penalty (veh)				5		5		

Intersection: 2: SC 81 (Anderson Rd) & Wren Crossing Ln/Planters Walk Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	72	29	179	75
Average Queue (ft)	28	17	10	16
95th Queue (ft)	58	39	69	57
Link Distance (ft)	277	145	1010	1752
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: SC Highway 86 & SC 81 (Anderson Rd)

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	106	359	70	283	292	325	42	358
Average Queue (ft)	44	154	32	197	148	217	15	210
95th Queue (ft)	85	263	66	280	281	321	33	333
Link Distance (ft)		1189		1294		1752		1416
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)		3		8	21	6		10
Queuing Penalty (veh)		3		4	99	9		4

Intersection: 4: SC 81 (Anderson Rd) & Still Meadow Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	54	53
Average Queue (ft)	17	4
95th Queue (ft)	42	24
Link Distance (ft)	304	1416
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SC 81 (Anderson Rd) & Airy Springs Rd/Southern Oaks Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	27	165	30
Average Queue (ft)	22	17	5	2
95th Queue (ft)	46	37	54	13
Link Distance (ft)	1236	677	953	3087
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: SC 81 (Anderson Rd) & Van Henry Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	180	291
Average Queue (ft)	53	122
95th Queue (ft)	113	244
Link Distance (ft)	239	3087
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SC 81 (Anderson Rd) & Mt Airy Church Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	135	26
Average Queue (ft)	43	1
95th Queue (ft)	92	9
Link Distance (ft)	423	1197
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: SC 81 (Anderson Rd) & Orr Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	74	29
Average Queue (ft)	31	4
95th Queue (ft)	59	20
Link Distance (ft)	543	311
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: SC 81 (Anderson Rd) & Mountain Springs Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	69	216
Average Queue (ft)	32	36
95th Queue (ft)	57	118
Link Distance (ft)	310	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SC 81 (Anderson Rd) & Powdersville YMCA Dwy

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	98	235	35
Average Queue (ft)	49	76	1
95th Queue (ft)	82	162	12
Link Distance (ft)	508	1618	350
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: SC 81 (Anderson Rd) & Powdersville YMCA Dwy/Tripp Rd

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	12	68
Average Queue (ft)	2	4
95th Queue (ft)	8	28
Link Distance (ft)	526	350
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: SC 81 (Anderson Rd) & Wyatt Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	40	53
Average Queue (ft)	8	3
95th Queue (ft)	27	20
Link Distance (ft)	576	444
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: SC 81 (Anderson Rd) & Tripp Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	51	132
Average Queue (ft)	28	21
95th Queue (ft)	51	75
Link Distance (ft)	408	1169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: SC 81 (Anderson Rd) & Wilson Way

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	74
Average Queue (ft)	23	15
95th Queue (ft)	51	56
Link Distance (ft)	867	1472
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: SC 81 (Anderson Rd) & Old Williamston Rd

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	637	51	396
Average Queue (ft)	613	3	150
95th Queue (ft)	629	20	315
Link Distance (ft)	598	1472	1515
Upstream Blk Time (%)	97		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: SC 81 (Anderson Rd) & Jameson Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	52	310
Average Queue (ft)	24	42
95th Queue (ft)	52	158
Link Distance (ft)	694	1515
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: SC 81 (Anderson Rd) & Cely Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	109	252	22
Average Queue (ft)	45	75	1
95th Queue (ft)	89	185	7
Link Distance (ft)	751	1207	3865
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: SC 81 (Anderson Rd) & Heritage Ln

Movement	WB
Directions Served	LR
Maximum Queue (ft)	52
Average Queue (ft)	12
95th Queue (ft)	37
Link Distance (ft)	384
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: SC 81 (Anderson Rd) & Sherman Rd/Pine Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	50	493	78
Average Queue (ft)	15	249	5
95th Queue (ft)	42	432	32
Link Distance (ft)	953	948	984
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 20: SC 81 (Anderson Rd) & Holborne Dr

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	117	165	22
Average Queue (ft)	32	23	1
95th Queue (ft)	68	87	7
Link Distance (ft)	697	984	2070
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 21: SC 81 (Anderson Rd) & Circle Rd

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	246	159	1613	641
Average Queue (ft)	116	68	669	568
95th Queue (ft)	205	133	1348	716
Link Distance (ft)	1128	401	2070	607
Upstream Blk Time (%)				10
Queuing Penalty (veh)				110
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	R
Maximum Queue (ft)	39	203	249	439	199	281	267	300	522	522
Average Queue (ft)	13	92	47	206	70	98	96	246	483	441
95th Queue (ft)	32	178	132	357	170	226	210	422	508	636
Link Distance (ft)		514		615		607	607		458	458
Upstream Blk Time (%)									74	37
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)	150		150		100			200		
Storage Blk Time (%)		5		22	16	7		1	59	
Queuing Penalty (veh)		1		14	57	7		11	99	

Network Summary

Network wide Queuing Penalty: 428

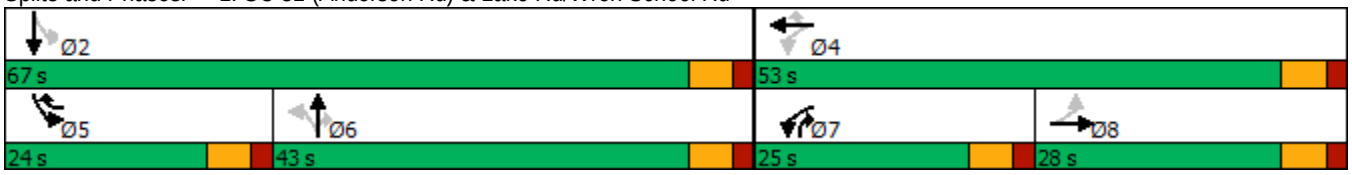
Appendix L – Build 2028 Short-Term Synchro & Sim Traffic Reports

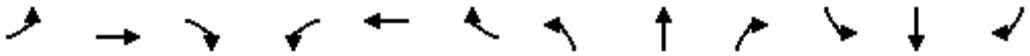
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	170	9	180	104	315	12	278	185	206	225	17
Future Volume (vph)	18	170	9	180	104	315	12	278	185	206	225	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	250		125	150		175	275		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992				0.850			0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1833	0	1703	1900	1615	1805	1827	1599	1787	1734	0
Flt Permitted	0.665			0.270			0.558			0.198		
Satd. Flow (perm)	1264	1833	0	484	1900	1615	1060	1827	1599	372	1734	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		2				212					5	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		719			882			1253			1080	
Travel Time (s)		14.0			17.2			19.0			16.4	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	0%	3%	0%	6%	0%	0%	0%	4%	1%	1%	9%	0%
Adj. Flow (vph)	25	236	13	250	144	438	17	386	257	286	313	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	25	249	0	250	144	438	17	386	257	286	337	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	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	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	
Protected Phases		8		7	4	5		6	7	5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		7	4	5	6	6	7	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	15.0	15.0	22.0	
Total Split (s)	28.0	28.0		25.0	53.0	24.0	43.0	43.0	25.0	24.0	67.0	
Total Split (%)	23.3%	23.3%		20.8%	44.2%	20.0%	35.8%	35.8%	20.8%	20.0%	55.8%	
Maximum Green (s)	22.0	22.0		19.0	47.0	18.0	37.0	37.0	19.0	18.0	61.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag		Lead		Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	4.0	4.0		3.0	4.0	3.0	4.0	4.0	3.0	3.0	4.0	
Recall Mode	None	None		None	None	None	Min	Min	None	None	Min	
Act Effct Green (s)	18.6	18.6		42.0	42.0	65.0	27.3	27.3	50.6	50.3	50.3	
Actuated g/C Ratio	0.18	0.18		0.40	0.40	0.62	0.26	0.26	0.48	0.48	0.48	
v/c Ratio	0.11	0.76		0.63	0.19	0.40	0.06	0.81	0.33	0.70	0.40	
Control Delay	41.0	58.4		31.3	22.6	6.6	30.6	51.2	18.2	27.9	19.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	41.0	58.4		31.3	22.6	6.6	30.6	51.2	18.2	27.9	19.2	
LOS	D	E		C	C	A	C	D	B	C	B	
Approach Delay		56.8			16.8			37.8			23.2	
Approach LOS		E			B			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 104.6			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 28.9		Intersection LOS: C	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

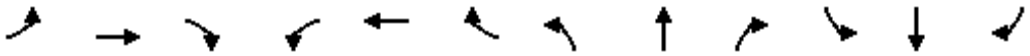




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	170	9	180	104	315	12	278	185	206	225	17
Future Volume (veh/h)	18	170	9	180	104	315	12	278	185	206	225	17
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1900	1856	1900	1811	1900	1900	1900	1841	1885	1885	1767	1900
Adj Flow Rate, veh/h	25	236	12	250	144	438	17	386	257	286	312	24
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	3	0	6	0	0	0	4	1	1	9	0
Cap, veh/h	228	295	15	372	724	834	371	495	655	391	773	59
Arrive On Green	0.17	0.17	0.17	0.14	0.38	0.38	0.27	0.27	0.27	0.14	0.48	0.48
Sat Flow, veh/h	846	1751	89	1725	1900	1610	1061	1841	1598	1795	1620	125
Grp Volume(v), veh/h	25	0	248	250	144	438	17	386	257	286	0	336
Grp Sat Flow(s),veh/h/ln	846	0	1840	1725	1900	1610	1061	1841	1598	1795	0	1744
Q Serve(g_s), s	2.1	0.0	10.9	9.5	4.3	15.2	1.0	16.4	9.6	9.1	0.0	10.5
Cycle Q Clear(g_c), s	2.1	0.0	10.9	9.5	4.3	15.2	1.0	16.4	9.6	9.1	0.0	10.5
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	228	0	310	372	724	834	371	495	655	391	0	832
V/C Ratio(X)	0.11	0.00	0.80	0.67	0.20	0.53	0.05	0.78	0.39	0.73	0.00	0.40
Avail Cap(c_a), veh/h	305	0	479	516	1057	1116	550	806	925	527	0	1259
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.1	0.0	33.7	23.2	17.5	13.5	22.9	28.6	17.5	19.3	0.0	14.3
Incr Delay (d2), s/veh	0.3	0.0	7.1	2.1	0.2	0.7	0.1	3.8	0.5	3.5	0.0	0.5
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	0.4	0.0	5.3	3.9	1.8	5.1	0.2	7.2	3.4	3.7	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.4	0.0	40.9	25.3	17.7	14.2	23.0	32.4	18.1	22.8	0.0	14.8
LnGrp LOS	C	A	D	C	B	B	C	C	B	C	A	B
Approach Vol, veh/h		273			832			660			622	
Approach Delay, s/veh		39.9			18.2			26.6			18.4	
Approach LOS		D			B			C			B	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		46.3		38.2	17.6	28.7	17.9	20.2				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		61.0		47.0	18.0	37.0	19.0	22.0				
Max Q Clear Time (g_c+I1), s		12.5		17.2	11.1	18.4	11.5	12.9				
Green Ext Time (p_c), s		3.0		4.0	0.5	4.3	0.4	1.3				

Intersection Summary												
HCM 6th Ctrl Delay			23.0									
HCM 6th LOS			C									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	0	9	12	0	17	4	612	6	6	427	1
Future Volume (vph)	13	0	9	12	0	17	4	612	6	6	427	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.945			0.921			0.999				
Flt Protected		0.971			0.980						0.999	
Satd. Flow (prot)	0	1743	0	0	1715	0	0	1861	0	0	1826	0
Flt Permitted		0.971			0.980						0.999	
Satd. Flow (perm)	0	1743	0	0	1715	0	0	1861	0	0	1826	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		307			176			1080			1821	
Travel Time (s)		8.4			4.8			16.4			27.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	16	0	11	15	0	21	5	746	7	7	521	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	27	0	0	36	0	0	758	0	0	529	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

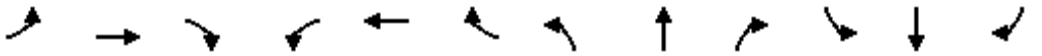
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	13	0	9	12	0	17	4	612	6	6	427	1
Future Vol, veh/h	13	0	9	12	0	17	4	612	6	6	427	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	4	0
Mvmt Flow	16	0	11	15	0	21	5	746	7	7	521	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1306	1299	522	1301	1296	750	522	0	0	753	0	0
Stage 1	536	536	-	760	760	-	-	-	-	-	-	-
Stage 2	770	763	-	541	536	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	138	163	559	139	164	415	1055	-	-	866	-	-
Stage 1	532	527	-	401	417	-	-	-	-	-	-	-
Stage 2	396	416	-	529	527	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	129	160	559	134	161	415	1055	-	-	866	-	-
Mov Cap-2 Maneuver	129	160	-	134	161	-	-	-	-	-	-	-
Stage 1	528	521	-	398	414	-	-	-	-	-	-	-
Stage 2	373	413	-	513	521	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.3	24.3	0.1	0.1
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1055	-	-	188	222	866	-	-
HCM Lane V/C Ratio	0.005	-	-	0.143	0.159	0.008	-	-
HCM Control Delay (s)	8.4	0	-	27.3	24.3	9.2	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.6	0	-	-

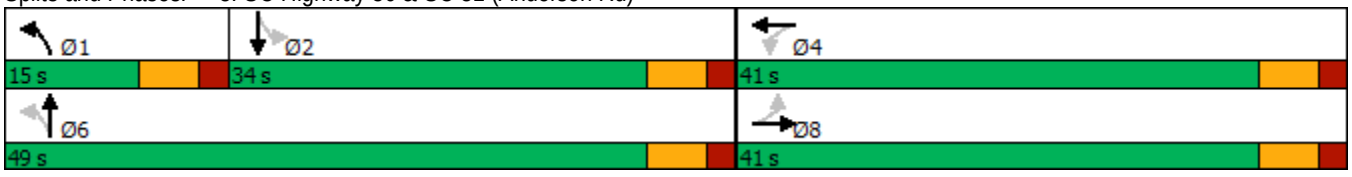


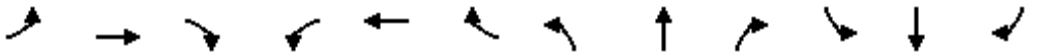
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	338	112	21	189	18	125	432	78	57	291	25
Future Volume (vph)	108	338	112	21	189	18	125	432	78	57	291	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.987			0.977			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1772	0	1805	1794	0	1752	1825	0	1805	1795	0
Flt Permitted	0.565			0.219			0.255			0.424		
Satd. Flow (perm)	1063	1772	0	416	1794	0	470	1825	0	806	1795	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			6			14			5	
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		1241			1334			1821			1499	
Travel Time (s)		18.8			22.7			27.6			22.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	3%	4%	0%	5%	0%	3%	2%	0%	0%	5%	0%
Adj. Flow (vph)	130	407	135	25	228	22	151	520	94	69	351	30
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	542	0	25	250	0	151	614	0	69	381	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		8			4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		15.0	22.0		22.0	22.0	
Total Split (s)	41.0	41.0		41.0	41.0		15.0	49.0		34.0	34.0	
Total Split (%)	45.6%	45.6%		45.6%	45.6%		16.7%	54.4%		37.8%	37.8%	
Maximum Green (s)	35.0	35.0		35.0	35.0		9.0	43.0		28.0	28.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0	4.0		3.0	4.0		4.0	4.0	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)	28.2	28.2		28.2	28.2		36.4	36.4		21.7	21.7	
Actuated g/C Ratio	0.37	0.37		0.37	0.37		0.47	0.47		0.28	0.28	
v/c Ratio	0.33	0.82		0.16	0.38		0.42	0.71		0.30	0.75	
Control Delay	21.5	33.3		21.0	20.1		16.6	22.0		27.4	35.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	21.5	33.3		21.0	20.1		16.6	22.0		27.4	35.8	
LOS	C	C		C	C		B	C		C	D	
Approach Delay		31.0			20.2			20.9			34.5	
Approach LOS		C			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 77			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 26.8		Intersection LOS: C	
Intersection Capacity Utilization 80.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: SC Highway 86 & SC 81 (Anderson Rd)

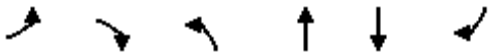




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	338	112	21	189	18	125	432	78	57	291	25
Future Volume (veh/h)	108	338	112	21	189	18	125	432	78	57	291	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1885	1856	1841	1900	1826	1900	1856	1870	1900	1900	1826	1900
Adj Flow Rate, veh/h	130	407	135	25	228	22	151	520	94	69	351	30
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	3	4	0	5	0	3	2	0	0	5	0
Cap, veh/h	421	500	166	197	614	59	330	684	124	241	447	38
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.08	0.44	0.44	0.27	0.27	0.27
Sat Flow, veh/h	1139	1334	442	878	1639	158	1767	1542	279	821	1659	142
Grp Volume(v), veh/h	130	0	542	25	0	250	151	0	614	69	0	381
Grp Sat Flow(s),veh/h/ln	1139	0	1776	878	0	1797	1767	0	1820	821	0	1800
Q Serve(g_s), s	6.2	0.0	18.2	1.7	0.0	6.7	3.8	0.0	18.7	5.1	0.0	13.0
Cycle Q Clear(g_c), s	12.9	0.0	18.2	19.9	0.0	6.7	3.8	0.0	18.7	12.3	0.0	13.0
Prop In Lane	1.00		0.25	1.00		0.09	1.00		0.15	1.00		0.08
Lane Grp Cap(c), veh/h	421	0	666	197	0	674	330	0	808	241	0	485
V/C Ratio(X)	0.31	0.00	0.81	0.13	0.00	0.37	0.46	0.00	0.76	0.29	0.00	0.79
Avail Cap(c_a), veh/h	596	0	939	332	0	951	422	0	1183	367	0	762
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.7	0.0	18.6	27.6	0.0	15.0	15.8	0.0	15.4	25.4	0.0	22.4
Incr Delay (d2), s/veh	0.6	0.0	4.7	0.4	0.0	0.5	1.0	0.0	2.3	0.9	0.0	4.0
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	1.5	0.0	7.0	0.4	0.0	2.5	1.4	0.0	6.7	1.0	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.3	0.0	23.3	28.0	0.0	15.5	16.7	0.0	17.8	26.4	0.0	26.4
LnGrp LOS	C	A	C	C	A	B	B	A	B	C	A	C
Approach Vol, veh/h		672			275			765			450	
Approach Delay, s/veh		22.7			16.6			17.6			26.4	
Approach LOS		C			B			B			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	11.5	23.8		30.8		35.4		30.8				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	28.0		35.0		43.0		35.0				
Max Q Clear Time (g_c+I1), s	5.8	15.0		21.9		20.7		20.2				
Green Ext Time (p_c), s	0.1	2.8		1.6		5.5		4.6				

Intersection Summary												
HCM 6th Ctrl Delay			20.9									
HCM 6th LOS			C									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	45	21	534	328	2
Future Volume (vph)	15	45	21	534	328	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.988			0.998		
Satd. Flow (prot)	1688	0	0	1860	1821	0
Flt Permitted	0.988			0.998		
Satd. Flow (perm)	1688	0	0	1860	1821	0
Link Speed (mph)	25			50	45	
Link Distance (ft)	342			1499	1017	
Travel Time (s)	9.3			20.4	15.4	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	2%	4%	50%
Adj. Flow (vph)	18	54	25	636	390	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	72	0	0	661	392	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			

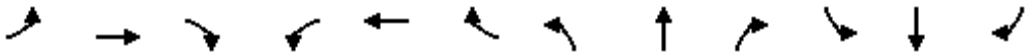
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	45	21	534	328	2
Future Vol, veh/h	15	45	21	534	328	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	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	2	4	50
Mvmt Flow	18	54	25	636	390	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1077	391	392	0	-	0
Stage 1	391	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	245	662	1178	-	-	-
Stage 1	688	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	237	662	1178	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.3	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1178	-	457	-	-
HCM Lane V/C Ratio	0.021	-	0.156	-	-
HCM Control Delay (s)	8.1	0	14.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	2	1	2	0	1	2	529	15	7	327	17
Future Volume (vph)	76	2	1	2	0	1	2	529	15	7	327	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.955			0.996			0.993	
Flt Protected		0.954			0.968						0.999	
Satd. Flow (prot)	0	1809	0	0	1756	0	0	1856	0	0	1801	0
Flt Permitted		0.954			0.968						0.999	
Satd. Flow (perm)	0	1809	0	0	1756	0	0	1856	0	0	1801	0
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1266			710			1017			3146	
Travel Time (s)		34.5			19.4			13.9			42.9	
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 (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	5%	0%
Adj. Flow (vph)	87	2	1	2	0	1	2	608	17	8	376	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	90	0	0	3	0	0	627	0	0	404	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

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

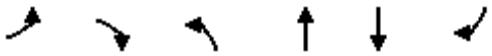
Intersection	
Int Delay, s/veh	2.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	76	2	1	2	0	1	2	529	15	7	327	17
Future Vol, veh/h	76	2	1	2	0	1	2	529	15	7	327	17
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, %	0	0	0	0	0	0	0	2	0	0	5	0
Mvmt Flow	87	2	1	2	0	1	2	608	17	8	376	20

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1023	1031	386	1025	1033	617	396	0	0	625	0	0
Stage 1	402	402	-	621	621	-	-	-	-	-	-	-
Stage 2	621	629	-	404	412	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	216	235	666	215	234	494	1174	-	-	966	-	-
Stage 1	629	604	-	478	482	-	-	-	-	-	-	-
Stage 2	478	478	-	627	598	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	213	232	666	211	231	494	1174	-	-	966	-	-
Mov Cap-2 Maneuver	213	232	-	211	231	-	-	-	-	-	-	-
Stage 1	627	597	-	477	481	-	-	-	-	-	-	-
Stage 2	475	477	-	617	591	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	33.5	19	0	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1174	-	-	215	261	966	-	-
HCM Lane V/C Ratio	0.002	-	-	0.422	0.013	0.008	-	-
HCM Control Delay (s)	8.1	0	-	33.5	19	8.8	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.9	0	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	130	44	574	213	0
Future Volume (vph)	1	130	44	574	213	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.866					
Flt Protected			0.950			
Satd. Flow (prot)	1629	0	1805	1863	1759	0
Flt Permitted			0.950			
Satd. Flow (perm)	1629	0	1805	1863	1759	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	331			3146	1358	
Travel Time (s)	7.5			42.9	18.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	2%	8%	0%
Adj. Flow (vph)	1	148	50	652	242	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	149	0	50	652	242	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

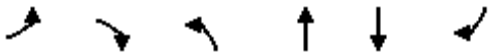
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	130	44	574	213	0
Future Vol, veh/h	1	130	44	574	213	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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	2	8	0
Mvmt Flow	1	148	50	652	242	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	994	242	242	0	-	0
Stage 1	242	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.2	-	-	-
Pot Cap-1 Maneuver	274	799	1336	-	-	-
Stage 1	803	-	-	-	-	-
Stage 2	469	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	264	799	1336	-	-	-
Mov Cap-2 Maneuver	374	-	-	-	-	-
Stage 1	773	-	-	-	-	-
Stage 2	469	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.6	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	792	-	-
HCM Lane V/C Ratio	0.037	-	0.188	-	-
HCM Control Delay (s)	7.8	-	10.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	67	1	2	573	214	17
Future Volume (vph)	67	1	2	573	214	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.998				0.990	
Flt Protected	0.953					
Satd. Flow (prot)	1807	0	0	1863	1751	0
Flt Permitted	0.953					
Satd. Flow (perm)	1807	0	0	1863	1751	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	492			1358	364	
Travel Time (s)	9.6			18.5	5.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	2%	8%	0%
Adj. Flow (vph)	79	1	2	674	252	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	0	0	676	272	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.2%		ICU Level of Service A	
Analysis Period (min) 15			

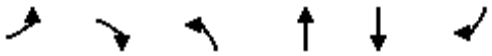
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	67	1	2	573	214	17
Future Vol, veh/h	67	1	2	573	214	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	2	8	0
Mvmt Flow	79	1	2	674	252	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	940	262	272	0	-	0
Stage 1	262	-	-	-	-	-
Stage 2	678	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	295	782	1303	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	294	782	1303	-	-	-
Mov Cap-2 Maneuver	294	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	508	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1303	-	297	-	-
HCM Lane V/C Ratio	0.002	-	0.269	-	-
HCM Control Delay (s)	7.8	0	21.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	51	3	1	641	229	25
Future Volume (vph)	51	3	1	641	229	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.993				0.987	
Flt Protected	0.955					
Satd. Flow (prot)	1768	0	0	1863	1764	0
Flt Permitted	0.955					
Satd. Flow (perm)	1768	0	0	1863	1764	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	574			364	223	
Travel Time (s)	11.2			5.0	3.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	2%	7%	0%
Adj. Flow (vph)	59	3	1	745	266	29
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	0	746	295	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.5%		ICU Level of Service A	
Analysis Period (min) 15			

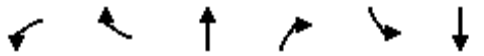
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	51	3	1	641	229	25
Future Vol, veh/h	51	3	1	641	229	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	0	0	2	7	0
Mvmt Flow	59	3	1	745	266	29

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1028	281	295	0	-	0
Stage 1	281	-	-	-	-	-
Stage 2	747	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	259	763	1278	-	-	-
Stage 1	767	-	-	-	-	-
Stage 2	468	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	259	763	1278	-	-	-
Mov Cap-2 Maneuver	259	-	-	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	468	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1278	-	269	-	-
HCM Lane V/C Ratio	0.001	-	0.233	-	-
HCM Control Delay (s)	7.8	0	22.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	19	33	671	22	22	234
Future Volume (vph)	19	33	671	22	22	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.915		0.996			
Flt Protected	0.982					0.996
Satd. Flow (prot)	1707	0	1856	0	0	1771
Flt Permitted	0.982					0.996
Satd. Flow (perm)	1707	0	1856	0	0	1771
Link Speed (mph)	35		50			50
Link Distance (ft)	338		223			1659
Travel Time (s)	6.6		3.0			22.6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	2%	0%	5%	7%
Adj. Flow (vph)	23	39	799	26	26	279
Shared Lane Traffic (%)						
Lane Group Flow (vph)	62	0	825	0	0	305
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.6%		ICU Level of Service A	
Analysis Period (min) 15			

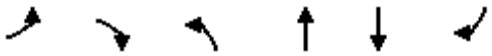
Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	19	33	671	22	22	234
Future Vol, veh/h	19	33	671	22	22	234
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, %	0	0	2	0	5	7
Mvmt Flow	23	39	799	26	26	279

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1143	812	0	0	825	0
Stage 1	812	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	223	382	-	-	792	-
Stage 1	440	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	214	382	-	-	792	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	440	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.3	0	0.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	297	792	-
HCM Lane V/C Ratio	-	-	0.208	0.033	-
HCM Control Delay (s)	-	-	20.3	9.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	20	46	658	235	2
Future Volume (vph)	14	20	46	658	235	2
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.920				0.999	
Flt Protected	0.980		0.950			
Satd. Flow (prot)	1713	0	1805	1863	1775	0
Flt Permitted	0.980		0.950			
Satd. Flow (perm)	1713	0	1805	1863	1775	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	538			1659	440	
Travel Time (s)	14.7			22.6	6.0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	16	23	53	756	270	2
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	53	756	272	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.6%		ICU Level of Service A	
Analysis Period (min) 15			

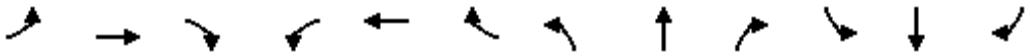
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	20	46	658	235	2
Future Vol, veh/h	14	20	46	658	235	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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	16	23	53	756	270	2

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1133	271	272	0	-	0
Stage 1	271	-	-	-	-	-
Stage 2	862	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	226	773	1303	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	217	773	1303	-	-	-
Mov Cap-2 Maneuver	331	-	-	-	-	-
Stage 1	747	-	-	-	-	-
Stage 2	417	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.8	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1303	-	499	-	-
HCM Lane V/C Ratio	0.041	-	0.078	-	-
HCM Control Delay (s)	7.9	-	12.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	9	0	3	4	664	3	1	233	33
Future Volume (vph)	0	0	0	9	0	3	4	664	3	1	233	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.969			0.999			0.983	
Flt Protected					0.963							
Satd. Flow (prot)	0	0	0	0	1612	0	0	1861	0	0	1775	0
Flt Permitted					0.963							
Satd. Flow (perm)	0	0	0	0	1612	0	0	1861	0	0	1775	0
Link Speed (mph)		25			35			50			50	
Link Distance (ft)		162			583			440			490	
Travel Time (s)		4.4			11.4			6.0			6.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	13%	0%	0%	0%	2%	0%	0%	6%	0%
Adj. Flow (vph)	0	0	0	10	0	3	5	772	3	1	271	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	13	0	0	780	0	0	310	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
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		60	15		9	60		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.0%		ICU Level of Service A	
Analysis Period (min) 15			

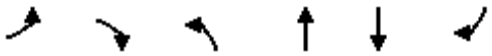
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	9	0	3	4	664	3	1	233	33
Future Vol, veh/h	0	0	0	9	0	3	4	664	3	1	233	33
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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	13	0	0	0	2	0	0	6	0
Mvmt Flow	0	0	0	10	0	3	5	772	3	1	271	38

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1076	1095	774	309	0	0	775	0	0
Stage 1	784	784	-	-	-	-	-	-	-
Stage 2	292	311	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.53	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.53	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	231	215	402	1263	-	-	850	-	-
Stage 1	431	407	-	-	-	-	-	-	-
Stage 2	733	662	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	229	0	402	1263	-	-	850	-	-
Mov Cap-2 Maneuver	229	0	-	-	-	-	-	-	-
Stage 1	428	0	-	-	-	-	-	-	-
Stage 2	732	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1263	-	-	257	850	-	-
HCM Lane V/C Ratio	0.004	-	-	0.054	0.001	-	-
HCM Control Delay (s)	7.9	0	-	19.8	9.2	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	6	6	0	668	262	0
Future Volume (vph)	6	6	0	668	262	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1571	0	0	1881	1792	0
Flt Permitted	0.976					
Satd. Flow (perm)	1571	0	0	1881	1792	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	615			490	2253	
Travel Time (s)	14.0			6.7	30.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	20%	0%	1%	6%	0%
Adj. Flow (vph)	7	7	0	777	305	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	14	0	0	777	305	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.2%		ICU Level of Service A	
Analysis Period (min) 15			

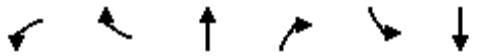
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	6	0	668	262	0
Future Vol, veh/h	6	6	0	668	262	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	86	86	86	86	86	86
Heavy Vehicles, %	0	20	0	1	6	0
Mvmt Flow	7	7	0	777	305	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1082	305	305	0	-	0
Stage 1	305	-	-	-	-	-
Stage 2	777	-	-	-	-	-
Critical Hdwy	6.4	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	2.2	-	-	-
Pot Cap-1 Maneuver	243	695	1267	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	457	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	243	695	1267	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	457	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1267	-	360	-	-
HCM Lane V/C Ratio	-	-	0.039	-	-
HCM Control Delay (s)	0	-	15.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	14	668	8	3	252
Future Volume (vph)	7	14	668	8	3	252
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.908		0.998			
Flt Protected	0.984					0.999
Satd. Flow (prot)	1698	0	1878	0	0	1775
Flt Permitted	0.984					0.999
Satd. Flow (perm)	1698	0	1878	0	0	1775
Link Speed (mph)	35		50			40
Link Distance (ft)	439		2253			1223
Travel Time (s)	8.6		30.7			20.8
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%
Adj. Flow (vph)	8	17	795	10	4	300
Shared Lane Traffic (%)						
Lane Group Flow (vph)	25	0	805	0	0	304
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.6%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	14	668	8	3	252
Future Vol, veh/h	7	14	668	8	3	252
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, %	0	0	1	0	0	7
Mvmt Flow	8	17	795	10	4	300

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1108	800	0	0	805	0
Stage 1	800	-	-	-	-	-
Stage 2	308	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	234	388	-	-	828	-
Stage 1	446	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	233	388	-	-	828	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	446	-	-	-	-	-
Stage 2	746	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.3	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	318	828	-
HCM Lane V/C Ratio	-	-	0.079	0.004	-
HCM Control Delay (s)	-	-	17.3	9.4	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	26	21	669	14	4	242
Future Volume (vph)	26	21	669	14	4	242
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939		0.997			
Flt Protected	0.973					0.999
Satd. Flow (prot)	1736	0	1876	0	0	1776
Flt Permitted	0.973					0.999
Satd. Flow (perm)	1736	0	1876	0	0	1776
Link Speed (mph)	25		40			40
Link Distance (ft)	898		1223			1556
Travel Time (s)	24.5		20.8			26.5
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%
Adj. Flow (vph)	32	26	816	17	5	295
Shared Lane Traffic (%)						
Lane Group Flow (vph)	58	0	833	0	0	300
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	21	669	14	4	242
Future Vol, veh/h	26	21	669	14	4	242
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	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	7
Mvmt Flow	32	26	816	17	5	295

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1130	825	0	0	833	0
Stage 1	825	-	-	-	-	-
Stage 2	305	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	227	376	-	-	809	-
Stage 1	434	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	225	376	-	-	809	-
Mov Cap-2 Maneuver	225	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.6	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	274	809	-
HCM Lane V/C Ratio	-	-	0.209	0.006	-
HCM Control Delay (s)	-	-	21.6	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0	-

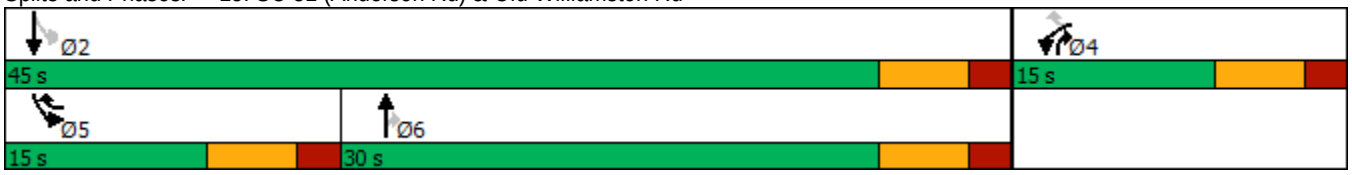


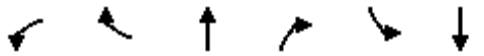
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	55	145	462	229	96	200
Future Volume (vph)	55	145	462	229	96	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1703	1538	1881	1599	1687	1776
Flt Permitted	0.950				0.208	
Satd. Flow (perm)	1703	1538	1881	1599	369	1776
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)		173				
Link Speed (mph)	40		40			40
Link Distance (ft)	658		1556			1557
Travel Time (s)	11.2		26.5			26.5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	6%	5%	1%	1%	7%	7%
Adj. Flow (vph)	65	173	550	273	114	238
Shared Lane Traffic (%)						
Lane Group Flow (vph)	65	173	550	273	114	238
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	R NA	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		15	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	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	20	6	20	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
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	4	5	6	4	5	2

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4		6	2	
Detector Phase	4	5	6	4	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	22.0	15.0	15.0	22.0
Total Split (s)	15.0	15.0	30.0	15.0	15.0	45.0
Total Split (%)	25.0%	25.0%	50.0%	25.0%	25.0%	75.0%
Maximum Green (s)	9.0	9.0	24.0	9.0	9.0	39.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	None	None	Min	None	None
Act Effct Green (s)	7.6	22.1	19.6	35.6	30.1	30.1
Actuated g/C Ratio	0.15	0.44	0.39	0.70	0.59	0.59
v/c Ratio	0.25	0.22	0.76	0.24	0.27	0.22
Control Delay	25.1	3.3	22.7	5.0	5.4	4.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	3.3	22.7	5.0	5.4	4.8
LOS	C	A	C	A	A	A
Approach Delay	9.2		16.9			5.0
Approach LOS	A		B			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 50.6			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 12.6		Intersection LOS: B	
Intersection Capacity Utilization 48.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: SC 81 (Anderson Rd) & Old Williamston Rd

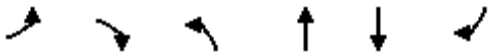




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	55	145	462	229	96	200
Future Volume (veh/h)	55	145	462	229	96	200
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1811	1826	1885	1885	1796	1796
Adj Flow Rate, veh/h	65	173	550	273	114	238
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	6	5	1	1	7	7
Cap, veh/h	251	355	703	828	376	1059
Arrive On Green	0.15	0.15	0.37	0.37	0.08	0.59
Sat Flow, veh/h	1725	1547	1885	1598	1711	1796
Grp Volume(v), veh/h	65	173	550	273	114	238
Grp Sat Flow(s),veh/h/ln	1725	1547	1885	1598	1711	1796
Q Serve(g_s), s	1.5	4.4	11.7	4.5	1.6	2.8
Cycle Q Clear(g_c), s	1.5	4.4	11.7	4.5	1.6	2.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	251	355	703	828	376	1059
V/C Ratio(X)	0.26	0.49	0.78	0.33	0.30	0.22
Avail Cap(c_a), veh/h	343	438	1000	1079	572	1548
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	17.2	15.1	12.6	6.3	8.6	4.4
Incr Delay (d2), s/veh	0.5	1.0	2.6	0.2	0.4	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	0.5	0.1	4.0	1.5	0.4	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.7	16.2	15.2	6.6	9.0	4.5
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	238		823			352
Approach Delay, s/veh	16.6		12.3			6.0
Approach LOS	B		B			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		32.7		12.6	9.8	22.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		39.0		9.0	9.0	24.0
Max Q Clear Time (g_c+I1), s		4.8		6.4	3.6	13.7
Green Ext Time (p_c), s		1.3		0.2	0.1	3.2

Intersection Summary	
HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	29	12	1	620	288	8
Future Volume (vph)	29	12	1	620	288	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.960				0.996	
Flt Protected	0.966					
Satd. Flow (prot)	1762	0	0	1863	1772	0
Flt Permitted	0.966					
Satd. Flow (perm)	1762	0	0	1863	1772	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	723			1557	1258	
Travel Time (s)	19.7			26.5	21.4	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	33	14	1	713	331	9
Shared Lane Traffic (%)						
Lane Group Flow (vph)	47	0	0	714	340	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.4%		ICU Level of Service A	
Analysis Period (min) 15			

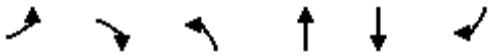
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	29	12	1	620	288	8
Future Vol, veh/h	29	12	1	620	288	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	33	14	1	713	331	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1051	336	340	0	-	0
Stage 1	336	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	253	711	1230	-	-	-
Stage 1	728	-	-	-	-	-
Stage 2	488	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	253	711	1230	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	727	-	-	-	-	-
Stage 2	488	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1230	-	312	-	-
HCM Lane V/C Ratio	0.001	-	0.151	-	-
HCM Control Delay (s)	7.9	0	18.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	61	60	20	629	240	18
Future Volume (vph)	61	60	20	629	240	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.933				0.990	
Flt Protected	0.975		0.950			
Satd. Flow (prot)	1728	0	1703	1863	1751	0
Flt Permitted	0.975		0.950			
Satd. Flow (perm)	1728	0	1703	1863	1751	0
Link Speed (mph)	35			40	40	
Link Distance (ft)	783			1258	372	
Travel Time (s)	15.3			21.4	6.3	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	6%	2%	8%	0%
Adj. Flow (vph)	70	69	23	723	276	21
Shared Lane Traffic (%)						
Lane Group Flow (vph)	139	0	23	723	297	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	R NA	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	-6	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

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

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	61	60	20	629	240	18
Future Vol, veh/h	61	60	20	629	240	18
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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	6	2	8	0
Mvmt Flow	70	69	23	723	276	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1056	287	297	0	-	0
Stage 1	287	-	-	-	-	-
Stage 2	769	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	252	757	1242	-	-	-
Stage 1	766	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	247	757	1242	-	-	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	751	-	-	-	-	-
Stage 2	461	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.4	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1242	-	371	-	-
HCM Lane V/C Ratio	0.019	-	0.375	-	-
HCM Control Delay (s)	8	-	20.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.7	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	20	709	0	11	265
Future Volume (vph)	0	20	709	0	11	265
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						0.998
Satd. Flow (prot)	1481	0	1863	0	0	1761
Flt Permitted						0.998
Satd. Flow (perm)	1481	0	1863	0	0	1761
Link Speed (mph)	30		40			40
Link Distance (ft)	418		3583			1052
Travel Time (s)	9.5		61.1			17.9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	11%	2%	0%	0%	8%
Adj. Flow (vph)	0	23	824	0	13	308
Shared Lane Traffic (%)						
Lane Group Flow (vph)	23	0	824	0	0	321
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.3%		ICU Level of Service A	
Analysis Period (min) 15			

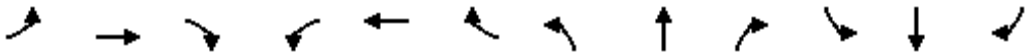
Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	20	709	0	11	265
Future Vol, veh/h	0	20	709	0	11	265
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	86	86	86	86	86	86
Heavy Vehicles, %	0	11	2	0	0	8
Mvmt Flow	0	23	824	0	13	308

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1158	824	0	0	824	0
Stage 1	824	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Critical Hdwy	6.4	6.31	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.399	-	-	2.2	-
Pot Cap-1 Maneuver	219	360	-	-	815	-
Stage 1	434	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	215	360	-	-	815	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	434	-	-	-	-	-
Stage 2	716	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.7	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	360	815	-
HCM Lane V/C Ratio	-	-	0.065	0.016	-
HCM Control Delay (s)	-	-	15.7	9.5	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	6	2	29	1	3	1	646	83	18	242	8
Future Volume (vph)	14	6	2	29	1	3	1	646	83	18	242	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989				0.850		0.985			0.996	
Flt Protected		0.969			0.954						0.997	
Satd. Flow (prot)	0	1732	0	0	1624	1615	0	1837	0	0	1768	0
Flt Permitted		0.969			0.954						0.997	
Satd. Flow (perm)	0	1732	0	0	1624	1615	0	1837	0	0	1768	0
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		995			978			1052			1056	
Travel Time (s)		19.4			19.1			17.9			18.0	
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 (%)	8%	0%	0%	12%	0%	0%	0%	2%	1%	6%	7%	0%
Adj. Flow (vph)	16	7	2	33	1	3	1	743	95	21	278	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	25	0	0	34	3	0	839	0	0	308	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

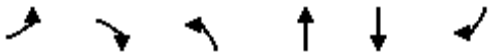
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇃	↱		⇕			⇕	
Traffic Vol, veh/h	14	6	2	29	1	3	1	646	83	18	242	8
Future Vol, veh/h	14	6	2	29	1	3	1	646	83	18	242	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	-	-	-	-	-	-
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, %	8	0	0	12	0	0	0	2	1	6	7	0
Mvmt Flow	16	7	2	33	1	3	1	743	95	21	278	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1120	1165	283	1122	1122	791	287	0	0	838	0	0
Stage 1	325	325	-	793	793	-	-	-	-	-	-	-
Stage 2	795	840	-	329	329	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.5	6.2	7.22	6.5	6.2	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.18	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4	3.3	3.608	4	3.3	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	179	196	761	175	208	393	1287	-	-	779	-	-
Stage 1	675	653	-	367	403	-	-	-	-	-	-	-
Stage 2	372	384	-	663	650	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	172	190	761	165	201	393	1287	-	-	779	-	-
Mov Cap-2 Maneuver	172	190	-	165	201	-	-	-	-	-	-	-
Stage 1	674	632	-	367	403	-	-	-	-	-	-	-
Stage 2	367	384	-	633	629	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.8	30.7	0	0.7
HCM LOS	D	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1287	-	-	190	166	393	779	-	-
HCM Lane V/C Ratio	0.001	-	-	0.133	0.208	0.009	0.027	-	-
HCM Control Delay (s)	7.8	0	-	26.8	32.3	14.2	9.7	0	-
HCM Lane LOS	A	A	-	D	D	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.8	0	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	23	9	2	667	258	17
Future Volume (vph)	23	9	2	667	258	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.962				0.992	
Flt Protected	0.965					
Satd. Flow (prot)	1764	0	0	1863	1761	0
Flt Permitted	0.965					
Satd. Flow (perm)	1764	0	0	1863	1761	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	727			1056	2149	
Travel Time (s)	19.8			18.0	36.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	2%	7%	7%
Adj. Flow (vph)	26	10	2	758	293	19
Shared Lane Traffic (%)						
Lane Group Flow (vph)	36	0	0	760	312	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

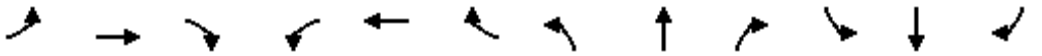
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	9	2	667	258	17
Future Vol, veh/h	23	9	2	667	258	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	7	7
Mvmt Flow	26	10	2	758	293	19

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1065	303	312	0	-	0
Stage 1	303	-	-	-	-	-
Stage 2	762	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	249	741	1260	-	-	-
Stage 1	754	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	248	741	1260	-	-	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	752	-	-	-	-	-
Stage 2	464	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1260	-	305	-	-
HCM Lane V/C Ratio	0.002	-	0.119	-	-
HCM Control Delay (s)	7.9	0	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

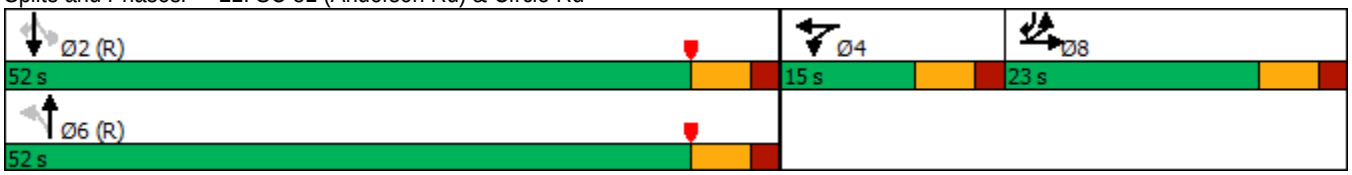


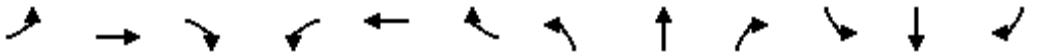
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	294	75	13	8	12	4	12	670	6	1	256	76
Future Volume (vph)	294	75	13	8	12	4	12	670	6	1	256	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	0		100
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.977			0.999				0.850
Flt Protected	0.950	0.974			0.984			0.999				
Satd. Flow (prot)	1681	1713	0	0	1827	0	0	1860	0	0	1776	1615
Flt Permitted	0.950	0.974			0.984			0.992			0.999	
Satd. Flow (perm)	1681	1713	0	0	1827	0	0	1847	0	0	1774	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			5			1				94
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1365			454			2149			715	
Travel Time (s)		26.6			8.8			36.6			12.2	
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 (%)	2%	0%	8%	0%	0%	0%	0%	2%	0%	0%	7%	0%
Adj. Flow (vph)	363	93	16	10	15	5	15	827	7	1	316	94
Shared Lane Traffic (%)	35%											
Lane Group Flow (vph)	236	236	0	0	30	0	0	849	0	0	317	94
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)		15			0			0			0	
Link Offset(ft)		-12			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes									Yes	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	8	8		4	4			6			2	8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6			2		2
Detector Phase	8	8		4	4		6	6		2	2	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	15.0	15.0		15.0	15.0		22.0	22.0		22.0	22.0	15.0
Total Split (s)	23.0	23.0		15.0	15.0		52.0	52.0		52.0	52.0	23.0
Total Split (%)	25.6%	25.6%		16.7%	16.7%		57.8%	57.8%		57.8%	57.8%	25.6%
Maximum Green (s)	17.0	17.0		9.0	9.0		46.0	46.0		46.0	46.0	17.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		6.0	6.0		6.0	6.0	3.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	None
Act Effct Green (s)	16.5	16.5			6.8			53.4			53.4	78.2
Actuated g/C Ratio	0.18	0.18			0.08			0.59			0.59	0.87
v/c Ratio	0.77	0.75			0.21			0.78			0.30	0.07
Control Delay	52.3	49.5			37.2			23.0			5.0	0.2
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	52.3	49.5			37.2			23.0			5.0	0.2
LOS	D	D			D			C			A	A
Approach Delay		50.9			37.2			23.0			3.9	
Approach LOS		D			D			C			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 1 (1%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay: 26.3		Intersection LOS: C	
Intersection Capacity Utilization 72.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: SC 81 (Anderson Rd) & Circle Rd





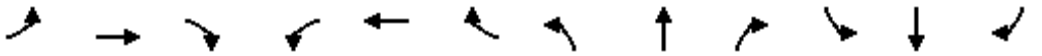
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	75	13	8	12	4	12	670	6	1	256	76
Future Volume (veh/h)	294	75	13	8	12	4	12	670	6	1	256	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1900	1781	1900	1900	1900	1900	1870	1900	1900	1796	1900
Adj Flow Rate, veh/h	236	271	16	10	15	5	15	827	7	1	316	94
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, %	2	0	8	0	0	0	0	2	0	0	7	0
Cap, veh/h	313	312	18	18	27	9	49	1087	9	40	1068	1241
Arrive On Green	0.18	0.18	0.18	0.03	0.03	0.03	0.60	0.60	0.60	1.00	1.00	1.00
Sat Flow, veh/h	1781	1776	105	605	908	303	13	1827	15	1	1795	1610
Grp Volume(v), veh/h	236	0	287	30	0	0	849	0	0	317	0	94
Grp Sat Flow(s),veh/h/ln	1781	0	1881	1815	0	0	1855	0	0	1795	0	1610
Q Serve(g_s), s	11.3	0.0	13.4	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	11.3	0.0	13.4	1.5	0.0	0.0	30.4	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.06	0.33		0.17	0.02		0.01	0.00		1.00
Lane Grp Cap(c), veh/h	313	0	330	53	0	0	1145	0	0	1109	0	1241
V/C Ratio(X)	0.75	0.00	0.87	0.56	0.00	0.00	0.74	0.00	0.00	0.29	0.00	0.08
Avail Cap(c_a), veh/h	336	0	355	182	0	0	1145	0	0	1109	0	1241
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.94	0.00	0.94
Uniform Delay (d), s/veh	35.3	0.0	36.1	43.1	0.0	0.0	13.5	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	8.7	0.0	19.1	9.0	0.0	0.0	4.3	0.0	0.0	0.6	0.0	0.1
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	5.5	0.0	7.7	0.8	0.0	0.0	11.9	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.0	0.0	55.2	52.1	0.0	0.0	17.9	0.0	0.0	0.6	0.0	0.1
LnGrp LOS	D	A	E	D	A	A	B	A	A	A	A	A
Approach Vol, veh/h		523			30			849			411	
Approach Delay, s/veh		50.2			52.1			17.9			0.5	
Approach LOS		D			D			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		59.6		8.6		59.6		21.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		46.0		9.0		46.0		17.0				
Max Q Clear Time (g_c+I1), s		2.0		3.5		32.4		15.4				
Green Ext Time (p_c), s		6.5		0.0		9.3		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			23.8									
HCM 6th LOS			C									

Notes

User approved volume balancing among the lanes for turning movement.

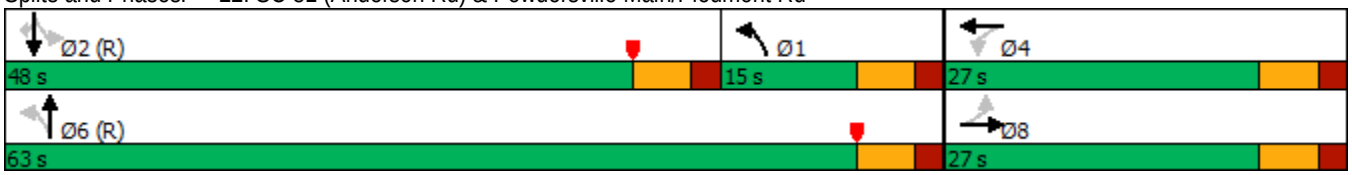


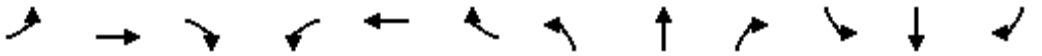
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	75	46	10	139	144	115	827	11	94	285	10
Future Volume (vph)	10	75	46	10	139	144	115	827	11	94	285	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.943			0.924			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1704	0	1626	1747	0	1805	3533	0	1719	1810	1615
Flt Permitted	0.264			0.652			0.499			0.227		
Satd. Flow (perm)	502	1704	0	1116	1747	0	948	3533	0	411	1810	1615
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		32			54			3				
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		587			678			715			522	
Travel Time (s)		11.4			13.2			12.2			8.9	
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 (%)	0%	4%	7%	11%	0%	1%	0%	2%	0%	5%	5%	0%
Adj. Flow (vph)	12	93	57	12	172	178	142	1021	14	116	352	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	150	0	12	350	0	142	1035	0	116	352	12
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		4	4		1	6		2	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	22.0		22.0	22.0	22.0
Total Split (s)	27.0	27.0		27.0	27.0		15.0	63.0		48.0	48.0	48.0
Total Split (%)	30.0%	30.0%		30.0%	30.0%		16.7%	70.0%		53.3%	53.3%	53.3%
Maximum Green (s)	21.0	21.0		21.0	21.0		9.0	57.0		42.0	42.0	42.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lag			Lead	Lead	Lead
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		3.0	6.0		6.0	6.0	6.0
Recall Mode	None	None		None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)	20.6	20.6		20.6	20.6		57.4	57.4		45.6	45.6	45.6
Actuated g/C Ratio	0.23	0.23		0.23	0.23		0.64	0.64		0.51	0.51	0.51
v/c Ratio	0.10	0.36		0.05	0.79		0.22	0.46		0.56	0.38	0.01
Control Delay	28.1	24.4		25.7	41.0		4.3	5.2		30.3	16.1	12.9
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	28.1	24.4		25.7	41.0		4.3	5.2		30.3	16.1	12.9
LOS	C	C		C	D		A	A		C	B	B
Approach Delay		24.7			40.5			5.1			19.4	
Approach LOS		C			D			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 59.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

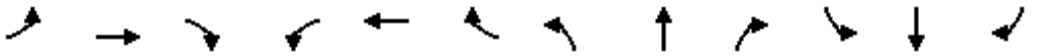




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	75	46	10	139	144	115	827	11	94	285	10
Future Volume (veh/h)	10	75	46	10	139	144	115	827	11	94	285	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1900	1841	1796	1737	1900	1885	1900	1870	1900	1826	1826	1900
Adj Flow Rate, veh/h	12	93	57	12	172	178	142	1021	14	116	352	12
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, %	0	4	7	11	0	1	0	2	0	5	5	0
Cap, veh/h	116	244	149	258	195	202	687	2291	31	239	546	482
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.55	1.00	1.00	0.30	0.30	0.30
Sat Flow, veh/h	1047	1068	655	1149	855	885	1810	3589	49	532	1826	1610
Grp Volume(v), veh/h	12	0	150	12	0	350	142	505	530	116	352	12
Grp Sat Flow(s),veh/h/ln	1047	0	1723	1149	0	1741	1810	1777	1862	532	1826	1610
Q Serve(g_s), s	1.0	0.0	6.6	0.8	0.0	17.5	0.0	0.0	0.0	17.6	15.1	0.5
Cycle Q Clear(g_c), s	18.5	0.0	6.6	7.4	0.0	17.5	0.0	0.0	0.0	17.6	15.1	0.5
Prop In Lane	1.00		0.38	1.00		0.51	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	116	0	393	258	0	397	687	1134	1188	239	546	482
V/C Ratio(X)	0.10	0.00	0.38	0.05	0.00	0.88	0.21	0.45	0.45	0.49	0.64	0.02
Avail Cap(c_a), veh/h	121	0	402	264	0	406	687	1134	1188	328	852	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.54	0.54	0.54	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.5	0.0	29.4	32.5	0.0	33.6	11.7	0.0	0.0	28.3	27.4	22.3
Incr Delay (d2), s/veh	0.6	0.0	0.9	0.1	0.0	19.8	0.1	0.7	0.7	6.9	5.8	0.1
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	0.3	0.0	2.8	0.2	0.0	9.3	1.2	0.2	0.2	2.6	7.1	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.0	0.0	30.2	32.6	0.0	53.4	11.8	0.7	0.7	35.1	33.1	22.4
LnGrp LOS	D	A	C	C	A	D	B	A	A	D	C	C
Approach Vol, veh/h		162			362			1177			480	
Approach Delay, s/veh		31.2			52.7			2.0			33.4	
Approach LOS		C			D			A			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	30.5	32.9		26.5		63.5		26.5				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	42.0		21.0		57.0		21.0				
Max Q Clear Time (g_c+I1), s	2.0	19.6		19.5		2.0		20.5				
Green Ext Time (p_c), s	0.2	7.3		0.4		23.8		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			19.5									
HCM 6th LOS			B									



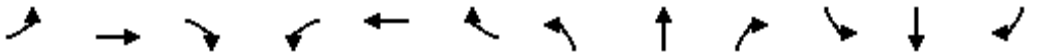
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	73	7	173	105	263	14	251	108	124	205	19
Future Volume (vph)	17	73	7	173	105	263	14	251	108	124	205	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	250		125	150		175	275		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987				0.850			0.850		0.987	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1769	0	1752	1845	1599	1805	1863	1583	1787	1825	0
Flt Permitted	0.670			0.396			0.582			0.273		
Satd. Flow (perm)	1273	1769	0	730	1845	1599	1106	1863	1583	514	1825	0
Right Turn on Red			Yes			Yes			No			Yes
Satd. Flow (RTOR)		3				326					6	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		719			882			1253			1080	
Travel Time (s)		14.0			17.2			19.0			16.4	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	0%	5%	17%	3%	3%	1%	0%	2%	2%	1%	3%	0%
Adj. Flow (vph)	22	95	9	225	136	342	18	326	140	161	266	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	22	104	0	225	136	342	18	326	140	161	291	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	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	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	
Protected Phases		8		7	4	5		6	7	5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		7	4	5	6	6	7	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	15.0	15.0	22.0	
Total Split (s)	22.0	22.0		27.0	49.0	23.0	48.0	48.0	27.0	23.0	71.0	
Total Split (%)	18.3%	18.3%		22.5%	40.8%	19.2%	40.0%	40.0%	22.5%	19.2%	59.2%	
Maximum Green (s)	16.0	16.0		21.0	43.0	17.0	42.0	42.0	21.0	17.0	65.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag		Lead		Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min	None	None	Min	
Act Effct Green (s)	10.3	10.3		28.5	28.5	47.3	19.4	19.4	41.8	38.3	38.3	
Actuated g/C Ratio	0.13	0.13		0.36	0.36	0.59	0.24	0.24	0.52	0.48	0.48	
v/c Ratio	0.13	0.45		0.49	0.21	0.32	0.07	0.72	0.17	0.36	0.33	
Control Delay	39.2	43.2		23.2	19.3	2.0	28.0	40.1	12.5	16.4	15.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	39.2	43.2		23.2	19.3	2.0	28.0	40.1	12.5	16.4	15.6	
LOS	D	D		C	B	A	C	D	B	B	B	
Approach Delay		42.5			12.1			31.6			15.9	
Approach LOS		D			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 79.8			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 20.6		Intersection LOS: C	
Intersection Capacity Utilization 51.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

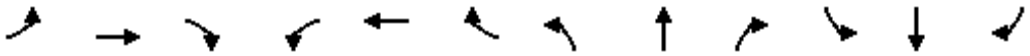




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	17	73	7	173	105	263	14	251	108	124	205	19
Future Volume (veh/h)	17	73	7	173	105	263	14	251	108	124	205	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1900	1826	1648	1856	1856	1885	1900	1870	1870	1885	1856	1900
Adj Flow Rate, veh/h	22	95	9	225	136	342	18	326	140	161	266	25
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	5	17	3	3	1	0	2	2	1	3	0
Cap, veh/h	218	160	15	438	648	709	390	445	607	369	732	69
Arrive On Green	0.10	0.10	0.10	0.15	0.35	0.35	0.24	0.24	0.24	0.09	0.44	0.44
Sat Flow, veh/h	931	1642	156	1767	1856	1598	1105	1870	1585	1795	1670	157
Grp Volume(v), veh/h	22	0	104	225	136	342	18	326	140	161	0	291
Grp Sat Flow(s),veh/h/ln	931	0	1798	1767	1856	1598	1105	1870	1585	1795	0	1827
Q Serve(g_s), s	1.2	0.0	3.1	5.9	2.9	8.6	0.7	9.1	3.4	3.5	0.0	6.0
Cycle Q Clear(g_c), s	1.2	0.0	3.1	5.9	2.9	8.6	0.7	9.1	3.4	3.5	0.0	6.0
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		0.09
Lane Grp Cap(c), veh/h	218	0	175	438	648	709	390	445	607	369	0	801
V/C Ratio(X)	0.10	0.00	0.59	0.51	0.21	0.48	0.05	0.73	0.23	0.44	0.00	0.36
Avail Cap(c_a), veh/h	391	0	509	839	1413	1367	950	1391	1409	740	0	2103
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.6	0.0	24.4	17.1	12.9	11.1	16.7	19.9	11.8	13.7	0.0	10.6
Incr Delay (d2), s/veh	0.2	0.0	3.2	0.9	0.2	0.5	0.0	2.4	0.2	0.8	0.0	0.3
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	0.3	0.0	1.4	2.2	1.1	2.5	0.2	3.6	1.0	1.2	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.8	0.0	27.6	18.1	13.1	11.6	16.7	22.2	12.0	14.5	0.0	10.9
LnGrp LOS	C	A	C	B	B	B	B	C	B	B	A	B
Approach Vol, veh/h		126			703			484			452	
Approach Delay, s/veh		26.9			14.0			19.1			12.2	
Approach LOS		C			B			B			B	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		30.8		25.7	11.3	19.4	14.2	11.5				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		65.0		43.0	17.0	42.0	21.0	16.0				
Max Q Clear Time (g_c+I1), s		8.0		10.6	5.5	11.1	7.9	5.1				
Green Ext Time (p_c), s		1.7		2.0	0.3	2.3	0.5	0.4				

Intersection Summary												
HCM 6th Ctrl Delay			15.8									
HCM 6th LOS			B									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	0	11	6	0	9	10	442	12	19	508	11
Future Volume (vph)	13	0	11	6	0	9	10	442	12	19	508	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939			0.917			0.996			0.997	
Flt Protected		0.973			0.981			0.999			0.998	
Satd. Flow (prot)	0	1736	0	0	1709	0	0	1855	0	0	1838	0
Flt Permitted		0.973			0.981			0.999			0.998	
Satd. Flow (perm)	0	1736	0	0	1709	0	0	1855	0	0	1838	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		307			176			1080			1821	
Travel Time (s)		8.4			4.8			16.4			27.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	16	0	13	7	0	11	12	539	15	23	620	13
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	29	0	0	18	0	0	566	0	0	656	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.9%		ICU Level of Service A	
Analysis Period (min) 15			

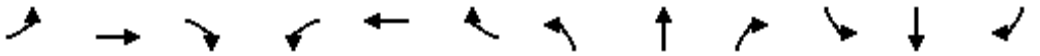
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	13	0	11	6	0	9	10	442	12	19	508	11
Future Vol, veh/h	13	0	11	6	0	9	10	442	12	19	508	11
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	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	16	0	13	7	0	11	12	539	15	23	620	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1249	1251	627	1250	1250	547	633	0	0	554	0	0
Stage 1	673	673	-	571	571	-	-	-	-	-	-	-
Stage 2	576	578	-	679	679	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	151	174	487	151	174	541	960	-	-	1026	-	-
Stage 1	448	457	-	509	508	-	-	-	-	-	-	-
Stage 2	506	504	-	445	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	142	165	487	141	165	541	960	-	-	1026	-	-
Mov Cap-2 Maneuver	142	165	-	141	165	-	-	-	-	-	-	-
Stage 1	440	441	-	500	499	-	-	-	-	-	-	-
Stage 2	487	495	-	418	438	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.9	20.3	0.2	0.3
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	960	-	-	210	253	1026	-	-
HCM Lane V/C Ratio	0.013	-	-	0.139	0.072	0.023	-	-
HCM Control Delay (s)	8.8	0	-	24.9	20.3	8.6	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0.1	-	-

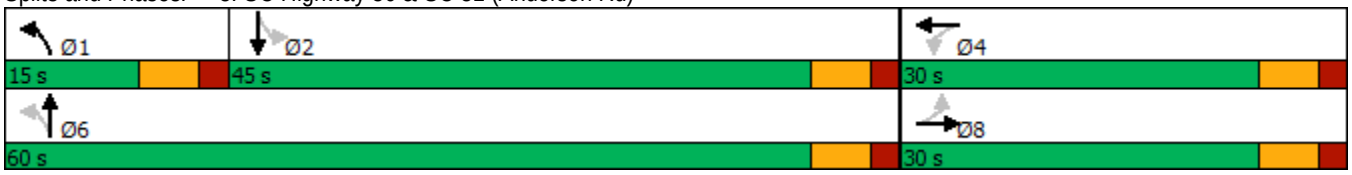


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	59	197	96	38	268	26	105	318	29	29	418	81
Future Volume (vph)	59	197	96	38	268	26	105	318	29	29	418	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.987			0.987			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1766	0	1805	1794	0	1787	1825	0	1805	1809	0
Flt Permitted	0.361			0.363			0.179			0.523		
Satd. Flow (perm)	686	1766	0	690	1794	0	337	1825	0	994	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			5			9			14	
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		1241			1334			1821			1499	
Travel Time (s)		18.8			22.7			27.6			22.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	3%	1%	0%	5%	0%	1%	3%	0%	0%	3%	0%
Adj. Flow (vph)	69	232	113	45	315	31	124	374	34	34	492	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	69	345	0	45	346	0	124	408	0	34	587	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		8			4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		15.0	22.0		22.0	22.0	
Total Split (s)	30.0	30.0		30.0	30.0		15.0	60.0		45.0	45.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		16.7%	66.7%		50.0%	50.0%	
Maximum Green (s)	24.0	24.0		24.0	24.0		9.0	54.0		39.0	39.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)	19.0	19.0		19.0	19.0		39.2	39.2		28.9	28.9	
Actuated g/C Ratio	0.27	0.27		0.27	0.27		0.55	0.55		0.40	0.40	
v/c Ratio	0.38	0.71		0.25	0.72		0.35	0.41		0.08	0.79	
Control Delay	32.6	33.4		28.7	36.0		10.4	10.1		15.7	28.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.6	33.4		28.7	36.0		10.4	10.1		15.7	28.8	
LOS	C	C		C	D		B	B		B	C	
Approach Delay		33.2			35.2			10.2			28.0	
Approach LOS		C			D			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 71.4			
Natural Cycle: 65			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.79			
Intersection Signal Delay: 25.7		Intersection LOS: C	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

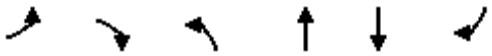
Splits and Phases: 3: SC Highway 86 & SC 81 (Anderson Rd)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	197	96	38	268	26	105	318	29	29	418	81
Future Volume (veh/h)	59	197	96	38	268	26	105	318	29	29	418	81
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	1900	1856	1885	1900	1826	1900	1885	1856	1900	1900	1856	1900
Adj Flow Rate, veh/h	69	232	113	45	315	31	124	374	34	34	492	95
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	3	1	0	5	0	1	3	0	0	3	0
Cap, veh/h	224	332	162	219	461	45	298	902	82	486	575	111
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.07	0.54	0.54	0.38	0.38	0.38
Sat Flow, veh/h	1051	1178	574	1052	1636	161	1795	1676	152	993	1511	292
Grp Volume(v), veh/h	69	0	345	45	0	346	124	0	408	34	0	587
Grp Sat Flow(s),veh/h/ln	1051	0	1752	1052	0	1797	1795	0	1828	993	0	1803
Q Serve(g_s), s	4.2	0.0	11.7	2.7	0.0	11.4	2.6	0.0	8.8	1.5	0.0	19.9
Cycle Q Clear(g_c), s	15.6	0.0	11.7	14.4	0.0	11.4	2.6	0.0	8.8	1.5	0.0	19.9
Prop In Lane	1.00		0.33	1.00		0.09	1.00		0.08	1.00		0.16
Lane Grp Cap(c), veh/h	224	0	493	219	0	506	298	0	984	486	0	687
V/C Ratio(X)	0.31	0.00	0.70	0.21	0.00	0.68	0.42	0.00	0.41	0.07	0.00	0.86
Avail Cap(c_a), veh/h	307	0	631	302	0	647	419	0	1482	689	0	1055
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	21.4	27.8	0.0	21.3	14.0	0.0	9.1	13.2	0.0	18.9
Incr Delay (d2), s/veh	0.8	0.0	2.4	0.5	0.0	2.0	0.9	0.0	0.3	0.1	0.0	4.4
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	1.0	0.0	4.5	0.6	0.0	4.5	0.9	0.0	2.7	0.3	0.0	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.0	0.0	23.8	28.3	0.0	23.3	14.9	0.0	9.4	13.3	0.0	23.3
LnGrp LOS	C	A	C	C	A	C	B	A	A	B	A	C
Approach Vol, veh/h		414			391			532			621	
Approach Delay, s/veh		24.7			23.9			10.7			22.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.5	31.4		24.8		41.9		24.8				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	39.0		24.0		54.0		24.0				
Max Q Clear Time (g_c+I1), s	4.6	21.9		16.4		10.8		17.6				
Green Ext Time (p_c), s	0.1	3.5		1.3		2.5		1.2				

Intersection Summary												
HCM 6th Ctrl Delay			20.1									
HCM 6th LOS			C									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	12	13	12	397	501	17
Future Volume (vph)	12	13	12	397	501	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930				0.996	
Flt Protected	0.976			0.999		
Satd. Flow (prot)	1725	0	0	1844	1839	0
Flt Permitted	0.976			0.999		
Satd. Flow (perm)	1725	0	0	1844	1839	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	342			1499	1017	
Travel Time (s)	9.3			20.4	13.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	14	15	14	467	589	20
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	0	481	609	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.6%		ICU Level of Service A	
Analysis Period (min) 15			

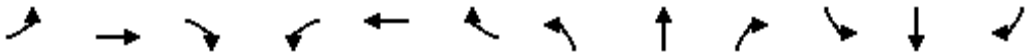
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	13	12	397	501	17
Future Vol, veh/h	12	13	12	397	501	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	14	15	14	467	589	20

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1094	599	609	0	-	0
Stage 1	599	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	239	505	979	-	-	-
Stage 1	553	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	234	505	979	-	-	-
Mov Cap-2 Maneuver	234	-	-	-	-	-
Stage 1	542	-	-	-	-	-
Stage 2	617	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.2	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	979	-	325	-	-
HCM Lane V/C Ratio	0.014	-	0.09	-	-
HCM Control Delay (s)	8.7	0	17.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	4	2	6	2	9	2	391	15	11	511	71
Future Volume (vph)	20	4	2	6	2	9	2	391	15	11	511	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.929			0.995			0.984	
Flt Protected		0.963			0.982						0.999	
Satd. Flow (prot)	0	1813	0	0	1733	0	0	1855	0	0	1821	0
Flt Permitted		0.963			0.982						0.999	
Satd. Flow (perm)	0	1813	0	0	1733	0	0	1855	0	0	1821	0
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1266			710			1017			3146	
Travel Time (s)		34.5			19.4			13.9			42.9	
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 (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	23	5	2	7	2	10	2	449	17	13	587	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	30	0	0	19	0	0	468	0	0	682	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.0%		ICU Level of Service A	
Analysis Period (min) 15			

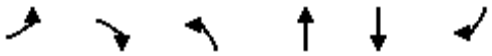
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	20	4	2	6	2	9	2	391	15	11	511	71
Future Vol, veh/h	20	4	2	6	2	9	2	391	15	11	511	71
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, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	23	5	2	7	2	10	2	449	17	13	587	82

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1122	1124	628	1120	1157	458	669	0	0	466	0	0
Stage 1	654	654	-	462	462	-	-	-	-	-	-	-
Stage 2	468	470	-	658	695	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	185	207	487	185	198	607	931	-	-	1106	-	-
Stage 1	459	466	-	584	568	-	-	-	-	-	-	-
Stage 2	579	563	-	457	447	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	177	202	487	178	194	607	931	-	-	1106	-	-
Mov Cap-2 Maneuver	177	202	-	178	194	-	-	-	-	-	-	-
Stage 1	458	457	-	582	566	-	-	-	-	-	-	-
Stage 2	565	561	-	442	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	27.5	18.4	0	0.2
HCM LOS	D	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	931	-	-	190	289	1106	-	-
HCM Lane V/C Ratio	0.002	-	-	0.157	0.068	0.011	-	-
HCM Control Delay (s)	8.9	0	-	27.5	18.4	8.3	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.2	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	84	89	340	517	0
Future Volume (vph)	0	84	89	340	517	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1627	0	1787	1863	1845	0
Flt Permitted			0.950			
Satd. Flow (perm)	1627	0	1787	1863	1845	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	331			3146	1358	
Travel Time (s)	7.5			42.9	18.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	1%	2%	3%	0%
Adj. Flow (vph)	0	92	98	374	568	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	92	0	98	374	568	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.3%		ICU Level of Service A	
Analysis Period (min) 15			

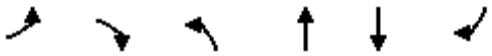
Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	84	89	340	517	0
Future Vol, veh/h	0	84	89	340	517	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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	1	1	2	3	0
Mvmt Flow	0	92	98	374	568	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1138	568	568	0	-	0
Stage 1	568	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	225	524	1009	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	570	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	524	1009	-	-	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	516	-	-	-	-	-
Stage 2	570	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1009	-	524	-	-
HCM Lane V/C Ratio	0.097	-	0.176	-	-
HCM Control Delay (s)	8.9	-	13.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.6	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	41	0	1	335	516	60
Future Volume (vph)	41	0	1	335	516	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.986	
Flt Protected	0.950					
Satd. Flow (prot)	1752	0	0	1863	1824	0
Flt Permitted	0.950					
Satd. Flow (perm)	1752	0	0	1863	1824	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	492			1358	364	
Travel Time (s)	9.6			18.5	5.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	0%	2%	3%	0%
Adj. Flow (vph)	42	0	1	345	532	62
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	346	594	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.8%		ICU Level of Service A	
Analysis Period (min) 15			

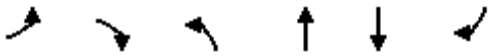
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	41	0	1	335	516	60
Future Vol, veh/h	41	0	1	335	516	60
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	97	97	97	97	97	97
Heavy Vehicles, %	3	0	0	2	3	0
Mvmt Flow	42	0	1	345	532	62

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	910	563	594	0	-	0
Stage 1	563	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	304	530	992	-	-	-
Stage 1	568	-	-	-	-	-
Stage 2	713	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	304	530	992	-	-	-
Mov Cap-2 Maneuver	304	-	-	-	-	-
Stage 1	567	-	-	-	-	-
Stage 2	713	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	992	-	304	-	-
HCM Lane V/C Ratio	0.001	-	0.139	-	-
HCM Control Delay (s)	8.6	0	18.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	44	0	4	371	575	44
Future Volume (vph)	44	0	4	371	575	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.990	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1805	0	0	1861	1847	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1805	0	0	1861	1847	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	574			364	223	
Travel Time (s)	11.2			5.0	3.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	45	0	4	382	593	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	45	0	0	386	638	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.9%		ICU Level of Service A	
Analysis Period (min) 15			

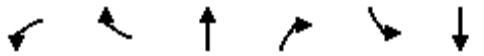
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	44	0	4	371	575	44
Future Vol, veh/h	44	0	4	371	575	44
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	45	0	4	382	593	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1006	616	638	0	-	0
Stage 1	616	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	270	494	956	-	-	-
Stage 1	543	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	269	494	956	-	-	-
Mov Cap-2 Maneuver	269	-	-	-	-	-
Stage 1	540	-	-	-	-	-
Stage 2	689	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	956	-	269	-	-
HCM Lane V/C Ratio	0.004	-	0.169	-	-
HCM Control Delay (s)	8.8	0	21.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	23	23	396	19	24	597
Future Volume (vph)	23	23	396	19	24	597
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.994			
Flt Protected	0.976					0.998
Satd. Flow (prot)	1728	0	1848	0	0	1857
Flt Permitted	0.976					0.998
Satd. Flow (perm)	1728	0	1848	0	0	1857
Link Speed (mph)	35		50			50
Link Distance (ft)	338		223			1659
Travel Time (s)	6.6		3.0			22.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	6%	5%	2%
Adj. Flow (vph)	24	24	408	20	25	615
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	0	428	0	0	640
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

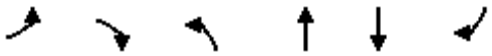
Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	23	396	19	24	597
Future Vol, veh/h	23	23	396	19	24	597
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	6	5	2
Mvmt Flow	24	24	408	20	25	615

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1083	418	0	0	428	0
Stage 1	418	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	243	639	-	-	1116	-
Stage 1	669	-	-	-	-	-
Stage 2	515	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	235	639	-	-	1116	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	344	1116	-
HCM Lane V/C Ratio	-	-	0.138	0.022	-
HCM Control Delay (s)	-	-	17.1	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	53	57	89	333	565	6
Future Volume (vph)	53	57	89	333	565	6
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930				0.999	
Flt Protected	0.976		0.950			
Satd. Flow (prot)	1725	0	1805	1863	1843	0
Flt Permitted	0.976		0.950			
Satd. Flow (perm)	1725	0	1805	1863	1843	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	538			1659	440	
Travel Time (s)	14.7			22.6	6.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Adj. Flow (vph)	55	59	92	343	582	6
Shared Lane Traffic (%)						
Lane Group Flow (vph)	114	0	92	343	588	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.5%		ICU Level of Service A	
Analysis Period (min) 15			

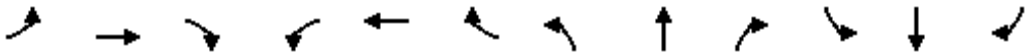
Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	53	57	89	333	565	6
Future Vol, veh/h	53	57	89	333	565	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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	55	59	92	343	582	6

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1112	585	588	0	-	0
Stage 1	585	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	233	515	997	-	-	-
Stage 1	561	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	212	515	997	-	-	-
Mov Cap-2 Maneuver	346	-	-	-	-	-
Stage 1	509	-	-	-	-	-
Stage 2	596	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.8	1.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	997	-	417	-	-
HCM Lane V/C Ratio	0.092	-	0.272	-	-
HCM Control Delay (s)	9	-	16.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.1	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	4	0	1	4	381	1	2	566	52
Future Volume (vph)	0	0	0	4	0	1	4	381	1	2	566	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.973						0.989	
Flt Protected					0.962			0.999				
Satd. Flow (prot)	0	0	0	0	1778	0	0	1861	0	0	1826	0
Flt Permitted					0.962			0.999				
Satd. Flow (perm)	0	0	0	0	1778	0	0	1861	0	0	1826	0
Link Speed (mph)		25			35			50			50	
Link Distance (ft)		162			583			440			490	
Travel Time (s)		4.4			11.4			6.0			6.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	50%	3%	0%
Adj. Flow (vph)	0	0	0	4	0	1	4	389	1	2	578	53
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	5	0	0	394	0	0	633	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

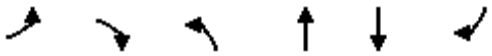
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	4	0	1	4	381	1	2	566	52
Future Vol, veh/h	0	0	0	4	0	1	4	381	1	2	566	52
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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	50	3	0
Mvmt Flow	0	0	0	4	0	1	4	389	1	2	578	53

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1007	1033	390	631	0	0	390	0	0
Stage 1	398	398	-	-	-	-	-	-	-
Stage 2	609	635	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	269	234	663	961	-	-	949	-	-
Stage 1	683	606	-	-	-	-	-	-	-
Stage 2	547	476	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	267	0	663	961	-	-	949	-	-
Mov Cap-2 Maneuver	267	0	-	-	-	-	-	-	-
Stage 1	680	0	-	-	-	-	-	-	-
Stage 2	545	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	961	-	-	303	949	-	-
HCM Lane V/C Ratio	0.004	-	-	0.017	0.002	-	-
HCM Control Delay (s)	8.8	0	-	17.1	8.8	0	-
HCM Lane LOS	A	A	-	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	3	2	381	616	11
Future Volume (vph)	7	3	2	381	616	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.959				0.998	
Flt Protected	0.966					
Satd. Flow (prot)	1602	0	0	1863	1860	0
Flt Permitted	0.966					
Satd. Flow (perm)	1602	0	0	1863	1860	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	615			490	2253	
Travel Time (s)	14.0			6.7	30.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	33%	0%	2%	2%	0%
Adj. Flow (vph)	7	3	2	397	642	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	10	0	0	399	653	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	3	2	381	616	11
Future Vol, veh/h	7	3	2	381	616	11
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	96	96	96	96	96	96
Heavy Vehicles, %	0	33	0	2	2	0
Mvmt Flow	7	3	2	397	642	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1049	648	653	0	-	0
Stage 1	648	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Critical Hdwy	6.4	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	254	420	943	-	-	-
Stage 1	524	-	-	-	-	-
Stage 2	681	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	253	420	943	-	-	-
Mov Cap-2 Maneuver	253	-	-	-	-	-
Stage 1	522	-	-	-	-	-
Stage 2	681	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	943	-	287	-	-
HCM Lane V/C Ratio	0.002	-	0.036	-	-
HCM Control Delay (s)	8.8	0	18	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	14	378	7	29	608
Future Volume (vph)	17	14	378	7	29	608
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.939		0.998			
Flt Protected	0.973					0.998
Satd. Flow (prot)	1736	0	1860	0	0	1857
Flt Permitted	0.973					0.998
Satd. Flow (perm)	1736	0	1860	0	0	1857
Link Speed (mph)	35		50			40
Link Distance (ft)	439		2253			1223
Travel Time (s)	8.6		30.7			20.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	0%	4%	2%
Adj. Flow (vph)	18	15	398	7	31	640
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	0	405	0	0	671
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.6%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	14	378	7	29	608
Future Vol, veh/h	17	14	378	7	29	608
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	4	2
Mvmt Flow	18	15	398	7	31	640

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1104	402	0	0	405	0
Stage 1	402	-	-	-	-	-
Stage 2	702	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	236	653	-	-	1143	-
Stage 1	680	-	-	-	-	-
Stage 2	495	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	226	653	-	-	1143	-
Mov Cap-2 Maneuver	226	-	-	-	-	-
Stage 1	680	-	-	-	-	-
Stage 2	474	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	321	1143	-
HCM Lane V/C Ratio	-	-	0.102	0.027	-
HCM Control Delay (s)	-	-	17.5	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	19	392	9	39	637
Future Volume (vph)	10	19	392	9	39	637
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.912		0.997			
Flt Protected	0.983					0.997
Satd. Flow (prot)	1641	0	1858	0	0	1859
Flt Permitted	0.983					0.997
Satd. Flow (perm)	1641	0	1858	0	0	1859
Link Speed (mph)	25		40			40
Link Distance (ft)	898		1223			1556
Travel Time (s)	24.5		20.8			26.5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	11%	0%	2%	0%	0%	2%
Adj. Flow (vph)	10	19	400	9	40	650
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	409	0	0	690
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.2%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	19	392	9	39	637
Future Vol, veh/h	10	19	392	9	39	637
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	98	98	98	98	98	98
Heavy Vehicles, %	11	0	2	0	0	2
Mvmt Flow	10	19	400	9	40	650

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1135	405	0	0	409	0
Stage 1	405	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Critical Hdwy	6.51	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	215	650	-	-	1161	-
Stage 1	654	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	203	650	-	-	1161	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	654	-	-	-	-	-
Stage 2	436	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.6	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	369	1161	-
HCM Lane V/C Ratio	-	-	0.08	0.034	-
HCM Control Delay (s)	-	-	15.6	8.2	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-



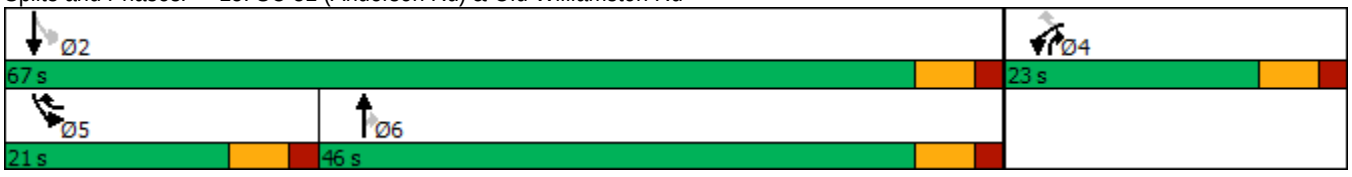
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	105	182	349	56	190	573
Future Volume (vph)	105	182	349	56	190	573
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1583	1863	1583	1787	1863
Flt Permitted	0.950				0.326	
Satd. Flow (perm)	1752	1583	1863	1583	613	1863
Right Turn on Red		Yes		No		
Satd. Flow (RTOR)		188				
Link Speed (mph)	40		40			40
Link Distance (ft)	658		1556			1557
Travel Time (s)	11.2		26.5			26.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	1%	2%
Adj. Flow (vph)	108	188	360	58	196	591
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	188	360	58	196	591
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	R NA	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	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	20	6	20	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
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	4	5	6	4	5	2

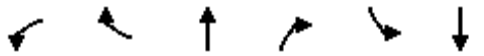


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4		6	2	
Detector Phase	4	5	6	4	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	22.0	15.0	15.0	22.0
Total Split (s)	23.0	21.0	46.0	23.0	21.0	67.0
Total Split (%)	25.6%	23.3%	51.1%	25.6%	23.3%	74.4%
Maximum Green (s)	17.0	15.0	40.0	17.0	15.0	61.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	9.0	21.6	15.2	30.9	32.2	34.5
Actuated g/C Ratio	0.18	0.43	0.30	0.62	0.64	0.69
v/c Ratio	0.34	0.24	0.64	0.06	0.31	0.46
Control Delay	25.0	2.7	22.4	5.3	6.1	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.0	2.7	22.4	5.3	6.1	7.2
LOS	C	A	C	A	A	A
Approach Delay	10.8		20.0			6.9
Approach LOS	B		C			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 50.1			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 11.3		Intersection LOS: B	
Intersection Capacity Utilization 49.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 15: SC 81 (Anderson Rd) & Old Williamston Rd

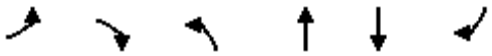




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	105	182	349	56	190	573
Future Volume (veh/h)	105	182	349	56	190	573
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1885	1870
Adj Flow Rate, veh/h	108	188	360	58	196	591
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	2	2	2	1	2
Cap, veh/h	281	431	522	694	487	1013
Arrive On Green	0.16	0.16	0.28	0.28	0.11	0.54
Sat Flow, veh/h	1767	1585	1870	1585	1795	1870
Grp Volume(v), veh/h	108	188	360	58	196	591
Grp Sat Flow(s),veh/h/ln	1767	1585	1870	1585	1795	1870
Q Serve(g_s), s	2.2	3.9	6.9	0.9	2.7	8.5
Cycle Q Clear(g_c), s	2.2	3.9	6.9	0.9	2.7	8.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	281	431	522	694	487	1013
V/C Ratio(X)	0.38	0.44	0.69	0.08	0.40	0.58
Avail Cap(c_a), veh/h	750	851	1867	1834	957	2847
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	15.1	12.1	12.9	6.6	8.2	6.1
Incr Delay (d2), s/veh	0.9	0.7	1.6	0.1	0.5	0.5
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	3.7	2.3	0.3	0.7	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.0	12.8	14.5	6.6	8.8	6.7
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	296		418			787
Approach Delay, s/veh	13.9		13.4			7.2
Approach LOS	B		B			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		27.7		12.4	10.5	17.2
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		61.0		17.0	15.0	40.0
Max Q Clear Time (g_c+I1), s		10.5		5.9	4.7	8.9
Green Ext Time (p_c), s		4.1		0.7	0.4	2.3

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	6	17	507	766	31
Future Volume (vph)	14	6	17	507	766	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961				0.995	
Flt Protected	0.966			0.998		
Satd. Flow (prot)	1593	0	0	1856	1855	0
Flt Permitted	0.966			0.998		
Satd. Flow (perm)	1593	0	0	1856	1855	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	723			1557	1258	
Travel Time (s)	19.7			26.5	21.4	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	15%	0%	7%	2%	2%	0%
Adj. Flow (vph)	15	6	18	528	798	32
Shared Lane Traffic (%)						
Lane Group Flow (vph)	21	0	0	546	830	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 52.2%		ICU Level of Service A	
Analysis Period (min) 15			

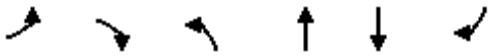
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	6	17	507	766	31
Future Vol, veh/h	14	6	17	507	766	31
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	96	96	96	96	96	96
Heavy Vehicles, %	15	0	7	2	2	0
Mvmt Flow	15	6	18	528	798	32

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1378	814	830	0	-	0
Stage 1	814	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Critical Hdwy	6.55	6.2	4.17	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.3	2.263	-	-	-
Pot Cap-1 Maneuver	149	381	781	-	-	-
Stage 1	414	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	381	781	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	400	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	781	-	177	-	-
HCM Lane V/C Ratio	0.023	-	0.118	-	-
HCM Control Delay (s)	9.7	0	28	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	46	61	464	752	44
Future Volume (vph)	14	46	61	464	752	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896				0.993	
Flt Protected	0.989		0.950			
Satd. Flow (prot)	1621	0	1770	1863	1866	0
Flt Permitted	0.989		0.950			
Satd. Flow (perm)	1621	0	1770	1863	1866	0
Link Speed (mph)	35			40	40	
Link Distance (ft)	783			1258	372	
Travel Time (s)	15.3			21.4	6.3	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	5%	2%	2%	1%	3%
Adj. Flow (vph)	14	47	62	473	767	45
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	62	473	812	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	L NA	Right	Left	R NA	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	-6	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.2%		ICU Level of Service B	
Analysis Period (min) 15			

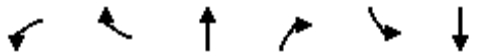
Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	46	61	464	752	44
Future Vol, veh/h	14	46	61	464	752	44
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	98	98	98	98	98	98
Heavy Vehicles, %	0	5	2	2	1	3
Mvmt Flow	14	47	62	473	767	45

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1387	790	812	0	-	0
Stage 1	790	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	159	385	814	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	385	814	-	-	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	417	-	-	-	-	-
Stage 2	554	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	1.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	814	-	279	-	-
HCM Lane V/C Ratio	0.076	-	0.219	-	-
HCM Control Delay (s)	9.8	-	21.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	3	3	474	1	6	805
Future Volume (vph)	3	3	474	1	6	805
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1728	0	1863	0	0	1863
Flt Permitted	0.976					
Satd. Flow (perm)	1728	0	1863	0	0	1863
Link Speed (mph)	30		40			40
Link Distance (ft)	418		3583			1052
Travel Time (s)	9.5		61.1			17.9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Adj. Flow (vph)	3	3	484	1	6	821
Shared Lane Traffic (%)						
Lane Group Flow (vph)	6	0	485	0	0	827
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.1%		ICU Level of Service B	
Analysis Period (min) 15			

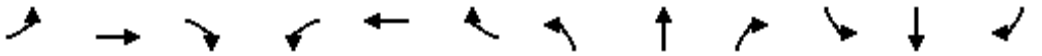
Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	3	474	1	6	805
Future Vol, veh/h	3	3	474	1	6	805
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	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	3	3	484	1	6	821

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1318	485	0	0	485	0
Stage 1	485	-	-	-	-	-
Stage 2	833	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	175	586	-	-	1088	-
Stage 1	623	-	-	-	-	-
Stage 2	430	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	173	586	-	-	1088	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	623	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.8	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	267	1088	-
HCM Lane V/C Ratio	-	-	0.023	0.006	-
HCM Control Delay (s)	-	-	18.8	8.3	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	4	3	87	9	43	2	470	20	10	686	9
Future Volume (vph)	10	4	3	87	9	43	2	470	20	10	686	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.976				0.850		0.994			0.998	
Flt Protected		0.971			0.957						0.999	
Satd. Flow (prot)	0	1801	0	0	1802	1615	0	1849	0	0	1855	0
Flt Permitted		0.971			0.957						0.999	
Satd. Flow (perm)	0	1801	0	0	1802	1615	0	1849	0	0	1855	0
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		995			978			1052			1056	
Travel Time (s)		19.4			19.1			17.9			18.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	2%	6%	11%	2%	0%
Adj. Flow (vph)	10	4	3	90	9	44	2	485	21	10	707	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	17	0	0	99	44	0	508	0	0	726	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

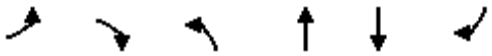
Intersection	
Int Delay, s/veh	5.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	10	4	3	87	9	43	2	470	20	10	686	9
Future Vol, veh/h	10	4	3	87	9	43	2	470	20	10	686	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	0	0	0	2	6	11	2	0
Mvmt Flow	10	4	3	90	9	44	2	485	21	10	707	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1258	1242	712	1235	1236	496	716	0	0	506	0	0
Stage 1	732	732	-	500	500	-	-	-	-	-	-	-
Stage 2	526	510	-	735	736	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.5	6.2	4.1	-	-	4.21	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4	3.3	2.2	-	-	2.299	-	-
Pot Cap-1 Maneuver	149	176	436	154	178	578	894	-	-	1014	-	-
Stage 1	416	430	-	555	546	-	-	-	-	-	-	-
Stage 2	539	541	-	413	428	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	130	173	436	148	175	578	894	-	-	1014	-	-
Mov Cap-2 Maneuver	130	173	-	148	175	-	-	-	-	-	-	-
Stage 1	415	423	-	553	544	-	-	-	-	-	-	-
Stage 2	488	539	-	400	421	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	30.4	49.5	0	0.1
HCM LOS	D	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	894	-	-	159	150	578	1014	-	-
HCM Lane V/C Ratio	0.002	-	-	0.11	0.66	0.077	0.01	-	-
HCM Control Delay (s)	9	0	-	30.4	66.4	11.7	8.6	0	-
HCM Lane LOS	A	A	-	D	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	3.7	0.2	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	14	15	19	489	720	24
Future Volume (vph)	14	15	19	489	720	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930				0.996	
Flt Protected	0.976			0.998		
Satd. Flow (prot)	1725	0	0	1860	1856	0
Flt Permitted	0.976			0.998		
Satd. Flow (perm)	1725	0	0	1860	1856	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	727			1056	2149	
Travel Time (s)	19.8			18.0	36.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	14	15	20	504	742	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	29	0	0	524	767	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

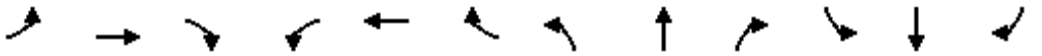
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	15	19	489	720	24
Future Vol, veh/h	14	15	19	489	720	24
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	14	15	20	504	742	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1299	755	767	0	-	0
Stage 1	755	-	-	-	-	-
Stage 2	544	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	180	412	856	-	-	-
Stage 1	468	-	-	-	-	-
Stage 2	586	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	174	412	856	-	-	-
Mov Cap-2 Maneuver	174	-	-	-	-	-
Stage 1	453	-	-	-	-	-
Stage 2	586	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	856	-	248	-	-
HCM Lane V/C Ratio	0.023	-	0.121	-	-
HCM Control Delay (s)	9.3	0	21.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



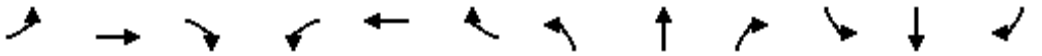
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	20	14	15	61	4	10	509	7	1	681	145
Future Volume (vph)	88	20	14	15	61	4	10	509	7	1	681	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	0		100
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.994			0.998				0.850
Flt Protected	0.950	0.979			0.991			0.999				
Satd. Flow (prot)	1715	1644	0	0	1872	0	0	1858	0	0	1863	1599
Flt Permitted	0.950	0.979			0.991			0.985				
Satd. Flow (perm)	1715	1644	0	0	1872	0	0	1832	0	0	1863	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			2			1				156
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1365			454			2149			715	
Travel Time (s)		26.6			8.8			36.6			12.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	8%	0%	0%	0%	0%	2%	0%	0%	2%	1%
Adj. Flow (vph)	95	22	15	16	66	4	11	547	8	1	732	156
Shared Lane Traffic (%)	30%											
Lane Group Flow (vph)	66	66	0	0	86	0	0	566	0	0	733	156
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)		15			0			0			0	
Link Offset(ft)		-12			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes									Yes	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	8	8		4	4			6			2	8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6			2		2
Detector Phase	8	8		4	4		6	6		2	2	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	15.0	15.0		15.0	15.0		22.0	22.0		22.0	22.0	15.0
Total Split (s)	15.0	15.0		15.0	15.0		60.0	60.0		60.0	60.0	15.0
Total Split (%)	16.7%	16.7%		16.7%	16.7%		66.7%	66.7%		66.7%	66.7%	16.7%
Maximum Green (s)	9.0	9.0		9.0	9.0		54.0	54.0		54.0	54.0	9.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	None
Act Effct Green (s)	8.2	8.2			8.6			57.6			57.6	73.0
Actuated g/C Ratio	0.09	0.09			0.10			0.64			0.64	0.81
v/c Ratio	0.43	0.41			0.48			0.48			0.61	0.12
Control Delay	46.8	39.9			46.4			11.5			7.2	0.4
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	46.8	39.9			46.4			11.5			7.2	0.4
LOS	D	D			D			B			A	A
Approach Delay		43.3			46.4			11.5			6.0	
Approach LOS		D			D			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 20 (22%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 12.9		Intersection LOS: B	
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 21: SC 81 (Anderson Rd) & Circle Rd





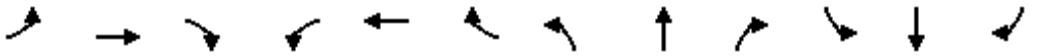
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	20	14	15	61	4	10	509	7	1	681	145
Future Volume (veh/h)	88	20	14	15	61	4	10	509	7	1	681	145
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1900	1811	1781	1900	1900	1900	1900	1870	1900	1900	1870	1885
Adj Flow Rate, veh/h	66	63	15	16	66	4	11	547	8	1	732	156
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	6	8	0	0	0	0	2	0	0	2	1
Cap, veh/h	118	93	22	21	87	5	49	1215	18	40	1260	1182
Arrive On Green	0.07	0.07	0.07	0.06	0.06	0.06	0.67	0.67	0.67	1.00	1.00	1.00
Sat Flow, veh/h	1810	1414	337	347	1433	87	12	1803	26	0	1870	1598
Grp Volume(v), veh/h	66	0	78	86	0	0	566	0	0	733	0	156
Grp Sat Flow(s),veh/h/ln	1810	0	1750	1867	0	0	1841	0	0	1870	0	1598
Q Serve(g_s), s	3.2	0.0	3.9	4.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	3.2	0.0	3.9	4.1	0.0	0.0	12.8	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.19	0.19		0.05	0.02		0.01	0.00		1.00
Lane Grp Cap(c), veh/h	118	0	115	113	0	0	1282	0	0	1301	0	1182
V/C Ratio(X)	0.56	0.00	0.68	0.76	0.00	0.00	0.44	0.00	0.00	0.56	0.00	0.13
Avail Cap(c_a), veh/h	181	0	175	187	0	0	1282	0	0	1301	0	1182
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.53	0.00	0.53
Uniform Delay (d), s/veh	40.8	0.0	41.1	41.6	0.0	0.0	6.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	4.1	0.0	6.9	10.1	0.0	0.0	1.1	0.0	0.0	0.9	0.0	0.1
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	1.5	0.0	1.9	2.2	0.0	0.0	4.3	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.8	0.0	48.0	51.7	0.0	0.0	8.0	0.0	0.0	0.9	0.0	0.1
LnGrp LOS	D	A	D	D	A	A	A	A	A	A	A	A
Approach Vol, veh/h		144			86			566			889	
Approach Delay, s/veh		46.6			51.7			8.0			0.8	
Approach LOS		D			D			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		66.7		11.4		66.7		11.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		54.0		9.0		54.0		9.0				
Max Q Clear Time (g_c+I1), s		2.0		6.1		14.8		5.9				
Green Ext Time (p_c), s		6.4		0.1		4.0		0.1				

Intersection Summary												
HCM 6th Ctrl Delay			9.7									
HCM 6th LOS			A									

Notes

User approved volume balancing among the lanes for turning movement.

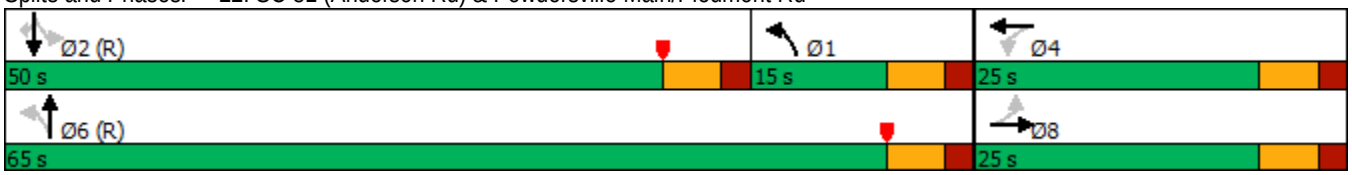


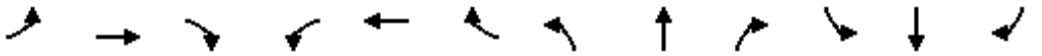
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	79	89	49	179	162	70	522	8	126	707	19
Future Volume (vph)	21	79	89	49	179	162	70	522	8	126	707	19
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.921			0.929			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1750	0	1805	1748	0	1805	3533	0	1752	1863	1615
Flt Permitted	0.232			0.581			0.161			0.416		
Satd. Flow (perm)	441	1750	0	1104	1748	0	306	3533	0	767	1863	1615
Right Turn on Red			Yes			Yes			Yes			No
Satd. Flow (RTOR)		57			46			3				
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		587			678			715			522	
Travel Time (s)		11.4			13.2			12.2			8.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%	0%	2%	0%	3%	2%	0%
Adj. Flow (vph)	24	89	100	55	201	182	79	587	9	142	794	21
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	189	0	55	383	0	79	596	0	142	794	21
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		4	4		1	6		2	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	22.0		22.0	22.0	22.0
Total Split (s)	25.0	25.0		25.0	25.0		15.0	65.0		50.0	50.0	50.0
Total Split (%)	27.8%	27.8%		27.8%	27.8%		16.7%	72.2%		55.6%	55.6%	55.6%
Maximum Green (s)	19.0	19.0		19.0	19.0		9.0	59.0		44.0	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lag			Lead	Lead	Lead
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)	21.9	21.9		21.9	21.9		57.2	56.1		46.9	46.9	46.9
Actuated g/C Ratio	0.24	0.24		0.24	0.24		0.64	0.62		0.52	0.52	0.52
v/c Ratio	0.22	0.40		0.20	0.83		0.28	0.27		0.36	0.82	0.02
Control Delay	33.1	22.3		29.0	45.3		6.7	4.2		17.4	28.3	12.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	33.1	22.3		29.0	45.3		6.7	4.2		17.4	28.3	12.2
LOS	C	C		C	D		A	A		B	C	B
Approach Delay		23.5			43.3			4.5			26.3	
Approach LOS		C			D			A			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 22.9		Intersection LOS: C	
Intersection Capacity Utilization 84.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	79	89	49	179	162	70	522	8	126	707	19
Future Volume (veh/h)	21	79	89	49	179	162	70	522	8	126	707	19
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	1900	1900	1900	1900	1885	1885	1900	1870	1900	1856	1870	1900
Adj Flow Rate, veh/h	24	89	100	55	201	182	79	587	9	142	794	21
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	1	1	0	2	0	3	2	0
Cap, veh/h	80	172	194	219	192	174	342	2348	36	452	854	735
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.26	1.00	1.00	0.46	0.46	0.46
Sat Flow, veh/h	1016	817	918	1213	911	825	1810	3582	55	815	1870	1610
Grp Volume(v), veh/h	24	0	189	55	0	383	79	291	305	142	794	21
Grp Sat Flow(s),veh/h/ln	1016	0	1735	1213	0	1737	1810	1777	1860	815	1870	1610
Q Serve(g_s), s	0.0	0.0	8.7	3.8	0.0	19.0	0.0	0.0	0.0	10.3	36.1	0.6
Cycle Q Clear(g_c), s	19.0	0.0	8.7	12.5	0.0	19.0	0.0	0.0	0.0	10.3	36.1	0.6
Prop In Lane	1.00		0.53	1.00		0.48	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	80	0	366	219	0	367	342	1165	1220	452	854	735
V/C Ratio(X)	0.30	0.00	0.52	0.25	0.00	1.04	0.23	0.25	0.25	0.31	0.93	0.03
Avail Cap(c_a), veh/h	80	0	366	219	0	367	342	1165	1220	479	914	787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	31.4	36.9	0.0	35.5	28.3	0.0	0.0	16.1	23.1	13.5
Incr Delay (d2), s/veh	2.1	0.0	1.3	0.6	0.0	59.1	0.3	0.4	0.4	1.8	17.8	0.1
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	0.6	0.0	3.7	1.1	0.0	13.7	1.3	0.1	0.1	2.0	18.3	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	47.1	0.0	32.7	37.5	0.0	94.6	28.6	0.4	0.4	17.9	40.9	13.5
LnGrp LOS	D	A	C	D	A	F	C	A	A	B	D	B
Approach Vol, veh/h		213			438			675			957	
Approach Delay, s/veh		34.3			87.5			3.7			36.9	
Approach LOS		C			F			A			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	17.9	47.1		25.0		65.0		25.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	44.0		19.0		59.0		19.0				
Max Q Clear Time (g_c+I1), s	2.0	38.1		21.0		2.0		21.0				
Green Ext Time (p_c), s	0.1	3.0		0.0		3.7		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			36.5									
HCM 6th LOS			D									

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	4453
Vehs Exited	4469
Starting Vehs	224
Ending Vehs	208
Travel Distance (mi)	6771
Travel Time (hr)	227.2
Total Delay (hr)	55.8
Total Stops	5144
Fuel Used (gal)	226.1

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

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

Volumes adjusted by Growth Factors.

Vehs Entered	4453
Vehs Exited	4469
Starting Vehs	224
Ending Vehs	208
Travel Distance (mi)	6771
Travel Time (hr)	227.2
Total Delay (hr)	55.8
Total Stops	5144
Fuel Used (gal)	226.1

Intersection: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	50	218	183	114	159	249	293	124	156	176
Average Queue (ft)	14	106	78	53	59	14	129	63	73	72
95th Queue (ft)	38	169	143	96	109	88	229	106	126	149
Link Distance (ft)		680		838			1214			998
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225		250		125	150		175	275	
Storage Blk Time (%)		0		0	1		6			
Queuing Penalty (veh)		0		0	2		12			

Intersection: 2: SC 81 (Anderson Rd) & Wren Crossing Ln/Planters Walk Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	55	25	56
Average Queue (ft)	12	18	1	3
95th Queue (ft)	34	45	8	21
Link Distance (ft)	277	145	998	1752
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: SC Highway 86 & SC 81 (Anderson Rd)

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	299	365	49	170	92	302	65	199
Average Queue (ft)	57	158	12	74	47	150	31	112
95th Queue (ft)	140	272	35	138	77	262	63	181
Link Distance (ft)		1189		1294		1752		1416
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)		3				4		0
Queuing Penalty (veh)		3				5		0

Intersection: 4: SC 81 (Anderson Rd) & Still Meadow Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	54	71
Average Queue (ft)	27	6
95th Queue (ft)	49	31
Link Distance (ft)	304	1416
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SC 81 (Anderson Rd) & Airy Springs Rd/Southern Oaks Dr

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	96	26	50
Average Queue (ft)	36	3	4
95th Queue (ft)	63	18	22
Link Distance (ft)	1236	677	3087
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: SC 81 (Anderson Rd) & Van Henry Ln

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	56	54
Average Queue (ft)	43	10
95th Queue (ft)	62	36
Link Distance (ft)	225	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SC 81 (Anderson Rd) & Mt Airy Church Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	72
Average Queue (ft)	37
95th Queue (ft)	60
Link Distance (ft)	423
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: SC 81 (Anderson Rd) & Orr Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	74
Average Queue (ft)	32
95th Queue (ft)	63
Link Distance (ft)	543
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: SC 81 (Anderson Rd) & Mountain Springs Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	71	49
Average Queue (ft)	27	8
95th Queue (ft)	51	31
Link Distance (ft)	310	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SC 81 (Anderson Rd) & Powdersville YMCA Dwy

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	30	27
Average Queue (ft)	23	7
95th Queue (ft)	43	26
Link Distance (ft)	503	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: SC 81 (Anderson Rd) & Powdersville YMCA Dwy/Tripp Rd

Movement	WB
Directions Served	LTR
Maximum Queue (ft)	36
Average Queue (ft)	4
95th Queue (ft)	17
Link Distance (ft)	526
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: SC 81 (Anderson Rd) & Wyatt Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	40
Average Queue (ft)	7
95th Queue (ft)	26
Link Distance (ft)	576
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: SC 81 (Anderson Rd) & Tripp Rd

Movement	WB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	13
95th Queue (ft)	35
Link Distance (ft)	408
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 14: SC 81 (Anderson Rd) & Wilson Way

Movement	WB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	27
95th Queue (ft)	52
Link Distance (ft)	867
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 15: SC 81 (Anderson Rd) & Old Williamston Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	76	48	230	77	55	98
Average Queue (ft)	22	13	119	38	37	42
95th Queue (ft)	56	39	192	70	58	84
Link Distance (ft)		584	1464			1507
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150			150	150	
Storage Blk Time (%)			4			
Queuing Penalty (veh)			9			

Intersection: 16: SC 81 (Anderson Rd) & Jameson Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	25
95th Queue (ft)	54
Link Distance (ft)	694
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: SC 81 (Anderson Rd) & Cely Rd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	54	31
Average Queue (ft)	31	6
95th Queue (ft)	49	25
Link Distance (ft)	748	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: SC 81 (Anderson Rd) & Heritage Ln

Movement	WB	B33	SB
Directions Served	LR	T	LT
Maximum Queue (ft)	69	56	136
Average Queue (ft)	15	9	10
95th Queue (ft)	45	43	57
Link Distance (ft)	384	307	973
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 19: SC 81 (Anderson Rd) & Sherman Rd/Pine Rd

Movement	EB	WB	WB	SB
Directions Served	LTR	LT	R	LTR
Maximum Queue (ft)	50	81	26	25
Average Queue (ft)	21	26	2	4
95th Queue (ft)	49	63	13	19
Link Distance (ft)	953	948		966
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 20: SC 81 (Anderson Rd) & Holborne Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	26
95th Queue (ft)	51
Link Distance (ft)	697
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: SC 81 (Anderson Rd) & Circle Rd

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	158	215	71	616	131	27
Average Queue (ft)	65	118	20	194	45	4
95th Queue (ft)	130	170	51	426	98	19
Link Distance (ft)		1321	409	2073	608	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150					100
Storage Blk Time (%)	0	3			1	
Queuing Penalty (veh)	0	5			0	

Intersection: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	R
Maximum Queue (ft)	17	138	22	169	57	153	167	98	151	24
Average Queue (ft)	6	25	4	109	28	69	83	29	45	2
95th Queue (ft)	19	73	17	182	56	139	158	69	103	13
Link Distance (ft)		514		615		608	608		458	458
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	150		150		100			200		
Storage Blk Time (%)		0		4		3				
Queuing Penalty (veh)		0		0		3				

Network Summary

Network wide Queuing Penalty: 52

Summary of All Intervals

Start Time	4:50
End Time	6:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	4520
Vehs Exited	4537
Starting Vehs	257
Ending Vehs	240
Travel Distance (mi)	7555
Travel Time (hr)	249.7
Total Delay (hr)	60.2
Total Stops	5341
Fuel Used (gal)	248.3

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

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

Volumes adjusted by Growth Factors.

Vehs Entered	4520
Vehs Exited	4537
Starting Vehs	257
Ending Vehs	240
Travel Distance (mi)	7555
Travel Time (hr)	249.7
Total Delay (hr)	60.2
Total Stops	5341
Fuel Used (gal)	248.3

Intersection: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	49	115	162	108	115	28	172	66	118	114
Average Queue (ft)	12	45	80	42	43	7	83	34	44	61
95th Queue (ft)	35	86	140	81	80	27	143	64	89	112
Link Distance (ft)		680		838			1214			998
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225		250		125	150		175	275	
Storage Blk Time (%)				0	0		1			
Queuing Penalty (veh)				0	0		1			

Intersection: 2: SC 81 (Anderson Rd) & Wren Crossing Ln/Planters Walk Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	29	28	53
Average Queue (ft)	11	13	3	7
95th Queue (ft)	36	35	18	29
Link Distance (ft)	277	145	998	1752
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: SC Highway 86 & SC 81 (Anderson Rd)

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	87	364	92	206	135	158	21	284
Average Queue (ft)	36	99	24	116	45	72	10	155
95th Queue (ft)	71	206	62	198	89	139	27	243
Link Distance (ft)		1189		1294		1752		1416
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)		3		0				3
Queuing Penalty (veh)		2		0				1

Intersection: 4: SC 81 (Anderson Rd) & Still Meadow Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	52	26
Average Queue (ft)	15	2
95th Queue (ft)	40	15
Link Distance (ft)	304	1416
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SC 81 (Anderson Rd) & Airy Springs Rd/Southern Oaks Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	54	26	48	52
Average Queue (ft)	19	12	2	4
95th Queue (ft)	52	33	18	27
Link Distance (ft)	1236	677	953	3087
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: SC 81 (Anderson Rd) & Van Henry Ln

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	78	77
Average Queue (ft)	40	27
95th Queue (ft)	70	59
Link Distance (ft)	225	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		200
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SC 81 (Anderson Rd) & Mt Airy Church Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	74
Average Queue (ft)	29
95th Queue (ft)	60
Link Distance (ft)	423
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: SC 81 (Anderson Rd) & Orr Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	114	27
Average Queue (ft)	31	1
95th Queue (ft)	66	9
Link Distance (ft)	543	311
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: SC 81 (Anderson Rd) & Mountain Springs Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	74	115
Average Queue (ft)	21	14
95th Queue (ft)	48	64
Link Distance (ft)	310	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SC 81 (Anderson Rd) & Powdersville YMCA Dwy

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	116	70
Average Queue (ft)	42	27
95th Queue (ft)	81	51
Link Distance (ft)	503	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: SC 81 (Anderson Rd) & Powdersville YMCA Dwy/Tripp Rd

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	10	16
Average Queue (ft)	1	1
95th Queue (ft)	4	5
Link Distance (ft)	526	347
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: SC 81 (Anderson Rd) & Wyatt Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	45	26
Average Queue (ft)	7	1
95th Queue (ft)	27	8
Link Distance (ft)	576	443
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: SC 81 (Anderson Rd) & Tripp Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	29	95
Average Queue (ft)	18	11
95th Queue (ft)	38	48
Link Distance (ft)	408	1169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: SC 81 (Anderson Rd) & Wilson Way

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	142
Average Queue (ft)	19	24
95th Queue (ft)	48	81
Link Distance (ft)	867	1464
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: SC 81 (Anderson Rd) & Old Williamston Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	98	87	223	71	77	156
Average Queue (ft)	30	18	105	21	48	77
95th Queue (ft)	68	54	176	54	72	149
Link Distance (ft)		584	1464			1507
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150			150	150	
Storage Blk Time (%)			1			0
Queuing Penalty (veh)			1			0

Intersection: 16: SC 81 (Anderson Rd) & Jameson Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	54	228
Average Queue (ft)	25	22
95th Queue (ft)	54	100
Link Distance (ft)	694	1507
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: SC 81 (Anderson Rd) & Cely Rd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	75	53
Average Queue (ft)	29	18
95th Queue (ft)	58	47
Link Distance (ft)	748	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: SC 81 (Anderson Rd) & Heritage Ln

Movement	WB
Directions Served	LR
Maximum Queue (ft)	49
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	384
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 19: SC 81 (Anderson Rd) & Sherman Rd/Pine Rd

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	LTR	LTR
Maximum Queue (ft)	50	137	72	82	21
Average Queue (ft)	11	57	25	3	1
95th Queue (ft)	34	105	53	27	7
Link Distance (ft)	953	948		973	966
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)		4			
Queuing Penalty (veh)		2			

Intersection: 20: SC 81 (Anderson Rd) & Holborne Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	76	97
Average Queue (ft)	23	13
95th Queue (ft)	53	56
Link Distance (ft)	697	966
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: SC 81 (Anderson Rd) & Circle Rd

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	118	148	114	568	452	249
Average Queue (ft)	20	53	45	158	156	20
95th Queue (ft)	68	119	85	367	353	94
Link Distance (ft)		1321	409	2073	608	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150					150
Storage Blk Time (%)		0			7	
Queuing Penalty (veh)		0			10	

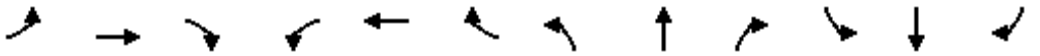
Intersection: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	R
Maximum Queue (ft)	38	124	44	252	88	173	212	300	474	49
Average Queue (ft)	8	47	21	126	42	57	57	75	245	10
95th Queue (ft)	23	103	45	224	82	135	143	226	436	31
Link Distance (ft)		514		615		608	608		458	458
Upstream Blk Time (%)									1	
Queuing Penalty (veh)									0	
Storage Bay Dist (ft)	150		150		100			200		
Storage Blk Time (%)				6	0	3			14	
Queuing Penalty (veh)				3	1	2			17	

Network Summary

Network wide Queuing Penalty: 39

Appendix M – Build 2043 Short-Term Synchro & Sim Traffic Reports

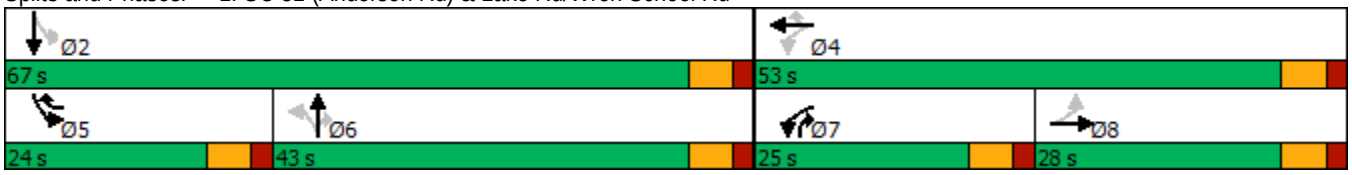


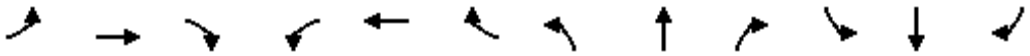
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	229	12	242	140	423	16	374	250	278	303	22
Future Volume (vph)	24	229	12	242	140	423	16	374	250	278	303	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	250		125	150		175	275		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992				0.850			0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1833	0	1703	1900	1615	1805	1827	1599	1787	1736	0
Flt Permitted	0.636			0.143			0.502			0.096		
Satd. Flow (perm)	1208	1833	0	256	1900	1615	954	1827	1599	181	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				118			91		4	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		719			882			1253			1080	
Travel Time (s)		14.0			17.2			19.0			16.4	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	0%	3%	0%	6%	0%	0%	0%	4%	1%	1%	9%	0%
Adj. Flow (vph)	33	318	17	336	194	588	22	519	347	386	421	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	335	0	336	194	588	22	519	347	386	452	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	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	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	
Protected Phases		8		7	4	5		6	7	5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		7	4	5	6	6	7	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	15.0	15.0	22.0	
Total Split (s)	28.0	28.0		25.0	53.0	24.0	43.0	43.0	25.0	24.0	67.0	
Total Split (%)	23.3%	23.3%		20.8%	44.2%	20.0%	35.8%	35.8%	20.8%	20.0%	55.8%	
Maximum Green (s)	22.0	22.0		19.0	47.0	18.0	37.0	37.0	19.0	18.0	61.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag		Lead		Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	4.0	4.0		3.0	4.0	3.0	4.0	4.0	3.0	3.0	4.0	
Recall Mode	None	None		None	None	None	Min	Min	None	None	Min	
Act Effct Green (s)	22.0	22.0		47.0	47.0	71.0	35.8	35.8	60.8	59.8	59.8	
Actuated g/C Ratio	0.19	0.19		0.40	0.40	0.60	0.30	0.30	0.51	0.50	0.50	
v/c Ratio	0.15	0.99		1.01	0.26	0.58	0.08	0.94	0.40	1.16	0.52	
Control Delay	43.2	93.6		86.0	25.7	14.3	30.4	67.7	14.3	131.3	22.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	43.2	93.6		86.0	25.7	14.3	30.4	67.7	14.3	131.3	22.1	
LOS	D	F		F	C	B	C	E	B	F	C	
Approach Delay		89.1			37.8			45.9			72.4	
Approach LOS		F			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 118.8			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 55.0		Intersection LOS: D	
Intersection Capacity Utilization 81.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

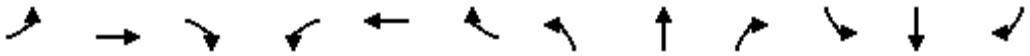




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	229	12	242	140	423	16	374	250	278	303	22
Future Volume (veh/h)	24	229	12	242	140	423	16	374	250	278	303	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1900	1856	1900	1811	1900	1900	1900	1841	1885	1885	1767	1900
Adj Flow Rate, veh/h	33	318	17	336	194	588	22	519	347	386	421	31
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	3	0	6	0	0	0	4	1	1	9	0
Cap, veh/h	190	323	17	339	751	880	349	556	738	350	819	60
Arrive On Green	0.18	0.18	0.18	0.16	0.40	0.40	0.30	0.30	0.30	0.15	0.50	0.50
Sat Flow, veh/h	702	1745	93	1725	1900	1610	954	1841	1598	1795	1625	120
Grp Volume(v), veh/h	33	0	335	336	194	588	22	519	347	386	0	452
Grp Sat Flow(s),veh/h/ln	702	0	1839	1725	1900	1610	954	1841	1598	1795	0	1745
Q Serve(g_s), s	4.8	0.0	21.6	18.7	8.2	31.0	2.0	32.6	17.8	18.0	0.0	20.6
Cycle Q Clear(g_c), s	4.8	0.0	21.6	18.7	8.2	31.0	2.0	32.6	17.8	18.0	0.0	20.6
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	190	0	340	339	751	880	349	556	738	350	0	880
V/C Ratio(X)	0.17	0.00	0.99	0.99	0.26	0.67	0.06	0.93	0.47	1.10	0.00	0.51
Avail Cap(c_a), veh/h	190	0	340	339	751	880	357	573	752	350	0	895
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.5	0.0	48.3	33.6	24.2	19.3	29.6	40.3	22.0	34.2	0.0	19.7
Incr Delay (d2), s/veh	0.6	0.0	44.7	46.0	0.3	2.2	0.1	22.4	0.7	78.2	0.0	0.7
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	0.9	0.0	14.0	12.0	3.7	11.5	0.4	17.6	6.6	15.0	0.0	8.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.1	0.0	93.0	79.7	24.5	21.5	29.7	62.7	22.7	112.4	0.0	20.4
LnGrp LOS	D	A	F	E	C	C	C	E	C	F	A	C
Approach Vol, veh/h		368			1118			888			838	
Approach Delay, s/veh		88.5			39.5			46.3			62.8	
Approach LOS		F			D			D			E	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		66.0		53.0	24.0	42.0	25.0	28.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		61.0		47.0	18.0	37.0	19.0	22.0				
Max Q Clear Time (g_c+I1), s		22.6		33.0	20.0	34.6	20.7	23.6				
Green Ext Time (p_c), s		4.2		4.4	0.0	1.4	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			53.1									
HCM 6th LOS			D									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	12	16	0	22	6	823	7	7	575	1
Future Volume (vph)	18	0	12	16	0	22	6	823	7	7	575	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.945			0.922			0.999				
Flt Protected		0.971			0.979						0.999	
Satd. Flow (prot)	0	1743	0	0	1715	0	0	1861	0	0	1826	0
Flt Permitted		0.971			0.979						0.999	
Satd. Flow (perm)	0	1743	0	0	1715	0	0	1861	0	0	1826	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		307			176			1080			1821	
Travel Time (s)		8.4			4.8			16.4			27.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	22	0	15	20	0	27	7	1004	9	9	701	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	47	0	0	1020	0	0	711	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

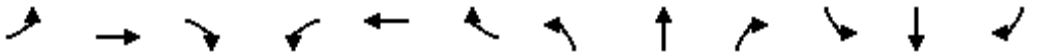
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	0	12	16	0	22	6	823	7	7	575	1
Future Vol, veh/h	18	0	12	16	0	22	6	823	7	7	575	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	4	0
Mvmt Flow	22	0	15	20	0	27	7	1004	9	9	701	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1756	1747	702	1750	1743	1009	702	0	0	1013	0	0
Stage 1	720	720	-	1023	1023	-	-	-	-	-	-	-
Stage 2	1036	1027	-	727	720	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	67	87	442	68	88	294	905	-	-	692	-	-
Stage 1	422	435	-	287	316	-	-	-	-	-	-	-
Stage 2	282	314	-	419	435	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	59	84	442	64	85	294	905	-	-	692	-	-
Mov Cap-2 Maneuver	59	84	-	64	85	-	-	-	-	-	-	-
Stage 1	414	426	-	282	310	-	-	-	-	-	-	-
Stage 2	252	308	-	397	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	70	54.6	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	905	-	-	90	117	692	-	-
HCM Lane V/C Ratio	0.008	-	-	0.407	0.396	0.012	-	-
HCM Control Delay (s)	9	0	-	70	54.6	10.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	1.7	0	-	-

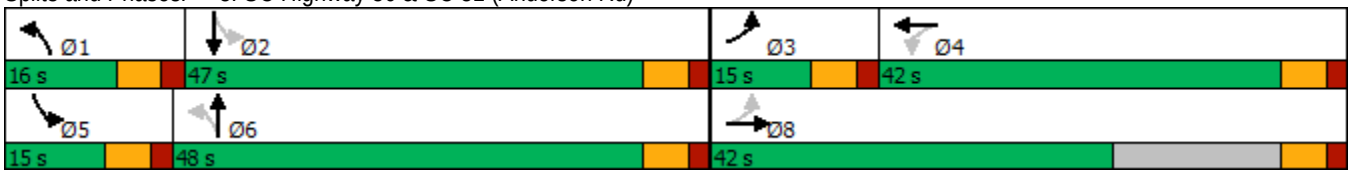


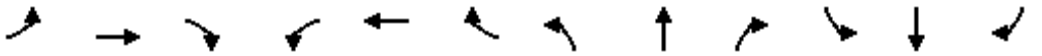
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	455	150	28	254	24	168	581	106	77	392	34
Future Volume (vph)	146	455	150	28	254	24	168	581	106	77	392	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.963			0.987			0.977			0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1772	0	1805	1793	0	1752	1825	0	1805	1795	0
Flt Permitted	0.252			0.142			0.189			0.102		
Satd. Flow (perm)	474	1772	0	270	1793	0	349	1825	0	194	1795	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		17			4			8			4	
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		1241			1334			1821			1499	
Travel Time (s)		18.8			22.7			27.6			22.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	3%	4%	0%	5%	0%	3%	2%	0%	0%	5%	0%
Adj. Flow (vph)	176	548	181	34	306	29	202	700	128	93	472	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	729	0	34	335	0	202	828	0	93	513	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		Perm	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	3	8			4		1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	3	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	15.0	22.0		22.0	22.0		15.0	22.0		15.0	22.0	
Total Split (s)	15.0	42.0		42.0	42.0		16.0	48.0		15.0	47.0	
Total Split (%)	12.5%	35.0%		35.0%	35.0%		13.3%	40.0%		12.5%	39.2%	
Maximum Green (s)	9.0	36.0		36.0	36.0		10.0	42.0		9.0	41.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead			Lag	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes			Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	4.0		4.0	4.0		3.0	4.0		3.0	4.0	
Recall Mode	None	None		None	None		None	Min		None	Min	
Act Effct Green (s)	43.1	43.1		28.1	28.1		50.2	42.5		45.7	37.7	
Actuated g/C Ratio	0.40	0.40		0.26	0.26		0.46	0.39		0.42	0.35	
v/c Ratio	0.60	1.03		0.49	0.72		0.70	1.16		0.46	0.82	
Control Delay	32.0	73.2		60.7	46.3		32.3	118.0		24.3	45.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	32.0	73.2		60.7	46.3		32.3	118.0		24.3	45.5	
LOS	C	E		E	D		C	F		C	D	
Approach Delay		65.1			47.6			101.2			42.3	
Approach LOS		E			D			F			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 108.9			
Natural Cycle: 150			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.16			
Intersection Signal Delay: 70.9		Intersection LOS: E	
Intersection Capacity Utilization 98.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 3: SC Highway 86 & SC 81 (Anderson Rd)

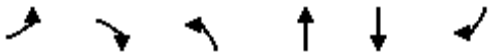




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	455	150	28	254	24	168	581	106	77	392	34
Future Volume (veh/h)	146	455	150	28	254	24	168	581	106	77	392	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1885	1856	1841	1900	1826	1900	1856	1870	1900	1900	1826	1900
Adj Flow Rate, veh/h	176	548	181	34	306	29	202	700	128	93	472	41
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	3	4	0	5	0	3	2	0	0	5	0
Cap, veh/h	358	583	193	95	507	48	260	554	101	150	535	46
Arrive On Green	0.08	0.44	0.44	0.31	0.31	0.31	0.09	0.36	0.36	0.05	0.32	0.32
Sat Flow, veh/h	1795	1335	441	738	1642	156	1767	1538	281	1810	1656	144
Grp Volume(v), veh/h	176	0	729	34	0	335	202	0	828	93	0	513
Grp Sat Flow(s),veh/h/ln	1795	0	1776	738	0	1798	1767	0	1820	1810	0	1800
Q Serve(g_s), s	7.6	0.0	45.8	5.2	0.0	18.5	8.9	0.0	42.0	4.0	0.0	31.5
Cycle Q Clear(g_c), s	7.6	0.0	45.8	36.0	0.0	18.5	8.9	0.0	42.0	4.0	0.0	31.5
Prop In Lane	1.00		0.25	1.00		0.09	1.00		0.15	1.00		0.08
Lane Grp Cap(c), veh/h	358	0	776	95	0	555	260	0	655	150	0	582
V/C Ratio(X)	0.49	0.00	0.94	0.36	0.00	0.60	0.78	0.00	1.26	0.62	0.00	0.88
Avail Cap(c_a), veh/h	358	0	776	95	0	555	260	0	655	201	0	632
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.2	0.0	31.4	55.8	0.0	34.3	28.3	0.0	37.4	30.3	0.0	37.4
Incr Delay (d2), s/veh	1.0	0.0	19.3	3.2	0.0	2.2	13.8	0.0	131.0	4.1	0.0	13.6
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	3.2	0.0	22.3	1.1	0.0	8.2	4.5	0.0	41.4	1.8	0.0	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.3	0.0	50.7	59.0	0.0	36.5	42.1	0.0	168.3	34.4	0.0	51.0
LnGrp LOS	C	A	D	E	A	D	D	A	F	C	A	D
Approach Vol, veh/h		905			369			1030			606	
Approach Delay, s/veh		45.9			38.6			143.6			48.4	
Approach LOS		D			D			F			D	

Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	16.0	43.7	15.0	42.0	11.7	48.0		57.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	10.0	41.0	9.0	36.0	9.0	42.0		36.0				
Max Q Clear Time (g_c+I1), s	10.9	33.5	9.6	38.0	6.0	44.0		47.8				
Green Ext Time (p_c), s	0.0	2.4	0.0	0.0	0.0	0.0		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	80.1
HCM 6th LOS	F



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	61	28	719	441	3
Future Volume (vph)	21	61	28	719	441	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.987			0.998		
Satd. Flow (prot)	1686	0	0	1860	1819	0
Flt Permitted	0.987			0.998		
Satd. Flow (perm)	1686	0	0	1860	1819	0
Link Speed (mph)	25			50	45	
Link Distance (ft)	342			1499	1017	
Travel Time (s)	9.3			20.4	15.4	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	2%	4%	50%
Adj. Flow (vph)	25	73	33	856	525	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	0	0	889	529	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

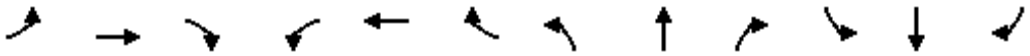
Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	61	28	719	441	3
Future Vol, veh/h	21	61	28	719	441	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	2	4	50
Mvmt Flow	25	73	33	856	525	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1449	527	529	0	-	0
Stage 1	527	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	146	555	1048	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	555	1048	-	-	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.7	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1048	-	312	-	-
HCM Lane V/C Ratio	0.032	-	0.313	-	-
HCM Control Delay (s)	8.5	0	21.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.3	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	3	1	3	0	1	3	712	21	9	440	22
Future Volume (vph)	103	3	1	3	0	1	3	712	21	9	440	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.966			0.996			0.994	
Flt Protected		0.954			0.964						0.999	
Satd. Flow (prot)	0	1811	0	0	1769	0	0	1856	0	0	1802	0
Flt Permitted		0.954			0.964						0.999	
Satd. Flow (perm)	0	1811	0	0	1769	0	0	1856	0	0	1802	0
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1266			710			1017			3146	
Travel Time (s)		34.5			19.4			13.9			42.9	
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 (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	5%	0%
Adj. Flow (vph)	118	3	1	3	0	1	3	818	24	10	506	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	122	0	0	4	0	0	845	0	0	541	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.1%		ICU Level of Service A	
Analysis Period (min) 15			

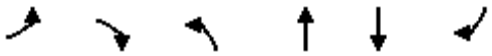
Intersection	
Int Delay, s/veh	12.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	103	3	1	3	0	1	3	712	21	9	440	22
Future Vol, veh/h	103	3	1	3	0	1	3	712	21	9	440	22
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, %	0	0	0	0	0	0	0	2	0	0	5	0
Mvmt Flow	118	3	1	3	0	1	3	818	24	10	506	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1376	1387	519	1377	1387	830	531	0	0	842	0	0
Stage 1	539	539	-	836	836	-	-	-	-	-	-	-
Stage 2	837	848	-	541	551	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	124	144	561	123	144	373	1047	-	-	802	-	-
Stage 1	530	525	-	364	385	-	-	-	-	-	-	-
Stage 2	364	380	-	529	519	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	121	141	561	118	141	373	1047	-	-	802	-	-
Mov Cap-2 Maneuver	121	141	-	118	141	-	-	-	-	-	-	-
Stage 1	527	516	-	362	383	-	-	-	-	-	-	-
Stage 2	361	378	-	515	510	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	152	31.2	0	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1047	-	-	122	142	802	-	-
HCM Lane V/C Ratio	0.003	-	-	1.008	0.032	0.013	-	-
HCM Control Delay (s)	8.4	0	-	152	31.2	9.5	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	6.9	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	175	59	773	287	0
Future Volume (vph)	1	175	59	773	287	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.866					
Flt Protected			0.950			
Satd. Flow (prot)	1629	0	1805	1863	1759	0
Flt Permitted			0.950			
Satd. Flow (perm)	1629	0	1805	1863	1759	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	331			3146	1358	
Travel Time (s)	7.5			42.9	18.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	2%	8%	0%
Adj. Flow (vph)	1	199	67	878	326	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	200	0	67	878	326	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

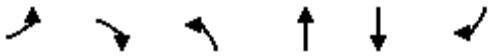
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	175	59	773	287	0
Future Vol, veh/h	1	175	59	773	287	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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	2	8	0
Mvmt Flow	1	199	67	878	326	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1338	326	326	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.2	-	-	-
Pot Cap-1 Maneuver	170	718	1245	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	161	718	1245	-	-	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1245	-	712	-	-
HCM Lane V/C Ratio	0.054	-	0.281	-	-
HCM Control Delay (s)	8.1	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	91	1	3	771	288	22
Future Volume (vph)	91	1	3	771	288	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999				0.990	
Flt Protected	0.953					
Satd. Flow (prot)	1809	0	0	1863	1751	0
Flt Permitted	0.953					
Satd. Flow (perm)	1809	0	0	1863	1751	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	492			1358	364	
Travel Time (s)	9.6			18.5	5.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	2%	8%	0%
Adj. Flow (vph)	107	1	4	907	339	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	0	0	911	365	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

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

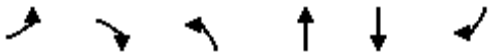
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	1	3	771	288	22
Future Vol, veh/h	91	1	3	771	288	22
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, %	0	0	0	2	8	0
Mvmt Flow	107	1	4	907	339	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1267	352	365	0	-	0
Stage 1	352	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	188	696	1205	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	187	696	1205	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	394	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	47.3	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1205	-	188	-	-
HCM Lane V/C Ratio	0.003	-	0.576	-	-
HCM Control Delay (s)	8	0	47.3	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	3.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	68	4	1	863	308	34
Future Volume (vph)	68	4	1	863	308	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992				0.986	
Flt Protected	0.955					
Satd. Flow (prot)	1767	0	0	1863	1762	0
Flt Permitted	0.955					
Satd. Flow (perm)	1767	0	0	1863	1762	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	574			364	223	
Travel Time (s)	11.2			5.0	3.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	2%	7%	0%
Adj. Flow (vph)	79	5	1	1003	358	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	1004	398	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

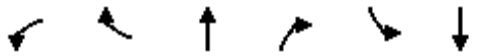
Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	68	4	1	863	308	34
Future Vol, veh/h	68	4	1	863	308	34
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	86	86	86	86	86	86
Heavy Vehicles, %	2	0	0	2	7	0
Mvmt Flow	79	5	1	1003	358	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1383	378	398	0	-	0
Stage 1	378	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	158	673	1172	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	158	673	1172	-	-	-
Mov Cap-2 Maneuver	158	-	-	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	47.4	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1172	-	165	-	-
HCM Lane V/C Ratio	0.001	-	0.507	-	-
HCM Control Delay (s)	8.1	0	47.4	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	2.5	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	45	903	30	30	315
Future Volume (vph)	25	45	903	30	30	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.913		0.996			
Flt Protected	0.982					0.996
Satd. Flow (prot)	1703	0	1856	0	0	1771
Flt Permitted	0.982					0.996
Satd. Flow (perm)	1703	0	1856	0	0	1771
Link Speed (mph)	35		50			50
Link Distance (ft)	338		223			1659
Travel Time (s)	6.6		3.0			22.6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	2%	0%	5%	7%
Adj. Flow (vph)	30	54	1075	36	36	375
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	1111	0	0	411
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

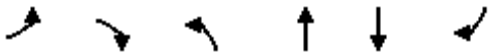
Intersection	
Int Delay, s/veh	2.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	45	903	30	30	315
Future Vol, veh/h	25	45	903	30	30	315
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, %	0	0	2	0	5	7
Mvmt Flow	30	54	1075	36	36	375

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1540	1093	0	0	1111	0
Stage 1	1093	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	128	263	-	-	618	-
Stage 1	324	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	119	263	-	-	618	-
Mov Cap-2 Maneuver	119	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.8	0	1
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	184	618	-
HCM Lane V/C Ratio	-	-	0.453	0.058	-
HCM Control Delay (s)	-	-	39.8	11.2	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	2.1	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	27	62	886	317	3
Future Volume (vph)	19	27	62	886	317	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980		0.950			
Satd. Flow (prot)	1715	0	1805	1863	1775	0
Flt Permitted	0.980		0.950			
Satd. Flow (perm)	1715	0	1805	1863	1775	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	538			1659	440	
Travel Time (s)	14.7			22.6	6.0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	22	31	71	1018	364	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	71	1018	367	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

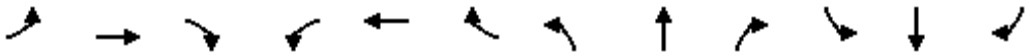
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	27	62	886	317	3
Future Vol, veh/h	19	27	62	886	317	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	22	31	71	1018	364	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1526	366	367	0	-	0
Stage 1	366	-	-	-	-	-
Stage 2	1160	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	131	684	1203	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	684	1203	-	-	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	301	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1203	-	382	-	-
HCM Lane V/C Ratio	0.059	-	0.138	-	-
HCM Control Delay (s)	8.2	-	15.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	12	0	4	6	893	4	1	314	45
Future Volume (vph)	0	0	0	12	0	4	6	893	4	1	314	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.964			0.999			0.983	
Flt Protected					0.964							
Satd. Flow (prot)	0	0	0	0	1611	0	0	1861	0	0	1775	0
Flt Permitted					0.964							
Satd. Flow (perm)	0	0	0	0	1611	0	0	1861	0	0	1775	0
Link Speed (mph)		25			35			50			50	
Link Distance (ft)		162			583			440			490	
Travel Time (s)		4.4			11.4			6.0			6.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	13%	0%	0%	0%	2%	0%	0%	6%	0%
Adj. Flow (vph)	0	0	0	14	0	5	7	1038	5	1	365	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	19	0	0	1050	0	0	418	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
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		60	15		9	60		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

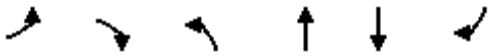
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	12	0	4	6	893	4	1	314	45
Future Vol, veh/h	0	0	0	12	0	4	6	893	4	1	314	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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	13	0	0	0	2	0	0	6	0
Mvmt Flow	0	0	0	14	0	5	7	1038	5	1	365	52

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1448	1474	1041	417	0	0	1043	0	0
Stage 1	1055	1055	-	-	-	-	-	-	-
Stage 2	393	419	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.53	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.53	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	137	128	282	1153	-	-	675	-	-
Stage 1	319	305	-	-	-	-	-	-	-
Stage 2	659	593	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	135	0	282	1153	-	-	675	-	-
Mov Cap-2 Maneuver	135	0	-	-	-	-	-	-	-
Stage 1	315	0	-	-	-	-	-	-	-
Stage 2	658	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1153	-	-	155	675	-	-
HCM Lane V/C Ratio	0.006	-	-	0.12	0.002	-	-
HCM Control Delay (s)	8.1	0	-	31.4	10.3	0	-
HCM Lane LOS	A	A	-	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	7	0	899	352	0
Future Volume (vph)	7	7	0	899	352	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1571	0	0	1881	1792	0
Flt Permitted	0.976					
Satd. Flow (perm)	1571	0	0	1881	1792	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	615			490	2253	
Travel Time (s)	14.0			6.7	30.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	20%	0%	1%	6%	0%
Adj. Flow (vph)	8	8	0	1045	409	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	1045	409	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

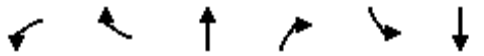
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	7	0	899	352	0
Future Vol, veh/h	7	7	0	899	352	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	86	86	86	86	86	86
Heavy Vehicles, %	0	20	0	1	6	0
Mvmt Flow	8	8	0	1045	409	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1454	409	409	0	-	0
Stage 1	409	-	-	-	-	-
Stage 2	1045	-	-	-	-	-
Critical Hdwy	6.4	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	2.2	-	-	-
Pot Cap-1 Maneuver	145	605	1161	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	145	605	1161	-	-	-
Mov Cap-2 Maneuver	145	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	342	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1161	-	234	-	-
HCM Lane V/C Ratio	-	-	0.07	-	-
HCM Control Delay (s)	0	-	21.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	19	899	10	4	339
Future Volume (vph)	9	19	899	10	4	339
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.999			
Flt Protected	0.984					0.999
Satd. Flow (prot)	1699	0	1880	0	0	1775
Flt Permitted	0.984					0.999
Satd. Flow (perm)	1699	0	1880	0	0	1775
Link Speed (mph)	35		50			40
Link Distance (ft)	439		2253			1223
Travel Time (s)	8.6		30.7			20.8
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%
Adj. Flow (vph)	11	23	1070	12	5	404
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	1082	0	0	409
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	19	899	10	4	339
Future Vol, veh/h	9	19	899	10	4	339
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, %	0	0	1	0	0	7
Mvmt Flow	11	23	1070	12	5	404

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1490	1076	0	0	1082	0
Stage 1	1076	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	138	269	-	-	652	-
Stage 1	330	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	269	-	-	652	-
Mov Cap-2 Maneuver	137	-	-	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.9	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	205	652	-
HCM Lane V/C Ratio	-	-	0.163	0.007	-
HCM Control Delay (s)	-	-	25.9	10.6	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	36	28	900	19	6	325
Future Volume (vph)	36	28	900	19	6	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941		0.997			
Flt Protected	0.973					0.999
Satd. Flow (prot)	1740	0	1876	0	0	1776
Flt Permitted	0.973					0.999
Satd. Flow (perm)	1740	0	1876	0	0	1776
Link Speed (mph)	25		40			40
Link Distance (ft)	898		1223			1553
Travel Time (s)	24.5		20.8			26.5
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%
Adj. Flow (vph)	44	34	1098	23	7	396
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	1121	0	0	403
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	28	900	19	6	325
Future Vol, veh/h	36	28	900	19	6	325
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	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	7
Mvmt Flow	44	34	1098	23	7	396

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1520	1110	0	0	1121	0
Stage 1	1110	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	132	257	-	-	631	-
Stage 1	318	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	130	257	-	-	631	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	665	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	44.6	0	0.2
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	166	631	-
HCM Lane V/C Ratio	-	-	0.47	0.012	-
HCM Control Delay (s)	-	-	44.6	10.8	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	2.2	0	-



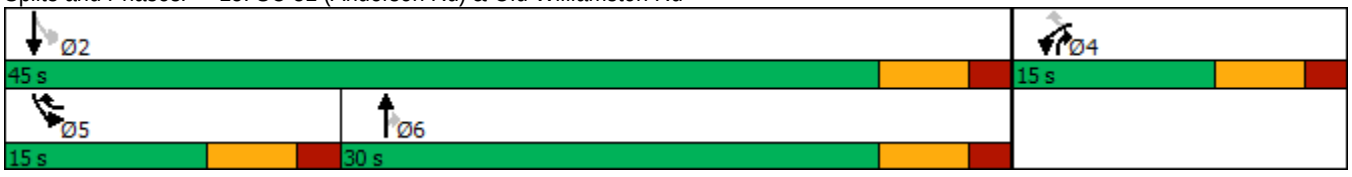
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	74	195	621	308	129	269
Future Volume (vph)	74	195	621	308	129	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1703	1538	1881	1599	1687	1776
Flt Permitted	0.950				0.133	
Satd. Flow (perm)	1703	1538	1881	1599	236	1776
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		94		367		
Link Speed (mph)	40		40			40
Link Distance (ft)	658		1553			1557
Travel Time (s)	11.2		26.5			26.5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	6%	5%	1%	1%	7%	7%
Adj. Flow (vph)	88	232	739	367	154	320
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	232	739	367	154	320
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	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	20	6	20	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
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	4	5	6	4	5	2



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4		6	2	
Detector Phase	4	5	6	4	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	22.0	15.0	15.0	22.0
Total Split (s)	15.0	15.0	30.0	15.0	15.0	45.0
Total Split (%)	25.0%	25.0%	50.0%	25.0%	25.0%	75.0%
Maximum Green (s)	9.0	9.0	24.0	9.0	9.0	39.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	7.7	22.1	24.0	37.8	38.4	38.4
Actuated g/C Ratio	0.13	0.38	0.41	0.65	0.66	0.66
v/c Ratio	0.39	0.36	0.95	0.31	0.42	0.27
Control Delay	28.6	9.4	42.6	1.3	8.7	5.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	28.6	9.4	42.6	1.3	8.7	5.0
LOS	C	A	D	A	A	A
Approach Delay	14.7		28.9			6.2
Approach LOS	B		C			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 58.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.95			
Intersection Signal Delay: 20.8		Intersection LOS: C	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: SC 81 (Anderson Rd) & Old Williamston Rd

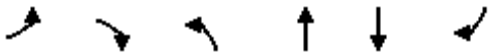




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	74	195	621	308	129	269
Future Volume (veh/h)	74	195	621	308	129	269
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1811	1826	1885	1885	1796	1796
Adj Flow Rate, veh/h	88	232	739	367	154	320
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	6	5	1	1	7	7
Cap, veh/h	283	381	802	942	299	1109
Arrive On Green	0.16	0.16	0.43	0.43	0.08	0.62
Sat Flow, veh/h	1725	1547	1885	1598	1711	1796
Grp Volume(v), veh/h	88	232	739	367	154	320
Grp Sat Flow(s),veh/h/ln	1725	1547	1885	1598	1711	1796
Q Serve(g_s), s	2.5	7.3	20.3	6.7	2.5	4.6
Cycle Q Clear(g_c), s	2.5	7.3	20.3	6.7	2.5	4.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	283	381	802	942	299	1109
V/C Ratio(X)	0.31	0.61	0.92	0.39	0.51	0.29
Avail Cap(c_a), veh/h	283	381	825	961	439	1277
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	20.2	18.3	14.9	6.0	11.8	4.9
Incr Delay (d2), s/veh	0.6	2.8	15.3	0.3	1.4	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	0.9	6.5	10.0	2.7	0.7	1.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.8	21.1	30.2	6.3	13.2	5.0
LnGrp LOS	C	C	C	A	B	A
Approach Vol, veh/h	320		1106			474
Approach Delay, s/veh	21.0		22.3			7.7
Approach LOS	C		C			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		39.9		15.0	10.5	29.3
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		39.0		9.0	9.0	24.0
Max Q Clear Time (g_c+I1), s		6.6		9.3	4.5	22.3
Green Ext Time (p_c), s		1.9		0.0	0.1	1.0

Intersection Summary	
HCM 6th Ctrl Delay	18.4
HCM 6th LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	39	16	1	835	388	10
Future Volume (vph)	39	16	1	835	388	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961				0.997	
Flt Protected	0.966					
Satd. Flow (prot)	1764	0	0	1863	1773	0
Flt Permitted	0.966					
Satd. Flow (perm)	1764	0	0	1863	1773	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	723			1557	1260	
Travel Time (s)	19.7			26.5	21.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	45	18	1	960	446	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	0	961	457	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

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

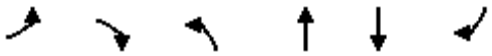
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	16	1	835	388	10
Future Vol, veh/h	39	16	1	835	388	10
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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	45	18	1	960	446	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1414	452	457	0	-	0
Stage 1	452	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	153	612	1114	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	153	612	1114	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	374	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1114	-	331	-	-
HCM Lane V/C Ratio	0.001	-	0.191	-	-
HCM Control Delay (s)	8.2	0	18.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	80	27	847	322	24
Future Volume (vph)	82	80	27	847	322	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.933				0.991	
Flt Protected	0.975		0.950			
Satd. Flow (prot)	1728	0	1703	1863	1753	0
Flt Permitted	0.975		0.950			
Satd. Flow (perm)	1728	0	1703	1863	1753	0
Link Speed (mph)	35			40	40	
Link Distance (ft)	783			1260	3935	
Travel Time (s)	15.3			21.5	67.1	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	6%	2%	8%	0%
Adj. Flow (vph)	94	92	31	974	370	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	31	974	398	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	82	80	27	847	322	24
Future Vol, veh/h	82	80	27	847	322	24
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	87	87	87	87	87	87
Heavy Vehicles, %	0	0	6	2	8	0
Mvmt Flow	94	92	31	974	370	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1420	384	398	0	-	0
Stage 1	384	-	-	-	-	-
Stage 2	1036	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	152	668	1139	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	148	668	1139	-	-	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.4	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1139	-	378	-	-
HCM Lane V/C Ratio	0.027	-	0.493	-	-
HCM Control Delay (s)	8.2	-	23.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.6	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	27	954	0	15	357
Future Volume (vph)	0	27	954	0	15	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected						0.998
Satd. Flow (prot)	1481	0	1863	0	0	1761
Flt Permitted						0.998
Satd. Flow (perm)	1481	0	1863	0	0	1761
Link Speed (mph)	30		40			40
Link Distance (ft)	418		3935			1052
Travel Time (s)	9.5		67.1			17.9
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	11%	2%	0%	0%	8%
Adj. Flow (vph)	0	31	1109	0	17	415
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1109	0	0	432
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

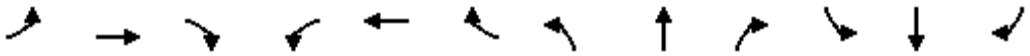
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	27	954	0	15	357
Future Vol, veh/h	0	27	954	0	15	357
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	86	86	86	86	86	86
Heavy Vehicles, %	0	11	2	0	0	8
Mvmt Flow	0	31	1109	0	17	415

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1558	1109	0	0	1109	0
Stage 1	1109	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.4	6.31	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.399	-	-	2.2	-
Pot Cap-1 Maneuver	125	245	-	-	637	-
Stage 1	318	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	121	245	-	-	637	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	624	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.8	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	245	637	-
HCM Lane V/C Ratio	-	-	0.128	0.027	-
HCM Control Delay (s)	-	-	21.8	10.8	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	7	3	39	1	4	1	869	111	24	325	10
Future Volume (vph)	19	7	3	39	1	4	1	869	111	24	325	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988				0.850		0.985			0.996	
Flt Protected		0.968			0.953						0.997	
Satd. Flow (prot)	0	1725	0	0	1620	1615	0	1837	0	0	1767	0
Flt Permitted		0.968			0.953						0.997	
Satd. Flow (perm)	0	1725	0	0	1620	1615	0	1837	0	0	1767	0
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		995			978			1052			1056	
Travel Time (s)		19.4			19.1			17.9			18.0	
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 (%)	8%	0%	0%	12%	0%	0%	0%	2%	1%	6%	7%	0%
Adj. Flow (vph)	22	8	3	45	1	5	1	999	128	28	374	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	46	5	0	1128	0	0	413	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.2%		ICU Level of Service C	
Analysis Period (min) 15			

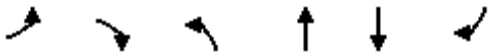
Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇃	↱		⇕			⇕	
Traffic Vol, veh/h	19	7	3	39	1	4	1	869	111	24	325	10
Future Vol, veh/h	19	7	3	39	1	4	1	869	111	24	325	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	-	-	-	-	-	100	-	-	-	-	-	-
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, %	8	0	0	12	0	0	0	2	1	6	7	0
Mvmt Flow	22	8	3	45	1	5	1	999	128	28	374	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1504	1565	380	1506	1506	1063	385	0	0	1127	0	0
Stage 1	436	436	-	1065	1065	-	-	-	-	-	-	-
Stage 2	1068	1129	-	441	441	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.5	6.2	7.22	6.5	6.2	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.18	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4	3.3	3.608	4	3.3	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	97	113	671	94	122	274	1185	-	-	605	-	-
Stage 1	587	583	-	258	302	-	-	-	-	-	-	-
Stage 2	261	281	-	576	580	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	90	106	671	84	115	274	1185	-	-	605	-	-
Mov Cap-2 Maneuver	90	106	-	84	115	-	-	-	-	-	-	-
Stage 1	586	549	-	257	301	-	-	-	-	-	-	-
Stage 2	255	280	-	531	546	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	55.8	82.5	0	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1185	-	-	103	85	274	605	-	-
HCM Lane V/C Ratio	0.001	-	-	0.324	0.541	0.017	0.046	-	-
HCM Control Delay (s)	8	0	-	55.8	88.9	18.4	11.2	0	-
HCM Lane LOS	A	A	-	F	F	C	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.3	2.4	0.1	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	12	3	898	348	22
Future Volume (vph)	31	12	3	898	348	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961				0.992	
Flt Protected	0.966					
Satd. Flow (prot)	1764	0	0	1863	1761	0
Flt Permitted	0.966					
Satd. Flow (perm)	1764	0	0	1863	1761	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	727			1056	2149	
Travel Time (s)	19.8			18.0	36.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	2%	7%	7%
Adj. Flow (vph)	35	14	3	1020	395	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	0	1023	420	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.6%		ICU Level of Service B	
Analysis Period (min) 15			

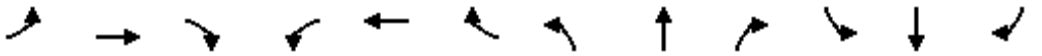
Intersection	
Int Delay, s/veh	1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	12	3	898	348	22
Future Vol, veh/h	31	12	3	898	348	22
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	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	7	7
Mvmt Flow	35	14	3	1020	395	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1434	408	420	0	-	0
Stage 1	408	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	149	648	1150	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	148	648	1150	-	-	-
Mov Cap-2 Maneuver	148	-	-	-	-	-
Stage 1	672	-	-	-	-	-
Stage 2	349	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.6	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1150	-	189	-	-
HCM Lane V/C Ratio	0.003	-	0.259	-	-
HCM Control Delay (s)	8.1	0	30.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

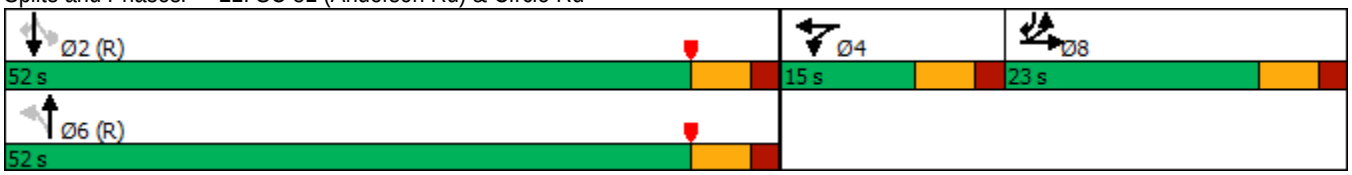


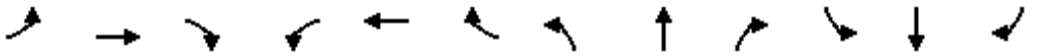
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	395	101	18	10	16	6	16	902	7	1	345	103
Future Volume (vph)	395	101	18	10	16	6	16	902	7	1	345	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	0		100
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.976			0.999				0.850
Flt Protected	0.950	0.974			0.985			0.999				
Satd. Flow (prot)	1681	1713	0	0	1827	0	0	1860	0	0	1776	1615
Flt Permitted	0.950	0.974			0.985			0.989			0.998	
Satd. Flow (perm)	1681	1713	0	0	1827	0	0	1841	0	0	1772	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			7			1				127
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1365			454			2149			715	
Travel Time (s)		26.6			8.8			36.6			12.2	
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 (%)	2%	0%	8%	0%	0%	0%	0%	2%	0%	0%	7%	0%
Adj. Flow (vph)	488	125	22	12	20	7	20	1114	9	1	426	127
Shared Lane Traffic (%)	35%											
Lane Group Flow (vph)	317	318	0	0	39	0	0	1143	0	0	427	127
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)		15			0			0			0	
Link Offset(ft)		-12			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes									Yes	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	8	8		4	4			6			2	8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6			2		2
Detector Phase	8	8		4	4		6	6		2	2	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	15.0	15.0		15.0	15.0		22.0	22.0		22.0	22.0	15.0
Total Split (s)	23.0	23.0		15.0	15.0		52.0	52.0		52.0	52.0	23.0
Total Split (%)	25.6%	25.6%		16.7%	16.7%		57.8%	57.8%		57.8%	57.8%	25.6%
Maximum Green (s)	17.0	17.0		9.0	9.0		46.0	46.0		46.0	46.0	17.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		6.0	6.0		6.0	6.0	3.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	None
Act Effct Green (s)	20.2	20.2			7.1			49.4			49.4	78.0
Actuated g/C Ratio	0.22	0.22			0.08			0.55			0.55	0.87
v/c Ratio	0.84	0.82			0.26			1.13			0.44	0.09
Control Delay	56.4	53.4			37.4			94.7			6.9	0.2
Queue Delay	0.0	0.0			0.0			0.0			0.0	0.0
Total Delay	56.4	53.4			37.4			94.7			6.9	0.2
LOS	E	D			D			F			A	A
Approach Delay		54.9			37.4			94.7			5.3	
Approach LOS		D			D			F			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.13			
Intersection Signal Delay: 62.2		Intersection LOS: E	
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 21: SC 81 (Anderson Rd) & Circle Rd





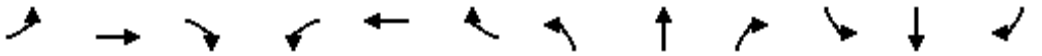
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	395	101	18	10	16	6	16	902	7	1	345	103
Future Volume (veh/h)	395	101	18	10	16	6	16	902	7	1	345	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1900	1781	1900	1900	1900	1900	1870	1900	1900	1796	1900
Adj Flow Rate, veh/h	318	364	22	12	20	7	20	1114	9	1	426	127
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, %	2	0	8	0	0	0	0	2	0	0	7	0
Cap, veh/h	336	335	20	19	32	11	49	1050	8	40	1035	1232
Arrive On Green	0.19	0.19	0.19	0.03	0.03	0.03	0.58	0.58	0.58	1.00	1.00	1.00
Sat Flow, veh/h	1781	1774	107	558	930	326	15	1821	15	0	1796	1610
Grp Volume(v), veh/h	318	0	386	39	0	0	1143	0	0	427	0	127
Grp Sat Flow(s),veh/h/ln	1781	0	1881	1814	0	0	1850	0	0	1796	0	1610
Q Serve(g_s), s	15.9	0.0	17.0	1.9	0.0	0.0	24.1	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	15.9	0.0	17.0	1.9	0.0	0.0	51.9	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.06	0.31		0.18	0.02		0.01	0.00		1.00
Lane Grp Cap(c), veh/h	336	0	355	63	0	0	1107	0	0	1076	0	1232
V/C Ratio(X)	0.95	0.00	1.09	0.62	0.00	0.00	1.03	0.00	0.00	0.40	0.00	0.10
Avail Cap(c_a), veh/h	336	0	355	181	0	0	1107	0	0	1076	0	1232
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.80	0.00	0.80
Uniform Delay (d), s/veh	36.0	0.0	36.5	42.9	0.0	0.0	19.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	34.9	0.0	72.9	9.6	0.0	0.0	35.7	0.0	0.0	0.9	0.0	0.1
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	9.9	0.0	14.7	1.0	0.0	0.0	30.9	0.0	0.0	0.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.9	0.0	109.4	52.5	0.0	0.0	55.6	0.0	0.0	0.9	0.0	0.1
LnGrp LOS	E	A	F	D	A	A	E	A	A	A	A	A
Approach Vol, veh/h		704			39			1143			554	
Approach Delay, s/veh		92.0			52.5			55.6			0.7	
Approach LOS		F			D			E			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		57.9		9.1		57.9		23.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		46.0		9.0		46.0		17.0				
Max Q Clear Time (g_c+I1), s		2.0		3.9		53.9		19.0				
Green Ext Time (p_c), s		9.3		0.0		0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			53.6									
HCM 6th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

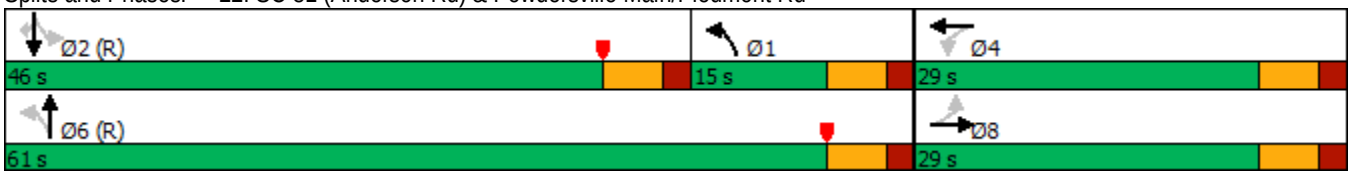


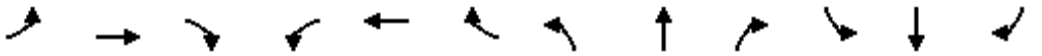
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	101	62	13	187	193	155	1113	15	126	383	13
Future Volume (vph)	13	101	62	13	187	193	155	1113	15	126	383	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.943			0.924			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1704	0	1626	1747	0	1805	3533	0	1719	1810	1615
Flt Permitted	0.170			0.566			0.368			0.105		
Satd. Flow (perm)	323	1704	0	969	1747	0	699	3533	0	190	1810	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			54			3				109
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		587			678			715			522	
Travel Time (s)		11.4			13.2			12.2			8.9	
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 (%)	0%	4%	7%	11%	0%	1%	0%	2%	0%	5%	5%	0%
Adj. Flow (vph)	16	125	77	16	231	238	191	1374	19	156	473	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	202	0	16	469	0	191	1393	0	156	473	16
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		4	4		1	6		2	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	22.0		22.0	22.0	22.0
Total Split (s)	29.0	29.0		29.0	29.0		15.0	61.0		46.0	46.0	46.0
Total Split (%)	32.2%	32.2%		32.2%	32.2%		16.7%	67.8%		51.1%	51.1%	51.1%
Maximum Green (s)	23.0	23.0		23.0	23.0		9.0	55.0		40.0	40.0	40.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lag			Lead	Lead	Lead
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0		4.0	4.0		3.0	6.0		6.0	6.0	6.0
Recall Mode	None	None		None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)	23.5	23.5		23.5	23.5		54.5	54.5		40.4	40.4	40.4
Actuated g/C Ratio	0.26	0.26		0.26	0.26		0.61	0.61		0.45	0.45	0.45
v/c Ratio	0.19	0.43		0.06	0.95		0.37	0.65		1.84	0.58	0.02
Control Delay	33.0	26.5		26.3	60.1		5.7	7.1		440.6	22.2	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	33.0	26.5		26.3	60.1		5.7	7.1		440.6	22.2	0.1
LOS	C	C		C	E		A	A		F	C	A
Approach Delay		27.0			59.0			6.9			122.9	
Approach LOS		C			E			A			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.84			
Intersection Signal Delay: 42.6		Intersection LOS: D	
Intersection Capacity Utilization 74.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

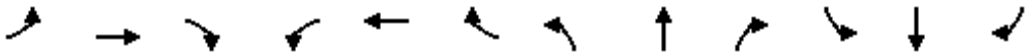




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	101	62	13	187	193	155	1113	15	126	383	13
Future Volume (veh/h)	13	101	62	13	187	193	155	1113	15	126	383	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1900	1841	1796	1737	1900	1885	1900	1870	1900	1826	1826	1900
Adj Flow Rate, veh/h	16	125	77	16	231	238	191	1374	19	156	473	16
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, %	0	4	7	11	0	1	0	2	0	5	5	0
Cap, veh/h	80	272	168	252	219	226	476	2193	30	245	797	703
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.22	1.00	1.00	0.44	0.44	0.44
Sat Flow, veh/h	939	1066	657	1096	857	883	1810	3589	50	379	1826	1610
Grp Volume(v), veh/h	16	0	202	16	0	469	191	680	713	156	473	16
Grp Sat Flow(s),veh/h/ln	939	0	1723	1096	0	1741	1810	1777	1861	379	1826	1610
Q Serve(g_s), s	0.0	0.0	8.9	1.1	0.0	23.0	0.0	0.0	0.0	35.6	17.7	0.5
Cycle Q Clear(g_c), s	23.0	0.0	8.9	10.0	0.0	23.0	0.0	0.0	0.0	35.6	17.7	0.5
Prop In Lane	1.00		0.38	1.00		0.51	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	80	0	440	252	0	445	476	1086	1138	245	797	703
V/C Ratio(X)	0.20	0.00	0.46	0.06	0.00	1.05	0.40	0.63	0.63	0.64	0.59	0.02
Avail Cap(c_a), veh/h	80	0	440	252	0	445	476	1086	1138	248	812	716
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	28.3	32.5	0.0	33.5	22.0	0.0	0.0	24.3	19.3	14.4
Incr Delay (d2), s/veh	1.7	0.0	1.1	0.1	0.0	57.6	0.0	0.2	0.2	12.0	3.2	0.1
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	0.4	0.0	3.7	0.3	0.0	16.4	2.8	0.1	0.1	3.7	7.6	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.7	0.0	29.3	32.6	0.0	91.1	22.1	0.2	0.2	36.3	22.5	14.5
LnGrp LOS	D	A	C	C	A	F	C	A	A	D	C	B
Approach Vol, veh/h		218			485			1584			645	
Approach Delay, s/veh		30.6			89.2			2.9			25.7	
Approach LOS		C			F			A			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	15.7	45.3		29.0		61.0		29.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	40.0		23.0		55.0		23.0				
Max Q Clear Time (g_c+I1), s	2.0	37.6		25.0		2.0		25.0				
Green Ext Time (p_c), s	0.3	1.7		0.0		35.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			24.2									
HCM 6th LOS			C									



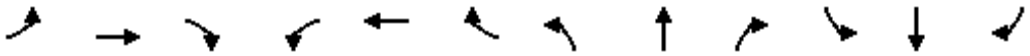
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	98	9	233	141	354	19	337	146	166	276	25
Future Volume (vph)	22	98	9	233	141	354	19	337	146	166	276	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	250		125	150		175	275		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987				0.850			0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1769	0	1752	1845	1599	1805	1863	1583	1787	1827	0
Flt Permitted	0.642			0.410			0.531			0.170		
Satd. Flow (perm)	1220	1769	0	756	1845	1599	1009	1863	1583	320	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3				212			190		6	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		719			882			1253			1080	
Travel Time (s)		14.0			17.2			19.0			16.4	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	0%	5%	17%	3%	3%	1%	0%	2%	2%	1%	3%	0%
Adj. Flow (vph)	29	127	12	303	183	460	25	438	190	216	358	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	139	0	303	183	460	25	438	190	216	390	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	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	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	
Protected Phases		8		7	4	5		6	7	5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		7	4	5	6	6	7	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	22.0	22.0	15.0	15.0	22.0	
Total Split (s)	22.0	22.0		27.0	49.0	23.0	48.0	48.0	27.0	23.0	71.0	
Total Split (%)	18.3%	18.3%		22.5%	40.8%	19.2%	40.0%	40.0%	22.5%	19.2%	59.2%	
Maximum Green (s)	16.0	16.0		21.0	43.0	17.0	42.0	42.0	21.0	17.0	65.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag		Lead		Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min	None	None	Min	
Act Effct Green (s)	12.3	12.3		37.4	37.4	58.3	27.6	27.6	52.7	48.4	48.4	
Actuated g/C Ratio	0.13	0.13		0.38	0.38	0.59	0.28	0.28	0.54	0.49	0.49	
v/c Ratio	0.19	0.62		0.63	0.26	0.44	0.09	0.84	0.20	0.58	0.43	
Control Delay	46.5	56.1		31.5	24.3	7.9	27.9	49.0	2.3	21.0	17.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	46.5	56.1		31.5	24.3	7.9	27.9	49.0	2.3	21.0	17.6	
LOS	D	E		C	C	A	C	D	A	C	B	
Approach Delay		54.4			18.6			34.6			18.9	
Approach LOS		D			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 98.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 25.6		Intersection LOS: C	
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

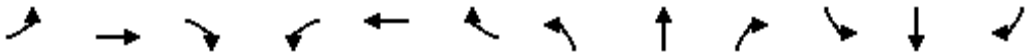




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	98	9	233	141	354	19	337	146	166	276	25
Future Volume (veh/h)	22	98	9	233	141	354	19	337	146	166	276	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1900	1826	1648	1856	1856	1885	1900	1870	1870	1885	1856	1900
Adj Flow Rate, veh/h	29	127	12	303	183	460	25	438	190	216	358	32
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	5	17	3	3	1	0	2	2	1	3	0
Cap, veh/h	182	177	17	449	676	756	386	537	735	348	799	71
Arrive On Green	0.11	0.11	0.11	0.18	0.36	0.36	0.29	0.29	0.29	0.11	0.48	0.48
Sat Flow, veh/h	799	1643	155	1767	1856	1598	1010	1870	1585	1795	1679	150
Grp Volume(v), veh/h	29	0	139	303	183	460	25	438	190	216	0	390
Grp Sat Flow(s),veh/h/ln	799	0	1798	1767	1856	1598	1010	1870	1585	1795	0	1829
Q Serve(g_s), s	2.5	0.0	5.6	10.7	5.2	16.0	1.4	16.4	5.5	5.9	0.0	10.7
Cycle Q Clear(g_c), s	2.5	0.0	5.6	10.7	5.2	16.0	1.4	16.4	5.5	5.9	0.0	10.7
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	182	0	194	449	676	756	386	537	735	348	0	871
V/C Ratio(X)	0.16	0.00	0.72	0.68	0.27	0.61	0.06	0.82	0.26	0.62	0.00	0.45
Avail Cap(c_a), veh/h	266	0	382	630	1061	1088	659	1044	1165	557	0	1580
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	31.1	0.0	32.4	22.1	16.9	14.6	19.6	24.9	12.3	17.3	0.0	13.1
Incr Delay (d2), s/veh	0.4	0.0	4.9	1.8	0.2	0.8	0.1	3.1	0.2	1.8	0.0	0.4
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	0.5	0.0	2.6	4.3	2.1	5.3	0.3	6.9	1.8	2.3	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.5	0.0	37.3	23.8	17.1	15.4	19.7	28.0	12.5	19.1	0.0	13.5
LnGrp LOS	C	A	D	C	B	B	B	C	B	B	A	B
Approach Vol, veh/h		168			946			653			606	
Approach Delay, s/veh		36.3			18.4			23.2			15.5	
Approach LOS		D			B			C			B	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		41.8		33.4	14.2	27.6	19.3	14.1				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		65.0		43.0	17.0	42.0	21.0	16.0				
Max Q Clear Time (g_c+I1), s		12.7		18.0	7.9	18.4	12.7	7.6				
Green Ext Time (p_c), s		2.3		2.8	0.4	3.2	0.6	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			20.3									
HCM 6th LOS			C									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	15	7	0	12	13	594	16	25	684	15
Future Volume (vph)	18	0	15	7	0	12	13	594	16	25	684	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939			0.916			0.996			0.997	
Flt Protected		0.973			0.982			0.999			0.998	
Satd. Flow (prot)	0	1736	0	0	1709	0	0	1855	0	0	1838	0
Flt Permitted		0.973			0.982			0.999			0.998	
Satd. Flow (perm)	0	1736	0	0	1709	0	0	1855	0	0	1838	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		307			176			1080			1821	
Travel Time (s)		8.4			4.8			16.4			27.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	22	0	18	9	0	15	16	724	20	30	834	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	24	0	0	760	0	0	882	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.6%		ICU Level of Service B	
Analysis Period (min) 15			

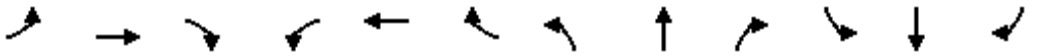
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	0	15	7	0	12	13	594	16	25	684	15
Future Vol, veh/h	18	0	15	7	0	12	13	594	16	25	684	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	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	22	0	18	9	0	15	16	724	20	30	834	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1677	1679	843	1678	1678	734	852	0	0	744	0	0
Stage 1	903	903	-	766	766	-	-	-	-	-	-	-
Stage 2	774	776	-	912	912	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	76	96	367	76	96	423	795	-	-	873	-	-
Stage 1	335	359	-	398	415	-	-	-	-	-	-	-
Stage 2	394	410	-	331	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	68	87	367	67	87	423	795	-	-	873	-	-
Mov Cap-2 Maneuver	68	87	-	67	87	-	-	-	-	-	-	-
Stage 1	324	335	-	384	401	-	-	-	-	-	-	-
Stage 2	367	396	-	294	332	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.9	35	0.2	0.3
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	795	-	-	108	143	873	-	-
HCM Lane V/C Ratio	0.02	-	-	0.373	0.162	0.035	-	-
HCM Control Delay (s)	9.6	0	-	56.9	35	9.3	0	-
HCM Lane LOS	A	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.6	0.1	-	-

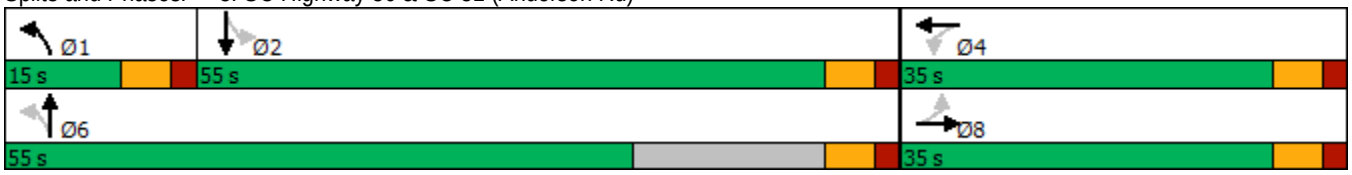


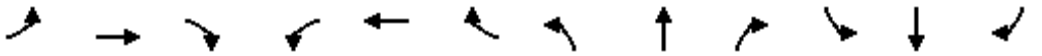
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	264	129	51	361	36	141	428	39	39	563	108
Future Volume (vph)	79	264	129	51	361	36	141	428	39	39	563	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		0	200		0	200		0	200		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.951			0.987			0.987			0.976	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1766	0	1805	1794	0	1787	1825	0	1805	1809	0
Flt Permitted	0.160			0.166			0.076			0.458		
Satd. Flow (perm)	304	1766	0	315	1794	0	143	1825	0	870	1809	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			5			8			12	
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		1241			1334			1821			1499	
Travel Time (s)		18.8			22.7			27.6			22.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	3%	1%	0%	5%	0%	1%	3%	0%	0%	3%	0%
Adj. Flow (vph)	93	311	152	60	425	42	166	504	46	46	662	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	463	0	60	467	0	166	550	0	46	789	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		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		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		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		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	
Protected Phases		8			4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		
Detector Phase	8	8		4	4		1	6		2	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.0	22.0		22.0	22.0		15.0	22.0		22.0	22.0	
Total Split (s)	35.0	35.0		35.0	35.0		15.0	55.0		55.0	55.0	
Total Split (%)	33.3%	33.3%		33.3%	33.3%		14.3%	52.4%		52.4%	52.4%	
Maximum Green (s)	29.0	29.0		29.0	29.0		9.0	49.0		49.0	49.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		None	Min		Min	Min	
Act Effct Green (s)	29.1	29.1		29.1	29.1		61.3	61.3		46.5	46.5	
Actuated g/C Ratio	0.28	0.28		0.28	0.28		0.60	0.60		0.45	0.45	
v/c Ratio	1.08	0.89		0.67	0.91		0.74	0.50		0.12	0.95	
Control Delay	162.5	55.9		72.2	59.7		38.6	13.4		16.9	49.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	162.5	55.9		72.2	59.7		38.6	13.4		16.9	49.0	
LOS	F	E		E	E		D	B		B	D	
Approach Delay		73.7			61.1			19.2			47.3	
Approach LOS		E			E			B			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 102.4			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 48.0		Intersection LOS: D	
Intersection Capacity Utilization 89.9%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 3: SC Highway 86 & SC 81 (Anderson Rd)

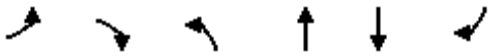




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	264	129	51	361	36	141	428	39	39	563	108
Future Volume (veh/h)	79	264	129	51	361	36	141	428	39	39	563	108
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1900	1856	1885	1900	1826	1900	1885	1856	1900	1900	1856	1900
Adj Flow Rate, veh/h	93	311	152	60	425	42	166	504	46	46	662	127
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	3	1	0	5	0	1	3	0	0	3	0
Cap, veh/h	111	342	167	106	475	47	222	987	90	431	700	134
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.07	0.59	0.59	0.46	0.46	0.46
Sat Flow, veh/h	941	1177	575	944	1635	162	1795	1675	153	871	1513	290
Grp Volume(v), veh/h	93	0	463	60	0	467	166	0	550	46	0	789
Grp Sat Flow(s),veh/h/ln	941	0	1752	944	0	1797	1795	0	1828	871	0	1803
Q Serve(g_s), s	4.1	0.0	25.4	3.6	0.0	24.9	4.6	0.0	17.6	3.3	0.0	41.7
Cycle Q Clear(g_c), s	29.0	0.0	25.4	29.0	0.0	24.9	4.6	0.0	17.6	8.3	0.0	41.7
Prop In Lane	1.00		0.33	1.00		0.09	1.00		0.08	1.00		0.16
Lane Grp Cap(c), veh/h	111	0	509	106	0	522	222	0	1077	431	0	834
V/C Ratio(X)	0.84	0.00	0.91	0.57	0.00	0.89	0.75	0.00	0.51	0.11	0.00	0.95
Avail Cap(c_a), veh/h	111	0	509	106	0	522	265	0	1077	456	0	886
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	49.0	0.0	34.1	48.9	0.0	33.9	22.4	0.0	12.1	18.2	0.0	25.6
Incr Delay (d2), s/veh	39.7	0.0	20.3	6.8	0.0	17.7	9.2	0.0	0.4	0.1	0.0	18.0
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	3.5	0.0	13.0	1.7	0.0	12.9	2.2	0.0	6.3	0.6	0.0	20.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.8	0.0	54.4	55.7	0.0	51.6	31.6	0.0	12.5	18.3	0.0	43.6
LnGrp LOS	F	A	D	E	A	D	C	A	B	B	A	D
Approach Vol, veh/h		556			527			716			835	
Approach Delay, s/veh		60.1			52.1			16.9			42.2	
Approach LOS		E			D			B			D	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.6	52.2		35.0		64.8		35.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	49.0		29.0		49.0		29.0				
Max Q Clear Time (g_c+I1), s	6.6	43.7		31.0		19.6		31.0				
Green Ext Time (p_c), s	0.1	2.5		0.0		3.5		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			41.1									
HCM 6th LOS			D									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	18	16	535	675	22
Future Volume (vph)	16	18	16	535	675	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929				0.996	
Flt Protected	0.977			0.999		
Satd. Flow (prot)	1725	0	0	1844	1839	0
Flt Permitted	0.977			0.999		
Satd. Flow (perm)	1725	0	0	1844	1839	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	342			1499	1017	
Travel Time (s)	9.3			20.4	13.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	19	21	19	629	794	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	648	820	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

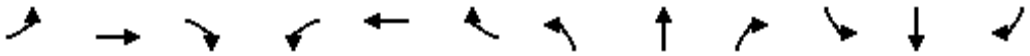
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	18	16	535	675	22
Future Vol, veh/h	16	18	16	535	675	22
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, %	0	0	0	3	3	0
Mvmt Flow	19	21	19	629	794	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1474	807	820	0	-	0
Stage 1	807	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	141	385	818	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	136	385	818	-	-	-
Mov Cap-2 Maneuver	136	-	-	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.5	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	818	-	207	-	-
HCM Lane V/C Ratio	0.023	-	0.193	-	-
HCM Control Delay (s)	9.5	0	26.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.7	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	6	3	7	3	12	3	526	21	15	688	95
Future Volume (vph)	27	6	3	7	3	12	3	526	21	15	688	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.924			0.995			0.984	
Flt Protected		0.964			0.984						0.999	
Satd. Flow (prot)	0	1813	0	0	1728	0	0	1855	0	0	1821	0
Flt Permitted		0.964			0.984						0.999	
Satd. Flow (perm)	0	1813	0	0	1728	0	0	1855	0	0	1821	0
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1266			710			1017			3146	
Travel Time (s)		34.5			19.4			13.9			42.9	
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 (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	31	7	3	8	3	14	3	605	24	17	791	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	25	0	0	632	0	0	917	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			

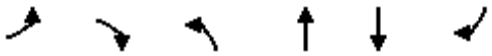
Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	27	6	3	7	3	12	3	526	21	15	688	95
Future Vol, veh/h	27	6	3	7	3	12	3	526	21	15	688	95
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, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	31	7	3	8	3	14	3	605	24	17	791	109

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1512	1515	846	1508	1557	617	900	0	0	629	0	0
Stage 1	880	880	-	623	623	-	-	-	-	-	-	-
Stage 2	632	635	-	885	934	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	100	121	365	100	114	494	763	-	-	963	-	-
Stage 1	345	368	-	477	481	-	-	-	-	-	-	-
Stage 2	472	476	-	342	347	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	92	116	365	92	109	494	763	-	-	963	-	-
Mov Cap-2 Maneuver	92	116	-	92	109	-	-	-	-	-	-	-
Stage 1	343	355	-	474	478	-	-	-	-	-	-	-
Stage 2	453	473	-	320	335	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	62.5	29.5	0.1	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	763	-	-	102	172	963	-	-
HCM Lane V/C Ratio	0.005	-	-	0.406	0.147	0.018	-	-
HCM Control Delay (s)	9.7	0	-	62.5	29.5	8.8	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.5	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	113	120	458	695	0
Future Volume (vph)	0	113	120	458	695	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1627	0	1787	1863	1845	0
Flt Permitted			0.950			
Satd. Flow (perm)	1627	0	1787	1863	1845	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	331			3146	1358	
Travel Time (s)	7.5			42.9	18.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	1%	2%	3%	0%
Adj. Flow (vph)	0	124	132	503	764	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	0	132	503	764	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

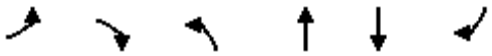
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	113	120	458	695	0
Future Vol, veh/h	0	113	120	458	695	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	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	1	1	2	3	0
Mvmt Flow	0	124	132	503	764	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1531	764	764	0	-	0
Stage 1	764	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	130	405	853	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	405	853	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	462	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.8	2.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	853	-	405	-	-
HCM Lane V/C Ratio	0.155	-	0.307	-	-
HCM Control Delay (s)	10	-	17.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	1.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	0	1	450	694	80
Future Volume (vph)	55	0	1	450	694	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.986	
Flt Protected	0.950					
Satd. Flow (prot)	1752	0	0	1863	1824	0
Flt Permitted	0.950					
Satd. Flow (perm)	1752	0	0	1863	1824	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	492			1358	364	
Travel Time (s)	9.6			18.5	5.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	0%	2%	3%	0%
Adj. Flow (vph)	57	0	1	464	715	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	0	465	797	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

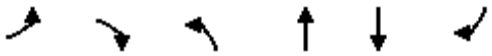
Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	0	1	450	694	80
Future Vol, veh/h	55	0	1	450	694	80
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	97	97	97	97	97	97
Heavy Vehicles, %	3	0	0	2	3	0
Mvmt Flow	57	0	1	464	715	82

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1222	756	797	0	-	0
Stage 1	756	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	197	411	834	-	-	-
Stage 1	462	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	197	411	834	-	-	-
Mov Cap-2 Maneuver	197	-	-	-	-	-
Stage 1	461	-	-	-	-	-
Stage 2	630	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	834	-	197	-	-
HCM Lane V/C Ratio	0.001	-	0.288	-	-
HCM Control Delay (s)	9.3	0	30.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	59	0	6	499	774	59
Future Volume (vph)	59	0	6	499	774	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.990	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1805	0	0	1861	1847	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1805	0	0	1861	1847	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	574			364	223	
Travel Time (s)	11.2			5.0	3.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	61	0	6	514	798	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	520	859	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

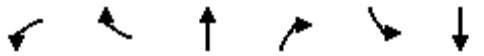
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	59	0	6	499	774	59
Future Vol, veh/h	59	0	6	499	774	59
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	61	0	6	514	798	61

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1355	829	859	0	-	0
Stage 1	829	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	166	374	791	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	164	374	791	-	-	-
Mov Cap-2 Maneuver	164	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.3	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	791	-	164	-	-
HCM Lane V/C Ratio	0.008	-	0.371	-	-
HCM Control Delay (s)	9.6	0	39.3	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	1.6	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	31	31	533	25	33	804
Future Volume (vph)	31	31	533	25	33	804
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.994			
Flt Protected	0.976					0.998
Satd. Flow (prot)	1728	0	1848	0	0	1857
Flt Permitted	0.976					0.998
Satd. Flow (perm)	1728	0	1848	0	0	1857
Link Speed (mph)	35		50			50
Link Distance (ft)	338		223			1659
Travel Time (s)	6.6		3.0			22.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	6%	5%	2%
Adj. Flow (vph)	32	32	549	26	34	829
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	575	0	0	863
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			

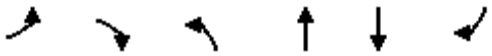
Intersection	
Int Delay, s/veh	1.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	31	533	25	33	804
Future Vol, veh/h	31	31	533	25	33	804
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	6	5	2
Mvmt Flow	32	32	549	26	34	829

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1459	562	0	0	575	0
Stage 1	562	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	144	530	-	-	983	-
Stage 1	575	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	530	-	-	983	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.7	0	0.3
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	215	983	-
HCM Lane V/C Ratio	-	-	0.297	0.035	-
HCM Control Delay (s)	-	-	28.7	8.8	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	71	77	120	449	761	7
Future Volume (vph)	71	77	120	449	761	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930				0.999	
Flt Protected	0.977		0.950			
Satd. Flow (prot)	1726	0	1805	1863	1843	0
Flt Permitted	0.977		0.950			
Satd. Flow (perm)	1726	0	1805	1863	1843	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	538			1659	440	
Travel Time (s)	14.7			22.6	6.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Adj. Flow (vph)	73	79	124	463	785	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	124	463	792	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			

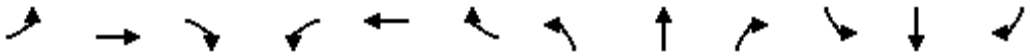
Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	71	77	120	449	761	7
Future Vol, veh/h	71	77	120	449	761	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	73	79	124	463	785	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1500	789	792	0	-	0
Stage 1	789	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	136	394	838	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	116	394	838	-	-	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	384	-	-	-	-	-
Stage 2	490	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.8	2.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	838	-	307	-	-
HCM Lane V/C Ratio	0.148	-	0.497	-	-
HCM Control Delay (s)	10	-	27.8	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.5	-	2.6	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	0	1	6	513	1	3	762	70
Future Volume (vph)	0	0	0	6	0	1	6	513	1	3	762	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.981						0.989	
Flt Protected					0.959			0.999				
Satd. Flow (prot)	0	0	0	0	1787	0	0	1861	0	0	1826	0
Flt Permitted					0.959			0.999				
Satd. Flow (perm)	0	0	0	0	1787	0	0	1861	0	0	1826	0
Link Speed (mph)		25			35			50			50	
Link Distance (ft)		162			583			440			490	
Travel Time (s)		4.4			11.4			6.0			6.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	50%	3%	0%
Adj. Flow (vph)	0	0	0	6	0	1	6	523	1	3	778	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	7	0	0	530	0	0	852	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

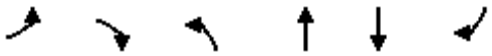
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	6	0	1	6	513	1	3	762	70
Future Vol, veh/h	0	0	0	6	0	1	6	513	1	3	762	70
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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	50	3	0
Mvmt Flow	0	0	0	6	0	1	6	523	1	3	778	71

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1356	1391	524	849	0	0	524	0	0
Stage 1	536	536	-	-	-	-	-	-	-
Stage 2	820	855	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	166	143	557	798	-	-	838	-	-
Stage 1	591	527	-	-	-	-	-	-	-
Stage 2	436	378	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	163	0	557	798	-	-	838	-	-
Mov Cap-2 Maneuver	163	0	-	-	-	-	-	-	-
Stage 1	584	0	-	-	-	-	-	-	-
Stage 2	433	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.7	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	798	-	-	181	838	-	-
HCM Lane V/C Ratio	0.008	-	-	0.039	0.004	-	-
HCM Control Delay (s)	9.5	0	-	25.7	9.3	0	-
HCM Lane LOS	A	A	-	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	4	3	513	829	15
Future Volume (vph)	9	4	3	513	829	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958				0.998	
Flt Protected	0.967					
Satd. Flow (prot)	1598	0	0	1863	1860	0
Flt Permitted	0.967					
Satd. Flow (perm)	1598	0	0	1863	1860	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	615			490	2253	
Travel Time (s)	14.0			6.7	30.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	33%	0%	2%	2%	0%
Adj. Flow (vph)	9	4	3	534	864	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	537	880	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

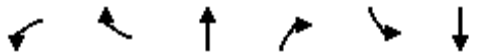
Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	4	3	513	829	15
Future Vol, veh/h	9	4	3	513	829	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	33	0	2	2	0
Mvmt Flow	9	4	3	534	864	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1412	872	880	0	-	0
Stage 1	872	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	6.4	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	154	308	777	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	153	308	777	-	-	-
Mov Cap-2 Maneuver	153	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.5	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	777	-	181	-	-
HCM Lane V/C Ratio	0.004	-	0.075	-	-
HCM Control Delay (s)	9.7	0	26.5	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	19	508	9	39	819
Future Volume (vph)	22	19	508	9	39	819
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937		0.998			
Flt Protected	0.974					0.998
Satd. Flow (prot)	1734	0	1860	0	0	1857
Flt Permitted	0.974					0.998
Satd. Flow (perm)	1734	0	1860	0	0	1857
Link Speed (mph)	35		50			40
Link Distance (ft)	439		2253			1223
Travel Time (s)	8.6		30.7			20.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	0%	4%	2%
Adj. Flow (vph)	23	20	535	9	41	862
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	544	0	0	903
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	19	508	9	39	819
Future Vol, veh/h	22	19	508	9	39	819
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	4	2
Mvmt Flow	23	20	535	9	41	862

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1484	540	0	0	544	0
Stage 1	540	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	139	546	-	-	1015	-
Stage 1	588	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	128	546	-	-	1015	-
Mov Cap-2 Maneuver	128	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.2	0	0.4
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	198	1015	-
HCM Lane V/C Ratio	-	-	0.218	0.04	-
HCM Control Delay (s)	-	-	28.2	8.7	0
HCM Lane LOS	-	-	D	A	A
HCM 95th %tile Q(veh)	-	-	0.8	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	25	528	12	52	857
Future Volume (vph)	13	25	528	12	52	857
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910		0.997			
Flt Protected	0.984					0.997
Satd. Flow (prot)	1641	0	1858	0	0	1859
Flt Permitted	0.984					0.997
Satd. Flow (perm)	1641	0	1858	0	0	1859
Link Speed (mph)	25		40			40
Link Distance (ft)	898		1223			1553
Travel Time (s)	24.5		20.8			26.5
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	11%	0%	2%	0%	0%	2%
Adj. Flow (vph)	13	26	539	12	53	874
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	551	0	0	927
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.8%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	25	528	12	52	857
Future Vol, veh/h	13	25	528	12	52	857
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	98	98	98	98	98	98
Heavy Vehicles, %	11	0	2	0	0	2
Mvmt Flow	13	26	539	12	53	874

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1525	545	0	0	551	0
Stage 1	545	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Critical Hdwy	6.51	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	124	542	-	-	1029	-
Stage 1	563	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	112	542	-	-	1029	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	315	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.4	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	234	1029	-
HCM Lane V/C Ratio	-	-	0.166	0.052	-
HCM Control Delay (s)	-	-	23.4	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.2	-



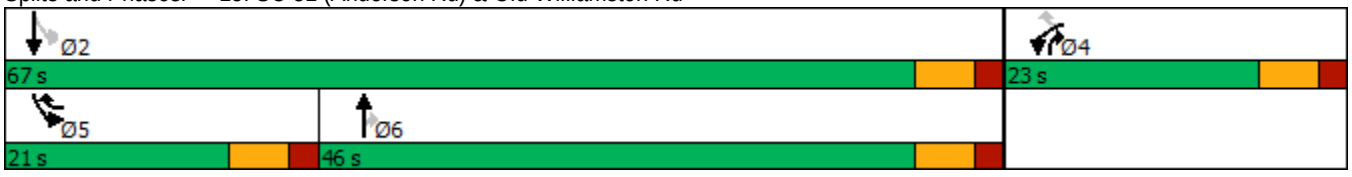
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	141	245	470	76	256	771
Future Volume (vph)	141	245	470	76	256	771
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1583	1863	1583	1787	1863
Flt Permitted	0.950				0.245	
Satd. Flow (perm)	1752	1583	1863	1583	461	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		253		78		
Link Speed (mph)	40		40			40
Link Distance (ft)	658		1553			1557
Travel Time (s)	11.2		26.5			26.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	1%	2%
Adj. Flow (vph)	145	253	485	78	264	795
Shared Lane Traffic (%)						
Lane Group Flow (vph)	145	253	485	78	264	795
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	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	20	6	20	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
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	4	5	6	4	5	2

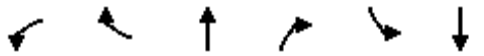


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		4		6	2	
Detector Phase	4	5	6	4	5	2
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	22.0	15.0	15.0	22.0
Total Split (s)	23.0	21.0	46.0	23.0	21.0	67.0
Total Split (%)	25.6%	23.3%	51.1%	25.6%	23.3%	74.4%
Maximum Green (s)	17.0	15.0	40.0	17.0	15.0	61.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None	None
Act Effct Green (s)	11.1	25.2	22.1	39.9	41.0	43.2
Actuated g/C Ratio	0.18	0.42	0.36	0.66	0.68	0.71
v/c Ratio	0.45	0.31	0.71	0.07	0.46	0.60
Control Delay	31.4	3.2	24.8	1.4	7.7	9.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.4	3.2	24.8	1.4	7.7	9.4
LOS	C	A	C	A	A	A
Approach Delay	13.5		21.6			9.0
Approach LOS	B		C			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 60.7			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 13.4		Intersection LOS: B	
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: SC 81 (Anderson Rd) & Old Williamston Rd

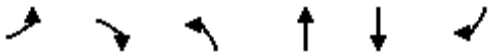




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	141	245	470	76	256	771
Future Volume (veh/h)	141	245	470	76	256	771
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1885	1870
Adj Flow Rate, veh/h	145	253	485	78	264	795
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	2	2	2	1	2
Cap, veh/h	325	503	625	822	465	1092
Arrive On Green	0.18	0.18	0.33	0.33	0.13	0.58
Sat Flow, veh/h	1767	1585	1870	1585	1795	1870
Grp Volume(v), veh/h	145	253	485	78	264	795
Grp Sat Flow(s),veh/h/ln	1767	1585	1870	1585	1795	1870
Q Serve(g_s), s	3.8	6.7	12.0	1.3	4.4	15.9
Cycle Q Clear(g_c), s	3.8	6.7	12.0	1.3	4.4	15.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	325	503	625	822	465	1092
V/C Ratio(X)	0.45	0.50	0.78	0.09	0.57	0.73
Avail Cap(c_a), veh/h	582	733	1448	1519	747	2209
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	18.7	14.3	15.5	6.3	10.1	7.8
Incr Delay (d2), s/veh	1.0	0.8	2.1	0.0	1.1	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	6.2	4.4	0.5	1.3	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.7	15.1	17.6	6.4	11.2	8.7
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	398		563			1059
Approach Delay, s/veh	16.8		16.0			9.4
Approach LOS	B		B			A

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		36.1		15.5	12.9	23.3
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		61.0		17.0	15.0	40.0
Max Q Clear Time (g_c+I1), s		17.9		8.7	6.4	14.0
Green Ext Time (p_c), s		6.5		0.8	0.5	3.2

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	7	22	682	1031	42
Future Volume (vph)	19	7	22	682	1031	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.965				0.995	
Flt Protected	0.964			0.998		
Satd. Flow (prot)	1591	0	0	1856	1855	0
Flt Permitted	0.964			0.998		
Satd. Flow (perm)	1591	0	0	1856	1855	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	723			1557	1260	
Travel Time (s)	19.7			26.5	21.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	15%	0%	7%	2%	2%	0%
Adj. Flow (vph)	20	7	23	710	1074	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	0	733	1118	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane					Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			

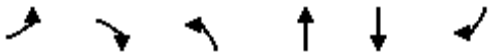
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	7	22	682	1031	42
Future Vol, veh/h	19	7	22	682	1031	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	15	0	7	2	2	0
Mvmt Flow	20	7	23	710	1074	44

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1852	1096	1118	0	-	0
Stage 1	1096	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Critical Hdwy	6.55	6.2	4.17	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.3	2.263	-	-	-
Pot Cap-1 Maneuver	75	262	607	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	262	607	-	-	-
Mov Cap-2 Maneuver	187	-	-	-	-	-
Stage 1	283	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.4	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	607	-	203	-	-
HCM Lane V/C Ratio	0.038	-	0.133	-	-
HCM Control Delay (s)	11.2	0	25.4	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	62	82	624	1012	59
Future Volume (vph)	19	62	82	624	1012	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896				0.993	
Flt Protected	0.989		0.950			
Satd. Flow (prot)	1621	0	1770	1863	1866	0
Flt Permitted	0.989		0.950			
Satd. Flow (perm)	1621	0	1770	1863	1866	0
Link Speed (mph)	35			40	40	
Link Distance (ft)	783			1260	3935	
Travel Time (s)	15.3			21.5	67.1	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	5%	2%	2%	1%	3%
Adj. Flow (vph)	19	63	84	637	1033	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	0	84	637	1093	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			

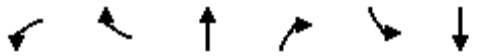
Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	62	82	624	1012	59
Future Vol, veh/h	19	62	82	624	1012	59
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	98	98	98	98	98	98
Heavy Vehicles, %	0	5	2	2	1	3
Mvmt Flow	19	63	84	637	1033	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1868	1063	1093	0	-	0
Stage 1	1063	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	81	268	638	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	268	638	-	-	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27	1.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	638	-	245	-	-
HCM Lane V/C Ratio	0.131	-	0.337	-	-
HCM Control Delay (s)	11.5	-	27	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.5	-	1.4	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	4	637	1	7	1083
Future Volume (vph)	4	4	637	1	7	1083
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1728	0	1863	0	0	1863
Flt Permitted	0.976					
Satd. Flow (perm)	1728	0	1863	0	0	1863
Link Speed (mph)	30		40			40
Link Distance (ft)	418		3935			1052
Travel Time (s)	9.5		67.1			17.9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Adj. Flow (vph)	4	4	650	1	7	1105
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	651	0	0	1112
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.6%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	637	1	7	1083
Future Vol, veh/h	4	4	637	1	7	1083
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	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	4	4	650	1	7	1105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1770	651	0	0	651	0
Stage 1	651	-	-	-	-	-
Stage 2	1119	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	93	472	-	-	945	-
Stage 1	523	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	91	472	-	-	945	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	309	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.6	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	295	945	-
HCM Lane V/C Ratio	-	-	0.028	0.008	-
HCM Control Delay (s)	-	-	17.6	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	6	4	144	12	58	3	633	27	13	923	12
Future Volume (vph)	13	6	4	144	12	58	3	633	27	13	923	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977				0.850		0.994			0.998	
Flt Protected		0.973			0.956						0.999	
Satd. Flow (prot)	0	1806	0	0	1800	1615	0	1849	0	0	1855	0
Flt Permitted		0.973			0.956						0.999	
Satd. Flow (perm)	0	1806	0	0	1800	1615	0	1849	0	0	1855	0
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		995			978			1052			1056	
Travel Time (s)		19.4			19.1			17.9			18.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	2%	6%	11%	2%	0%
Adj. Flow (vph)	13	6	4	148	12	60	3	653	28	13	952	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	160	60	0	684	0	0	977	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		12			12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 78.2%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	59.6

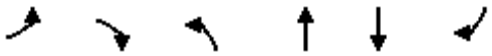
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↰	↗		↕			↕	
Traffic Vol, veh/h	13	6	4	144	12	58	3	633	27	13	923	12
Future Vol, veh/h	13	6	4	144	12	58	3	633	27	13	923	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	0	0	0	2	6	11	2	0
Mvmt Flow	13	6	4	148	12	60	3	653	28	13	952	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1693	1671	958	1662	1663	667	964	0	0	681	0	0
Stage 1	984	984	-	673	673	-	-	-	-	-	-	-
Stage 2	709	687	-	989	990	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.5	6.2	4.1	-	-	4.21	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4	3.3	2.2	-	-	2.299	-	-
Pot Cap-1 Maneuver	74	97	315	~ 78	98	462	722	-	-	871	-	-
Stage 1	302	329	-	446	457	-	-	-	-	-	-	-
Stage 2	428	450	-	298	327	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	93	315	~ 71	94	462	722	-	-	871	-	-
Mov Cap-2 Maneuver	56	93	-	~ 71	94	-	-	-	-	-	-	-
Stage 1	300	318	-	443	454	-	-	-	-	-	-	-
Stage 2	360	447	-	279	317	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	75.1	$ 506.3	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	722	-	-	74	72	462	871	-	-
HCM Lane V/C Ratio	0.004	-	-	0.32	2.234	0.129	0.015	-	-
HCM Control Delay (s)	10	0	-	75.1	$ 689.4	13.9	9.2	0	-
HCM Lane LOS	B	A	-	F	F	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.2	15.1	0.4	0	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	21	25	658	969	33
Future Volume (vph)	19	21	25	658	969	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929				0.996	
Flt Protected	0.977			0.998		
Satd. Flow (prot)	1725	0	0	1860	1856	0
Flt Permitted	0.977			0.998		
Satd. Flow (perm)	1725	0	0	1860	1856	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	727			1056	2149	
Travel Time (s)	19.8			18.0	36.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	20	22	26	678	999	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	0	704	1033	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

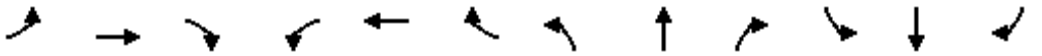
Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	21	25	658	969	33
Future Vol, veh/h	19	21	25	658	969	33
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	20	22	26	678	999	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1746	1016	1033	0	-	0
Stage 1	1016	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	96	291	681	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	90	291	681	-	-	-
Mov Cap-2 Maneuver	90	-	-	-	-	-
Stage 1	331	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	40.8	0.4	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	681	-	141	-	-
HCM Lane V/C Ratio	0.038	-	0.292	-	-
HCM Control Delay (s)	10.5	0	40.8	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.1	-	1.1	-	-



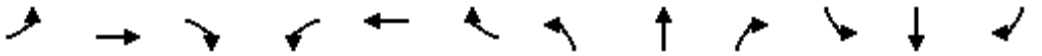
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	27	19	21	82	6	13	685	9	1	917	195
Future Volume (vph)	119	27	19	21	82	6	13	685	9	1	917	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	0		0	0		100
Storage Lanes	1		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.966			0.993			0.998				0.850
Flt Protected	0.950	0.979			0.990			0.999				
Satd. Flow (prot)	1715	1644	0	0	1868	0	0	1858	0	0	1863	1599
Flt Permitted	0.950	0.979			0.990			0.856				
Satd. Flow (perm)	1715	1644	0	0	1868	0	0	1592	0	0	1863	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13			2			1				182
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1365			454			2149			715	
Travel Time (s)		26.6			8.8			36.6			12.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	8%	0%	0%	0%	0%	2%	0%	0%	2%	1%
Adj. Flow (vph)	128	29	20	23	88	6	14	737	10	1	986	210
Shared Lane Traffic (%)	30%											
Lane Group Flow (vph)	90	87	0	0	117	0	0	761	0	0	987	210
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)		15			0			0			0	
Link Offset(ft)		-12			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes									Yes	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	pm+ov
Protected Phases	8	8		4	4			6			2	8

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6			2		2
Detector Phase	8	8		4	4		6	6		2	2	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	15.0	15.0		15.0	15.0		22.0	22.0		22.0	22.0	15.0
Total Split (s)	15.0	15.0		15.0	15.0		60.0	60.0		60.0	60.0	15.0
Total Split (%)	16.7%	16.7%		16.7%	16.7%		66.7%	66.7%		66.7%	66.7%	16.7%
Maximum Green (s)	9.0	9.0		9.0	9.0		54.0	54.0		54.0	54.0	9.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0			6.0			6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	None
Act Effct Green (s)	8.3	8.3			8.6			55.1			55.1	69.4
Actuated g/C Ratio	0.09	0.09			0.10			0.61			0.61	0.77
v/c Ratio	0.57	0.53			0.65			0.78			0.87	0.16
Control Delay	53.5	45.4			56.0			20.7			16.1	1.7
Queue Delay	0.0	0.0			0.0			0.0			0.6	0.0
Total Delay	53.5	45.4			56.0			20.7			16.6	1.7
LOS	D	D			E			C			B	A
Approach Delay		49.5			56.0			20.7			14.0	
Approach LOS		D			E			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 21.3		Intersection LOS: C	
Intersection Capacity Utilization 71.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: SC 81 (Anderson Rd) & Circle Rd





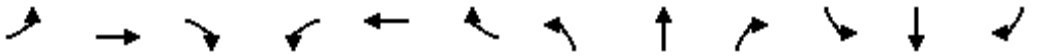
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	27	19	21	82	6	13	685	9	1	917	195
Future Volume (veh/h)	119	27	19	21	82	6	13	685	9	1	917	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1900	1811	1781	1900	1900	1900	1900	1870	1900	1900	1870	1885
Adj Flow Rate, veh/h	88	84	20	23	88	6	14	737	10	1	986	210
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	6	8	0	0	0	0	2	0	0	2	1
Cap, veh/h	147	114	27	29	112	8	49	1144	15	40	1195	1150
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.64	0.64	0.64	1.00	1.00	1.00
Sat Flow, veh/h	1810	1414	337	367	1402	96	13	1791	24	0	1870	1598
Grp Volume(v), veh/h	88	0	104	117	0	0	761	0	0	987	0	210
Grp Sat Flow(s),veh/h/ln	1810	0	1750	1864	0	0	1828	0	0	1870	0	1598
Q Serve(g_s), s	4.2	0.0	5.2	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	4.2	0.0	5.2	5.5	0.0	0.0	22.4	0.0	0.0	0.0	0.0	0.0
Prop In Lane	1.00		0.19	0.20		0.05	0.02		0.01	0.00		1.00
Lane Grp Cap(c), veh/h	147	0	142	149	0	0	1209	0	0	1235	0	1150
V/C Ratio(X)	0.60	0.00	0.73	0.78	0.00	0.00	0.63	0.00	0.00	0.80	0.00	0.18
Avail Cap(c_a), veh/h	181	0	175	186	0	0	1209	0	0	1235	0	1150
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00	0.09	0.00	0.09
Uniform Delay (d), s/veh	40.0	0.0	40.4	40.6	0.0	0.0	9.9	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.9	0.0	11.6	15.7	0.0	0.0	2.5	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	2.0	0.0	2.7	3.1	0.0	0.0	8.2	0.0	0.0	0.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.9	0.0	52.0	56.4	0.0	0.0	12.4	0.0	0.0	0.5	0.0	0.0
LnGrp LOS	D	A	D	E	A	A	B	A	A	A	A	A
Approach Vol, veh/h		192			117			761			1197	
Approach Delay, s/veh		48.3			56.4			12.4			0.4	
Approach LOS		D			E			B			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		63.5		13.2		63.5		13.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		54.0		9.0		54.0		9.0				
Max Q Clear Time (g_c+I1), s		2.0		7.5		24.4		7.2				
Green Ext Time (p_c), s		11.0		0.1		5.9		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		11.4
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.



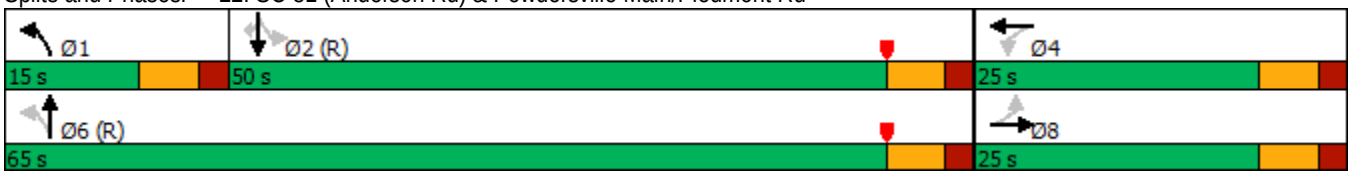
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	107	120	65	241	218	94	703	10	169	951	25
Future Volume (vph)	28	107	120	65	241	218	94	703	10	169	951	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	100		0	200		0
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.921			0.929			0.998				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1750	0	1805	1748	0	1805	3533	0	1752	1863	1615
Flt Permitted	0.211			0.420			0.076			0.349		
Satd. Flow (perm)	401	1750	0	798	1748	0	144	3533	0	644	1863	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		57			46			3				109
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		587			678			715			522	
Travel Time (s)		11.4			13.2			12.2			8.9	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%	0%	2%	0%	3%	2%	0%
Adj. Flow (vph)	31	120	135	73	271	245	106	790	11	190	1069	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	255	0	73	516	0	106	801	0	190	1069	28
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		Perm	NA	Perm
Protected Phases		8			4		1	6			2	

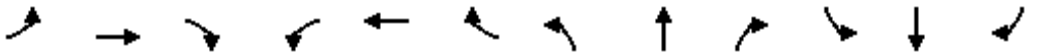
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4			6			2		2
Detector Phase	8	8		4	4		1	6		2	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	15.0	15.0		15.0	15.0		15.0	22.0		22.0	22.0	22.0
Total Split (s)	25.0	25.0		25.0	25.0		15.0	65.0		50.0	50.0	50.0
Total Split (%)	27.8%	27.8%		27.8%	27.8%		16.7%	72.2%		55.6%	55.6%	55.6%
Maximum Green (s)	19.0	19.0		19.0	19.0		9.0	59.0		44.0	44.0	44.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag							Lead			Lag	Lag	Lag
Lead-Lag Optimize?							Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)	19.0	19.0		19.0	19.0		59.0	59.0		48.0	48.0	48.0
Actuated g/C Ratio	0.21	0.21		0.21	0.21		0.66	0.66		0.53	0.53	0.53
v/c Ratio	0.37	0.62		0.43	1.27		0.46	0.35		0.55	1.08	0.03
Control Delay	44.6	32.1		40.2	171.2		19.0	4.3		23.5	76.0	0.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	9.2	0.0
Total Delay	44.6	32.1		40.2	171.2		19.0	4.3		23.5	85.2	0.1
LOS	D	C		D	F		B	A		C	F	A
Approach Delay		33.4			155.0			6.0			74.2	
Approach LOS		C			F			A			E	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.27
Intersection Signal Delay: 65.8 Intersection LOS: E
Intersection Capacity Utilization 105.4% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	107	120	65	241	218	94	703	10	169	951	25
Future Volume (veh/h)	28	107	120	65	241	218	94	703	10	169	951	25
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	1900	1900	1900	1900	1885	1885	1900	1870	1900	1856	1870	1900
Adj Flow Rate, veh/h	31	120	135	73	271	245	106	790	11	190	1069	28
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	1	1	0	2	0	3	2	0
Cap, veh/h	80	172	194	166	193	174	173	2352	33	442	1005	865
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.10	1.00	1.00	0.54	0.54	0.54
Sat Flow, veh/h	899	816	918	1142	912	825	1810	3588	50	674	1870	1610
Grp Volume(v), veh/h	31	0	255	73	0	516	106	391	410	190	1069	28
Grp Sat Flow(s),veh/h/ln	899	0	1735	1142	0	1737	1810	1777	1861	674	1870	1610
Q Serve(g_s), s	0.0	0.0	12.2	5.7	0.0	19.0	2.2	0.0	0.0	16.4	48.4	0.7
Cycle Q Clear(g_c), s	19.0	0.0	12.2	17.9	0.0	19.0	2.2	0.0	0.0	16.4	48.4	0.7
Prop In Lane	1.00		0.53	1.00		0.47	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	80	0	366	166	0	367	173	1165	1220	442	1005	865
V/C Ratio(X)	0.39	0.00	0.70	0.44	0.00	1.41	0.61	0.34	0.34	0.43	1.06	0.03
Avail Cap(c_a), veh/h	80	0	366	166	0	367	261	1165	1220	442	1005	865
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.57	0.57	0.57	1.00	1.00	1.00
Uniform Delay (d), s/veh	45.0	0.0	32.8	41.1	0.0	35.5	20.2	0.0	0.0	13.4	20.8	9.8
Incr Delay (d2), s/veh	3.0	0.0	5.7	1.8	0.0	198.9	2.0	0.4	0.4	3.0	47.0	0.1
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	0.7	0.0	5.5	1.6	0.0	28.0	1.2	0.1	0.1	2.6	31.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	0.0	38.5	42.9	0.0	234.4	22.1	0.4	0.4	16.5	67.8	9.9
LnGrp LOS	D	A	D	D	A	F	C	A	A	B	F	A
Approach Vol, veh/h		286			589			907			1287	
Approach Delay, s/veh		39.5			210.7			3.0			59.0	
Approach LOS		D			F			A			E	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.6	54.4		25.0		65.0		25.0				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	44.0		19.0		59.0		19.0				
Max Q Clear Time (g_c+I1), s	4.2	50.4		21.0		2.0		21.0				
Green Ext Time (p_c), s	0.1	0.0		0.0		5.4		0.0				

Intersection Summary												
HCM 6th Ctrl Delay			69.7									
HCM 6th LOS			E									

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	5969
Vehs Exited	5812
Starting Vehs	294
Ending Vehs	451
Travel Distance (mi)	8828
Travel Time (hr)	364.7
Total Delay (hr)	142.7
Total Stops	9124
Fuel Used (gal)	309.1

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

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

Volumes adjusted by Growth Factors.

Vehs Entered	5969
Vehs Exited	5812
Starting Vehs	294
Ending Vehs	451
Travel Distance (mi)	8828
Travel Time (hr)	364.7
Total Delay (hr)	142.7
Total Stops	9124
Fuel Used (gal)	309.1

Intersection: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	50	217	347	402	222	250	418	275	200	283
Average Queue (ft)	17	133	138	74	110	31	217	98	112	94
95th Queue (ft)	46	198	249	204	177	132	342	244	179	185
Link Distance (ft)		680		838			1214			998
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225		250		125	150		175	275	
Storage Blk Time (%)		0	2	0	6		22	1		0
Queuing Penalty (veh)		0	13	0	21		58	3		1

Intersection: 2: SC 81 (Anderson Rd) & Wren Crossing Ln/Planters Walk Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	72	209	206
Average Queue (ft)	21	26	12	14
95th Queue (ft)	47	57	78	82
Link Distance (ft)	277	145	998	1752
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: SC Highway 86 & SC 81 (Anderson Rd)

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	300	656	111	244	300	1752	106	392
Average Queue (ft)	134	389	35	129	274	1209	43	208
95th Queue (ft)	315	586	81	221	396	1809	84	324
Link Distance (ft)		1189		1294		1752		1416
Upstream Blk Time (%)						0		
Queuing Penalty (veh)						3		
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)		37		1	0	58		10
Queuing Penalty (veh)		55		0	3	98		7

Intersection: 4: SC 81 (Anderson Rd) & Still Meadow Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	94	96
Average Queue (ft)	29	11
95th Queue (ft)	53	51
Link Distance (ft)	304	1416
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SC 81 (Anderson Rd) & Airy Springs Rd/Southern Oaks Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	72	27	25	135
Average Queue (ft)	41	3	1	12
95th Queue (ft)	66	18	8	64
Link Distance (ft)	1236	677	953	3087
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: SC 81 (Anderson Rd) & Van Henry Ln

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	94	31
Average Queue (ft)	54	12
95th Queue (ft)	84	33
Link Distance (ft)	225	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SC 81 (Anderson Rd) & Mt Airy Church Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	97	76
Average Queue (ft)	48	3
95th Queue (ft)	84	25
Link Distance (ft)	423	1184
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: SC 81 (Anderson Rd) & Orr Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	77
Average Queue (ft)	41
95th Queue (ft)	72
Link Distance (ft)	543
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: SC 81 (Anderson Rd) & Mountain Springs Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	71	98
Average Queue (ft)	31	23
95th Queue (ft)	60	69
Link Distance (ft)	310	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SC 81 (Anderson Rd) & Powdersville YMCA Dwy

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	51	31
Average Queue (ft)	21	9
95th Queue (ft)	46	29
Link Distance (ft)	503	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: SC 81 (Anderson Rd) & Powdersville YMCA Dwy/Tripp Rd

Movement	WB	NB
Directions Served	LTR	LTR
Maximum Queue (ft)	59	87
Average Queue (ft)	7	3
95th Queue (ft)	27	29
Link Distance (ft)	526	347
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: SC 81 (Anderson Rd) & Wyatt Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	45
Average Queue (ft)	14
95th Queue (ft)	38
Link Distance (ft)	576
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: SC 81 (Anderson Rd) & Tripp Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	51	70
Average Queue (ft)	13	5
95th Queue (ft)	41	31
Link Distance (ft)	408	1169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: SC 81 (Anderson Rd) & Wilson Way

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	73	115
Average Queue (ft)	36	6
95th Queue (ft)	62	42
Link Distance (ft)	867	1464
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: SC 81 (Anderson Rd) & Old Williamston Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	73	133	337	250	132	155
Average Queue (ft)	26	24	141	60	56	47
95th Queue (ft)	58	63	248	147	100	112
Link Distance (ft)		584	1464			1507
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150			150	150	
Storage Blk Time (%)		0	6		0	0
Queuing Penalty (veh)		0	19		0	0

Intersection: 16: SC 81 (Anderson Rd) & Jameson Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	71
Average Queue (ft)	27
95th Queue (ft)	54
Link Distance (ft)	694
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: SC 81 (Anderson Rd) & Cely Rd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	116	53
Average Queue (ft)	48	11
95th Queue (ft)	83	40
Link Distance (ft)	745	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: SC 81 (Anderson Rd) & Heritage Ln

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	76	74
Average Queue (ft)	21	7
95th Queue (ft)	51	36
Link Distance (ft)	384	973
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: SC 81 (Anderson Rd) & Sherman Rd/Pine Rd

Movement	EB	WB	WB	SB
Directions Served	LTR	LT	R	LTR
Maximum Queue (ft)	74	93	30	152
Average Queue (ft)	22	29	3	14
95th Queue (ft)	59	66	17	69
Link Distance (ft)	953	948		966
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			100	
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 20: SC 81 (Anderson Rd) & Holborne Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	71
Average Queue (ft)	29
95th Queue (ft)	59
Link Distance (ft)	697
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 21: SC 81 (Anderson Rd) & Circle Rd

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	249	298	71	856	168	49
Average Queue (ft)	103	148	31	349	65	10
95th Queue (ft)	192	235	62	641	134	32
Link Distance (ft)		1321	409	2073	608	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150					100
Storage Blk Time (%)	1	9			4	
Queuing Penalty (veh)	2	18			4	

Intersection: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	R
Maximum Queue (ft)	38	171	44	256	124	166	227	300	492	474
Average Queue (ft)	5	55	6	164	45	82	98	155	199	81
95th Queue (ft)	20	119	26	245	93	139	163	324	501	366
Link Distance (ft)		514		615		608	608		458	458
Upstream Blk Time (%)									19	8
Queuing Penalty (veh)									0	0
Storage Bay Dist (ft)	150		150		100			200		
Storage Blk Time (%)		1		14	1	4		27	8	
Queuing Penalty (veh)		0		2	7	5		103	10	

Network Summary

Network wide Queuing Penalty: 435

Summary of All Intervals

Start Time	4:50
End Time	6:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	6048
Vehs Exited	6029
Starting Vehs	367
Ending Vehs	386
Travel Distance (mi)	9702
Travel Time (hr)	462.0
Total Delay (hr)	218.6
Total Stops	8758
Fuel Used (gal)	358.2

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

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

Volumes adjusted by Growth Factors.

Vehs Entered	6048
Vehs Exited	6029
Starting Vehs	367
Ending Vehs	386
Travel Distance (mi)	9702
Travel Time (hr)	462.0
Total Delay (hr)	218.6
Total Stops	8758
Fuel Used (gal)	358.2

Intersection: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	69	203	234	169	196	49	288	265	134	197
Average Queue (ft)	14	75	109	61	75	12	127	37	66	80
95th Queue (ft)	45	145	183	121	133	36	214	115	110	154
Link Distance (ft)		680		838			1214			998
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225		250		125	150		175	275	
Storage Blk Time (%)			0	1	1		5			
Queuing Penalty (veh)			0	4	2		8			

Intersection: 2: SC 81 (Anderson Rd) & Wren Crossing Ln/Planters Walk Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	56	72	110
Average Queue (ft)	24	14	12	19
95th Queue (ft)	46	42	46	73
Link Distance (ft)	277	145	998	1752
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: SC Highway 86 & SC 81 (Anderson Rd)

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	300	418	136	385	114	247	300	509
Average Queue (ft)	99	178	36	202	69	116	29	287
95th Queue (ft)	213	316	87	323	112	204	117	453
Link Distance (ft)		1189		1294		1752		1416
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	200		200		200		200	
Storage Blk Time (%)	0	9		13		0		21
Queuing Penalty (veh)	0	7		7		1		8

Intersection: 4: SC 81 (Anderson Rd) & Still Meadow Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	28	120
Average Queue (ft)	18	13
95th Queue (ft)	40	51
Link Distance (ft)	304	1416
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SC 81 (Anderson Rd) & Airy Springs Rd/Southern Oaks Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	89	70	25	202
Average Queue (ft)	30	20	1	19
95th Queue (ft)	60	44	10	88
Link Distance (ft)	1236	677	953	3087
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: SC 81 (Anderson Rd) & Van Henry Ln

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	127	95
Average Queue (ft)	59	42
95th Queue (ft)	109	82
Link Distance (ft)	225	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SC 81 (Anderson Rd) & Mt Airy Church Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	111	73
Average Queue (ft)	42	2
95th Queue (ft)	84	24
Link Distance (ft)	423	1184
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: SC 81 (Anderson Rd) & Orr Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	74	26
Average Queue (ft)	36	3
95th Queue (ft)	64	15
Link Distance (ft)	543	311
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: SC 81 (Anderson Rd) & Mountain Springs Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	74	95
Average Queue (ft)	31	13
95th Queue (ft)	59	56
Link Distance (ft)	310	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SC 81 (Anderson Rd) & Powdersville YMCA Dwy

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	154	75
Average Queue (ft)	63	36
95th Queue (ft)	116	70
Link Distance (ft)	503	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: SC 81 (Anderson Rd) & Powdersville YMCA Dwy/Tripp Rd

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	34	90	62
Average Queue (ft)	3	10	2
95th Queue (ft)	15	51	20
Link Distance (ft)	526	347	443
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: SC 81 (Anderson Rd) & Wyatt Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	42	92
Average Queue (ft)	9	3
95th Queue (ft)	29	30
Link Distance (ft)	576	443
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: SC 81 (Anderson Rd) & Tripp Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	52	184
Average Queue (ft)	26	34
95th Queue (ft)	46	103
Link Distance (ft)	408	1169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: SC 81 (Anderson Rd) & Wilson Way

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	75	142
Average Queue (ft)	29	23
95th Queue (ft)	61	86
Link Distance (ft)	867	1464
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: SC 81 (Anderson Rd) & Old Williamston Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	152	135	349	250	133	226
Average Queue (ft)	61	40	134	34	76	117
95th Queue (ft)	125	103	256	133	113	217
Link Distance (ft)		584	1464			1507
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150			150	150	
Storage Blk Time (%)	1	0	6		0	3
Queuing Penalty (veh)	2	0	5		0	7

Intersection: 16: SC 81 (Anderson Rd) & Jameson Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	74	222
Average Queue (ft)	22	42
95th Queue (ft)	55	138
Link Distance (ft)	694	1507
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: SC 81 (Anderson Rd) & Cely Rd

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	188	90	22
Average Queue (ft)	63	39	1
95th Queue (ft)	141	76	7
Link Distance (ft)	745		3864
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		150	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: SC 81 (Anderson Rd) & Heritage Ln

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	29	141
Average Queue (ft)	8	15
95th Queue (ft)	30	83
Link Distance (ft)	384	973
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: SC 81 (Anderson Rd) & Sherman Rd/Pine Rd

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	LTR	LTR
Maximum Queue (ft)	50	453	200	110	152
Average Queue (ft)	22	194	85	5	15
95th Queue (ft)	48	354	221	40	76
Link Distance (ft)	953	948		973	966
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100		
Storage Blk Time (%)		66	1		
Queuing Penalty (veh)		38	2		

Intersection: 20: SC 81 (Anderson Rd) & Holborne Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	76	335
Average Queue (ft)	28	49
95th Queue (ft)	54	179
Link Distance (ft)	697	966
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: SC 81 (Anderson Rd) & Circle Rd

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	LTR	LTR	LTR	LT	R
Maximum Queue (ft)	67	105	179	1824	572	200
Average Queue (ft)	22	52	94	736	243	96
95th Queue (ft)	52	96	175	1561	404	237
Link Distance (ft)		1321	409	2073	608	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150					100
Storage Blk Time (%)					25	
Queuing Penalty (veh)					49	

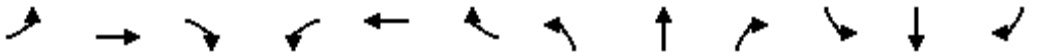
Intersection: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	TR	L	T	R
Maximum Queue (ft)	80	137	250	667	115	160	137	300	498	477
Average Queue (ft)	24	82	196	616	42	59	55	236	478	465
95th Queue (ft)	60	139	355	708	95	128	121	405	492	498
Link Distance (ft)		514		615		608	608		458	458
Upstream Blk Time (%)				82					67	39
Queuing Penalty (veh)				0					0	0
Storage Bay Dist (ft)	150		150		100			200		
Storage Blk Time (%)		0		84	1	2		1	61	
Queuing Penalty (veh)		0		55	2	2		6	103	

Network Summary

Network wide Queuing Penalty: 306

Appendix N – Build 2043 Long-Term Synchro & Sim Traffic Reports

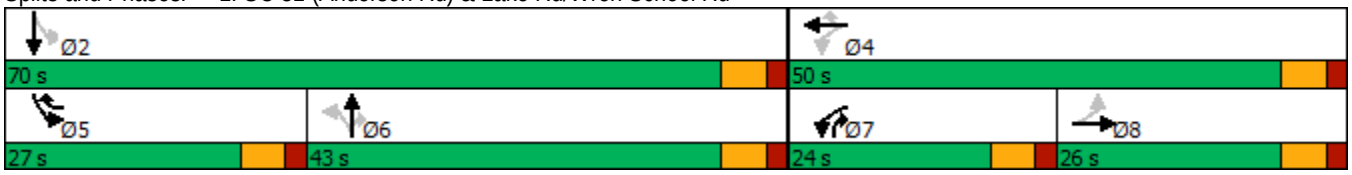


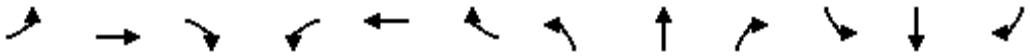
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	229	12	242	140	423	16	374	250	278	303	22
Future Volume (vph)	24	229	12	242	140	423	16	374	250	278	303	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	225		225	150		200	225		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.992				0.850			0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1833	0	1703	1900	1615	1805	1827	1599	1787	1736	0
Flt Permitted	0.636			0.154			0.502			0.096		
Satd. Flow (perm)	1208	1833	0	276	1900	1615	954	1827	1599	181	1736	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2				118			91		5	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		663			871			820			1080	
Travel Time (s)		12.9			17.0			12.4			16.4	
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Heavy Vehicles (%)	0%	3%	0%	6%	0%	0%	0%	4%	1%	1%	9%	0%
Adj. Flow (vph)	33	318	17	336	194	588	22	519	347	386	421	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	335	0	336	194	588	22	519	347	386	452	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	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	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	
Protected Phases		8		7	4	5		6	7	5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		7	4	5	6	6	7	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.0	22.0		15.0	22.0	15.0	22.0	22.0	15.0	15.0	22.0	
Total Split (s)	26.0	26.0		24.0	50.0	27.0	43.0	43.0	24.0	27.0	70.0	
Total Split (%)	21.7%	21.7%		20.0%	41.7%	22.5%	35.8%	35.8%	20.0%	22.5%	58.3%	
Maximum Green (s)	20.0	20.0		18.0	44.0	21.0	37.0	37.0	18.0	21.0	64.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag		Lead		Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min	None	None	Min	
Act Effct Green (s)	20.0	20.0		44.0	44.0	71.0	35.6	35.6	59.6	62.6	62.6	
Actuated g/C Ratio	0.17	0.17		0.37	0.37	0.60	0.30	0.30	0.50	0.53	0.53	
v/c Ratio	0.16	1.08		1.05	0.28	0.58	0.08	0.95	0.41	1.02	0.49	
Control Delay	45.3	120.2		98.4	27.9	14.3	30.4	68.5	14.8	85.3	19.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	45.3	120.2		98.4	27.9	14.3	30.4	68.5	14.8	85.3	19.8	
LOS	D	F		F	C	B	C	E	B	F	B	
Approach Delay		113.5			41.9			46.6			50.0	
Approach LOS		F			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 118.6			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.08			
Intersection Signal Delay: 53.5		Intersection LOS: D	
Intersection Capacity Utilization 81.3%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

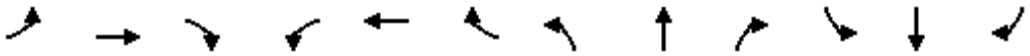




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	229	12	242	140	423	16	374	250	278	303	22
Future Volume (veh/h)	24	229	12	242	140	423	16	374	250	278	303	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1900	1856	1900	1811	1900	1900	1900	1841	1885	1885	1767	1900
Adj Flow Rate, veh/h	33	318	17	336	194	588	22	519	347	386	421	31
Peak Hour Factor	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
Percent Heavy Veh, %	0	3	0	6	0	0	0	4	1	1	9	0
Cap, veh/h	179	294	16	322	704	882	347	554	723	395	859	63
Arrive On Green	0.17	0.17	0.17	0.15	0.37	0.37	0.30	0.30	0.30	0.18	0.53	0.53
Sat Flow, veh/h	702	1745	93	1725	1900	1610	954	1841	1598	1795	1625	120
Grp Volume(v), veh/h	33	0	335	336	194	588	22	519	347	386	0	452
Grp Sat Flow(s),veh/h/ln	702	0	1839	1725	1900	1610	954	1841	1598	1795	0	1745
Q Serve(g_s), s	4.9	0.0	20.0	18.0	8.5	30.9	2.0	32.6	18.0	20.2	0.0	19.6
Cycle Q Clear(g_c), s	4.9	0.0	20.0	18.0	8.5	30.9	2.0	32.6	18.0	20.2	0.0	19.6
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	179	0	310	322	704	882	347	554	723	395	0	922
V/C Ratio(X)	0.18	0.00	1.08	1.04	0.28	0.67	0.06	0.94	0.48	0.98	0.00	0.49
Avail Cap(c_a), veh/h	179	0	310	322	704	882	358	574	740	395	0	941
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.1	0.0	49.3	34.2	26.2	19.1	29.7	40.4	22.7	34.4	0.0	17.8
Incr Delay (d2), s/veh	0.5	0.0	74.5	61.7	0.2	1.9	0.1	22.9	0.5	39.0	0.0	0.4
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	0.9	0.0	15.5	13.0	3.9	11.4	0.4	17.6	6.7	15.2	0.0	7.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.5	0.0	123.8	95.9	26.4	21.1	29.8	63.3	23.2	73.4	0.0	18.2
LnGrp LOS	D	A	F	F	C	C	C	E	C	E	A	B
Approach Vol, veh/h		368			1118			888			838	
Approach Delay, s/veh		116.6			44.5			46.8			43.7	
Approach LOS		F			D			D			D	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		68.7		50.0	27.0	41.7	24.0	26.0				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		64.0		44.0	21.0	37.0	18.0	20.0				
Max Q Clear Time (g_c+I1), s		21.6		32.9	22.2	34.6	20.0	22.0				
Green Ext Time (p_c), s		2.8		2.7	0.0	1.1	0.0	0.0				

Intersection Summary												
HCM 6th Ctrl Delay			53.2									
HCM 6th LOS			D									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	12	16	0	22	6	823	7	7	575	1
Future Volume (vph)	18	0	12	16	0	22	6	823	7	7	575	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.945			0.922			0.999				
Flt Protected		0.971			0.979						0.999	
Satd. Flow (prot)	0	1743	0	0	1715	0	0	1861	0	0	1826	0
Flt Permitted		0.971			0.979						0.999	
Satd. Flow (perm)	0	1743	0	0	1715	0	0	1861	0	0	1826	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		307			176			1080			1821	
Travel Time (s)		8.4			4.8			16.4			27.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	4%	0%
Adj. Flow (vph)	22	0	15	20	0	27	7	1004	9	9	701	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	37	0	0	47	0	0	1020	0	0	711	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

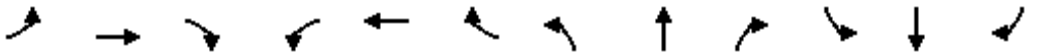
Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			⇕	
Traffic Vol, veh/h	18	0	12	16	0	22	6	823	7	7	575	1
Future Vol, veh/h	18	0	12	16	0	22	6	823	7	7	575	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	4	0
Mvmt Flow	22	0	15	20	0	27	7	1004	9	9	701	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1756	1747	702	1750	1743	1009	702	0	0	1013	0	0
Stage 1	720	720	-	1023	1023	-	-	-	-	-	-	-
Stage 2	1036	1027	-	727	720	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	67	87	442	68	88	294	905	-	-	692	-	-
Stage 1	422	435	-	287	316	-	-	-	-	-	-	-
Stage 2	282	314	-	419	435	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	59	84	442	64	85	294	905	-	-	692	-	-
Mov Cap-2 Maneuver	59	84	-	64	85	-	-	-	-	-	-	-
Stage 1	414	426	-	282	310	-	-	-	-	-	-	-
Stage 2	252	308	-	397	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	70	54.6	0.1	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	905	-	-	90	117	692	-	-
HCM Lane V/C Ratio	0.008	-	-	0.407	0.396	0.012	-	-
HCM Control Delay (s)	9	0	-	70	54.6	10.3	0	-
HCM Lane LOS	A	A	-	F	F	B	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	1.7	0	-	-

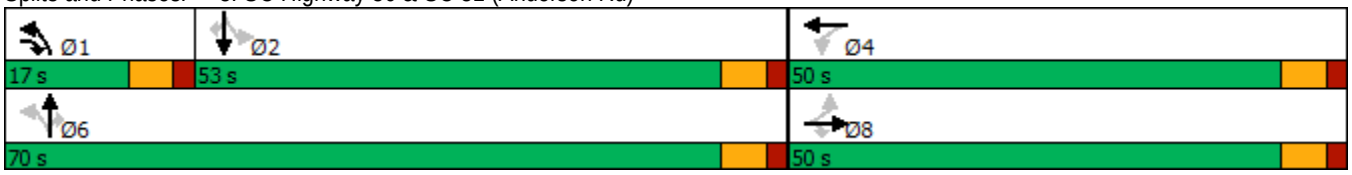


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	146	455	150	28	254	24	168	581	106	77	392	34
Future Volume (vph)	146	455	150	28	254	24	168	581	106	77	392	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	200		200	225		200	200		200
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1787	1845	1553	1805	1793	0	1752	1863	1615	1805	1810	1615
Flt Permitted	0.431			0.186			0.207			0.308		
Satd. Flow (perm)	811	1845	1553	353	1793	0	382	1863	1615	585	1810	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			181		4				106			82
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		1241			1334			1821			1499	
Travel Time (s)		18.8			22.7			27.6			22.7	
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles (%)	1%	3%	4%	0%	5%	0%	3%	2%	0%	0%	5%	0%
Adj. Flow (vph)	176	548	181	34	306	29	202	700	128	93	472	41
Shared Lane Traffic (%)												
Lane Group Flow (vph)	176	548	181	34	335	0	202	700	128	93	472	41
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		8	1		4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4			6		6	2		2
Detector Phase	8	8	1	4	4		1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	50.0	50.0	17.0	50.0	50.0		17.0	70.0	70.0	53.0	53.0	53.0
Total Split (%)	41.7%	41.7%	14.2%	41.7%	41.7%		14.2%	58.3%	58.3%	44.2%	44.2%	44.2%
Maximum Green (s)	44.0	44.0	11.0	44.0	44.0		11.0	64.0	64.0	47.0	47.0	47.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead				Lead			Lag	Lag	Lag
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	Yes
Vehicle Extension (s)	4.0	4.0	3.0	4.0	4.0		3.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	None	None	None	None		None	Min	Min	Min	Min	Min
Act Effct Green (s)	35.2	35.2	51.9	35.2	35.2		49.5	49.5	49.5	32.7	32.7	32.7
Actuated g/C Ratio	0.36	0.36	0.53	0.36	0.36		0.51	0.51	0.51	0.34	0.34	0.34
v/c Ratio	0.60	0.82	0.20	0.27	0.51		0.59	0.74	0.15	0.47	0.78	0.07
Control Delay	37.2	40.8	2.7	31.2	28.5		21.6	25.2	4.4	36.2	39.3	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	40.8	2.7	31.2	28.5		21.6	25.2	4.4	36.2	39.3	0.6
LOS	D	D	A	C	C		C	C	A	D	D	A
Approach Delay		32.5			28.7			21.9			36.2	
Approach LOS		C			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 97.2			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 29.0		Intersection LOS: C	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			

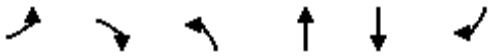
Splits and Phases: 3: SC Highway 86 & SC 81 (Anderson Rd)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	455	150	28	254	24	168	581	106	77	392	34
Future Volume (veh/h)	146	455	150	28	254	24	168	581	106	77	392	34
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	1885	1856	1841	1900	1826	1900	1856	1870	1900	1900	1826	1900
Adj Flow Rate, veh/h	176	548	181	34	306	29	202	700	128	93	472	41
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	1	3	4	0	5	0	3	2	0	0	5	0
Cap, veh/h	320	696	728	159	616	58	340	934	804	210	630	555
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.09	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	1054	1856	1560	738	1642	156	1767	1870	1610	673	1826	1610
Grp Volume(v), veh/h	176	548	181	34	0	335	202	700	128	93	472	41
Grp Sat Flow(s),veh/h/ln	1054	1856	1560	738	0	1798	1767	1870	1610	673	1826	1610
Q Serve(g_s), s	14.7	25.1	6.7	4.1	0.0	13.7	6.7	28.7	4.1	12.3	21.9	1.6
Cycle Q Clear(g_c), s	28.4	25.1	6.7	29.2	0.0	13.7	6.7	28.7	4.1	26.2	21.9	1.6
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	320	696	728	159	0	675	340	934	804	210	630	555
V/C Ratio(X)	0.55	0.79	0.25	0.21	0.00	0.50	0.59	0.75	0.16	0.44	0.75	0.07
Avail Cap(c_a), veh/h	409	853	860	221	0	827	381	1251	1077	308	897	791
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	33.9	26.5	15.4	39.4	0.0	23.0	19.8	19.2	13.0	35.5	27.7	21.1
Incr Delay (d2), s/veh	2.1	4.6	0.3	0.9	0.0	0.8	2.0	2.2	0.1	2.1	2.9	0.1
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	3.7	11.0	2.2	0.8	0.0	5.6	2.7	11.5	1.4	2.0	9.3	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	36.0	31.1	15.6	40.4	0.0	23.8	21.8	21.4	13.2	37.6	30.6	21.2
LnGrp LOS	D	C	B	D	A	C	C	C	B	D	C	C
Approach Vol, veh/h		905			369			1030			606	
Approach Delay, s/veh		29.0			25.3			20.4			31.0	
Approach LOS		C			C			C			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	14.8	39.0		41.9		53.8		41.9				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	11.0	47.0		44.0		64.0		44.0				
Max Q Clear Time (g_c+I1), s	8.7	28.2		31.2		30.7		30.4				
Green Ext Time (p_c), s	0.1	4.8		2.3		8.2		5.5				

Intersection Summary			
HCM 6th Ctrl Delay		25.9	
HCM 6th LOS		C	



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	21	61	28	719	441	3
Future Volume (vph)	21	61	28	719	441	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0	150			0
Storage Lanes	0	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.899				0.999	
Flt Protected	0.987			0.998		
Satd. Flow (prot)	1686	0	0	1860	1819	0
Flt Permitted	0.987			0.998		
Satd. Flow (perm)	1686	0	0	1860	1819	0
Link Speed (mph)	25			50	45	
Link Distance (ft)	331			1499	1017	
Travel Time (s)	9.0			20.4	15.4	
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	0%	2%	4%	50%
Adj. Flow (vph)	25	73	33	856	525	4
Shared Lane Traffic (%)						
Lane Group Flow (vph)	98	0	0	889	529	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

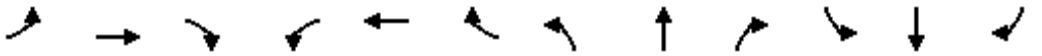
Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	61	28	719	441	3
Future Vol, veh/h	21	61	28	719	441	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	2	4	50
Mvmt Flow	25	73	33	856	525	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1449	527	529	0	-	0
Stage 1	527	-	-	-	-	-
Stage 2	922	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	146	555	1048	-	-	-
Stage 1	596	-	-	-	-	-
Stage 2	391	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	137	555	1048	-	-	-
Mov Cap-2 Maneuver	270	-	-	-	-	-
Stage 1	560	-	-	-	-	-
Stage 2	391	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1048	-	437	-	-
HCM Lane V/C Ratio	0.032	-	0.223	-	-
HCM Control Delay (s)	8.5	0	15.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	103	3	1	3	0	1	3	712	21	9	440	22
Future Volume (vph)	103	3	1	3	0	1	3	712	21	9	440	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	150		0	150		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.966			0.996				0.850
Flt Protected		0.954			0.964						0.999	
Satd. Flow (prot)	0	1811	0	0	1769	0	0	1856	0	0	1809	1615
Flt Permitted		0.954			0.964						0.999	
Satd. Flow (perm)	0	1811	0	0	1769	0	0	1856	0	0	1809	1615
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1266			710			1017			3146	
Travel Time (s)		34.5			19.4			13.9			42.9	
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 (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	5%	0%
Adj. Flow (vph)	118	3	1	3	0	1	3	818	24	10	506	25
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	122	0	0	4	0	0	845	0	0	516	25
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

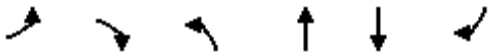
Intersection	
Int Delay, s/veh	12

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		⇕			⇕			⇕			↰	↱
Traffic Vol, veh/h	103	3	1	3	0	1	3	712	21	9	440	22
Future Vol, veh/h	103	3	1	3	0	1	3	712	21	9	440	22
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	100
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, %	0	0	0	0	0	0	0	2	0	0	5	0
Mvmt Flow	118	3	1	3	0	1	3	818	24	10	506	25

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1363	1374	506	1377	1387	830	531	0	0	842	0	0
Stage 1	526	526	-	836	836	-	-	-	-	-	-	-
Stage 2	837	848	-	541	551	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	126	147	570	123	144	373	1047	-	-	802	-	-
Stage 1	539	532	-	364	385	-	-	-	-	-	-	-
Stage 2	364	380	-	529	519	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	123	144	570	118	141	373	1047	-	-	802	-	-
Mov Cap-2 Maneuver	123	144	-	118	141	-	-	-	-	-	-	-
Stage 1	536	522	-	362	383	-	-	-	-	-	-	-
Stage 2	361	378	-	515	510	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	146	31.2	0	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1047	-	-	124	142	802	-	-
HCM Lane V/C Ratio	0.003	-	-	0.992	0.032	0.013	-	-
HCM Control Delay (s)	8.4	0	-	146	31.2	9.5	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	6.7	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	1	175	59	773	287	0
Future Volume (vph)	1	175	59	773	287	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.866					
Flt Protected			0.950			
Satd. Flow (prot)	1629	0	1805	1863	1759	0
Flt Permitted			0.950			
Satd. Flow (perm)	1629	0	1805	1863	1759	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	331			3146	1140	
Travel Time (s)	7.5			42.9	15.5	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	1%	0%	2%	8%	0%
Adj. Flow (vph)	1	199	67	878	326	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	200	0	67	878	326	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.2%		ICU Level of Service B	
Analysis Period (min) 15			

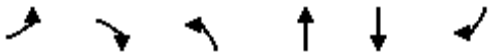
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	175	59	773	287	0
Future Vol, veh/h	1	175	59	773	287	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	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	1	0	2	8	0
Mvmt Flow	1	199	67	878	326	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1338	326	326	0	-	0
Stage 1	326	-	-	-	-	-
Stage 2	1012	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.2	-	-	-
Pot Cap-1 Maneuver	170	718	1245	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	161	718	1245	-	-	-
Mov Cap-2 Maneuver	276	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1245	-	712	-	-
HCM Lane V/C Ratio	0.054	-	0.281	-	-
HCM Control Delay (s)	8.1	-	12	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.2	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	91	1	3	771	288	22
Future Volume (vph)	91	1	3	771	288	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			100
Storage Lanes	1	0	0			1
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.999					0.850
Flt Protected	0.953					
Satd. Flow (prot)	1809	0	0	1863	1759	1615
Flt Permitted	0.953					
Satd. Flow (perm)	1809	0	0	1863	1759	1615
Link Speed (mph)	35			50	50	
Link Distance (ft)	576			1140	586	
Travel Time (s)	11.2			15.5	8.0	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	2%	8%	0%
Adj. Flow (vph)	107	1	4	907	339	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	0	0	911	339	26
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

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

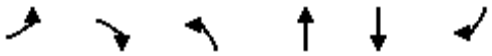
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	91	1	3	771	288	22
Future Vol, veh/h	91	1	3	771	288	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	2	8	0
Mvmt Flow	107	1	4	907	339	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1254	339	365	0	-	0
Stage 1	339	-	-	-	-	-
Stage 2	915	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	192	708	1205	-	-	-
Stage 1	726	-	-	-	-	-
Stage 2	394	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	191	708	1205	-	-	-
Mov Cap-2 Maneuver	308	-	-	-	-	-
Stage 1	721	-	-	-	-	-
Stage 2	394	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1205	-	310	-	-
HCM Lane V/C Ratio	0.003	-	0.349	-	-
HCM Control Delay (s)	8	0	22.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.5	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	68	4	1	863	308	34
Future Volume (vph)	68	4	1	863	308	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.992				0.986	
Flt Protected	0.955					
Satd. Flow (prot)	1767	0	0	1863	1762	0
Flt Permitted	0.955					
Satd. Flow (perm)	1767	0	0	1863	1762	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	574			586	223	
Travel Time (s)	11.2			8.0	3.0	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	2%	0%	0%	2%	7%	0%
Adj. Flow (vph)	79	5	1	1003	358	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	0	1004	398	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	68	4	1	863	308	34
Future Vol, veh/h	68	4	1	863	308	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	0	0	2	7	0
Mvmt Flow	79	5	1	1003	358	40

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1383	378	398	0	-	0
Stage 1	378	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Critical Hdwy	6.42	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	158	673	1172	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	158	673	1172	-	-	-
Mov Cap-2 Maneuver	275	-	-	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	354	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1172	-	284	-	-
HCM Lane V/C Ratio	0.001	-	0.295	-	-
HCM Control Delay (s)	8.1	0	22.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	1.2	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	25	45	903	30	30	315
Future Volume (vph)	25	45	903	30	30	315
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.913		0.996			
Flt Protected	0.982					0.996
Satd. Flow (prot)	1703	0	1856	0	0	1771
Flt Permitted	0.982					0.996
Satd. Flow (perm)	1703	0	1856	0	0	1771
Link Speed (mph)	35		50			50
Link Distance (ft)	338		223			1659
Travel Time (s)	6.6		3.0			22.6
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	2%	0%	5%	7%
Adj. Flow (vph)	30	54	1075	36	36	375
Shared Lane Traffic (%)						
Lane Group Flow (vph)	84	0	1111	0	0	411
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

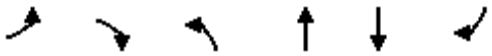
Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	45	903	30	30	315
Future Vol, veh/h	25	45	903	30	30	315
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	2	0	5	7
Mvmt Flow	30	54	1075	36	36	375

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1540	1093	0	0	1111	0
Stage 1	1093	-	-	-	-	-
Stage 2	447	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	128	263	-	-	618	-
Stage 1	324	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	119	263	-	-	618	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	601	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.9	0	1
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	254	618	-
HCM Lane V/C Ratio	-	-	0.328	0.058	-
HCM Control Delay (s)	-	-	25.9	11.2	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	1.4	0.2	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	27	62	886	317	3
Future Volume (vph)	19	27	62	886	317	3
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.921				0.999	
Flt Protected	0.980		0.950			
Satd. Flow (prot)	1715	0	1805	1863	1775	0
Flt Permitted	0.980		0.950			
Satd. Flow (perm)	1715	0	1805	1863	1775	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	538			1659	440	
Travel Time (s)	14.7			22.6	6.0	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	22	31	71	1018	364	3
Shared Lane Traffic (%)						
Lane Group Flow (vph)	53	0	71	1018	367	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

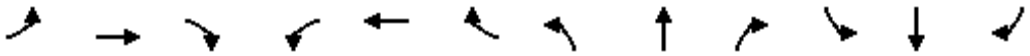
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	27	62	886	317	3
Future Vol, veh/h	19	27	62	886	317	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	22	31	71	1018	364	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1526	366	367	0	-	0
Stage 1	366	-	-	-	-	-
Stage 2	1160	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	131	684	1203	-	-	-
Stage 1	706	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	684	1203	-	-	-
Mov Cap-2 Maneuver	235	-	-	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	301	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1203	-	382	-	-
HCM Lane V/C Ratio	0.059	-	0.138	-	-
HCM Control Delay (s)	8.2	-	15.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	12	0	4	6	893	4	1	314	45
Future Volume (vph)	0	0	0	12	0	4	6	893	4	1	314	45
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	125		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.964			0.999			0.983	
Flt Protected					0.964							
Satd. Flow (prot)	0	0	0	0	1611	0	0	1861	0	0	1775	0
Flt Permitted					0.964							
Satd. Flow (perm)	0	0	0	0	1611	0	0	1861	0	0	1775	0
Link Speed (mph)		25			35			50			50	
Link Distance (ft)		162			583			440			489	
Travel Time (s)		4.4			11.4			6.0			6.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	0%	0%	13%	0%	0%	0%	2%	0%	0%	6%	0%
Adj. Flow (vph)	0	0	0	14	0	5	7	1038	5	1	365	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	19	0	0	1050	0	0	418	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
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		60	15		9	60		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

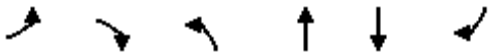
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	12	0	4	6	893	4	1	314	45
Future Vol, veh/h	0	0	0	12	0	4	6	893	4	1	314	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	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	0	0	0	13	0	0	0	2	0	0	6	0
Mvmt Flow	0	0	0	14	0	5	7	1038	5	1	365	52

Major/Minor	Minor1			Major1			Major2		
Conflicting Flow All	1448	1474	1041	417	0	0	1043	0	0
Stage 1	1055	1055	-	-	-	-	-	-	-
Stage 2	393	419	-	-	-	-	-	-	-
Critical Hdwy	6.53	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	5.53	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.53	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	137	128	282	1153	-	-	675	-	-
Stage 1	319	305	-	-	-	-	-	-	-
Stage 2	659	593	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	135	0	282	1153	-	-	675	-	-
Mov Cap-2 Maneuver	135	0	-	-	-	-	-	-	-
Stage 1	315	0	-	-	-	-	-	-	-
Stage 2	658	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.4	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1153	-	-	155	675	-	-
HCM Lane V/C Ratio	0.006	-	-	0.12	0.002	-	-
HCM Control Delay (s)	8.1	0	-	31.4	10.3	0	-
HCM Lane LOS	A	A	-	D	B	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	7	7	0	899	352	0
Future Volume (vph)	7	7	0	899	352	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	125			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976					
Satd. Flow (prot)	1571	0	0	1881	1792	0
Flt Permitted	0.976					
Satd. Flow (perm)	1571	0	0	1881	1792	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	615			489	2253	
Travel Time (s)	14.0			6.7	30.7	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	20%	0%	1%	6%	0%
Adj. Flow (vph)	8	8	0	1045	409	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	16	0	0	1045	409	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

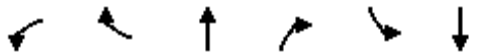
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	7	7	0	899	352	0
Future Vol, veh/h	7	7	0	899	352	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	20	0	1	6	0
Mvmt Flow	8	8	0	1045	409	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1454	409	409	0	-	0
Stage 1	409	-	-	-	-	-
Stage 2	1045	-	-	-	-	-
Critical Hdwy	6.4	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	2.2	-	-	-
Pot Cap-1 Maneuver	145	605	1161	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	342	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	145	605	1161	-	-	-
Mov Cap-2 Maneuver	263	-	-	-	-	-
Stage 1	675	-	-	-	-	-
Stage 2	342	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1161	-	367	-	-
HCM Lane V/C Ratio	-	-	0.044	-	-
HCM Control Delay (s)	0	-	15.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	19	899	10	4	339
Future Volume (vph)	9	19	899	10	4	339
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.909		0.999			
Flt Protected	0.984					0.999
Satd. Flow (prot)	1699	0	1880	0	0	1775
Flt Permitted	0.984					0.999
Satd. Flow (perm)	1699	0	1880	0	0	1775
Link Speed (mph)	35		50			40
Link Distance (ft)	439		2253			1223
Travel Time (s)	8.6		30.7			20.8
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%
Adj. Flow (vph)	11	23	1070	12	5	404
Shared Lane Traffic (%)						
Lane Group Flow (vph)	34	0	1082	0	0	409
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	19	899	10	4	339
Future Vol, veh/h	9	19	899	10	4	339
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	0	0	1	0	0	7
Mvmt Flow	11	23	1070	12	5	404

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1490	1076	0	0	1082	0
Stage 1	1076	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	138	269	-	-	652	-
Stage 1	330	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	137	269	-	-	652	-
Mov Cap-2 Maneuver	254	-	-	-	-	-
Stage 1	330	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.6	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	264	652	-
HCM Lane V/C Ratio	-	-	0.126	0.007	-
HCM Control Delay (s)	-	-	20.6	10.6	0
HCM Lane LOS	-	-	C	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	36	28	900	19	6	325
Future Volume (vph)	36	28	900	19	6	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.941		0.997			
Flt Protected	0.973					0.999
Satd. Flow (prot)	1740	0	1876	0	0	1776
Flt Permitted	0.973					0.999
Satd. Flow (perm)	1740	0	1876	0	0	1776
Link Speed (mph)	25		40			40
Link Distance (ft)	898		1223			1050
Travel Time (s)	24.5		20.8			17.9
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	1%	0%	0%	7%
Adj. Flow (vph)	44	34	1098	23	7	396
Shared Lane Traffic (%)						
Lane Group Flow (vph)	78	0	1121	0	0	403
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	36	28	900	19	6	325
Future Vol, veh/h	36	28	900	19	6	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	0	0	1	0	0	7
Mvmt Flow	44	34	1098	23	7	396

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1520	1110	0	0	1121	0
Stage 1	1110	-	-	-	-	-
Stage 2	410	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	132	257	-	-	631	-
Stage 1	318	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	130	257	-	-	631	-
Mov Cap-2 Maneuver	246	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	665	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.7	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	251	631	-
HCM Lane V/C Ratio	-	-	0.311	0.012	-
HCM Control Delay (s)	-	-	25.7	10.8	0
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	1.3	0	-



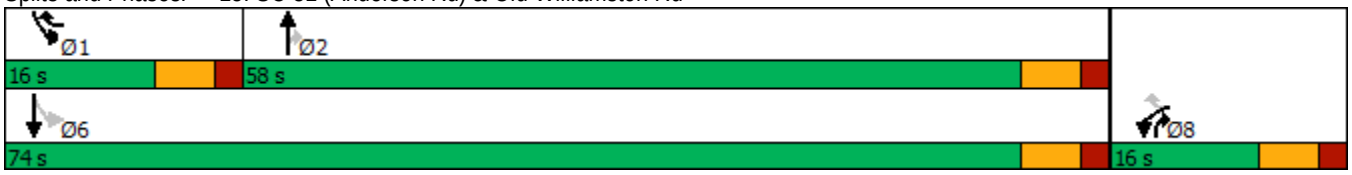
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	74	195	621	308	129	269
Future Volume (vph)	74	195	621	308	129	269
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0		200	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1703	1538	1881	1599	1687	1776
Flt Permitted	0.950				0.145	
Satd. Flow (perm)	1703	1538	1881	1599	257	1776
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		204		367		
Link Speed (mph)	40		40			40
Link Distance (ft)	856		495			1554
Travel Time (s)	14.6		8.4			26.5
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles (%)	6%	5%	1%	1%	7%	7%
Adj. Flow (vph)	88	232	739	367	154	320
Shared Lane Traffic (%)						
Lane Group Flow (vph)	88	232	739	367	154	320
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	L NA	R NA
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	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	20	6	20	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
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	8	1	2	8	1	6

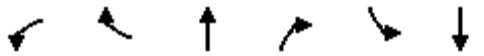


Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0	22.0
Total Split (s)	16.0	16.0	58.0	16.0	16.0	74.0
Total Split (%)	17.8%	17.8%	64.4%	17.8%	17.8%	82.2%
Maximum Green (s)	10.0	10.0	52.0	10.0	10.0	68.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	None	Min	Min	None	None
Act Effct Green (s)	8.4	22.4	31.7	46.4	45.8	45.8
Actuated g/C Ratio	0.13	0.34	0.48	0.70	0.69	0.69
v/c Ratio	0.41	0.36	0.83	0.30	0.45	0.26
Control Delay	37.2	6.7	23.5	1.0	7.7	4.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.2	6.7	23.5	1.0	7.7	4.4
LOS	D	A	C	A	A	A
Approach Delay	15.1		16.1			5.5
Approach LOS	B		B			A

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 66.7			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 13.3		Intersection LOS: B	
Intersection Capacity Utilization 59.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: SC 81 (Anderson Rd) & Old Williamston Rd

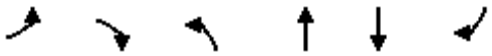




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	74	195	621	308	129	269
Future Volume (veh/h)	74	195	621	308	129	269
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1811	1826	1885	1885	1796	1796
Adj Flow Rate, veh/h	88	232	739	367	154	320
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	6	5	1	1	7	7
Cap, veh/h	275	362	903	1020	312	1166
Arrive On Green	0.16	0.16	0.48	0.48	0.07	0.65
Sat Flow, veh/h	1725	1547	1885	1598	1711	1796
Grp Volume(v), veh/h	88	232	739	367	154	320
Grp Sat Flow(s),veh/h/ln	1725	1547	1885	1598	1711	1796
Q Serve(g_s), s	2.8	8.5	21.1	6.8	2.6	4.8
Cycle Q Clear(g_c), s	2.8	8.5	21.1	6.8	2.6	4.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	275	362	903	1020	312	1166
V/C Ratio(X)	0.32	0.64	0.82	0.36	0.49	0.27
Avail Cap(c_a), veh/h	275	362	1563	1579	458	1948
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	23.3	21.7	14.0	5.3	12.1	4.7
Incr Delay (d2), s/veh	0.7	3.8	1.9	0.2	1.2	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	1.1	3.1	7.4	2.8	0.8	1.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.0	25.5	15.9	5.5	13.3	4.8
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	320		1106			474
Approach Delay, s/veh	25.1		12.4			7.6
Approach LOS	C		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	10.7	36.1			46.7	16.0
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	10.0	52.0			68.0	10.0
Max Q Clear Time (g_c+I1), s	4.6	23.1			6.8	10.5
Green Ext Time (p_c), s	0.2	7.0			1.9	0.0

Intersection Summary	
HCM 6th Ctrl Delay	13.4
HCM 6th LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	39	16	1	835	388	10
Future Volume (vph)	39	16	1	835	388	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961				0.997	
Flt Protected	0.966		0.950			
Satd. Flow (prot)	1764	0	1805	1863	1773	0
Flt Permitted	0.966		0.950			
Satd. Flow (perm)	1764	0	1805	1863	1773	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	723			1554	1260	
Travel Time (s)	19.7			26.5	21.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	0%	2%	7%	0%
Adj. Flow (vph)	45	18	1	960	446	11
Shared Lane Traffic (%)						
Lane Group Flow (vph)	63	0	1	960	457	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

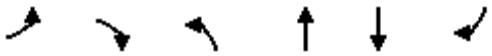
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	39	16	1	835	388	10
Future Vol, veh/h	39	16	1	835	388	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	0	2	7	0
Mvmt Flow	45	18	1	960	446	11

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1414	452	457	0	-	0
Stage 1	452	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	153	612	1114	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	374	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	153	612	1114	-	-	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	644	-	-	-	-	-
Stage 2	374	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1114	-	331	-	-
HCM Lane V/C Ratio	0.001	-	0.191	-	-
HCM Control Delay (s)	8.2	-	18.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	82	80	27	847	322	24
Future Volume (vph)	82	80	27	847	322	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250	0			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.933				0.991	
Flt Protected	0.975		0.950			
Satd. Flow (prot)	1728	0	1703	1863	1753	0
Flt Permitted	0.975		0.950			
Satd. Flow (perm)	1728	0	1703	1863	1753	0
Link Speed (mph)	35			40	40	
Link Distance (ft)	783			1260	3958	
Travel Time (s)	15.3			21.5	67.5	
Peak Hour Factor	0.87	0.87	0.87	0.87	0.87	0.87
Heavy Vehicles (%)	0%	0%	6%	2%	8%	0%
Adj. Flow (vph)	94	92	31	974	370	28
Shared Lane Traffic (%)						
Lane Group Flow (vph)	186	0	31	974	398	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	82	80	27	847	322	24
Future Vol, veh/h	82	80	27	847	322	24
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, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	6	2	8	0
Mvmt Flow	94	92	31	974	370	28

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1420	384	398	0	-	0
Stage 1	384	-	-	-	-	-
Stage 2	1036	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.16	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.254	-	-	-
Pot Cap-1 Maneuver	152	668	1139	-	-	-
Stage 1	693	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	148	668	1139	-	-	-
Mov Cap-2 Maneuver	266	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.4	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1139	-	378	-	-
HCM Lane V/C Ratio	0.027	-	0.493	-	-
HCM Control Delay (s)	8.2	-	23.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	2.6	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	27	954	0	15	357
Future Volume (vph)	0	27	954	0	15	357
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected					0.950	
Satd. Flow (prot)	1481	0	1863	0	1805	1759
Flt Permitted					0.950	
Satd. Flow (perm)	1481	0	1863	0	1805	1759
Link Speed (mph)	30		40			40
Link Distance (ft)	422		3958			1033
Travel Time (s)	9.6		67.5			17.6
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Heavy Vehicles (%)	0%	11%	2%	0%	0%	8%
Adj. Flow (vph)	0	31	1109	0	17	415
Shared Lane Traffic (%)						
Lane Group Flow (vph)	31	0	1109	0	17	415
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

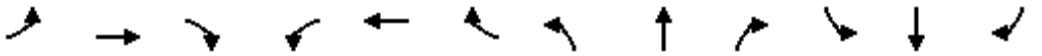
Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	27	954	0	15	357
Future Vol, veh/h	0	27	954	0	15	357
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	0	11	2	0	0	8
Mvmt Flow	0	31	1109	0	17	415

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1558	1109	0	0	1109	0
Stage 1	1109	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Critical Hdwy	6.4	6.31	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.399	-	-	2.2	-
Pot Cap-1 Maneuver	125	245	-	-	637	-
Stage 1	318	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	122	245	-	-	637	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	318	-	-	-	-	-
Stage 2	630	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.8	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	245	637	-
HCM Lane V/C Ratio	-	-	0.128	0.027	-
HCM Control Delay (s)	-	-	21.8	10.8	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	7	3	39	1	4	1	869	111	24	325	10
Future Volume (vph)	19	7	3	39	1	4	1	869	111	24	325	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	150		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.988				0.850		0.983			0.996	
Flt Protected		0.968			0.953		0.950			0.950		
Satd. Flow (prot)	0	1725	0	0	1620	1615	1805	1833	0	1703	1772	0
Flt Permitted		0.968			0.953		0.950			0.950		
Satd. Flow (perm)	0	1725	0	0	1620	1615	1805	1833	0	1703	1772	0
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		995			978			1033			1056	
Travel Time (s)		19.4			19.1			17.6			18.0	
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 (%)	8%	0%	0%	12%	0%	0%	0%	2%	1%	6%	7%	0%
Adj. Flow (vph)	22	8	3	45	1	5	1	999	128	28	374	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	33	0	0	46	5	1	1127	0	28	385	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.1%		ICU Level of Service C	
Analysis Period (min) 15			

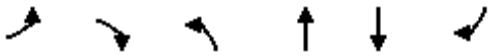
Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	7	3	39	1	4	1	869	111	24	325	10
Future Vol, veh/h	19	7	3	39	1	4	1	869	111	24	325	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	-	-	-	-	-	100	150	-	-	150	-	-
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, %	8	0	0	12	0	0	0	2	1	6	7	0
Mvmt Flow	22	8	3	45	1	5	1	999	128	28	374	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1504	1565	380	1506	1506	1063	385	0	0	1127	0	0
Stage 1	436	436	-	1065	1065	-	-	-	-	-	-	-
Stage 2	1068	1129	-	441	441	-	-	-	-	-	-	-
Critical Hdwy	7.18	6.5	6.2	7.22	6.5	6.2	4.1	-	-	4.16	-	-
Critical Hdwy Stg 1	6.18	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.18	5.5	-	6.22	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.572	4	3.3	3.608	4	3.3	2.2	-	-	2.254	-	-
Pot Cap-1 Maneuver	97	113	671	94	122	274	1185	-	-	605	-	-
Stage 1	587	583	-	258	302	-	-	-	-	-	-	-
Stage 2	261	281	-	576	580	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	91	108	671	85	116	274	1185	-	-	605	-	-
Mov Cap-2 Maneuver	91	108	-	85	116	-	-	-	-	-	-	-
Stage 1	586	556	-	258	302	-	-	-	-	-	-	-
Stage 2	255	281	-	539	553	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	55.2	80.9	0	0.8
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1185	-	-	104	86	274	605	-	-
HCM Lane V/C Ratio	0.001	-	-	0.321	0.535	0.017	0.046	-	-
HCM Control Delay (s)	8	-	-	55.2	87.2	18.4	11.2	-	-
HCM Lane LOS	A	-	-	F	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	1.2	2.3	0.1	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	31	12	3	898	348	22
Future Volume (vph)	31	12	3	898	348	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.961				0.992	
Flt Protected	0.966		0.950			
Satd. Flow (prot)	1764	0	1805	1863	1761	0
Flt Permitted	0.966		0.950			
Satd. Flow (perm)	1764	0	1805	1863	1761	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	727			1056	2149	
Travel Time (s)	19.8			18.0	36.6	
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	0%	0%	0%	2%	7%	7%
Adj. Flow (vph)	35	14	3	1020	395	25
Shared Lane Traffic (%)						
Lane Group Flow (vph)	49	0	3	1020	420	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.3%		ICU Level of Service B	
Analysis Period (min) 15			

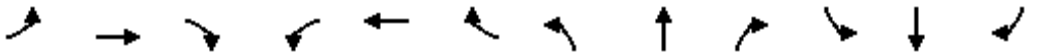
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	31	12	3	898	348	22
Future Vol, veh/h	31	12	3	898	348	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	0	0	2	7	7
Mvmt Flow	35	14	3	1020	395	25

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1434	408	420	0	-	0
Stage 1	408	-	-	-	-	-
Stage 2	1026	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	149	648	1150	-	-	-
Stage 1	676	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	149	648	1150	-	-	-
Mov Cap-2 Maneuver	268	-	-	-	-	-
Stage 1	674	-	-	-	-	-
Stage 2	349	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1150	-	320	-	-
HCM Lane V/C Ratio	0.003	-	0.153	-	-
HCM Control Delay (s)	8.1	-	18.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

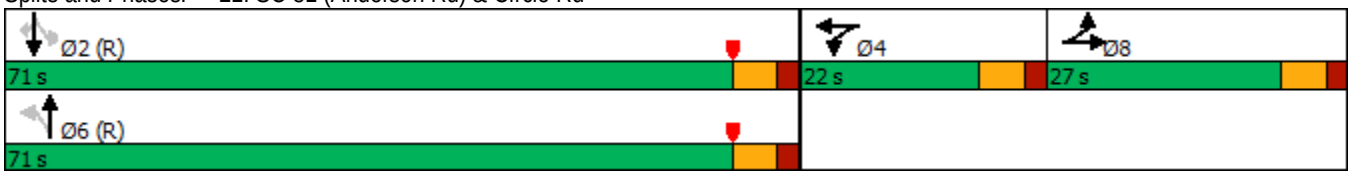


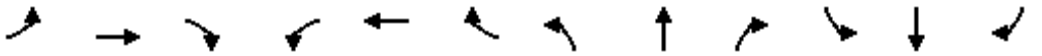
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	395	101	18	10	16	6	16	902	7	1	345	103
Future Volume (vph)	395	101	18	10	16	6	16	902	7	1	345	103
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		150	150		0
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.990			0.976			0.999				0.850
Flt Protected	0.950	0.974			0.985		0.950			0.950		
Satd. Flow (prot)	1681	1713	0	0	1827	0	1805	3536	0	1805	1776	1615
Flt Permitted	0.950	0.974			0.985		0.428			0.173		
Satd. Flow (perm)	1681	1713	0	0	1827	0	813	3536	0	329	1776	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			7			1				127
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		802			782			2149			715	
Travel Time (s)		15.6			15.2			36.6			12.2	
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 (%)	2%	0%	8%	0%	0%	0%	0%	2%	0%	0%	7%	0%
Adj. Flow (vph)	488	125	22	12	20	7	20	1114	9	1	426	127
Shared Lane Traffic (%)	35%											
Lane Group Flow (vph)	317	318	0	0	39	0	20	1123	0	1	426	127
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)		12			0			12			12	
Link Offset(ft)		-20			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	Perm
Protected Phases	8	8		4	4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6			2		2
Detector Phase	8	8		4	4		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	22.0
Total Split (s)	27.0	27.0		22.0	22.0		71.0	71.0		71.0	71.0	71.0
Total Split (%)	22.5%	22.5%		18.3%	18.3%		59.2%	59.2%		59.2%	59.2%	59.2%
Maximum Green (s)	21.0	21.0		16.0	16.0		65.0	65.0		65.0	65.0	65.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		6.0	6.0		6.0	6.0	6.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)	31.4	31.4			7.7		67.7	67.7		67.7	67.7	67.7
Actuated g/C Ratio	0.26	0.26			0.06		0.56	0.56		0.56	0.56	0.56
v/c Ratio	0.72	0.71			0.32		0.04	0.56		0.01	0.43	0.13
Control Delay	51.6	50.2			52.2		13.8	18.8		10.0	12.6	1.0
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	51.6	50.2			52.2		13.8	18.8		10.0	12.6	1.0
LOS	D	D			D		B	B		A	B	A
Approach Delay		50.9			52.2			18.7			9.9	
Approach LOS		D			D			B			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay: 25.8		Intersection LOS: C	
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 21: SC 81 (Anderson Rd) & Circle Rd





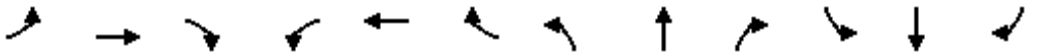
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	395	101	18	10	16	6	16	902	7	1	345	103
Future Volume (veh/h)	395	101	18	10	16	6	16	902	7	1	345	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		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	1900	1781	1900	1900	1900	1900	1870	1900	1900	1796	1900
Adj Flow Rate, veh/h	318	364	22	12	20	7	20	1114	9	1	426	127
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, %	2	0	8	0	0	0	0	2	0	0	7	0
Cap, veh/h	312	310	19	17	28	10	620	2329	19	308	1158	1038
Arrive On Green	0.17	0.17	0.17	0.03	0.03	0.03	0.64	0.64	0.64	1.00	1.00	1.00
Sat Flow, veh/h	1781	1774	107	558	930	326	869	3613	29	509	1796	1610
Grp Volume(v), veh/h	318	0	386	39	0	0	20	548	575	1	426	127
Grp Sat Flow(s),veh/h/ln	1781	0	1881	1814	0	0	869	1777	1865	509	1796	1610
Q Serve(g_s), s	21.0	0.0	21.0	2.6	0.0	0.0	1.0	19.0	19.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	21.0	0.0	21.0	2.6	0.0	0.0	1.0	19.0	19.0	19.1	0.0	0.0
Prop In Lane	1.00		0.06	0.31		0.18	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	312	0	329	55	0	0	620	1146	1202	308	1158	1038
V/C Ratio(X)	1.02	0.00	1.17	0.71	0.00	0.00	0.03	0.48	0.48	0.00	0.37	0.12
Avail Cap(c_a), veh/h	312	0	329	242	0	0	620	1146	1202	308	1158	1038
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	49.5	0.0	49.5	57.7	0.0	0.0	7.8	11.0	11.0	2.3	0.0	0.0
Incr Delay (d2), s/veh	56.2	0.0	105.2	15.5	0.0	0.0	0.1	1.4	1.4	0.0	0.9	0.2
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	14.1	0.0	19.3	1.4	0.0	0.0	0.2	7.2	7.5	0.0	0.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	105.7	0.0	154.7	73.1	0.0	0.0	7.8	12.4	12.3	2.4	0.9	0.2
LnGrp LOS	F	A	F	E	A	A	A	B	B	A	A	A
Approach Vol, veh/h		704			39			1143			554	
Approach Delay, s/veh		132.6			73.1			12.3			0.7	
Approach LOS		F			E			B			A	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	83.4	9.6	83.4	27.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	65.0	16.0	65.0	21.0
Max Q Clear Time (g_c+I1), s	21.1	4.6	21.0	23.0
Green Ext Time (p_c), s	9.3	0.1	24.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	45.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

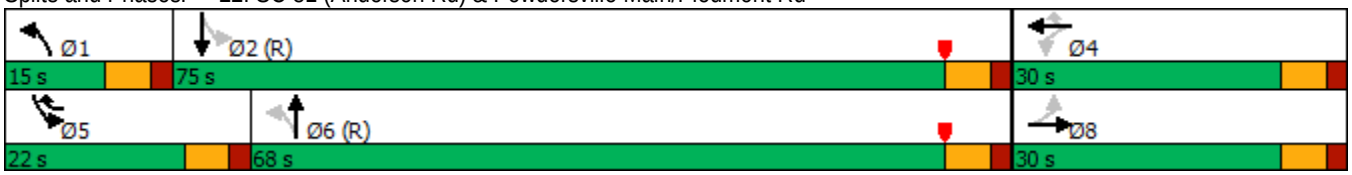


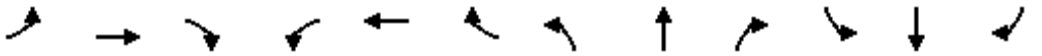
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	101	62	13	187	193	155	1113	15	126	383	13
Future Volume (vph)	13	101	62	13	187	193	155	1113	15	126	383	13
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		200	150		0	225		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.943				0.850		0.998			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1704	0	1626	1900	1599	1805	3533	0	1719	3426	0
Flt Permitted	0.347			0.422			0.474			0.116		
Satd. Flow (perm)	659	1704	0	722	1900	1599	901	3533	0	210	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23				30		2			5	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		587			678			715			537	
Travel Time (s)		11.4			13.2			12.2			9.2	
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 (%)	0%	4%	7%	11%	0%	1%	0%	2%	0%	5%	5%	0%
Adj. Flow (vph)	16	125	77	16	231	238	191	1374	19	156	473	16
Shared Lane Traffic (%)												
Lane Group Flow (vph)	16	202	0	16	231	238	191	1393	0	156	489	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	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	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8			4	5	1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4		4	6			2		
Detector Phase	8	8		4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	22.0		15.0	22.0	
Total Split (s)	30.0	30.0		30.0	30.0	22.0	15.0	68.0		22.0	75.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%	18.3%	12.5%	56.7%		18.3%	62.5%	
Maximum Green (s)	24.0	24.0		24.0	24.0	16.0	9.0	62.0		16.0	69.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	4.0	4.0		4.0	4.0	3.0	3.0	6.0		3.0	6.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	20.0	20.0		20.0	20.0	36.6	80.0	71.4		83.8	73.4	
Actuated g/C Ratio	0.17	0.17		0.17	0.17	0.30	0.67	0.60		0.70	0.61	
v/c Ratio	0.15	0.67		0.13	0.73	0.47	0.29	0.66		0.56	0.23	
Control Delay	44.1	52.1		43.4	60.9	31.2	4.4	14.2		15.2	11.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.1		0.0	0.0	
Total Delay	44.1	52.1		43.4	60.9	31.2	4.4	14.2		15.2	11.4	
LOS	D	D		D	E	C	A	B		B	B	
Approach Delay		51.5			45.7			13.1			12.3	
Approach LOS		D			D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 64.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

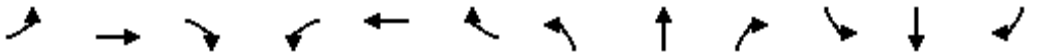




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	101	62	13	187	193	155	1113	15	126	383	13
Future Volume (veh/h)	13	101	62	13	187	193	155	1113	15	126	383	13
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		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	1900	1841	1796	1737	1900	1885	1900	1870	1900	1826	1826	1900
Adj Flow Rate, veh/h	16	125	77	16	231	238	191	1374	19	156	473	16
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, %	0	4	7	11	0	1	0	2	0	5	5	0
Cap, veh/h	108	177	109	121	316	346	686	2273	31	385	2145	72
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.11	1.00	1.00	0.05	0.63	0.63
Sat Flow, veh/h	939	1066	657	1096	1900	1598	1810	3589	50	1739	3424	116
Grp Volume(v), veh/h	16	0	202	16	231	238	191	680	713	156	239	250
Grp Sat Flow(s),veh/h/ln	939	0	1723	1096	1900	1598	1810	1777	1861	1739	1735	1805
Q Serve(g_s), s	2.0	0.0	13.3	1.7	13.8	16.5	4.8	0.0	0.0	3.8	7.2	7.2
Cycle Q Clear(g_c), s	15.8	0.0	13.3	15.0	13.8	16.5	4.8	0.0	0.0	3.8	7.2	7.2
Prop In Lane	1.00		0.38	1.00		1.00	1.00		0.03	1.00		0.06
Lane Grp Cap(c), veh/h	108	0	286	121	316	346	686	1125	1179	385	1087	1131
V/C Ratio(X)	0.15	0.00	0.71	0.13	0.73	0.69	0.28	0.60	0.60	0.41	0.22	0.22
Avail Cap(c_a), veh/h	139	0	345	158	380	400	718	1125	1179	529	1087	1131
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	47.3	54.3	47.5	43.3	6.6	0.0	0.0	6.9	9.7	9.7
Incr Delay (d2), s/veh	0.9	0.0	6.2	0.7	6.7	4.9	0.2	1.9	1.8	0.7	0.5	0.5
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	0.5	0.0	6.1	0.5	7.1	6.9	1.5	0.6	0.6	1.3	2.7	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.9	0.0	53.4	55.0	54.2	48.1	6.8	1.9	1.8	7.6	10.2	10.2
LnGrp LOS	E	A	D	E	D	D	A	A	A	A	B	B
Approach Vol, veh/h		218			485			1584			645	
Approach Delay, s/veh		53.6			51.2			2.4			9.5	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	81.2		25.9	12.1	82.0		25.9				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	9.0	69.0		24.0	16.0	62.0		24.0				
Max Q Clear Time (g_c+I1), s	6.8	9.2		18.5	5.8	2.0		17.8				
Green Ext Time (p_c), s	0.1	8.6		1.5	0.3	38.3		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		15.9	
HCM 6th LOS		B	



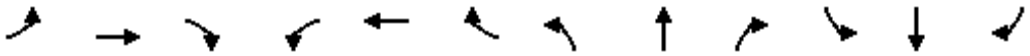
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	98	9	233	141	354	19	337	146	166	276	25
Future Volume (vph)	22	98	9	233	141	354	19	337	146	166	276	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	225		0	225		225	150		200	225		0
Storage Lanes	1		0	1		1	1		1	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.987				0.850			0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1769	0	1752	1845	1599	1805	1863	1583	1787	1827	0
Flt Permitted	0.642			0.435			0.531			0.193		
Satd. Flow (perm)	1220	1769	0	802	1845	1599	1009	1863	1583	363	1827	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				195			190		7	
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		663			871			820			1080	
Travel Time (s)		12.9			17.0			12.4			16.4	
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Heavy Vehicles (%)	0%	5%	17%	3%	3%	1%	0%	2%	2%	1%	3%	0%
Adj. Flow (vph)	29	127	12	303	183	460	25	438	190	216	358	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	29	139	0	303	183	460	25	438	190	216	390	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	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	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	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	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		pm+pt	NA	pm+ov	Perm	NA	pm+ov	pm+pt	NA	
Protected Phases		8		7	4	5		6	7	5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4		4	6		6	2		
Detector Phase	8	8		7	4	5	6	6	7	5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
Minimum Split (s)	22.0	22.0		15.0	15.0	15.0	22.0	22.0	15.0	15.0	15.0	
Total Split (s)	22.0	22.0		17.0	39.0	15.0	36.0	36.0	17.0	15.0	51.0	
Total Split (%)	24.4%	24.4%		18.9%	43.3%	16.7%	40.0%	40.0%	18.9%	16.7%	56.7%	
Maximum Green (s)	16.0	16.0		11.0	33.0	9.0	30.0	30.0	11.0	9.0	45.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	
Lead/Lag	Lag	Lag		Lead		Lead	Lag	Lag	Lead	Lead		
Lead-Lag Optimize?	Yes	Yes		Yes		Yes	Yes	Yes	Yes	Yes		
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Recall Mode	None	None		None	None	None	Min	Min	None	None	Min	
Act Effct Green (s)	11.2	11.2		28.4	28.4	43.5	22.6	22.6	39.8	37.7	37.7	
Actuated g/C Ratio	0.14	0.14		0.36	0.36	0.56	0.29	0.29	0.51	0.48	0.48	
v/c Ratio	0.17	0.54		0.71	0.27	0.47	0.09	0.82	0.21	0.64	0.44	
Control Delay	33.4	39.5		31.7	20.1	8.2	21.3	39.2	2.4	22.0	15.2	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	33.4	39.5		31.7	20.1	8.2	21.3	39.2	2.4	22.0	15.2	
LOS	C	D		C	C	A	C	D	A	C	B	
Approach Delay		38.4			18.0			27.8			17.6	
Approach LOS		D			B			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 78.3			
Natural Cycle: 75			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 22.0		Intersection LOS: C	
Intersection Capacity Utilization 61.5%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

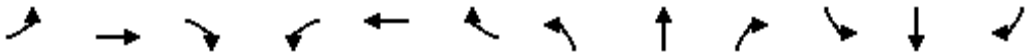




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	98	9	233	141	354	19	337	146	166	276	25
Future Volume (veh/h)	22	98	9	233	141	354	19	337	146	166	276	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	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	1900	1826	1648	1856	1856	1885	1900	1870	1870	1885	1856	1900
Adj Flow Rate, veh/h	29	127	12	303	183	460	25	438	190	216	358	32
Peak Hour Factor	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.77
Percent Heavy Veh, %	0	5	17	3	3	1	0	2	2	1	3	0
Cap, veh/h	191	181	17	423	653	734	390	532	699	348	801	72
Arrive On Green	0.11	0.11	0.11	0.16	0.35	0.35	0.28	0.28	0.28	0.11	0.48	0.48
Sat Flow, veh/h	799	1643	155	1767	1856	1598	1010	1870	1585	1795	1679	150
Grp Volume(v), veh/h	29	0	139	303	183	460	25	438	190	216	0	390
Grp Sat Flow(s),veh/h/ln	799	0	1798	1767	1856	1598	1010	1870	1585	1795	0	1829
Q Serve(g_s), s	2.4	0.0	5.2	10.3	5.0	15.4	1.3	15.4	5.4	5.6	0.0	10.0
Cycle Q Clear(g_c), s	2.4	0.0	5.2	10.3	5.0	15.4	1.3	15.4	5.4	5.6	0.0	10.0
Prop In Lane	1.00		0.09	1.00		1.00	1.00		1.00	1.00		0.08
Lane Grp Cap(c), veh/h	191	0	198	423	653	734	390	532	699	348	0	873
V/C Ratio(X)	0.15	0.00	0.70	0.72	0.28	0.63	0.06	0.82	0.27	0.62	0.00	0.45
Avail Cap(c_a), veh/h	284	0	409	423	871	921	533	798	925	385	0	1171
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.9	0.0	30.2	21.6	16.4	14.4	18.4	23.5	12.5	16.3	0.0	12.2
Incr Delay (d2), s/veh	0.4	0.0	4.5	5.7	0.2	0.9	0.1	4.4	0.2	2.6	0.0	0.4
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	0.4	0.0	2.4	4.5	2.0	5.0	0.3	6.6	1.7	2.1	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	0.0	34.6	27.3	16.6	15.3	18.5	27.9	12.7	18.9	0.0	12.6
LnGrp LOS	C	A	C	C	B	B	B	C	B	B	A	B
Approach Vol, veh/h		168			946			653			606	
Approach Delay, s/veh		33.7			19.4			23.1			14.8	
Approach LOS		C			B			C			B	

Timer - Assigned Phs		2		4	5	6	7	8				
Phs Duration (G+Y+Rc), s		39.5		30.7	13.5	26.0	17.0	13.7				
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s		45.0		33.0	9.0	30.0	11.0	16.0				
Max Q Clear Time (g_c+I1), s		12.0		17.4	7.6	17.4	12.3	7.2				
Green Ext Time (p_c), s		2.3		2.5	0.1	2.6	0.0	0.5				

Intersection Summary												
HCM 6th Ctrl Delay			20.3									
HCM 6th LOS			C									



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	0	15	7	0	12	13	594	16	25	684	15
Future Volume (vph)	18	0	15	7	0	12	13	594	16	25	684	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	150		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.939			0.916			0.996			0.997	
Flt Protected		0.973			0.982			0.999			0.998	
Satd. Flow (prot)	0	1736	0	0	1709	0	0	1855	0	0	1838	0
Flt Permitted		0.973			0.982			0.999			0.998	
Satd. Flow (perm)	0	1736	0	0	1709	0	0	1855	0	0	1838	0
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		307			176			1080			1821	
Travel Time (s)		8.4			4.8			16.4			27.6	
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	22	0	18	9	0	15	16	724	20	30	834	18
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	40	0	0	24	0	0	760	0	0	882	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

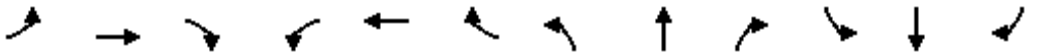
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	0	15	7	0	12	13	594	16	25	684	15
Future Vol, veh/h	18	0	15	7	0	12	13	594	16	25	684	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	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	22	0	18	9	0	15	16	724	20	30	834	18

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1677	1679	843	1678	1678	734	852	0	0	744	0	0
Stage 1	903	903	-	766	766	-	-	-	-	-	-	-
Stage 2	774	776	-	912	912	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	76	96	367	76	96	423	795	-	-	873	-	-
Stage 1	335	359	-	398	415	-	-	-	-	-	-	-
Stage 2	394	410	-	331	355	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	68	87	367	67	87	423	795	-	-	873	-	-
Mov Cap-2 Maneuver	68	87	-	67	87	-	-	-	-	-	-	-
Stage 1	324	335	-	384	401	-	-	-	-	-	-	-
Stage 2	367	396	-	294	332	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	56.9	35	0.2	0.3
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	795	-	-	108	143	873	-	-
HCM Lane V/C Ratio	0.02	-	-	0.373	0.162	0.035	-	-
HCM Control Delay (s)	9.6	0	-	56.9	35	9.3	0	-
HCM Lane LOS	A	A	-	F	E	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.5	0.6	0.1	-	-

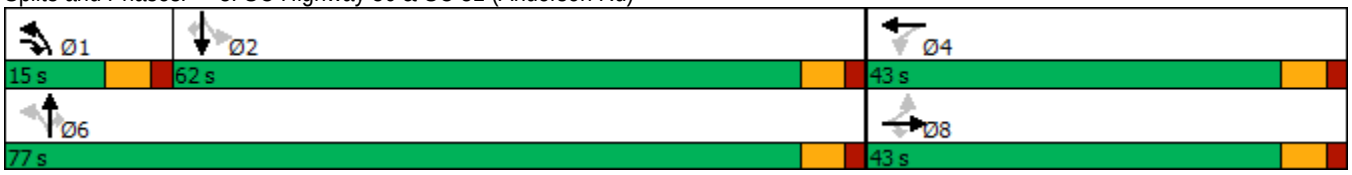


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	264	129	51	361	36	141	428	39	39	563	108
Future Volume (vph)	79	264	129	51	361	36	141	428	39	39	563	108
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	200		225	200		200	225		200	200		200
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.987				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1845	1599	1805	1794	0	1787	1845	1615	1805	1845	1615
Flt Permitted	0.213			0.420			0.121			0.478		
Satd. Flow (perm)	405	1845	1599	798	1794	0	228	1845	1615	908	1845	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			152		4				46			97
Link Speed (mph)		45			40			45			45	
Link Distance (ft)		1241			1334			1821			1499	
Travel Time (s)		18.8			22.7			27.6			22.7	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	3%	1%	0%	5%	0%	1%	3%	0%	0%	3%	0%
Adj. Flow (vph)	93	311	152	60	425	42	166	504	46	46	662	127
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	311	152	60	467	0	166	504	46	46	662	127
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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		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	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	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	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	pm+ov	Perm	NA		pm+pt	NA	Perm	Perm	NA	Perm
Protected Phases		8	1		4		1	6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8		8	4			6		6	2		2
Detector Phase	8	8	1	4	4		1	6	6	2	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	15.0	15.0	15.0		15.0	22.0	22.0	22.0	22.0	22.0
Total Split (s)	43.0	43.0	15.0	43.0	43.0		15.0	77.0	77.0	62.0	62.0	62.0
Total Split (%)	35.8%	35.8%	12.5%	35.8%	35.8%		12.5%	64.2%	64.2%	51.7%	51.7%	51.7%
Maximum Green (s)	37.0	37.0	9.0	37.0	37.0		9.0	71.0	71.0	56.0	56.0	56.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag			Lead				Lead			Lag	Lag	Lag
Lead-Lag Optimize?			Yes				Yes			Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None	None	None	None		None	Min	Min	Min	Min	Min
Act Effct Green (s)	32.0	32.0	47.1	32.0	32.0		57.2	57.2	57.2	42.1	42.1	42.1
Actuated g/C Ratio	0.31	0.31	0.46	0.31	0.31		0.56	0.56	0.56	0.41	0.41	0.41
v/c Ratio	0.73	0.54	0.18	0.24	0.82		0.63	0.49	0.05	0.12	0.87	0.18
Control Delay	68.4	34.4	3.9	31.9	47.0		23.9	15.6	3.2	19.7	40.6	6.7
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	68.4	34.4	3.9	31.9	47.0		23.9	15.6	3.2	19.7	40.6	6.7
LOS	E	C	A	C	D		C	B	A	B	D	A
Approach Delay		31.7			45.2			16.8			34.3	
Approach LOS		C			D			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 101.7			
Natural Cycle: 90			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 31.2		Intersection LOS: C	
Intersection Capacity Utilization 83.0%		ICU Level of Service E	
Analysis Period (min) 15			

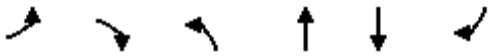
Splits and Phases: 3: SC Highway 86 & SC 81 (Anderson Rd)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	264	129	51	361	36	141	428	39	39	563	108
Future Volume (veh/h)	79	264	129	51	361	36	141	428	39	39	563	108
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	1900	1856	1885	1900	1826	1900	1885	1856	1900	1900	1856	1900
Adj Flow Rate, veh/h	93	311	152	60	425	42	166	504	46	46	662	127
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	0	3	1	0	5	0	1	3	0	0	3	0
Cap, veh/h	186	650	674	279	573	57	246	985	855	381	742	644
Arrive On Green	0.35	0.35	0.35	0.35	0.35	0.35	0.07	0.53	0.53	0.40	0.40	0.40
Sat Flow, veh/h	941	1856	1598	944	1635	162	1795	1856	1610	871	1856	1610
Grp Volume(v), veh/h	93	311	152	60	0	467	166	504	46	46	662	127
Grp Sat Flow(s),veh/h/ln	941	1856	1598	944	0	1797	1795	1856	1610	871	1856	1610
Q Serve(g_s), s	9.7	13.2	6.1	5.4	0.0	23.0	5.2	17.7	1.4	3.6	33.6	5.2
Cycle Q Clear(g_c), s	32.8	13.2	6.1	18.6	0.0	23.0	5.2	17.7	1.4	8.1	33.6	5.2
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	650	674	279	0	630	246	985	855	381	742	644
V/C Ratio(X)	0.50	0.48	0.23	0.22	0.00	0.74	0.67	0.51	0.05	0.12	0.89	0.20
Avail Cap(c_a), veh/h	201	680	700	294	0	658	277	1304	1132	516	1029	893
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	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.2	25.6	18.6	32.8	0.0	28.8	22.4	15.3	11.4	22.1	28.3	19.8
Incr Delay (d2), s/veh	2.1	0.5	0.2	0.4	0.0	4.3	5.4	0.4	0.0	0.1	7.7	0.1
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	2.3	5.6	2.2	1.2	0.0	10.1	2.3	6.8	0.5	0.7	15.2	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.2	26.1	18.8	33.2	0.0	33.1	27.8	15.7	11.5	22.3	36.0	19.9
LnGrp LOS	D	C	B	C	A	C	C	B	B	C	D	B
Approach Vol, veh/h		556			527			716			835	
Approach Delay, s/veh		27.3			33.1			18.2			32.8	
Approach LOS		C			C			B			C	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	13.2	46.4		41.4		59.6		41.4				
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s	9.0	56.0		37.0		71.0		37.0				
Max Q Clear Time (g_c+I1), s	7.2	35.6		25.0		19.7		34.8				
Green Ext Time (p_c), s	0.1	4.7		2.4		3.3		0.6				

Intersection Summary												
HCM 6th Ctrl Delay			27.7									
HCM 6th LOS			C									



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	16	18	16	535	675	22
Future Volume (vph)	16	18	16	535	675	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0	150			0
Storage Lanes	0	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929				0.996	
Flt Protected	0.977			0.999		
Satd. Flow (prot)	1725	0	0	1844	1839	0
Flt Permitted	0.977			0.999		
Satd. Flow (perm)	1725	0	0	1844	1839	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	331			1499	1017	
Travel Time (s)	9.0			20.4	13.9	
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Heavy Vehicles (%)	0%	0%	0%	3%	3%	0%
Adj. Flow (vph)	19	21	19	629	794	26
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	0	0	648	820	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.1%		ICU Level of Service A	
Analysis Period (min) 15			

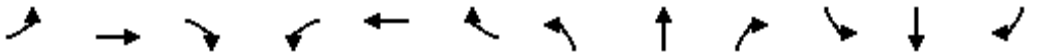
Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	18	16	535	675	22
Future Vol, veh/h	16	18	16	535	675	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	0	0	0	3	3	0
Mvmt Flow	19	21	19	629	794	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1474	807	820	0	-	0
Stage 1	807	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	141	385	818	-	-	-
Stage 1	442	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	136	385	818	-	-	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	426	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.7	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	818	-	323	-	-
HCM Lane V/C Ratio	0.023	-	0.124	-	-
HCM Control Delay (s)	9.5	0	17.7	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	6	3	7	3	12	3	526	21	15	688	95
Future Volume (vph)	27	6	3	7	3	12	3	526	21	15	688	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	0		0	150		0	150		100
Storage Lanes	0		0	0		0	0		0	0		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.924			0.995				0.850
Flt Protected		0.964			0.984						0.999	
Satd. Flow (prot)	0	1813	0	0	1728	0	0	1855	0	0	1844	1615
Flt Permitted		0.964			0.984						0.999	
Satd. Flow (perm)	0	1813	0	0	1728	0	0	1855	0	0	1844	1615
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		1266			710			1017			3146	
Travel Time (s)		34.5			19.4			13.9			42.9	
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 (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	3%	0%
Adj. Flow (vph)	31	7	3	8	3	14	3	605	24	17	791	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	41	0	0	25	0	0	632	0	0	808	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 57.5%		ICU Level of Service B	
Analysis Period (min) 15			

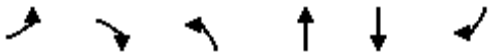
Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	↱
Traffic Vol, veh/h	27	6	3	7	3	12	3	526	21	15	688	95
Future Vol, veh/h	27	6	3	7	3	12	3	526	21	15	688	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	100
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, %	0	0	0	0	0	0	0	2	0	0	3	0
Mvmt Flow	31	7	3	8	3	14	3	605	24	17	791	109

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1457	1460	791	1508	1557	617	900	0	0	629	0	0
Stage 1	825	825	-	623	623	-	-	-	-	-	-	-
Stage 2	632	635	-	885	934	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	6.5	6.2	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	109	130	393	100	114	494	763	-	-	963	-	-
Stage 1	370	390	-	477	481	-	-	-	-	-	-	-
Stage 2	472	476	-	342	347	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	100	125	393	92	109	494	763	-	-	963	-	-
Mov Cap-2 Maneuver	100	125	-	92	109	-	-	-	-	-	-	-
Stage 1	368	376	-	474	478	-	-	-	-	-	-	-
Stage 2	453	473	-	321	335	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	55.5	29.5	0.1	0.2
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	763	-	-	111	172	963	-	-
HCM Lane V/C Ratio	0.005	-	-	0.373	0.147	0.018	-	-
HCM Control Delay (s)	9.7	0	-	55.5	29.5	8.8	0	-
HCM Lane LOS	A	A	-	F	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.5	0.5	0.1	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	113	120	458	695	0
Future Volume (vph)	0	113	120	458	695	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.865					
Flt Protected			0.950			
Satd. Flow (prot)	1627	0	1787	1863	1845	0
Flt Permitted			0.950			
Satd. Flow (perm)	1627	0	1787	1863	1845	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	331			3146	1140	
Travel Time (s)	7.5			42.9	15.5	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles (%)	0%	1%	1%	2%	3%	0%
Adj. Flow (vph)	0	124	132	503	764	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	124	0	132	503	764	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.2%		ICU Level of Service B	
Analysis Period (min) 15			

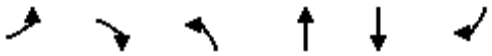
Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	113	120	458	695	0
Future Vol, veh/h	0	113	120	458	695	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	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	1	1	2	3	0
Mvmt Flow	0	124	132	503	764	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1531	764	764	0	-	0
Stage 1	764	-	-	-	-	-
Stage 2	767	-	-	-	-	-
Critical Hdwy	6.4	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	130	405	853	-	-	-
Stage 1	463	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	405	853	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	391	-	-	-	-	-
Stage 2	462	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.8	2.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	853	-	405	-	-
HCM Lane V/C Ratio	0.155	-	0.307	-	-
HCM Control Delay (s)	10	-	17.8	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.5	-	1.3	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	55	0	1	450	694	80
Future Volume (vph)	55	0	1	450	694	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			100
Storage Lanes	1	0	0			1
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850
Flt Protected	0.950					
Satd. Flow (prot)	1752	0	0	1863	1845	1615
Flt Permitted	0.950					
Satd. Flow (perm)	1752	0	0	1863	1845	1615
Link Speed (mph)	35			50	50	
Link Distance (ft)	576			1140	586	
Travel Time (s)	11.2			15.5	8.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	0%	0%	2%	3%	0%
Adj. Flow (vph)	57	0	1	464	715	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	57	0	0	465	715	82
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 46.5%		ICU Level of Service A	
Analysis Period (min) 15			

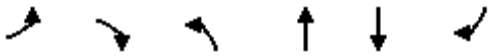
Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	55	0	1	450	694	80
Future Vol, veh/h	55	0	1	450	694	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	100
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	3	0	0	2	3	0
Mvmt Flow	57	0	1	464	715	82

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1181	715	797	0	-	0
Stage 1	715	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.43	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	209	434	834	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	209	434	834	-	-	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	630	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	834	-	342	-	-
HCM Lane V/C Ratio	0.001	-	0.166	-	-
HCM Control Delay (s)	9.3	0	17.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	59	0	6	499	774	59
Future Volume (vph)	59	0	6	499	774	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.990	
Flt Protected	0.950			0.999		
Satd. Flow (prot)	1805	0	0	1861	1847	0
Flt Permitted	0.950			0.999		
Satd. Flow (perm)	1805	0	0	1861	1847	0
Link Speed (mph)	35			50	50	
Link Distance (ft)	574			586	223	
Travel Time (s)	11.2			8.0	3.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	61	0	6	514	798	61
Shared Lane Traffic (%)						
Lane Group Flow (vph)	61	0	0	520	859	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	59	0	6	499	774	59
Future Vol, veh/h	59	0	6	499	774	59
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	61	0	6	514	798	61

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1355	829	859	0	-	0
Stage 1	829	-	-	-	-	-
Stage 2	526	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	166	374	791	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	164	374	791	-	-	-
Mov Cap-2 Maneuver	299	-	-	-	-	-
Stage 1	427	-	-	-	-	-
Stage 2	597	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	791	-	299	-	-
HCM Lane V/C Ratio	0.008	-	0.203	-	-
HCM Control Delay (s)	9.6	0	20.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	31	31	533	25	33	804
Future Volume (vph)	31	31	533	25	33	804
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932		0.994			
Flt Protected	0.976					0.998
Satd. Flow (prot)	1728	0	1848	0	0	1857
Flt Permitted	0.976					0.998
Satd. Flow (perm)	1728	0	1848	0	0	1857
Link Speed (mph)	35		50			50
Link Distance (ft)	338		223			1659
Travel Time (s)	6.6		3.0			22.6
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	2%	6%	5%	2%
Adj. Flow (vph)	32	32	549	26	34	829
Shared Lane Traffic (%)						
Lane Group Flow (vph)	64	0	575	0	0	863
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.4%		ICU Level of Service D	
Analysis Period (min) 15			

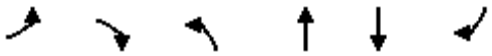
Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	31	31	533	25	33	804
Future Vol, veh/h	31	31	533	25	33	804
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	97	97	97	97	97	97
Heavy Vehicles, %	0	0	2	6	5	2
Mvmt Flow	32	32	549	26	34	829

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1459	562	0	0	575	0
Stage 1	562	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.15	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.245	-
Pot Cap-1 Maneuver	144	530	-	-	983	-
Stage 1	575	-	-	-	-	-
Stage 2	401	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	135	530	-	-	983	-
Mov Cap-2 Maneuver	265	-	-	-	-	-
Stage 1	575	-	-	-	-	-
Stage 2	375	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.4	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	353	983	-
HCM Lane V/C Ratio	-	-	0.181	0.035	-
HCM Control Delay (s)	-	-	17.4	8.8	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	71	77	120	449	761	7
Future Volume (vph)	71	77	120	449	761	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.930				0.999	
Flt Protected	0.977		0.950			
Satd. Flow (prot)	1726	0	1805	1863	1843	0
Flt Permitted	0.977		0.950			
Satd. Flow (perm)	1726	0	1805	1863	1843	0
Link Speed (mph)	25			50	50	
Link Distance (ft)	538			1659	440	
Travel Time (s)	14.7			22.6	6.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	3%	0%
Adj. Flow (vph)	73	79	124	463	785	7
Shared Lane Traffic (%)						
Lane Group Flow (vph)	152	0	124	463	792	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 65.8%		ICU Level of Service C	
Analysis Period (min) 15			

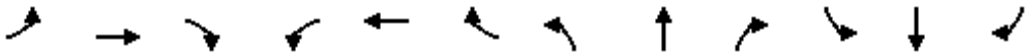
Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	71	77	120	449	761	7
Future Vol, veh/h	71	77	120	449	761	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	3	0
Mvmt Flow	73	79	124	463	785	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1500	789	792	0	-	0
Stage 1	789	-	-	-	-	-
Stage 2	711	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	136	394	838	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	490	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	116	394	838	-	-	-
Mov Cap-2 Maneuver	248	-	-	-	-	-
Stage 1	384	-	-	-	-	-
Stage 2	490	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.8	2.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	838	-	307	-	-
HCM Lane V/C Ratio	0.148	-	0.497	-	-
HCM Control Delay (s)	10	-	27.8	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.5	-	2.6	-	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	6	0	1	6	513	1	3	762	70
Future Volume (vph)	0	0	0	6	0	1	6	513	1	3	762	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	150		0	125		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt					0.981						0.989	
Flt Protected					0.959			0.999				
Satd. Flow (prot)	0	0	0	0	1787	0	0	1861	0	0	1826	0
Flt Permitted					0.959			0.999				
Satd. Flow (perm)	0	0	0	0	1787	0	0	1861	0	0	1826	0
Link Speed (mph)		25			35			50			50	
Link Distance (ft)		162			583			440			489	
Travel Time (s)		4.4			11.4			6.0			6.7	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	2%	0%	50%	3%	0%
Adj. Flow (vph)	0	0	0	6	0	1	6	523	1	3	778	71
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	0	7	0	0	530	0	0	852	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.1%		ICU Level of Service B	
Analysis Period (min) 15			

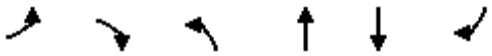
Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↕			↕			↕	
Traffic Vol, veh/h	0	0	0	6	0	1	6	513	1	3	762	70
Future Vol, veh/h	0	0	0	6	0	1	6	513	1	3	762	70
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	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	50	3	0
Mvmt Flow	0	0	0	6	0	1	6	523	1	3	778	71

Major/Minor	Minor1		Major1		Major2				
Conflicting Flow All	1356	1391	524	849	0	0	524	0	0
Stage 1	536	536	-	-	-	-	-	-	-
Stage 2	820	855	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	6.2	4.1	-	-	4.6	-	-
Critical Hdwy Stg 1	5.4	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.4	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	2.2	-	-	2.65	-	-
Pot Cap-1 Maneuver	166	143	557	798	-	-	838	-	-
Stage 1	591	527	-	-	-	-	-	-	-
Stage 2	436	378	-	-	-	-	-	-	-
Platoon blocked, %					-	-		-	-
Mov Cap-1 Maneuver	163	0	557	798	-	-	838	-	-
Mov Cap-2 Maneuver	163	0	-	-	-	-	-	-	-
Stage 1	584	0	-	-	-	-	-	-	-
Stage 2	433	0	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	25.7	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	798	-	-	181	838	-	-
HCM Lane V/C Ratio	0.008	-	-	0.039	0.004	-	-
HCM Control Delay (s)	9.5	0	-	25.7	9.3	0	-
HCM Lane LOS	A	A	-	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	9	4	3	513	829	15
Future Volume (vph)	9	4	3	513	829	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	125			0
Storage Lanes	1	0	0			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.958				0.998	
Flt Protected	0.967					
Satd. Flow (prot)	1598	0	0	1863	1860	0
Flt Permitted	0.967					
Satd. Flow (perm)	1598	0	0	1863	1860	0
Link Speed (mph)	30			50	50	
Link Distance (ft)	615			489	2253	
Travel Time (s)	14.0			6.7	30.7	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	0%	33%	0%	2%	2%	0%
Adj. Flow (vph)	9	4	3	534	864	16
Shared Lane Traffic (%)						
Lane Group Flow (vph)	13	0	0	537	880	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.5%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	4	3	513	829	15
Future Vol, veh/h	9	4	3	513	829	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	33	0	2	2	0
Mvmt Flow	9	4	3	534	864	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1412	872	880	0	-	0
Stage 1	872	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	6.4	6.53	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.597	2.2	-	-	-
Pot Cap-1 Maneuver	154	308	777	-	-	-
Stage 1	412	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	153	308	777	-	-	-
Mov Cap-2 Maneuver	287	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	588	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	777	-	293	-	-
HCM Lane V/C Ratio	0.004	-	0.046	-	-
HCM Control Delay (s)	9.7	0	17.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	22	19	508	9	39	819
Future Volume (vph)	22	19	508	9	39	819
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.937		0.998			
Flt Protected	0.974					0.998
Satd. Flow (prot)	1734	0	1860	0	0	1857
Flt Permitted	0.974					0.998
Satd. Flow (perm)	1734	0	1860	0	0	1857
Link Speed (mph)	35		50			40
Link Distance (ft)	439		2253			1223
Travel Time (s)	8.6		30.7			20.8
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	0%	2%	0%	4%	2%
Adj. Flow (vph)	23	20	535	9	41	862
Shared Lane Traffic (%)						
Lane Group Flow (vph)	43	0	544	0	0	903
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 84.8%		ICU Level of Service E	
Analysis Period (min) 15			

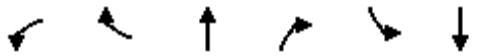
Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	22	19	508	9	39	819
Future Vol, veh/h	22	19	508	9	39	819
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	2	0	4	2
Mvmt Flow	23	20	535	9	41	862

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1484	540	0	0	544	0
Stage 1	540	-	-	-	-	-
Stage 2	944	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	139	546	-	-	1015	-
Stage 1	588	-	-	-	-	-
Stage 2	381	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	128	546	-	-	1015	-
Mov Cap-2 Maneuver	254	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	351	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.2	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	338	1015	-
HCM Lane V/C Ratio	-	-	0.128	0.04	-
HCM Control Delay (s)	-	-	17.2	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	13	25	528	12	52	857
Future Volume (vph)	13	25	528	12	52	857
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	0	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.910		0.997			
Flt Protected	0.984					0.997
Satd. Flow (prot)	1641	0	1858	0	0	1859
Flt Permitted	0.984					0.997
Satd. Flow (perm)	1641	0	1858	0	0	1859
Link Speed (mph)	25		40			40
Link Distance (ft)	898		1223			1050
Travel Time (s)	24.5		20.8			17.9
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	11%	0%	2%	0%	0%	2%
Adj. Flow (vph)	13	26	539	12	53	874
Shared Lane Traffic (%)						
Lane Group Flow (vph)	39	0	551	0	0	927
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		0			0
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 89.8%		ICU Level of Service E	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	25	528	12	52	857
Future Vol, veh/h	13	25	528	12	52	857
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	98	98	98	98	98	98
Heavy Vehicles, %	11	0	2	0	0	2
Mvmt Flow	13	26	539	12	53	874

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1525	545	0	0	551	0
Stage 1	545	-	-	-	-	-
Stage 2	980	-	-	-	-	-
Critical Hdwy	6.51	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.51	-	-	-	-	-
Critical Hdwy Stg 2	5.51	-	-	-	-	-
Follow-up Hdwy	3.599	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	124	542	-	-	1029	-
Stage 1	563	-	-	-	-	-
Stage 2	350	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	112	542	-	-	1029	-
Mov Cap-2 Maneuver	230	-	-	-	-	-
Stage 1	563	-	-	-	-	-
Stage 2	315	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.9	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	370	1029	-
HCM Lane V/C Ratio	-	-	0.105	0.052	-
HCM Control Delay (s)	-	-	15.9	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.2	-



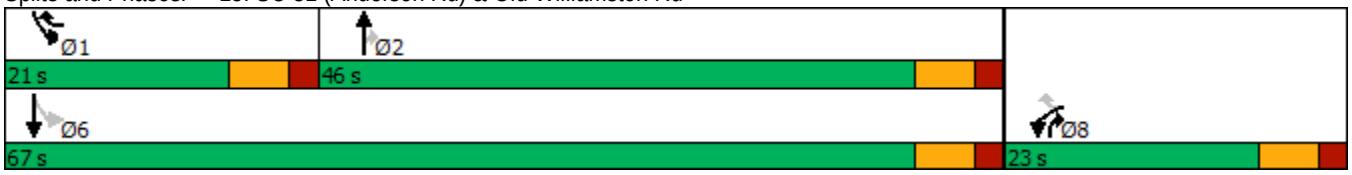
Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	141	245	470	76	256	771
Future Volume (vph)	141	245	470	76	256	771
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250	0		200	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1752	1583	1863	1583	1787	1863
Flt Permitted	0.950				0.238	
Satd. Flow (perm)	1752	1583	1863	1583	448	1863
Right Turn on Red		Yes		Yes		
Satd. Flow (RTOR)		253		78		
Link Speed (mph)	40		40			40
Link Distance (ft)	856		495			1554
Travel Time (s)	14.6		8.4			26.5
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	3%	2%	2%	2%	1%	2%
Adj. Flow (vph)	145	253	485	78	264	795
Shared Lane Traffic (%)						
Lane Group Flow (vph)	145	253	485	78	264	795
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	L NA	R NA
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Number of Detectors	1	1	2	1	1	2
Detector Template	Left	Right	Thru	Right	Left	Thru
Leading Detector (ft)	20	20	100	20	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	20	6	20	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
Detector 2 Size(ft)			6			6
Detector 2 Type			Cl+Ex			Cl+Ex
Detector 2 Channel						
Detector 2 Extend (s)			0.0			0.0
Turn Type	Prot	pm+ov	NA	pm+ov	pm+pt	NA
Protected Phases	8	1	2	8	1	6



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Permitted Phases		8		2	6	
Detector Phase	8	1	2	8	1	6
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	15.0	15.0	22.0	15.0	15.0	22.0
Total Split (s)	23.0	21.0	46.0	23.0	21.0	67.0
Total Split (%)	25.6%	23.3%	51.1%	25.6%	23.3%	74.4%
Maximum Green (s)	17.0	15.0	40.0	17.0	15.0	61.0
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag		Lead	Lag		Lead	
Lead-Lag Optimize?		Yes	Yes		Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	Min	None	Min	Min	None	None
Act Effct Green (s)	10.8	27.3	21.7	38.9	38.1	38.1
Actuated g/C Ratio	0.18	0.44	0.35	0.63	0.62	0.62
v/c Ratio	0.47	0.30	0.74	0.08	0.53	0.69
Control Delay	31.1	3.1	25.5	1.4	9.4	11.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	31.1	3.1	25.5	1.4	9.4	11.6
LOS	C	A	C	A	A	B
Approach Delay	13.3		22.1			11.1
Approach LOS	B		C			B

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 61.6			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 14.6		Intersection LOS: B	
Intersection Capacity Utilization 61.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 15: SC 81 (Anderson Rd) & Old Williamston Rd

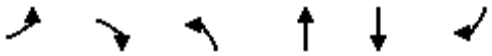




Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	141	245	470	76	256	771
Future Volume (veh/h)	141	245	470	76	256	771
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1870	1870	1870	1885	1870
Adj Flow Rate, veh/h	145	253	485	78	264	795
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	3	2	2	2	1	2
Cap, veh/h	327	501	626	824	461	1088
Arrive On Green	0.19	0.19	0.33	0.33	0.13	0.58
Sat Flow, veh/h	1767	1585	1870	1585	1795	1870
Grp Volume(v), veh/h	145	253	485	78	264	795
Grp Sat Flow(s),veh/h/ln	1767	1585	1870	1585	1795	1870
Q Serve(g_s), s	3.7	6.7	12.0	1.3	4.4	15.9
Cycle Q Clear(g_c), s	3.7	6.7	12.0	1.3	4.4	15.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	327	501	626	824	461	1088
V/C Ratio(X)	0.44	0.51	0.78	0.09	0.57	0.73
Avail Cap(c_a), veh/h	584	731	1453	1525	750	2216
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	18.6	14.3	15.4	6.2	10.2	7.8
Incr Delay (d2), s/veh	0.9	0.8	2.1	0.0	1.1	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.0	4.4	0.5	1.3	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.6	15.1	17.5	6.3	11.3	8.8
LnGrp LOS	B	B	B	A	B	A
Approach Vol, veh/h	398		563			1059
Approach Delay, s/veh	16.7		15.9			9.4
Approach LOS	B		B			A

Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	12.7	23.2			35.9	15.5
Change Period (Y+Rc), s	6.0	6.0			6.0	6.0
Max Green Setting (Gmax), s	15.0	40.0			61.0	17.0
Max Q Clear Time (g_c+I1), s	6.4	14.0			17.9	8.7
Green Ext Time (p_c), s	0.5	3.2			6.5	0.8

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	7	22	682	1031	42
Future Volume (vph)	19	7	22	682	1031	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.965				0.995	
Flt Protected	0.964		0.950			
Satd. Flow (prot)	1591	0	1687	1863	1855	0
Flt Permitted	0.964		0.950			
Satd. Flow (perm)	1591	0	1687	1863	1855	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	723			1554	1260	
Travel Time (s)	19.7			26.5	21.5	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Heavy Vehicles (%)	15%	0%	7%	2%	2%	0%
Adj. Flow (vph)	20	7	23	710	1074	44
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	0	23	710	1118	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.8%		ICU Level of Service C	
Analysis Period (min) 15			

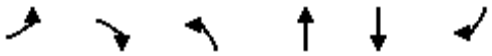
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	7	22	682	1031	42
Future Vol, veh/h	19	7	22	682	1031	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	15	0	7	2	2	0
Mvmt Flow	20	7	23	710	1074	44

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1852	1096	1118	0	-	0
Stage 1	1096	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Critical Hdwy	6.55	6.2	4.17	-	-	-
Critical Hdwy Stg 1	5.55	-	-	-	-	-
Critical Hdwy Stg 2	5.55	-	-	-	-	-
Follow-up Hdwy	3.635	3.3	2.263	-	-	-
Pot Cap-1 Maneuver	75	262	607	-	-	-
Stage 1	302	-	-	-	-	-
Stage 2	441	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	72	262	607	-	-	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	441	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.1	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	607	-	206	-	-
HCM Lane V/C Ratio	0.038	-	0.131	-	-
HCM Control Delay (s)	11.2	-	25.1	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	62	82	624	1012	59
Future Volume (vph)	19	62	82	624	1012	59
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	250	0			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.896				0.993	
Flt Protected	0.989		0.950			
Satd. Flow (prot)	1621	0	1770	1863	1866	0
Flt Permitted	0.989		0.950			
Satd. Flow (perm)	1621	0	1770	1863	1866	0
Link Speed (mph)	35			40	40	
Link Distance (ft)	783			1260	3958	
Travel Time (s)	15.3			21.5	67.5	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	5%	2%	2%	1%	3%
Adj. Flow (vph)	19	63	84	637	1033	60
Shared Lane Traffic (%)						
Lane Group Flow (vph)	82	0	84	637	1093	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.3%		ICU Level of Service D	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	62	82	624	1012	59
Future Vol, veh/h	19	62	82	624	1012	59
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, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	5	2	2	1	3
Mvmt Flow	19	63	84	637	1033	60

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1868	1063	1093	0	-	0
Stage 1	1063	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Critical Hdwy	6.4	6.25	4.12	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.345	2.218	-	-	-
Pot Cap-1 Maneuver	81	268	638	-	-	-
Stage 1	335	-	-	-	-	-
Stage 2	443	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	70	268	638	-	-	-
Mov Cap-2 Maneuver	191	-	-	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	443	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27	1.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	638	-	245	-	-
HCM Lane V/C Ratio	0.131	-	0.337	-	-
HCM Control Delay (s)	11.5	-	27	-	-
HCM Lane LOS	B	-	D	-	-
HCM 95th %tile Q(veh)	0.5	-	1.4	-	-



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	4	4	637	1	7	1083
Future Volume (vph)	4	4	637	1	7	1083
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	150	
Storage Lanes	1	0		0	1	
Taper Length (ft)	100				100	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.932					
Flt Protected	0.976				0.950	
Satd. Flow (prot)	1728	0	1863	0	1805	1863
Flt Permitted	0.976				0.950	
Satd. Flow (perm)	1728	0	1863	0	1805	1863
Link Speed (mph)	30		40			40
Link Distance (ft)	422		3958			1033
Travel Time (s)	9.6		67.5			17.6
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Heavy Vehicles (%)	0%	0%	2%	0%	0%	2%
Adj. Flow (vph)	4	4	650	1	7	1105
Shared Lane Traffic (%)						
Lane Group Flow (vph)	8	0	651	0	7	1105
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 67.0%		ICU Level of Service C	
Analysis Period (min) 15			

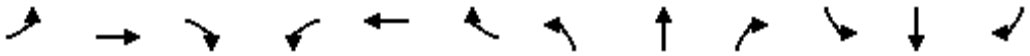
Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	4	637	1	7	1083
Future Vol, veh/h	4	4	637	1	7	1083
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	0	2	0	0	2
Mvmt Flow	4	4	650	1	7	1105

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1770	651	0	0	651	0
Stage 1	651	-	-	-	-	-
Stage 2	1119	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	93	472	-	-	945	-
Stage 1	523	-	-	-	-	-
Stage 2	315	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	92	472	-	-	945	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	523	-	-	-	-	-
Stage 2	313	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.5	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	297	945	-
HCM Lane V/C Ratio	-	-	0.027	0.008	-
HCM Control Delay (s)	-	-	17.5	8.8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	6	4	144	12	58	3	633	27	13	923	12
Future Volume (vph)	13	6	4	144	12	58	3	633	27	13	923	12
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	150		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977				0.850		0.994			0.998	
Flt Protected		0.973			0.956		0.950			0.950		
Satd. Flow (prot)	0	1806	0	0	1800	1615	1805	1849	0	1626	1859	0
Flt Permitted		0.973			0.956		0.950			0.950		
Satd. Flow (perm)	0	1806	0	0	1800	1615	1805	1849	0	1626	1859	0
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		995			978			1033			1056	
Travel Time (s)		19.4			19.1			17.6			18.0	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	1%	0%	0%	0%	2%	6%	11%	2%	0%
Adj. Flow (vph)	13	6	4	148	12	60	3	653	28	13	952	12
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	23	0	0	160	60	3	681	0	13	964	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			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	58.3

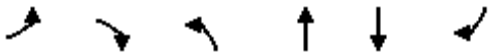
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	13	6	4	144	12	58	3	633	27	13	923	12
Future Vol, veh/h	13	6	4	144	12	58	3	633	27	13	923	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	100	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	1	0	0	0	2	6	11	2	0
Mvmt Flow	13	6	4	148	12	60	3	653	28	13	952	12

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1693	1671	958	1662	1663	667	964	0	0	681	0	0
Stage 1	984	984	-	673	673	-	-	-	-	-	-	-
Stage 2	709	687	-	989	990	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.11	6.5	6.2	4.1	-	-	4.21	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.11	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.509	4	3.3	2.2	-	-	2.299	-	-
Pot Cap-1 Maneuver	74	97	315	~ 78	98	462	722	-	-	871	-	-
Stage 1	302	329	-	446	457	-	-	-	-	-	-	-
Stage 2	428	450	-	298	327	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	57	95	315	~ 72	96	462	722	-	-	871	-	-
Mov Cap-2 Maneuver	57	95	-	~ 72	96	-	-	-	-	-	-	-
Stage 1	301	324	-	444	455	-	-	-	-	-	-	-
Stage 2	361	448	-	284	322	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	72.5	$ 495.5	0	0.1
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	722	-	-	76	73	462	871	-	-
HCM Lane V/C Ratio	0.004	-	-	0.312	2.203	0.129	0.015	-	-
HCM Control Delay (s)	10	-	-	72.5	$ 674.5	13.9	9.2	-	-
HCM Lane LOS	B	-	-	F	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.2	15	0.4	0	-	-

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



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	19	21	25	658	969	33
Future Volume (vph)	19	21	25	658	969	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0	150			0
Storage Lanes	1	0	1			0
Taper Length (ft)	100		100			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.929				0.996	
Flt Protected	0.977		0.950			
Satd. Flow (prot)	1725	0	1805	1863	1856	0
Flt Permitted	0.977		0.950			
Satd. Flow (perm)	1725	0	1805	1863	1856	0
Link Speed (mph)	25			40	40	
Link Distance (ft)	727			1056	2149	
Travel Time (s)	19.8			18.0	36.6	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Heavy Vehicles (%)	0%	0%	0%	2%	2%	0%
Adj. Flow (vph)	20	22	26	678	999	34
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	0	26	678	1033	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	12	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.0%		ICU Level of Service B	
Analysis Period (min) 15			

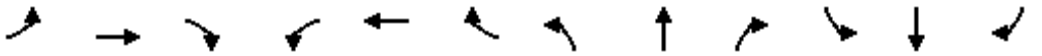
Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	19	21	25	658	969	33
Future Vol, veh/h	19	21	25	658	969	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	150	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	0	2	2	0
Mvmt Flow	20	22	26	678	999	34

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1746	1016	1033	0	-	0
Stage 1	1016	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	96	291	681	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	92	291	681	-	-	-
Mov Cap-2 Maneuver	222	-	-	-	-	-
Stage 1	340	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.9	0.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	681	-	254	-	-
HCM Lane V/C Ratio	0.038	-	0.162	-	-
HCM Control Delay (s)	10.5	-	21.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-



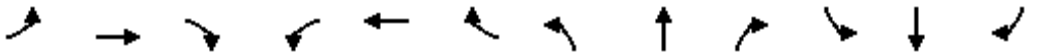
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	27	19	21	82	6	13	685	9	1	917	195
Future Volume (vph)	119	27	19	21	82	6	13	685	9	1	917	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	150		0	150		150	150		0
Storage Lanes	1		0	0		0	1		1	1		1
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	1.00	1.00
Frt		0.966			0.993			0.998				0.850
Flt Protected	0.950	0.979			0.990		0.950			0.950		
Satd. Flow (prot)	1715	1644	0	0	1868	0	1805	3533	0	1805	1863	1599
Flt Permitted	0.950	0.979			0.990		0.130			0.341		
Satd. Flow (perm)	1715	1644	0	0	1868	0	247	3533	0	648	1863	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			2			2				169
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		802			782			2149			715	
Travel Time (s)		15.6			15.2			36.6			12.2	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Heavy Vehicles (%)	0%	6%	8%	0%	0%	0%	0%	2%	0%	0%	2%	1%
Adj. Flow (vph)	128	29	20	23	88	6	14	737	10	1	986	210
Shared Lane Traffic (%)	30%											
Lane Group Flow (vph)	90	87	0	0	117	0	14	747	0	1	986	210
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)		12			0			12			12	
Link Offset(ft)		-20			-12			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	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		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Split	NA		Split	NA		Perm	NA		Perm	NA	Perm
Protected Phases	8	8		4	4			6			2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases							6			2		2
Detector Phase	8	8		4	4		6	6		2	2	2
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.0	22.0		22.0	22.0		22.0	22.0		22.0	22.0	22.0
Total Split (s)	22.0	22.0		22.0	22.0		76.0	76.0		76.0	76.0	76.0
Total Split (%)	18.3%	18.3%		18.3%	18.3%		63.3%	63.3%		63.3%	63.3%	63.3%
Maximum Green (s)	16.0	16.0		16.0	16.0		70.0	70.0		70.0	70.0	70.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		C-Min	C-Min		C-Min	C-Min	C-Min
Act Effct Green (s)	11.6	11.6			12.4		78.0	78.0		78.0	78.0	78.0
Actuated g/C Ratio	0.10	0.10			0.10		0.65	0.65		0.65	0.65	0.65
v/c Ratio	0.55	0.52			0.60		0.09	0.33		0.00	0.81	0.19
Control Delay	63.3	55.9			63.1		11.7	10.5		5.0	19.4	1.3
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	3.4	0.0
Total Delay	63.3	55.9			63.1		11.7	10.5		5.0	22.8	1.3
LOS	E	E			E		B	B		A	C	A
Approach Delay		59.6			63.1			10.5			19.0	
Approach LOS		E			E			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 21.6		Intersection LOS: C	
Intersection Capacity Utilization 70.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 21: SC 81 (Anderson Rd) & Circle Rd





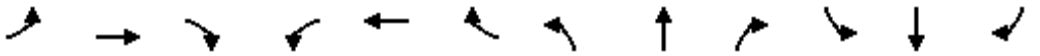
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	119	27	19	21	82	6	13	685	9	1	917	195
Future Volume (veh/h)	119	27	19	21	82	6	13	685	9	1	917	195
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	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	1900	1811	1781	1900	1900	1900	1900	1870	1900	1900	1870	1885
Adj Flow Rate, veh/h	88	84	20	23	88	6	14	737	10	1	986	210
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	0	6	8	0	0	0	0	2	0	0	2	1
Cap, veh/h	141	110	26	29	110	8	390	2489	34	505	1297	1108
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	0.69	0.69	0.69	1.00	1.00	1.00
Sat Flow, veh/h	1810	1414	337	367	1402	96	475	3590	49	725	1870	1598
Grp Volume(v), veh/h	88	0	104	117	0	0	14	365	382	1	986	210
Grp Sat Flow(s),veh/h/ln	1810	0	1750	1864	0	0	475	1777	1862	725	1870	1598
Q Serve(g_s), s	5.7	0.0	7.0	7.4	0.0	0.0	1.1	9.5	9.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	5.7	0.0	7.0	7.4	0.0	0.0	1.1	9.5	9.5	9.5	0.0	0.0
Prop In Lane	1.00		0.19	0.20		0.05	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	141	0	137	147	0	0	390	1232	1291	505	1297	1108
V/C Ratio(X)	0.62	0.00	0.76	0.80	0.00	0.00	0.04	0.30	0.30	0.00	0.76	0.19
Avail Cap(c_a), veh/h	241	0	233	249	0	0	390	1232	1291	505	1297	1108
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	0.83	0.83	0.83
Uniform Delay (d), s/veh	53.6	0.0	54.2	54.3	0.0	0.0	5.8	7.1	7.1	0.5	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	8.4	9.4	0.0	0.0	0.2	0.6	0.6	0.0	3.5	0.3
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	2.7	0.0	3.4	3.8	0.0	0.0	0.1	3.4	3.5	0.0	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.0	0.0	62.6	63.8	0.0	0.0	6.0	7.7	7.7	0.6	3.5	0.3
LnGrp LOS	E	A	E	E	A	A	A	A	A	A	A	A
Approach Vol, veh/h		192			117			761			1197	
Approach Delay, s/veh		60.5			63.8			7.7			3.0	
Approach LOS		E			E			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		89.2		15.4		89.2		15.4				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		70.0		16.0		70.0		16.0				
Max Q Clear Time (g_c+I1), s		11.5		9.4		11.5		9.0				
Green Ext Time (p_c), s		11.1		0.2		5.2		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			B									

Notes

User approved volume balancing among the lanes for turning movement.

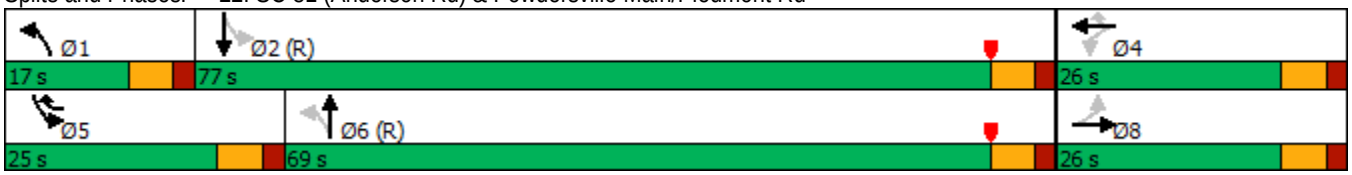


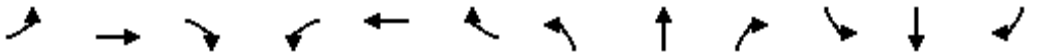
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	28	107	120	65	241	218	94	703	10	169	951	25
Future Volume (vph)	28	107	120	65	241	218	94	703	10	169	951	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		150	150		200	150		0	225		0
Storage Lanes	1		0	1		1	1		0	1		0
Taper Length (ft)	100			100			100			100		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.921				0.850		0.998			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1750	0	1805	1881	1599	1805	3533	0	1752	3527	0
Flt Permitted	0.334			0.367			0.199			0.286		
Satd. Flow (perm)	635	1750	0	697	1881	1599	378	3533	0	528	3527	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40				151		2			4	
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		587			678			715			537	
Travel Time (s)		11.4			13.2			12.2			9.2	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Heavy Vehicles (%)	0%	0%	0%	0%	1%	1%	0%	2%	0%	3%	2%	0%
Adj. Flow (vph)	31	120	135	73	271	245	106	790	11	190	1069	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	31	255	0	73	271	245	106	801	0	190	1097	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)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes			Yes			Yes	
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	1	2		1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100		20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	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	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	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	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases		8			4	5	1	6		5	2	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	8			4		4	6			2		
Detector Phase	8	8		4	4	5	1	6		5	2	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	15.0	15.0		15.0	15.0	15.0	15.0	22.0		15.0	22.0	
Total Split (s)	26.0	26.0		26.0	26.0	25.0	17.0	69.0		25.0	77.0	
Total Split (%)	21.7%	21.7%		21.7%	21.7%	20.8%	14.2%	57.5%		20.8%	64.2%	
Maximum Green (s)	20.0	20.0		20.0	20.0	19.0	11.0	63.0		19.0	71.0	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0		6.0	6.0	
Lead/Lag						Lead	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?						Yes	Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None	None	None	C-Min		None	C-Min	
Act Effct Green (s)	24.9	24.9		24.9	24.9	41.2	74.8	66.8		79.4	69.1	
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.34	0.62	0.56		0.66	0.58	
v/c Ratio	0.24	0.65		0.51	0.69	0.38	0.32	0.41		0.42	0.54	
Control Delay	41.5	43.3		52.8	52.8	11.5	9.6	11.6		10.3	18.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.1	
Total Delay	41.5	43.3		52.8	52.8	11.5	9.6	11.6		10.3	18.2	
LOS	D	D		D	D	B	A	B		B	B	
Approach Delay		43.1			35.6			11.4			17.0	
Approach LOS		D			D			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 21.4		Intersection LOS: C	
Intersection Capacity Utilization 69.4%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	107	120	65	241	218	94	703	10	169	951	25
Future Volume (veh/h)	28	107	120	65	241	218	94	703	10	169	951	25
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	1900	1900	1900	1900	1885	1885	1900	1870	1900	1856	1870	1900
Adj Flow Rate, veh/h	31	120	135	73	271	245	106	790	11	190	1069	28
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	0	0	0	0	1	1	0	2	0	3	2	0
Cap, veh/h	84	136	153	86	314	359	388	2244	31	584	2274	60
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.08	1.00	1.00	0.06	0.64	0.64
Sat Flow, veh/h	899	816	918	1142	1885	1598	1810	3588	50	1767	3538	93
Grp Volume(v), veh/h	31	0	255	73	271	245	106	391	410	190	537	560
Grp Sat Flow(s),veh/h/ln	899	0	1735	1142	1885	1598	1810	1777	1861	1767	1777	1854
Q Serve(g_s), s	3.2	0.0	17.2	2.8	16.8	16.9	2.5	0.0	0.0	4.6	18.6	18.6
Cycle Q Clear(g_c), s	20.0	0.0	17.2	20.0	16.8	16.9	2.5	0.0	0.0	4.6	18.6	18.6
Prop In Lane	1.00		0.53	1.00		1.00	1.00		0.03	1.00		0.05
Lane Grp Cap(c), veh/h	84	0	289	86	314	359	388	1111	1164	584	1142	1192
V/C Ratio(X)	0.37	0.00	0.88	0.85	0.86	0.68	0.27	0.35	0.35	0.33	0.47	0.47
Avail Cap(c_a), veh/h	84	0	289	86	314	359	481	1111	1164	761	1142	1192
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	58.8	0.0	48.8	59.5	48.7	42.6	8.2	0.0	0.0	6.7	11.0	11.0
Incr Delay (d2), s/veh	2.7	0.0	25.6	50.2	21.0	5.2	0.4	0.8	0.8	0.3	1.4	1.3
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	1.0	0.0	9.4	3.4	9.6	7.1	0.9	0.3	0.3	1.6	7.0	7.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	61.4	0.0	74.4	109.7	69.7	47.8	8.5	0.8	0.8	7.1	12.4	12.3
LnGrp LOS	E	A	E	F	E	D	A	A	A	A	B	B
Approach Vol, veh/h		286			589			907			1287	
Approach Delay, s/veh		73.0			65.6			1.7			11.5	
Approach LOS		E			E			A			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	10.9	83.1		26.0	13.0	81.0		26.0				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	11.0	71.0		20.0	19.0	63.0		20.0				
Max Q Clear Time (g_c+I1), s	4.5	20.6		22.0	6.6	2.0		22.0				
Green Ext Time (p_c), s	0.1	8.5		0.0	0.4	5.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		24.7	
HCM 6th LOS		C	

Summary of All Intervals

Start Time	6:50
End Time	8:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	6094
Vehs Exited	6041
Starting Vehs	282
Ending Vehs	335
Travel Distance (mi)	9303
Travel Time (hr)	333.0
Total Delay (hr)	99.3
Total Stops	7556
Fuel Used (gal)	315.8

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

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

Volumes adjusted by Growth Factors.

Vehs Entered	6094
Vehs Exited	6041
Starting Vehs	282
Ending Vehs	335
Travel Distance (mi)	9303
Travel Time (hr)	333.0
Total Delay (hr)	99.3
Total Stops	7556
Fuel Used (gal)	315.8

Intersection: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	113	358	244	135	192	50	333	300	324	386
Average Queue (ft)	29	172	115	69	99	14	193	87	174	167
95th Queue (ft)	76	284	214	131	164	39	301	210	290	306
Link Distance (ft)		627		826			784			998
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225		225		225	150		200	225	
Storage Blk Time (%)		6	1				18		4	2
Queuing Penalty (veh)		1	6				48		14	5

Intersection: 2: SC 81 (Anderson Rd) & Wren Crossing Ln/Planters Walk Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	90	54	26	71
Average Queue (ft)	23	24	1	5
95th Queue (ft)	56	53	9	31
Link Distance (ft)	277	145	998	1749
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: SC Highway 86 & SC 81 (Anderson Rd)

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	299	314	71	299	300	324	331	300	123	372	50
Average Queue (ft)	100	184	24	38	113	88	201	50	44	189	15
95th Queue (ft)	191	302	54	127	196	183	307	166	91	323	41
Link Distance (ft)		1176			1282		1749			1419	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200		225	200		225		200	200		200
Storage Blk Time (%)		7			1		7			6	
Queuing Penalty (veh)		22			0		20			7	

Intersection: 4: SC 81 (Anderson Rd) & Still Meadow Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	76	54
Average Queue (ft)	37	12
95th Queue (ft)	61	44
Link Distance (ft)	302	1419
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SC 81 (Anderson Rd) & Airy Springs Rd/Southern Oaks Dr

Movement	EB	WB	SB
Directions Served	LTR	LTR	LT
Maximum Queue (ft)	101	27	50
Average Queue (ft)	44	2	2
95th Queue (ft)	83	13	19
Link Distance (ft)	1220	677	3086
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: SC 81 (Anderson Rd) & Van Henry Ln

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	118	52
Average Queue (ft)	55	16
95th Queue (ft)	93	48
Link Distance (ft)	228	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SC 81 (Anderson Rd) & Mt Airy Church Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	93
Average Queue (ft)	34
95th Queue (ft)	59
Link Distance (ft)	537
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: SC 81 (Anderson Rd) & Orr Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	187	97
Average Queue (ft)	46	3
95th Queue (ft)	100	32
Link Distance (ft)	543	529
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: SC 81 (Anderson Rd) & Mountain Springs Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	96	137
Average Queue (ft)	39	30
95th Queue (ft)	68	89
Link Distance (ft)	310	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SC 81 (Anderson Rd) & Powdersville YMCA Dwy

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	54	53
Average Queue (ft)	28	12
95th Queue (ft)	50	36
Link Distance (ft)	503	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: SC 81 (Anderson Rd) & Powdersville YMCA Dwy/Tripp Rd

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	58	44	29
Average Queue (ft)	8	1	1
95th Queue (ft)	28	14	9
Link Distance (ft)	526	347	444
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: SC 81 (Anderson Rd) & Wyatt Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	7
95th Queue (ft)	25
Link Distance (ft)	576
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: SC 81 (Anderson Rd) & Tripp Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	49	54
Average Queue (ft)	18	8
95th Queue (ft)	41	33
Link Distance (ft)	408	1169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: SC 81 (Anderson Rd) & Wilson Way

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	93	54
Average Queue (ft)	38	3
95th Queue (ft)	79	22
Link Distance (ft)	867	997
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: SC 81 (Anderson Rd) & Old Williamston Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	78	92	287	295	134	120
Average Queue (ft)	32	38	174	51	71	58
95th Queue (ft)	64	80	267	133	115	111
Link Distance (ft)		779	402			1503
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	250			200	150	
Storage Blk Time (%)			3		0	
Queuing Penalty (veh)			10		0	

Intersection: 16: SC 81 (Anderson Rd) & Jameson Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	52
Average Queue (ft)	30
95th Queue (ft)	55
Link Distance (ft)	688
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: SC 81 (Anderson Rd) & Cely Rd

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	115	31
Average Queue (ft)	59	5
95th Queue (ft)	94	22
Link Distance (ft)	744	1208
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: SC 81 (Anderson Rd) & Heritage Ln

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	75	73
Average Queue (ft)	24	7
95th Queue (ft)	57	34
Link Distance (ft)	383	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: SC 81 (Anderson Rd) & Sherman Rd/Pine Rd

Movement	EB	WB	WB	NB	NB	SB
Directions Served	LTR	LT	R	L	TR	L
Maximum Queue (ft)	71	73	29	25	11	44
Average Queue (ft)	21	26	5	1	0	9
95th Queue (ft)	50	64	24	8	3	27
Link Distance (ft)	950	942			966	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			100	150		150
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 20: SC 81 (Anderson Rd) & Holborne Dr

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	54	30
Average Queue (ft)	27	2
95th Queue (ft)	56	14
Link Distance (ft)	691	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: SC 81 (Anderson Rd) & Circle Rd

Movement	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	L	LTR	LTR	L	T	TR	T	R
Maximum Queue (ft)	250	344	72	39	292	250	295	50
Average Queue (ft)	148	215	28	4	163	156	103	17
95th Queue (ft)	259	325	62	18	267	247	216	37
Link Distance (ft)		751	735		2076		601	601
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			150		150		
Storage Blk Time (%)	5	25			11	10	4	
Queuing Penalty (veh)	14	50			53	46	0	

Intersection: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	39	139	86	235	171	104	321	319	128	194	151
Average Queue (ft)	6	65	12	120	51	42	116	146	53	71	40
95th Queue (ft)	24	128	48	222	116	85	223	261	109	157	107
Link Distance (ft)		514		615			601	601		474	474
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	150		150		200	150			225		
Storage Blk Time (%)		0		10			4				
Queuing Penalty (veh)		0		20			6				

Network Summary

Network wide Queuing Penalty: 322

Summary of All Intervals

Start Time	4:50
End Time	6:00
Total Time (min)	70
Time Recorded (min)	60
# of Intervals	2
# of Recorded Intervals	1
Vehs Entered	6188
Vehs Exited	6179
Starting Vehs	339
Ending Vehs	348
Travel Distance (mi)	9856
Travel Time (hr)	353.6
Total Delay (hr)	104.2
Total Stops	7496
Fuel Used (gal)	332.4

Interval #0 Information Seeding

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

Volumes adjusted by Growth Factors.

No data recorded this interval.

Interval #1 Information Recording

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

Volumes adjusted by Growth Factors.

Vehs Entered	6188
Vehs Exited	6179
Starting Vehs	339
Ending Vehs	348
Travel Distance (mi)	9856
Travel Time (hr)	353.6
Total Delay (hr)	104.2
Total Stops	7496
Fuel Used (gal)	332.4

Intersection: 1: SC 81 (Anderson Rd) & Lake Rd/Wren School Rd

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	73	115	176	157	198	52	225	94	198	196
Average Queue (ft)	20	62	101	58	69	11	125	32	73	97
95th Queue (ft)	54	103	161	123	140	38	201	62	149	166
Link Distance (ft)		627		826			784			998
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	225		225		225	150		200	225	
Storage Blk Time (%)							5			
Queuing Penalty (veh)							9			

Intersection: 2: SC 81 (Anderson Rd) & Wren Crossing Ln/Planters Walk Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	29	131	293
Average Queue (ft)	19	10	15	19
95th Queue (ft)	45	32	67	111
Link Distance (ft)	277	145	998	1749
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: SC Highway 86 & SC 81 (Anderson Rd)

Movement	EB	EB	EB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	R	L	TR	L	T	R	L	T	R
Maximum Queue (ft)	153	187	115	298	387	116	250	55	300	416	300
Average Queue (ft)	73	99	37	37	214	65	130	12	22	240	67
95th Queue (ft)	131	180	91	122	321	101	223	39	111	362	223
Link Distance (ft)		1176			1282		1749			1419	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200		225	200		225		200	200		200
Storage Blk Time (%)		0			13		2			15	
Queuing Penalty (veh)		0			6		3			22	

Intersection: 4: SC 81 (Anderson Rd) & Still Meadow Ln

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	240
Average Queue (ft)	24	30
95th Queue (ft)	45	131
Link Distance (ft)	302	1419
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: SC 81 (Anderson Rd) & Airy Springs Rd/Southern Oaks Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LT
Maximum Queue (ft)	61	47	69	50
Average Queue (ft)	19	12	3	2
95th Queue (ft)	40	37	25	19
Link Distance (ft)	1220	677	950	3086
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: SC 81 (Anderson Rd) & Van Henry Ln

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	141	96
Average Queue (ft)	63	43
95th Queue (ft)	104	81
Link Distance (ft)	228	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SC 81 (Anderson Rd) & Mt Airy Church Rd

Movement	EB
Directions Served	LR
Maximum Queue (ft)	66
Average Queue (ft)	24
95th Queue (ft)	49
Link Distance (ft)	537
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: SC 81 (Anderson Rd) & Orr Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	73	68
Average Queue (ft)	32	7
95th Queue (ft)	62	37
Link Distance (ft)	543	529
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: SC 81 (Anderson Rd) & Mountain Springs Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	93	299
Average Queue (ft)	35	38
95th Queue (ft)	67	154
Link Distance (ft)	310	1618
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: SC 81 (Anderson Rd) & Powdersville YMCA Dwy

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	159	94
Average Queue (ft)	58	40
95th Queue (ft)	100	68
Link Distance (ft)	503	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: SC 81 (Anderson Rd) & Powdersville YMCA Dwy/Tripp Rd

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	12	44	76
Average Queue (ft)	2	4	5
95th Queue (ft)	7	23	33
Link Distance (ft)	526	347	444
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: SC 81 (Anderson Rd) & Wyatt Rd

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	41	25
Average Queue (ft)	7	1
95th Queue (ft)	26	8
Link Distance (ft)	576	444
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: SC 81 (Anderson Rd) & Tripp Rd

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	53	93
Average Queue (ft)	20	29
95th Queue (ft)	46	81
Link Distance (ft)	408	1169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: SC 81 (Anderson Rd) & Wilson Way

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	73	221
Average Queue (ft)	24	40
95th Queue (ft)	55	136
Link Distance (ft)	867	997
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: SC 81 (Anderson Rd) & Old Williamston Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	R	T	R	L	T
Maximum Queue (ft)	102	153	243	54	117	281
Average Queue (ft)	45	33	140	17	67	123
95th Queue (ft)	85	87	226	45	106	209
Link Distance (ft)		779	402			1503
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	250			200	150	
Storage Blk Time (%)			1			2
Queuing Penalty (veh)			1			6

Intersection: 16: SC 81 (Anderson Rd) & Jameson Dr

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	67	53
Average Queue (ft)	21	13
95th Queue (ft)	51	41
Link Distance (ft)	688	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: SC 81 (Anderson Rd) & Cely Rd

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	148	113	22
Average Queue (ft)	50	41	1
95th Queue (ft)	113	82	10
Link Distance (ft)	744	1208	3887
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: SC 81 (Anderson Rd) & Heritage Ln

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	30	29
Average Queue (ft)	6	3
95th Queue (ft)	26	17
Link Distance (ft)	383	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 19: SC 81 (Anderson Rd) & Sherman Rd/Pine Rd

Movement	EB	WB	WB	NB	SB
Directions Served	LTR	LT	R	L	L
Maximum Queue (ft)	28	523	200	24	22
Average Queue (ft)	13	167	70	2	5
95th Queue (ft)	34	371	190	14	19
Link Distance (ft)	950	942			
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			100	150	150
Storage Blk Time (%)		45			
Queuing Penalty (veh)		26			

Intersection: 20: SC 81 (Anderson Rd) & Holborne Dr

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	74	52
Average Queue (ft)	31	13
95th Queue (ft)	66	40
Link Distance (ft)	691	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		150
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 21: SC 81 (Anderson Rd) & Circle Rd

Movement	EB	EB	WB	NB	NB	NB	SB	SB
Directions Served	L	LTR	LTR	L	T	TR	T	R
Maximum Queue (ft)	131	181	226	39	189	187	533	461
Average Queue (ft)	22	99	95	7	99	92	207	86
95th Queue (ft)	76	160	175	23	168	165	439	281
Link Distance (ft)		751	735		2076		601	601
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150			150		150		
Storage Blk Time (%)	0	3			2	1	10	
Queuing Penalty (veh)	0	2			6	2	0	

Intersection: 22: SC 81 (Anderson Rd) & Powdersville Main/Piedmont Rd

Movement	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	TR	L	T	R	L	T	TR	L	T	TR
Maximum Queue (ft)	80	199	130	367	300	108	193	199	128	323	238
Average Queue (ft)	23	92	47	139	53	40	79	92	52	186	135
95th Queue (ft)	60	188	103	265	170	87	149	163	96	291	245
Link Distance (ft)		514		615			601	601		474	474
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	150		150		200	150			225		
Storage Blk Time (%)		5		10			1			3	
Queuing Penalty (veh)		1		27			1			5	

Network Summary

Network wide Queuing Penalty: 119

Appendix O – Short-Term Project Concept Drawings



SC Highway 81 Corridor Study

Recommended Short Term Improvement Concept

AECOM

Figure O-1



SC Highway 81 Corridor Study

Recommended Short Term Improvement Concept

AECOM

Figure O-2



SC Highway 81 Corridor Study

Recommended Short Term Improvement Concept

AECOM

Figure O-3



SC Highway 81 Corridor Study

Recommended Short Term Improvement Concept

AECOM

Figure O-4



SC Highway 81 Corridor Study

Recommended Short Term Improvement Concept

AECOM

Figure O-5



SC Highway 81 Corridor Study

Recommended Short Term Improvement Concept

AECOM

Figure O-6



SC Highway 81 Corridor Study

Recommended Short Term Improvement Concept

AECOM

Figure O-7



SC Highway 81 Corridor Study

Recommended Short Term Improvement Concept

AECOM

Figure O-8

Appendix P – Long-Term Project Concept Drawings



SC Highway 81 Corridor Study

Recommended Long Term Improvement Concept

AECOM

Figure P-1



SC Highway 81 Corridor Study

Recommended Long Term Improvement Concept

AECOM

Figure P-2



SC Highway 81 Corridor Study

Recommended Long Term Improvement Concept

AECOM

Figure P-3



SC Highway 81 Corridor Study

Recommended Long Term Improvement Concept

AECOM

Figure P-4



SC Highway 81 Corridor Study

Recommended Long Term Improvement Concept

AECOM

Figure P-5