BOARD OF ZONING APPEALS
October 22nd, 2024

Public Comment: Citizens may provide public comment here:
https://www.iop.net/public-comment-form

AGENDA

The Isle of Palms Board of Zoning Appeals will hold its regularly scheduled meeting on September 3rd, 2024, at **4:00pm** in City Hall **Upstairs Conference Room**, 1207 Palm Boulevard

A. Call to order and roll call

B. Acknowledgement that the meeting has been advertised in compliance with State law

C. Approval of minutes of previous meeting: September 3rd, 2024

D. Swearing of any person giving testimony

E. Special Exceptions: 1400 Palm Boulevard (continued 9/3/2024)

F. Miscellaneous business

G. Adjournment

Appeal Number: 24-15

Applicant: Matt Immerfall on behalf of Jeff's Bagel Run

Address: 1400N Palm Boulevard

Request:

The applicant is requesting a special exception to allow the establishment of a drive-through service business in the GC-1 zoning district. Section 5-4-38(3) of the City's zoning code specifies drive-through service windows are allowed upon a finding by the Board of Zoning Appeals that the facility provides adequate (1) space for the stacking of vehicles based upon the number of drive-through vehicles projected during the peak fifteen (15) minute period, (2) the service time involved in processing customers' orders, and (3) the window time necessary to complete the transaction. Additionally, Section 5-4-5(c) of the zoning code specifies the standards that the Board must apply in deciding special exception applications. The applicant has proposed several measures to be taken in order to ensure there is no hinderance to traffic, including an overflow drive-through line and installation of appropriate signage. The referenced zoning codes are provided below:

Sec. 5-4-38

(3) *Drive-through service windows.* Drive-through service windows are permitted only in GC-1 and GC-3 districts as a special exception subject to section 5-4-5 upon a finding by the Board of Zoning Appeals that the facility provides adequate space for the stacking of vehicles based upon the number of drive-through vehicles projected during the peak fifteen (15) minute period, the service time involved in processing customers' orders, and the window time necessary to complete the transaction. Drive-through service window facilities, or uses thereof, existing on June 22, 1993, and located in the

GC-1 district, shall not be altered or enlarged without approval of a special exception subject to section 5-4-5 and the criteria stated in this subsection.

Sec. 5-4-5

(c) *Special exceptions.*

1. Upon written application filed with the Zoning Administrator, the Board may grant as a special exception any use specified as a special exception in the zoning district regulations. In addition to the conditions generally required by the applicable zoning district regulations, the Board shall apply the following standards in deciding special exception applications:

(1) Adequate provision shall be made for setbacks, fences, buffer or planting strips to protect adjacent properties from adverse impact of the proposed use, such as noise, vibration, dust, glare, odor, traffic congestion and similar factors.

(2) Vehicular traffic and pedestrian movement on adjacent roads must not be hindered or endangered.

(3) Off-street parking and loading areas and the entrances and exits for the use must be adequate in terms of location, number, design and construction to serve the use without adverse impact on adjacent properties.

(4) The proposed use must not adversely affect the property values, the general character or the general welfare of the surrounding vicinity.

2. In granting a special exception, the Board may attach to it such conditions regarding the location, size, character, or other features of the proposed use as the Board may consider advisable in order to promote public health, safety, or general welfare. No special exception use may be altered or enlarged without the prior approval of the Board.

IOP Zoning Board Questions Regarding JBR's Drive-Thru Use

How will you be able to direct traffic entering and exiting the Shopping Center? What liability will you incur by having an employee in that role?

In partnership with Stantec and Landlord (The Beach Company), JBR has identified a traffic solution that helps navigate Ocean Park Plaza. When increased support is needed, JBR will have a trained employee that will be properly outfitted in a yellow vest to help promote safety and efficiency through the drive-thru

What is the average ticket for a market area like ours and what is the time frame it takes from entry to order to exit for your average ticket?

We estimate that an average ticket is $10-12 including a Bagel and cream cheese along with a cup of coffee. An average order takes less than 2 minutes to serve from the time you place your order. On average, entry to exit is 2-4 minutes on weekdays, and 4-6 minutes on weekends.

Have you considered what an average ticket will be, time wise , for a 12 person order (keeping in mind that rentals houses typically have a 12 person rental capacity)?

Store level data concludes that each additional person does not incrementally increase the order time because of the ability to make large batches of drinks simultaneously. On the bagel front, often times larger groups will be ordering a dozen bagels or two and those are minimal increases in time as it just involves dropping the extra bagels in the slicer because we do not apply the cream cheese. Most often times when ordering larger orders, these will be completed online so that they can be picked up easily. There will be designated parking spaces for order pickups to help make things simple and a good experience for the customer while also considering traffic.

What actual signage are you allowed and are there any provisions for restructuring any of the existing parking spaces to allow for better ingress and egress from the landlord?

Landlord is supportive of additional signage to streamline traffic flow as well as considering the safety of pedestrians working through the center to and from their vehicles. We are exploring potential adjustments to current parking spaces, but believe with our current strategy it may not be needed.

JEFF'S BAGEL RUN

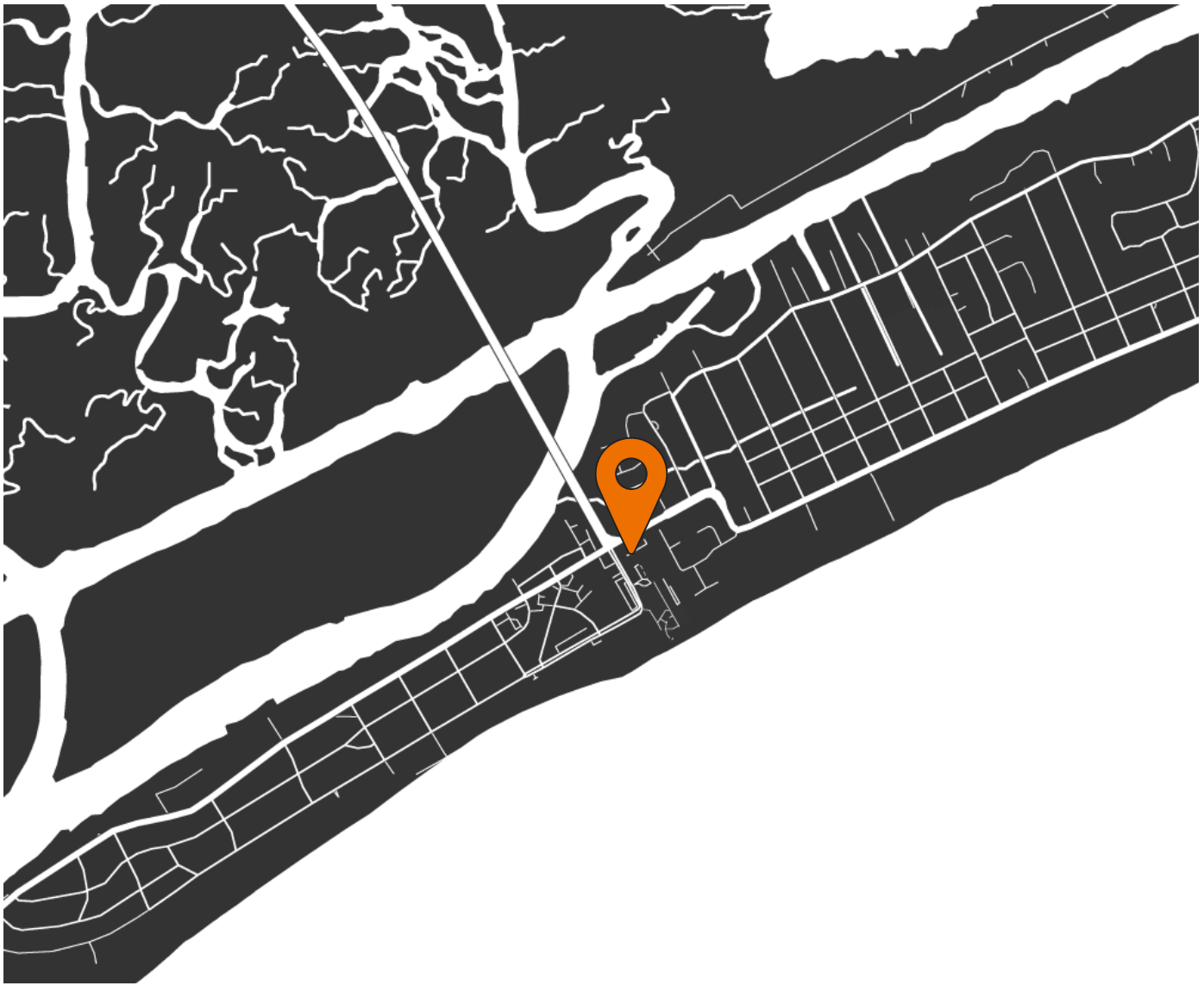
2024 October	Project No: **171003091**	DRAFT

PREPARED FOR: **CAROLINA BAGEL VENTURES, LLC**

573 GALERA LANE // MT. PLEASANT, SC, 29464

TRAFFIC IMPACT ANALYSIS

ALONG PALM BOULEVARD
IN ISLE OF PALMS, SOUTH CAROLINA



PREPARED BY: **STANTEC CONSULTING SERVICES INC.** // N. CHARLESTON, SC

JEFF'S BAGEL RUN

TRAFFIC IMPACT ANALYSIS

The conclusions in the Report titled "Jeff's Bagel Run Traffic Impact Analysis" are Stantec Consulting Services Inc. ("Stantec") professional opinion, as of the time of the Report, and concerning the scope described in the Report. The opinions in the document are based on conditions and information existing at the time the scope of work was conducted and do not take into account any subsequent changes. The Report relates solely to the specific project for which Stantec was retained and the stated purpose for which the Report was prepared. The Report is not to be used or relied on for any variation or extension of the project, or for any other project or purpose, and any unauthorized use or reliance is at the recipient's own risk.

Stantec has assumed all information received from Carolina Bagel Ventures, LLC (the "Client") and third parties in the preparation of the Report to be correct. While Stantec has exercised a customary level of judgment or due diligence in the use of such information, Stantec assumes no responsibility for the consequences of any error or omission contained therein.

This Report is intended solely for use by the Client in accordance with Stantec's contract with the Client. While the Report may be provided to applicable authorities having jurisdiction and others for whom the Client is responsible, Stantec does not warrant the services to any third party. The report may not be relied upon by any other party without the express written consent of Stantec, which may be withheld at Stantec's discretion.

Prepared by: _____

Saeed Jones

Reviewed by: _____

Josh Mitchell, PE

Approved by: _____

Stuart Day, PE, PTOE

October 2024

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EXECUTIVE SUMMARY

A traffic impact analysis was conducted for the Jeff's Bagel Run development in accordance with SCDOT and City of Isle of Palms guidelines.

The proposed Jeff's Bagel Run development (which is anticipated to be constructed by 2025) is located along Palm Boulevard in Ocean Park Plaza and will consist of a 2,000 square-foot bagel shop with a drive-through window.

Access to the development is proposed to be provided via two (2) existing full access driveways, and one existing right-in right-out (RIRO) driveway.

- Project Driveway #1 is the Ocean Park Plaza access located along 14th Avenue;
- Project Driveway #2 is the easternmost access to Ocean Park Plaza located along Palm Boulevard; and
- Project Driveway #3 is the RIRO access to Ocean Park Plaza located along Palm Boulevard.

The extent of the roadway network analyzed consisted of the three (3) intersections of:

1. Palm Boulevard & Isle of Palms Connector;
2. Palm Boulevard & Project Driveway #2; and
3. Project Driveway #1 & 14th Avenue.

The operation of each of these intersections (in terms of average vehicular delay and level of service) was analyzed with and without the project traffic anticipated to be generated by the Jeff's Bagel Run development.

The results of the analysis indicate that the study intersections currently operate and are expected to continue to operate at an acceptable level of service with the proposed Jeff's Bagel Run development.

Based on SCDOT's *Roadway Design Manual* considerations, exclusive right-turn lanes are not recommended at the project driveways.

Based on SCDOT's *Roadway Design Manual* considerations, exclusive left-turn lanes are not recommended at the project driveways. There is an existing two-way-left-turn-lane (TWLTL) along Palm Boulevard at Project Driveway #2 that will sufficiently accommodate the left-turning traffic from Palm Boulevard into the project site, which is anticipated to experience a 95th percentile queue of 55 feet in the peak hour.

1.0 INTRODUCTION

1.1 PROJECT BACKGROUND

The purpose of this report is to document the procedures and findings of a traffic impact analysis for the proposed Jeff's Bagel Run development in accordance with SCDOT and City of Isle of Palms guidelines. The proposed Jeff's Bagel Run development is located along Palm Boulevard in Ocean Park Plaza, as shown in **Exhibit 1.1**, and will consist of a 2,000 square-foot bagel shop with a drive-through window, with anticipated completion in 2025.

Access to the development will be provided via two (2) existing full access driveways, and one existing right-in right-out (RIRO) driveway, as shown in **Exhibit 1.1**.

The traffic impact analysis considers the Saturday AM peak hour (between 8:00 AM and 12:00 PM) as the study time frame. The extent of the existing roadway network to be studied consists of the three (3) intersections of:

1. Palm Boulevard & Isle of Palms Connector;
2. Palm Boulevard & Project Driveway #2; and
3. Project Driveway #1 & 14th Avenue.

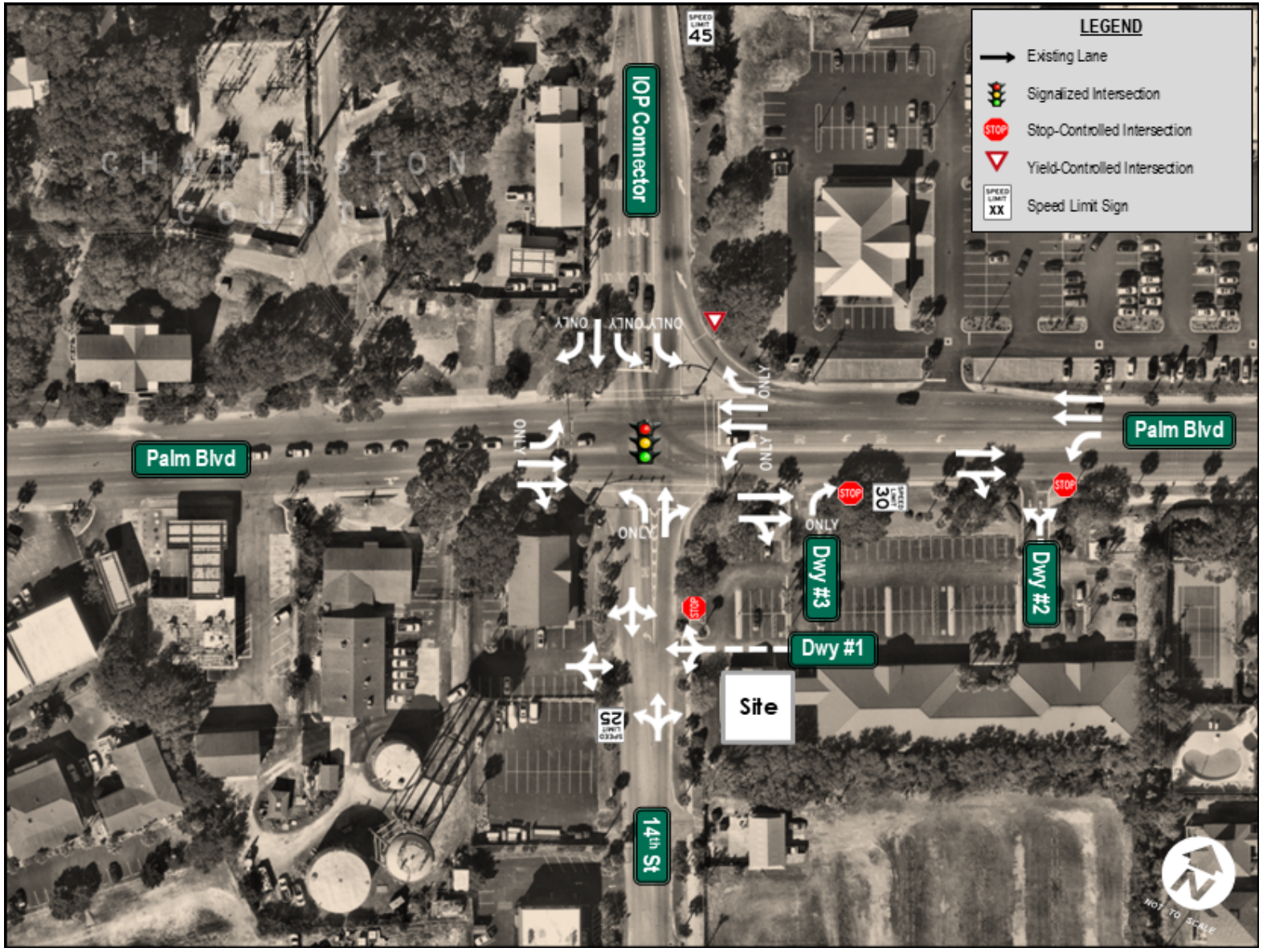
1.2 EXISTING ROADWAY CONDITIONS

SC 703/Palm Boulevard is a four-lane major collector road that primarily serves commercial and residential land uses. The posted speed limit is 30 mph and the average annual daily traffic (AADT) in 2023 was 18,300 vehicles/day east of the IOP Connector, and 6,400 vehicles/day west of the IOP Connector. Based upon existing turning movement counts, the percentage of heavy vehicles along Palm Boulevard is less than 2%.

SC 517/Isle of Palms Connector is a two-lane principal arterial roadway with bike lanes that primarily serves to connect Isle of Palms, SC to mainland Mt. Pleasant, SC. The posted speed limit is 45 mph and the AADT in 2023 was 20,000 vehicles/day. Based upon existing turning movement counts, the percentage of heavy vehicles along the Isle of Palms Connector is less than 2%.

14th Avenue is a two-lane local roadway that primarily serves commercial and residential land uses. The posted speed limit is 25 mph. Based upon existing turning movement counts, the percentage of heavy vehicles along 14th Avenue is less than 2%.

Exhibit 1.1 – Jeff's Bagel Run Location Map



2.0 DRIVEWAY SPACING REVIEW

Access to the development will be provided through two (2) existing full access driveways and one (1) existing RIRO driveway. Project Driveway 1 is the Ocean Park Plaza access located along 14th Avenue. Project Driveway 2 is the easternmost access to Ocean Park Plaza located along Palm Boulevard. The RIRO driveway is the westernmost access to Ocean Park Plaza located along Palm Boulevard.

3.0 PROJECT TRAFFIC

3.1 PROPOSED LAND USES

Project Traffic in this analysis is defined as the vehicle trips anticipated to be generated by the proposed Jeff's Bagel Run development. These trips were distributed and assigned throughout the study roadway network.

The Jeff's Bagel Run development is proposed to consist of a 2,000 square-foot bagel shop with a drive-through window.

3.2 TRIP GENERATION ESTIMATES

The trip generation potential for the development was estimated using information contained in ITE's *Trip Generation Manual*, 11th Edition (2021) reference. The estimates utilized the Land Use Code (LUC) 937-Coffee/Donut Shop with Drive-through Window.

Due to the nature of the proposed Jeff's Bagel Run development, pass-by trips were considered in the trip generation estimates. Pass-by traffic is attracted from the existing traffic volumes on adjacent roadways and reduces the new trip impacts of a commercial project site. Pass-by capture traffic was estimated using information contained in ITE's *Trip Generation Manual*, 11th Edition (2021) reference.

The trip generation estimates for the Saturday AM peak hour of the generator (Jeff's Bagel Run development) are shown in **Table 3.1** and documented in **Appendix A**. For comparison, a cursory review of the previous land use at the project site, LUC 912 – Drive-in Bank, was completed using ITE's *Trip Generation Manual*, 11th Edition (2021) criteria. The results of the Saturday AM peak hour of the previous generator trip generation estimates are shown in **Table 3.2** and documented in **Appendix A**.

Table 3.1 – New Development Trip Generation Estimates

Land Use	ITE LUC	Scale	Saturday AM Peak Period	
			Enter	Exit
Coffee/Donut Shop with Drive-Through Window	937	2 KSF	87	87
		Gross Trips:	87	87
		– Pass-by Capture Trips	74	74
		New, External Trips	**13**	**13**

Table 3.2 – Previous Land Use Trip Generation Estimates

Land Use	ITE LUC	Scale	Saturday AM Peak Period	
			Enter	Exit
Drive-in Bank	912	3 Lanes	41	42
		Gross Trips:	41	42
		– Pass-by Capture Trips	16	16
		Peak Hour, External Trips	**25**	**26**

3.3 TRIP DISTRIBUTION & ASSIGNMENT

3.3.1 New External Traffic

New external traffic expected to be generated by the Jeff's Bagel Run development was distributed and assigned to the roadway network based upon existing travel patterns in the area. The general distribution of project trips was assumed to be:

- 60% to/from the east via Palm Boulevard;
- 30% to/from the south via 14th Avenue;
- 10% to/from the west via Palm Boulevard.

Due to the length and function of the IOP Connector, which operates as an approximately 2.8 mile bridge connecting Isle of Palms to mainland Mt. Pleasant, SC, it was assumed that all new external project traffic would originate on the island. The distribution of new external project traffic anticipated to be generated by the Jeff's Bagel Run development is illustrated in **Exhibit 3.1** and the Saturday AM peak hour project traffic volumes are illustrated in **Exhibit 3.2**.

3.3.2 Pass-By Traffic

Pass-by traffic expected to be generated by the Jeff's Bagel Run development was distributed and assigned to the roadway network based upon existing travel patterns in the area. The general distribution of pass-by project trips was assumed to be:

- 5% from the north via IOP Connector;
- 60% from the east via Palm Boulevard;
- 20% to/from the south via 14th Avenue; and
- 15% from the west via Palm Boulevard.

The Saturday AM peak hour pass-by traffic anticipated to be generated by the Jeff's Bagel Run development is illustrated in **Exhibit 3.2**.

Exhibit 3.1 - Project Traffic Distribution

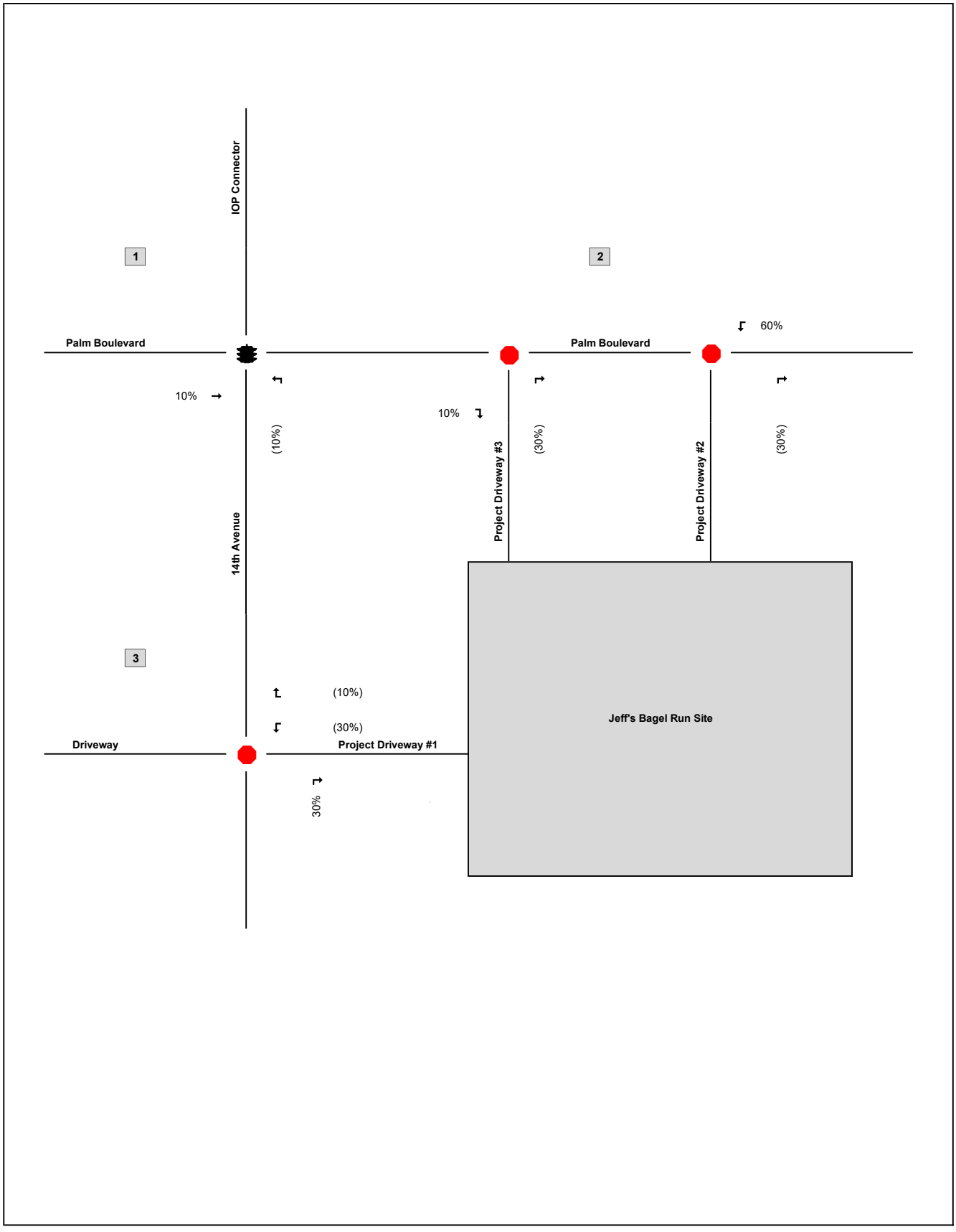
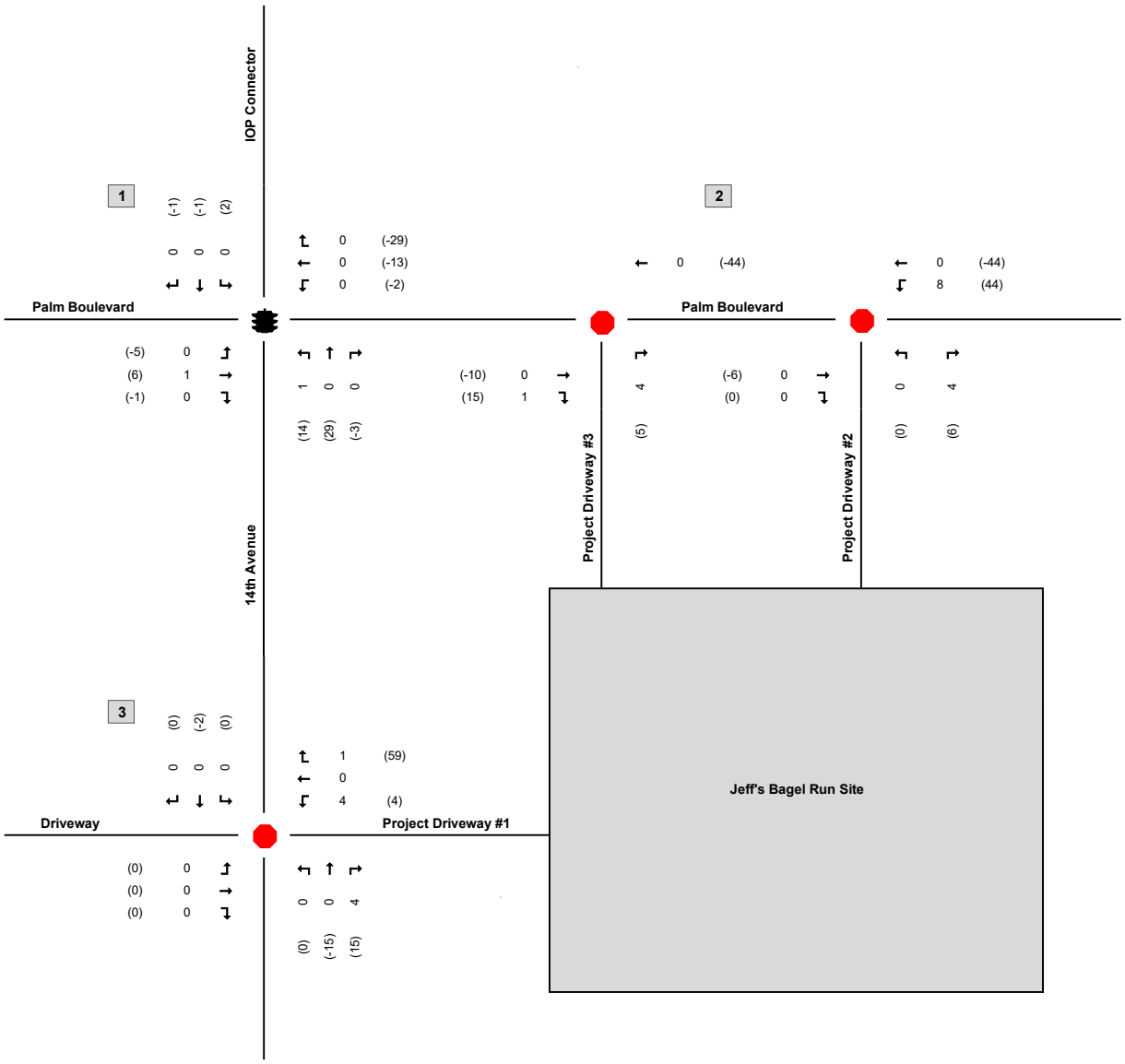


Exhibit 3.2 - Saturday AM Peak Hour Project Traffic Volumes

Traffic Volumes Legend
000 - Peak Hour Traffic Volumes
(000) - Pass-By Traffic Volumes
TWSC
SIGNAL



4.0 TRAFFIC VOLUME DEVELOPMENT

4.1 EXISTING TRAFFIC VOLUMES

The traffic impact analysis considers the Saturday AM peak hour (between 8:00 AM and 12:00 PM) as the study time frame. The extent of the existing roadway network to be studied consists of the three (3) intersections of:

1. Palm Boulevard & Isle of Palms Connector;
2. Palm Boulevard & Project Driveway #2; and
3. Project Driveway #1 & 14th Avenue.

Existing 2024 traffic volumes were collected at these study area intersections during the AM peak periods listed above.

The raw traffic volume counts are provided in **Appendix B** and the 2024 existing AM and PM peak hour traffic volumes are illustrated in **Exhibit 4.1**.

Traffic volumes from the Automatic Traffic Recorder (ATR) Station 0142 in Isle of Palms were compared between September (the month in which traffic counts were collected) and June (the peak month for trips recorded at the station) in the most recent year with complete year-round data (2022) to determine if a seasonal adjustment factor should be applied to the collected traffic volumes. Upon review, it was determined that the total volume processed through the station was 1.29 times greater in June than in September. In an effort to be conservative, a monthly seasonal adjustment factor of 1.3 was assumed and applied to the September 2024 counts to account for seasonal traffic. These seasonally adjusted existing traffic volumes are illustrated in **Exhibit 4.2**, and were the basis for analysis in this study.

4.2 FUTURE TRAFFIC PROJECTIONS

Future 2025 No Build traffic volumes were developed by adding *background traffic growth* to the collected existing, factored study area peak hour volumes. *Background traffic growth* is growth anticipated to occur in the study area regardless of the proposed Jeff's Bagel Run development.

To develop an annual background growth rate for use in the analysis, historical count data long the Isle of Palms Connector, and Palm Boulevard (SCDOT count stations #693, #278, and #280) was reviewed over the past ten (10) years. It was determined that the roadways have experienced a collective annual growth of 2.42%. Therefore, in an effort to be conservative, a 2.5% annual growth rate was utilized to develop anticipated *background traffic growth* through the anticipated 2025 buildout year.

Future 2025 No Build AM peak hour traffic volumes, illustrated in **Exhibit 4.3**, were developed by adding the *background traffic growth* (assuming 2.5% annual growth of the existing, factored traffic volumes) to the 2024 existing AM peak hour traffic volumes.

Future 2025 Build AM peak hour traffic volumes, illustrated in **Exhibit 4.4,** were developed by adding the Jeff's Bagel Run project traffic volumes (shown in **Exhibit 3.2**) to the 2025 No Build traffic volumes.

Volume development worksheets for each intersection are documented in **Appendix C**.

Exhibit 4.1 - 2024 Existing Peak Hour Traffic Volumes

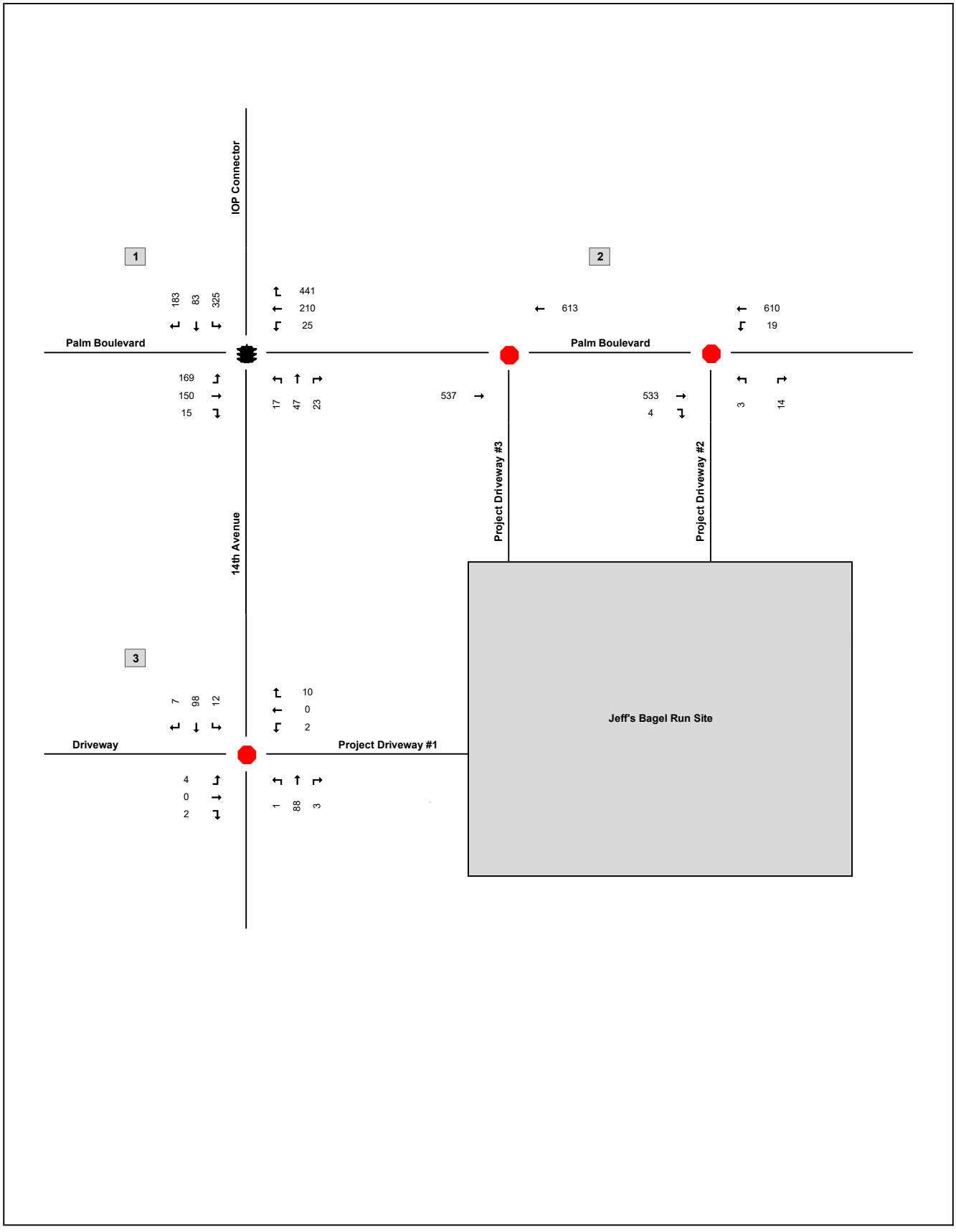


Exhibit 4.2 - 2024 Seasonally Adjusted Peak Hour Traffic Volumes

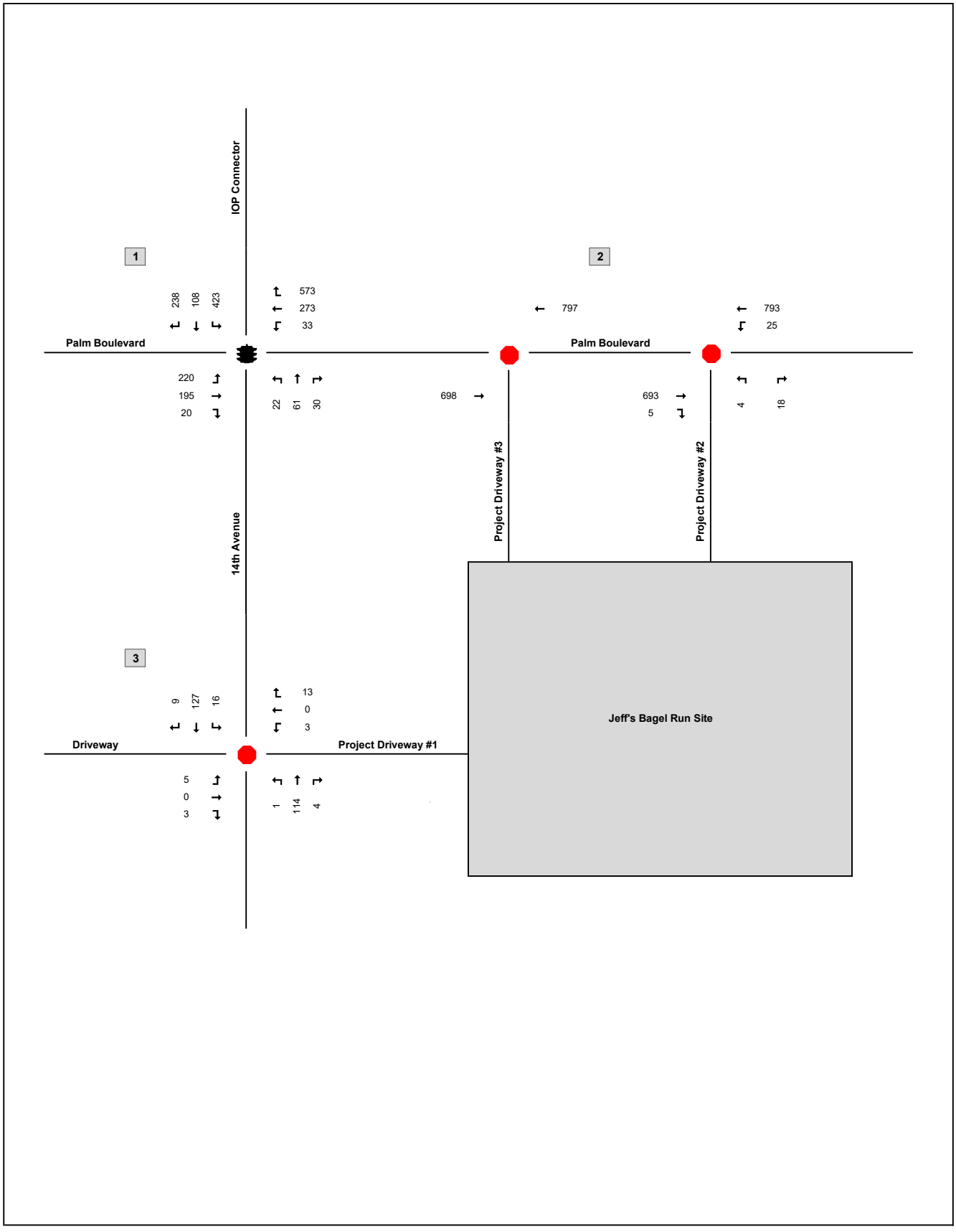


Exhibit 4.3 - 2025 No Build Peak Hour Traffic Volumes

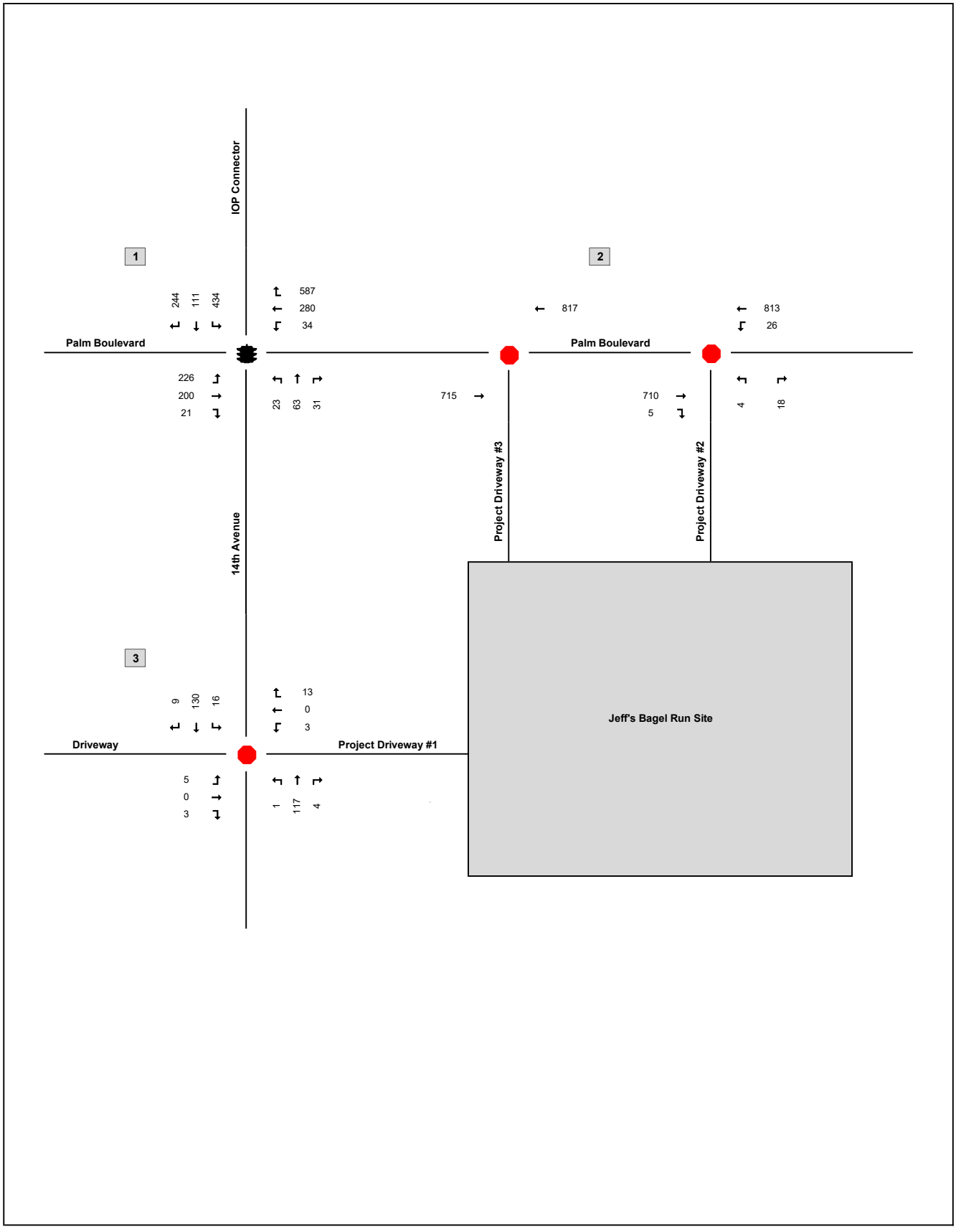
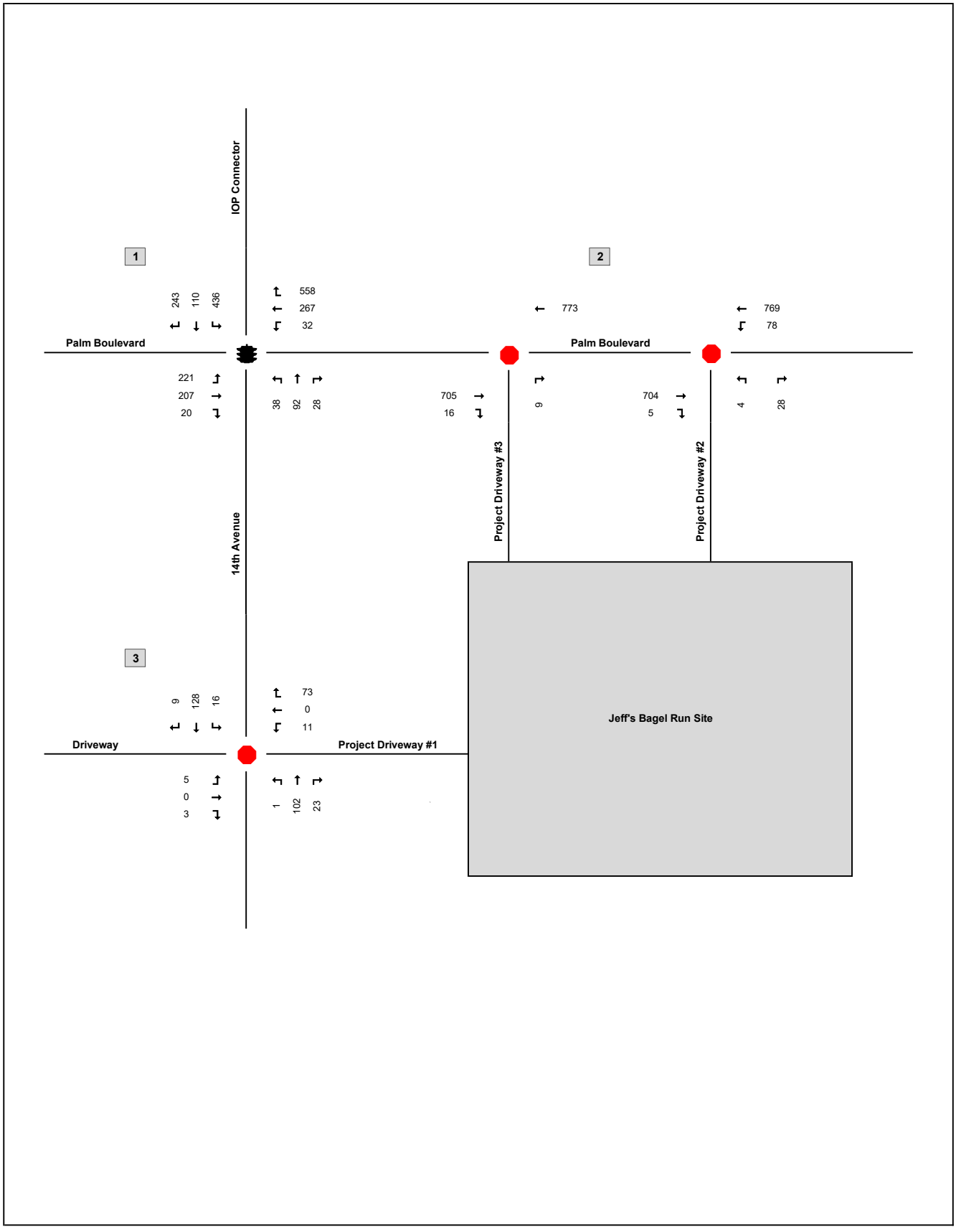


Exhibit 4.4 - 2025 Build Peak Hour Traffic Volumes



5.0 TRAFFIC IMPACT ANALYSIS

A traffic impact analysis was conducted for the Jeff's Bagel Run development which analyzed the need for turn lanes at the project driveways as well as the operation of study area intersections according to *Highway Capacity Manual (HCM) 6th Edition* methodologies.

5.1 TURN LANE ANALYSIS

5.1.1 Right-Turn Lanes

The need for exclusive right-turn lanes is based upon the criteria documented in *Section 9.5.1.1* of SCDOT's *Roadway Design Manual* (2021), which consists of nine considerations, listed below:

1. *At a free-flowing leg of any unsignalized intersection on a two-lane urban or rural highway which satisfies the criteria in Figure 9.5-A;*
2. *at a free-flowing leg of any unsignalized intersection on a high-speed (50 mph or greater), four-lane urban or rural highway which satisfies the criteria in Figure 9.5-B;*
3. *at the free-flowing leg of any unsignalized intersection on a six-lane urban or rural highway;*
4. *at any intersection where a capacity analysis determines a right-turn lane is necessary to meet the overall level-of-service criteria;*
5. *as a general rule, at any signalized intersection where the projected right-turning volume is greater than 300 vehicles per hour and where there are greater than 300 vehicles per hour per lane on the mainline (A traffic analysis will be required if the turning volumes are greater than 300 vehicles per hour);*
6. *for uniformity of intersection design along the highway if other intersections have right-turn lanes;*
7. *at any intersection where the mainline is curved to the left and where the mainline curve requires superelevation;*
8. *at railroad crossings where the railroad is paralleled to the facility and is located close to the intersection and where a right-turn lane would be desirable to store queued vehicles avoiding interference with the movement of through traffic; or*
9. *at any intersection where the crash experience, existing traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgement indicates a significant conflict related to right-turning vehicles;*

Table 5.1 below details whether the previously mentioned criteria for exclusive right-turn lanes are satisfied for each driveway. An "✖" indicates that the criteria is not met or is not applicable, and a "✔" indicates that it is applicable and met.

Table 5.1 – Right-Turn Lane Criteria Warrants

Criteria	Project Driveway 1	Project Driveway 2	Reference/Note
1	✖	✖	**Appendix G**
2	✖	✖	**Appendix G**
3	✖	✖	Roadway < Six-Lanes
4	✖	✖	**Table 5.4**
5	✖	✖	**Exhibit 4.4**
6	✖	✖	Not Applicable
7	✖	✖	Mainline is Not Curved
8	✖	✖	No Railroad Crossing
9	✖	✖	Crash Data Not Provided

Based on SCDOT's *Roadway Design Manual* considerations, exclusive right-turn lanes **are not recommended** at the project driveways.

5.1.2 Left-Turn Lanes

The need for exclusive left-turn lanes is based upon the criteria documented in *Section 9.5.1.2* of SCDOT's *Roadway Design Manual* (2021), which consists of nine considerations, listed below:

1. *At any unsignalized intersection on principal, high-speed rural highways with other arterials or collectors;*
2. *at any unsignalized intersection on a two-lane urban or rural highway that satisfies the criteria in Figures 9.5-C, 9.5-D, 9.5-E, 9.5-F, or 9.5-G;*
3. *at any intersection where a capacity analysis determines a left-turn lane is necessary to meet the level of service criteria;*
4. *at any signalized intersection where the left-turn volume is 300 vehicles per hour or more, conduct a traffic review to determine if dual left-turn lanes are required;*
5. *as a general rule, at any intersection where the left-turning volume is 100 vehicles per hour (for a single turn lane) or 300 vehicles per hour (for a dual turn lane);*
6. *at all entrances to major residential, commercial, and industrial developments;*
7. *at all median crossovers;*
8. *for uniformity of intersection design along the highway if other intersections have left-turn lanes (i.e., to satisfy driver expectancy); or*
9. *at any intersection where the crash experience, existing traffic operations, sight distance restrictions (e.g., intersection beyond a crest vertical curve), or engineering judgement indicates a significant conflict related to left-turning vehicles;*

Table 5.2 below details whether the previously mentioned criteria for exclusive left-turn lanes are satisfied for each driveway. An "✖" indicates that the criteria is not met or is not applicable, and a "✓" indicates that it is applicable and met.

Table 5.2 – Left-Turn Lane Criteria Warrants

Criteria	Project Driveway 1	Project Driveway 2	Reference/Note
1	✖	✖	Urban, Low Speed Roads
2	✖	✖	**Appendix G**
3	✖	✖	**Table 5.4**
4	✖	✖	Intersection Not Signalized
5	✖	✖	**Exhibit 4.4**
6	✖	✖	Not a Major Development
7	✖	✖	Not Applicable
8	✖	✖	Not Applicable
9	✖	✖	Crash Data Not Provided

Based on SCDOT's *Roadway Design Manual* considerations, exclusive left-turn lanes are **not recommended** at the project driveways. There is an existing two-way-left-turn-lane (TWLTL) along Palm Boulevard at Project Driveway #2 that will sufficiently accommodate the left-turning traffic from Palm Boulevard into the project site, which is anticipated to experience a 95th percentile queue of 55 feet in the peak hour.

5.2 INTERSECTION LOS ANALYSIS

Using the existing and projected peak hour traffic volumes previously discussed, intersection analysis was conducted for the study and project driveway intersections considering 2024 Existing Conditions, 2025 No Build Conditions, and 2025 Build Conditions. The analysis was conducted using the Transportation Research Board's *Highway Capacity Manual (HCM) 6th Edition* methodologies of the *Synchro*, Version 11 software for stop-controlled and signalized intersection analysis.

Intersection level of service (LOS) grades range from LOS A to LOS F, which are directly related to the level of control delay at the intersection and characterize the operational conditions of the intersection traffic flow. LOS A operations typically represent ideal, free-flow conditions where vehicles experience little to no delays, and LOS F operations typically represent poor, forced-flow (bumper-to-bumper) conditions with high vehicular delays, and are generally considered undesirable. **Table 5.3** summarizes the HCM 6th Edition control delay thresholds associated with each LOS grade for unsignalized and signalized intersections. Level of service A through D is considered to be acceptable LOS, while LOS E and F is considered to be undesirable.

Table 5.3 – HCM 6th Edition Intersection LOS Criteria

LOS	Control Delay per Vehicle (s)	
	Unsignalized*	Signalized
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

**For both roundabouts and two-way-stop-controlled intersections*

As part of the intersection analysis, SCDOT's default *Synchro* parameters were utilized. The existing 2024 traffic counts' peak hour factors (PHF) were utilized in the analysis of existing conditions. Future-year 2025 conditions were analyzed utilizing existing PHF, but with a minimum PHF of 0.90 and maximum PHF of 0.95 considered. The existing 2024 heavy vehicle percentages, as previously discussed, were utilized in the analysis, with a minimum percentage of 2% considered.

Existing lane geometry was utilized for the analysis of 2024 Existing Conditions and 2025 No Build Conditions. The 2025 Build Conditions were analyzed both with existing lane geometry and with any proposed improvements resulting from this impact analysis (including any proposed exclusive turn lanes per the results of **Section 5.1**) to illustrate their anticipated impact on traffic operations.

The results of the intersection analysis for existing and future-year conditions for the Saturday AM peak hour time periods are summarized in **Table 5.4.**

For signalized intersections, the overall intersection LOS and delay results are evaluated for acceptable operation, while for two-way stop-controlled (TWSC) intersections, the LOS and delay results are evaluated for the worst-case minor-street approaches only, per *HCM 6th Edition* methodologies for TWSC intersections.

Table 5.4 – Peak Hour Intersection Analysis Results

	Intersection	Control	LOS/Delay (seconds/vehicle) Saturday AM Peak Hour		
			2024 Existing	2025 No Build	2025 Build
1	Palm Boulevard & Isle Of Palms Connector/ Palm Boulevard	SIGNAL	B/10.5	B/10.7	B/10.8
2	Palm Boulevard & Project Driveway #2	TWSC	B/12.3 (NB)	B/12.5 (NB)	B/12.4 (NB)
3	Project Driveway #1 & 14th Avenue	TWSC	B/10.2 (EB)	B/10.2 (EB)	B/10.6 (EB)

As shown in **Table 5.4**, the results of the analysis indicate that the study intersections currently operate and are expected to continue to operate at an acceptable LOS with the proposed Jeff's Bagel Run development.

In reviewing the change in delay from No Build and Build Conditions, the increase in delay due to the operation of Jeff's Bagel Run is negligible.

Worksheets documenting the intersection analyses are provided in **Appendix D** for 2024 Existing Conditions, **Appendix E** for 2025 No Build Conditions, and **Appendix F** for 2025 Build Conditions.

6.0 SUMMARY OF FINDINGS AND RECOMMENDATIONS

A traffic impact analysis was conducted for the Jeff's Bagel Run development in accordance with SCDOT and City of Isle of Palms guidelines.

The proposed Jeff's Bagel Run development (which is anticipated to be constructed by 2025) is located along Palm Boulevard in Ocean Park Plaza and will consist of a 2,000 square-foot bagel shop with a drive-through window.

Access to the development is proposed to be provided via two (2) existing full access driveways, and one existing right-in right-out (RIRO) driveway.

- Project Driveway #1 is the Ocean Park Plaza access located along 14th Avenue;
- Project Driveway #2 is the easternmost access to Ocean Park Plaza located along Palm Boulevard; and
- Project Driveway #3 is the RIRO access to Ocean Park Plaza located along Palm Boulevard.

The extent of the roadway network analyzed consisted of the three (3) intersections of:

4. Palm Boulevard & Isle of Palms Connector;
5. Palm Boulevard & Project Driveway #2; and
6. Project Driveway #1 & 14th Avenue.

The operation of each of these intersections (in terms of average vehicular delay and level of service) was analyzed with and without the project traffic anticipated to be generated by the Jeff's Bagel Run development.

The results of the analysis indicate that the study intersections currently operate and are expected to continue to operate at an acceptable level of service with the proposed Jeff's Bagel Run development.

Based on SCDOT's *Roadway Design Manual* considerations, exclusive right-turn lanes are not recommended at the project driveways.

Based on SCDOT's *Roadway Design Manual* considerations, exclusive left-turn lanes are not recommended at the project driveways. There is an existing two-way-left-turn-lane (TWLTL) along Palm Boulevard at Project Driveway #2 that will sufficiently accommodate the left-turning traffic from Palm Boulevard into the project site, which is anticipated to experience a 95th percentile queue of 55 feet in the peak hour.

JEFF'S BAGEL RUN
TRAFFIC IMPACT ANALYSIS
APPENDICES

Appendix A TRIP GENERATION WORKSHEETS

TRIP GENERATION ESTIMATES

(Previous Land Use)

Saturday Peak Hour																				
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Drive-in Bank	11th	912	3	Lanes	T = 27.67(X)	49%	51%	41	42	83	0%	0	0	0	38%	16	16	32	25	26	51
.							Total:	41	42	83	0%	0	0	0	39%	16	16	32	25	26	51

Jeff's Bagel Run TIA (New Land Use)

Saturday Peak Hour																				
TRIP GENERATION CHARACTERISTICS						DIRECT. DISTRIB.		GROSS TRIPS			INTERNAL CAPTURE TRIPS				PASS-BY CAPTURE TRIPS				NEW EXTERNAL TRIPS		
Land Use	Ed.	LUC	Scale	Unit	Equation/Rate	In	Out	In	Out	Total	%	In	Out	Trips	%	In	Out	Trips	In	Out	Total
Coffee/Donut Shop w/ Drive-Through Window	11th	937	2	KSF	(T) = 87.91(X)	50%	50%	87	87	174	0%	0	0	0	85%	74	74	148	13	13	26
							Total:	87	87	174	0%	0	0	0	85%	74	74	148	13	13	26

Appendix B TRAFFIC VOLUME DATA

Peak Hour Turning Movement Count

Isle of Palms, SC (Saturday Counts)

Click here for Map

Marr Traffic DATA COLLECTION

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Saturday, September 14, 2024	
Period	0800 - 1200
Peak Hour	1045 - 1145

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound 14th Ave Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Southbound SC-517 Isle Of Palms Con Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Eastbound SC-703 Palm Blvd (West) Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Westbound SC-703 Palm Blvd (East) Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1045 - 1100	8	18	2	-	0	28	75	23	45	-	0	143	42	34	3	-	0	79	7	42	103	-	0	152	402
1100 - 1115	4	11	8	-	0	23	71	15	45	-	0	131	44	44	4	-	0	92	6	48	97	-	0	151	397
1115 - 1130	1	10	5	-	0	16	95	23	49	-	0	167	44	41	5	-	0	90	6	62	117	-	0	185	458
1130 - 1145	4	8	8	-	0	20	85	22	44	-	0	151	39	34	3	-	0	76	5	61	126	-	1	193	440
Total	17	47	23	0	0	87	326	83	183	0	0	592	169	153	15	0	0	337	24	213	443	0	1	681	1697
Approach %	19.54	54.02	26.44	0.00	0.00	-	55.07	14.02	30.91	0.00	0.00	-	50.15	45.40	4.45	0.00	0.00	-	3.52	31.28	65.05	0.00	0.15	-	
PHF	0.53	0.65	0.72	0.00	0.00	**0.78**	0.86	0.90	0.93	0.00	0.00	**0.89**	0.96	0.87	0.75	0.00	0.00	**0.92**	0.86	0.86	0.88	0.00	0.25	**0.88**	**0.93**

Passenger Vehicles (1-3)

Time	Northbound 14th Ave Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Southbound SC-517 Isle Of Palms Con Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Eastbound SC-703 Palm Blvd (West) Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Westbound SC-703 Palm Blvd (East) Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1045 - 1100	8	17	2	-	0	27	75	23	44	-	0	142	42	31	3	-	0	76	7	42	101	-	0	150	395
1100 - 1115	4	11	8	-	0	23	68	15	45	-	0	128	43	44	4	-	0	91	5	48	97	-	0	150	392
1115 - 1130	1	10	5	-	0	16	92	23	49	-	0	164	43	38	5	-	0	86	6	58	114	-	0	178	444
1130 - 1145	4	8	8	-	0	20	84	21	43	-	0	148	39	33	3	-	0	75	5	60	122	-	1	188	431
Total	17	46	23	0	0	86	319	82	181	0	0	582	167	146	15	0	0	328	23	208	434	0	1	666	1662
Approach %	19.77	53.49	26.74	0.00	0.00	-	54.81	14.09	31.10	0.00	0.00	-	50.91	44.51	4.57	0.00	0.00	-	3.45	31.23	65.17	0.00	0.15	-	
PHF	0.53	0.68	0.72	0.00	0.00	**0.80**	0.87	0.89	0.92	0.00	0.00	**0.89**	0.97	0.83	0.75	0.00	0.00	**0.90**	0.82	0.87	0.89	0.00	0.25	**0.89**	**0.94**

Single Unit Trucks (4-7)

Time	Northbound 14th Ave Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Southbound SC-517 Isle Of Palms Con Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Eastbound SC-703 Palm Blvd (West) Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Westbound SC-703 Palm Blvd (East) Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1045 - 1100	0	1	0	-	0	1	0	0	1	-	0	1	0	0	0	-	0	0	0	0	2	-	0	2	4
1100 - 1115	0	0	0	-	0	0	3	0	0	-	0	3	1	0	0	-	0	1	1	0	0	-	0	1	5
1115 - 1130	0	0	0	-	0	0	2	0	0	-	0	2	1	3	0	-	0	4	0	1	3	-	0	4	10
1130 - 1145	0	0	0	-	0	0	0	1	1	-	0	2	0	1	0	-	0	1	0	1	2	-	0	3	6
Total	0	1	0	0	0	1	5	1	2	0	0	8	2	4	0	0	0	6	1	2	7	0	0	10	25
Approach %	0.00	100.00	0.00	0.00	0.00	-	62.50	12.50	25.00	0.00	0.00	-	33.33	66.67	0.00	0.00	0.00	-	10.00	20.00	70.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.42	0.25	0.50	0.00	0.00	**0.67**	0.50	0.33	0.00	0.00	0.00	**0.38**	0.25	0.50	0.58	0.00	0.00	**0.63**	**0.63**

Combination Trucks (8-13)

Time	Northbound 14th Ave Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Southbound SC-517 Isle Of Palms Con Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Eastbound SC-703 Palm Blvd (West) Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Westbound SC-703 Palm Blvd (East) Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1045 - 1100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1100 - 1115	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1115 - 1130	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	1
1130 - 1145	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	1	0	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	-	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	-	
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	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bikes

Time	Northbound 14th Ave Left 1.1	Thru 1.2	Right 1.3		U-Turn 1.4	App Total	Southbound SC-517 Isle Of Palms Con Left 1.5	Thru 1.6	Right 1.7		U-Turn 1.8	App Total	Eastbound SC-703 Palm Blvd (West) Left 1.9	Thru 1.10	Right 1.11		U-Turn 1.12	App Total	Westbound SC-703 Palm Blvd (East) Left 1.13	Thru 1.14	Right 1.15		U-Turn 1.16	App Total	Int Total
1045 - 1100	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	0	0	0	-	0	0	3
1100 - 1115	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1115 - 1130	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	3	0	-	0	3	3
1130 - 1145	0	0	0	-	0	0	1	0	0	-	0	1	0	0	0	-	0	0	0	0	2	-	0	2	3
Total	0	0	0	0	0	0	1	0	0	0	0	1	0	3	0	0	0	3	0	3	2	0	0	5	9
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	60.00	40.00	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	0.25	0.00	0.00	0.00	**0.25**	0.00	0.25	0.25	0.00	0.00	**0.42**	**0.75**

Classified Turn Movement Count || All vehicles

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

14th Ave
SC-517 Isle Of Palms Con
SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date

Saturday, September 14, 2024

Lat/Long

32.788430°, -79.787762°
Click here for Map

Weather

Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	14th Ave					SC-517 Isle Of Palms Con					SC-703 Palm Blvd (West)					SC-703 Palm Blvd (East)					
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
0800 - 0815	3	0	2	0	5	64	6	32	0	102	24	18	3	0	45	0	20	65	0	85	237
0815 - 0830	4	3	5	0	12	62	7	28	0	97	29	23	4	0	56	3	25	75	1	104	269
0830 - 0845	0	8	3	0	11	56	7	17	0	80	41	20	3	0	64	2	34	80	0	116	271
0845 - 0900	0	12	2	0	14	52	12	35	0	99	31	35	3	0	69	3	28	83	0	114	296
Hourly Total	7	23	12	0	**42**	234	32	112	0	**378**	125	96	13	0	**234**	8	107	303	1	**419**	**1073**
0900 - 0915	4	4	4	0	12	79	14	39	0	132	44	31	3	0	78	3	42	80	0	125	347
0915 - 0930	1	23	4	0	28	72	12	37	0	121	33	25	1	0	59	6	38	114	0	158	366
0930 - 0945	1	10	7	0	18	85	23	31	0	139	37	33	4	0	74	4	33	95	0	132	363
0945 - 1000	6	9	6	0	21	96	14	50	0	160	45	31	3	0	79	6	48	108	1	163	423
Hourly Total	12	46	21	0	**79**	332	63	157	0	**552**	159	120	11	0	**290**	19	161	397	1	**578**	**1499**
1000 - 1015	1	14	4	0	19	64	21	40	0	125	39	40	7	0	86	8	39	127	0	174	404
1015 - 1030	2	12	7	0	21	81	16	46	0	143	34	35	4	0	73	9	44	97	0	150	387
1030 - 1045	6	20	14	0	40	73	14	29	0	116	48	38	0	0	86	6	54	114	1	175	417
1045 - 1100	8	18	2	0	28	75	23	45	0	143	42	34	3	0	79	7	42	103	0	152	402
Hourly Total	17	64	27	0	**108**	293	74	160	0	**527**	163	147	14	0	**324**	30	179	441	1	**651**	**1610**
1100 - 1115	4	11	8	0	23	71	15	45	0	131	44	44	4	0	92	6	48	97	0	151	397
1115 - 1130	1	10	5	0	16	95	23	49	0	167	44	41	5	0	90	6	62	117	0	185	458
1130 - 1145	4	8	8	0	20	85	22	44	0	151	39	34	3	0	76	5	61	126	1	193	440
1145 - 1200	4	14	9	0	27	92	15	54	0	161	37	38	5	0	80	5	51	67	1	124	392
Hourly Total	13	43	30	0	**86**	343	75	192	0	**610**	164	157	17	0	**338**	22	222	407	2	**653**	**1687**
Grand Total	49	176	90	0	**315**	1202	244	621	0	**2067**	611	520	55	0	**1186**	79	669	1548	5	**2301**	**5869**
Approach %	15.56	55.87	28.57	0.00	-	58.15	11.80	30.04	0.00	-	51.52	43.84	4.64	0.00	-	3.43	29.07	67.28	0.42	-	
Intersection %	0.83	3.00	1.53	0.00	5.37	20.48	4.16	10.58	0.00	35.22	10.41	8.86	0.94	0.00	20.21	1.35	11.40	26.38	0.09	39.21	
Heavy Vehicle %	0	1	0	-	**0**	1	1	1	-	**1**	1	2	0	-	**1**	1	1	1	0	**1**	**1**
PHF	0.53	0.65	0.72	0.00	**0.78**	0.86	0.90	0.93	0.00	**0.89**	0.96	0.87	0.75	0.00	**0.92**	0.86	0.86	0.88	0.25	**0.88**	**0.93**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Isle of Palms, SC (Saturday Counts)

Site 1

14th Ave
SC-517 Isle Of Palms Con
SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date

Saturday, September 14, 2024

Lat/Long

32.788430°, -79.787762°
Click here for Map

Weather

Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	14th Ave					SC-517 Isle Of Palms Con					SC-703 Palm Blvd (West)					SC-703 Palm Blvd (East)					
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
0800 - 0815	3	0	2	0	5	63	6	32	0	101	24	17	3	0	44	0	20	63	0	83	233
0815 - 0830	4	3	5	0	12	61	7	26	0	94	29	23	4	0	56	3	25	75	1	104	266
0830 - 0845	0	8	3	0	11	54	7	17	0	78	40	19	3	0	62	2	34	80	0	116	267
0845 - 0900	0	12	2	0	14	51	12	35	0	98	31	34	3	0	68	3	27	83	0	113	293
Hourly Total	7	23	12	0	**42**	229	32	110	0	**371**	124	93	13	0	**230**	8	106	301	1	**416**	**1059**
0900 - 0915	4	4	4	0	12	78	13	39	0	130	41	28	3	0	72	3	41	78	0	122	336
0915 - 0930	1	23	4	0	28	71	11	36	0	118	31	25	1	0	57	6	37	113	0	156	359
0930 - 0945	1	10	7	0	18	84	23	30	0	137	37	32	4	0	73	4	33	93	0	130	358
0945 - 1000	6	9	6	0	21	95	14	50	0	159	45	31	3	0	79	6	45	108	1	160	419
Hourly Total	12	46	21	0	**79**	328	61	155	0	**544**	154	116	11	0	**281**	19	156	392	1	**568**	**1472**
1000 - 1015	1	14	4	0	19	64	21	39	0	124	37	40	7	0	84	8	39	125	0	172	399
1015 - 1030	2	12	7	0	21	80	16	46	0	142	33	34	4	0	71	9	42	95	0	146	380
1030 - 1045	6	18	14	0	38	73	14	29	0	116	48	37	0	0	85	6	54	113	1	174	413
1045 - 1100	8	17	2	0	27	75	23	44	0	142	42	31	3	0	76	7	42	101	0	150	395
Hourly Total	17	61	27	0	**105**	292	74	158	0	**524**	160	142	14	0	**316**	30	177	434	1	**642**	**1587**
1100 - 1115	4	11	8	0	23	68	15	45	0	128	43	44	4	0	91	5	48	97	0	150	392
1115 - 1130	1	10	5	0	16	92	23	49	0	164	43	38	5	0	86	6	58	114	0	178	444
1130 - 1145	4	8	8	0	20	84	21	43	0	148	39	33	3	0	75	5	60	122	1	188	431
1145 - 1200	4	14	9	0	27	92	15	54	0	161	37	38	5	0	80	5	51	67	1	124	392
Hourly Total	13	43	30	0	**86**	336	74	191	0	**601**	162	153	17	0	**332**	21	217	400	2	**640**	**1659**
Grand Total	49	173	90	0	**312**	1185	241	614	0	**2040**	600	504	55	0	**1159**	78	656	1527	5	**2266**	**5777**
Approach %	15.71	55.45	28.85	0.00	-	58.09	11.81	30.10	0.00	-	51.77	43.49	4.75	0.00	-	3.44	28.95	67.39	0.43	-	
Intersection %	0.85	2.99	1.56	0.00	5.40	20.51	4.17	10.63	0.00	35.31	10.39	8.72	0.95	0.00	20.06	1.35	11.36	26.43	0.09	39.22	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Isle of Palms, SC (Saturday Counts)

Site 1

14th Ave
SC-517 Isle Of Palms Con
SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date

Saturday, September 14, 2024

Lat/Long

32.788430°, -79.787762°
Click here for Map

Weather

Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	14th Ave					SC-517 Isle Of Palms Con					SC-703 Palm Blvd (West)					SC-703 Palm Blvd (East)					
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
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3
0815 - 0830	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	3
0845 - 0900	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
Hourly Total	0	0	0	0	**0**	4	0	1	0	**5**	1	2	0	0	**3**	0	1	2	0	**3**	**11**
0900 - 0915	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3
0915 - 0930	0	0	0	0	0	1	1	1	0	3	1	0	0	0	1	0	0	1	0	1	5
0930 - 0945	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Hourly Total	0	0	0	0	**0**	1	2	2	0	**5**	1	1	0	0	**2**	0	2	3	0	**5**	**12**
1000 - 1015	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	1	0	1	3
1015 - 1030	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	1	0	1	4
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1045 - 1100	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	4
Hourly Total	0	1	0	0	**1**	1	0	2	0	**3**	2	1	0	0	**3**	0	0	5	0	**5**	**12**
1100 - 1115	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1	5
1115 - 1130	0	0	0	0	0	2	0	0	0	2	1	3	0	0	4	0	1	3	0	4	10
1130 - 1145	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	1	2	0	3	6
1145 - 1200	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**	5	1	1	0	**7**	2	4	0	0	**6**	1	2	5	0	**8**	**21**
Grand Total	0	1	0	0	**1**	11	3	6	0	**20**	6	8	0	0	**14**	1	5	15	0	**21**	**56**
Approach %	0.00	100.00	0.00	0.00	-	55.00	15.00	30.00	0.00	-	42.86	57.14	0.00	0.00	-	4.76	23.81	71.43	0.00	-	
Intersection %	0.00	1.79	0.00	0.00	1.79	19.64	5.36	10.71	0.00	35.71	10.71	14.29	0.00	0.00	25.00	1.79	8.93	26.79	0.00	37.50	

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Isle of Palms, SC (Saturday Counts)

Site 1

14th Ave
SC-517 Isle Of Palms Con
SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date

Saturday, September 14, 2024

Lat/Long

32.788430°, -79.787762°
Click here for Map

Weather

Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	14th Ave					SC-517 Isle Of Palms Con					SC-703 Palm Blvd (West)					SC-703 Palm Blvd (East)					
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
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**
0900 - 0915	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0945 - 1000	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	0	0	**0**	3	0	0	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	2	0	**2**	**2**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	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**	1	0	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
Grand Total	0	0	0	0	**0**	4	0	0	0	**4**	0	0	0	0	**0**	0	0	2	0	**2**	**6**
Approach %	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	66.67	0.00	0.00	0.00	66.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	33.33	0.00	33.33	

Classified Turn Movement Count || Bikes

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

14th Ave
SC-517 Isle Of Palms Con
SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date

Saturday, September 14, 2024

Lat/Long

32.788430°, -79.787762°
Click here for Map

Weather

Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	14th Ave					SC-517 Isle Of Palms Con					SC-703 Palm Blvd (West)					SC-703 Palm Blvd (East)					
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
0800 - 0815	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
0815 - 0830	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1
0830 - 0845	0	0	0	0	0	1	0	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	0	0	0	**0**	1	0	1	0	**2**	0	1	0	0	**1**	0	0	0	0	**0**	**3**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	3	3	0	0	6	0	1	0	0	1	7
0915 - 0930	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	2
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	4	3	0	0	**7**	0	3	2	0	**5**	**12**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
1030 - 1045	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
Hourly Total	0	2	0	0	**2**	0	0	0	0	**0**	1	4	0	0	**5**	0	2	0	0	**2**	**9**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
1130 - 1145	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3
1145 - 1200	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**	1	0	0	0	**1**	0	0	0	0	**0**	0	3	2	0	**5**	**6**
Grand Total	0	2	0	0	**2**	2	0	1	0	**3**	5	8	0	0	**13**	0	8	4	0	**12**	**30**
Approach %	0.00	100.00	0.00	0.00	-	66.67	0.00	33.33	0.00	-	38.46	61.54	0.00	0.00	-	0.00	66.67	33.33	0.00	-	
Intersection %	0.00	6.67	0.00	0.00	6.67	6.67	0.00	3.33	0.00	10.00	16.67	26.67	0.00	0.00	43.33	0.00	26.67	13.33	0.00	40.00	

Classified Turn Movement Count || All Trucks (4-13)

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1

14th Ave
SC-517 Isle Of Palms Con
SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date

Saturday, September 14, 2024

Lat/Long

32.788430°, -79.787762°
Click here for Map

Weather

Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	14th Ave					SC-517 Isle Of Palms Con					SC-703 Palm Blvd (West)					SC-703 Palm Blvd (East)					
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
0800 - 0815	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3
0815 - 0830	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	2
0830 - 0845	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	3
0845 - 0900	0	0	0	0	0	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	3
Hourly Total	0	0	0	0	**0**	4	0	1	0	**5**	1	2	0	0	**3**	0	1	2	0	**3**	**11**
0900 - 0915	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	2	0	2	4
0915 - 0930	0	0	0	0	0	1	1	1	0	3	1	0	0	0	1	0	0	1	0	1	5
0930 - 0945	0	0	0	0	0	1	0	1	0	2	0	1	0	0	1	0	0	0	0	0	3
0945 - 1000	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Hourly Total	0	0	0	0	**0**	4	2	2	0	**8**	1	1	0	0	**2**	0	2	3	0	**5**	**15**
1000 - 1015	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	2	0	2	4
1015 - 1030	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	0	2	0	2	5
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
1045 - 1100	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	2	0	2	4
Hourly Total	0	1	0	0	**1**	1	0	2	0	**3**	2	1	0	0	**3**	0	0	7	0	**7**	**14**
1100 - 1115	0	0	0	0	0	3	0	0	0	3	1	0	0	0	1	1	0	0	0	1	5
1115 - 1130	0	0	0	0	0	3	0	0	0	3	1	3	0	0	4	0	1	3	0	4	11
1130 - 1145	0	0	0	0	0	0	1	1	0	2	0	1	0	0	1	0	1	2	0	3	6
1145 - 1200	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**	6	1	1	0	**8**	2	4	0	0	**6**	1	2	5	0	**8**	**22**
Grand Total	0	1	0	0	**1**	15	3	6	0	**24**	6	8	0	0	**14**	1	5	17	0	**23**	**62**
Approach %	0.00	100.00	0.00	0.00	-	62.50	12.50	25.00	0.00	-	42.86	57.14	0.00	0.00	-	4.35	21.74	73.91	0.00	-	
Intersection %	0.00	1.61	0.00	0.00	1.61	24.19	4.84	9.68	0.00	38.71	9.68	12.90	0.00	0.00	22.58	1.61	8.06	27.42	0.00	37.10	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Isle of Palms, SC (Saturday Counts)

Site 1
14th Ave
SC-517 Isle Of Palms Con
SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date
Saturday, September 14, 2024

Lat/Long
32.788430°, -79.787762°
Click here for Map

Weather
Cloudy
75°F
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0800 - 1200 (Saturday 4h Session) (09-14-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	14th Ave			SC-517 Isle Of Palms Con			SC-703 Palm Blvd (West)			SC-703 Palm Blvd (East)			
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
0800 - 0815	0	1	1	0	0	0	0	0	0	0	0	0	1
0815 - 0830	0	0	0	0	1	1	0	0	0	0	0	0	1
0830 - 0845	1	1	2	0	0	0	0	0	0	0	0	0	2
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	2	**3**	0	1	**1**	0	0	**0**	0	0	**0**	**4**
0900 - 0915	1	0	1	0	1	1	0	0	0	0	0	0	2
0915 - 0930	0	0	0	0	0	0	0	1	1	4	0	4	5
0930 - 0945	2	0	2	0	0	0	0	0	0	0	0	0	2
0945 - 1000	1	2	3	2	0	2	0	0	0	0	0	0	5
Hourly Total	4	2	**6**	2	1	**3**	0	1	**1**	4	0	**4**	**14**
1000 - 1015	1	0	1	0	1	1	0	1	1	0	0	0	3
1015 - 1030	3	0	3	0	0	0	0	0	0	1	4	5	8
1030 - 1045	0	0	0	2	3	5	2	1	3	1	1	2	10
1045 - 1100	0	0	0	1	4	5	1	4	5	0	0	0	10
Hourly Total	4	0	**4**	3	8	**11**	3	6	**9**	2	5	**7**	**31**
1100 - 1115	2	2	4	0	2	2	0	2	2	5	2	7	15
1115 - 1130	4	2	6	0	0	0	0	0	0	0	0	0	6
1130 - 1145	2	1	3	0	0	0	1	0	1	0	0	0	4
1145 - 1200	0	2	2	0	1	1	0	0	0	1	4	5	8
Hourly Total	8	7	**15**	0	3	**3**	1	2	**3**	6	6	**12**	**33**
Grand Total	17	11	**28**	5	13	**18**	4	9	**13**	12	11	**23**	**82**
Approach %	60.71	39.29	-	27.78	72.22	-	30.77	69.23	-	52.17	47.83	-	
Intersection %	20.73	13.41	34.15	6.10	15.85	21.95	4.88	10.98	15.85	14.63	13.41	28.05	

Crosswalk Counts || Bikes

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 1
14th Ave
SC-517 Isle Of Palms Con
SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date
Saturday, September 14, 2024

Lat/Long
32.788430°, -79.787762°
Click here for Map

Weather
Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	14th Ave			SC-517 Isle Of Palms Con			SC-703 Palm Blvd (West)			SC-703 Palm Blvd (East)			
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
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	1	0	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	1	0	**1**	**1**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	1	0	1	0	0	0	0	0	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	0	**0**	0	0	**0**	**1**
1000 - 1015	1	1	2	0	0	0	0	0	0	0	0	0	2
1015 - 1030	1	0	1	0	0	0	0	0	0	0	0	0	1
1030 - 1045	0	0	0	0	3	3	0	0	0	0	0	0	3
1045 - 1100	1	0	1	0	0	0	0	1	1	1	0	1	3
Hourly Total	3	1	**4**	0	3	**3**	0	1	**1**	1	0	**1**	**9**
1100 - 1115	1	1	2	0	0	0	0	0	0	0	0	0	2
1115 - 1130	0	1	1	0	0	0	0	0	0	0	0	0	1
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	2	**3**	0	0	**0**	0	0	**0**	0	0	**0**	**3**
Grand Total	5	3	**8**	0	3	**3**	0	1	**1**	2	0	**2**	**14**
Approach %	62.50	37.50	-	0.00	100.00	-	0.00	100.00	-	100.00	0.00	-	
Intersection %	35.71	21.43	57.14	0.00	21.43	21.43	0.00	7.14	7.14	14.29	0.00	14.29	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

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Isle of Palms, SC (Saturday Counts)

Site 1
14th Ave
SC-517 Isle Of Palms Con
SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date
Saturday, September 14, 2024

Lat/Long
32.788430°, -79.787762°
Click here for Map

Weather
Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	14th Ave			SC-517 Isle Of Palms Con			SC-703 Palm Blvd (West)			SC-703 Palm Blvd (East)			
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
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**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 9/14/2024	SC-703 Palm Blvd (West) Eastbound			SC-703 Palm Blvd (East) Westbound			14th Ave Northbound			SC-517 Isle Of Palms Con 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	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	24	18	3	0	20	65	3	0	2	64	6	32	237
08:15 AM - 08:30 AM	29	23	4	3	25	75	4	3	5	62	7	28	268
08:30 AM - 08:45 AM	41	20	3	2	34	80	0	8	3	56	7	17	271
08:45 AM - 09:00 AM	31	35	3	3	28	83	0	12	2	52	12	35	296
09:00 AM - 09:15 AM	44	31	3	3	42	80	4	4	4	79	14	39	347
09:15 AM - 09:30 AM	33	25	1	6	38	114	1	23	4	72	12	37	366
09:30 AM - 09:45 AM	37	33	4	4	33	95	1	10	7	85	23	31	363
09:45 AM - 10:00 AM	45	31	3	6	48	108	6	9	6	96	14	50	422
10:00 AM - 10:15 AM	39	40	7	8	39	127	1	14	4	64	21	40	404
10:15 AM - 10:30 AM	34	35	4	9	44	97	2	12	7	81	16	46	387
10:30 AM - 10:45 AM	48	38	0	6	54	114	6	20	14	73	14	29	416
10:45 AM - 11:00 AM	42	34	3	7	42	103	8	18	2	75	23	45	402
11:00 AM - 11:15 AM	44	44	4	6	48	97	4	11	8	71	15	45	397
11:15 AM - 11:30 AM	44	41	5	6	62	117	1	10	5	95	23	49	458
11:30 AM - 11:45 AM	39	34	3	5	61	126	4	8	8	85	22	44	439
11:45 AM - 12:00 PM	37	38	5	5	51	67	4	14	9	92	15	54	391
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	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Click here for Map

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

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Saturday, September 14, 2024	
Period	0800 - 1200
Peak Hour	1100 - 1200

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

	Northbound												Eastbound						Westbound						
	Driveway												SC-703 Palm Blvd (West)						SC-703 Palm Blvd (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
1100 - 1115	1	-	3	-	0	4	-	-	-	-	-	0	-	125	2	-	0	127	2	152	-	-	0	154	285
1115 - 1130	0	-	4	-	0	4	-	-	-	-	-	0	-	138	1	-	0	139	8	171	-	-	0	179	322
1130 - 1145	2	-	5	-	0	7	-	-	-	-	-	0	-	131	0	-	0	131	6	177	-	-	0	183	321
1145 - 1200	0	-	4	-	0	4	-	-	-	-	-	0	-	140	1	-	0	141	3	114	-	-	0	117	262
Total	3	0	16	0	0	19	0	0	0	0	0	0	0	534	4	0	0	538	19	614	0	0	0	633	1190
Approach %	15.79	0.00	84.21	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.26	0.74	0.00	0.00	-	3.00	97.00	0.00	0.00	0.00	-	
PHF	0.38	0.00	0.80	0.00	0.00	**0.68**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.95	0.50	0.00	0.00	**0.95**	0.59	0.87	0.00	0.00	0.00	**0.86**	**0.92**

Passenger Vehicles (1-3)

	Northbound												Eastbound						Westbound						
	Driveway												SC-703 Palm Blvd (West)						SC-703 Palm Blvd (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
1100 - 1115	1	-	3	-	0	4	-	-	-	-	-	0	-	122	2	-	0	124	2	149	-	-	0	151	279
1115 - 1130	0	-	4	-	0	4	-	-	-	-	-	0	-	132	1	-	0	133	8	165	-	-	0	173	310
1130 - 1145	2	-	4	-	0	6	-	-	-	-	-	0	-	129	0	-	0	129	6	175	-	-	0	181	316
1145 - 1200	0	-	3	-	0	3	-	-	-	-	-	0	-	140	1	-	0	141	3	114	-	-	0	117	261
Total	3	0	14	0	0	17	0	0	0	0	0	0	0	523	4	0	0	527	19	603	0	0	0	622	1166
Approach %	17.65	0.00	82.35	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	99.24	0.76	0.00	0.00	-	3.05	96.95	0.00	0.00	0.00	-	
PHF	0.38	0.00	0.88	0.00	0.00	**0.71**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.93	0.50	0.00	0.00	**0.93**	0.59	0.86	0.00	0.00	0.00	**0.86**	**0.92**

Single Unit Trucks (4-7)

	Northbound												Eastbound						Westbound						
	Driveway												SC-703 Palm Blvd (West)						SC-703 Palm Blvd (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
1100 - 1115	0	-	0	-	0	0	-	-	-	-	-	0	-	3	0	-	0	3	0	2	-	-	0	2	5
1115 - 1130	0	-	0	-	0	0	-	-	-	-	-	0	-	5	0	-	0	5	0	3	-	-	0	3	8
1130 - 1145	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	2	-	-	0	2	3
1145 - 1200	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	9	0	0	0	9	0	7	0	0	0	7	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	0.45	0.00	0.00	0.00	**0.45**	0.00	0.58	0.00	0.00	0.00	**0.58**	**0.50**

Combination Trucks (8-13)

	Northbound												Eastbound						Westbound						
	Driveway												SC-703 Palm Blvd (West)						SC-703 Palm Blvd (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
1100 - 1115	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1115 - 1130	0	-	0	-	0	0	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	1
1130 - 1145	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	0
1145 - 1200	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	1	0	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	100.00	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	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Bikes

	Northbound												Eastbound						Westbound						
	Driveway												SC-703 Palm Blvd (West)						SC-703 Palm Blvd (East)						
Time	Left 2.1		Right 2.2		U-Turn 2.3	App Total						App Total		Thru 2.4	Right 2.5		U-Turn 2.6	App Total	Left 2.7	Thru 2.8			U-Turn 2.9	App Total	Int Total
1100 - 1115	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	1	-	-	0	1	1
1115 - 1130	0	-	0	-	0	0	-	-	-	-	-	0	-	0	0	-	0	0	0	3	-	-	0	3	3
1130 - 1145	0	-	1	-	0	1	-	-	-	-	-	0	-	1	0	-	0	1	0	0	-	-	0	0	2
1145 - 1200	0	-	1	-	0	1	-	-	-	-	-	0	-	0	0	-	0	0	0	0	-	-	0	0	1
Total	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	4	0	0	0	4	7
Approach %	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	100.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.50	0.00	0.00	**0.50**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.33	0.00	0.00	0.00	**0.33**	**0.58**

Classified Turn Movement Count || All vehicles

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2
Driveway

SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date
Saturday, September 14, 2024

Lat/Long
32.788829°, -79.786812°
Click here for Map

Weather
Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)
All vehicles

	Northbound				Eastbound				Westbound				
	Driveway				SC-703 Palm Blvd (West)				SC-703 Palm Blvd (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
0800 - 0815	0	0	0	0	80	0	0	80	1	74	0	75	155
0815 - 0830	0	0	0	0	91	0	0	91	0	98	0	98	189
0830 - 0845	0	0	0	0	80	0	0	80	1	110	1	112	192
0845 - 0900	0	0	0	0	91	2	0	93	1	115	0	116	209
Hourly Total	0	0	0	**0**	342	2	0	**344**	3	397	1	**401**	**745**
0900 - 0915	1	0	0	1	111	0	0	111	1	109	0	110	222
0915 - 0930	0	1	0	1	104	2	0	106	1	149	0	150	257
0930 - 0945	0	5	0	5	120	2	0	122	1	120	0	121	248
0945 - 1000	0	1	0	1	126	0	2	128	1	149	0	150	279
Hourly Total	1	7	0	**8**	461	4	2	**467**	4	527	0	**531**	**1006**
1000 - 1015	1	6	0	7	107	0	0	107	2	157	0	159	273
1015 - 1030	1	6	0	7	120	0	0	120	0	143	0	143	270
1030 - 1045	0	1	0	1	125	0	0	125	4	159	0	163	289
1045 - 1100	0	3	0	3	104	1	0	105	0	147	0	147	255
Hourly Total	2	16	0	**18**	456	1	0	**457**	6	606	0	**612**	**1087**
1100 - 1115	1	3	0	4	125	2	0	127	2	152	0	154	285
1115 - 1130	0	4	0	4	138	1	0	139	8	171	0	179	322
1130 - 1145	2	5	0	7	131	0	0	131	6	177	0	183	321
1145 - 1200	0	4	0	4	140	1	0	141	3	114	0	117	262
Hourly Total	3	16	0	**19**	534	4	0	**538**	19	614	0	**633**	**1190**
Grand Total	6	39	0	**45**	1793	11	2	**1806**	32	2144	1	**2177**	**4028**
Approach %	13.33	86.67	0.00	-	99.28	0.61	0.11	-	1.47	98.48	0.06	-	
Intersection %	0.15	0.97	0.00	1.12	44.51	0.27	0.05	44.84	0.79	53.23	0.02	54.05	
Heavy Vehicle %	0	0	-	**0**	1	0	0	**1**	0	1	0	**1**	**1**
PHF	0.38	0.80	0.00	**0.68**	0.95	0.50	0.00	**0.95**	0.59	0.87	0.00	**0.86**	**0.92**

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

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

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Site 2

Driveway

SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date

Saturday, September 14, 2024

Lat/Long

32.788829°, -79.786812°
Click here for Map

Weather

Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)

Passenger Vehicles (1-3)

	Northbound				Eastbound				Westbound				
	Driveway				SC-703 Palm Blvd (West)				SC-703 Palm Blvd (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
0800 - 0815	0	0	0	0	78	0	0	78	1	72	0	73	151
0815 - 0830	0	0	0	0	90	0	0	90	0	98	0	98	188
0830 - 0845	0	0	0	0	78	0	0	78	1	109	1	111	189
0845 - 0900	0	0	0	0	89	2	0	91	1	114	0	115	206
Hourly Total	0	0	0	**0**	335	2	0	**337**	3	393	1	**397**	**734**
0900 - 0915	1	0	0	1	107	0	0	107	1	106	0	107	215
0915 - 0930	0	1	0	1	103	2	0	105	1	147	0	148	254
0930 - 0945	0	5	0	5	118	2	0	120	1	118	0	119	244
0945 - 1000	0	1	0	1	125	0	2	127	1	148	0	149	277
Hourly Total	1	7	0	**8**	453	4	2	**459**	4	519	0	**523**	**990**
1000 - 1015	1	4	0	5	106	0	0	106	2	155	0	157	268
1015 - 1030	1	6	0	7	118	0	0	118	0	141	0	141	266
1030 - 1045	0	1	0	1	124	0	0	124	4	158	0	162	287
1045 - 1100	0	3	0	3	101	1	0	102	0	146	0	146	251
Hourly Total	2	14	0	**16**	449	1	0	**450**	6	600	0	**606**	**1072**
1100 - 1115	1	3	0	4	122	2	0	124	2	149	0	151	279
1115 - 1130	0	4	0	4	132	1	0	133	8	165	0	173	310
1130 - 1145	2	4	0	6	129	0	0	129	6	175	0	181	316
1145 - 1200	0	3	0	3	140	1	0	141	3	114	0	117	261
Hourly Total	3	14	0	**17**	523	4	0	**527**	19	603	0	**622**	**1166**
Grand Total	6	35	0	**41**	1760	11	2	**1773**	32	2115	1	**2148**	**3962**
Approach %	14.63	85.37	0.00	-	99.27	0.62	0.11	-	1.49	98.46	0.06	-	
Intersection %	0.15	0.88	0.00	1.03	44.42	0.28	0.05	44.75	0.81	53.38	0.03	54.22	

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

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

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Site 2
Driveway

SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date
Saturday, September 14, 2024

Lat/Long
32.788829°, -79.786812°
Click here for Map

Weather
Cloudy
75°F
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0800 - 1200 (Saturday 4h Session) (09-14-2024)
Single Unit Trucks (4-7)

	Northbound				Eastbound				Westbound				
	Driveway				SC-703 Palm Blvd (West)				SC-703 Palm Blvd (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
0800 - 0815	0	0	0	0	1	0	0	1	0	2	0	2	3
0815 - 0830	0	0	0	0	1	0	0	1	0	0	0	0	1
0830 - 0845	0	0	0	0	2	0	0	2	0	0	0	0	2
0845 - 0900	0	0	0	0	2	0	0	2	0	1	0	1	3
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	3	0	**3**	**9**
0900 - 0915	0	0	0	0	0	0	0	0	0	2	0	2	2
0915 - 0930	0	0	0	0	1	0	0	1	0	1	0	1	2
0930 - 0945	0	0	0	0	1	0	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	4	0	**4**	**6**
1000 - 1015	0	0	0	0	0	0	0	0	0	1	0	1	1
1015 - 1030	0	0	0	0	2	0	0	2	0	1	0	1	3
1030 - 1045	0	0	0	0	0	0	0	0	0	1	0	1	1
1045 - 1100	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	4	0	**4**	**6**
1100 - 1115	0	0	0	0	3	0	0	3	0	2	0	2	5
1115 - 1130	0	0	0	0	5	0	0	5	0	3	0	3	8
1130 - 1145	0	0	0	0	1	0	0	1	0	2	0	2	3
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	9	0	0	**9**	0	7	0	**7**	**16**
Grand Total	0	0	0	**0**	19	0	0	**19**	0	18	0	**18**	**37**
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	51.35	0.00	0.00	51.35	0.00	48.65	0.00	48.65	

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

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

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Site 2
Driveway

SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date
Saturday, September 14, 2024

Lat/Long
32.788829°, -79.786812°
Click here for Map

Weather
Cloudy
75°F
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0800 - 1200 (Saturday 4h Session) (09-14-2024)
Combination Trucks (8-13)

	Northbound				Eastbound				Westbound				
	Driveway				SC-703 Palm Blvd (West)				SC-703 Palm Blvd (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
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**
0900 - 0915	0	0	0	0	1	0	0	1	0	0	0	0	1
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	1	0	0	1	0	0	0	0	1
0945 - 1000	0	0	0	0	1	0	0	1	0	0	0	0	1
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	0	0	**0**	**3**
1000 - 1015	0	0	0	0	0	0	0	0	0	1	0	1	1
1015 - 1030	0	0	0	0	0	0	0	0	0	1	0	1	1
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	0	0	0	**0**	0	2	0	**2**	**2**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	1	0	0	1	0	0	0	0	1
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	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**	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	

Classified Turn Movement Count || Bikes

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

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Site 2
Driveway

SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date
Saturday, September 14, 2024

Lat/Long
32.788829°, -79.786812°
Click here for Map

Weather
Cloudy
75°F
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0800 - 1200 (Saturday 4h Session) (09-14-2024)
Bikes

	Northbound				Eastbound				Westbound				
	Driveway				SC-703 Palm Blvd (West)				SC-703 Palm Blvd (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
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	1	0	1	1
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	1	0	**1**	**2**
0900 - 0915	0	0	0	0	3	0	0	3	0	1	0	1	4
0915 - 0930	0	0	0	0	0	0	0	0	0	1	0	1	1
0930 - 0945	0	0	0	0	0	0	0	0	0	2	0	2	2
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	3	0	0	**3**	0	4	0	**4**	**7**
1000 - 1015	0	2	0	2	1	0	0	1	0	0	0	0	3
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	1	0	0	1	0	0	0	0	1
1045 - 1100	0	0	0	0	3	0	0	3	0	0	0	0	3
Hourly Total	0	2	0	**2**	5	0	0	**5**	0	0	0	**0**	**7**
1100 - 1115	0	0	0	0	0	0	0	0	0	1	0	1	1
1115 - 1130	0	0	0	0	0	0	0	0	0	3	0	3	3
1130 - 1145	0	1	0	1	1	0	0	1	0	0	0	0	2
1145 - 1200	0	1	0	1	0	0	0	0	0	0	0	0	1
Hourly Total	0	2	0	**2**	1	0	0	**1**	0	4	0	**4**	**7**
Grand Total	0	4	0	**4**	10	0	0	**10**	0	9	0	**9**	**23**
Approach %	0.00	100.00	0.00	-	100.00	0.00	0.00	-	0.00	100.00	0.00	-	
Intersection %	0.00	17.39	0.00	17.39	43.48	0.00	0.00	43.48	0.00	39.13	0.00	39.13	

Classified Turn Movement Count || All Trucks (4-13)

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

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Site 2

Driveway

SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date

Saturday, September 14, 2024

Lat/Long

32.788829°, -79.786812°
Click here for Map

Weather

Cloudy
75°F
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0800 - 1200 (Saturday 4h Session) (09-14-2024)

All Trucks (4-13)

	Northbound				Eastbound				Westbound				
	Driveway				SC-703 Palm Blvd (West)				SC-703 Palm Blvd (East)				
TIME	Left 2.1	Right 2.2	U-Turn 2.3	App Total	Thru 2.4	Right 2.5	U-Turn 2.6	App Total	Left 2.7	Thru 2.8	U-Turn 2.9	App Total	Int Total
0800 - 0815	0	0	0	0	1	0	0	1	0	2	0	2	3
0815 - 0830	0	0	0	0	1	0	0	1	0	0	0	0	1
0830 - 0845	0	0	0	0	2	0	0	2	0	0	0	0	2
0845 - 0900	0	0	0	0	2	0	0	2	0	1	0	1	3
Hourly Total	0	0	0	**0**	6	0	0	**6**	0	3	0	**3**	**9**
0900 - 0915	0	0	0	0	1	0	0	1	0	2	0	2	3
0915 - 0930	0	0	0	0	1	0	0	1	0	1	0	1	2
0930 - 0945	0	0	0	0	2	0	0	2	0	0	0	0	2
0945 - 1000	0	0	0	0	1	0	0	1	0	1	0	1	2
Hourly Total	0	0	0	**0**	5	0	0	**5**	0	4	0	**4**	**9**
1000 - 1015	0	0	0	0	0	0	0	0	0	2	0	2	2
1015 - 1030	0	0	0	0	2	0	0	2	0	2	0	2	4
1030 - 1045	0	0	0	0	0	0	0	0	0	1	0	1	1
1045 - 1100	0	0	0	0	0	0	0	0	0	1	0	1	1
Hourly Total	0	0	0	**0**	2	0	0	**2**	0	6	0	**6**	**8**
1100 - 1115	0	0	0	0	3	0	0	3	0	2	0	2	5
1115 - 1130	0	0	0	0	6	0	0	6	0	3	0	3	9
1130 - 1145	0	0	0	0	1	0	0	1	0	2	0	2	3
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	**0**	10	0	0	**10**	0	7	0	**7**	**17**
Grand Total	0	0	0	**0**	23	0	0	**23**	0	20	0	**20**	**43**
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	53.49	0.00	0.00	53.49	0.00	46.51	0.00	46.51	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Isle of Palms, SC (Saturday Counts)

Site 2
Driveway

SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date
Saturday, September 14, 2024

Lat/Long
32.788829°, -79.786812°
Click here for Map

Weather
Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)
Pedestrians

	Northbound			Eastbound			Westbound			
	Driveway			SC-703 Palm Blvd (West)			SC-703 Palm Blvd (East)			
TIME	EB 2a	WB 2b	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0800 - 0815	0	0	0	0	0	0	0	1	1	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0
0830 - 0845	1	0	1	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	0	**1**	0	0	**0**	0	1	**1**	**2**
0900 - 0915	3	0	3	0	0	0	0	0	0	3
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	1	1	2	0	0	0	0	0	0	2
0945 - 1000	1	0	1	0	0	0	0	0	0	1
Hourly Total	5	1	**6**	0	0	**0**	0	0	**0**	**6**
1000 - 1015	1	1	2	0	0	0	0	0	0	2
1015 - 1030	0	1	1	0	0	0	0	0	0	1
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	1	2	**3**	0	0	**0**	0	0	**0**	**3**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	5	2	7	0	0	0	0	0	0	7
1130 - 1145	1	0	1	0	0	0	0	0	0	1
1145 - 1200	1	0	1	0	0	0	0	0	0	1
Hourly Total	7	2	**9**	0	0	**0**	0	0	**0**	**9**
Grand Total	14	5	**19**	0	0	**0**	0	1	**1**	**20**
Approach %	73.68	26.32	-	0.00	0.00	-	0.00	100.00	-	
Intersection %	70.00	25.00	95.00	0.00	0.00	0.00	0.00	5.00	5.00	

Crosswalk Counts || Bikes

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 2
Driveway

SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date
Saturday, September 14, 2024

Lat/Long
32.788829°, -79.786812°
Click here for Map

Weather
Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)
Bikes

	Northbound			Eastbound			Westbound			
	Driveway			SC-703 Palm Blvd (West)			SC-703 Palm Blvd (East)			
TIME	EB 2a	WB 2b	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
0800 - 0815	3	0	3	0	0	0	0	0	0	3
0815 - 0830	2	0	2	0	0	0	0	0	0	2
0830 - 0845	1	0	1	0	0	0	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0
Hourly Total	6	0	**6**	0	0	**0**	0	0	**0**	**6**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	2	0	2	0	0	0	0	0	0	2
Hourly Total	2	0	**2**	0	0	**0**	0	0	**0**	**2**
1000 - 1015	1	1	2	0	0	0	0	0	0	2
1015 - 1030	1	0	1	0	0	0	0	0	0	1
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	1	1	0	0	0	0	0	0	1
Hourly Total	2	2	**4**	0	0	**0**	0	0	**0**	**4**
1100 - 1115	0	1	1	0	0	0	0	0	0	1
1115 - 1130	0	1	1	0	0	0	0	0	0	1
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	**2**	0	0	**0**	0	0	**0**	**2**
Grand Total	10	4	**14**	0	0	**0**	0	0	**0**	**14**
Approach %	71.43	28.57	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	71.43	28.57	100.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Motorized Vehicles

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Isle of Palms, SC (Saturday Counts)

Site 2
Driveway

SC-703 Palm Blvd (West)
SC-703 Palm Blvd (East)

Date
Saturday, September 14, 2024

Lat/Long
32.788829°, -79.786812°
Click here for Map

Weather
Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)
Motorized Vehicles

	Northbound			Eastbound			Westbound				
	Driveway			SC-703 Palm Blvd (West)			SC-703 Palm Blvd (East)				
TIME	EB 2a	WB 2b	App Total	NB 2e	SB 2f	App Total	NB 2g	SB 2h	App Total	Int Total
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**
0900 - 0915	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 9/14/2024	SC-703 Palm Blvd (West) Eastbound			SC-703 Palm Blvd (East) Westbound			Driveway 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	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	80	0	1	74	0	0	0	0	0	0	0	155
08:15 AM - 08:30 AM	0	91	0	0	98	0	0	0	0	0	0	0	189
08:30 AM - 08:45 AM	0	80	0	1	110	0	0	0	0	0	0	0	191
08:45 AM - 09:00 AM	0	91	2	1	115	0	0	0	0	0	0	0	209
09:00 AM - 09:15 AM	0	111	0	1	109	0	1	0	0	0	0	0	222
09:15 AM - 09:30 AM	0	104	2	1	149	0	0	0	1	0	0	0	257
09:30 AM - 09:45 AM	0	120	2	1	120	0	0	0	5	0	0	0	248
09:45 AM - 10:00 AM	0	126	0	1	149	0	0	0	1	0	0	0	277
10:00 AM - 10:15 AM	0	107	0	2	157	0	1	0	6	0	0	0	273
10:15 AM - 10:30 AM	0	120	0	0	143	0	1	0	6	0	0	0	270
10:30 AM - 10:45 AM	0	125	0	4	159	0	0	0	1	0	0	0	289
10:45 AM - 11:00 AM	0	104	1	0	147	0	0	0	3	0	0	0	255
11:00 AM - 11:15 AM	0	125	2	2	152	0	1	0	3	0	0	0	285
11:15 AM - 11:30 AM	0	138	1	8	171	0	0	0	4	0	0	0	322
11:30 AM - 11:45 AM	0	131	0	6	177	0	2	0	5	0	0	0	321
11:45 AM - 12:00 PM	0	140	1	3	114	0	0	0	4	0	0	0	262
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	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Peak Hour Turning Movement Count

Isle of Palms, SC (Saturday Counts)

Click here for Map

Marr Traffic DATA COLLECTION

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Saturday, September 14, 2024	
Period	0800 - 1200
Peak Hour	1000 - 1100

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)

Peak Hour

Volume

All vehicles

Time	Northbound 14th Ave (South) Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Southbound 14th Ave (North) Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Eastbound Driveway (West) Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Westbound Driveway (East) Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1000 - 1015	1	13	1	-	0	15	7	30	0	-	0	37	1	0	0	-	0	1	0	0	3	-	0	3	56
1015 - 1030	0	20	1	-	0	21	2	21	4	-	1	28	0	0	1	-	0	1	1	0	1	-	0	2	52
1030 - 1045	0	31	1	-	0	32	0	18	1	-	0	19	3	0	1	-	0	4	1	0	4	-	0	5	60
1045 - 1100	0	26	1	-	0	27	2	29	2	-	0	33	0	0	0	-	0	0	0	0	2	-	0	2	62
Total	1	90	4	0	0	95	11	98	7	0	1	117	4	0	2	0	0	6	2	0	10	0	0	12	230
Approach %	1.05	94.74	4.21	0.00	0.00	-	9.40	83.76	5.98	0.00	0.85	-	66.67	0.00	33.33	0.00	0.00	-	16.67	0.00	83.33	0.00	0.00	-	
PHF	0.25	0.73	1.00	0.00	0.00	**0.74**	0.39	0.82	0.44	0.00	0.25	**0.79**	0.33	0.00	0.50	0.00	0.00	**0.38**	0.50	0.00	0.63	0.00	0.00	**0.60**	**0.93**

Passenger Vehicles (1-3)

Time	Northbound 14th Ave (South) Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Southbound 14th Ave (North) Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Eastbound Driveway (West) Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Westbound Driveway (East) Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1000 - 1015	1	13	0	-	0	14	7	30	0	-	0	37	1	0	0	-	0	1	0	0	3	-	0	3	55
1015 - 1030	0	20	1	-	0	21	2	21	4	-	1	28	0	0	1	-	0	1	1	0	1	-	0	2	52
1030 - 1045	0	29	1	-	0	30	0	18	1	-	0	19	3	0	1	-	0	4	1	0	4	-	0	5	58
1045 - 1100	0	25	1	-	0	26	2	29	2	-	0	33	0	0	0	-	0	0	0	0	2	-	0	2	61
Total	1	87	3	0	0	91	11	98	7	0	1	117	4	0	2	0	0	6	2	0	10	0	0	12	226
Approach %	1.10	95.60	3.30	0.00	0.00	-	9.40	83.76	5.98	0.00	0.85	-	66.67	0.00	33.33	0.00	0.00	-	16.67	0.00	83.33	0.00	0.00	-	
PHF	0.25	0.75	0.75	0.00	0.00	**0.76**	0.39	0.82	0.44	0.00	0.25	**0.79**	0.33	0.00	0.50	0.00	0.00	**0.38**	0.50	0.00	0.63	0.00	0.00	**0.60**	**0.93**

Single Unit Trucks (4-7)

Time	Northbound 14th Ave (South) Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Southbound 14th Ave (North) Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Eastbound Driveway (West) Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Westbound Driveway (East) Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1000 - 1015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1015 - 1030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1030 - 1045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1045 - 1100	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
Total	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	0.00	0.00	0.00	**0.25**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.25**

Combination Trucks (8-13)

Time	Northbound 14th Ave (South) Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Southbound 14th Ave (North) Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Eastbound Driveway (West) Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Westbound Driveway (East) Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1000 - 1015	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1015 - 1030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1030 - 1045	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1045 - 1100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
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**

Bikes

Time	Northbound 14th Ave (South) Left 3.1	Thru 3.2	Right 3.3		U-Turn 3.4	App Total	Southbound 14th Ave (North) Left 3.5	Thru 3.6	Right 3.7		U-Turn 3.8	App Total	Eastbound Driveway (West) Left 3.9	Thru 3.10	Right 3.11		U-Turn 3.12	App Total	Westbound Driveway (East) Left 3.13	Thru 3.14	Right 3.15		U-Turn 3.16	App Total	Int Total
1000 - 1015	0	0	1	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1
1015 - 1030	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
1030 - 1045	0	2	0	-	0	2	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	2
1045 - 1100	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0
Total	0	2	1	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	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	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.25	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**	0.00	0.00	0.00	0.00	0.00	**0.00**	**0.38**

Classified Turn Movement Count || All vehicles

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

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Site 3

14th Ave (South)
14th Ave (North)
Driveway (West)
Driveway (East)

Date

Saturday, September 14, 2024

Lat/Long

32.788016°, -79.787489°
Click here for Map

Weather

Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)

All vehicles

	Northbound					Southbound					Eastbound					Westbound					
	14th Ave (South)					14th Ave (North)					Driveway (West)					Driveway (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
0800 - 0815	0	6	0	0	6	0	7	1	0	8	0	0	0	0	0	1	0	0	0	1	15
0815 - 0830	0	11	0	0	11	1	12	2	0	15	0	0	0	0	0	0	0	0	0	0	26
0830 - 0845	0	12	0	0	12	2	10	0	0	12	1	0	0	0	1	0	0	0	0	0	25
0845 - 0900	0	10	1	0	11	2	14	2	0	18	1	0	0	0	1	1	0	1	0	2	32
Hourly Total	0	39	1	0	**40**	5	43	5	0	**53**	2	0	0	0	**2**	2	0	1	0	**3**	**98**
0900 - 0915	0	12	0	0	12	4	13	1	0	18	0	0	0	0	0	1	0	0	0	1	31
0915 - 0930	1	22	1	0	24	2	16	2	0	20	2	0	0	0	2	1	0	3	0	4	50
0930 - 0945	0	14	1	0	15	3	27	1	0	31	2	0	0	0	2	2	1	2	0	5	53
0945 - 1000	2	18	3	0	23	0	21	1	0	22	3	0	0	0	3	1	0	3	0	4	52
Hourly Total	3	66	5	0	**74**	9	77	5	0	**91**	7	0	0	0	**7**	5	1	8	0	**14**	**186**
1000 - 1015	1	13	1	0	15	7	30	0	0	37	1	0	0	0	1	0	0	3	0	3	56
1015 - 1030	0	20	1	0	21	2	21	4	1	28	0	0	1	0	1	1	0	1	0	2	52
1030 - 1045	0	31	1	0	32	0	18	1	0	19	3	0	1	0	4	1	0	4	0	5	60
1045 - 1100	0	26	1	0	27	2	29	2	0	33	0	0	0	0	0	0	0	2	0	2	62
Hourly Total	1	90	4	0	**95**	11	98	7	1	**117**	4	0	2	0	**6**	2	0	10	0	**12**	**230**
1100 - 1115	0	18	1	0	19	1	25	0	1	27	1	0	0	0	1	1	0	3	0	4	51
1115 - 1130	0	14	1	0	15	5	28	1	0	34	0	0	0	0	0	2	0	3	0	5	54
1130 - 1145	0	21	1	0	22	4	27	0	0	31	0	0	1	0	1	0	0	3	0	3	57
1145 - 1200	0	20	0	0	20	3	21	1	0	25	1	0	0	0	1	2	0	4	0	6	52
Hourly Total	0	73	3	0	**76**	13	101	2	1	**117**	2	0	1	0	**3**	5	0	13	0	**18**	**214**
Grand Total	4	268	13	0	**285**	38	319	19	2	**378**	15	0	3	0	**18**	14	1	32	0	**47**	**728**
Approach %	1.40	94.04	4.56	0.00	-	10.05	84.39	5.03	0.53	-	83.33	0.00	16.67	0.00	-	29.79	2.13	68.09	0.00	-	
Intersection %	0.55	36.81	1.79	0.00	39.15	5.22	43.82	2.61	0.27	51.92	2.06	0.00	0.41	0.00	2.47	1.92	0.14	4.40	0.00	6.46	
Heavy Vehicle %	0	0	8	-	**1**	0	1	0	0	**1**	0	-	0	-	**0**	0	0	0	-	**0**	**1**
PHF	0.25	0.73	1.00	0.00	**0.74**	0.39	0.82	0.44	0.25	**0.79**	0.33	0.00	0.50	0.00	**0.38**	0.50	0.00	0.63	0.00	**0.60**	**0.93**

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

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Isle of Palms, SC (Saturday Counts)

Site 3

14th Ave (South)
14th Ave (North)
Driveway (West)
Driveway (East)

Date

Saturday, September 14, 2024

Lat/Long

32.788016°, -79.787489°
Click here for Map

Weather

Cloudy
75°F
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0800 - 1200 (Saturday 4h Session) (09-14-2024)

Passenger Vehicles (1-3)

	Northbound					Southbound					Eastbound					Westbound					
	14th Ave (South)					14th Ave (North)					Driveway (West)					Driveway (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
0800 - 0815	0	6	0	0	6	0	7	1	0	8	0	0	0	0	0	1	0	0	0	1	15
0815 - 0830	0	11	0	0	11	1	12	2	0	15	0	0	0	0	0	0	0	0	0	0	26
0830 - 0845	0	12	0	0	12	2	10	0	0	12	1	0	0	0	1	0	0	0	0	0	25
0845 - 0900	0	10	1	0	11	2	14	2	0	18	1	0	0	0	1	0	0	1	0	1	31
Hourly Total	0	39	1	0	**40**	5	43	5	0	**53**	2	0	0	0	**2**	1	0	1	0	**2**	**97**
0900 - 0915	0	12	0	0	12	4	12	1	0	17	0	0	0	0	0	1	0	0	0	1	30
0915 - 0930	1	22	0	0	23	2	15	2	0	19	2	0	0	0	2	1	0	3	0	4	48
0930 - 0945	0	14	1	0	15	3	27	1	0	31	2	0	0	0	2	2	1	2	0	5	53
0945 - 1000	2	18	2	0	22	0	21	1	0	22	3	0	0	0	3	1	0	3	0	4	51
Hourly Total	3	66	3	0	**72**	9	75	5	0	**89**	7	0	0	0	**7**	5	1	8	0	**14**	**182**
1000 - 1015	1	13	0	0	14	7	30	0	0	37	1	0	0	0	1	0	0	3	0	3	55
1015 - 1030	0	20	1	0	21	2	21	4	1	28	0	0	1	0	1	1	0	1	0	2	52
1030 - 1045	0	29	1	0	30	0	18	1	0	19	3	0	1	0	4	1	0	4	0	5	58
1045 - 1100	0	25	1	0	26	2	29	2	0	33	0	0	0	0	0	0	0	2	0	2	61
Hourly Total	1	87	3	0	**91**	11	98	7	1	**117**	4	0	2	0	**6**	2	0	10	0	**12**	**226**
1100 - 1115	0	18	1	0	19	1	24	0	1	26	1	0	0	0	1	1	0	3	0	4	50
1115 - 1130	0	14	1	0	15	5	28	1	0	34	0	0	0	0	0	2	0	3	0	5	54
1130 - 1145	0	19	1	0	20	4	26	0	0	30	0	0	1	0	1	0	0	3	0	3	54
1145 - 1200	0	20	0	0	20	3	21	1	0	25	1	0	0	0	1	2	0	4	0	6	52
Hourly Total	0	71	3	0	**74**	13	99	2	1	**115**	2	0	1	0	**3**	5	0	13	0	**18**	**210**
Grand Total	4	263	10	0	**277**	38	315	19	2	**374**	15	0	3	0	**18**	13	1	32	0	**46**	**715**
Approach %	1.44	94.95	3.61	0.00	-	10.16	84.22	5.08	0.53	-	83.33	0.00	16.67	0.00	-	28.26	2.17	69.57	0.00	-	
Intersection %	0.56	36.78	1.40	0.00	38.74	5.31	44.06	2.66	0.28	52.31	2.10	0.00	0.42	0.00	2.52	1.82	0.14	4.48	0.00	6.43	

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

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 3

14th Ave (South)
14th Ave (North)
Driveway (West)
Driveway (East)

Date

Saturday, September 14, 2024

Lat/Long

32.788016°, -79.787489°
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Weather

Cloudy
75°F
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0800 - 1200 (Saturday 4h Session) (09-14-2024)

Single Unit Trucks (4-7)

	Northbound					Southbound					Eastbound					Westbound					
	14th Ave (South)					14th Ave (North)					Driveway (West)					Driveway (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
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**
0900 - 0915	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0915 - 0930	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	**1**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1100 - 1115	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1145 - 1200	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	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
Grand Total	0	1	1	0	**2**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
Approach %	0.00	50.00	50.00	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	16.67	16.67	0.00	33.33	0.00	66.67	0.00	0.00	66.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

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

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 3

14th Ave (South)
14th Ave (North)
Driveway (West)
Driveway (East)

Date

Saturday, September 14, 2024

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Cloudy
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0800 - 1200 (Saturday 4h Session) (09-14-2024)

Combination Trucks (8-13)

	Northbound					Southbound					Eastbound					Westbound					
	14th Ave (South)					14th Ave (North)					Driveway (West)					Driveway (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
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**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	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 || Bikes

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

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Site 3

14th Ave (South)
14th Ave (North)
Driveway (West)
Driveway (East)

Date

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0800 - 1200 (Saturday 4h Session) (09-14-2024)

Bikes

	Northbound					Southbound					Eastbound					Westbound					
	14th Ave (South)					14th Ave (North)					Driveway (West)					Driveway (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
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	1	0	0	0	1	1
Hourly Total	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	**1**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	0	1	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1000 - 1015	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	2	1	0	**3**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1145 - 1200	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	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
Grand Total	0	4	2	0	**6**	0	0	0	0	**0**	0	0	0	0	**0**	1	0	0	0	**1**	**7**
Approach %	0.00	66.67	33.33	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	-	
Intersection %	0.00	57.14	28.57	0.00	85.71	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	14.29	0.00	0.00	0.00	14.29	

Classified Turn Movement Count || All Trucks (4-13)

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

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14th Ave (South)
14th Ave (North)
Driveway (West)
Driveway (East)

Date

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Lat/Long

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Weather

Cloudy
75°F
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0800 - 1200 (Saturday 4h Session) (09-14-2024)

All Trucks (4-13)

	Northbound					Southbound					Eastbound					Westbound					
	14th Ave (South)					14th Ave (North)					Driveway (West)					Driveway (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
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**
0900 - 0915	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0915 - 0930	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	1	0	**1**	0	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**3**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Hourly Total	0	1	0	0	**1**	0	0	0	0	**0**	0	0	0	0	**0**	0	0	0	0	**0**	**1**
1100 - 1115	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1145 - 1200	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	2	0	0	**2**	0	0	0	0	**0**	0	0	0	0	**0**	**2**
Grand Total	0	1	1	0	**2**	0	4	0	0	**4**	0	0	0	0	**0**	0	0	0	0	**0**	**6**
Approach %	0.00	50.00	50.00	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	16.67	16.67	0.00	33.33	0.00	66.67	0.00	0.00	66.67	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Crosswalk Counts || Pedestrians

Marr Traffic DATA COLLECTION

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Isle of Palms, SC (Saturday Counts)

Site 3
14th Ave (South)
14th Ave (North)
Driveway (West)
Driveway (East)

Date
Saturday, September 14, 2024

Lat/Long
32.788016°, -79.787489°
Click here for Map

Weather
Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)

Pedestrians

	Northbound			Southbound			Eastbound			Westbound			
	14th Ave (South)			14th Ave (North)			Driveway (West)			Driveway (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
0800 - 0815	0	0	0	0	0	0	0	0	0	0	1	1	1
0815 - 0830	0	0	0	0	0	0	0	0	0	0	2	2	2
0830 - 0845	0	0	0	0	0	0	1	0	1	0	0	0	1
0845 - 0900	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	1	0	**1**	0	3	**3**	**4**
0900 - 0915	1	0	1	0	0	0	0	0	0	5	0	5	6
0915 - 0930	0	0	0	0	0	0	0	1	1	0	0	0	1
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	2	2	4	4
Hourly Total	1	0	**1**	0	0	**0**	0	1	**1**	7	2	**9**	**11**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	1	1	1
1015 - 1030	0	0	0	0	0	0	0	0	0	3	4	7	7
1030 - 1045	0	0	0	0	0	0	0	0	0	1	1	2	2
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	4	6	**10**	**10**
1100 - 1115	0	0	0	1	0	1	0	0	0	2	0	2	3
1115 - 1130	0	0	0	0	0	0	0	0	0	1	0	1	1
1130 - 1145	0	0	0	0	0	0	0	0	0	1	1	2	2
1145 - 1200	0	0	0	0	0	0	0	0	0	4	0	4	4
Hourly Total	0	0	**0**	1	0	**1**	0	0	**0**	8	1	**9**	**10**
Grand Total	1	0	**1**	1	0	**1**	1	1	**2**	19	12	**31**	**35**
Approach %	100.00	0.00	-	100.00	0.00	-	50.00	50.00	-	61.29	38.71	-	
Intersection %	2.86	0.00	2.86	2.86	0.00	2.86	2.86	2.86	5.71	54.29	34.29	88.57	

Crosswalk Counts || Bikes

Isle of Palms, SC (Saturday Counts)

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Site 3
14th Ave (South)
14th Ave (North)
Driveway (West)
Driveway (East)

Date
Saturday, September 14, 2024

Lat/Long
32.788016°, -79.787489°
Click here for Map

Weather
Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)

Bikes

	Northbound			Southbound			Eastbound			Westbound			
	14th Ave (South)			14th Ave (North)			Driveway (West)			Driveway (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
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	1	0	1	1
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**	1	0	**1**	**1**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	2	0	2	2
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	1	1	1
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	2	1	**3**	**3**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	1	1	1
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	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**	3	2	**5**	**5**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	60.00	40.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	60.00	40.00	100.00	

Crosswalk Counts || Motorized Vehicles

Marr Traffic DATA COLLECTION

www.marrtraffic.com

Isle of Palms, SC (Saturday Counts)

Site 3
14th Ave (South)
14th Ave (North)
Driveway (West)
Driveway (East)

Date
Saturday, September 14, 2024

Lat/Long
32.788016°, -79.787489°
Click here for Map

Weather
Cloudy
75°F
Click here for Detailed Weather

0800 - 1200 (Saturday 4h Session) (09-14-2024)
Motorized Vehicles

	Northbound			Southbound			Eastbound			Westbound			
	14th Ave (South)			14th Ave (North)			Driveway (West)			Driveway (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
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**
0900 - 0915	0	0	0	0	0	0	0	0	0	0	0	0	0
0915 - 0930	0	0	0	0	0	0	0	0	0	0	0	0	0
0930 - 0945	0	0	0	0	0	0	0	0	0	0	0	0	0
0945 - 1000	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1000 - 1015	0	0	0	0	0	0	0	0	0	0	0	0	0
1015 - 1030	0	0	0	0	0	0	0	0	0	0	0	0	0
1030 - 1045	0	0	0	0	0	0	0	0	0	0	0	0	0
1045 - 1100	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
1100 - 1115	0	0	0	0	0	0	0	0	0	0	0	0	0
1115 - 1130	0	0	0	0	0	0	0	0	0	0	0	0	0
1130 - 1145	0	0	0	0	0	0	0	0	0	0	0	0	0
1145 - 1200	0	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Grand Total	0	0	**0**	0	0	**0**	0	0	**0**	0	0	**0**	**0**
Approach %	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	0.00	0.00	-	
Intersection %	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Start Date: 9/14/2024	Driveway (West) Eastbound			Driveway (East) Westbound			14th Ave (South) Northbound			14th Ave (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	0	0	0	0	0	0	0	0
07:15 AM - 07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM - 07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM - 08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM - 08:15 AM	0	0	0	1	0	0	0	6	0	0	7	1	15
08:15 AM - 08:30 AM	0	0	0	0	0	0	0	11	0	1	12	2	26
08:30 AM - 08:45 AM	1	0	0	0	0	0	0	12	0	2	10	0	25
08:45 AM - 09:00 AM	1	0	0	1	0	1	0	10	1	2	14	2	32
09:00 AM - 09:15 AM	0	0	0	1	0	0	0	12	0	4	13	1	31
09:15 AM - 09:30 AM	2	0	0	1	0	3	1	22	1	2	16	2	50
09:30 AM - 09:45 AM	2	0	0	2	1	2	0	14	1	3	27	1	53
09:45 AM - 10:00 AM	3	0	0	1	0	3	2	18	3	0	21	1	52
10:00 AM - 10:15 AM	1	0	0	0	0	3	1	13	1	7	30	0	56
10:15 AM - 10:30 AM	0	0	1	1	0	1	0	20	1	2	21	4	51
10:30 AM - 10:45 AM	3	0	1	1	0	4	0	31	1	0	18	1	60
10:45 AM - 11:00 AM	0	0	0	0	0	2	0	26	1	2	29	2	62
11:00 AM - 11:15 AM	1	0	0	1	0	3	0	18	1	1	25	0	50
11:15 AM - 11:30 AM	0	0	0	2	0	3	0	14	1	5	28	1	54
11:30 AM - 11:45 AM	0	0	1	0	0	3	0	21	1	4	27	0	57
11:45 AM - 12:00 PM	1	0	0	2	0	4	0	20	0	3	21	1	52
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	0	0	0	0	0	0	0	0	0	0
04:15 PM - 04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM - 04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM - 05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM - 05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM - 05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM - 05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM - 06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM - 06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM - 06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM - 06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM - 07:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 PM - 07:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 PM - 07:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 PM - 07:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 PM - 08:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 PM - 08:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 PM - 08:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 PM - 08:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 PM - 09:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 PM - 09:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 PM - 09:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 PM - 09:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 PM - 10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 PM - 10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 PM - 10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 PM - 10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM - 11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM - 11:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 PM - 11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 PM - 11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM - 12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0

Appendix C TRAFFIC VOLUME DEVELOPMENT WORKSHEETS

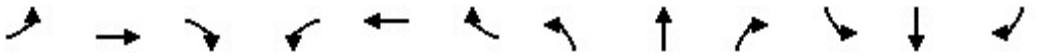
1 - Palm Boulevard & IOP Connector												
							TOTAL PROJECT TRAFFIC					
Traffic Control:	Signal			IN	OUT		IN	OUT			IN	OUT
Date Counted:	9/14/2024		AM	87	87	Pass-By	74	74		New Trips	13	13
SATURDAY PEAK HOUR 10:45 AM - 11:45 AM	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
2024 Existing Traffic Volumes	**169**	**150**	**15**	**25**	**210**	**441**	**17**	**47**	**23**	**325**	**83**	**183**
2024 Existing Traffic Volumes (Factored)	**220**	**195**	**20**	**33**	**273**	**573**	**22**	**61**	**30**	**423**	**108**	**238**
Years to Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Background Traffic	6	5	1	1	7	14	1	2	1	11	3	6
Vested Traffic												
2025 No Build Traffic Volumes	**226**	**200**	**21**	**34**	**280**	**587**	**23**	**63**	**31**	**434**	**111**	**244**
Inbound Project Traffic %		10%										
Outbound Project Traffic %							10%					
2025 Project Traffic	0	1	0	0	0	0	1	0	0	0	0	0
2025 Pass-By Traffic	-5	6	-1	-2	-13	-29	14	29	-3	2	-1	-1
2025 Build Traffic Volumes	**221**	**207**	**20**	**32**	**267**	**558**	**38**	**92**	**28**	**436**	**110**	**243**

2 - Palm Boulevard & Driveway #2												
							TOTAL PROJECT TRAFFIC					
Traffic Control:	TWSC			IN	OUT		IN	OUT			IN	OUT
Date Counted:	9/14/2024		AM	87	87	Pass-By	74	74		New Trips	13	13
SATURDAY PEAK HOUR 11:00 AM - 12:00 PM	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
2024 Existing Traffic Volumes	**0**	**533**	**4**	**19**	**610**	**0**	**3**	**0**	**14**	**0**	**0**	**0**
2024 Existing Traffic Volumes (Factored)	**0**	**693**	**5**	**25**	**793**	**0**	**4**	**0**	**18**	**0**	**0**	**0**
Years to Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Background Traffic	0	17	0	1	20	0	0	0	0	0	0	0
Vested Traffic												
2025 No Build Traffic Volumes	**0**	**710**	**5**	**26**	**813**	**0**	**4**	**0**	**18**	**0**	**0**	**0**
Inbound Project Traffic %				60%								
Outbound Project Traffic %									30%			
2025 Project Traffic	0	0	0	8	0	0	0	0	4	0	0	0
2025 Pass-By Traffic	0	-6	0	44	-44	0	0	0	6	0	0	0
2025 Build Traffic Volumes	**0**	**704**	**5**	**78**	**769**	**0**	**4**	**0**	**28**	**0**	**0**	**0**

3 - Driveway #1 & 14th Avenue												
							TOTAL PROJECT TRAFFIC					
Traffic Control:	TWSC			IN	OUT		IN	OUT			IN	OUT
Date Counted:	9/14/2024		AM	87	87	Pass-By	74	74		New Trips	13	13
SATURDAY PEAK HOUR 10:00 AM - 11:00 AM	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
2024 Existing Traffic Volumes	**4**	**0**	**2**	**2**	**0**	**10**	**1**	**88**	**3**	**12**	**98**	**7**
2024 Existing Traffic Volumes (Factored)	**5**	**0**	**3**	**3**	**0**	**13**	**1**	**114**	**4**	**16**	**127**	**9**
Years to Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Background Traffic	0	0	0	0	0	0	0	3	0	0	3	0
Vested Traffic												
2025 No Build Traffic Volumes	**5**	**0**	**3**	**3**	**0**	**13**	**1**	**117**	**4**	**16**	**130**	**9**
Inbound Project Traffic %									30%			
Outbound Project Traffic %				30%		10%						
2025 Project Traffic	0	0	0	4	0	1	0	0	4	0	0	0
2025 Pass-By Traffic	0	0	0	4	0	59	0	-15	15	0	-2	0
2025 Build Traffic Volumes	**5**	**0**	**3**	**11**	**0**	**73**	**1**	**102**	**23**	**16**	**128**	**9**

4 - Palm Boulevard & Project Driveway #3 (RIRO)												
				TOTAL PROJECT TRAFFIC								
Traffic Control:	RIRO (Stop)			IN	OUT		IN	OUT			IN	OUT
Date Counted:	N/A		AM	**87**	**87**	Pass-By	**74**	**74**		New Trips	**13**	**13**
AM PEAK HOUR 12:00 AM -	**EBL**	**EBT**	**EBR**	**WBL**	**WBT**	**WBR**	**NBL**	**NBT**	**NBR**	**SBL**	**SBT**	**SBR**
2024 Existing Traffic Volumes	**0**	**537**	**0**	**0**	**613**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
024 Existing Traffic Volumes (Factored	**0**	**698**	**0**	**0**	**797**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Years to Buildout	1	1	1	1	1	1	1	1	1	1	1	1
Yearly Growth Rate	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%	2.5%
Background Traffic	0	17	0	0	20	0	0	0	0	0	0	0
Vested Traffic												
2025 No Build Traffic Volumes	**0**	**715**	**0**	**0**	**817**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Inbound Project Traffic %			10%									
Outbound Project Traffic %									30%			
2025 Project Traffic	0	0	1	0	0	0	0	0	4	0	0	0
2025 Pass-By Traffic		-10	15		-44				5			
2025 Build Traffic Volumes	**0**	**705**	**16**	**0**	**773**	**0**	**0**	**0**	**9**	**0**	**0**	**0**

Appendix D ANALYSIS WORKSHEETS: 2024 EXISTING CONDITIONS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	220	195	20	33	273	573	22	61	30	423	108	238
Future Volume (veh/h)	220	195	20	33	273	573	22	61	30	423	108	238
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	237	210	22	35	294	0	24	66	32	455	116	256
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	520	1176	122	554	1287		470	383	186	1090	603	511
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1085	3250	337	1148	3554	1585	1010	1190	577	2517	1870	1585
Grp Volume(v), veh/h	237	114	118	35	294	0	24	0	98	455	116	256
Grp Sat Flow(s),veh/h/ln	1085	1777	1810	1148	1777	1585	1010	0	1767	1258	1870	1585
Q Serve(g_s), s	7.4	1.7	1.7	0.8	2.2	0.0	0.7	0.0	1.5	6.0	1.7	5.0
Cycle Q Clear(g_c), s	9.6	1.7	1.7	2.5	2.2	0.0	2.4	0.0	1.5	7.5	1.7	5.0
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	520	643	655	554	1287		470	0	569	1090	603	511
V/C Ratio(X)	0.46	0.18	0.18	0.06	0.23		0.05	0.00	0.17	0.42	0.19	0.50
Avail Cap(c_a), veh/h	613	795	810	652	1590		570	0	744	1339	788	667
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	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.8	8.3	8.3	9.1	8.4	0.0	10.2	0.0	9.2	11.9	9.3	10.4
Incr Delay (d2), s/veh	0.6	0.1	0.1	0.0	0.1	0.0	0.0	0.0	0.1	0.3	0.2	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	0.5	0.5	0.2	0.6	0.0	0.1	0.0	0.5	1.3	0.6	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	8.4	8.4	9.2	8.5	0.0	10.2	0.0	9.4	12.2	9.5	11.2
LnGrp LOS	B	A	A	A	A		B	A	A	B	A	B
Approach Vol, veh/h		469			329	A		122			827	
Approach Delay, s/veh		10.4			8.6			9.5			11.5	
Approach LOS		B			A			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.2		19.8		18.2		19.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		17.0		16.0		17.0				
Max Q Clear Time (g_c+I1), s		9.5		4.5		4.4		11.6				
Green Ext Time (p_c), s		2.7		4.4		1.3		2.2				

Intersection Summary												
HCM 6th Ctrl Delay			10.5									
HCM 6th LOS			B									

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	693	5	25	793	4	18
Future Vol, veh/h	693	5	25	793	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	753	5	27	862	4	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	758	0	1241	379
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	485	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	849	-	167	619
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	585	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	849	-	162	619
Mov Cap-2 Maneuver	-	-	-	-	293	-
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	566	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	515	-	-	849	-
HCM Lane V/C Ratio	0.046	-	-	0.032	-
HCM Control Delay (s)	12.3	-	-	9.4	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.2

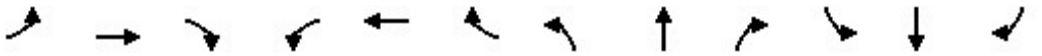
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	3	3	0	13	1	114	4	16	127	9
Future Vol, veh/h	5	0	3	3	0	13	1	114	4	16	127	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	3	3	0	14	1	123	4	17	137	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	310	305	142	305	308	125	147	0	0	127	0	0
Stage 1	176	176	-	127	127	-	-	-	-	-	-	-
Stage 2	134	129	-	178	181	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	642	608	906	647	606	926	1435	-	-	1459	-	-
Stage 1	826	753	-	877	791	-	-	-	-	-	-	-
Stage 2	869	789	-	824	750	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	625	599	906	638	598	926	1435	-	-	1459	-	-
Mov Cap-2 Maneuver	625	599	-	638	598	-	-	-	-	-	-	-
Stage 1	825	743	-	876	790	-	-	-	-	-	-	-
Stage 2	855	788	-	810	740	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	9.3	0.1	0.8
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1435	-	-	707	854	1459	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.02	0.012	-	-
HCM Control Delay (s)	7.5	0	-	10.2	9.3	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Appendix E ANALYSIS WORKSHEETS: 2025 NO BUILD CONDITIONS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	226	200	21	34	280	587	23	63	31	434	111	244
Future Volume (veh/h)	226	200	21	34	280	587	23	63	31	434	111	244
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	243	215	23	37	301	0	25	68	33	467	119	262
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	517	1185	125	551	1298		465	386	187	1084	607	515
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.00	0.32	0.32	0.32	0.32	0.32	0.32
Sat Flow, veh/h	1078	3242	343	1142	3554	1585	1002	1189	577	2510	1870	1585
Grp Volume(v), veh/h	243	117	121	37	301	0	25	0	101	467	119	262
Grp Sat Flow(s),veh/h/ln	1078	1777	1809	1142	1777	1585	1002	0	1766	1255	1870	1585
Q Serve(g_s), s	7.8	1.7	1.8	0.9	2.3	0.0	0.7	0.0	1.6	6.3	1.8	5.2
Cycle Q Clear(g_c), s	10.1	1.7	1.8	2.6	2.3	0.0	2.5	0.0	1.6	7.9	1.8	5.2
Prop In Lane	1.00		0.19	1.00		1.00	1.00		0.33	1.00		1.00
Lane Grp Cap(c), veh/h	517	649	661	551	1298		465	0	574	1084	607	515
V/C Ratio(X)	0.47	0.18	0.18	0.07	0.23		0.05	0.00	0.18	0.43	0.20	0.51
Avail Cap(c_a), veh/h	596	780	794	635	1560		554	0	730	1306	773	655
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	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.0	8.3	8.4	9.3	8.5	0.0	10.3	0.0	9.4	12.2	9.4	10.6
Incr Delay (d2), s/veh	0.7	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.3	0.2	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	1.5	0.5	0.5	0.2	0.7	0.0	0.1	0.0	0.5	1.4	0.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.7	8.5	8.5	9.3	8.6	0.0	10.4	0.0	9.5	12.5	9.6	11.4
LnGrp LOS	B	A	A	A	A		B	A	A	B	A	B
Approach Vol, veh/h		481			338	A		126			848	
Approach Delay, s/veh		10.6			8.7			9.7			11.7	
Approach LOS		B			A			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		18.6		20.2		18.6		20.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		17.0		16.0		17.0				
Max Q Clear Time (g_c+I1), s		9.9		4.6		4.5		12.1				
Green Ext Time (p_c), s		2.7		4.4		1.3		2.1				

Intersection Summary												
HCM 6th Ctrl Delay			10.7									
HCM 6th LOS			B									

Notes

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

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	710	5	26	813	4	18
Future Vol, veh/h	710	5	26	813	4	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	772	5	28	884	4	20

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	777	0	1273	389
Stage 1	-	-	-	-	775	-
Stage 2	-	-	-	-	498	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	835	-	159	610
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	576	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	835	-	154	610
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	415	-
Stage 2	-	-	-	-	556	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	505	-	-	835	-
HCM Lane V/C Ratio	0.047	-	-	0.034	-
HCM Control Delay (s)	12.5	-	-	9.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	1.2

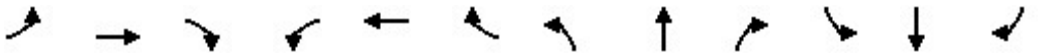
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	0	3	3	0	13	1	117	4	16	130	9
Future Vol, veh/h	5	0	3	3	0	13	1	117	4	16	130	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	3	3	0	14	1	126	4	17	140	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	316	311	145	311	314	128	150	0	0	130	0	0
Stage 1	179	179	-	130	130	-	-	-	-	-	-	-
Stage 2	137	132	-	181	184	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	637	604	902	642	601	922	1431	-	-	1455	-	-
Stage 1	823	751	-	874	789	-	-	-	-	-	-	-
Stage 2	866	787	-	821	747	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	620	596	902	633	593	922	1431	-	-	1455	-	-
Mov Cap-2 Maneuver	620	596	-	633	593	-	-	-	-	-	-	-
Stage 1	822	741	-	873	788	-	-	-	-	-	-	-
Stage 2	852	786	-	807	737	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.2	9.3	0.1	0.8
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1431	-	-	702	849	1455	-	-
HCM Lane V/C Ratio	0.001	-	-	0.012	0.02	0.012	-	-
HCM Control Delay (s)	7.5	0	-	10.2	9.3	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Appendix F ANALYSIS WORKSHEETS: 2025 BUILD CONDITIONS



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	207	20	32	267	558	38	92	28	436	110	243
Future Volume (veh/h)	221	207	20	32	267	558	38	92	28	436	110	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	238	223	22	34	287	0	41	99	30	469	118	261
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	514	1171	114	537	1273		475	461	140	1061	626	531
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.00	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	1092	3270	320	1135	3554	1585	1004	1378	417	2447	1870	1585
Grp Volume(v), veh/h	238	120	125	34	287	0	41	0	129	469	118	261
Grp Sat Flow(s),veh/h/ln	1092	1777	1813	1135	1777	1585	1004	0	1795	1223	1870	1585
Q Serve(g_s), s	7.6	1.8	1.9	0.8	2.2	0.0	1.2	0.0	2.0	6.6	1.8	5.1
Cycle Q Clear(g_c), s	9.8	1.8	1.9	2.7	2.2	0.0	2.9	0.0	2.0	8.7	1.8	5.1
Prop In Lane	1.00		0.18	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	514	636	649	537	1273		475	0	601	1061	626	531
V/C Ratio(X)	0.46	0.19	0.19	0.06	0.23		0.09	0.00	0.21	0.44	0.19	0.49
Avail Cap(c_a), veh/h	598	773	789	624	1546		550	0	735	1245	766	649
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	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.2	8.6	8.6	9.6	8.8	0.0	10.3	0.0	9.3	12.4	9.2	10.4
Incr Delay (d2), s/veh	0.7	0.1	0.1	0.0	0.1	0.0	0.1	0.0	0.2	0.3	0.1	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	1.5	0.5	0.6	0.2	0.6	0.0	0.2	0.0	0.7	1.5	0.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.8	8.8	8.8	9.6	8.8	0.0	10.3	0.0	9.5	12.7	9.4	11.1
LnGrp LOS	B	A	A	A	A		B	A	A	B	A	B
Approach Vol, veh/h		483			321	A		170			848	
Approach Delay, s/veh		10.8			8.9			9.7			11.7	
Approach LOS		B			A			A			B	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		19.1		20.0		19.1		20.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0		17.0		16.0		17.0				
Max Q Clear Time (g_c+I1), s		10.7		4.7		4.9		11.8				
Green Ext Time (p_c), s		2.4		4.2		1.8		2.2				

Intersection Summary												
HCM 6th Ctrl Delay			10.8									
HCM 6th LOS			B									

Notes

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

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	704	5	78	769	4	28
Future Vol, veh/h	704	5	78	769	4	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	765	5	85	836	4	30

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	770	0	1356	385
Stage 1	-	-	-	-	768	-
Stage 2	-	-	-	-	588	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	840	-	140	613
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	518	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	840	-	126	613
Mov Cap-2 Maneuver	-	-	-	-	258	-
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	466	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	12.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	523	-	-	840	-
HCM Lane V/C Ratio	0.067	-	-	0.101	-
HCM Control Delay (s)	12.4	-	-	9.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	-

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	5	0	3	11	0	73	1	102	23	16	128	9
Future Vol, veh/h	5	0	3	11	0	73	1	102	23	16	128	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	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	3	12	0	78	1	110	25	17	138	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	341	314	143	304	307	123	148	0	0	135	0	0
Stage 1	177	177	-	125	125	-	-	-	-	-	-	-
Stage 2	164	137	-	179	182	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	613	601	905	648	607	928	1434	-	-	1449	-	-
Stage 1	825	753	-	879	792	-	-	-	-	-	-	-
Stage 2	838	783	-	823	749	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	555	593	905	639	599	928	1434	-	-	1449	-	-
Mov Cap-2 Maneuver	555	593	-	639	599	-	-	-	-	-	-	-
Stage 1	824	743	-	878	791	-	-	-	-	-	-	-
Stage 2	766	782	-	809	739	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.6	9.6	0.1	0.8
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1434	-	-	649	876	1449	-	-
HCM Lane V/C Ratio	0.001	-	-	0.013	0.103	0.012	-	-
HCM Control Delay (s)	7.5	0	-	10.6	9.6	7.5	0	-
HCM Lane LOS	A	A	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0	-	-

Appendix G TURN LANE ANALYSIS WORKSHEETS

Stantec

Study Area Information

County:	Charleston County	Date:	9/25/2024
SCDOT Engineering District:	District 6	Analyst:	SJ
Analysis Year:	2025	Agency:	**Stantec Consulting Services Inc.**

Intersection:	Project Driveway #1 & 14th Avenue
Left Turn Movement:	Southbound Left-Turn Lane
Right Turn Movement:	Northbound Right-Turn Lane

Posted Speed Limit:	25 *mph*	Median:	Undivided
# of Approach Lanes:	1	Urban or Rural?	Urban

Volume Information & Calculations

Left Turn Lane Volume Calculations

Movement		Volume (vph) AM	Volume (vph) PM
Advancing	Left	16	
	Through	128	
	Right	9	
Opposing	Left	1	
	Through	102	
	Right	23	

	AM	PM
Advancing Volume:	153	0
Opposing Volume:	126	0
Left Turn Volume:	16	0
% Left Turns in Advancing Volume:	10.5%	#N/A

Right Turn Lane Volume Calculations

Movement		Volume (vph) AM	Volume (vph) PM
Advancing	Left	1	0
	Through	102	0
	Right	23	0

Adjustment to Right Turn Volume[1]: Include? No

	AM	PM
Advancing Volume:	126	0
Right Turn Volume:	23	0

Turn Lane Warrant Met?

Left Turn Lane Warrant	
Applicable Warrant Chart:	**N/A**
Warrant Satisfied:	**N/A**

Right Turn Lane Warrant	
Applicable Warrant Chart:	**Fig 9.5-A**
Warrant Satisfied:	**No**

Recommended Turn Lane Length

Turning Truck%: 2%

Turning Truck%: 2%

Left Turn Lane		
Storage Length (ft):	**N/A**	ft
Taper Length (ft):	**N/A**	ft
Total Left Turn Lane (ft):	**N/A**	ft

Right Turn Lane		
Storage Length:	**N/A**	ft
Taper Length:	**N/A**	ft
Total Left Turn Lane:	**N/A**	ft

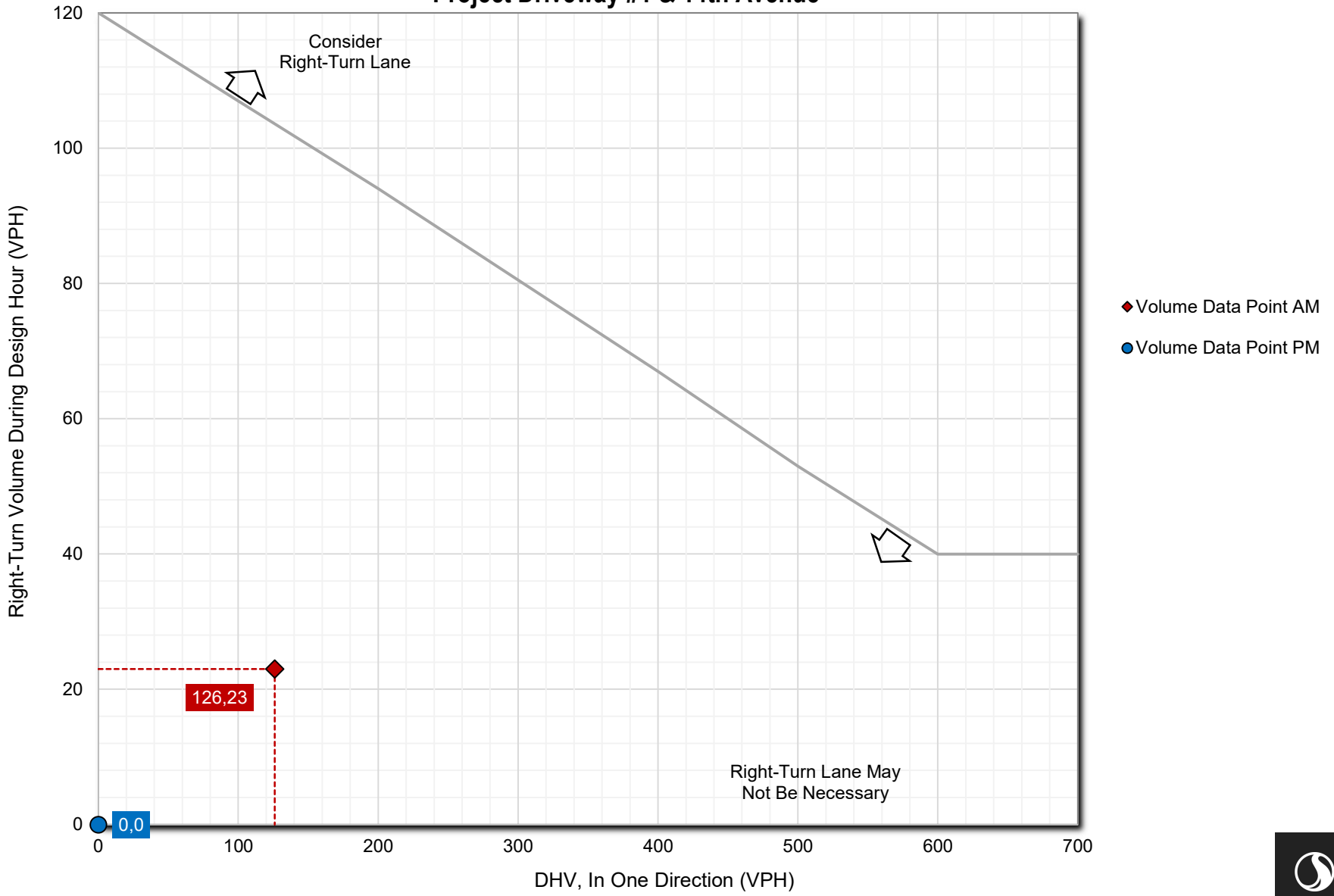
Consider providing dual-turn lanes if the turning volumes are greater than 300 vehicles per hour. A traffic analysis will be required if the turning volumes are greater than 300 vehicles per hour.

The traffic designer should review the design to determine if longer turn lane lengths are required.

Source: SCDOT Roadway Design Manual (2021), SCDOT Access and Roadside Management Standards (2008), and TRB Highway Research Record 211, Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS *Figure 9.5-A*, (SCDOT ROADWAY DESIGN MANUAL 2021)

Project Driveway #1 & 14th Avenue



Stantec

Study Area Information

County:	Charleston County	Date:	9/25/2024
SCDOT Engineering District:	District 6	Analyst:	SJ
Analysis Year:	2025	Agency:	**Stantec Consulting Services Inc.**

Intersection:	Palm Boulevard & Project Driveway #2
Left Turn Movement:	Westbound Left-Turn Lane
Right Turn Movement:	Eastbound Right-Turn Lane

Posted Speed Limit:	30 *mph*	Median:	Undivided
# of Approach Lanes:	2	Urban or Rural?	Urban

Volume Information & Calculations

Left Turn Lane Volume Calculations

Movement		Volume (vph) AM	Volume (vph) PM
Advancing	Left	78	
	Through	769	
	Right		
Opposing	Left		
	Through	704	
	Right	5	

	AM	PM
Advancing Volume:	847	0
Opposing Volume:	709	0
Left Turn Volume:	78	0
% Left Turns in Advancing Volume:	9.2%	#N/A

Right Turn Lane Volume Calculations

Movement		Volume (vph) AM	Volume (vph) PM
Advancing	Left	0	0
	Through	704	0
	Right	5	0

Adjustment to Right Turn Volume[1]: Include? No

	AM	PM
Advancing Volume:	709	0
Right Turn Volume:	5	0

Turn Lane Warrant Met?

Left Turn Lane Warrant	
Applicable Warrant Chart:	**N/A**
Warrant Satisfied:	**N/A**

Right Turn Lane Warrant	
Applicable Warrant Chart:	**N/A**
Warrant Satisfied:	**N/A**

Recommended Turn Lane Length

Turning Truck%: 2%

Turning Truck%: 2%

Left Turn Lane		
Storage Length (ft):	**N/A**	ft
Taper Length (ft):	**N/A**	ft
Total Left Turn Lane (ft):	**N/A**	ft

Right Turn Lane		
Storage Length:	**N/A**	ft
Taper Length:	**N/A**	ft
Total Left Turn Lane:	**N/A**	ft

Consider providing dual-turn lanes if the turning volumes are greater than 300 vehicles per hour. A traffic analysis will be required if the turning volumes are greater than 300 vehicles per hour.

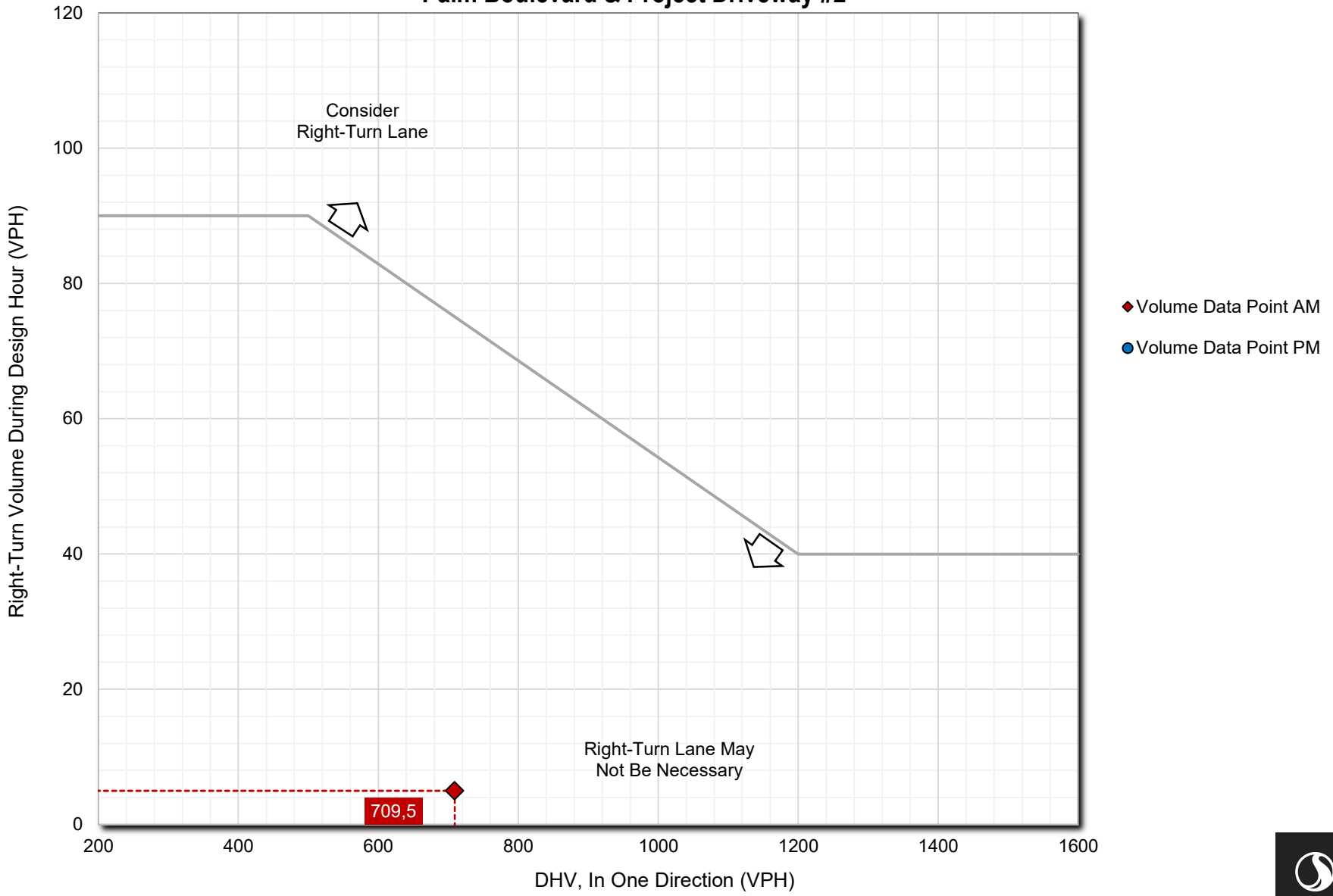
The traffic designer should review the design to determine if longer turn lane lengths are required.

Right-turn lane guidelines are only applicable for right turn lanes at unsignalised intersections on either two lane highways or four lane highways with a design speed of 50 miles per hour or greater.

Source: SCDOT Roadway Design Manual (2021), SCDOT Access and Roadside Management Standards (2008), and TRB Highway Research Record 211, Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections.

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON FOUR-LANE HIGHWAYS *Figure 9.5-B*, (SCDOT ROADWAY DESIGN MANUAL 2021)

Palm Boulevard & Project Driveway #2



Intersection: 2: Project Driveway #2 & Palm Boulevard

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	2	62	3	60
Average Queue (ft)	0	26	0	22
95th Queue (ft)	2	55	3	51
Link Distance (ft)	249		570	133
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		