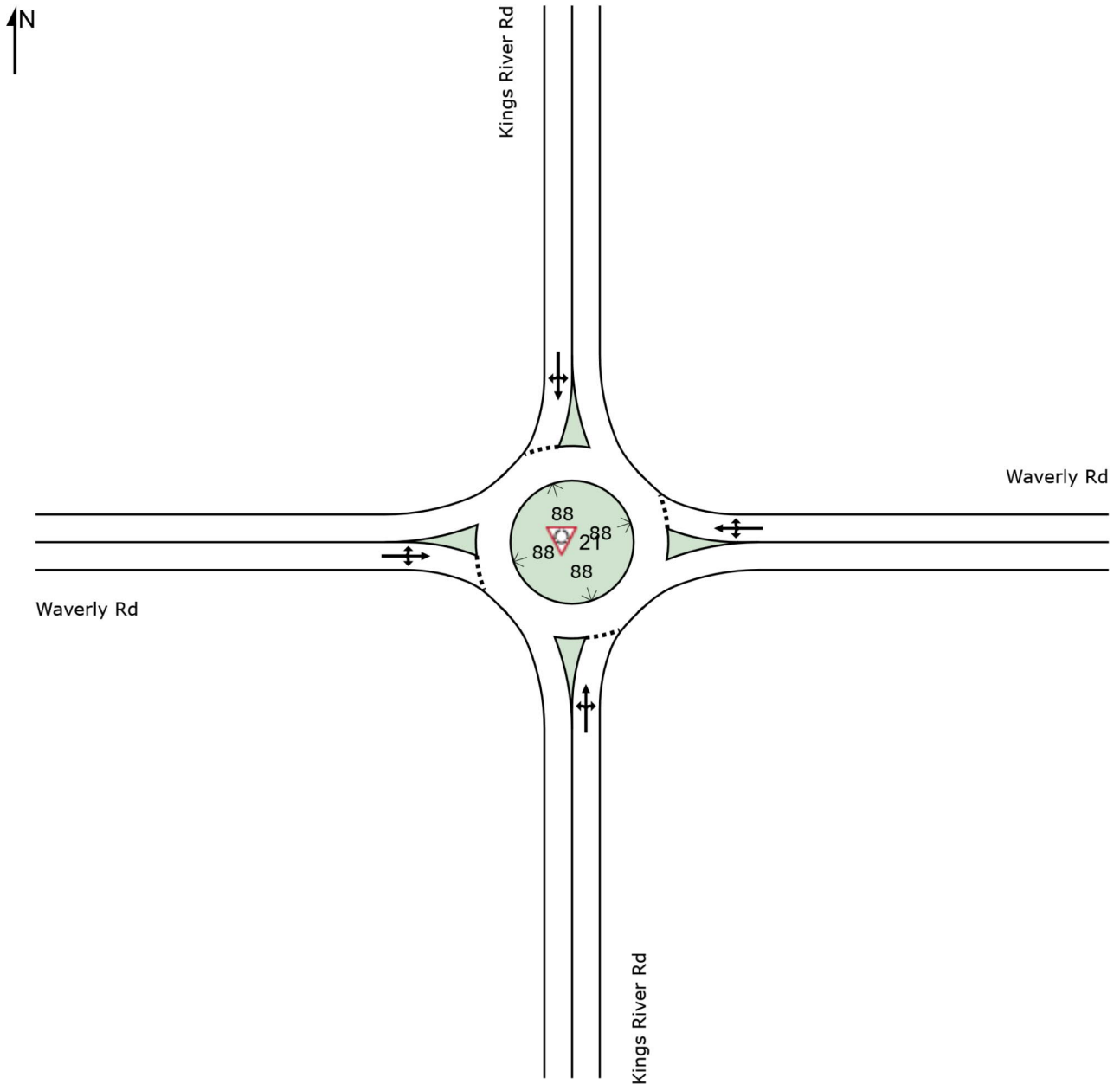

Appendix I – Build 2040 Sidra Reports

SITE LAYOUT

 Site: 21 [Build 2040 MD Peak]

Build 2040 Mid-day Peak
Site Category: Kings River Rd at Waverly Rd
Roundabout



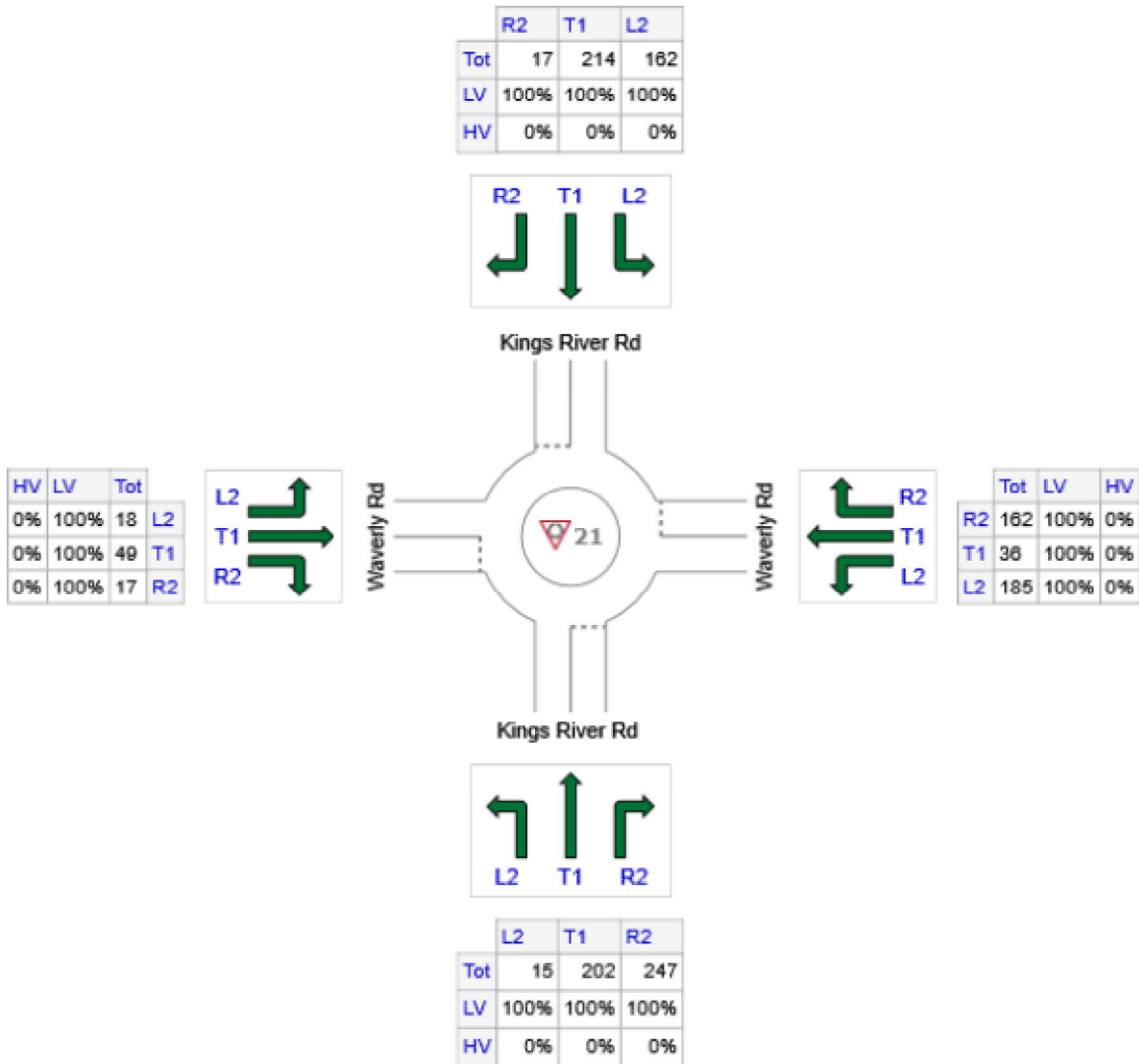
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

 Site: 21 [Build 2040 MD Peak]

Build 2040 Mid-day Peak
 Site Category: Kings River Rd at Waverly Rd
 Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Kings River Rd	464	464	0
E: Waverly Rd	383	383	0
N: Kings River Rd	393	393	0
W: Waverly Rd	84	84	0
Total	1324	1324	0

MOVEMENT SUMMARY

 Site: 21 [Build 2040 MD Peak]

Build 2040 Mid-day Peak
Site Category: Kings River Rd at Waverly Rd
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Kings River Rd												
3	L2	16	0.0	0.477	8.9	LOS A	3.5	88.6	0.60	0.44	0.60	23.6
8	T1	220	0.0	0.477	8.9	LOS A	3.5	88.6	0.60	0.44	0.60	23.2
18	R2	268	0.0	0.477	8.9	LOS A	3.5	88.6	0.60	0.44	0.60	22.7
Approach		504	0.0	0.477	8.9	LOS A	3.5	88.6	0.60	0.44	0.60	23.0
East: Waverly Rd												
1	L2	201	0.0	0.399	7.7	LOS A	2.8	70.3	0.57	0.42	0.57	23.4
6	T1	39	0.0	0.399	7.7	LOS A	2.8	70.3	0.57	0.42	0.57	23.0
16	R2	176	0.0	0.399	7.7	LOS A	2.8	70.3	0.57	0.42	0.57	22.5
Approach		416	0.0	0.399	7.7	LOS A	2.8	70.3	0.57	0.42	0.57	23.0
North: Kings River Rd												
7	L2	176	0.0	0.410	7.9	LOS A	2.9	72.7	0.58	0.42	0.58	23.5
4	T1	233	0.0	0.410	7.9	LOS A	2.9	72.7	0.58	0.42	0.58	23.2
14	R2	18	0.0	0.410	7.9	LOS A	2.9	72.7	0.58	0.42	0.58	22.7
Approach		427	0.0	0.410	7.9	LOS A	2.9	72.7	0.58	0.42	0.58	23.3
West: Waverly Rd												
5	L2	20	0.0	0.117	5.8	LOS A	0.7	16.9	0.67	0.54	0.67	24.2
2	T1	53	0.0	0.117	5.8	LOS A	0.7	16.9	0.67	0.54	0.67	23.8
12	R2	18	0.0	0.117	5.8	LOS A	0.7	16.9	0.67	0.54	0.67	23.3
Approach		91	0.0	0.117	5.8	LOS A	0.7	16.9	0.67	0.54	0.67	23.8
All Vehicles		1439	0.0	0.477	8.1	LOS A	3.5	88.6	0.59	0.43	0.59	23.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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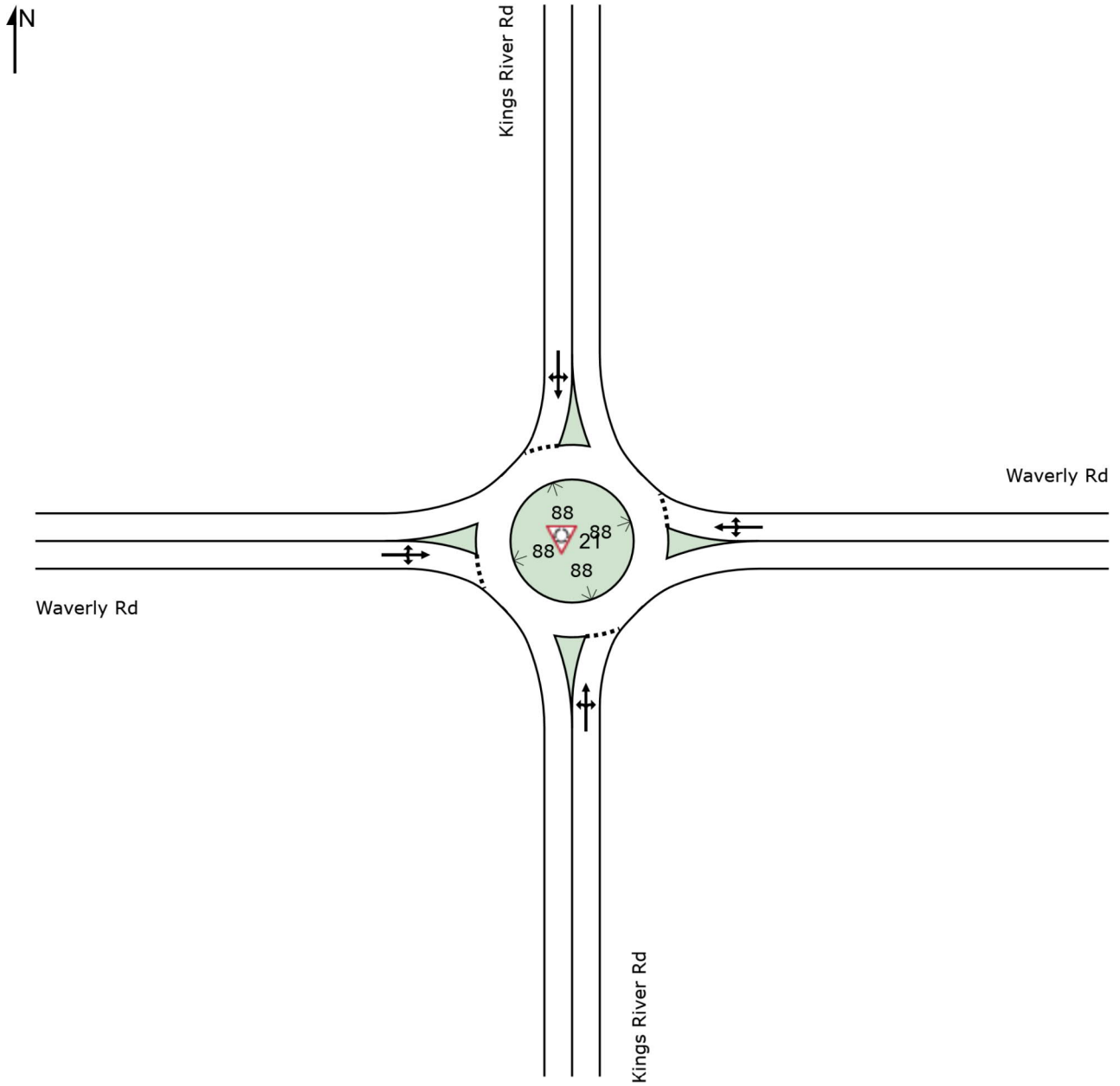
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SITE LAYOUT

 **Site: 21 [Build 2040 PM Peak]**

Build 2040 Mid-day Peak
Site Category: Kings River Rd at Waverly Rd
Roundabout



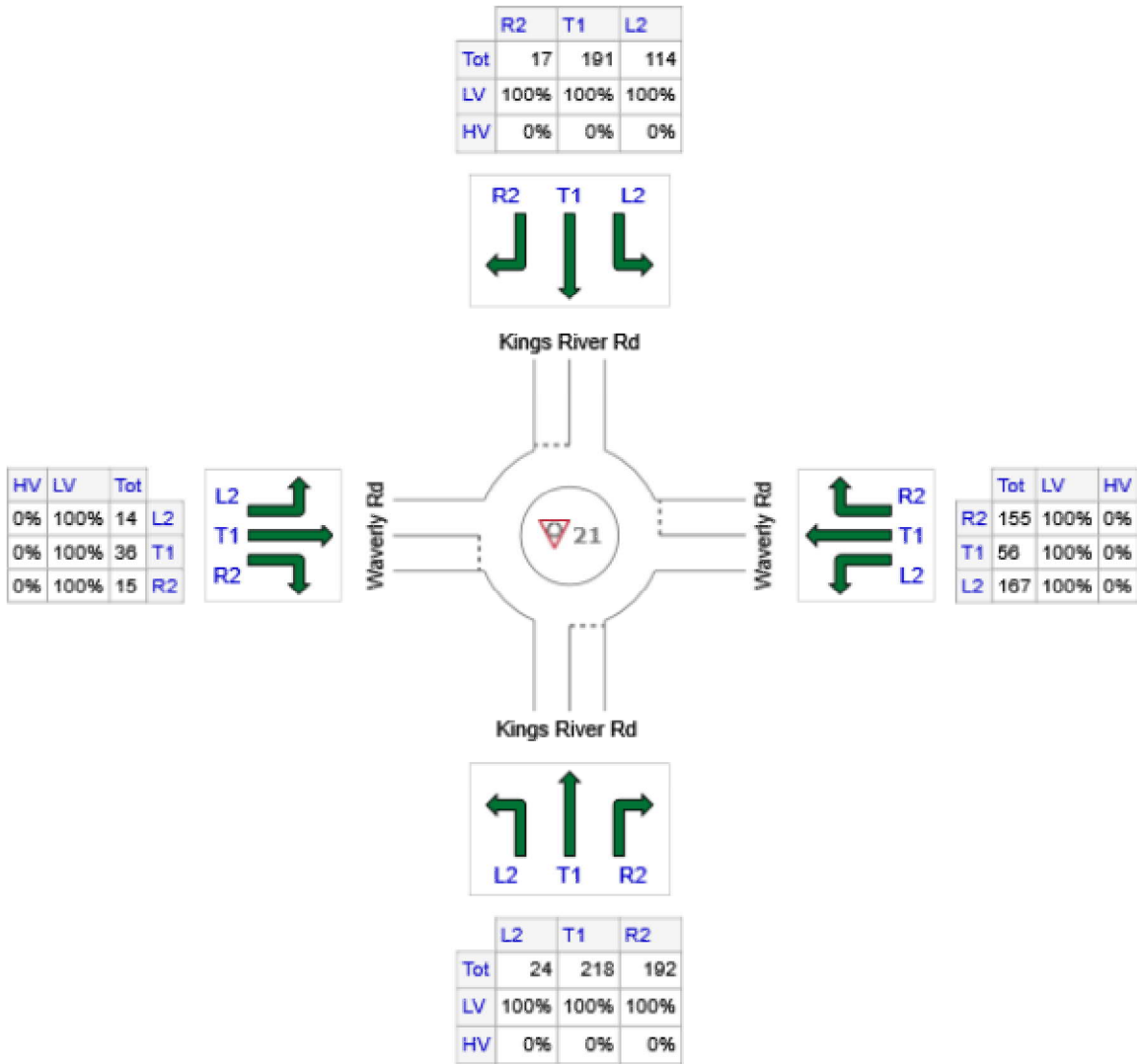
INPUT VOLUMES

Vehicles and pedestrians per 60 minutes

 Site: 21 [Build 2040 PM Peak]

Build 2040 Mid-day Peak
 Site Category: Kings River Rd at Waverly Rd
 Roundabout

Volume Display Method: Total and %



	All MCs	Light Vehicles (LV)	Heavy Vehicles (HV)
S: Kings River Rd	434	434	0
E: Waverly Rd	378	378	0
N: Kings River Rd	322	322	0
W: Waverly Rd	65	65	0
Total	1199	1199	0

MOVEMENT SUMMARY

 Site: 21 [Build 2040 PM Peak]

Build 2040 Mid-day Peak
Site Category: Kings River Rd at Waverly Rd
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Kings River Rd												
3	L2	26	0.0	0.419	7.6	LOS A	3.0	74.9	0.49	0.32	0.49	23.9
8	T1	237	0.0	0.419	7.6	LOS A	3.0	74.9	0.49	0.32	0.49	23.6
18	R2	209	0.0	0.419	7.6	LOS A	3.0	74.9	0.49	0.32	0.49	23.0
Approach		472	0.0	0.419	7.6	LOS A	3.0	74.9	0.49	0.32	0.49	23.3
East: Waverly Rd												
1	L2	182	0.0	0.399	7.8	LOS A	2.8	68.9	0.58	0.43	0.58	23.4
6	T1	61	0.0	0.399	7.8	LOS A	2.8	68.9	0.58	0.43	0.58	23.1
16	R2	168	0.0	0.399	7.8	LOS A	2.8	68.9	0.58	0.43	0.58	22.6
Approach		411	0.0	0.399	7.8	LOS A	2.8	68.9	0.58	0.43	0.58	23.0
North: Kings River Rd												
7	L2	124	0.0	0.338	7.0	LOS A	2.2	56.1	0.55	0.40	0.55	23.8
4	T1	208	0.0	0.338	7.0	LOS A	2.2	56.1	0.55	0.40	0.55	23.4
14	R2	18	0.0	0.338	7.0	LOS A	2.2	56.1	0.55	0.40	0.55	22.9
Approach		350	0.0	0.338	7.0	LOS A	2.2	56.1	0.55	0.40	0.55	23.5
West: Waverly Rd												
5	L2	15	0.0	0.083	5.0	LOS A	0.5	11.4	0.60	0.45	0.60	24.4
2	T1	39	0.0	0.083	5.0	LOS A	0.5	11.4	0.60	0.45	0.60	24.0
12	R2	16	0.0	0.083	5.0	LOS A	0.5	11.4	0.60	0.45	0.60	23.5
Approach		71	0.0	0.083	5.0	LOS A	0.5	11.4	0.60	0.45	0.60	24.0
All Vehicles		1303	0.0	0.419	7.3	LOS A	3.0	74.9	0.54	0.38	0.54	23.3

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: SIDRA Standard.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Appendix J – Arterial Analysis

Arterial Level of Service
Existing 2019 - MD Peak

Arterial Level of Service: NB US 17

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
S Causeway Rd	2	5.5	16.1	0.1	30
	86	2.6	19.7	0.2	40
Alston Rd	3	8.1	59.1	0.7	42
N Causeway Rd	4	23.1	49.1	0.3	24
	61	5.7	18.5	0.2	31
Brown Ln	5	17.4	117.0	1.3	40
Litchfield Dr	6	23.1	112.2	1.2	37
Country Club Dr	7	4.2	9.8	0.1	28
	79	0.9	5.0	0.0	33
	62	5.2	58.4	0.7	41
Retreat Beach Cir	8	25.1	38.8	0.2	17
	89	5.1	11.8	0.1	25
N Boyle Rd	9	12.4	51.7	0.5	36
Trace Dr	10	6.4	41.4	0.4	39
Wesley Rd	11	13.3	144.9	2.2	55
US 17	57	1.5	15.2	0.2	50
US 17 BUS	76	-	-	0.1	-
US 17 BUS	12	1.6	10.7	0.1	46
US 17	27	2.2	31.6	0.4	43
Pendergrass Ave	13	-	-	0.2	-
Wesley Rd	14	10.4	85.2	1.0	41
Wachesaw Rd	15	21.9	31.4	0.1	13
Bellamy Ave	16	24.3	61.5	0.5	29
Riverwood Dr	17	14.8	34.3	0.3	26
	200	2.6	12.2	0.1	36
	18	1.3	8.2	0.1	38
Macklen Ave	56	1.1	10.8	0.1	40
	201	2.7	21.2	0.2	39
Sunnyside Ave	19	23.0	34.7	0.2	16
Total		265.5	1110.7	11.7	38

Arterial Level of Service
Existing 2019 - MD Peak

Arterial Level of Service: SB US 17

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Burgess Rd	19	39.1	54.4	0.2	13
	201	10.0	22.4	0.2	25
	56	2.3	20.8	0.2	40
Driveway	18	1.5	10.9	0.1	40
	200	2.0	8.7	0.1	36
Riverwood Dr	17	14.3	23.6	0.1	19
Bellamy Ave	16	16.7	36.8	0.3	25
Wachesaw Rd	15	38.3	75.7	0.5	23
Wesley Rd	14	6.8	16.2	0.1	25
Pendergrass Ave	13	7.3	82.2	1.0	42
US 17	27	1.4	18.6	0.2	41
Wesley Rd	11	2.0	15.4	0.2	49
Sandy Island	10	15.2	181.0	2.2	44
	9	8.4	43.6	0.4	37
N Boyle Rd	89	10.1	50.8	0.5	36
	8	28.7	35.2	0.1	8
	62	8.0	22.3	0.2	29
Willbrook Blvd	79	6.3	59.7	0.7	40
	7	1.5	5.1	0.0	32
	6	5.8	11.6	0.1	23
Country Club Dr	5	17.2	107.9	1.2	38
	61	13.3	117.3	1.3	40
Driveway	6	5.8	11.6	0.1	23
Martin Luther King R	5	17.2	107.9	1.2	38
	61	13.3	117.3	1.3	40
Waverly Rd	4	16.5	29.0	0.2	20
Petigru Dr	3	9.9	35.0	0.3	34
	86	6.0	61.3	0.7	41
S Causeway Rd	2	5.3	20.7	0.2	38
Total		293.7	1166.3	11.2	35

Arterial Level of Service
Existing 2019 - PM Peak

Arterial Level of Service: NB US 17

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
S Causeway Rd	2	6.9	17.6	0.1	27
	86	3.1	20.3	0.2	39
Alston Rd	3	10.8	64.3	0.7	39
N Causeway Rd	4	14.6	41.1	0.3	29
	61	4.0	17.0	0.2	34
Brown Ln	5	15.4	117.4	1.3	40
Litchfield Dr	6	18.4	106.2	1.2	39
Country Club Dr	7	3.2	8.9	0.1	31
	79	0.7	4.9	0.0	33
	62	5.5	59.2	0.7	41
Retreat Beach Cir	8	27.7	41.8	0.2	15
	89	5.7	12.3	0.1	24
N Boyle Rd	9	10.6	49.8	0.5	37
Trace Dr	10	5.7	41.0	0.4	39
Wesley Rd	11	15.6	149.6	2.2	53
US 17	57	1.8	15.6	0.2	49
Pendergrass Ave	13	-	-	0.2	-
Wesley Rd	14	9.4	83.9	1.0	41
Wachesaw Rd	15	15.4	24.8	0.1	16
Bellamy Ave	16	18.9	57.2	0.5	31
Riverwood Dr	17	11.3	30.9	0.3	29
	200	2.5	12.3	0.1	36
Macklen Ave	18	1.2	8.1	0.1	38
	56	1.2	10.9	0.1	39
	201	3.5	22.0	0.2	38
Sunnyside Ave	19	30.6	42.5	0.2	13
Total		243.7	1059.5	11.2	38

Arterial Level of Service
Existing 2019 - PM Peak

Arterial Level of Service: SB US 17

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Burgess Rd	19	35.3	50.7	0.2	14
	201	10.1	22.8	0.2	24
	56	2.6	21.1	0.2	39
Driveway	18	1.6	11.2	0.1	38
	200	1.7	8.6	0.1	36
Riverwood Dr	17	14.9	24.5	0.1	18
Bellamy Ave	16	10.8	30.3	0.3	30
Wachesaw Rd	15	29.3	67.8	0.5	26
Wesley Rd	14	6.2	15.5	0.1	26
Pendergrass Ave	13	7.6	83.6	1.0	42
US 17	27	1.5	18.9	0.2	40
US 17 BUS	74	3.1	31.1	0.4	49
	78	0.5	3.7	0.0	47
US 17	57	1.0	8.0	0.1	47
Wesley Rd	11	-	-	0.2	-
Sandy Island	10	16.5	183.3	2.2	43
N Boyle Rd	9	8.4	42.9	0.4	37
	89	8.7	49.7	0.5	37
Willbrook Blvd	8	24.6	31.2	0.1	9
	62	7.2	21.6	0.2	30
	79	6.0	59.3	0.7	41
Country Club Dr	7	1.1	4.7	0.0	35
Driveway	6	4.9	10.8	0.1	25
Martin Luther King R	5	17.0	107.5	1.2	39
	61	12.4	115.6	1.3	41
Waverly Rd	4	12.0	24.6	0.2	23
Petigru Dr	3	16.1	41.7	0.3	29
	86	6.8	62.4	0.7	40
S Causeway Rd	2	7.0	23.1	0.2	34
Total		274.6	1176.2	11.8	36

Arterial Level of Service
2040 No-Build - MD Peak

Arterial Level of Service: NB US 17

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
S Causeway Rd	2	11.5	22.2	0.1	22
	86	6.1	23.3	0.2	34
Alston Rd	3	45.5	97.6	0.7	26
N Causeway Rd	4	113.1	139.0	0.3	9
	61	11.9	24.8	0.2	23
Brown Ln	5	37.4	138.5	1.3	34
Litchfield Dr	6	186.5	273.6	1.2	15
Country Club Dr	7	7.4	13.1	0.1	21
	79	1.9	6.0	0.0	27
	62	10.4	63.6	0.7	38
Retreat Beach Cir	8	46.3	60.1	0.2	11
	89	6.9	13.5	0.1	22
N Boyle Rd	9	15.6	54.5	0.5	34
Trace Dr	10	7.6	42.5	0.4	38
Wesley Rd	11	18.4	148.9	2.2	53
US 17	57	2.0	15.7	0.2	48
US 17 BUS	76	-	-	0.1	-
US 17 BUS	12	1.9	11.0	0.1	45
US 17	27	2.4	32.3	0.4	42
Pendergrass Ave	13	-	-	0.2	-
Wesley Rd	14	17.6	92.1	1.0	38
Wachesaw Rd	15	26.9	36.5	0.1	11
Bellamy Ave	16	39.3	76.8	0.5	23
	35	10.0	23.4	0.2	25
Riverwood Dr	17	11.7	19.2	0.1	17
	200	4.2	13.8	0.1	32
Macklen Ave	18	4.1	11.2	0.1	28
	56	12.1	21.8	0.1	20
	201	57.2	75.5	0.2	11
Sunnyside Ave	19	63.2	75.5	0.2	7
Total		779.2	1626.1	11.7	26

Arterial Level of Service
2040 No-Build - MD Peak

Arterial Level of Service: SB US 17

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Burgess Rd	19	167.1	1305.8	0.2	4
	201	12.3	24.6	0.2	23
	56	3.6	22.0	0.2	38
Driveway	18	4.1	13.4	0.1	32
	200	1.8	8.5	0.1	37
Riverwood Dr	17	15.6	25.1	0.1	18
	35	5.2	12.4	0.1	25
Bellamy Ave	16	17.2	30.2	0.2	20
Wachesaw Rd	15	36.6	73.7	0.5	24
Wesley Rd	14	7.5	17.0	0.1	24
Pendergrass Ave	13	8.4	83.5	1.0	42
US 17	27	1.7	19.1	0.2	40
Wesley Rd	11	-	-	0.2	-
Sandy Island	10	16.6	183.5	2.2	43
N Boyle Rd	9	7.2	42.4	0.4	38
	89	39.9	80.3	0.5	23
Willbrook Blvd	8	56.7	63.7	0.1	5
	62	10.4	24.7	0.2	26
	79	7.5	60.6	0.7	40
Country Club Dr	7	2.4	6.0	0.0	27
Driveway	6	10.0	15.9	0.1	17
Martin Luther King R	5	25.2	115.4	1.2	36
	61	21.2	123.8	1.3	38
Waverly Rd	4	45.4	57.7	0.2	10
Petigru Dr	3	15.7	40.9	0.3	29
	86	9.3	64.3	0.7	39
S Causeway Rd	2	5.2	20.8	0.2	38
Total		553.9	2535.1	11.2	29

Arterial Level of Service
2040 No Build - PM Peak

Arterial Level of Service: NB US 17

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
S Causeway Rd	2	19.6	30.3	0.1	16
	86	9.0	26.0	0.2	30
Alston Rd	3	22.7	76.2	0.7	33
N Causeway Rd	4	43.2	69.0	0.3	17
	61	11.0	23.8	0.2	24
Brown Ln	5	36.5	137.8	1.3	34
Litchfield Dr	6	88.1	173.5	1.2	24
Country Club Dr	7	6.7	12.3	0.1	22
	79	1.7	5.8	0.0	28
	62	92.0	144.2	0.7	17
Retreat Beach Cir	8	86.5	100.2	0.2	6
	89	9.3	15.9	0.1	19
N Boyle Rd	9	13.4	52.9	0.5	35
Trace Dr	10	7.1	42.3	0.4	38
Wesley Rd	11	20.3	152.8	2.2	52
US 17	57	2.7	16.4	0.2	47
Pendergrass Ave	13	-	-	0.2	-
Wesley Rd	14	36.0	109.9	1.0	32
Wachesaw Rd	15	34.6	44.0	0.1	9
Bellamy Ave	16	51.7	89.8	0.5	20
	35	20.4	33.9	0.2	18
Riverwood Dr	17	18.6	28.5	0.1	12
	200	24.6	34.3	0.1	13
Macklen Ave	18	17.2	29.1	0.1	13
	56	29.0	38.6	0.1	11
	201	77.1	99.2	0.2	9
Sunnyside Ave	19	57.6	69.6	0.2	8
Total		836.4	1656.0	11.2	24

Arterial Level of Service
2040 No Build - PM Peak

Arterial Level of Service: SB US 17

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Burgess Rd	19	164.5	1224.1	0.2	4
	201	10.5	23.2	0.2	24
	56	2.9	21.5	0.2	39
Driveway	18	2.5	12.1	0.1	36
	200	1.5	8.3	0.1	37
Riverwood Dr	17	13.7	23.3	0.1	19
	35	4.1	11.0	0.1	27
Bellamy Ave	16	15.2	28.3	0.2	21
Wachesaw Rd	15	50.2	88.4	0.5	20
Wesley Rd	14	16.9	26.4	0.1	16
Pendergrass Ave	13	8.2	83.9	1.0	41
US 17	27	1.7	19.0	0.2	40
US 17 BUS	74	3.3	31.6	0.4	48
	78	0.5	3.6	0.0	47
US 17	57	0.9	7.9	0.1	47
Wesley Rd	11	-	-	0.2	-
Sandy Island	10	17.3	184.4	2.2	43
N Boyle Rd	9	7.2	41.5	0.4	38
	89	10.9	51.7	0.5	36
Willbrook Blvd	8	33.9	41.0	0.1	7
	62	9.2	23.6	0.2	27
	79	7.9	61.4	0.7	39
Country Club Dr	7	2.7	6.3	0.0	26
Driveway	6	9.4	15.3	0.1	18
Martin Luther King R	5	26.3	117.1	1.2	35
	61	19.5	123.0	1.3	38
Waverly Rd	4	33.9	47.0	0.2	12
Petigru Dr	3	15.3	40.5	0.3	30
	86	8.3	63.5	0.7	39
S Causeway Rd	2	10.9	27.0	0.2	29
Total		509.2	2456.2	11.8	30

Arterial Level of Service
2040 Build - MD Peak

Arterial Level of Service: NB US 17

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
S Causeway Rd	2	12.4	23.3	0.1	21
	86	4.8	22.0	0.2	36
Alston Rd	3	29.6	80.7	0.7	31
US 17	8	8.3	16.9	0.1	23
Waverly U-turn	42	7.2	11.6	0.1	17
	91	7.4	18.2	0.1	27
N Causeway Rd	43	5.8	9.1	0.0	16
N Causeway U-turn	92	4.9	15.4	0.1	30
US 17	93	0.5	4.8	0.1	39
Brown Ln	5	-	-	1.3	-
US 17	94	23.8	100.2	1.0	35
	71	-	-	0.0	-
Litchfield Dr	6	8.6	19.0	0.1	25
	79	5.7	22.1	0.2	33
US 17	104	0.5	5.7	0.1	40
US 17	62	-	-	0.5	-
	82	-	-	0.0	-
	101	5.8	13.0	0.1	25
Retreat Beach Cir	83	6.3	11.4	0.1	20
	28	4.5	16.2	0.1	32
US 17	98	0.4	4.7	0.1	40
N Boyle Rd	9	-	-	0.4	-
U-turn	105	7.7	32.5	0.3	34
Trace Dr	10	2.1	12.6	0.1	38
U-turn	107	2.0	11.3	0.1	43
U-turn	109	15.6	130.4	1.9	53
Wesley Rd	11	2.2	12.1	0.2	45
US 17	57	3.8	17.6	0.2	43
US 17	113	-	-	0.1	-
	132	-	-	0.0	-
	125	1.0	5.6	0.1	37
Pendergrass Ave	133	0.9	5.0	0.1	37
	130	1.7	12.1	0.1	38
US 17	111	0.5	4.7	0.1	39
US 17	117	-	-	0.7	-
	152	-	-	0.1	-
	120	7.1	17.7	0.1	27
Wachesaw Rd	153	5.1	9.3	0.1	20
	123	3.6	15.3	0.1	34
US 17	115	0.3	3.5	0.0	39
	48	-	-	0.2	-
Bellamy Ave	16	27.4	39.7	0.2	14
	35	8.5	22.1	0.2	27
Riverwood Dr	17	13.9	20.5	0.1	15
	200	3.9	11.9	0.1	31
Macklen Ave	18	1.7	10.1	0.1	38
	56	1.5	11.2	0.1	38
US 17	201	2.9	14.7	0.1	36

Arterial Level of Service
2040 Build - MD Peak

Arterial Level of Service: NB US 17

		Delay	Travel	Dist	Arterial
U-turn	191	6.6	13.2	0.1	22
US 17	87	4.1	10.5	0.1	27
Sunnyside Ave	19	-	-	0.1	-
Sunnyside Quadrant	36	5.2	12.6	0.1	25
	126	4.1	13.8	0.1	32
Total		269.9	864.2	11.4	47

Arterial Level of Service: SB US 17

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	126	2.0	9.1	0.1	35
Sunnyside Quadrant	36	5.6	15.7	0.1	28
Burgess Rd	19	22.7	29.0	0.1	11
US 17	87	8.9	15.7	0.1	18
	56	-	-	0.1	-
Waccamaw Medical Par	18	8.3	17.8	0.1	24
	200	2.7	11.1	0.1	34
Riverwood Dr	17	23.3	31.3	0.1	12
	35	11.1	18.1	0.1	16
Bellamy Ave	16	65.5	78.5	0.2	8
	48	13.7	26.2	0.2	22
US 17	115	3.2	15.2	0.2	36
US 17	111	-	-	0.7	-
US 17	27	-	-	0.1	-
US 17 BUS	74	2.8	30.4	0.4	50
	78	0.7	3.8	0.0	45
US 17	57	1.3	8.4	0.1	45
Wesley Rd	11	-	-	0.2	-
U-turn	109	0.9	13.4	0.2	41
U-turn	107	17.2	163.2	1.9	42
Sandy Island	10	2.0	12.5	0.1	39
U-turn	105	1.6	12.2	0.1	40
N Boyle Rd	9	9.2	33.2	0.3	34
US 17	98	9.7	41.4	0.4	36
US 17	104	-	-	0.5	-
Martin Luther King R	5	-	-	1.0	-
US 17	93	24.9	122.2	1.3	38
Petigru Dr	3	-	-	0.1	-
	86	13.1	68.3	0.7	37
S Causeway Rd	2	4.1	19.5	0.2	40
Total		254.2	796.0	9.7	44

Arterial Level of Service
2040 Build - PM Peak

Arterial Level of Service: NB US 17

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
S Causeway Rd	2	23.7	34.6	0.1	14
	86	10.9	28.0	0.2	28
Alston Rd	3	23.8	77.4	0.7	32
US 17	8	5.0	13.5	0.1	28
Waverly U-turn	42	-	-	0.1	-
	91	4.5	15.3	0.1	32
N Causeway Rd	43	4.8	8.1	0.0	18
N Causeway U-turn	92	3.9	14.4	0.1	32
US 17	93	0.5	4.7	0.1	39
Brown Ln	5	-	-	1.3	-
US 17	94	21.5	98.2	1.0	36
	71	-	-	0.0	-
Litchfield Dr	6	9.0	19.4	0.1	24
	79	5.9	22.3	0.2	33
US 17	104	0.6	5.8	0.1	40
US 17	62	-	-	0.5	-
	82	-	-	0.0	-
	101	9.1	16.3	0.1	20
Retreat Beach Cir	83	12.4	17.5	0.1	13
	28	7.3	19.0	0.1	27
US 17	98	0.7	4.9	0.1	37
N Boyle Rd	9	-	-	0.4	-
U-turn	105	8.2	33.3	0.3	34
Trace Dr	10	2.4	13.2	0.1	37
U-turn	107	2.3	11.9	0.1	41
U-turn	109	32.7	149.0	1.9	46
Wesley Rd	11	6.3	16.3	0.2	34
US 17	57	8.6	22.4	0.2	34
US 17	113	-	-	0.1	-
	132	-	-	0.0	-
	125	1.0	5.7	0.1	37
Pendergrass Ave	133	0.8	5.0	0.1	37
	130	1.6	12.0	0.1	38
US 17	111	0.5	4.7	0.1	39
US 17	117	-	-	0.7	-
	152	-	-	0.1	-
	120	10.5	21.0	0.1	23
Wachesaw Rd	153	5.9	10.2	0.1	19
	123	5.3	17.1	0.1	30
US 17	115	0.5	3.6	0.0	37
	48	-	-	0.2	-
Bellamy Ave	16	25.2	37.8	0.2	15
	35	8.6	22.1	0.2	27
Riverwood Dr	17	7.3	13.9	0.1	21
	200	3.1	11.4	0.1	33
Macklen Ave	18	2.1	10.5	0.1	36
	56	1.8	11.6	0.1	37
US 17	201	4.6	16.3	0.1	32

Arterial Level of Service
2040 Build - PM Peak

Arterial Level of Service: NB US 17

		Delay	Travel	Dist	Arterial
U-turn	191	11.9	18.4	0.1	16
US 17	87	8.4	14.8	0.1	19
Sunnyside Ave	19	-	-	0.1	-
Sunnyside Quadrant	193	5.8	13.1	0.1	24
	126	4.5	14.1	0.1	31
Total		313.4	908.7	11.4	45

Arterial Level of Service: SB US 17

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	126	2.0	9.3	0.1	35
Sunnyside Quadrant	193	5.2	15.3	0.1	29
Burgess Rd	19	22.7	29.0	0.1	11
US 17	87	8.7	15.4	0.1	18
	56	-	-	0.1	-
Waccamaw Medical Par	18	9.4	19.1	0.1	23
	200	2.6	11.1	0.1	34
Riverwood Dr	17	19.2	27.2	0.1	14
	35	7.2	14.1	0.1	21
Bellamy Ave	16	37.0	50.0	0.2	12
	48	13.1	26.0	0.2	22
US 17	115	8.6	20.7	0.2	26
US 17	111	-	-	0.7	-
US 17	27	-	-	0.1	-
US 17 BUS	74	2.9	31.3	0.4	49
	78	0.7	3.9	0.0	44
US 17	57	1.3	8.4	0.1	45
Wesley Rd	11	-	-	0.2	-
U-turn	109	1.3	13.8	0.2	39
U-turn	107	17.5	163.9	1.9	42
Sandy Island	10	2.1	12.9	0.1	38
U-turn	105	1.8	12.7	0.1	38
N Boyle Rd	9	8.6	32.7	0.3	34
US 17	98	9.9	42.2	0.4	35
US 17	104	-	-	0.5	-
Martin Luther King R	5	-	-	1.0	-
US 17	93	24.0	123.8	1.3	38
Petigru Dr	3	-	-	0.1	-
	86	12.4	67.5	0.7	37
S Causeway Rd	2	6.0	22.0	0.2	36
Total		224.2	772.2	9.7	45