

Easley Food Hall

Easley, South Carolina
August 20, 2026

Traffic Impact Study

Prepared for:
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EXECUTIVE SUMMARY

- The subject property is located in the southeast corner of the intersection of Brushy Creek Road and Hayes Road in the City of Easley and is currently zoned Neighborhood Commercial (NC). It will consist of 19 containers totaling approximately 3,520 sq ft and ranging in use including food, retail, indoor seating, and bathrooms. There is one proposed access point on Hayes Road.
- This Traffic Impact Study (TIS) has been prepared to satisfy the City of Easley's Unified Development Ordinance (UDO) TIS requirements. The scope was developed in coordination with the City's Planning Department, and two intersections, along with the site access drive were identified to be studied.
- Turning movement counts were collected on Thursday, July 30 and Thursday, August 6, 2026.
- All intersections are projected to operate with a Level of Service (LOS) "C" or better under build conditions. Therefore, no capacity-related mitigations are recommended in conjunction with this project.
- SCDOT's Turn Lane Warrants indicate the need for a left turn lane from Brushy Creek Road onto Hayes Road. The volumes that indicate the consideration of this left turn lane are the existing peak hour traffic volumes. Therefore, this improvement is not the responsibility of this project. However, because of the increase in left-turning traffic, it is recommended that the concrete island on Brushy Creek Road be reduced in size to facilitate easier left turns into and out of Hayes Road (see Figure 10).

INTRODUCTION AND SUMMARY OF FINDINGS

Study Purpose

The Traffic Group, Inc. has conducted this TIS to determine the impact of the proposed development of the Easley Food Hall on the surrounding area road system. The subject property is located in the southeast corner of the intersection of Brushy Creek Road and Hayes Road in the City of Easley and is currently zoned NC. It will consist of 19 containers ranging in use including food, retail, indoor seating, and bathrooms. There is one proposed access point on Hayes Road. The primary purpose of this study was to identify the impact of the proposed development on the surrounding area road system and evaluate the proposed access points to the property.

Study Criteria/Methodology

This TIS was prepared in accordance with the City of Easley's UDO. The scope of the study was developed in coordination with Easley's Planning staff (see Appendix C).

Scope of Services

The principal scope of services undertaken as part of this study was as follows:

- Ø Conduct an intersection turning movement count between the hours of 7–9 AM and 4–6 PM during the Summer on a weekday at the following locations:
 - o Brushy Creek Road (S-29) and Hayes Road (L-2221)
 - o Hayes Road and Cedar Circle (L-2219)
- Ø Determine regional traffic growth along the study area roadways based upon historic traffic volume information to be used for background traffic growth.
- Ø Contact the City of Easley to identify approved developments that need to be considered as part of the background traffic analysis. We have already contacted them and are awaiting a response.
- Ø Conduct trip generation and trip distribution analyses for the identified background developments.
- Ø Conduct trip generation and trip distribution analyses for the proposed site development. This data will be submitted to the City of Easley for approval before analysis begins.
- Ø Develop total future traffic volume forecasts for the study intersections based upon the proposed project buildout year.

- Ø Conduct intersection capacity analyses and LOS evaluations for the study intersections and site access location using Highway Capacity Manual (HCM) methodologies.
- Ø Provide an overall evaluation of the impact of the proposed development of the site on the surrounding area road system in accordance with Easley UDO requirements and provide recommendations, as appropriate, for operational/geometric improvements.

Summary of Findings and Recommendations

Table 4 summarizes the results of the capacity analyses undertaken as part of this study. These results show that all study intersections are currently operating acceptably and will continue to do so with future traffic growth and the development of the subject property. In addition, the analysis shows that the site access drive is projected to operate at LOS “A” during both the weekday AM and PM peak hours. SCDOT guidelines indicate the consideration of a left turn lane from Brushy Creek Road onto Hayes Road. The volumes that indicate the consideration of this left turn lane are the existing peak hour traffic volumes. Therefore, this improvement is not the responsibility of this project. While no capacity-related mitigations are needed, it is recommended that the concrete island on Brushy Creek Road be reduced in size to facilitate easier left turns into and out of Hayes Road.

Based upon the data and analyses presented in this study, the proposed development of the subject property can be accommodated by the surrounding area road system. The methodology used to undertake this study is detailed in the sections that follow.

EXISTING TRAFFIC CONDITIONS

Site Information

As shown in Figure 1, the subject property is located in the southeast corner of the intersection of Brushy Creek Road and Hayes Road in the City of Easley. It will consist of 19 containers totaling approximately 3,520 sq ft and ranging in use including food, retail, indoor seating, and bathrooms. There is one proposed access point on Hayes Road.

Study Area

After discussions with the City's Planning staff, the following intersections were identified to be evaluated:

1. Brushy Creek Road (S-29) and Hayes Road (L-2221)
2. Hayes Road and Cedar Circle (L-2219)

Brushy Creek Road (S-29) in the vicinity of the site is classified as an Urban Minor Arterial and has one through lane in each direction. The posted speed limit is 35 MPH, and the SCDOT traffic count database shows an Average Annual Daily Traffic (AADT) of 16,000 vehicles per day at count station #39-0525 located south of the proposed site.

Hayes Road in the vicinity of the site has an Urban Local functional classification and has a two-lane cross section. The posted speed limit along Hayes Road is 25 MPH, and the SCDOT traffic count database does not have AADT information available for Hayes Road.

Figure 2 identifies the existing lane use and traffic control at the study intersections.

Traffic Volumes

Intersection turning movement and volume counts were conducted between the hours of 7–9 AM and 4–6 PM on a weekday. The total vehicles observed during these counts are shown in the summary sheets contained in Appendix A. Based upon the traffic counts, Figure 3 was prepared to identify the existing weekday morning and peak hour traffic volumes at the study intersections.

Figure 1. Location Map for Site and Study Intersections



Figure 2. Existing Lane Use and Traffic Control

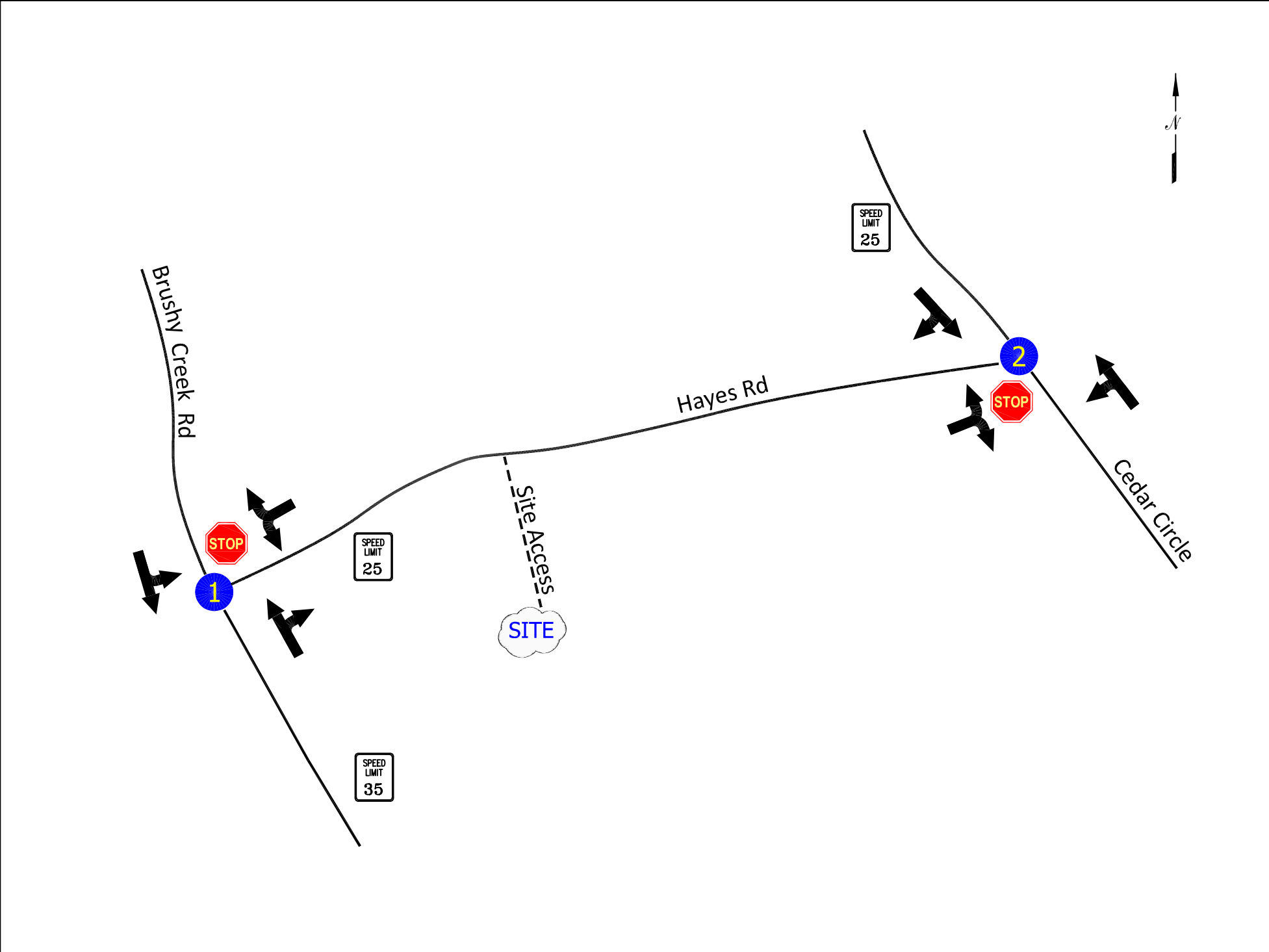
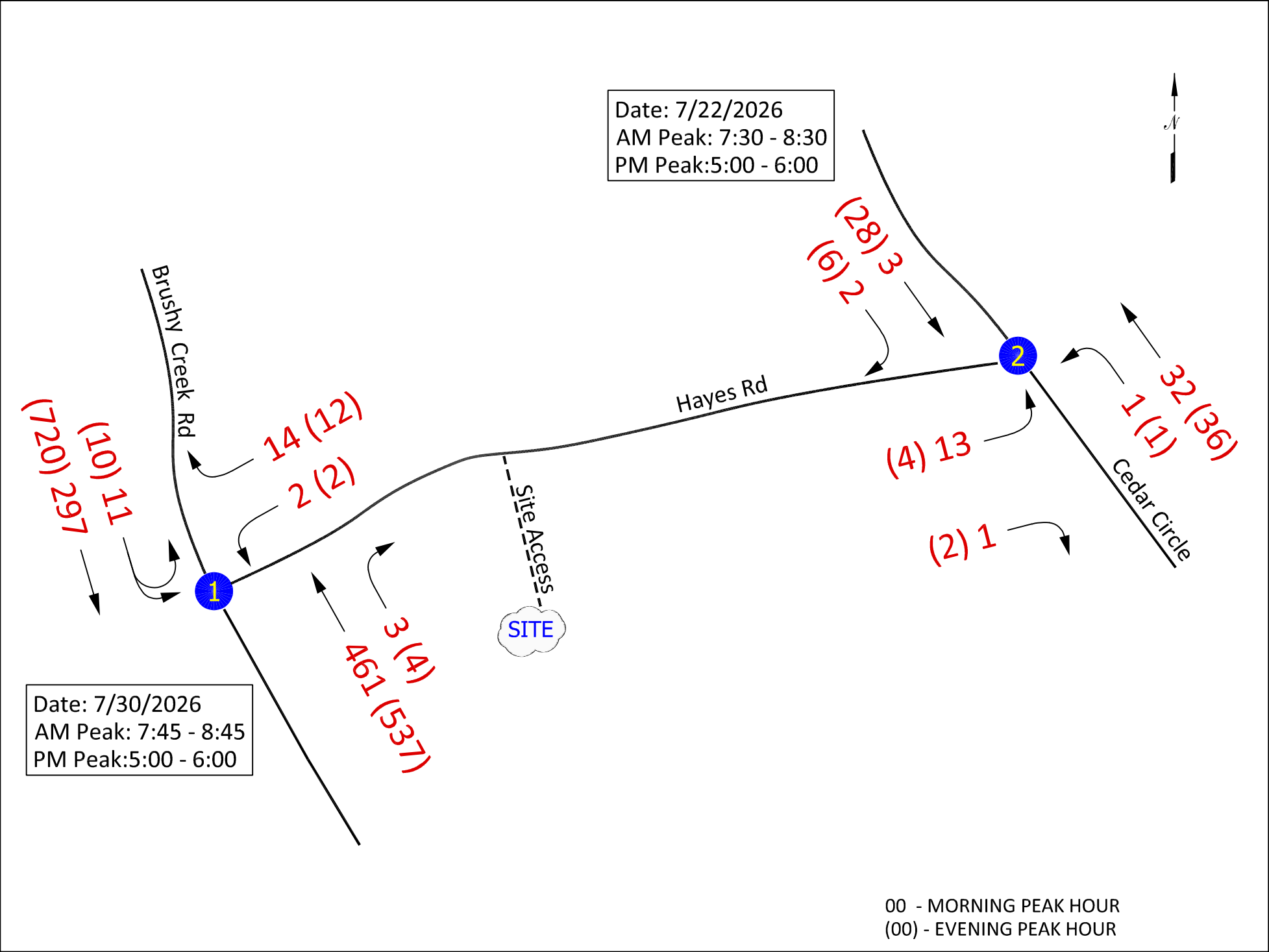


Figure 3. 2026 Existing Peak Hour Traffic Volumes



Analysis of Existing Traffic Conditions

An intersection capacity analysis was conducted for the study intersections using the HCM procedures. The HCM defines LOS for unsignalized intersections using average control delay per vehicle, and the criteria is shown in Table 1. The results of the HCM analysis are summarized in Table 4, and copies of the capacity worksheets are included in Appendix B.

Table 1. HCM LOS Standard

Unsignalized Intersection	
LOS	Control Delay (Seconds/Vehicle)
A	≤10
B	>10 and ≤15
C	>15 and ≤25
D	>25 and ≤35
E	>35 and ≤50
F	>50

The review of the HCM analysis shows that traffic movements at all the study intersections are currently operating at LOS “B” or better during the weekday AM and PM peak hours.

BACKGROUND TRAFFIC CONDITIONS

Design Year

Based upon the proposed development of the site, a two-year buildout was assumed, resulting in a 2028 design year for this study. To account for other traffic growth by the Year 2028, regional traffic growth was considered as well as traffic projected to be generated by other approved developments in the surrounding vicinity.

Future Road Construction

SCDOT's Project Viewer showed no upcoming road construction projects in the vicinity of the subject property.

Background Traffic

Easley did not report any information concerning known developments in the vicinity of the subject property. In addition, information was obtained from SCDOT regarding historical traffic volumes along Brushy Creek Road, and Table 2 contains the historical daily traffic volumes. Based upon this data, this study uses a 2.5% annual growth rate for all roads as shown in Figure 4. Combining this traffic growth with the existing traffic volumes results in the 2028 No Build peak hour traffic volumes shown in Figure 5.

Analysis of Background Traffic Conditions

An intersection capacity analysis was conducted for the study intersection based upon the 2028 No Build peak hour volumes, and the results are summarized in Table 4. Copies of the capacity worksheets are contained in Appendix B.

A review of the HCM tables indicates that traffic movements at the study intersections are projected to continue to operate at LOS "B" or better during the weekday peak hours.

Table 2. Regional Traffic Growth Projection

TRAFFIC GROWTH PROJECTION

Station # 525 - Brush Creek Road (S-29)

From US 123 to S-230 (Laurel Road)



Projected Growth Rate:2.42%

Year	ADT Volume	Vol. increase	% increase	Average %
2015	12,600			
2016	14,300	1,700	13.49%	13.49%
2017	13,200	-1,100	-7.69%	2.90%
2018	13,600	400	3.03%	2.94%
2019	15,100	1,500	11.03%	4.96%
2020	14,000	-1,100	-7.28%	2.51%
2021	15,300	1,300	9.29%	3.64%
2022	14,700	-600	-3.92%	2.56%
2023	14,100	-600	-4.08%	1.73%
2024	13,600	-500	-3.55%	1.15%
2025	16,000	2,400	17.65%	2.80%

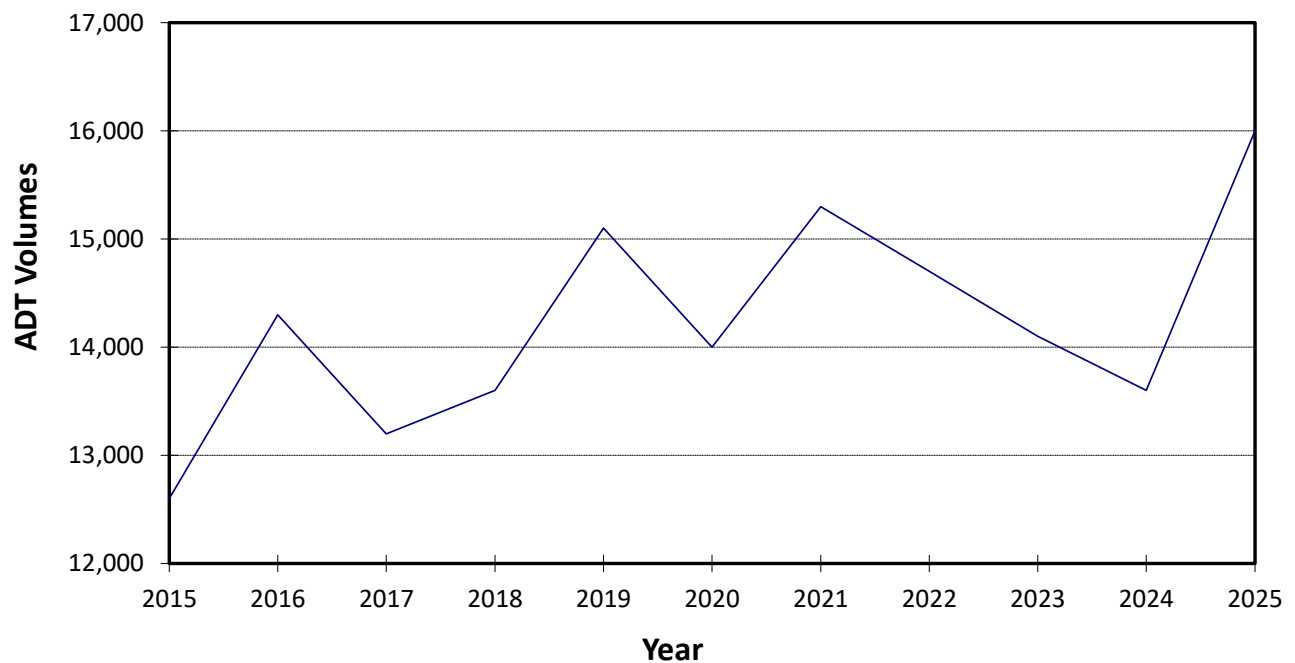


Figure 4. Regional Traffic Growth

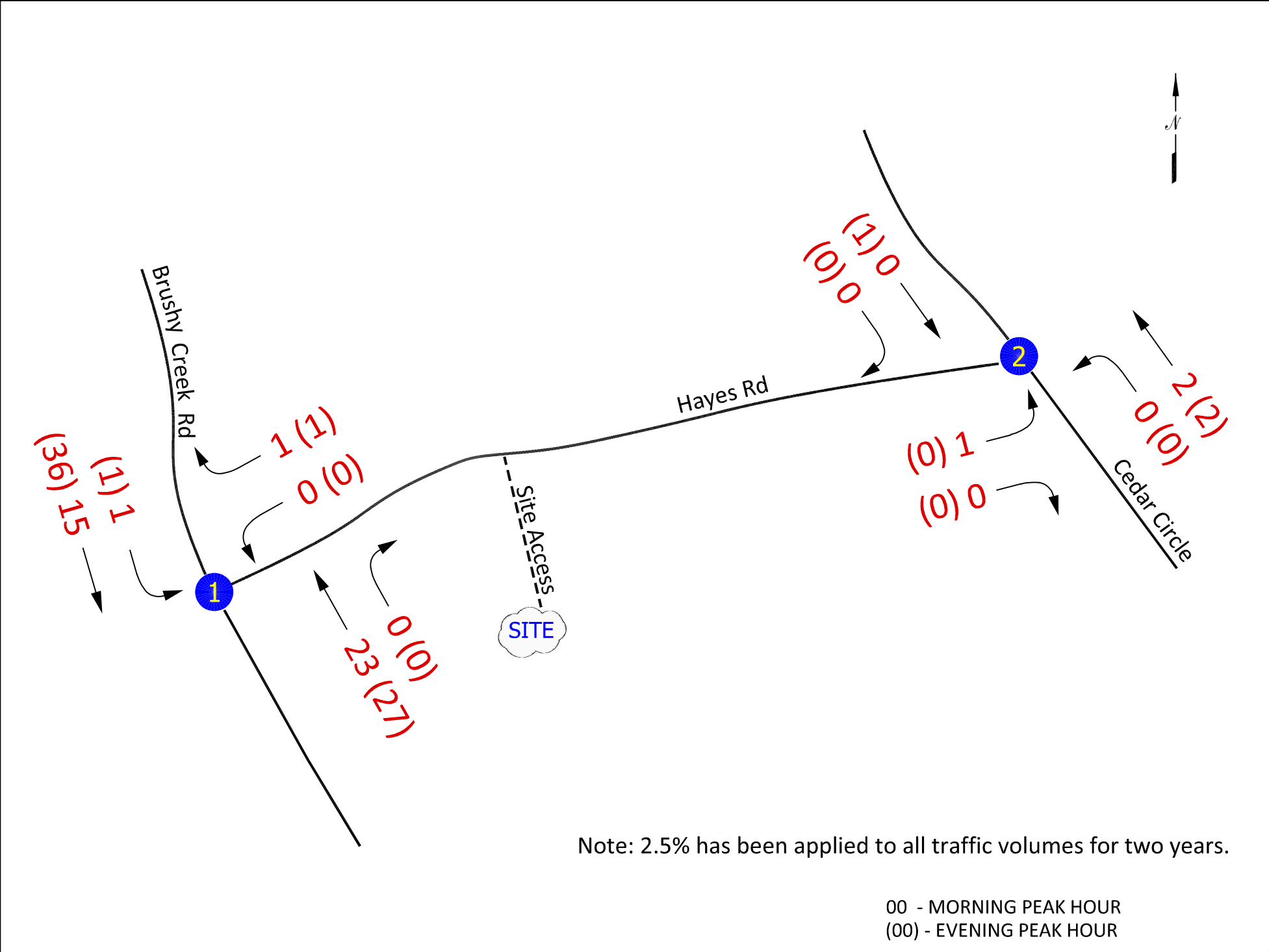
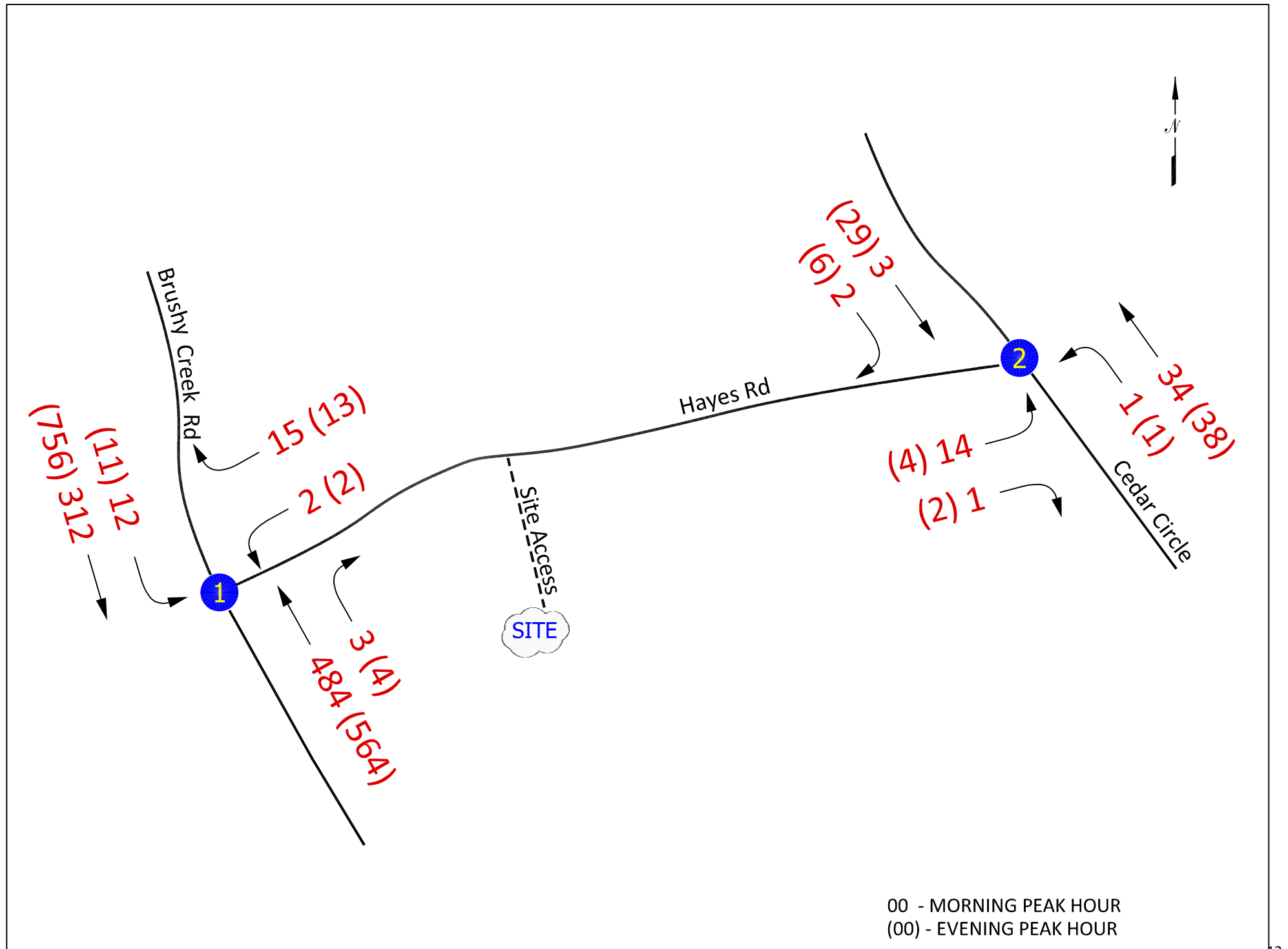


Figure 5. 2028 No-Build Peak Hour Traffic Volumes



TOTAL TRAFFIC CONDITIONS

Site Information

As shown in Figures 1 and 6, the subject property is located in the southeast corner of the intersection of Brushy Creek Road and Hayes Road in the City of Easley. It will consist of 19 containers totaling approximately 3,520 sq ft and ranging in use including food, retail, indoor seating, and bathrooms. There is one proposed access point on Hayes Road.

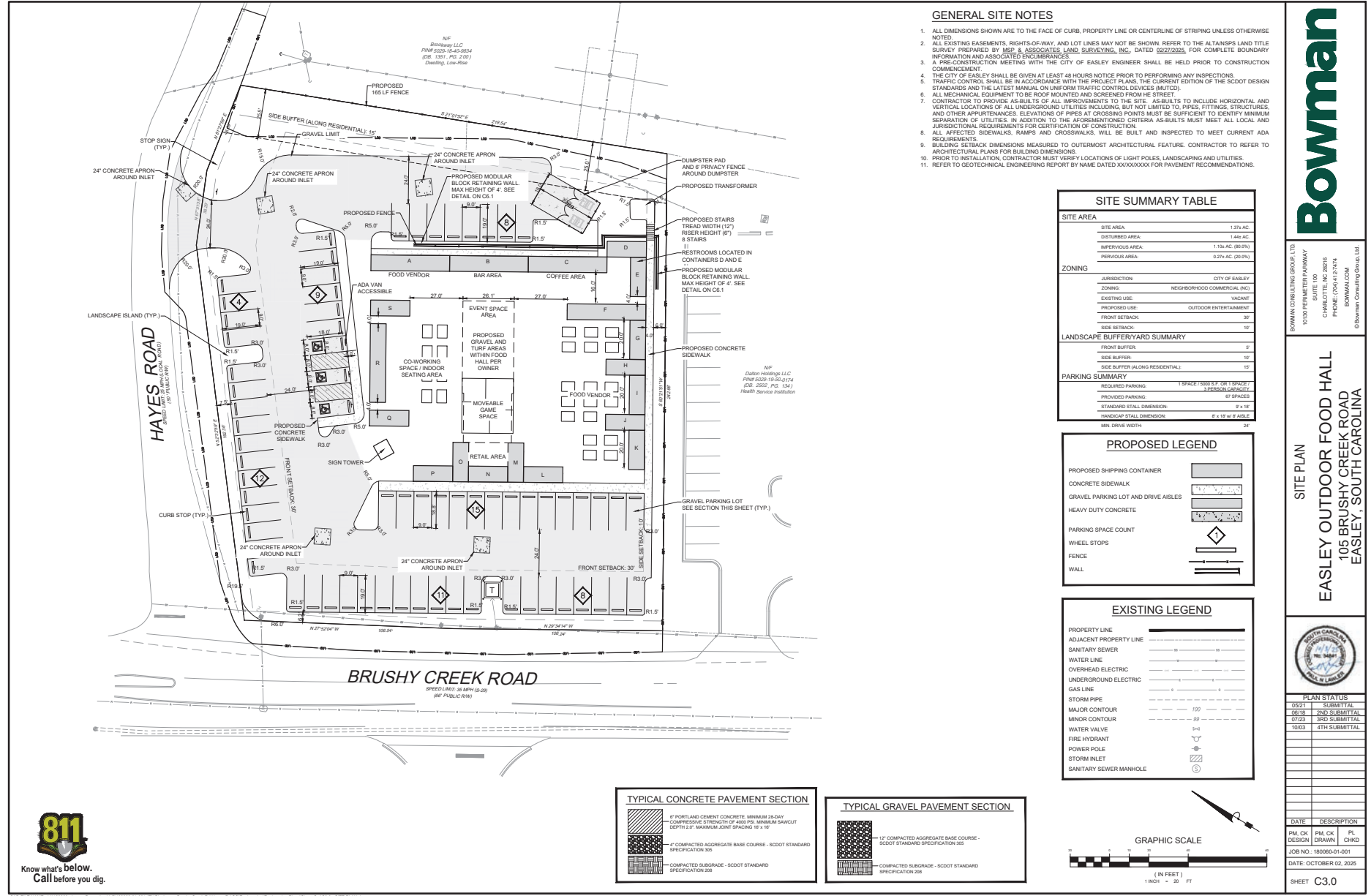
Trip Generation/Distribution

ITE's Trip Generation Manual (12th Edition) was utilized to determine the number of trips projected to be generated by this development. After discussions with Easley's Planning staff, ITE Land Use Code 933 (Fast-Food Restaurant without Drive-Thru Window) was utilized for this proposed development. Although ITE does not provide pass-by rate data for ITE-933, a 40% pass-by trip rate was utilized in this study which is lower than the 43% pass-by rate for a High Turnover Restaurant and the 50% (AM)/55% (PM) pass-by rates for a Fast-Food Restaurant w/Drive-Thru. The equations, trips, and pass-by trips proposed to be generated by this development can be found in Table 3.

Table 3. Trip Generation for Site

Trip Generation Rates									
Formula/Rate	Directional Distribution								
	AM Peak Hour		PM Peak Hour						
	In	Out	In	Out					
Fast-Food Restaurant without Drive-Through Window (ksf, ITE-933)									
AM Peak Hour Trips = 39.55 x ksf	45%	55%	48%	52%					
PM Peak Hour Trips = 36.73 x ksf									
Daily Trips = 413.41 x ksf									
** Trip rates obtained from ITE Trip Generation Manual 12th Edition, 2025.									
Trip Generation									
Land Use	Size		AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Easley Food Hall									
Food Containers	40' x 8'	4							
Food Containers	20' x 8'	5							
Retail Containers	20' x 8'	5							
Seating Area	8' x 20'	2							
Seating Area	8' x 40'	1							
Total	3,520	sq.ft.	63	76	139	62	67	129	1455
Pass-by Trips (40%) ^{1/}			-25	-30	-55	-25	-27	-52	
Net New Trips			38	46	84	37	40	77	1455
Note: 1. High Turnover pass rate was utilized for subject site.									

Figure 6. Site Concept Plan



The new trips projected to be generated by the proposed development of the site were assigned to the surrounding area road system based on existing traffic patterns as shown in Figure 7. Figure 8 provides the expected effect of pass-by trips. Adding the trips projected to be generated by the subject site to the No Build peak hour traffic volumes results in the 2028 Build total peak hour traffic volumes, as shown in Figure 9.

Analysis of Total Traffic Conditions

Intersection capacity analyses were conducted for the study intersections, and the results are shown in Table 4. Copies of the capacity worksheets are contained in Appendix B.

Table 4. Summary of Intersection Capacity Analysis (HCM)

Intersection	Control Type	HCM - LOS/Delay (Seconds/Vehicle)					
		Existing Traffic		No Build Traffic		Build Traffic	
		AM	PM	AM	PM	AM	PM
1. Brushy Creek Rd at Hayes Rd WB/LR - Hayes Rd SB/LT - Brushy Creek Rd	Stop Sign	B/11.6 A/0.3	B/13.2 A/0.1	B/11.8 A/0.3	B/13.5 A/0.1	B/13.9 A/0.9	C/21.0 A/0.5
2. Hayes Rd at Cedar Circle EB/LR - Hayes Rd NB/LT - Cedar Circle	Stop Sign	A/8.7 A/0.3	A/8.8 A/0.2	A/8.8 A/0.2	A/8.8 A/0.2	A/8.8 A/0.2	A/9.0 A/0.2
3. Hayes Rd at Site Access WB/LT - Hayes Rd NB/LR - Site Access	Stop Sign					A/2.4 A/9.3	A/2.4 A/9.2

A review of Table 4 indicates that traffic movements at all the study intersections are projected to operate at LOS “C” or better during the AM and PM peak hours. In addition, the analysis shows that site access drive is projected to operate at LOS “A.”

To facilitate easier left turns into and out of Hayes Road, it is recommended that the concrete island on Brushy Creek Road be reduced in size. Figure 10 shows this recommended change, which will require an SCDOT encroachment permit.

Turn Lane Warrants

The need to consider turn lanes at the non-signalized study intersections and the site access intersection was conducted using SCDOT’s guidelines in Chapter 9 of SCDOT’s 2021 Roadway Design Manual. The turn-lane graphs and the data used in these graphs are shown in Tables 5 through 10. A review of these tables shows that SCDOT guidelines indicate the need for a left turn lane from Brushy Creek Road onto Hayes Road under existing traffic conditions. Therefore, this improvement is not the responsibility of this project.

Figure 7. Trip Assignment for Site

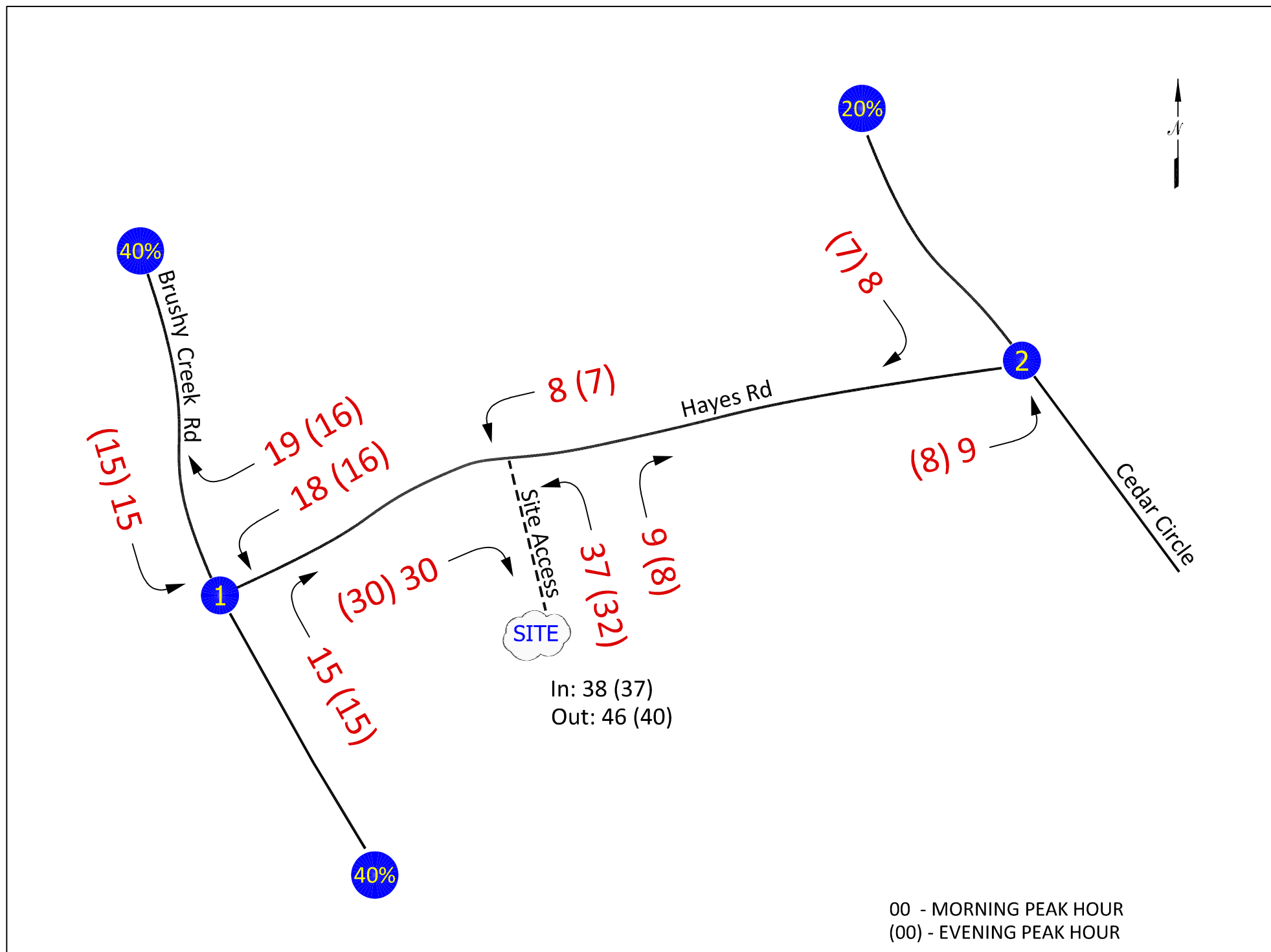


Figure 8. Pass-by Trip Assignment for Site

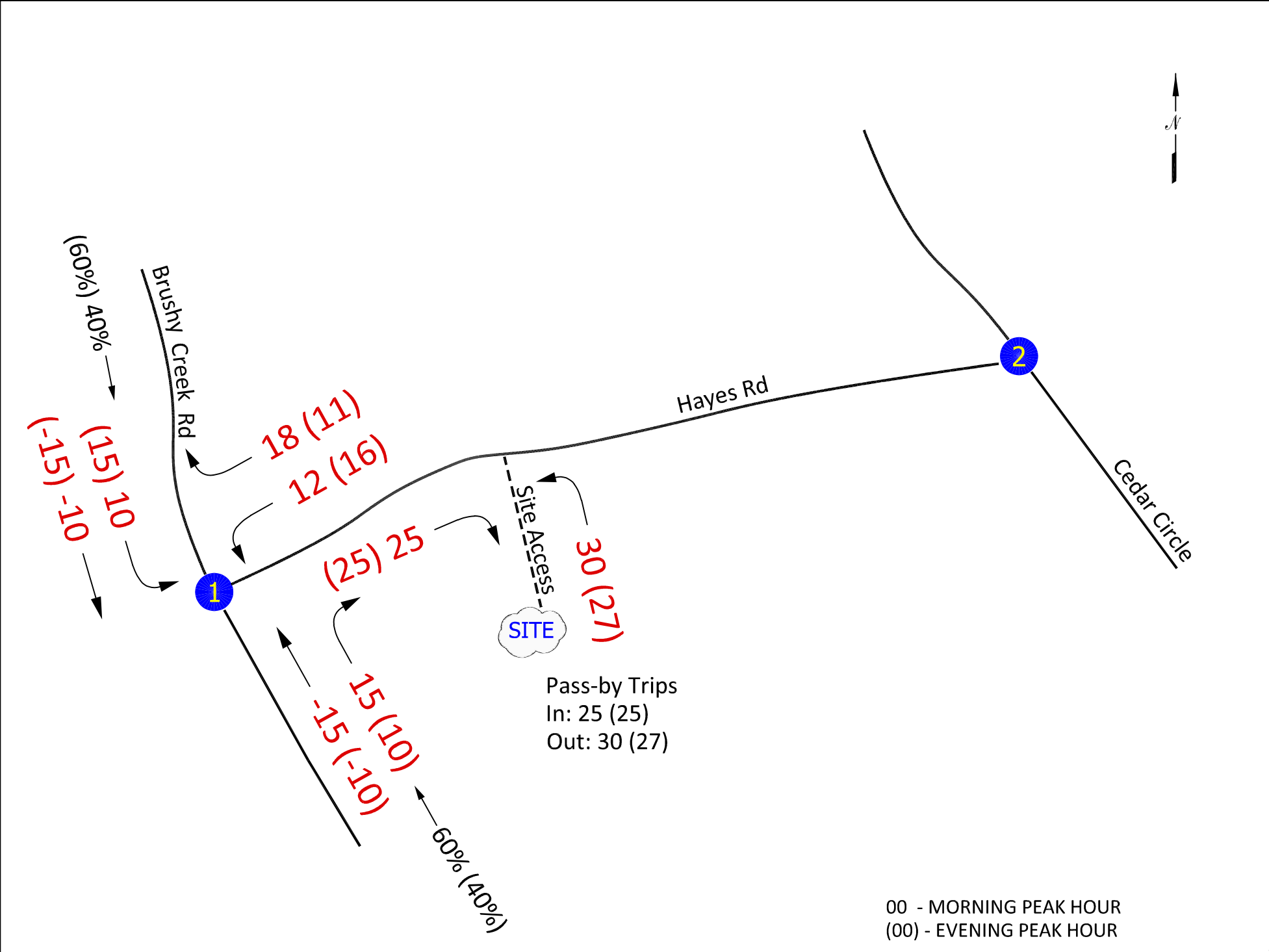


Figure 9. 2028 Build Peak Hour Traffic Volumes

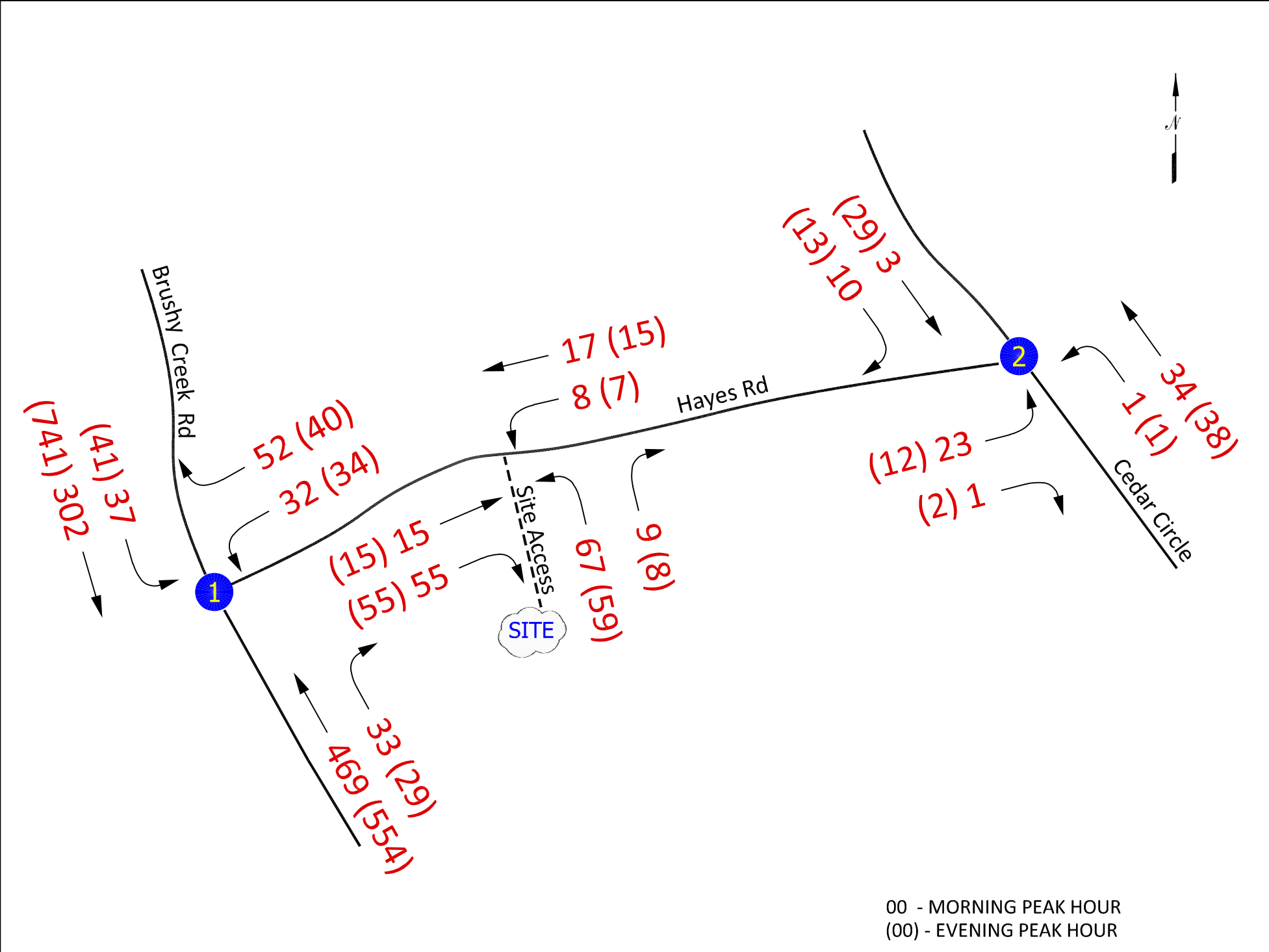


Figure 10. Concrete Island Modifications

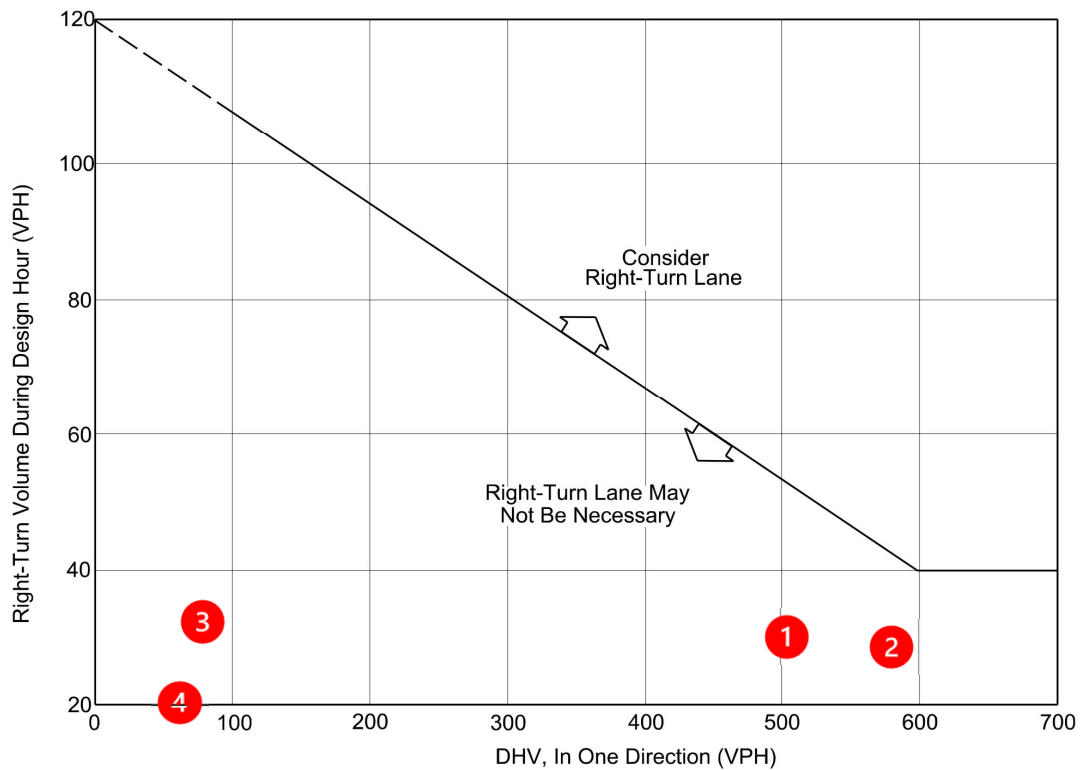


**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS
ON TWO-LANE HIGHWAYS**

Figure 9.5-A - SCDOT 2021 Roadway Design Manual

Plot #	Right Turn	Year	Peak Hour	Right Turn Volume (VPH)	Design Hourly Volume in One Direction (VPH)	Should Right Turn Lane be Considered?
2028 Build Condition						
1	NB Brushy Creek Rd onto Hayes Rd	2028 Build	AM	33	502	No
2			PM	29	583	Yes
3	WB Hayes Rd onto Brushy Creek Rd	2028 Build	AM	52	84	No
4			PM	40	74	No

9.5-2 INTERSECTIONS March 2017



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



**Table 5
Right Turn Lane Warrant For
Brushy Creek Road at Hayes Road**

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS
ON TWO-LANE HIGHWAYS**

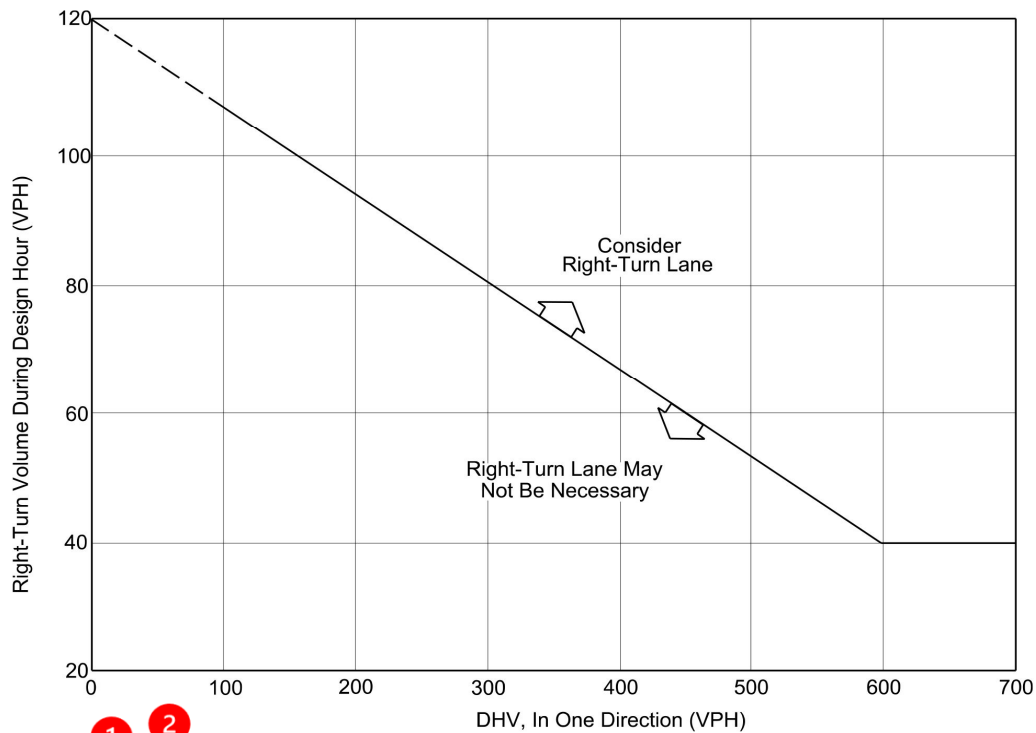
Figure 9.5-A - SCDOT 2021 Roadway Design Manual

Plot #	Right Turn	Year	Peak Hour	Right Turn Volume (VPH)	Design Hourly Volume in One Direction (VPH)	Should Right Turn Lane be Considered?
2028 Build Condition						
1	SB Cedar Circle onto Hayes Rd	2028 Build	AM	10	13	No
2			PM	13	42	No
3	EB Hayes Rd onto Cedar Circle	2028 Build	AM	1	24	No
4			PM	2	14	No

9.5-2

INTERSECTIONS

March 2017



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



**Table 6
Right Turn Lane Warrant For
Hayes Road At Cedar Circle**

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS
ON TWO-LANE HIGHWAYS**

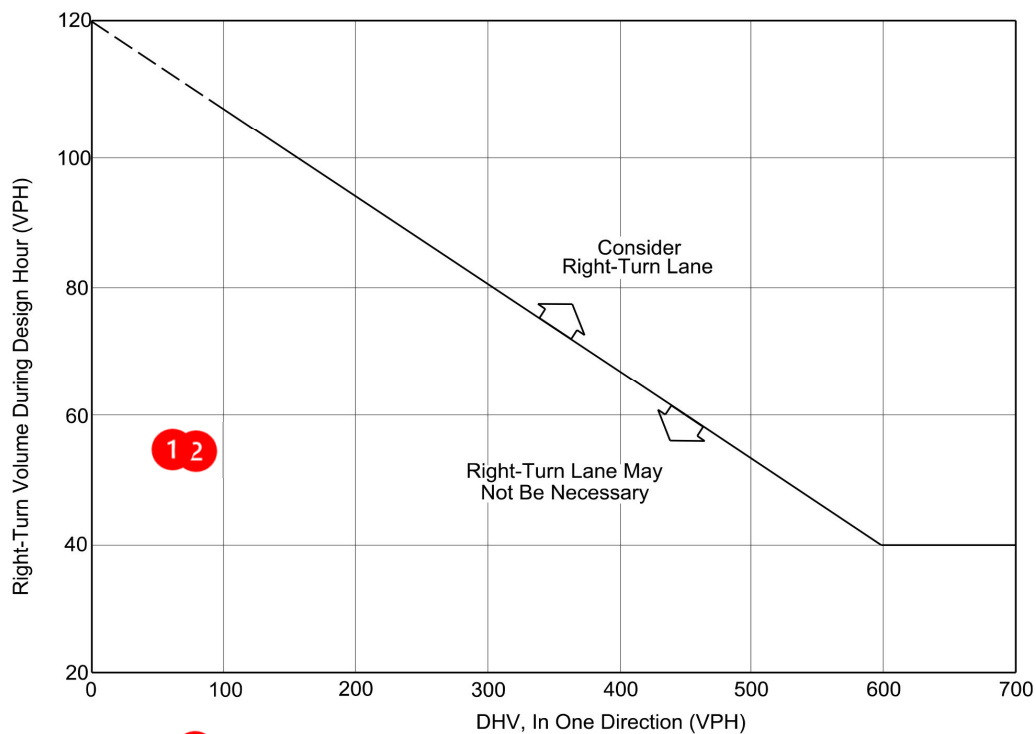
Figure 9.5-A - SCDOT 2021 Roadway Design Manual

Plot #	Right Turn	Year	Peak Hour	Right Turn Volume (VPH)	Design Hourly Volume in One Direction (VPH)	Should Right Turn Lane be Considered?
2028 Build Condition						
1	EB Hayes Rd onto Site Access	2028 Build	AM	55	70	No
2			PM	55	70	No
3	NB Site Access onto Hayes Rd	2028 Build	AM	9	76	No
4			PM	8	67	No

9.5-2

INTERSECTIONS

March 2017



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



**Table 7
Right Turn Lane Warrant For
Hayes Road At Site Access**

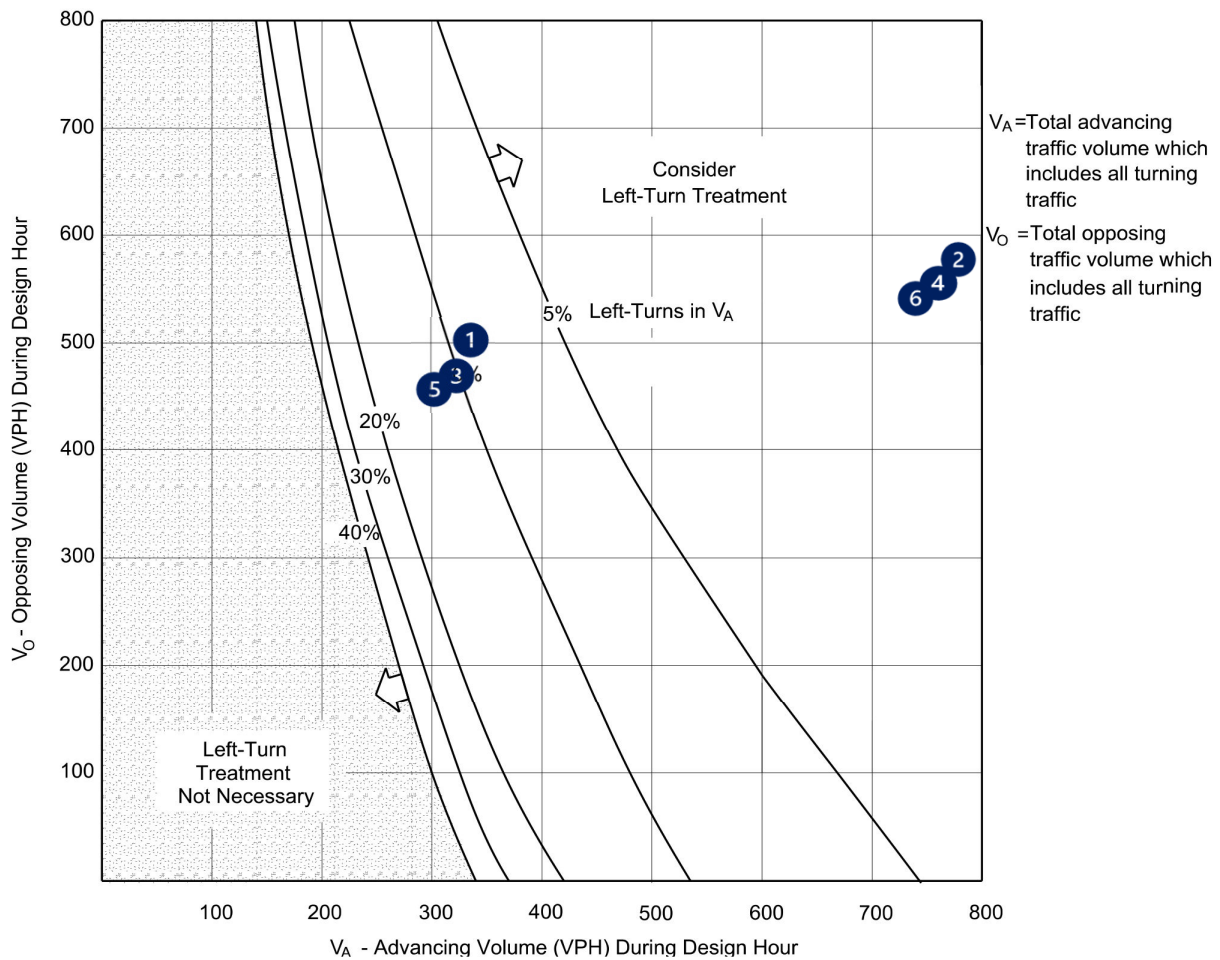
**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED
INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph)**
Figure 9.5-F - SCDOT 2021 Roadway Design Manual

	Left Turn	Year	Peak Hour	Left Turn Volume (VPH)	Corresponding Right and Through (VPH):	V _A (Total Advancing Volume)	% Left Turning Traffic	V _O (Total Opposing Traffic including all turning traffic):	Should Left Lane be Considered?
Plot #									
2028 Build Conditions									
1	SB Brushy Creek Rd onto Hayes Rd	2028 Build	AM	37	302	339	11%	502	Yes
2			PM	41	741	782	5%	583	Yes
2028 No Build Conditions									
3	SB Brushy Creek Rd onto Hayes Rd	2028 Nobuild	AM	12	312	324	4%	487	No
4			PM	11	756	767	1%	568	Yes
2026 Existing Conditions									
5	SB Brushy Creek Rd onto Hayes Rd	2026 Existing	AM	11	297	308	4%	467	No
6			PM	10	720	730	1%	541	Yes

9.5-8

INTERSECTIONS

March 2017



RH, Turn Lane Warrant, 8/19/2026

Table 8
Left Turn Lane Warrant For
Brushy Creek Road at Hayes Road

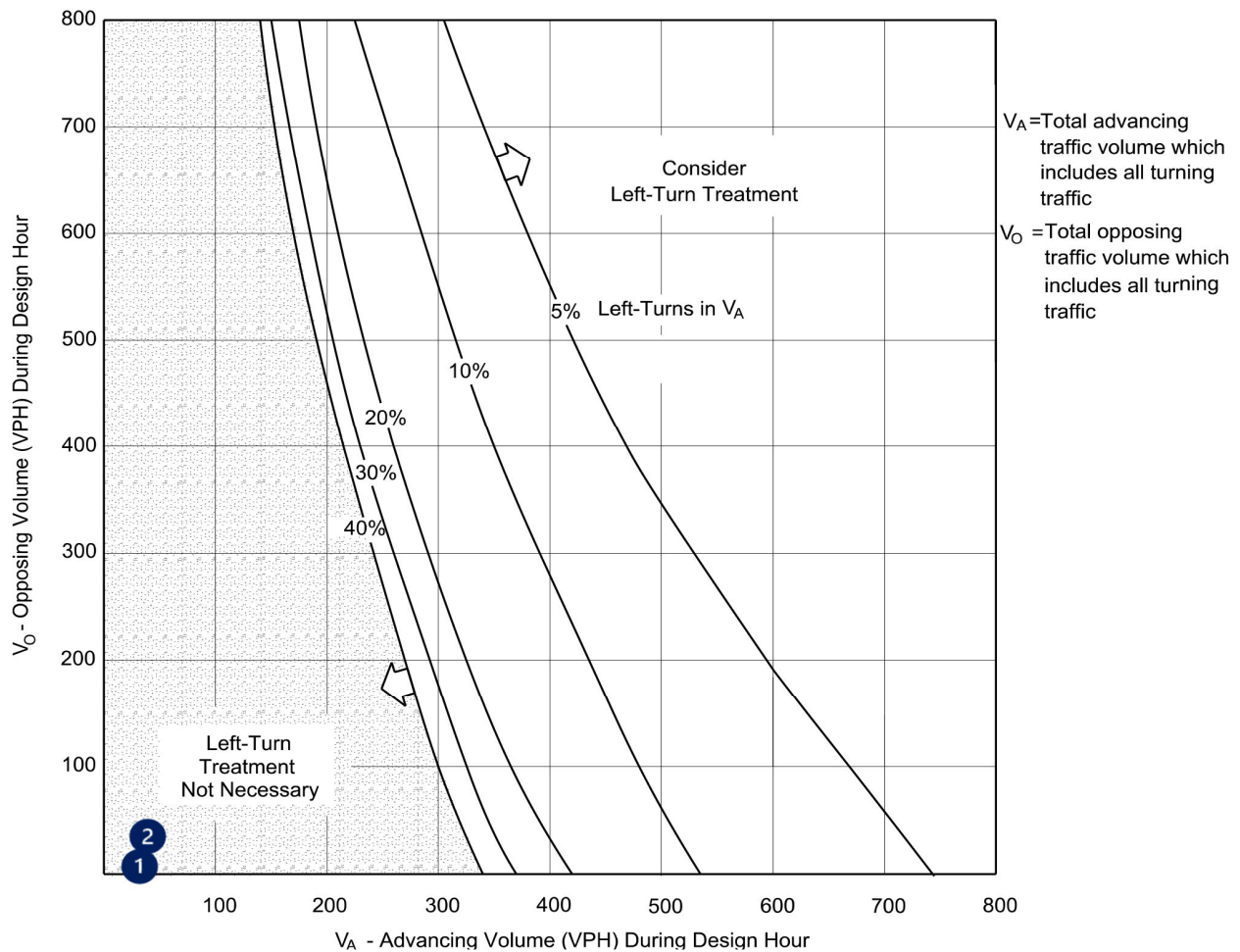
**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED
INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph)**
Figure 9.5-F - SCDOT 2021 Roadway Design Manual

Plot #	Left Turn	Year	Peak Hour	Left Turn Volume (VPH)	Corresponding Right and Through (VPH):	V _A (Total Advancing Volume)	% Left Turning Traffic	V _O (Total Opposing Traffic including all turning traffic):	Should Left Lane be Considered?
2028 Build Condition									
1	NB Cedar Circle onto Hayes Road	2028 Build	AM	1	34	35	3%	13	No
2			PM	1	38	39	3%	42	No

9.5-8

INTERSECTIONS

March 2017



RH, Turn Lane Warrant, 8/19/2026

Table 9
Left Turn Lane Warrant For
Hayes Road At Cedar Circle

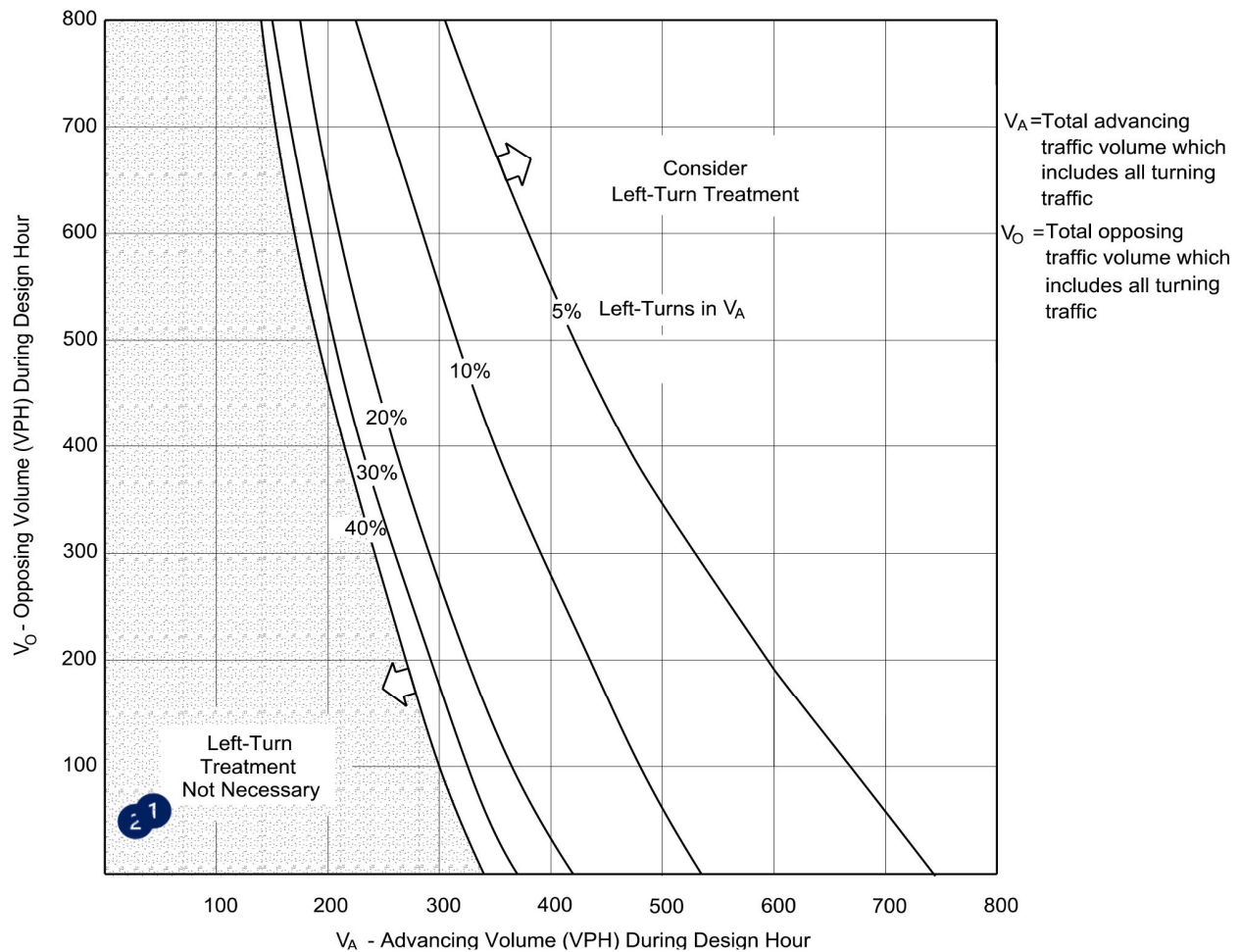
**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED
INTERSECTIONS ON TWO-LANE HIGHWAYS (45 mph)**
Figure 9.5-F - SCDOT 2021 Roadway Design Manual

Plot #	Left Turn	Year	Peak Hour	Left Turn Volume (VPH)	Corresponding Right and Through (VPH):	V _A (Total Advancing Volume)	% Left Turning Traffic	V _O (Total Opposing Traffic including all turning traffic):	Should Left Lane be Considered?
2028 Build Condition									
1	WB Hayes Road onto Site Access	2028 Build	AM	8	17	25	32%	70	No
2			PM	7	15	22	32%	70	No

9.5-8

INTERSECTIONS

March 2017



RESULTS, RECOMMENDATIONS, AND CONCLUSIONS

Study Purpose

The Traffic Group, Inc. has conducted this TIS to determine the impact of the proposed development of the Easley Food Hall on the surrounding area road system. The subject property is located in the southeast corner of the intersection of Brushy Creek Road and Hayes Road in the City of Easley and is currently zoned NC. It will consist of 19 containers ranging in use including food, retail, indoor seating, and bathrooms. There is one proposed access point on Hayes Road. The primary purpose of this study was to identify the impact of the proposed development on the surrounding area road system and evaluate the proposed access points to the property.

Study Criteria/Methodology

This TIS was prepared in accordance with the City of Easley's UDO. The scope of the study was developed in coordination with Easley's Planning staff (see Appendix C).

Summary of Findings and Recommendations

Table 4 summarizes the results of the capacity analyses undertaken as part of this study. These results show that all study intersections are currently operating acceptably and will continue to do so with future traffic growth and the development of the subject property. In addition, the analysis shows that the site access drive is projected to operate at LOS "A" during both the weekday AM and PM peak hours. SCDOT guidelines indicate the consideration of a left turn lane from Brushy Creek Road onto Hayes Road. The volumes that indicate the consideration of this left turn lane are the existing peak hour traffic volumes. Therefore, this improvement is not the responsibility of this project. While no capacity-related mitigations are needed, it is recommended that the concrete island on Brushy Creek Road be reduced in size to facilitate easier left turns into and out of Hayes Road.

Based upon the data and analyses presented in this study, the proposed development of the subject property can be accommodated by the surrounding area road system.

APPENDIX A

Intersection Turning Movement Counts and Aerial Photographs



TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Brushy Creek Road (S-29)
and: Hayes Road (L-2221)

Location: Pickens County, South Carolina

Counted by: VCU

Date: July 30, 2026

Weather: Sunny/Warm

Entered by: SN

Thursday

Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Brushy Creek Road (S-29)					TRAFFIC FROM SOUTH on: Brushy Creek Road (S-29)					TRAFFIC FROM EAST on: Hayes Road (L-2221)					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	0	42	2	0	44	1	69	0	0	70	1	0	1	0	2	0	0	0	0	0	116
7:15 - 7:30	0	55	0	0	55	0	85	0	0	85	7	0	0	0	7	0	0	0	0	0	147
7:30 - 7:45	0	50	1	1	52	0	125	0	0	125	4	0	1	0	5	0	0	0	0	0	182
7:45 - 8:00	0	72	4	0	76	1	125	0	0	126	6	0	0	0	6	0	0	0	0	0	208
8:00 - 8:15	0	76	2	0	78	2	124	0	0	126	3	0	2	0	5	0	0	0	0	0	209
8:15 - 8:30	0	75	1	1	77	0	104	0	0	104	3	0	0	0	3	0	0	0	0	0	184
8:30 - 8:45	0	74	2	1	77	0	108	0	0	108	2	0	0	0	2	0	0	0	0	0	187
8:45 - 9:00	0	60	3	0	63	0	97	0	0	97	4	0	0	0	4	0	0	0	0	0	164
2 Hr Totals	0	504	15	3	522	4	837	0	0	841	30	0	4	0	34	0	0	0	0	0	1397
1 Hr Totals																					
7:00 - 8:00	0	219	7	1	227	2	404	0	0	406	18	0	2	0	20	0	0	0	0	0	653
7:15 - 8:15	0	253	7	1	261	3	459	0	0	462	20	0	3	0	23	0	0	0	0	0	746
7:30 - 8:30	0	273	8	2	283	3	478	0	0	481	16	0	3	0	19	0	0	0	0	0	783
7:45 - 8:45	0	297	9	2	308	3	461	0	0	464	14	0	2	0	16	0	0	0	0	0	788
8:00 - 9:00	0	285	8	2	295	2	433	0	0	435	12	0	2	0	14	0	0	0	0	0	744
PEAK HOUR																					
7:45 - 8:45	0	297	9	2	308	3	461	0	0	464	14	0	2	0	16	0	0	0	0	0	788
PM																					
4:00 - 4:15	0	155	2	1	158	0	137	0	0	137	5	0	0	0	5	0	0	0	0	0	300
4:15 - 4:30	0	162	6	2	170	5	132	0	0	137	2	0	1	0	3	0	0	0	0	0	310
4:30 - 4:45	0	166	5	1	172	0	141	0	0	141	3	0	0	0	3	0	0	0	0	0	316
4:45 - 5:00	0	146	3	3	152	1	130	0	0	131	2	0	2	0	4	0	0	0	0	0	287
5:00 - 5:15	0	194	1	0	195	0	137	0	0	137	5	0	1	0	6	0	0	0	0	0	338
5:15 - 5:30	0	193	3	0	196	1	137	0	0	138	4	0	0	0	4	0	0	0	0	0	338
5:30 - 5:45	0	156	1	0	157	2	130	0	0	132	2	0	0	0	2	0	0	0	0	0	291
5:45 - 6:00	0	177	3	2	182	1	133	0	0	134	1	0	1	0	2	0	0	0	0	0	318
2 Hr Totals	0	1349	24	9	1382	10	1077	0	0	1087	24	0	5	0	29	0	0	0	0	0	2498
1 Hr Totals																					
4:00 - 5:00	0	629	16	7	652	6	540	0	0	546	12	0	3	0	15	0	0	0	0	0	1213
4:15 - 5:15	0	668	15	6	689	6	540	0	0	546	12	0	4	0	16	0	0	0	0	0	1251
4:30 - 5:30	0	699	12	4	715	2	545	0	0	547	14	0	3	0	17	0	0	0	0	0	1279
4:45 - 5:45	0	689	8	3	700	4	534	0	0	538	13	0	3	0	16	0	0	0	0	0	1254
5:00 - 6:00	0	720	8	2	730	4	537	0	0	541	12	0	2	0	14	0	0	0	0	0	1285
PEAK HOUR																					
5:00 - 6:00	0	720	8	2	730	4	537	0	0	541	12	0	2	0	14	0	0	0	0	0	1285

CARS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Brushy Creek Road (S-29)
and: Hayes Road (L-2221)

Location: Pickens County, South Carolina

Counted by: VCU

Date: July 30, 2026

Weather: Sunny/Warm

Entered by: SN

Thursday

Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Brushy Creek Road (S-29)					TRAFFIC FROM SOUTH on: Brushy Creek Road (S-29)					TRAFFIC FROM EAST on: Hayes Road (L-2221)					TRAFFIC FROM WEST on:					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15		42	2	0	44	1	68		0	69	1		1	0	2					0	115
7:15 - 7:30		55	0	0	55	0	85		0	85	7		0	0	7					0	147
7:30 - 7:45		48	1	1	50	0	125		0	125	4		1	0	5					0	180
7:45 - 8:00		72	4	0	76	1	123		0	124	6		0	0	6					0	206
8:00 - 8:15		74	2	0	76	2	123		0	125	3		2	0	5					0	206
8:15 - 8:30		74	1	1	76	0	101		0	101	3		0	0	3					0	180
8:30 - 8:45		73	2	1	76	0	107		0	107	2		0	0	2					0	185
8:45 - 9:00		59	3	0	62	0	97		0	97	4		0	0	4					0	163
2 Hr Totals	0	497	15	3	515	4	829	0	0	833	30	0	4	0	34	0	0	0	0	0	1382
1 Hr Totals																					
7:00 - 8:00	0	217	7	1	225	2	401	0	0	403	18	0	2	0	20	0	0	0	0	0	648
7:15 - 8:15	0	249	7	1	257	3	456	0	0	459	20	0	3	0	23	0	0	0	0	0	739
7:30 - 8:30	0	268	8	2	278	3	472	0	0	475	16	0	3	0	19	0	0	0	0	0	772
7:45 - 8:45	0	293	9	2	304	3	454	0	0	457	14	0	2	0	16	0	0	0	0	0	777
8:00 - 9:00	0	280	8	2	290	2	428	0	0	430	12	0	2	0	14	0	0	0	0	0	734
PEAK HOUR																					
7:45 - 8:45	0	293	9	2	304	3	454	0	0	457	14	0	2	0	16	0	0	0	0	0	777
PM																					
4:00 - 4:15		155	2	1	158	0	137		0	137	5		0	0	5					0	300
4:15 - 4:30		161	6	2	169	5	129		0	134	2		1	0	3					0	306
4:30 - 4:45		164	5	1	170	0	141		0	141	3		0	0	3					0	314
4:45 - 5:00		145	3	3	151	1	130		0	131	2		2	0	4					0	286
5:00 - 5:15		191	1	0	192	0	136		0	136	5		1	0	6					0	334
5:15 - 5:30		193	3	0	196	1	137		0	138	4		0	0	4					0	338
5:30 - 5:45		156	1	0	157	2	130		0	132	2		0	0	2					0	291
5:45 - 6:00		177	3	2	182	1	133		0	134	1		0	0	1					0	317
2 Hr Totals	0	1342	24	9	1375	10	1073	0	0	1083	24	0	4	0	28	0	0	0	0	0	2486
1 Hr Totals																					
4:00 - 5:00	0	625	16	7	648	6	537	0	0	543	12	0	3	0	15	0	0	0	0	0	1206
4:15 - 5:15	0	661	15	6	682	6	536	0	0	542	12	0	4	0	16	0	0	0	0	0	1240
4:30 - 5:30	0	693	12	4	709	2	544	0	0	546	14	0	3	0	17	0	0	0	0	0	1272
4:45 - 5:45	0	685	8	3	696	4	533	0	0	537	13	0	3	0	16	0	0	0	0	0	1249
5:00 - 6:00	0	717	8	2	727	4	536	0	0	540	12	0	1	0	13	0	0	0	0	0	1280
PEAK HOUR																					
5:00 - 6:00	0	717	8	2	727	4	536	0	0	540	12	0	1	0	13	0	0	0	0	0	1280

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Brushy Creek Road (S-29)
and: Hayes Road (L-2221)
Location: Pickens County, South Carolina

Counted by: VCU
Date: July 30, 2026
Weather: Sunny/Warm
Entered by: SN

Thursday
Star Rating: 4



TIME	NORTH LEG Brushy Creek Road (S-29)		SOUTH LEG Brushy Creek Road (S-29)	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	0	0	0	0
7:15 - 7:30	1	0	0	0
7:30 - 7:45	1	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
TOTALS	2	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	1	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	0	0	1	0

	EAST LEG Hayes Road (L-2221)		WEST LEG	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	0	0		
7:15 - 7:30	0	0		
7:30 - 7:45	0	0		
7:45 - 8:00	0	0		
8:00 - 8:15	0	0		
8:15 - 8:30	0	0		
8:30 - 8:45	0	0		
8:45 - 9:00	0	0		
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0		
4:15 - 4:30	0	0		
4:30 - 4:45	0	0		
4:45 - 5:00	0	0		
5:00 - 5:15	0	0		
5:15 - 5:30	0	0		
5:30 - 5:45	0	0		
5:45 - 6:00	0	0		
TOTALS	0	0	0	0



TOTALS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Cedar Circle
and: Hayes Road
Location: Pickens County, South Carolina

Counted by: VCU
Date: August 06, 2026
Weather: Hot/Cloudy
Entered by: CP

Thursday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Cedar Circle					TRAFFIC FROM SOUTH on: Cedar Circle					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Hayes Road					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
7:15 - 7:30	0	3	0	0	3	0	4	2	0	6	0	0	0	0	0	0	0	2	0	2	11
7:30 - 7:45	2	4	0	0	6	0	3	0	0	3	0	0	0	0	0	0	0	1	0	1	10
7:45 - 8:00	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	0	5	0	5	10
8:00 - 8:15	1	1	0	0	2	0	9	0	0	9	0	0	0	0	0	0	0	3	0	3	14
8:15 - 8:30	1	1	0	0	2	0	11	1	0	12	0	0	0	0	0	0	0	1	0	1	15
8:30 - 8:45	0	1	0	0	1	0	7	0	0	7	0	0	0	0	0	1	0	4	0	5	13
8:45 - 9:00	2	0	0	0	2	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	9
2 Hr Totals	7	11	0	0	18	0	46	3	0	49	0	0	0	0	0	1	0	18	0	19	86
1 Hr Totals																					
7:00 - 8:00	3	8	0	0	11	0	12	2	0	14	0	0	0	0	0	0	0	10	0	10	35
7:15 - 8:15	3	8	0	0	11	0	21	2	0	23	0	0	0	0	0	0	0	11	0	11	45
7:30 - 8:30	4	6	0	0	10	0	28	1	0	29	0	0	0	0	0	0	0	10	0	10	49
7:45 - 8:45	2	3	0	0	5	0	32	1	0	33	0	0	0	0	0	1	0	13	0	14	52
8:00 - 9:00	4	3	0	0	7	0	34	1	0	35	0	0	0	0	0	1	0	8	0	9	51
PEAK HOUR																					
7:45 - 8:45	2	3	0	0	5	0	32	1	0	33	0	0	0	0	0	1	0	13	0	14	52
PM																					
4:00 - 4:15	1	8	0	0	9	0	12	1	0	13	0	0	0	0	0	1	0	1	0	2	24
4:15 - 4:30	2	7	0	0	9	0	9	0	0	9	0	0	0	0	0	0	0	1	0	1	19
4:30 - 4:45	2	8	0	0	10	0	9	0	0	9	0	0	0	0	0	0	0	1	0	1	20
4:45 - 5:00	1	5	0	0	6	0	6	0	0	6	0	0	0	0	0	1	0	1	0	2	14
5:00 - 5:15	0	8	0	0	8	0	8	0	0	8	0	0	0	0	0	0	0	3	0	3	19
5:15 - 5:30	4	5	0	0	9	0	9	0	0	9	0	0	0	0	0	1	0	3	0	4	22
5:30 - 5:45	0	8	0	0	8	0	6	0	0	6	0	0	0	0	0	0	0	1	0	1	15
5:45 - 6:00	3	5	0	0	8	0	4	1	0	5	0	0	0	0	0	0	0	3	0	3	16
2 Hr Totals	13	54	0	0	67	0	63	2	0	65	0	0	0	0	0	3	0	14	0	17	149
1 Hr Totals																					
4:00 - 5:00	6	28	0	0	34	0	36	1	0	37	0	0	0	0	0	2	0	4	0	6	77
4:15 - 5:15	5	28	0	0	33	0	32	0	0	32	0	0	0	0	0	1	0	6	0	7	72
4:30 - 5:30	7	26	0	0	33	0	32	0	0	32	0	0	0	0	0	2	0	8	0	10	75
4:45 - 5:45	5	26	0	0	31	0	29	0	0	29	0	0	0	0	0	2	0	8	0	10	70
5:00 - 6:00	7	26	0	0	33	0	27	1	0	28	0	0	0	0	0	1	0	10	0	11	72
PEAK HOUR																					
4:00 - 5:00	6	28	0	0	34	0	36	1	0	37	0	0	0	0	0	2	0	4	0	6	77

CARS TURNING MOVEMENT COUNT - SUMMARY

Intersection of: Cedar Circle
and: Hayes Road
Location: Pickens County, South Carolina

Counted by: VCU
Date: August 06, 2026
Weather: Hot/Cloudy
Entered by: CP

Thursday
Star Rating: 4



TIME	TRAFFIC FROM NORTH on: Cedar Circle					TRAFFIC FROM SOUTH on: Cedar Circle					TRAFFIC FROM EAST on:					TRAFFIC FROM WEST on: Hayes Road					TOTAL N + S + E + W
	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	RIGHT	THRU	LEFT	U-TN	TOTAL	
AM																					
7:00 - 7:15	1	0		0	1		0	0	0	0					0	0		2	0	2	3
7:15 - 7:30	0	3		0	3		4	1	0	5					0	0		2	0	2	10
7:30 - 7:45	2	4		0	6		3	0	0	3					0	0		1	0	1	10
7:45 - 8:00	0	0		0	0		5	0	0	5					0	0		5	0	5	10
8:00 - 8:15	1	1		0	2		9	0	0	9					0	0		3	0	3	14
8:15 - 8:30	1	1		0	2		11	0	0	11					0	0		1	0	1	14
8:30 - 8:45	0	1		0	1		7	0	0	7					0	1		4	0	5	13
8:45 - 9:00	2	0		0	2		7	0	0	7					0	0		0	0	0	9
2 Hr Totals	7	10	0	0	17	0	46	1	0	47	0	0	0	0	0	1	0	18	0	19	83
1 Hr Totals																					
7:00 - 8:00	3	7	0	0	10	0	12	1	0	13	0	0	0	0	0	0	0	10	0	10	33
7:15 - 8:15	3	8	0	0	11	0	21	1	0	22	0	0	0	0	0	0	0	11	0	11	44
7:30 - 8:30	4	6	0	0	10	0	28	0	0	28	0	0	0	0	0	0	0	10	0	10	48
7:45 - 8:45	2	3	0	0	5	0	32	0	0	32	0	0	0	0	0	1	0	13	0	14	51
8:00 - 9:00	4	3	0	0	7	0	34	0	0	34	0	0	0	0	0	1	0	8	0	9	50
PEAK HOUR																					
7:45 - 8:45	2	3	0	0	5	0	32	0	0	32	0	0	0	0	0	1	0	13	0	14	51
PM																					
4:00 - 4:15	1	8		0	9		12	0	0	12					0	1		1	0	2	23
4:15 - 4:30	2	7		0	9		9	0	0	9					0	0		1	0	1	19
4:30 - 4:45	2	8		0	10		9	0	0	9					0	0		1	0	1	20
4:45 - 5:00	1	4		0	5		6	0	0	6					0	1		1	0	2	13
5:00 - 5:15	0	8		0	8		8	0	0	8					0	0		3	0	3	19
5:15 - 5:30	4	5		0	9		9	0	0	9					0	1		3	0	4	22
5:30 - 5:45	0	8		0	8		6	0	0	6					0	0		1	0	1	15
5:45 - 6:00	3	5		0	8		4	1	0	5					0	0		3	0	3	16
2 Hr Totals	13	53	0	0	66	0	63	1	0	64	0	0	0	0	0	3	0	14	0	17	147
1 Hr Totals																					
4:00 - 5:00	6	27	0	0	33	0	36	0	0	36	0	0	0	0	0	2	0	4	0	6	75
4:15 - 5:15	5	27	0	0	32	0	32	0	0	32	0	0	0	0	0	1	0	6	0	7	71
4:30 - 5:30	7	25	0	0	32	0	32	0	0	32	0	0	0	0	0	2	0	8	0	10	74
4:45 - 5:45	5	25	0	0	30	0	29	0	0	29	0	0	0	0	0	2	0	8	0	10	69
5:00 - 6:00	7	26	0	0	33	0	27	1	0	28	0	0	0	0	0	1	0	10	0	11	72
PEAK HOUR																					
4:00 - 5:00	6	27	0	0	33	0	36	0	0	36	0	0	0	0	0	2	0	4	0	6	75

PEDESTRIAN AND BICYCLE OBSERVATIONS - SUMMARY

Intersection of: Cedar Circle
and: Hayes Road

Location: Pickens County, South Carolina

Counted by: VCU

Date: August 06, 2026

Weather: Hot/Cloudy

Entered by: CP

Thursday

Star Rating: 4



TIME	NORTH LEG Cedar Circle		SOUTH LEG Cedar Circle	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15	0	0	0	0
7:15 - 7:30	0	0	0	0
7:30 - 7:45	0	0	0	0
7:45 - 8:00	0	0	0	0
8:00 - 8:15	0	0	0	0
8:15 - 8:30	0	0	0	0
8:30 - 8:45	0	0	0	0
8:45 - 9:00	0	0	0	0
TOTALS	0	0	0	0
PM				
4:00 - 4:15	0	0	0	0
4:15 - 4:30	0	0	0	0
4:30 - 4:45	0	0	0	0
4:45 - 5:00	0	0	0	0
5:00 - 5:15	0	0	0	0
5:15 - 5:30	0	0	0	0
5:30 - 5:45	0	0	0	0
5:45 - 6:00	0	0	0	0
TOTALS	0	0	0	0

	EAST LEG		WEST LEG Hayes Road	
	Pedestrians	Bicycles	Pedestrians	Bicycles
AM				
7:00 - 7:15			0	0
7:15 - 7:30			0	0
7:30 - 7:45			0	0
7:45 - 8:00			0	0
8:00 - 8:15			0	0
8:15 - 8:30			0	0
8:30 - 8:45			1	0
8:45 - 9:00			0	0
TOTALS	0	0	1	0
PM				
4:00 - 4:15			0	0
4:15 - 4:30			0	0
4:30 - 4:45			0	0
4:45 - 5:00			0	0
5:00 - 5:15			0	0
5:15 - 5:30			0	0
5:30 - 5:45			0	0
5:45 - 6:00			0	0
TOTALS	0	0	0	0



APPENDIX B

HCM Worksheets



Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	14	461	3	11	297
Future Vol, veh/h	2	14	461	3	11	297
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	2	15	490	3	12	316

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	831	492	0
Stage 1	492	-	-
Stage 2	339	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	342	581	-
Stage 1	619	-	-
Stage 2	726	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	338	581	-
Mov Cap-2 Maneuver	453	-	-
Stage 1	611	-	-
Stage 2	726	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.62	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	561	64
HCM Lane V/C Ratio	-	-	0.03	0.011
HCM Ctrl Dly (s/v)	-	-	11.6	8.4
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 2.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	1	1	32	3	2
Future Vol, veh/h	13	1	1	32	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	100	0	0	0
Mvmt Flow	15	1	1	37	3	2

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	44	5	6
Stage 1	5	-	-
Stage 2	39	-	-
Critical Hdwy	6.4	6.2	5.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	3.1
Pot Cap-1 Maneuver	972	1085	1155
Stage 1	1024	-	-
Stage 2	989	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	971	1085	1155
Mov Cap-2 Maneuver	971	-	-
Stage 1	1023	-	-
Stage 2	989	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.74	0.25	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	55	-	978	-	-
HCM Lane V/C Ratio	0.001	-	0.016	-	-
HCM Ctrl Dly (s/v)	8.1	0	8.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	12	537	4	10	720
Future Vol, veh/h	2	12	537	4	10	720
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	0	0	0	0	0
Mvmt Flow	2	13	565	4	11	758
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1346	567	0	0	569	0
Stage 1	567	-	-	-	-	-
Stage 2	779	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	132	527	-	-	1013	-
Stage 1	483	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	130	527	-	-	1013	-
Mov Cap-2 Maneuver	247	-	-	-	-	-
Stage 1	474	-	-	-	-	-
Stage 2	378	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	13.21	0	0.12			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	453	25	-	
HCM Lane V/C Ratio	-	-	0.033	0.01	-	
HCM Ctrl Dly (s/v)	-	-	13.2	8.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	1	36	28	6
Future Vol, veh/h	4	2	1	36	28	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	100	0	4	0
Mvmt Flow	5	3	1	45	35	8

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	86	39	43
Stage 1	39	-	-
Stage 2	48	-	-
Critical Hdwy	6.4	6.2	5.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	3.1
Pot Cap-1 Maneuver	920	1039	1114
Stage 1	989	-	-
Stage 2	980	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	919	1039	1114
Mov Cap-2 Maneuver	919	-	-
Stage 1	988	-	-
Stage 2	980	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.8	0.22	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	49	-	956	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Ctrl Dly (s/v)	8.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	15	484	3	12	312
Future Vol, veh/h	2	15	484	3	12	312
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	2	16	515	3	13	332
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	874	516	0	0	518	0
Stage 1	516	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	323	563	-	-	1058	-
Stage 1	603	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	318	563	-	-	1058	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	11.84	0	0.31			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	544	67	-	
HCM Lane V/C Ratio	-	-	0.033	0.012	-	
HCM Ctrl Dly (s/v)	-	-	11.8	8.4	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection						
Int Delay, s/veh	2.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	14	1	1	34	3	2
Future Vol, veh/h	14	1	1	34	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	100	0	0	0
Mvmt Flow	16	1	1	39	3	2
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	46	5	6	0	-	0
Stage 1	5	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.4	6.2	5.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	969	1085	1155	-	-	-
Stage 1	1024	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	968	1085	1155	-	-	-
Mov Cap-2 Maneuver	968	-	-	-	-	-
Stage 1	1023	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.76	0.23		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	51	-	975	-	-	
HCM Lane V/C Ratio	0.001	-	0.018	-	-	
HCM Ctrl Dly (s/v)	8.1	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	13	564	4	11	756
Future Vol, veh/h	2	13	564	4	11	756
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	0	0	0	0	0
Mvmt Flow	2	14	594	4	12	796
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1415	596	0	0	598	0
Stage 1	596	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	119	507	-	-	989	-
Stage 1	468	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	117	507	-	-	989	-
Mov Cap-2 Maneuver	233	-	-	-	-	-
Stage 1	458	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	13.52	0	0.12			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	438	26	-	
HCM Lane V/C Ratio	-	-	0.036	0.012	-	
HCM Ctrl Dly (s/v)	-	-	13.5	8.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	2	1	38	29	6
Future Vol, veh/h	4	2	1	38	29	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	100	0	4	0
Mvmt Flow	5	3	1	48	36	8

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	90	40	44
Stage 1	40	-	-
Stage 2	50	-	-
Critical Hdwy	6.4	6.2	5.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	3.1
Pot Cap-1 Maneuver	915	1037	1112
Stage 1	988	-	-
Stage 2	978	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	914	1037	1112
Mov Cap-2 Maneuver	914	-	-
Stage 1	986	-	-
Stage 2	978	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.81	0.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	46	-	952	-	-
HCM Lane V/C Ratio	0.001	-	0.008	-	-
HCM Ctrl Dly (s/v)	8.2	0	8.8	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	32	52	469	33	37	302
Future Vol, veh/h	32	52	469	33	37	302
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	2	0	0	1
Mvmt Flow	34	55	499	35	39	321

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	916	516	0
Stage 1	516	-	-
Stage 2	400	-	-
Critical Hdwy	6.4	6.2	-
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	-
Pot Cap-1 Maneuver	305	563	-
Stage 1	603	-	-
Stage 2	681	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	291	563	-
Mov Cap-2 Maneuver	409	-	-
Stage 1	575	-	-
Stage 2	681	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.93	0	0.94
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	492	196
HCM Lane V/C Ratio	-	-	0.182	0.038
HCM Ctrl Dly (s/v)	-	-	13.9	8.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Intersection						
Int Delay, s/veh	3.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	1	1	34	3	10
Future Vol, veh/h	23	1	1	34	3	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	0	100	0	0	0
Mvmt Flow	26	1	1	39	3	11
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	51	9	15	0	-	0
Stage 1	9	-	-	-	-	-
Stage 2	41	-	-	-	-	-
Critical Hdwy	6.4	6.2	5.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	3.1	-	-	-
Pot Cap-1 Maneuver	963	1078	1144	-	-	-
Stage 1	1019	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	962	1078	1144	-	-	-
Mov Cap-2 Maneuver	962	-	-	-	-	-
Stage 1	1018	-	-	-	-	-
Stage 2	986	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	8.83	0.23		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	51	-	967	-	-	
HCM Lane V/C Ratio	0.001	-	0.029	-	-	
HCM Ctrl Dly (s/v)	8.1	0	8.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Intersection

Int Delay, s/veh 4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	55	8	17	67	9
Future Vol, veh/h	15	55	8	17	67	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	60	9	18	73	10

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	76
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1523
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1523
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.36	9.27
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	926	-	-	576	-
HCM Lane V/C Ratio	0.089	-	-	0.006	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	34	40	554	29	41	741
Future Vol, veh/h	34	40	554	29	41	741
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	50	0	0	0	0	0
Mvmt Flow	36	42	583	31	43	780

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1465	598	0
Stage 1	598	-	-
Stage 2	866	-	-
Critical Hdwy	6.9	6.2	-
Critical Hdwy Stg 1	5.9	-	-
Critical Hdwy Stg 2	5.9	-	-
Follow-up Hdwy	3.95	3.3	-
Pot Cap-1 Maneuver	111	506	-
Stage 1	466	-	-
Stage 2	341	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	102	506	-
Mov Cap-2 Maneuver	205	-	-
Stage 1	430	-	-
Stage 2	341	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21	0	0.46
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	302	94
HCM Lane V/C Ratio	-	-	0.258	0.044
HCM Ctrl Dly (s/v)	-	-	21	8.9
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1	0.1

Intersection

Int Delay, s/veh 1.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	12	2	1	38	29	13
Future Vol, veh/h	12	2	1	38	29	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	80	80	80	80	80	80
Heavy Vehicles, %	0	0	100	0	4	0
Mvmt Flow	15	3	1	48	36	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	94	44	53
Stage 1	44	-	-
Stage 2	50	-	-
Critical Hdwy	6.4	6.2	5.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	3.1
Pot Cap-1 Maneuver	910	1031	1103
Stage 1	983	-	-
Stage 2	978	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	909	1031	1103
Mov Cap-2 Maneuver	909	-	-
Stage 1	982	-	-
Stage 2	978	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	8.97	0.21	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	46	-	925	-	-
HCM Lane V/C Ratio	0.001	-	0.019	-	-
HCM Ctrl Dly (s/v)	8.3	0	9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 4.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	55	7	15	59	8
Future Vol, veh/h	15	55	7	15	59	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	60	8	16	64	9

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	76
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1523
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1523
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	2.35	9.19
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	932	-	-	573	-
HCM Lane V/C Ratio	0.078	-	-	0.005	-
HCM Ctrl Dly (s/v)	9.2	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0	-

APPENDIX C

Correspondence



Todd Anderson

From: Todd Anderson
Sent: Monday, July 20, 2026 10:59 AM
To: 'Corey Holycross'; 'Mario DiPietro'
Subject: RE: Easley Food Hall
Attachments: Easley Food Hall Trip Generation.pdf

Good morning Corey and Mario,

Attached is an update proposed trip generation for the Easley Food Hall. We missed one of the seating areas in the original square footage calculation. Please let me know if you have any questions, and if you agree with this. If so, we'll have the traffic counts completed soon and can then proceed with the analysis.

Thanks!



Todd Anderson, P.E., PTOE

Senior Project Manager

Irmo, SC Office

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From: Todd Anderson
Sent: Friday, July 17, 2026 3:51 PM
To: 'Corey Holycross' <cholycross@cityofeasley.com>; 'Mario DiPietro' <mdipietro@cityofeasley.com>
Subject: RE: Easley Food Hall

Hi Corey,

Please see the attached. We agree that ITE Land Use Code 933 is the closest available category. However, while two similar land uses have pass-by data available, ITE-933 does not. As you'll see from the attached, Fast-Food with drive thru provides for 50% pass-by trips in the AM and 55% in the PM, while High Turnover Restaurant provides for 43% during both peak periods. Therefore, we are proposing a 40% pass-by rate for the Easley Food Hall.

Please let me know your thoughts on this.

Thanks,



Todd Anderson, P.E., PTOE

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From: Todd Anderson

Sent: Tuesday, July 14, 2026 9:35 AM

To: 'Corey Holycross' <cholycross@cityofeasley.com>; 'Mario DiPietro' <mdipietro@cityofeasley.com>

Subject: RE: Easley Food Hall

Also, is the additional intersection you want studied [Hayes and Cedar Circle](#)? It looks like Cedar Circle changes names to Nancy Drive to the south.



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From: Todd Anderson

Sent: Tuesday, July 14, 2026 9:31 AM

To: 'Corey Holycross' <cholycross@cityofeasley.com>; Mario DiPietro <mdipietro@cityofeasley.com>

Subject: RE: Easley Food Hall

Okay thanks Corey. If it's okay, we'll send you our proposed trip generation for review before starting the analysis.



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From: Corey Holycross <cholycross@cityofeasley.com>

Sent: Monday, July 13, 2026 10:30 AM

To: Todd Anderson <tanderson@trafficgroup.com>; Mario DiPietro <mdipietro@cityofeasley.com>

Subject: Re: Easley Food Hall

Staff considers the proposed development to function principally as a single, integrated food hall rather than a conventional strip shopping center or a collection of separate standalone restaurants. Based on the proposed counter-service operation, lack of table service, shared seating, and ability for customers to dine on-site or take food to go, ITE Land Use Code 933, Fast-Food Restaurant without Drive-Through Window, appears to be the closest available category. The traffic analysis should explain how the shared seating, bar, outdoor dining areas, and five retail containers are incorporated into the trip-generation methodology. If the retail vendors are independent destinations rather than accessory components of the food hall, the retail area may be calculated separately with any internal-capture reduction independently justified.

Corey Holycross | City Planner

205 North First Street | Easley, South Carolina 29640

Phone: 864-855-7900, ext. 1015 | www.CityofEasley.com



**-THE CITY OF-
EASLEY
SOUTH CAROLINA**

From: Todd Anderson <tanderson@trafficgroup.com>

Sent: Thursday, July 9, 2026 8:54 AM

To: Corey Holycross <cholocross@cityofeasley.com>; Mario DiPietro <mdipietro@cityofeasley.com>

Subject: RE: Easley Food Hall

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Secured by Check Point

Okay thanks Corey!

Also, below is a breakdown of the containers. Am I correct that you want us to use a retail land use for all the containers, except the bathrooms and indoor seating areas? A land use such as Fast Casual Restaurant would generate more trips than something like Strip Retail Plaza.

- Four food containers each 40'x8'. This includes the bar.
- Five food containers each 20'x8'.
- Five retail containers each 20'x8'.
- The five bathroom and indoor seating containers are not expected to generate additional trips.



Todd Anderson, P.E., PTOE

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From: Corey Holycross <cholycross@cityofeasley.com>

Sent: Thursday, July 9, 2026 8:01 AM

To: Todd Anderson <tanderson@trafficgroup.com>; Mario DiPietro <mdipietro@cityofeasley.com>

Subject: Re: Easley Food Hall

Todd,

I would also consider the impact on Hayes and Nancy Dr, as it will become a cut through road for the site. Here are the adjacent roads colored with dots to show the estimated impact.

Corey Holycross | City Planner

205 North First Street | Easley, South Carolina 29640

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**-THE CITY OF-
EASLEY
SOUTH CAROLINA**

From: Todd Anderson <tanderson@trafficgroup.com>

Sent: Wednesday, July 1, 2026 1:12 PM

To: Mario DiPietro <mdipietro@cityofeasley.com>; Corey Holycross <cholycross@cityofeasley.com>

Cc: Luis y Marcos <lumarpropertiesllc@gmail.com>

Subject: Easley Food Hall

This is the first time you received an email from this sender (tanderson@trafficgroup.com). Exercise caution when clicking links, opening attachments or taking further action, before validating its authenticity.

Secured by Check Point

Hi Mario and Corey,

We have been working with Marcos on the traffic end of this project, and he said you are good contacts. As I understand it, the City is requiring a Traffic Impact Study as defined in their UDO, correct?

If so, I have several questions:

1. We propose studying the intersection of Brush Creek Road and Hayes Road along with the site access drive. Is this okay, or are there any other offsite intersections that need to be studied?
2. Is it okay if we do the traffic counts during the summer, or do we need to wait until schools start back?
3. Are you aware of any other previously approved nearby developments that we need to consider as part of the background traffic?
4. Are you aware of any planned or ongoing traffic improvements nearby? I'll review SCDOT's website also for this.

Thanks!



Todd Anderson, P.E., PTOE

Senior Project Manager

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