



August 2, 2023

Tyler Newman  
Zoning Administrator  
Town of Seabrook Island  
2001 Seabrook Island Road  
Seabrook Island, SC 29455

Re: Andell Project  
TIA Review – Peak Occupancy

Dear Tyler:

I have reviewed the memo entitled “Andell Peak Occupancy Scenario Transportation Review” as prepared by Jennifer Bihl of Bihl Engineering on July 28, 2023. The scenario being analyzed is to quantify the maximum amount of traffic that the project could create at any one time, the “Peak Occupancy” as it is referred to, and add it to when the adjacent roadways are the most congested. This worst case would occur if you added the traffic from a special event at the Yacht Club on a Saturday to the adjacent roadways during the weekdays between 4:00 to 5:00PM, the PM peak-hour. The memo notes that this scenario will not in practice occur at the same time but was asked by the planning commission to better understand the project’s volatility on traffic. In general, this Peak Occupancy scenario has minimal effect on the traffic delay results presented in Bihl Engineering’s Traffic Impact Analysis (TIA) dated April 28, 2023. The following information substantiates this statement.

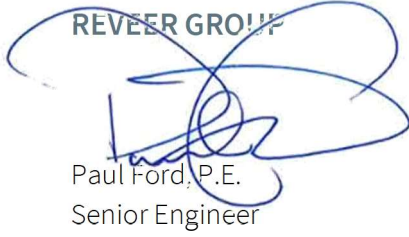
The TIA predicted that motorists traveling through the traffic circle would experience an additional tenth of a second (0.1) delay during the PM Peak hour after the Andell project was operational, a value that was deemed negligible. The memo does not quantify the additional delay at the studied intersections during the peak occupancy and states it as “projected to only have minor increases in average delay per vehicle”. However, the 0.1 second increase originally predicted was based on approximately 2,000 cars traveling through the traffic circle over the 1-hour period. The peak occupancy generates a maximum of 80 vehicle trips in an hour, and only half of those would navigate the circle (the other half goes away from the islands) so it is safe to say that this would have little to no effect on the amount of delay.

The largest increase in traffic at any individual intersection occurs at the Club’s main entrance across from the Municipal Center, but the turning movements into the driveway will be from dedicated turn lanes, assuming the striping improvements to the existing median as recommended in the TIA and the right turn lane addition that was suggested by the planning commission are approved by the SCDOT. With these, motorists coming to and leaving from the islands will not experience additional travel delays from the Andell project.

In summary, I believe this exercise as suggested by the planning commission was a valuable one and shows that it will not have additional adverse effect on traffic. If I can help in any other way on this matter, please just give me a call.

Sincerely,

**REVEER GROUP**



Paul Ford, P.E.

Senior Engineer