# Planning Commission Meeting

**Wednesday, March 25, 2026 at 6:00 PM**

**Theodore D. Washington Municipal Building, Henry "Emmett" McCracken Jr. Council Chambers, 20 Bridge Street, Bluffton, SC**

## AGENDA

This meeting can be viewed live on BCTV, on Sparklight Channel 9 and 417 or on Spectrum Channel 1304.

**I. CALL TO ORDER**

**II. ROLL CALL**

**III. NOTICE REGARDING ADJOURNMENT**

The Planning Commission will not hear new items after 9:30 p.m. unless authorized by a majority vote of the Commission Members present. Items which have not been heard before 9:30 p.m. may be continued to the next regular meeting or a special meeting date as determined by the Commission Members.

**IV. ADOPTION OF MINUTES**

1. February 25, 2026 Minutes

**V. PUBLIC COMMENT**

**VI. OLD BUSINESS**

**VII. NEW BUSINESS**

1. **Proposed Prioritization of Fiscal Year 2027 Capital Improvement Program Projects**: A request by the Town of Bluffton for recommendation of approval to Town Council of the FY2027 Capital Improvement Program. (Staff - Patrick Rooney)

2. **1181 May River Road (Development Plan):** A request by Nathan Sturre of Sturre Engineering. on behalf of property owner Trevor Wells for approval of a Preliminary Development Plan application. The project consists of the construction of a two-story 8,000 SF mixed use building with associated infrastructure. The property is zoned Neighborhood Core and consists of 1.4 acres identified by tax map number 6610 039 000 097A 0000. (DP-06-25-019806) (Staff - Dan Frazier)

**VIII. DISCUSSION**

**IX. ADJOURNMENT**

**NEXT MEETING DATE: Wednesday, April 22, 2026**

*"FOIA Compliance – Public notification of this meeting has been published and posted in compliance with the Freedom of Information Act and the Town of Bluffton policies."*

*In accordance with the requirements of Title II of the Americans with Disabilities Act of 1990 ("ADA"), the Town of Bluffton will not discriminate against qualified individuals with disabilities on the basis of disability in its services, programs, or activities. The Town of Bluffton Council Chambers are ADA compatible. Auditory accommodations are available. Any person requiring further accommodation should contact the Town of Bluffton ADA Coordinator at 843.706.4500 or adacoordinator@townofbluffton.com as soon as possible but no later than 48 hours before the scheduled event.*

*Executive Session – The public body may vote to go into executive session for any item identified for action on the agenda.*

**Please note that each member of the public may speak at one public comment session and a form must be filled out and given to the Town Clerk. To submit a public comment online, please click here: https://www.townofbluffton.sc.gov/FormCenter/Town-15/Public-Comment-60*
*Public comment is limited to 3 minutes per speaker.*

# Planning Commission Meeting

**Theodore D. Washington Municipal Building, Henry "Emmett" McCracken Jr. Council Chambers, 20 Bridge Street, Bluffton, SC**

**February 25, 2026**

## I. CALL TO ORDER

Chairman Wetmore called the meeting to order at 6pm.

## II. ROLL CALL

PRESENT
Chairman Charlie Wetmore
Vice Chairman Jim Flynn
Commissioner Michael Brock
Commissioner Rich Delcore
Commissioner Lydia DePauw
Commissioner Daniel Grove
Commissioner Will Howard

## III. ADOPTION OF MINUTES

1. November 19, 2025 Minutes

   Vice Chairman Flynn made a motion to adopt the minutes as written.

   Seconded by Commissioner Grove.
   Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Brock, Commissioner Delcore, Commissioner DePauw, Commissioner Grove, Commissioner Howard

   All were in favor and motion passed.

## IV. ELECTION OF OFFICERS

1. Election of Planning Commission Chair

   Commissioner Flynn made a motion to nominate Charlie Wetmore as Chair.

   Seconded by Commissioner DePauw.
   Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Brock, Commissioner Delcore, Commissioner DePauw, Commissioner Grove, Commissioner Howard

   All were in favor and the motion passed.

2. Election of Planning Commission Vice-Chair

   Commissioner Delcore made a motion to nominate Jim Flynn as Vice Chair.

   Seconded by Commissioner Howard.
   Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Brock, Commissioner Delcore, Commissioner DePauw, Commissioner Grove, Commissioner Howard

   All were in favor and the motion passed.

3. Election of Development Review Committee Member

DRAFT

Commissioner DePauw made a motion to nominate Will Howard as Development Review Committee Member.

Seconded by Commissioner Delcore.
Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Brock, Commissioner Delcore, Commissioner DePauw, Commissioner Grove, Commissioner Howard

All were in favor and the motion passed.

## V. PUBLIC COMMENT

## VI. OLD BUSINESS

## VII. NEW BUSINESS

1. **Novant Health Bluffton Medical Center (Development Plan):** A request by Hilton Head Medical Center, LLC, for approval of a Preliminary Development Plan application. The project consists of a three (3) story 164,000 SF hospital with associated drives, parking, landscape, and utility infrastructure. The property is within the Buckwalter Planned Unit Development (PUD) and consists of approximately 17.8 acres identified by the tax map numbers R610 029 000 2487 0000 and R600 029 000 2410 0000 located west of Buckwalter Parkway south of Bluffton Parkway within the Parkway Corners Initial Master Plan. (DP-07-25-019862) (Staff - Dan Frazier)

   Staff presented. The application was present. The commissioners had questions regarding the number of parking spaces being proposed and if the excess spaces could be pervious.

   Commissioner Howard made a motion to approve the application with the following condition:

   1. The Property Owner is responsible for completing all required off-site improvements prior to issuance of a Certificate of Occupancy for the Novant Health Bluffton Medical Center with the stipulation that Innovation Drive South, through the Retreat at Grande Oaks neighborhood, cannot serve as the secondary access off-site improvement for the hospital.

   Seconded by Commissioner Delcore.
   Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Brock, Commissioner Delcore, Commissioner DePauw, Commissioner Grove, Commissioner Howard

   All were in favor and the motion passed.

## VIII. DISCUSSION

## IX. ADJOURNMENT

Commissioner Howard made a motion to adjourn.

Seconded by Commissioner Grove.
Voting Yea: Chairman Wetmore, Vice Chairman Flynn, Commissioner Brock, Commissioner Delcore, Commissioner DePauw, Commissioner Grove, Commissioner Howard

All were in favor and the motion passed. The meeting adjourned at 6:27pm.

DRAFT

# PLANNING COMMISSION

## STAFF REPORT
## Department of Projects and Watershed Resilience

| | |
|---|---|
| **MEETING DATE:** | March 25, 2026 |
| **PROJECT:** | Proposed Prioritization of Fiscal Year 2027 Capital Improvement Program Projects |
| **PROJECT MANAGER:** | Pat Rooney, Manager of Capital Improvement Program |

**REQUEST:** Town Staff requests the Planning Commission recommend for Town Council's consideration a prioritized list of proposed Capital Improvement Program projects for the FY 2027 Budget, as submitted.

**INTRODUCTION:** As required annually by South Carolina Code of Laws Section 6-29-340(B)(2)(e), Staff is seeking Planning Commission's review, input, and recommendation for Town Council's consideration of a prioritized Fiscal Year (FY) 2027 Capital Improvement Program (CIP) project list.

**BACKGROUND**: Per South Carolina Code of Laws Section 6-29-340(B)(2)(e), the Planning Commission:

> has the power and duty to prepare and recommend for adoption to the appropriate governing authority or authorities as a means for implementing the plans and programs in its area a capital improvements program setting forth projects required to implement plans which have been prepared and adopted, including an annual listing of priority projects for consideration by the governmental bodies responsible for implementation prior to preparation of their capital budget.

Large capital projects may span multiple fiscal years to fund, design, permit and construct, Staff has provided a summary of CIP projects (**Attachment 1**):

1. which either have, or will be, completed during FY 2026 (Attachment 1, page 1);
2. are newly proposed for FY 2027 and as such are currently unranked and require Planning Commission consideration (Attachment 1, page 2); and
3. were previously identified as priority items that are in progress and will carry over into FY 2027 or future fiscal years (Attachment 1, page 3).

Projects are classified into two groups, labeled as "1" or "2," with projects graded "1" considered a higher priority than projects graded "2." Please note that projects are not listed in rank order (i.e. #1, #2, #3, etc.), nor should they be ranked from top to bottom. However, it is required that the projects be placed in one of two groups by the Planning Commission.

The distribution of current and proposed CIP projects throughout the Town's jurisdiction is illustrated in **Attachment 2** (Note: Certain projects may not be mapped due to map

limitations). Project data sheets for all proposed FY 2027 projects are provided (Attachment 3).

REVIEW CRITERIA & ANALYSIS: The Planning Commission is charged with reviewing the CIP project list and making a recommendation by affirmative vote of a prioritized CIP project list to Town Council. Town Council will then take the Planning Commission recommendation under advisement in setting CIP project priorities and the FY 2027 Budget.

Although there is no review criteria specified in State Law for CIP prioritization, the Government Finance Officers Association's "Capital Improvement Programming: A Guide for Smaller Governments" (1996) offers the following criteria as examples of factors to consider when evaluating and ranking capital projects:

1. Legal mandates – is the project needed to meet federal mandates?
2. Fiscal and budget impacts – what is the project cost and impact to the operating budget?
3. Health and safety impacts – will the project improve the health and/or safety of residents in a measurable way?
4. Environmental, aesthetic and social effects – does the project reduce pollution levels or ensure community values are being achieved?
5. Economic development impacts – does the project promote economic vitality?
6. Relationship to other projects – are there advantages from this project which benefit other ones?

Staff has generally utilized these criteria in providing the proposed CIP project rankings.

PLANNING COMMISSION ACTIONS: The Planning Commission has the authority to take the following actions:

1. Approve the CIP FY 2027 prioritization, as submitted; or
2. Approve the CIP FY 2027 prioritization with revisions.

RECOMMENDATION: The Department of Projects and Watershed Resilience Staff request Planning Commission recommend approval of the proposed CIP FY 2027 project priorities, as submitted, for Town Council's consideration.

ATTACHMENTS:

1. CIP Projects
   - Page 1. Projects completed or to be completed in FY 2026;
   - Page 2. Proposed, and thus currently unranked, projects for FY 2027; and
   - Page 3. Projects previously identified and prioritized which are in progress and will carry over into FY 2027 or future fiscal years.
2. CIP Project Map
3. CIP Project Data Sheets

**FY27 BUDGET PROPOSAL**
**5-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECTS FY27 - FY31**

**PROJECTS SUBSTANTIALLY COMPLETED IN FY26 - TO BE REMOVED FROM CIP IN FY27**

| Item | Project # | Completed FY26 Projects | Strategic Plan Focus Area(s) | Description |
|---|---|---|---|---|
| 1 | E0001 | Buckwalter Place Commerce Park - Phase 2 | Economic Growth | Facility Improvement - DRCI Cove |
| 2 | F0006 | New Riverside Barn Park Event Pavilion | Community Quality of Life, Infrastructure | Park and Facility Improvements |
| 3 | I0001 | Public Safety Cameras | Community Quality of Life, Infrastructure | Public Safety Improvements |
| 4 | I0002 | Network Improvements | Town Organization, Infrastructure | IT Improvements |
| 5 | P0001 | Park Improvements | Community Quality of Life, Infrastructure | Park Improvements |
| 6 | P0002 | Oyster Factory Park | Community Quality of Life and Infrastructure | Park Improvements |
| 7 | P0004 | New Riverside Barn Park | Community Quality of Life and Infrastructure | Park Improvements |
| 8 | P0008 | Buckwalter Place Park Improvements | Community Quality of Life and Infrastructure | Park Improvements |
| 10 | R0006 | Boundary Street Lighting | Community Quality of Life and Infrastructure | Public Safety Improvements |
| 11 | R0011 | Washington Square Connector Road | Infrastructure | Infrastructure |
| 12 | S0005 | HD Sanitary Sewer Extension Phase 4 | Infrastructure and May River Watersheds | Sewer Infrastructure |
| 13 | S0006 | HD Sanitary Sewer Extension Phase 5 | Infrastructure and May River Watersheds | Sewer Infrastructure |
| 14 | S0007 | HD Sanitary Sewer Extension Phase 6 | Infrastructure and May River Watersheds | Sewer Infrastructure |
| 15 | S0010 | May River Action Plan Impervious Restoration Project | May River & Surrounding Rivers and Watersheds | Infrastructure, May River & Surrounding Rivers and Watersheds |
| 16 | S0011 | Stoney Crest Campground Palmetto Bluff Rd Sewer | Infrastructure and May River Watersheds | Sewer Infrastructure |
| Projects anticipated to be complete prior to end of FY26 | | | | |

**NEW FY27 PROJECTS IN BUDGET PROPOSAL**
**5-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECTS FY27 - FY31**

| Item | Project # | FY27-31 Projects | Strategic Plan Focus Area(s) | Description |
|---|---|---|---|---|
| 1 | F0009 | Oscar Frazier Park Second Pavilion | Community Quality of Life, Infrastructure | Facility and Park Improvement |
| 2 | F0010 | Rotary Community Center Improvements | Community Quality of Life, Infrastructure | Facility Improvement |
| 3 | F0011 | Law Enforcement Center HVAC Renovation | Infrastructure, Town Organization | Facility Improvement |
| 4 | F0012 | Oyster Factory Park Restroom Improvements | Community Quality of Life, Infrastructure | Park and Facility Improvements |
| 5 | P0007 | New Riverside Barn Park Ph 3 Site Work | Community Quality of Life, Infrastructure | Park and Facility Improvements |
| 6 | R0012 | Holly Hill Connector Road | Infrastructure | Roadway Connectivity Improvements |
| 7 | S0014 | Pritchardville Elementary School MRWAP IRP | Infrastructure, May River & Surrounding Rivers and Watersheds | Drainage and Watershed Protection |
| 8 | S0015 | McCracken Middle School MRWAP IRP | Infrastructure, May River & Surrounding Rivers and Watersheds | Drainage and Watershed Protection |
| 9 | S0016 | Bluffton Elementary School MRWAP IRP | Infrastructure, May River & Surrounding Rivers and Watersheds | Drainage and Watershed Protection |

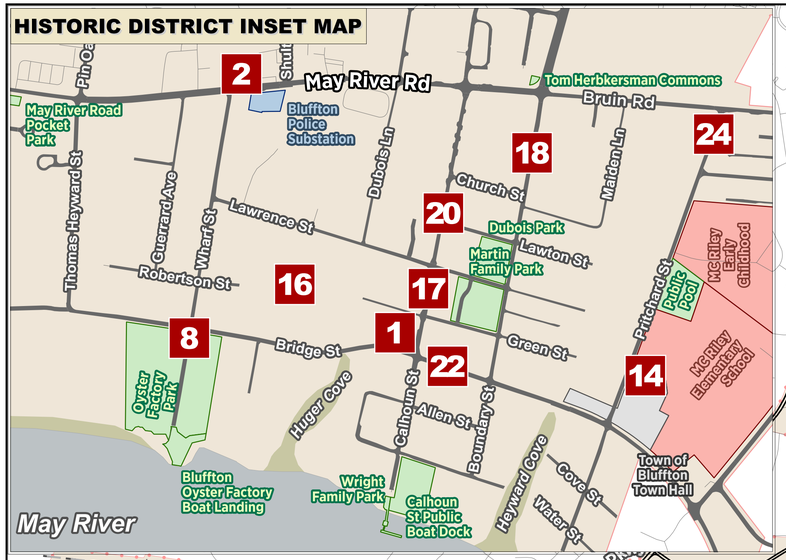
**FY27 BUDGET PROPOSAL**
**5-YEAR CAPITAL IMPROVEMENT PROGRAM PROJECTS FY27 - FY31**

| Item | Project # | FY27-31 Projects | Strategic Plan Focus Area(s) | Description | Previous Prioritization | Staff Priority | PC Priority | TC Priority |
|---|---|---|---|---|---|---|---|---|
| 1 | F0004 | Sarah Riley Hooks Cottage | Community Quality of Life, Infrastructure | Facility Improvement | 1 | 1 | -- | -- |
| 2 | F0007 | New Riverside Barn Park Public Services Building | Infrastructure, Town Organization | Facility Improvement | 1 | 1 | -- | -- |
| 3 | F0008 | Public Services Expansion & Watershed Facility | Infrastructure, Town Organization | Facility Improvement | 1 | 1 | -- | -- |
| 4 | F0009 | Oscar Frazier Park Second Pavilion (NEW) | Community Quality of Life, Infrastructure | Facility /Park Improvement | -- | 1 | -- | -- |
| 5 | F0010 | Rotary Community Center Improvements (NEW) | Community Quality of Life, Infrastructure | Facility Improvement | -- | 1 | -- | -- |
| 6 | F0011 | Law Enforcement Center HVAC Renovation (NEW) | Community Quality of Life, Infrastructure | Facility Improvement | -- | 1 | -- | -- |
| 7 | F0012 | Oyster Factory Park Restroom Improvements (NEW) | Community Quality of Life, Infrastructure | Facility/Park Improvement | -- | 1 | -- | -- |
| 8 | H0001 | Town of Bluffton Affordable Housing Project | Community Quality of Life, Infrastructure | Infrastructure | 1 | 1 | -- | -- |
| 9 | L0001 | Land Acquisition | Economic Growth, Infrastructure | Public Land | 1 | 1 | -- | -- |
| 10 | P0007 | New Riverside Barn Park Phase 3 Site Work (NEW) | Community Quality of Life, Infrastructure | Park and Facility Improvements | -- | 1 | -- | -- |
| 11 | P0009 | Buck Island Road Park | Community Quality of Life | Park and Facility Improvements | 1 | 1 | -- | -- |
| 12 | P0010 | Public Art | Community Quality of Life, Infrastructure | Public Art Improvements | 1 | 1 | -- | -- |
| 13 | P0011 | New Riverside Barn Park Ph 2 Trails & Disc Golf | Community Quality of Life | Park and Facility Improvements | 1 | 1 | -- | -- |
| 14 | R0001 | Pathway and Pedestrian Safety Improvements | Community Quality of Life | ADA Compliance and Public Safety | 1 | 1 | -- | -- |
| 15 | R0002 | Calhoun Street Streetscape | Economic Growth, Infrastructure | Comprehensive Infrastructure - Streetscape | 1 | 1 | -- | -- |
|  | R0005 | Wharf Street Lighting | Infrastructure | Comprehensive Infrastructure | 1 | 1 | -- | -- |
| 16 | R0007 | Boundary Street Streetscape | Community Quality of Life, Economic Growth, Infrastructure | Comprehensive Infrastructure - Streetscape | 1 | 1 | -- | -- |
| 17 | R0008 | Town Wide Wayfinding Signage | Community Quality of Life, Infrastructure | Town-wide Directional Signage | 2 | 2 | -- | -- |
| 18 | R0009 | Historic District Overhead Powerline Conversion | Infrastructure | Public Safety | 1 | 1 | -- | -- |
| 19 | R0012 | Holly Hill Connector Road (NEW) | Infrastructure | Road Infrastructure | -- | 1 | -- | -- |
| 20 | S0001 | Sewer Connections | Infrastructure, May River & Surrounding Rivers and Watersheds | Sewer and Watershed Protection | 1 | 1 | -- | -- |
| 21 | S0008 | Bridge Street Streetscape | Economic Growth, Infrastructure | Comprehensive Infrastructure - Streetscape | 1 | 1 | -- | -- |
| 22 | S0009 | Comprehensive Drainage Crooked and Guerrard Coves | Infrastructure, May River & Surrounding Rivers and Watersheds | Drainage and Watershed Protection | 1 | 1 | -- | -- |
| 23 | S0012 | Pritchard Street Drainage Improvements | Infrastructure, May River & Surrounding Rivers and Watersheds | Comprehensive Infrastructure - Streetscape | 1 | 1 | -- | -- |
| 24 | S0014 | Pritchardville Elementary School MRWAP IRP (NEW) | Infrastructure, May River & Surrounding Rivers and Watersheds | Stormwater Infrastructure, Watershed Protection | -- | 2 | -- | -- |
| 25 | S0015 | McCracken Middle School MRWAP IRP (NEW) | Infrastructure, May River & Surrounding Rivers and Watersheds | Stormwater Infrastructure, Watershed Protection | -- | 2 | -- | -- |
| 26 | S0016 | Bluffton Elementary School MRWAP IRP (NEW) | Infrastructure, May River & Surrounding Rivers and Watersheds | Stormwater Infrastructure, Watershed Protection | -- | 2 | -- | -- |
| 27 |  | May River Road - Pedestrian Trail | Community Quality of Life, Infrastructure | Pathway Improvements | 2 | 2 | -- | -- |
| 28 |  | Oyster Factory Park Bluff Side Lookout | Community Quality of Life, Infrastructure | Park Improvements | -- | 2 | -- | -- |
| 29 |  | Oyster Factory Park Garvin-Garvey/Bluff Side Improvements | Community Quality of Life, Infrastructure | Park Improvements | -- | 2 | -- | -- |
| 30 |  | Oyster Factory Park Bulkhead and Hardscape Renovations | Infrastructure | Infrastructure | -- | 2 | -- | -- |

# Town of Bluffton
Beaufort County, SC

## Information Technology Department

## 5-YEAR CAPITAL IMPROVEMENT PROJECTS FY27 - FY31






## Legend

- Projects
- Boat Ramp/Dock

### Streets

- Major Road
- Minor Road
- Local Road
- Future Major Road
- Future Road
- Pathway

### Facilities

- Education
- Law Enforcement
- Parks
- Mail and Shipping
- Government
- Bluffton

### Water Type

- River
- Marsh

### County

- Beaufort
- Jasper

Updated: 3/13/2026

Map Prepared By: Ryan J. Coleman, GISP

0 250 500 1,000
Yards

NORTH

www.townofbluffton.com

This map was created by the GIS Office of the Town of Bluffton's Information Technology Department and is solely intended to be used as a graphical representation for the Town of Bluffton. The GIS maps and data distributed by the GIS Office of the Town of Bluffton's Information Technology Department are derived from a variety of public and private sector sources considered to be dependable, but the accuracy, completeness and currency thereof are not guaranteed. The Town of Bluffton makes no warranties, expressed or implied, as to the accuracy, completeness, currency, reliability, or suitability for any particular purpose of information or data contained in or generated from the Town's Geographic Information Systems da

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Buckwalter Multi-County Commerce Park Phase 2 | | | **Project #** | E0001 |
| **Program Type** | Economic Development | **Project Manager** | Mark Maxwell | **Start to End** | FY2021 - FY2027 |

### Project Scope

Project scope includes planning, design, and construction of infrastructure improvements at Buckwalter Place Commerce Park to enhance economic development opportunities on Town-owned land. Bluffton Town Council, Beaufort County Council, and Jasper County Council previously joined together to designate this site as a Multi-County Industrial Park (MCIP). This project includes a public private partnership between the Town of Bluffton and Parkway Commons I LLC to include 50,000 sf of office and light industrial space.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Adopted Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | 28,079 | $ - | $ - | - | - | - | - | - | 28,079 |
| Construction | 4,185,767 | $ 853,086 | $ 1,514,455 | 700,000 | - | - | - | - | 6,400,222 |
| Other | 6,598 | $ - | $ - | - | - | - | - | - | 6,598 |
| Total | $ 4,220,444 | $ 853,086 | $ 1,514,455 | $ 700,000 | $ - | $ - | $ - | $ - | $ 6,434,899 |

### Project Funding Sources

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Adopted Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| TIF | $ 27,296 | $ 2,204,420 | $ - | $ - | $ - | $ - | $ - | $ - | $ 27,296 |
| MIDF | - | $ - | - | - | - | - | - | - | - |
| Other | 9,911 | $ - | - | - | - | - | - | - | 9,911 |
| Grants/Provisos | - | $ 1,000,000 | - | - | - | - | - | - | - |
| Total | $ 37,207 | $ 3,204,420 | $ - | $ - | $ - | $ - | $ - | $ - | $ 37,207 |

### Strategic Focus Area & Guiding Principle

Economic Growth - Guiding Principal #3: Focus on economic growth pursuits that will increase jobs, generate additional revenue and create demand for supporting businesses.
Guiding Principal #4: Develop and implement a collaborative Economic Gardening strategy with local businesses.

### Project Status

Construction started on the first building in FY25. The first building includes a landing pad for the Don Ryan Center, a daycare, and additional office space.

### Guide

1) 2014 Comprehensive Plan, Economic Development, Community Facilities and Priority Investment Chapters, and 2) FY 2020 - 2021 Strategic Plan.

### Project Performance Measures

Construction and infrastructure development as set forth in the Public-Private Partnership Agreement supporting job ready sites.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | TBD | $ - | $ - | $ - | $ - | $ - | $ - |
| Maintenance | TBD | - | - | - | - | - | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:** O&M costs to be determined upon construction completion.

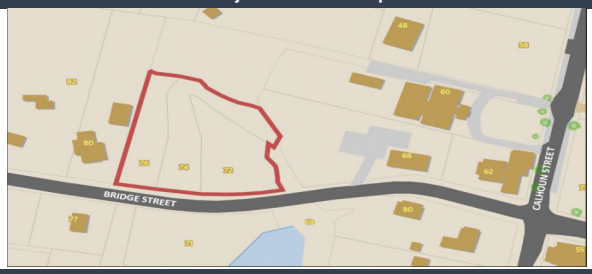
## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Sarah Riley Hooks Cottage | | | **Project #** | F0004 |
| **Program Type** | Facilities | **Project Manager** | Brian Osborne | **Start to End** | FY2023 - FY2027 |

### Project Scope

The Town of Bluffton purchased the Sarah Riley Hooks Cottage property in 2021, consisting of .896 acres at 76 Bridge Street. This purchase provides additional public open space along Huger Cover in the Historic District and the preservation of a significant historic/cultural resource. Proposed improvements include the rehabilitation/reconstruction of the Sarah Riley Hooks Cottage, parking, perimeter walkways, open lawn, observation deck and arbor/swings overlooking Huger Cove, interpretive signage, landscaping and lighting.

### Project Photo or Map




### Project Budget

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ 15,510 | $ 1,300 | $ 1,300 | $ - | $ - | $ - | $ - | $ - | $ 16,810 |
| Design | 162,475 | 44,937 | 37,937 | 19,650 | - | - | - | - | 220,062 |
| Construction | 11,046 | 1,551,514 | 1,468,840 | 292,951 | - | - | - | - | 1,772,838 |
| Other | - | - | - | - | - | - | - | - | - |
| Total | $ 189,032 | $ 1,597,751 | $ 1,508,077 | $ 312,601 | $ - | $ - | $ - | $ - | $ 2,009,710 |

### Strategic Focus Area & Guiding Principle

*Community Quality of Life*
*Guiding Principal #1: Preserve and enhance the historic and cultural identity/resources that reflect the values and traditions of our community. We support and promote cultural activities that reflect our historic legacy.*
*Infrastructure*
*Guiding Principle #3:* Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

### Project Status

The Sarah Riley Hooks Cottage renovation and site construction is planned to be complete in July 2026. Landscape construction is planned to be complete in September 2026.

### Project Origination

FY 2021-2022 Strategic Plan

### Project Performance Measures

The purchase of this parcel aligns with the Strategic Plan Guiding Principals to preserve significant open space and environmental resources within the Town.

### General Fund Operations and Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | Utilities | | $ 3,000 | $ 3,000 | $ 3,000 | $ 3,000 | $ 12,000 |
| Maintenance | Building, Landscape Hardscape | | 6,000 | 6,000 | 6,000 | 6,000 | 24,000 |
| Total | | $ - | $ 9,000 | $ 9,000 | $ 9,000 | $ 9,000 | $ 36,000 |

**Method for Estimating Costs:** Costs were based on quotes and historical costs data of similar projects.

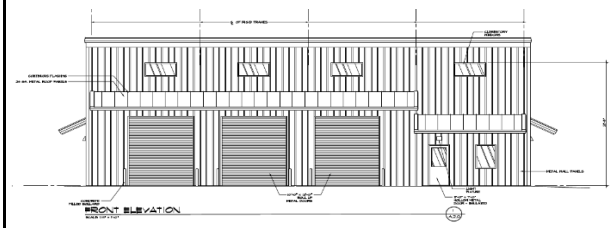
## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | New Riverside Barn Park Public Services Building | | | **Project #** | F0007 |
| **Program Type** | Facilities | **Project Manager** | Brian Osborne | **Start to End** | FY2026 - FY2027 |

### Project Scope

Project scope includes the design, permitting and construction of a 40' x 70' Public Services Building and infrastructure at the New Riverside Barn Park. In addition, this project will include the remainder of the trails within the forested section of the park.

### Project Photo or Map




### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY20298 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | - | 41,000 | - | 41,000 | - | - | - | - | 41,000 |
| Construction | - | 58,000 | - | 1,504,200 | - | - | - | - | 1,504,200 |
| Other | - | - | - | - | - | - | - | - | - |
| Total | $ - | $ 99,000 | $ - | $ 1,545,200 | $ - | $ - | $ - | $ - | $ 1,545,200 |

### Strategic Focus Area & Guiding Principle

*Infrastructure:*
*Guiding Principle #3 Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.*

### Project Status

Preliminary Design was completed in FY25. Permitting and bidding will continue in FY26 with construction planned for FY26-FY27. The full construction budget will be submitted with the FY27 budget.

### Guiding Principle

The project originated with the adoption of the FY25-FY26 Strategic Plan and recommendation from the 2024 Comprehensive Facility Study

### Project Performance Measures

Completion of this project will provide the Public Services Department with a much needed maintenance facility at the New Riverside Barn Park to service all the Town Owned parks and roads in the western areas of the Town.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY20298 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | | | | | | $ - |
| Maintenance | | | | | | | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:**

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Public Service Expansion & Watershed Facility | | | **Project #** | F0008 |
| **Program Type** | Facilities | **Project Manager** | Mark Maxwell | **Start to End** | FY2026-FY2028 |

### Project Scope

Project includes feasibility studies, design, permitting, construction documents and construction for a proposed Public Services facility expansion and a new Watershed facility at Oscar Frazier Park.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ 34,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | - | 167,000 | 5,950 | 374,050 | - | - | - | - | 380,000 |
| Construction | - | - | - | - | 1,332,731 | - | - | - | 1,332,731 |
| Other | - | - | - | - | - | - | - | - | - |
| Total | $ - | $ 201,000 | $ 5,950 | $ 374,050 | $ 1,332,731 | $ - | $ - | $ - | $ 1,712,731 |

### Strategic Focus Area & Guiding Principle

*Infrastructure:*
*Guiding Principal #1*: Establish routine and industry best practice maintenance guidelines to monitor the efficiency and operability of current below and above grade infrastructure and facilities.
*Guiding Principal #3*: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

### Project Status

A Comprehensive Facility Study will be completed in FY25 providing recommendations for the Public Services expansion and a relocated Watershed facility. Conceptual design will begin in FY26 to determine if property within Oscar Frazier Park can accommodate proposed facility needs.

### Project Origination

FY25-26 Strategic Plan and Comprehensive Facilities Study

### Project Performance Measures

To accommodate current and proposed facility needs for Public Services and Watershed.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | | | | | | $ - |
| Maintenance | | | | | | | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:**

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Oscar Frazier Park Second Pavilion | | | **Project #** | F0009 |
| **Program Type** | Parks | **Project Manager** | Pat Rooney | **Start to End** | FY26-FY27 |

### Project Scope

This project includes planning, design and construction of a second pavilion at Oscar Frazier Park. With the addition of the Splash Pad, the existing pavilion is unable to handle the demand for private parties and events. This second pavilion will provide an additional gathering space adjacent to the existing playground, pavilion/restrooms, and field of dreams.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | - | 45,000 | - | 50,000 | - | - | - | - | 50,000 |
| Construction | - | 150,000 | 100,000 | 284,000 | - | - | - | - | 384,000 |
| Other | - | - | - | - | - | - | - | - | - |
| Total | $ - | $ 195,000 | $ 100,000 | $ 334,000 | $ - | $ - | $ - | $ - | $ 434,000 |

### Strategic Focus Area & Guiding Principle

**Community Quality of Life**
*Guiding Principle #5: Foster and support place-based initiatives and evaluate community policies, programs, gathering places and events that promote healthy and quality lifestyles for our diverse citizenry.*
*Infrastructure*
*Guiding Principle #3: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable*

### Project Status

Planning, Design and Bidding is planned to be complete in FY26. Construction is planned to begin in Summer 2026.

### Project Origination

Project originated from the 2014 Comprehensive Plan and 2018 Field of Dreams Conceptual Master Plan.

### Project Performance Measures

This improvements is proposed to provide an additional gathering space at Oscar Frazier Park and increase visitation by citizens and visitors to the park.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | Power | | $ 1,000 | $ 1,000 | $ 1,000 | $ 1,000 | $ 4,000 |
| Maintenance | Landscape and Trash | | 500 | 500 | 500 | 500 | 2,000 |
| Total | | $ - | $ 1,500 | $ 1,500 | $ 1,500 | $ 1,500 | $ 6,000 |

**Method for Estimating Costs:** Costs were based on quotes and historical cost data of similar projects.

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Rotary Community Center Facility Improvements | | | **Project #** | F0010 |
| **Program Type** | Facilities | **Project Manager** | Brian Osborne | **Start to End** | FY27 |

### Project Scope

Improvements for FY27 include bathroom renovation, replace exterior doors and windows, new acoustic panels, replace light fixtures, acoustic ceiling, and insulate crawl space.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | - | - | - | 45,000 | | - | - | - | 45,000 |
| Construction | - | - | - | 395,704 | | - | - | - | 395,704 |
| Other | - | - | - | - | - | - | - | - | - |
| Total | $ - | $ - | $ - | $ 440,704 | $ - | $ - | $ - | $ - | $ 440,704 |

### Strategic Focus Area & Guiding Principle

*Infrastructure*
*Guiding Principle #1 Establish routine and industry best practice maintenance guidelines to monitor the efficiency an operability of current below and above grade infrastructure and facilities.*
*Guiding Principle #2 Identify programs, technologies or resources to compliment current operational practices that ensure the sustainability of existing infrastructure and facilities.*
*Town Organization*
*Guiding Principle #4 Implement programs and develop projects that create a professional, safe, value-oriented, accountable and responsive work environment with opportunities for education, advancement, and job fulfillment.*

### Project Status

Construction to be complete in FY27

### Project Organization

FY27 Strategic Plan.

### Project Performance Measures

Improve durability and life expectation of the building.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | | | | | | $ - |
| Maintenance | | | | | | | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:**

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Law Enforcement Center HVAC Renovation | | | **Project #** | F0011 |
| **Program Type** | Facilities | **Project Manager** | Larry Beckler | **Start to End** | FY27 |

### Project Scope

The scope of this project will be a full replacement of the HVAC system at the LEC Facility. This will include fitness areas, employee areas, makeup air equipment, new controls, removal of the old system and installation of a new system.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | - | - | - | - | - | - | - | - | - |
| Construction | - | - | - | 350,000 | - | - | - | - | 350,000 |
| Other | - | - | - | - | - | - | - | - | - |
| Total | $ - | $ - | $ - | $ 350,000 | $ - | $ - | $ - | $ - | $ 350,000 |

### Strategic Focus Area & Guiding Principle

*Infrastructure*
*Guiding Principle #1: Establish routine and industry best practice maintenance guidelines to monitor the efficiency an operability of current below and above grade infrastructure and facilities.*
*Guiding Principle #2: Identify programs, technologies or resources to compliment current operational practices that ensure the sustainability of existing infrastructure and facilities.*
*Town Organization*
*Guiding Principle #4: Implement programs and develop projects that create a professional, safe, value-oriented, accountable and responsive work environment with opportunities for education, advancement, and job fulfillment.*

### Project Status

Design will begin in FY26. Construction will begin and be completed in FY27.

### Project Origination

FY 2019-2020 Strategic Plan.

### Project Performance Measures

The measure of success will be the removal of the old system and the installation and new system in FY27.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | | | | | | $ - |
| Maintenance | | 2,500 | 5,000 | 6,000 | 7,000 | 8,000 | 28,500 |
| Total | | $ 2,500 | $ 5,000 | $ 6,000 | $ 7,000 | $ 8,000 | $ 28,500 |

**Method for Estimating Costs:**

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Oyster Factory Park Restroom Improvements | | | **Project #** | F0012 |
| **Program Type** | Parks | **Project Manager** | Charles Savino | **Start to End** | FY2017 - FY2027 |

### Project Scope

This project is a continuation of the Oyster Factory Park improvements per the 2016 Conceptual Master Plan. Prior year's improvements include a courtesy dock, boat ramp and parking expansion, sidewalks, parking, lighting, landscaping and renovations to the Historic Garvin - Garvey House and Oyster Factory.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ 10,000 | $ - | $ - | $ - | $ - | $ 10,000 |
| Design | - | - | 28,000 | 30,000 | - | - | - | - | 58,000 |
| Construction | - | - | 165,000 | 405,000 | - | - | - | - | 570,000 |
| Other | - | - | 2,400 | 7,200 | - | - | - | - | 9,600 |
| Total | $ - | $ - | $ 195,400 | $ 452,200 | $ - | $ - | $ - | $ - | $ 647,600 |

### Strategic Focus Area & Guiding Principle

*Infrastructure*
*Guiding Principle #3:* Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.
*May River & Surrounding Rivers and Watersheds*
*Guiding Principle #3:* Celebrate the May River, its heritage and importance to the community.

### Project Status

A Master Plan update was completed in FY22 and approved by Town Council and the Beaufort County Rural and Critical Land Trust. Design, permitting and construction of the expanded parking lot was completed in FY23. Design and construction of the event area improvements were completed in FY24. FY27 improvements include restroom expansion and pavilion improvements.

### Project Origination

1) FY19-20 Strategic Plan, 2) 2016 Conceptual Master Plan prepared by Witmer Jones Keefer, 3) 2014 Comprehensive Plan, 4) Updated 2020 Master Plan

### Project Performance Measures

Completion of the future improvements will allow for much improved access to the May River, enhance the Oyster Factory Park as a public gathering space and complete the total revitalization of the park. Project performance will be measured by overall public use of the park.

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | TBD | $ 10,000 | $ 12,000 | $ 14,000 | $ 16,000 | $ 18,000 | $ 70,000 |
| Maintenance | TBD | 20,000 | $ 22,000 | $ 24,000 | $ 26,000 | $ 28,000 | $ 120,000 |
| Total | | $ 30,000 | $ 34,000 | $ 38,000 | $ 42,000 | $ 46,000 | $ 190,000 |

**Method for Estimating Costs:** O&M costs to be determined upon construction completion.

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Town of Bluffton Affordable Housing Project | | | **Project #** | H0001 |
| **Program Type** | Housing | **Project Manager** | Mark Maxwell / Victoria Smalls | **Start to End** | FY2020 - FY2027 |

### Project Scope

Town Council approved the purchase of a 1.78 acre tract at 1095 May River Road for the purpose of developing Workforce and/or Affordable Housing. The Town has established a private/ public partnership with State of Mind LLC who is a qualifying developer to construct 12 townhomes.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | - | - | - | - | - | - | - | - | - |
| Construction | 588,187 | 1,230,396 | 485,019 | 700,000 | - | - | - | - | 1,773,206 |
| Other | 106,957 | - | - | - | - | - | - | - | 106,957 |
| Total | $ 695,144 | $ 1,230,396 | $ 485,019 | $ 700,000 | $ - | $ - | $ - | $ - | $ 1,880,162 |

### Strategic Focus Area & Guiding Principle

*Affordable and/or Workforce Housing*
*Guiding Principle #1:* Foster private sector partners to design and develop diverse housing options within existing development agreements.

### Project Status

The Town has partnered with State of Mind LLC to construct 12, 2 and 3 bedroom townhomes that will be offered for homeownership to income qualifying applicants that fall within the AMI of 60 to 100 percent. Construction has begun and will continue through FY27.

### Project Origination

1) 2014 Comprehensive Plan, Housing and Economic Development Chapters, and
2) FY2019-2020 Strategic Plan.

### Project Performance Measures

Providing infrastructure investments to facilitate future affordable or workforce housing options for the Bluffton community.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | | | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Operations | | | | $ - | $ - | $ - | $ - | $ - | $ - |
| Maintenance | | | | - | - | - | - | - | - |
| Total | | | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:**

## Capital Improvements Program Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Land Acquisition | | | **Project #** | L0001 |
| **Program Type** | Land | **Project Manager** | Town Manager | **Start to End** | FY2009 - FY2028 |

### Project Scope

Acquisition of land for municipal purposes as directed by Town Council. As part of the 2019 Strategic Plan Action Agenda, the Town will develop a formal Land Acquisition Policy for future investments.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Total | $ 8,150,984 | $ 4,957,102 | $ 2,533,833 | $ 11,400,000 | $ 500,000 | $ 500,000 | $ 500,000 | $ 500,000 | $ 24,084,817 |

### Strategic Focus Area & Guiding Principle

*Infrastructure*
*Guiding Principle #3:* Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.
*Economic Growth*
Guiding Principle #3: Focus on strategic economic development pursuits that will increase local jobs, generate additional revenue and create demand for supporting businesses.

### Project Status

FY2017- 2019 Property Acquisitions included 68 Boundary Street, Wright Family Park, 184 Bluffton Road,1095 May River Road, New Riverside Barn Site, and the Sarah Riley Hooks property. Future Acquisitions are currently undetermined and funding sources are To Be Determined (TBD) depending on location and future use.
FY23-FY24 Due diligence performed on potential parcels.

### Project Origination

FY 2019-2020 Strategic Plan

### Project Performance Measures

A parcel is purchased which aligns with the Guiding Principles and adds significantly to the cultural and operational environment base of the Town.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | 0 | $ - | $ - | $ - | $ - | $ - | $ - |
| Maintenance | 0 | - | - | - | - | - | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:** Per Fund Balance Policy minimum $500,000 budget per year plus unspent carry forward.

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | New Riverside Barn Park Ph 3 Sitework | | | **Project #** | P0007 |
| **Program Type** | Parks | **Project Manager** | Brian Osborne | **Start to End** | FY27 |

### Project Scope

This project consists of the design and construction of improvements to the existing park including drainage repairs, additional sidewalks, asphalt paving, crosswalks.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | - | - | - | - | - | - | - | - | - |
| Construction | - | - | - | 332,200 | - | - | - | - | 332,200 |
| Other | - | - | - | - | - | - | - | - | - |
| Total | $ - | $ - | $ - | $ 332,200 | $ - | $ - | $ - | $ - | $ 332,200 |

### Strategic Focus Area & Guiding Principle

*Infrastructure*
*Community Quality of Life*
*Guiding Principle #5: Foster place-based initiatives and Town codes that support a clean, well-maintained, sustainable community while protecting our natural resources including the May River.*
*Guiding Principle #4: Support initiatives and evaluate community policies, programs, gathering places, and events that promote healthy and quality lifestyles for our diverse citizenry.*

### Project Status

Design and construction of improvements are planned to be complete in FY27.

### Project Origination

1) 2014 Comprehensive Plan, Public Recreation Facility needs, and 2) FY 2019-2020 Strategic Plan.

### Project Performance Measures

Adoption of a Park Master Plan and budget. Implementation of park construction and visitor use of competed project.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | | | | | | $ - |
| Maintenance | | | | | | | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:** O&M costs to be determined upon construction completion.

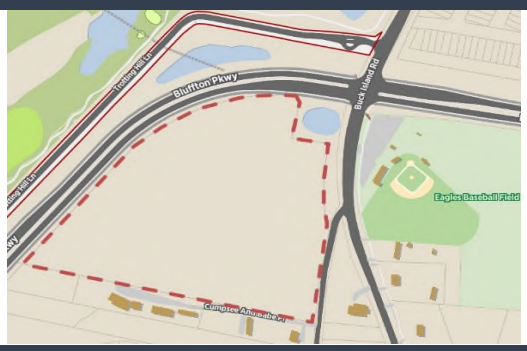
## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Buck Island Road Park | | | **Project #** | P0009 |
| **Program Type** | Parks | **Project Manager** | Pat Rooney | **Start to End** | FY 2026 - FY 2028 |

### Project Scope

The Town of Bluffton acquired approximately 15 acres located at the southwest corner of the Buck Island Road and Bluffton Parkway intersection for the development of a Neighborhood Park. The project scope will consist of Conceptual Master Planning and design of the proposed park elements to be determined through public input obtained at neighborhood meetings and at Town Council workshops. Upon obtaining consensus of the Final Master Plan, the Final Site Development Plans will be prepared for permitting and eventual construction.

### Project Photo or Map




### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ 12,500 | $ 5,000 | $ 15,000 | $ - | $ - | $ - | $ - | $ 20,000 |
| Design | - | 186,000 | 36,000 | 287,500 | - | - | - | - | 323,500 |
| Construction | - | - | - | 250,000 | 6,500,000 | - | - | - | 6,750,000 |
| Other | - | - | - | - | - | - | - | - | - |
| Total | $ - | $ 198,500 | $ 41,000 | $ 552,500 | 6,500,000 | $ - | $ - | $ - | 7,093,500 |

### Strategic Focus Area & Guiding Principle

*Community Quality of Life*
*Guiding Principle #5:* Foster and support place-based initiatives and evaluate community policies, programs, gathering places and events that promote healthy and quality lifestyles for our diverse citizenry.
*Infrastructure*
*Guiding Principle #3:* Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

### Project Status

Conceptual master planning and public input meetings will take place in FY26. Final master planning, site development plans, architectural design and permitting are planned for FY27 with a tentative construction start in FY27 pending budget approval.

### Project Origination

This land purchase and project originated through the FY25 FY26 Strategic Plan.

### Project Performance Measures

Successful completion of a Final Master Plan and eventual public use of the proposed neighborhood park.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | Utilities | | | $ 3,000 | $ 3,000 | $ 3,000 | $ 9,000 |
| Maintenance | Landscape and Hardscape | | | 12,000 | 12,000 | 12,000 | 36,000 |
| Total | | $ - | $ - | $ 15,000 | $ 15,000 | $ 15,000 | $ 45,000 |

**Method for Estimating Costs:** Costs were based on quotes and historical costs data of similar projects.

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Public Art | | | **Project #** | P0010 |
| **Program Type** | Parks | **Project Manager** | Mark Maxwell | **Start to End** | FY2024 - FY2030 |

### Project Scope

The Town public art program incorporates the work and ideas of artists and designers into public settings while creating connections among artists, project partners, and the community. The public art program is administered through the Executive Department in coordination with Public Services. It is directed by Town Council and through their appointed Public Art Committee (PAC), with guidance from the Town of Bluffton's Strategic Plan.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | - | - | - | - | - | - | - | - | - |
| Construction | 58,291 | 241,440 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 100,000 | 658,291 |
| Other | - | - | - | - | - | - | - | - | - |
| Total | $ 58,291 | $ 241,440 | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 100,000 | $ 658,291 |

### Strategic Focus Area & Guiding Principle

*Community Quality of Life*
*Guiding Principal #2:* Support and create partnerships with public/private educational institutions and local school leadership. Provide multi-generational development programs to ensure quality education and recreational opportunities.
*Infrastructure*
*Guiding Principal #4:* Create, pursue and maintain collaborative partnerships to maximize and leverage outside agency's infrastructure to benefit our residents.

### Project Status

Public Art Committee recommended 2 projects that have been implemented by Town Council. The committee will continue to recommend where installations are to be placed along with the art and/or artists. The next placement of public art is proposed for the Oyster Factory Park.

### Project Origination

October 11, 2022 Resolution adopting the Town of Bluffton Public Art Policy

### Project Performance Measures

Placement of art on Town owned properties and facilities.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | | | | | | $ - |
| Maintenance | | | | | | | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:**

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | NR Barn Park Phase 2 Trails and Disc Golf | | | **Project #** | P0011 |
| **Program Type** | Parks | **Project Manager** | Pat Rooney | **Start to End** | FY26 - FY28 |

### Project Scope

The project consists of design, permitting and construction of an additional loop trail and Disc golf course at the New Riverside Barn Park. Phase 2 trail will consist of a perimeter loop trail on the western (wooded) portion of the Park and will connect to the existing trail system. The disc golf course layout will start and finish at the existing parking lot and will predominately be located inside the existing and proposed loop trails. Staff has applied for a Land Water Resource Conservation Grant to assist with funding for the construction of the Phase 2 trails.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | - | 35,000 | 40,000 | - | - | - | - | - | 40,000 |
| Construction | - | 100,000 | 100,000 | 550,000 | - | - | - | - | 650,000 |
| Other | - | - | - | - | - | - | - | - | - |
| Total | $ - | $ 135,000 | $ 140,000 | $ 550,000 | $ - | $ - | $ - | $ - | $ 690,000 |

### Strategic Focus Area & Guiding Principle

*Infrastructure:*
*Guiding Principle #4* Establish long-term planning, prioritization, and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.
*Community Quality of Life:*
*Guiding Principle # 5:* Foster and support place-based initiatives and evaluate community policies, programs, gathering spaces, and events that promote healthy and quality lifestyles for our diverse citizenry.

### Project Status

Final design of the western loop trail and disc golf will be complete in FY26 and construction is planned for FY27.

### Project Orientation

2020 Conceptual Master Plan and FY25-FY26 Strategic Plan

### Project Performance Measures

Increased recreational opportunities and use by citizens and visitors.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | Utilities | | $ 500 | $ 500 | $ 500 | $ 500 | $ 2,000 |
| Maintenance | Landscape and Hardscape | | 3,000 | 3,000 | 3,000 | 3,000 | 12,000 |
| Total | | $ - | $ 3,500 | $ 3,500 | $ 3,500 | $ 3,500 | $ 14,000 |

**Method for Estimating Costs:**

## Capital Improvements Program Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Pathway Pedestrian Safety Improvements | | | **Project #** | R0001 |
| **Program Type** | Roads | **Project Manager** | Constance Clarkson | **Start to End** | FY2016 - FY2027 |

### Project Scope

This project consists of improvements to walkways, crosswalks, traffic-calming measures, lighting and signage for Town-wide pathways. Individual improvement projects are based on the Town of Bluffton Sidewalk Accessibility Analysis. Phase 1 included multiple locations along Goethe Road. Phase 2 included locations throughout Bluffton's Historic District, to include Lawrence, Lawton, Thomas Heyward, Dubois Lane, and Pin Oak. Phase 3 includes an analysis of pedestrian safety for areas and construction of selected Historic District areas and outside of the Historic District to include Buck Island, Simmonsville Road and Buckwalter Park.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Adopted Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ 42,506 | $ - | $ - | $ 60,000 | $ - | $ - | $ - | $ - | $ 102,506 |
| Design | 285,436 | 195,182 | 228,836 | - | - | - | - | - | 514,272 |
| Construction | $ 541,343 | 375,076 | 205,497 | 1,085,700 | - | - | - | - | 1,832,539 |
| Other | 13,705 | 5,159 | 500 | 49,500 | - | - | - | - | 63,705 |
| Total | $ 882,989 | $ 575,417 | $ 434,833 | $ 1,195,200 | $ - | $ - | $ - | $ - | $ 2,513,022 |

### Strategic Focus Area & Guiding Principle

*Community Quality of Life*
*Guiding Principle #3:* Enhance public safety business process improvements and innovative programs that ensure a safe community.

### Project Status

Phase 1 construction was completed in FY23 and Phase 2 completed in FY26.
Phase 3 analysis was completed in FY24. Design started in FY25 and construction is proposed to start in FY27.

### Project Origination

1) 2014 Comprehensive Plan, Transportation Chapter, 2) 2021 Sidewalk Accessibility Analysis, 3) 2021 Traffic Calming Policy, 4) citizen input, and
5) FY 2023-2024 Strategic Plan.
This Project was formerly known as Historic District Streetscape Enhancements.

### Project Performance Measures

Compliance with ADA standards, improvements to pedestrian safety, and increase the Town's walk score.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | Power | $ 450 | $ 495 | $ 545 | $ 599 | $ 659 | $ 2,747 |
| Maintenance | RRFB | 468 | 515 | 566 | 623 | 685 | 2,857 |
| Total | | $ 918 | $ 1,010 | $ 1,111 | $ 1,222 | $ 1,344 | $ 5,604 |

**Method for Estimating Costs:** Construction costs were based on anticipated scope, past costs, industry knowledge and best practices. No additional O&M is projected as all upgrades are to existing sidewalk/ramp locations.

## Capital Improvements Program Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Calhoun Street Streetscape | | | **Project #** | R0002 |
| **Program Type** | Roads | **Project Manager** | Pat Rooney | **Start to End** | FY2014 - FY2028 |

### Project Scope

This project consists of planning, design and construction of streetscape improvements for Calhoun Street from May River Road to Water Street. Future improvements may include pervious paver parking, road resurfacing, sidewalk widening, more defined crosswalks, drainage/stormwater, street lighting, signage, site furnishings, landscaping and utility relocations.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Adopted Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ 123,939 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ 123,939 |
| Design | 295,745 | 201,573 | 111,980 | 87,000 | 110,250 | 62,250 | - | - | 667,224 |
| Construction | 45,849 | - | - | - | 3,487,231 | 3,487,231 | - | - | 7,020,312 |
| Other | 30,273 | 42,300 | 42,300 | 663,445 | - | - | - | - | 736,018 |
| Total | $ 495,806 | $ 243,873 | $ 100,000 | $ 750,445 | $ 3,597,481 | $ 3,549,481 | $ - | $ - | $ 8,547,493 |

### Strategic Focus Area & Guiding Principle

*Economic Growth*
*Guiding Principle #6*: Support place-based economic development strategies that invest in public amenities to enhance our quality of life and thereby drive economic growth.
*Infrastructure*
*Guiding Principle #3*: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

### Project Status

Engineering design and permitting is planned to be complete in FY26, subject to completion of the Dominion powerline design. Easement acquisition for streetscape and underground burial is to begin in FY26. Construction is planned to follow the completion of the Boundary Street Streetscape project and the acquisition of approximately 70 easements and Right of Entries. The current projection of the initial phase of construction starting FY28.

### Project Origination

1) Calhoun Street and Adjacent Area Study, adopted by Town Council in 2016, 2) Old Town Master Plan, 3) Transportation Chapter of the 2014 Comprehensive Plan; and 4) FY20-21 Strategic Plan.

### Project Performance Measures

The Comprehensive Plan promotes the provision for parking, open space, interconnectivity, pedestrian access, and other matters related to the study work area. The project's goal is to increase the Town's walk score and encourage private investment in the Historic District.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | Power, | $ - | $ - | $ 1,000 | $ 1,000 | $ 1,000 | $ 3,000 |
| Maintenance | TBD | - | - | 3,000 | 3,000 | 3,000 | 9,000 |
| Total | | $ - | $ - | $ 4,000 | $ 4,000 | $ 4,000 | $ 12,000 |

**Method for Estimating Costs:** Estimates are based on historical cost data obtained from similar streetscape projects within the Town. More detailed construction estimates will be provided at the completion of Engineering design. O&M costs to be determined upon construction completion.

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Wharf Street Lighting | | | **Project #** | R0005 |
| **Program Type** | Roads | **Project Manager** | Charles Savino | **Start to End** | FY2022 - FY2025 |

### Project Scope

This project includes planning, design, and construction of decorative street lighting on Wharf Street from May River Road to the Oyster Factory. Streetlight fixtures will be similar to those installed throughout the Historic District and are proposed to improve overall safety, visibility and walkability within Bluffton's Historic District.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | $ - | 8,810 | - | - | - | - | - | - | - |
| Construction | $ - | 185,750 | $ 159,801 | 84,758 | - | - | - | - | 244,559 |
| Other | $ 1,500 | 50,000 | - | - | - | - | - | - | 1,500 |
| Total | $ 1,500 | $ 244,560 | $ 159,801 | $ 84,758 | $ - | $ - | $ - | $ - | $ 246,059 |

### Project Funding Sources

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Hospitality Tax | $ 1,500 | $ 244,560 | $ 166,000 | $ 69,500 | $ - | $ - | $ - | $ - | $ 237,000 |
| | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - |
| | - | - | - | - | - | - | - | - | - |
| Total | $ 1,500 | $ 244,560 | $ 243,000 | $ 69,500 | $ - | $ - | $ - | $ - | $ 237,000 |

### Strategic Focus Area & Guiding Principle

*Community Quality of Life*
Guiding Principle #3 Enhance public safety improvements and innovative programs that ensure a safe community.
Guiding Principle #4 Support initiatives and evaluate community policies, programs, gathering places, and events that promote healthy and quality lifestyles for our diverse citizenry.
*Infrastructure*
Guiding Principle #3 Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens.

### Project Status

Easement acquisition began in FY23. Street lighting construction is proposed to be completed by Dominion in FY27.

### Project Origination

FY19-20 Strategic Plan.

### Project Performance Measures

Project improvements are intended to increase lighting coverage and improve pedestrian safety in the Bluffton Historic District. Project goal is to increase the Town's walk score.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | Lighting | $ 9,800 | $ 9,800 | $ 9,800 | $ 9,800 | $ 9,800 | $ 49,000 |
| Maintenance | | - | - | - | - | - | - |
| Total | | $ 9,800 | $ 9,800 | $ 9,800 | $ 9,800 | $ 9,800 | $ 49,000 |

**Method for Estimating Costs:** Estimates were extrapolated from actual costs of past street lighting installations within the Historic District. O&M cost include annual electrical expenses for leased street lighting. Decorative street lighting to be leased from and maintained by Dominion. O&M costs to be determined upon construction completion.

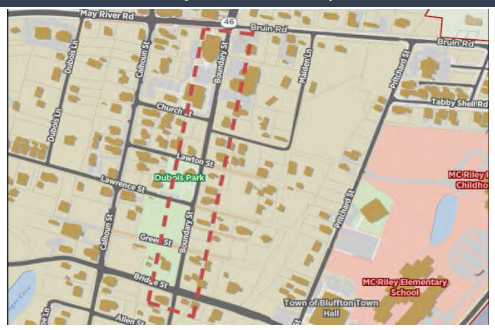
## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Boundary Street Streetscape | | | **Project #** | R0007 |
| **Program Type** | Roads | **Project Manager** | Charles Savino | **Start to End** | FY2021 - FY2028 |

### Project Scope

Boundary Street is a heavily traveled road within the Historic District with an existing sidewalk located on the western side of the roadway. Other than at the Town parks, the existing sidewalk is located immediately adjacent to the travel lane without benefit of any physical separation from the roadway through a raised curb or tree lawn. This project includes the design and construction of walkways, crosswalks, utility relocations, drainage improvements and traffic-calming measures inside and adjacent to the Boundary Street right of way.

### Project Photo or Map




### Project Budget

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ 4,950 | $ - | $ 20,000 | $ - | $ - | $ - | $ - | $ - | $ 24,950 |
| Design | 144,112 | 49,000 | 110,000 | 50,000 | - | - | - | - | 304,112 |
| Construction | - | 3,516,212 | - | 3,499,550 | - | - | - | - | 3,499,550 |
| Other | 488 | - | 60,000 | - | - | - | - | - | 60,488 |
| Total | $ 149,550 | $ 3,565,212 | $ 190,000 | $ 3,549,550 | $ - | $ - | $ - | $ - | $ 3,889,100 |

### Strategic Focus Area & Guiding Principle

*Infrastructure*
*Community Quality of Life*
*Guiding Principal #3*: Enhance public safety improvements and innovative programs that ensure a safe community.
*Guiding Principal #4*: Support initiatives and evaluate community policies, programs, gathering places and events that promote healthy and quality lifestyles for our diverse citizenry.
*Economic Growth*
*Guiding Principal #6*: Support place-bases economic development strategies that invest in public amenities to enhance our quality of life and thereby drive economic growth.

### Project Status

Engineering design and permitting is planned to be substantially complete in FY26, in collaboration with the Dominion underground powerline design. Easement acquisition for streetscape and underground burial to begin in FY26 and continue through FY27. Construction will begin in FY27 and is anticipated to be completed prior to FY28.

### Project Performance Measures

Town of Bluffton Comprehensive Plan and Old Town Master Plan

Performance measures shall include monitoring pedestrian and bicycle use along new walkways. The project goal is to improve drainage and pedestrian safety as well as the Town walk score.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | Streetlights | $ 500 | $ 500 | $ 500 | $ 500 | $ 500 | $ 2,500 |
| Maintenance | | 7,500 | 10,000 | 15,000 | 15,000 | 15,000 | 62,500 |
| Total | | $ 8,000 | $ 10,500 | $ 15,500 | $ 15,500 | $ 15,500 | $ 65,000 |

**Method for Estimating Costs:** Design costs based on similar project costs for past sidewalk projects. O&M costs to be determined upon construction completion.

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Town-Wide Wayfinding Signage System | | | **Project #** | R0008 |
| **Program Type** | Roads | **Project Manager** | Mark Maxwell | **Start to End** | FY2024 - FY2028 |

### Project Scope

Project includes the establishment of a town-wide way-finding signage system and implementation strategy to identify community assets and public facilities including; the Law Enforcement Center, Hospitals, Government Buildings, Public Parks and other Community Facilities. This project will also evaluate existing town entry monuments and potential opportunities for redesign and inclusion of signage for local service organizations.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | 22,762 | 72,238 | - | - | - | - | - | - | 22,762 |
| Construction | - | - | - | - | 600,000 | 840,000 | - | - | 1,440,000 |
| Other | - | - | - | - | - | - | - | - | - |
| Total | $ 22,762 | $ 72,238 | $ - | $ - | $ 600,000 | $ 840,000 | $ - | $ - | $ 1,462,762 |

### Strategic Focus Area & Guiding Principle

*Community Quality of Life*
*Guiding Principal #3*: Enhance public safety business process improvements and innovative programs that ensure a safe community.
*Infrastructure*
*Guiding Principal #3*: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

### Project Status

Completed RFP solicitation for graphic design/signage consultant in FY24. Prepare initial way-finding signage system, obtain Town Council input and finalize design in FY26. Obtain permits and begin construction subject to Town Council budget approval.

### Project Origination

Transportation Chapter of the 2014 Comprehensive Plan, FY 21 - FY22 Strategic Plan.

### Project Performance Measures

Project goal is to provide a comprehensive way-finding system along major arterial roadways to help direct motorists, cyclists, and improve overall traffic safety within the Town.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | | | | | | $ - |
| Maintenance | | | | | | | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

Method for Estimating Costs: Costs were estimated from prior design projects.

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Historic District Overhead Powerline Conversion | | | **Project #** | R0009 |
| **Program Type** | Roads | **Project Manager** | Pat Rooney | **Start to End** | FY 2025 - FY 2028 |

### Project Scope

Project includes survey, easement acquisition, design, permitting and construction to accommodate the burial of overhead power lines within certain areas of the Historic District not currently covered in streetscape projects. These areas include the conversion of the main transmission lines on May River Road and underground conversions on Maiden, DuBois, Green, Lawrence, Waters and Boundary south of Bridge Street. Included in this project would be the right of entry and conversion of individual power services to homes and businesses.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ 13,200 | $ 30,800 | $ - | $ 44,000 | $ - | $ - | $ - | $ - | $ 57,200 |
| Design | - | - | - | - | - | - | - | - | - |
| Construction | - | - | - | - | - | - | - | - | - |
| Other | - | 30,000 | - | 16,800 | - | - | - | - | 16,800 |
| Total | $ 13,200 | $ 60,800 | $ - | $ 60,800 | $ - | $ - | $ - | $ - | $ 74,000 |

### Strategic Focus Area & Guiding Principle

*Infrastructure:*
*Guiding Principle #3:* Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

### Project Status

Surveying for May River Road, DuBois and Maiden Lane began in FY25. Additional surveys, title work and easement acquisition to begin in FY26. Complete easement acquisition and design in FY27 and begin construction in FY28.

### Project Origination

2001 Settlement Agreement with SCE&G

### Project Performance Measures

Conversion of overhead power to underground in portions of the Historic District.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2026 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | | | | | | $ - |
| Maintenance | | | | | | | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:**

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Holly Hill Connector Road | | | **Project #** | R0012 |
| **Program Type** | Roads | **Project Manager** | Mark Maxwell | **Start to End** | FY27 |

### Project Scope

Through an agreement between The Town of Bluffton, Beaufort County, and Village Park Communities, the construction of a connector road as approved in the New Riverside Park Master Plan. The road begins at New Riverside Road and continues west to connect to Beaufort County property and Anthem Drive.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | - | - | - | 68,250 | - | - | - | - | 68,250 |
| Construction | - | - | - | 650,000 | - | - | - | - | 650,000 |
| Other | - | - | - | - | - | - | - | - | - |
| Total | $ - | $ - | $ - | $ 718,250 | $ - | $ - | $ - | $ - | $ 718,250 |

### Strategic Focus Area & Guiding Principle

*Infrastructure:*
Guiding Principle # 3: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

### Project Status

Design is underway with construction to start immediately after permitting.

### Project Origination

New Riversdie Park Master Plan

### Project Performance Measures

Completion of Construction.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | | | | | | $ - |
| Maintenance | | | | | | | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:**

## Capital Improvements Program Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Sewer Connections | | | **Project #** | S0001 |
| **Program Type** | Stormwater & Sewer | **Project Manager** | Mark Maxwell | **Start to End** | FY2019 - FY2026 |

### Project Scope

As sanitary sewer is extended throughout the Town's jurisdiction, additional connections will follow. Construction of sewer connections will involve coordination with BJWSA and available trunk lines. The Sewer Connection and Extension Policy prioritizes sewer extension and connection to currently unserved areas within a 500' buffer of the May River and Coves in the Town's jurisdiction, supported by Microbial Source Tracking results. As these CIP projects come to completion, infill areas outside of the 500' buffer will be served as funds become available.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY20267 Adopted Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | - | - | - | - | - | - | - | - | - |
| Construction | 787,045 | 609,235 | - | 601,700 | - | - | - | - | 1,388,745 |
| Other | 36,249 | - | 35 | - | - | - | - | - | 36,284 |
| Total | $ 823,294 | $ 609,235 | $ 35 | $ 601,700 | $ - | $ - | $ - | $ - | $ 1,425,029 |

### Strategic Focus Area & Guiding Principle

*Infrastructure*
*Guiding Principle #3:* Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.
*May River & Surrounding Rivers and Watersheds*
*Guiding Principle #1* : Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie/Colleton and New Rivers and their watersheds.
*Guiding Principle #2* : Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watershed.

### Project Status

Currently, this project activity is funded and dependent on the availability of State Proviso 118.16 awards and 319 funding from SCDHEC. All future phases are contingent upon funding.

### Project Origination

1) May River Watershed Action Plan, and 2) FY 2019-2020 Strategic Plan.

### Project Performance Measures

The project priority area for sewer connections is within a 500' buffer of the May River and Coves in the Historic District of the Town's jurisdiction. Parcels outside the priority area will be connected as funding allows.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | $ - | $ - | $ - | $ - | $ - | $ - |
| Maintenance | | - | - | - | - | - | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:** Sewer connection cost estimates based on unit price information from recent sewer projects.

## Capital Improvements Program Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Bridge Street Streetscape | | | **Project #** | S0008 |
| **Program Type** | Stormwater & Sewer | **Project Manager** | Constance Clarkson | **Start to End** | FY2020 - FY2027 |

### Project Scope

Bridge Street is a major east-west connector road in the Historic District that parallels the May River. This project includes the planning and construction of new streetscape improvements to include drainage improvements, sidewalks, on-street parking, street lighting, crosswalks, and ADA compliance improvements on Bridge from Burnt Church Road to Thomas Heyward Road. The project has been implemented in two phases. Phase 1 included streetscape improvements from Burnt Church Road to Calhoun Street and Phase 2 is located west of Calhoun Street to Thomas Heyward Road. Street lighting will be similar to the lighting used throughout the Historic District. The goal is to improve overall pedestrian circulation and safety in the Historic District. The result will be a stormwater retrofit that will reduce runoff, including bacteria and other local pollutants of concern, and improve overall water quality of the May River.

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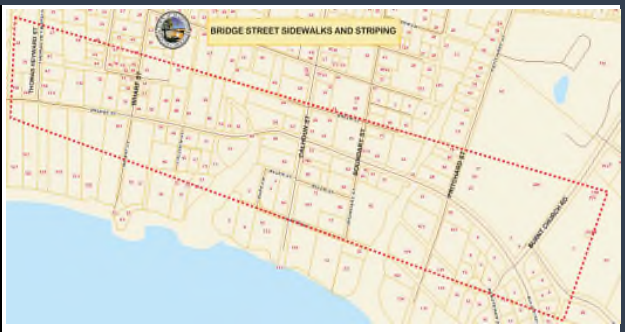



### Project Budget

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ 66,105 | $ - | $ 10,000 | $ - | $ - | $ - | $ - | $ - | $ 76,105 |
| Design | 75,217 | 37,652 | 31,115 | - | - | - | - | - | 106,332 |
| Construction | 1,529,548 | 1,673,201 | 1,118,664 | 758,003 | - | - | - | - | 3,406,215 |
| Other | 11,549 | 500 | 143,499 | 4,733 | - | - | - | - | 159,781 |
| Total | $ 1,682,419 | $ 1,711,353 | $ 1,303,278 | $ 762,736 | $ - | $ - | $ - | $ - | $ 3,748,433 |

### Strategic Focus Area & Guiding Principle

*Economic Growth*
*Guiding Principle #6*: Support place-based economic development strategies that invest in public amenities to enhance our quality of life and thereby drive economic growth.
*Infrastructure*
*Guiding Principle #3*: Establish long-term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.

### Project Status

Phase 1 construction was completed in FY25. Phase 2 design was completed in FY25. Phase 2 construction will start in FY26 with completion in FY27.

### Project Origination

FY19-20 Strategic Plan.

### Project Performance Measures

The Comprehensive Plan promotes the provision for parking, interconnectivity, pedestrian access, and other matters related to the Historic District area. The project's goal is to increase the Town's walk score, improve pedestrian safety and protect the May River.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | Electrical | $ 1,603 | $ 1,703 | $ 1,803 | $ 1,903 | $ 2,003 | $ 9,015 |
| Maintenance | Sidewalk/Streetscape | $ 1,000 | $ 1,000 | $ 1,000 | $ 1,000 | $ 1,000 | $ 5,000 |
| Maintenance | Drainage | $ 1,000 | $ 1,000 | $ 1,000 | $ 1,000 | $ 1,000 | $ 5,000 |
| Maintenance | Landscape | 2,500 | 2,500 | 2,500 | 2,500 | 2,500 | 12,500 |
| Total | | $ 6,103 | $ 6,203 | $ 6,303 | $ 6,403 | $ 6,503 | $ 31,515 |

**Method for Estimating Costs:** Estimates for design and construction cost are based on historical cost data obtained from Bridge Street Streetscape Phase 1 and similar streetscape projects within the Town. O&M costs were provided by the Town's Public Services department.

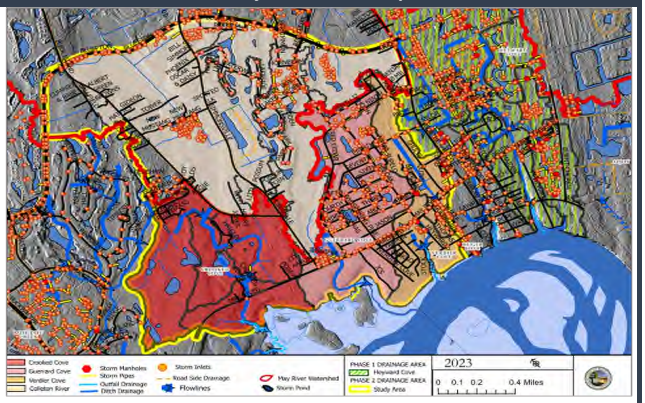
## Capital Improvements Program Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Crooked Cove and Guerrard Cove Comprehensive Drainage and Watershed Analysis | | | **Project #** | S0009 |
| **Program Type** | Stormwater & Sewer | **Project Manager** | Dan Rybak | **Start to End** | FY2022 - FY2027 |

### Project Scope

This project consists of Drainage Infrastructure inventory, assessment and watershed analysis within Crooked Cove and Guerrard Cove. An overall inventory and assessment of storm drain features to include storm drain lines, storm drain inlets, manholes, structures, ditches/channels and other stormwater conveyance systems to determine if they are providing adequate drainage conveyance and/or functioning as designed. Development of a 2D hydrologic/hydraulic model of primary drainage network systems will be developed to determine inundation zones from storm events of different magnitude and help identify "choke" points and areas of needed drainage improvement. Upon completion of the overall assessment, a list of individual project improvements will be established, prioritized and broken out by asset owner to identify work (maintenance and CIP) that is needed to be done and implemented by each. This CIP was originally initiated in FY22 for all watersheds in municipal limits to be studied. The Heyward Cove watershed was completed and Crooked/Guerrard Coves was in process and to be taken to completion. In FY26, it was decided to break out future work into individual projects for each watershed to be studied.

### Project Photo or Map




### Project Budget

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Adopted Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ 15,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| Design | 250,356 | 645,000 | 75,399 | 175,931 | - | - | - | - | 501,686 |
| Construction | - | - | - | - | - | - | - | - | - |
| Other | - | 16,400 | - | - | - | - | - | - | - |
| Total | $ 250,356 | $ 676,400 | $ 75,399 | $ 175,931 | $ - | $ - | $ - | $ - | $ 501,686 |

### Strategic Focus Area & Guiding Principle

*Infrastructure*
*Guiding Principle #3*: Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.
*May River & Surrounding Rivers and Watersheds*
*Guiding Principle #1*: Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie/Colleton and New Rivers and their watersheds.
*Guiding Principle #2:* Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watershed.

### Project Status

Asset inventory, assessment, surveying, and engineering design began in FY22 with the completion of Heyward Cove in FY25. Crooked and Guerrard Cove work was intitiated in FY25 and is expected to be completed in FY26. Drainage area and H/H Modeling to be performed to identify assets in need of maintenance, replacement and/or upgrade by asset owner. Construction/maintenance of Town assets, as to be identified, will be performed by way of proposed individual CIP projects for identified improvements.

### Project Origination

1) FY23-24 Strategic Plan and 2) citizen input.

### Project Performance Measures

Identify infrastructure work needed by asset owners to reduce the risk of flooding.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | TBD | $ - | $ - | $ - | $ - | $ - | $ - |
| Maintenance | TBD | - | | | | | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:** Costs were based on anticipated work items, past costs, industry knowledge and best practices. O&M costs to be determined upon construction completion.

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Pritchard Street Streetscape and Drainage Improvements | | | **Project #** | S0012 |
| **Program Type** | Stormwater & Sewer | **Project Manager** | Dan Rybak | **Start to End** | FY2022 - FY2027 |

### Project Scope

Planning and design of Pritchard Street Streetscape and Drainage Improvement project was initiated FY22 subsequent to completion of Historic District Phase 1 sewer extension work and needed drainage improvements. The project will include design and construction of permitted improvements to capture and convey roadway and surface drainage to an outfall location(s) at Heyward Cove. Streetscape elements were added in FY24 and include sidewalk additions and improvement for pedestrian connectivity, ADA pedestrian compliance measures, traffic calming and street lighting. Construction will include proposed project improvements, installation of inlets and storm drain pipe, roadside channel improvements, maintenance of traffic, erosion and sediment control and appurtenances. Additionally, installation of water quality BMPs is included and supported by 319 grant funding to treat stormwater runoff from impervious surfaces.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Revised Budget | FY2026 Estimate | FY2027 Adopted Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ 8,310 | $ 7,000 | $ - | $ - | $ - | $ - | $ - | $ - | $ 8,310 |
| Design | 94,844 | 46,200 | 70,000 | 10,000 | - | - | - | - | 174,844 |
| Construction | 57,525 | 2,441,912 | 1,927,208 | 494,909 | - | - | - | - | 2,479,642 |
| Other | 712 | 47,888 | 8,000 | - | - | - | - | - | 8,712 |
| Total | $ 161,391 | $ 2,543,000 | $ 2,005,208 | $ 504,909 | $ - | $ - | $ - | $ - | $ 2,671,507 |

### Strategic Focus Area & Guiding Principle

*Infrastructure*
*Guiding Principle #3*: Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.
*May River & Surrounding Rivers and Watersheds*
*Guiding Principle #1*: Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie/Colleton and New Rivers and their watersheds.
Guiding Principle #2 Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watershed.

### Project Status

Design, easement acquisition and permitting of proposed drainage and streetscape improvements are scheduled to be completed in FY25. Construction of streetscape improvements are estimated to be completed in the summer of FY27.

### Project Origination

1) FY19-20 Strategic Plan and 2) citizen input.

### Project Performance Measures

Drainage improvements to reduce the risk of flooding. Streetscape improvements to improve public safety and pedestrian connectivity.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2026 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | $ - | $ - | $ - | $ - | $ - | $ - |
| Maintenance | Sidewalk, mowing, Inlet cleaning/pump out 2x annually and pipe/roadside swale cleaning annually. | - | 3,000 | 3,000 | 3,000 | 3,000 | 12,000 |
| Total | | $ - | $ 3,000 | $ 3,000 | $ 3,000 | $ 3,000 | $ 12,000 |

**Method for Estimating Costs:** Costs by Public Works were based on anticipated work items, past costs, industry knowledge and best practices.

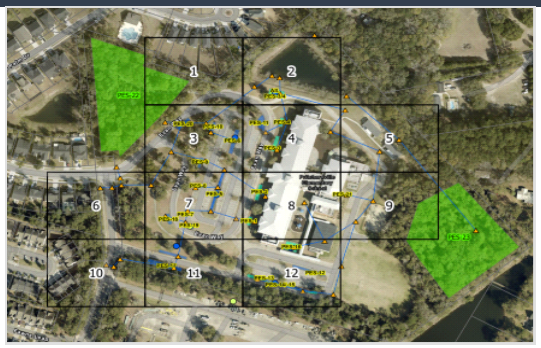
## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Pritchardville Elementary School MRWAP Impervious Restoration Project | | | **Project #** | S0014 |
| **Program Type** | Stormwater | **Project Manager** | Dan Rybak | **Start to End** | FY 2027-2030 |

### Project Scope

As a result of the 2021 MRWAP update, 11 new project/site locations were recommended. These eleven sites were evaluated for water quality, BMP feasibility, cost/benefit and preliminary design plans were developed for 9 sites (2 sites declined to participate) under prior year CIP. Pritchardville Elementary School's CIP work will include finalization of agreement/MOU with Beaufort County School District, survey with and subsurface utility investigation, geotechnical investigation, final design and permitting acquisitions. BMPs selected to proceed to final design and construction were based on the site's large impervious footprint and proposed BMP water quality benefit/pollutant removal efficiency according to Preliminary Design site conditions, geotechnical results, and feasibility. Actual BMPs taken to design/construction may change during Final Design considerations and comments provided by Beaufort County School District. Expenditures of this and future May River Action Plan Impervious Restoration Program CIP will be supported by SWU fees, potential developer participation and/or fee-in-lieu contributions.

### Project Photo or Map




### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ 22,000 | $ - | $ - | $ - | $ - | $ 22,000 |
| Design | - | - | - | 60,000 | - | - | - | - | 60,000 |
| Construction | - | - | - | - | - | 410,000 | - | - | 410,000 |
| Other | - | - | - | 1,500 | 4,000 | 1,000 | - | - | 6,500 |
| Total | $ - | $ - | $ - | $ 83,500 | $ 4,000 | $ 411,000 | $ - | $ - | $ 498,500 |

### Strategic Focus Area & Guiding Principle

*Infrastructure*
*Guiding Principle #3:* Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.
*May River & Surrounding Rivers and Watersheds*
*Guiding Principle #1:* Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie/Colleton and New Rivers and their watersheds.
*Guiding Principle #2:* Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watershed.
*Guiding Principal #4:* Support active planning and management for resilience of natural resources and our response to weather events, future disasters and changing environmental conditions.

### Project Status

This project will take Pritchardville Elementary School BMPs considered to be the most effective and efficient BMPs (based on preliminary design information) to final design, permitting and construction. Prior to work initiation and expenditure on this project, a formal agreement/MOU with Beaufort County School District will be executed to ensure BMP design, permitting, construction and maintenance of proposed BMPs takes place. At this time, the following BMPs are proposed to be taken to construction BMPs PES #s 5, 6, 9, 10, 12 and 20.

### Project Origination

1) FY23-24 Strategic Plan and 2) citizen input.

### Project Performance Measures

Reduce pollutant loads associated with stormwater runoff and improve water quality of receiving streams and the May River.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | | | | | | $ - |
| Maintenance | | | | | | | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:**

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | McCracken Middle School MRWAP Impervious Restoration Project | | | **Project #** | S0015 |
| **Program Type** | Stormwater | **Project Manager** | Dan Rybak | **Start to End** | FY 2027-2030 |

### Project Scope

As a result of the 2021 MRWAP update, 11 new project/site locations were recommended. These eleven sites were evaluated for Water Quality BMP feasibility, cost/benefit and preliminary design plans were developed for 9 sites (2 sites declined to participate) under prior year CIP. HE McCracken Middle School CIP work will include finalization of Agreement/MOU with Beaufort County School District, survey with and subsurface utility investigation, geotechnical investigation, final design and permitting acquisitions. BMPs selected to proceed to final design and construction were based on the site's large impervious foot print and proposed BMP water quality benefit/pollutant removal efficiency according to Preliminary Design site conditions, geotechnical results, and feasibility. Actual BMPs taken to design/construction may change during Final Design considerations and comments provided by Beaufort County School District. Expenditures of this and future May River Action Plan Impervious Restoration Program CIP will be supported by SWU fees, potential developer participation and/or fee-in-lieu contributions.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ 30,000 | $ - | $ - | $ - | $ - | $ 30,000 |
| Design | - | - | - | 78,000 | - | - | - | - | 78,000 |
| Construction | - | - | - | - | - | 610,000 | - | - | 610,000 |
| Other | - | - | - | 1,500 | 4,000 | 1,000 | - | - | 6,500 |
| Total | $ - | $ - | $ - | $ 109,500 | $ 4,000 | $ 611,000 | $ - | $ - | $ 724,500 |

### Strategic Focus Area & Guiding Principle

*Infrastructure*
*Guiding Principle #3: Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.*
*May River & Surrounding Rivers and Watersheds*
*Guiding Principle #1: Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie/Colleton and New Rivers and their watersheds.*
*Guiding Principle #2: Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watershed.*
*Guiding Principal #4: Support active planning and management for resilience of natural resources and our response to weather events, future disasters and changing environmental conditions.*

### Project Status

This project will take McCracken Middle School BMPs considered to be the most effective and efficient BMPs (based on Preliminary Design information) to final design, permitting and construction. Prior to work initiation and expenditure on this project, a formal Agreement/MOU with Beaufort County School District will be executed to ensure BMP design, permitting, construction and maintenance of proposed BMPs takes place. At this time, the following BMPs are proposed to be taken to construction BMPs HEMMS #s 4, 5, 6, 7, 10, 11 and 12.

### Project Origination

1) FY23-24 Strategic Plan and 2) citizen input.

### Project Performance Measures

Reduce pollutant loads associated with stormwater runoff and improve water quality of receiving streams and May River.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | | | | | | $ - |
| Maintenance | | | | | | | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:**

## Capital Improvements Program Fund Project Data Sheet

| | | | | | |
|---|---|---|---|---|---|
| **Project Name** | Bluffton Elementary School MRWAP Impervious Restoration Project | | | **Project #** | S0016 |
| **Program Type** | Stormwater | **Project Manager** | Dan Rybak | **Start to End** | FY 2027-2030 |

### Project Scope

As a result of the 2021 MRWAP update, 11 new project/site locations were recommended. These eleven sites were evaluated for water quality BMP feasibility, cost/benefit and preliminary design plans were developed for 9 sites (2 sites declined to participate) under prior year CIP. Bluffton Elementary School's CIP work will include finalization of agreement/MOU with Beaufort County School District, survey with and subsurface utility investigation, geotechnical investigation, final design and permitting acquisitions. BMPs selected to proceed to final design and construction were based on the site's large impervious foot print and proposed BMP water quality benefit/pollutant removal efficiency according to Preliminary Design site conditions, geotechnical results, and feasibility. Actual BMPs taken to design/construction may change during Final Design considerations and comments provided by Beaufort County School District. Expenditures of this and future May River Action Plan Impervious Restoration Program CIP will be supported by SWU fees, potential developer participation and/or fee-in-lieu contributions.

### Project Photo or Map

### Project Budget

| | Prior Years' Expended | FY2026 Amended Budget | FY2026 Estimate | FY2027 Proposed Budget | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Project Forecast |
|---|---|---|---|---|---|---|---|---|---|
| Planning | $ - | $ - | $ - | $ 24,000 | $ - | $ - | $ - | $ - | $ 24,000 |
| Design | - | - | - | 75,000 | - | - | - | - | 75,000 |
| Construction | - | - | - | - | - | 530,000 | - | - | 530,000 |
| Other | - | - | - | 1,000 | 4,000 | 1,000 | - | - | 6,000 |
| Total | $ - | $ - | $ - | $ 100,000 | $ 4,000 | $ 531,000 | $ - | $ - | $ 635,000 |

### Strategic Focus Area & Guiding Principle

*Infrastructure*
*Guiding Principle #3:* Establish long term planning, prioritization and investment strategies for future infrastructure and facilities that improve the quality of life for citizens while being financially sustainable.
*May River & Surrounding Rivers and Watersheds*
*Guiding Principle #1:* Support initiatives, such as the May River Watershed Action Plan, to improve water quality of the May, Okatie/Colleton and New Rivers and their watersheds.
*Guiding Principle #2:* Seek collaboration and partnerships that protect and improve the May, Okatie/Colleton and New Rivers and their watershed.
*Guiding Principal #4:* Support active planning and management for resilience of natural resources and our response to weather events, future disasters and changing environmental conditions.

### Project Status

This project will take Bluffton Elementary School BMPs considered to be the most effective and efficient BMPs (based on Preliminary Design information) to final design, permitting and construction. Prior to work initiation and expenditure on this project, a formal Agreement/MOU with Beaufort County School District will be executed to ensure BMP design, permitting, construction and maintenance of proposed BMPs takes place. At this time, the following BMPs are proposed to be taken to construction BMPs BES #s 1, 2, 3, 5, 4, 5, 6, 7, and 8.

### Project Origination

1) FY23-24 Strategic Plan and 2) citizen input.

### Project Performance Measures

Reduce pollutant loads associated with stormwater runoff and improve water quality of receiving streams and May River.

### General Fund Operations & Maintenance (O&M) Costs

| | Description | FY2027 Forecast | FY2028 Forecast | FY2029 Forecast | FY2030 Forecast | FY2031 Forecast | Total Forecast |
|---|---|---|---|---|---|---|---|
| Operations | | | | | | | $ - |
| Maintenance | | | | | | | - |
| Total | | $ - | $ - | $ - | $ - | $ - | $ - |

**Method for Estimating Costs:**

# PLANNING COMMISSION

## STAFF REPORT
## Department of Growth Management

| | |
|---|---|
| **MEETING DATE:** | March 25, 2026 |
| **PROJECT:** | 1181 May River Road<br>Preliminary Development Plan |
| **APPLICANT:** | Nathan Sturre, P.E., Sturre Engineering |
| **PROJECT NUMBER:** | DP-12-25-020070 |
| **PROJECT MANAGER:** | Dan Frazier, AICP, Planning Manager<br>Department of Growth Management |

**REQUEST:** The Applicant, Nathan Sturre of Sturre Engineering, on behalf of property owner Trevor Wells requests approval of a Preliminary Development Plan application. The project consists of a two-story 8,000 SF mixed use building with parking and associated infrastructure (Attachment 1).

**INTRODUCTION:** The subject property is zoned Neighborhood Core (NC) and consists of approximately 1.36 acres identified by tax map number R610 039 000 097A 0000. The property is located north of May River Road west of Whispering Pine Street and contains an existing 12,000 SF recreation facility (Attachment 2).

**BACKGROUND**: This application is for a Preliminary Development Plan located within the NC Zoning District and is subject to the standards set forth in the Unified Development Ordinance (UDO). The subject property is located within the Highway Corridor Overlay District (HCOD) and will require a Certificate of Appropriateness – Highway Corridor Overlay District (COFA-HCOD) reviewing architecture, landscaping, and lighting at the time of Final Development Plan approval.

On January 7, 2025, the Board of Zoning Appeals (BZA) approved a variance from Unified Development Ordinance (UDO) Section 5.3.7.B.2.b to allow a 35-foot encroachment into the 50-foot HCOD vegetative buffer along SC HWY 46 (May River Road) for the subject property (Attachment 3).

As reflected in the revised submittal, the proposed development includes a two-story mixed-use building with associated drives, parking, landscaping, and utilities with 4,000 SF of commercial space on the first floor and four (4) 1,000 SF residential dwelling units on the second floor. The site will be accessed from the existing drive along May River Road and a proposed full access connection at Jason Street (Attachment 4).

Per UDO Section 5.11.3., based on the proposed mixed-use building, a total of 24 spaces are required. In accordance with UDO Table 5.11.3.C. Parking Spaces, the Applicant provided justification for a parking ratio of 1 space per 1,000 SF for the existing gymnasium. Staff finds this justification acceptable. Based on the overall proposed site plan, a total of 36 parking spaces are required and the Applicant proposes 41 parking spaces.

Additionally, the Applicant provided a Traffic Impact Analysis (TIA) which has been reviewed and approved by the South Carolina Department of Transportation (SCDOT). The TIA concludes that the proposed development is anticipated to have minimal impact on the surrounding road network and does not recommend any mitigation measures (Attachment 5).

The Preliminary Development Plan was reviewed at the February 4, 2026, DRC meeting (Attachment 6). The Applicant provided a response to comments and revised plans on February 25, 2025 (Attachment 7 and 4).

REVIEW CRITERIA & ANALYSIS: The Planning Commission shall consider the criteria set forth in Section 3.10.3.A of the Unified Development Ordinance in assessing an application for a Preliminary Development Plan. The applicable criteria are provided below followed by Staff Finding(s) based upon review of the application submittals to date.

1. **Section 3.10.3.A.1. Conformance with the applicable provisions provided in Article 5, Design Standards.**

   *Finding.* The subject property is located within the Neighborhood Core (NC) Zoning District and therefore is subject to the standards set forth in the Town's Unified Development Ordinance (UDO).

   *Finding.* The Applicant was granted a variance from UDO Section 5.3.7.B.2.b to allow a 35-foot encroachment into the 50-foot HCOD vegetative buffer along SC HWY 46 (May River Road) for the subject property.

2. **Section 3.10.3.A.2. The proposed development shall be in conformance with any approved Development Agreement, PUD Concept Plan, PUD Master Plan, Subdivision Plan, or any other agreements or plans that are applicable.**

   *Finding.* The proposed development is not within any PUD, Development Agreement, or Subdivision Plan.

3. **Section 3.10.3.A.3. If the proposed development is associated with a previously approved Master Plan, then the traffic and access plans shall adhere to the previously approved traffic impact analysis or assessment, where applicable. If an application is not associated with a previously approved PUD Master Plan, then a traffic impact analysis shall be required at final development plan submittal.**

*Finding.* The Applicant provided a Traffic Impact Analysis (TIA) which has been reviewed and approved by the South Carolina Department of Transportation (SCDOT). The TIA concludes that the proposed development is anticipated to have minimal impact on the surrounding network and does not recommend any mitigation measures

4. Section 3.10.3.A.4. The proposed development must be able to be served by adequate public services, including, but not limited to, water, sanitary sewer, roads, police, fire, and school services. For developments that have the potential for significant impact on infrastructure and services, the applicant shall be required to provide an analysis and mitigation of the impact on transportation, utilities, and community services.

   *Finding.* Letters from the agencies providing public services will be required at time of Final Development Plan submittal per the Applications Manual.

5. Section 3.10.3.A.5. The phasing plan, if applicable, is logical and is designed in a manner that allows each phase to fully function independently regarding services, utilities, circulation, facilities, and open space, irrespective of the completion of other proposed phases.

   *Finding.* The project is proposed to be completed in a single phase.

6. Section 3.10.3.A.6. The application must comply with applicable requirements in the Applications Manual.

   *Finding.* The application has been reviewed by Town Staff and has been determined to be complete.

PLANNING COMMISSION ACTIONS: The Planning Commission has the authority to take the following actions with respect to the application as authorized by Section 2.2.6.C.5 of the UDO:

1. Approve the application as submitted;
2. Approve the application with conditions; or
3. Deny the application as submitted.

RECOMMENDATION: Town Staff finds that the requirements of Section 3.10.3.A of the Unified Development Ordinance (UDO) are met and recommends that the Planning Commission approve the development plan application as submitted.

ATTACHMENTS:

1. Application and Project Narrative
2. Vicinity Map
3. Variance Appeal Order 01 07 2025
4. Revised Site Development Plans 02 25 2026
5. Traffic Impact Analysis October 2025

6. DRC Staff Comments & Original Site Development Plans 12 23 2025
7. Response to Staff Comments 02 25 2026

# TOWN OF BLUFFTON
## DEVELOPMENT PLAN APPLICATION

ATTACHMENT 1

Growth Management Custor
Bluffton, SC 29910
(843)706-4522
www.townofbluffton.sc.gov
applicationfeedback@townofbluffton.com

| Applicant | Property Owner |
|---|---|
| Name: Nathan Sturre, P.E. | Name: Trevor Wells |
| Phone: 843.705.4748 | Phone: 912.313.1274 |
| Mailing Address: PO Box 2227, Bluffton, SC 29910 | Mailing Address: 116 E Taylor Street, Savannah, GA 31401 |
| E-mail: nathan@sturreengineering.com | E-mail: trevorwells@aol.com |
| Town Business License # (if applicable): 25-05-0162 | |

### Project Information

| | | |
|---|---|---|
| Project Name: Wells Mixed Use | ☒ Preliminary | ☐ Final |
| Project Location: 1181 May River Road, Bluffton, SC 29910 | ☒ New | ☐ Amendment |
| Zoning District: Neighborhood Core | Acreage: 1.4 | |
| Tax Map Number(s): R610 039 000 097A 0000 | | |
| Project Description: Construction of a new 2-story (4,000 sf per floor) mixed-use commercial/residential building at 1181 May River Road. The existing 12,000 sf structure on the site remains. | | |

### Minimum Requirements for Submittal

☒ 1. Two (2) full sized copies and digital files of the Preliminary or Final Development Plans.
☒ 2. Project Narrative and digital file describing reason for application and compliance with the criteria in Article 3 of the UDO.
☒ 3. All information required on the attached Application Checklist.
☒ 4. An Application Review Fee as determined by the Town of Bluffton Master Fee Schedule. Checks made payable to the Town of Bluffton.

**Note:** **A Pre-Application Meeting is required prior to Application submittal.**

**Disclaimer:** **The Town of Bluffton assumes no legal or financial liability to the applicant or any third party whatsoever by approving the plans associated with this permit.**

I hereby acknowledge by my signature below that the foregoing application is complete and accurate and that I am the owner of the subject property. As applicable, I authorize the subject property to be posted and inspected.

Property Owner Signature: Date: 12/08/2025

Applicant Signature: Date: 12/08/2025

### *For Office Use*

| | |
|---|---|
| *Application Number:* | *Date Received:* |
| *Received By:* | *Date Approved:* |

STURRE ENGINEERING
Civil Design & Development

# Town of Bluffton Preliminary DRC Narrative

February 24, 2026

**Project Description:**

Project Name: Wells Mixed Use

Location: 1181 May River Road
Bluffton, SC 29910

Parcel: R610 039 000 097A 0000

Owner: Trevor Wells
116 E Taylor Street
Savannah, GA 31401
Email – treverwells@aol.com
Business – 912.313.1274

**Project Description:**
Mr. Wells is proposing to re-develop 1181 May River Road located between Jason Street (S-584) and May River Road (SC 46) in Bluffton, SC. The site is currently a developed commercial property with an existing 12,000 square foot structure to remain. Proposed work includes the construction of a new two-story 8,000 square foot mixed-use structure, with 4,000 sf of commercial space on the first floor and four (4) residential units on the second floor. The site improvements include concrete walkways, pervious parking areas, asphalt access drives, and associated stormwater and utility infrastructure to accommodate the proposed development.

The improvements will disturb approx. 0.9 acres. The project proposes to decrease impervious area on the site to approx. 0.79 acres and will decrease the total impervious cover of the lot from 71% to 58%.

**Site Description:**
The site is generally bordered to the north by Jason Street (S-584); to the east by 39 Jason Street (R610 039 000 108A 0000) and 1185 May River Road (R610 039 000 0108 0000); to the south by May River Road (SC 46); and to the west by 1173 May River Road (R610 039 000 0097 0000). All adjoining parcels share the Neighborhood Core (NC) zoning designation.

**Zoning District:**
Neighborhood Core (NC)

**Overlay District:**
N/A

**Existing Use:**
Commercial

**Proposed Use:**
Mixed-Use: Commercial and Residential

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**Wetlands:**
There are no jurisdictional or non-jurisdictional wetlands onsite.

**Protected Species:**
The site is currently developed and there are no known protected species at the site.

**Proposed Structure:**
The proposed structure will be an 8,000 square foot mixed use structure located along the southern boundary fronting May River Road (SC 46). The first floor will feature 4,000 square feet of commercial space. The second floor will feature four (4) 1,000 +/- square feet dwelling units.

**Vehicle Access:**
The proposed development includes a full access drive off May River Road (SC 46) located at the existing curb cut to the site. The existing Jason Street (S-584) curb cut will be improved to accommodate full access movement. Visitors to the site will have the ability to access all onsite parking through either proposed access.

**Site Parking:**
Town of Bluffton Unified Development Ordinance Table 5.11.3.C requires 2 spaces per dwelling unit and 4 spaces per 1,000 square feet of commercial services. The existing 12,000 square foot commercial structure will utilized a parking requirement of 1 space per 1,000 square feet.

Existing 12,000 square foot commercial structure to remain = 12 required spaces
Proposed 4,000 square foot commercial = 16 required spaces
Proposed four (4) residential dwelling units = 8 required spaces
**Total required parking = 36 spaces**

The development proposes **41 parking spaces** to accommodate the existing and proposed uses at the site, including 2 ADA compliant spaces.

**Fire & Rescue Access:**
The fire department will have vehicular access to both May River Road and Jason Street through the proposed parking lot. A new onsite fire hydrant is proposed at the northeastern corner of the proposed structure along the access drive. Existing BJWSA Hydrant BL0010 is located along May River Road at the southeast corner of 1167 May River Road (R610 039 000 0098 0000), approximately 450 feet west of all portions of the new structure.

**Grading & Stormwater Management:**
The site is currently developed with a majority of the runoff entering the SCDOT closed pipe system in the May River Road (SC 46) right-of-way. A small portion of the site flows north to the roadside ditch system in the Jason Street (S-584) right-of-way. All runoff leaving the site discharges west of the site into an unnamed tributary of the May River, southwest of the intersection of May River Road (SC 46) and Red Cedar Street (S-753).

The site proposes a decrease in impervious area of approximately, 7,418 square feet.

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The Town of Bluffton Southern Lowcountry Stormwater (SoLoCo) Compliance Calculator requires a post-development Stormwater Retention Volume of 3,713 cubic feet. To satisfy SoLoCo requirements, pervious parking and a bioretention planter are proposed to capture runoff from the site to the maximum extent practicable. Whitaker Laboratory conducted onsite soil investigations in the vicinity of the proposed pervious parking areas which determined a depth to seasonal high groundwater elevation approximately 6" below existing grade and an infiltration rate of 0.6 inches per hour. To achieve appropriate design requirements of the pervious parking areas, the practices are set 8"-12" above existing grades. The bioretention planter will utilize an underdrain system as infiltration above the seasonal high groundwater will not be feasible. The fee in lieu of option will be required to mitigate the deficit water quality requirements based on site constraints.

New stormwater infrastructure is proposed to ensure the post-developed site is properly drained, tying into existing infrastructure along the southern boundary. The site achieves a post-development peak discharge control for the 2, 10, 25, 50, and 100-year, 24-hour storm events.

Onsite soils were found to be entirely Rosedhu fine sand (hydrologic soils group A/D), based on a USDA soil resource report for the site. Whitaker Labs & Engineering conducted onsite sub-surface soils investigations, confirming the presence of near-surface clays, therefore HSG D was utilized for all model scenarios to provide a conservative analysis. The infiltration rate of 0.6 inches per hour exceeds the state minimum for infiltration practices.

**Underground Utilities:**
New water and sewer connections will be utilized for the proposed structure. Water service for the site is provided through BJWSA in the May River Road r/w. Sewer service is provided through a new 6" lateral to the BJWSA gravity sewer system in the Jason Street r/w. There is no commercial kitchen proposed.

The site has ample availability of power and telecommunications in the May River Road r/w with existing services established for the site.

**Trash Receptacles & Enclosures:**
A new enclosed dumpster is proposed at the end of the proposed access drive.

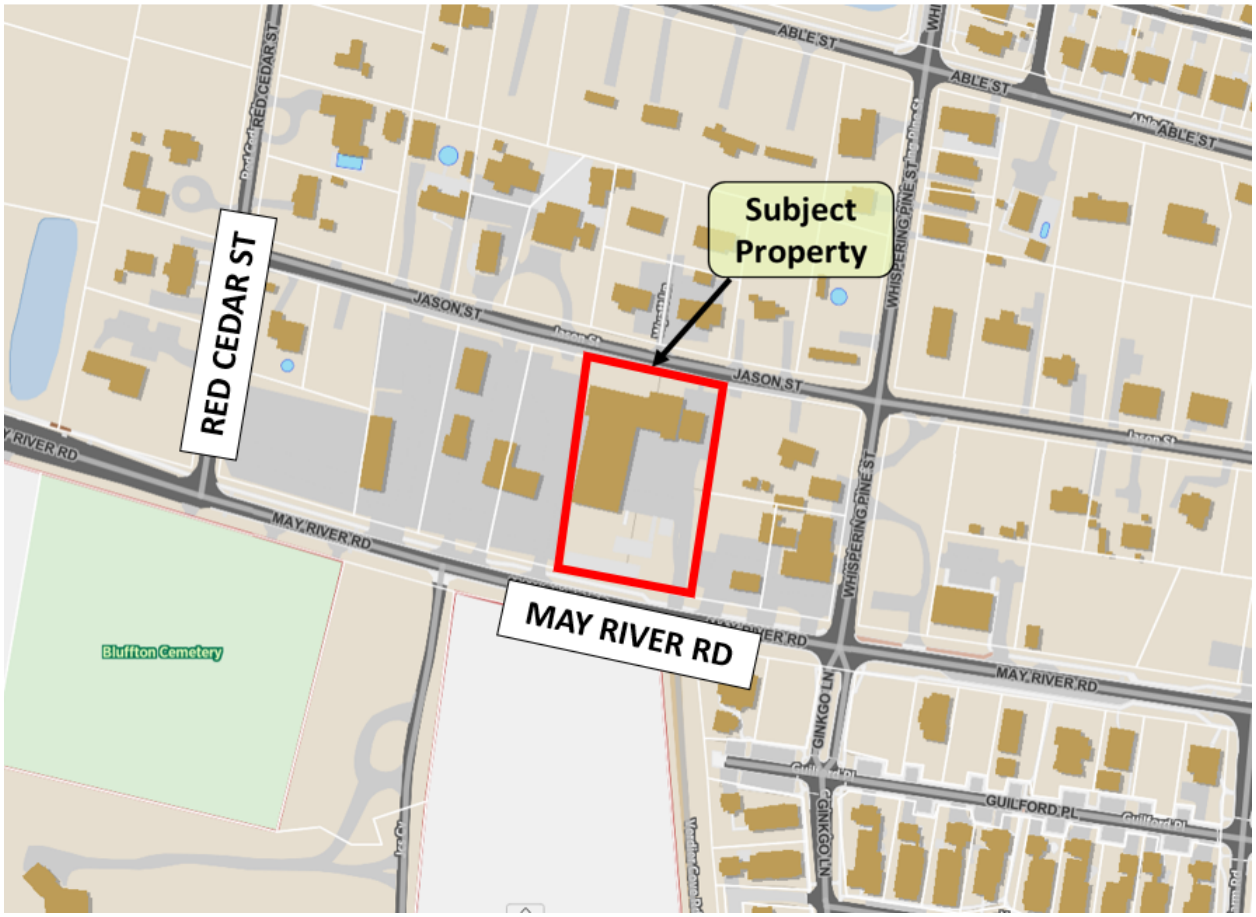
**Maintenance Responsibilities:**
The property will be retained by Trevor Wells, who will be the party responsible for all site maintenance.

**Site Lighting:**
Site lighting alternatives are currently being explored, and additional clarity will be provided as the project progresses through the DRC process. All proposed site lighting will conform to Town of Bluffton standards.

# VICINITY MAP

# 1181 MAY RIVER ROAD

# DEVELOPMENT PLAN



# Order on Variance Application
## Board of Zoning Appeals
## Town of Bluffton, SC

Date Application Filed: November 18, 2024 Property Owner(s): Trevor Wells

Permit No.: ZONE-12-24-019470 Applicant(s): Jason Broene

The Town of Bluffton Board of Zoning Appeals held a public hearing on January 7, 2025 to consider a variance from the strict application of the zoning provisions as set forth in the Unified Development Ordinance for the following:

> A variance request by Jason Broene of Court Atkins Architects, Inc., on behalf of the property owner Trevor Wells, for property located at 1181 May River Road, R610 039 000 097A 0000, requesting a variance from Town of Bluffton Unified Development Ordinance (UDO) Section 5.3.7.B.2.b to allow a 35-foot encroachment into the 50-foot Highway Corridor Overlay District vegetative buffer along SC HWY 46 (May River Road).

After consideration of the evidence and arguments presented, the Board makes the following findings of fact and conclusions for

1. The Board concludes that ☒ **there are** ☐ **there are not** extraordinary and exceptional conditions pertaining to the particular piece of property based on the following findings of fact:

   The subject property contains an existing metal building. The required 50-foot buffer is applied, along with the required walkways, rear setbacks, and sidewalks, renders the property unsuitable for commercial development consistent with the May River Road Corridor and current zoning regulations.

2. The Board concludes that these conditions ☐ **do** ☒ **do not** generally apply to other property in the vicinity, particularly those in the same zoning district based on the following findings of fact:

   While the 50-foot buffer requirement is applicable to subject property within the Highway Corridor Overlay District, neighboring properties have different conditions. Properties to the east are located within the Old Town Bluffton Historic District, which permits a 10-foot setback. Further, the properties to the west received a variance for a 14-foot setback/buffer. The properties south of May River Road within Stock Farm are encouraged to locate buildings closer to the street with minimal setbacks, aligning with the proposed variance.

3. The Board concludes that because of these conditions, the application of the Ordinance to the particular piece of property ☐ **would not** ☒ **would** effectively prohibit or unreasonably restrict the utilization of the property in a manner consistent with others in the zoning district based on the following findings of fact:

The 50-foot buffer requirement limits the maximum building depth to approximately 30 feet. This constraint would unreasonably restrict the property's commercial usage in a manner that is not consistent with similar properties in the zoning district.

4. The Board concludes that the need for the variance ☐ **is** ☒ **is not** the result of the Applicant's own actions based on the following findings of fact:

The subject lot was established prior to the creation of the Highway Corridor Overlay District. Due to the lot depth, the buildable area with the required buffer is substantially restricted compared to other lots in the same zoning district within the Highway Corridor Overlay District.

5. The Board concludes that the authorization of a variance ☐ **does** ☒ **does not** substantially conflict with the Comprehensive Plan and the purposes of this Ordinance based on the following findings of fact:

The approval of the requested variance aligns with the Comprehensive Plan, Blueprint Bluffton, and the purposes of the Unified Development Ordinance. Per the Town of Bluffton, the Neighborhood Core District is "intended to provide a compact, commercial environment with a mix of complementary and supporting services," and characterized by "moderate-intensity, mixed use development," (UDO Section 4.1, 4.2.5)

6. The Board concludes that the authorization of a variance ☐ **will** ☒ **will not** result in a substantial detriment to adjacent property or the public good, and the character of the District will not be harmed by the granting of the variance based on the following findings of fact:

The approval of the requested variance would not result in substantial detriment to adjacent property owners or the public good. The proposed structures will be reviewed by the Planning Commission through the Certificate of Appropriateness – Highway Corridor Overlay District process to ensure compliance with the district's standards, including architecture, lighting, and landscaping.

7. The Board concludes that the reason for the variance ☐ **is** ☒ **is not** for the convenience or to allow the property to be utilized more profitably based on the following findings of fact:

The variance request proposes consistency along May River Road by reducing the buffer in a manner consistent with surrounding properties near the Old Town Historic District.

The Board, therefore, orders that the variance is:

Denied

☒ Granted

Approved by the Board by unanimous Vote (4-0).

Date Issued: January 7, 2025

Lawrence Garrison, Chairperson, Board of Zoning Appeals

Kerry Guzman, Secretary, Board of Zoning Appeals

Date mailed to parties in interest: January 28, 2025

**Notice of appeal to Circuit Court must be filed within 30 days after date this Order was mailed.**

PERMIT PLANS FOR

# WELLS MIXED USE

## BLUFFTON, SC

PARCEL R610 039 000 097A 0000
EXISTING LAND USE: COMMERCIAL
PROPOSED LAND USE: MIXED USE

1181 MAY RIVER ROAD
BLUFFTON, SC 29910

HORIZONTAL DATUM IS BASED OFF STATE PLANE COORDINATES NAD83.
VERTICAL DATUM IS NAVD88.

LATITUDE: 32°14'17"N
LONGITUDE: 80°52'27"N

VICINITY MAP

0 500 1,000 2,000
SCALE IN FEET

I HAVE PLACED MY SIGNATURE AND SEAL ON THE DESIGN DOCUMENTS SUBMITTED SIGNIFYING THAT I ACCEPT RESPONSIBILITY FOR THE DESIGN OF THE SYSTEM. FURTHER, I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE DESIGN IS CONSISTENT WITH THE REQUIREMENTS OF TITLE 48, CHAPTER 14 OF THE CODE OF LAWS OF SC, 1976 AS AMENDED, PURSUANT TO REGULATION 72-300 ET SEQ. (IF APPLICABLE), AND IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF SCR100000.

| Sheet List Table | |
|---|---|
| Sheet No. | Sheet Title |
| C-1 | TITLE SHEET |
| C-2 | GENERAL NOTES & LEGEND |
| C-3 | EXISTING CONDITIONS |
| C-4 | DEMOLITION & SWPP PLAN |
| C-5 | SWPPP DETAILS |
| C-6 | SWPPP DETAILS |
| C-7 | SITE IMPROVEMENTS PLAN |
| C-8 | STORM COMPLIANCE PLAN |
| C-9 | GRADING & DRAINAGE PLAN |
| C-10 | ACCESS DRIVE PLAN & PROFILE |
| C-11 | STORMWATER PLAN & PROFILE |
| C-12 | STORMWATER PLAN & PROFILE |
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| C-14 | AUTO-TURN EXHIBIT |
| C-15 | CIVIL DETAILS |
| C-16 | CIVIL DETAILS |
| C-17 | UTILITY DETAILS |
| C-18 | UTILITY DETAILS |

OWNER/DEVELOPER

TREVOR WELLS
1181 MAY RIVER ROAD
BLUFFTON, SC 29910
PHONE NO.: 912.313.1274

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION
STURRE DESIGN & DEVELOPMENT, LLC No. 6843

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER
No. 40266
NATHAN STURRE
02/24/2026

ENGINEER OF RECORD

NATHAN STURRE, P.E.
SC PE# 40266
PO Box 2227
Bluffton, SC 29910
843.705.4748

SURVEYOR:
JEREMY REEDER, P.L.S.
ATLAS SURVEYING, INC.
SC PLS# 28139
168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 02/24/2026

SHEET NAME
TITLE SHEET

SHEET NO.
C-1

BJWSA PROJECT NO: TBD

| ABBREVIATIONS LIST | |
|---|---|
| ABBREVIATIONS | DESCRIPTIONS |
| A | |
| ABBR | ABBREVIATION |
| ABV | ABOVE |
| AC | ACRE |
| AFF | ABOVE FINISHED FLOOR |
| APPROX | APPROXIMATE |
| ASTM | AMERICAN SOCIETY FOR TESTING AND MATERIALS |
| AWG | AMERICAN WIRE GAUGE |
| AWS | AMERICAN WELDING SOCIETY |
| AWWA | AMERICAN WATER WORKS ASSOCIATION |
| B | |
| BC | BEGIN CURVE |
| BIR | |
| BLDG | BUILDING |
| BFS | BEGIN FULL SLOPE |
| BG | BLACK GUM |
| BNC | BEGIN NORMAL CROWN |
| BNS | BEGIN NORMAL SHOULDER |
| BOS | BOTTOM OF STEEL |
| BOT | BOTTOM |
| B.S.L. | BUILDING SETBACK LINE |
| C | |
| C | CONDUIT |
| CATV | CABLE TELEVISION JUNCTION BOX |
| CED | CEDAR |
| CF | CUBIC FEET |
| CHY | CHERRY |
| CJ | CONSTRUCTION JOINT |
| CLR | CLEAR |
| CMF | CONSTRUCTION MONUMENT FOUND |
| CMP | CORRUGATED METAL PIPE |
| CMU | CONCRETE MASONRY UNIT |
| CO | CLEANOUT OR CONDUIT ONLY |
| COL | COLUMN |
| CONC | CONCRETE |
| CONN | CONNECTION |
| CONST | CONSTRUCTION |
| COORD | COORDINATES |
| CREPE | CREPE MYRTLE |
| CTR | CENTER |
| D | |
| DEG | DEGREE |
| DGAB | DENSE GRADE AGGREGATE BASE |
| DIA | DIAMETER |
| DIM | DIMENSION |
| DIP | DUCTILE IRON PIPE |
| DOG | DOGWOOD |
| DSTB | DISTURBED |
| DWG | DRAWING |
| E | |
| EA | EACH |
| EB | ELECTRICAL BOX |
| EC | EMPTY CONDUIT |
| EC | END CURVE |
| EF | EACH FACE |
| EFS | END FULL SLOPE |
| EJ | EXPANSION JOINT |
| EL OR ELEV | ELEVATION |
| ELEC | ELECTRICAL |
| ENC | END NORMAL CROWN |
| ENS | END NORMAL SHOULDER |
| EO | ELECTRICAL OUTLET |
| EOP | EDGE OF PAVEMENT |
| EQ | EQUAL |
| EQUIP | EQUIPMENT |
| ES | EACH SIDE |
| EW | EACH WAY OR EXISTING WATER |
| EXIST | EXISTING |
| EXP | EXPANSION |
| F | |
| FFE | FINISH FLOOR ELEVATION |
| FH | FIRE HYDRANT |
| FOM | FIBER OPTIC MARKER |
| FT | FOOT OR FEET |
| FR | FRAME |
| G | |
| GA | GAUGE |
| GABC | GRADED AGGREGATE BASE COURSE |
| GALV | GALVANIZED |
| GI | GRATE INLET |
| GUM | SWEET GUM |
| GW | GUY WIRE |
| I | |
| IE | INVERT ELEVATION |
| INV | INVERT |
| I.O. | IRON PIPE, OLD (FOUND) |
| J | |
| JB | JUNCTION BOX |
| JT | JOINT |
| K | |
| KSI | KIPS PER SQUARE INCH |
| kV | KILOVOLTS |
| kVA | KILOVOLT-AMPERES |
| kW | KILOWATTS |
| kWHM | KILOWATT HOUR METER |
| L | |
| LA | LAUREL OAK |
| LB | POUND |
| LF | LINEAR FEET |

| ABBREVIATIONS LIST | |
|---|---|
| ABBREVIATIONS | DESCRIPTIONS |
| LO | LIVE OAK |
| M | |
| MB | MAILBOX |
| MAG | MAGNOLIA |
| MAP | MAPLE |
| MAX | MAXIMUM |
| MECH | MECHANICAL |
| MH | MANHOLE |
| MHW | MEAN HIGH WATER |
| MHHW | MEAN HIGHER HIGH WATER |
| MIN | MINIMUM |
| MIM | MIMOSA |
| MLW | MEAN LOW WATER |
| MLLW | MEAN LOWER LOW WATER |
| MSL | MEAN SEA LEVEL |
| N | |
| N/F | NOW OR FORMERLY |
| NAD | NORTH AMERICAN DATUM |
| NAVD | NORTH AMERICAN VERTICAL DATUM |
| NEMA | NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION |
| NIC | NOT IN CONTRACT |
| NO | NUMBER |
| NTS | NOT TO SCALE |
| O | |
| OC | ON CENTER |
| OD | OUTER DIAMETER |
| OE | OVERHEAD ELECTRICAL |
| P | |
| PA | |
| PL | PLATE |
| PN | PINE |
| PNL | PANEL |
| PP | POWER POLE |
| P/S | PRESTRESSED |
| PSF | POUNDS PER SQUARE FOOT |
| PSI | POUNDS PER SQUARE INCH |
| PVC | POLYVINYL CHLORIDE |
| PVMT | PAVEMENT |
| PWR | POWER |
| R | |
| R | RADIUS |
| RAD | RADIUS |
| RCP | REINFORCED CONCRETE PIPE |
| REINF | REINFORCING |
| REQD | REQUIRED |
| R/W | RIGHT-OF-WAY |
| S | |
| SAN | SANITARY |
| SCH | SCHEDULE |
| SD | STORM DRAIN |
| SF | SQUARE FEET |
| SPECS | SPECIFICATIONS |
| SQ | SQUARE |
| SS | STAINLESS STEEL OR SANITARY SEWER |
| SSMH | SANITARY SEWER MANHOLE |
| STA | STATION |
| STD | STANDARD |
| STL | STEEL |
| STRUC | STRUCTURE OR STRUCTURAL |
| SGD | SUBGRADE DRAIN |
| T | |
| T&B | TOP & BOTTOM |
| TC | TOP OF CURB |
| TEL | TELEPHONE JUNCTION BOX |
| TEMP | TEMPORARY |
| TOS | TOP OF STEEL |
| TRNSFMR | TRANSFORMER |
| TYP | TYPICAL |
| T/P | TOP OF PAVEMENT |
| U | |
| UE | UNDERGROUND ELECTRICAL |
| UL | UNDERWRITERS LABORATORY |
| UON | UNLESS OTHERWISE NOTED |
| V | |
| V | VOLT |
| VERT | VERTICAL |
| W | |
| W/ | WITH |
| WAX | WAX MYRTLE |
| WM | WATER METER |
| WO | WATER OAK |
| WP | WORKING POINT |
| WV | WATER VALVE |
| WWF | WELDED WIRE FABRIC |

| SYMBOLS LIST | |
|---|---|
| SYMBOLS | DESCRIPTION |
| & | AND |
| @ | AT |
| * | ASTERISK |
| L | ANGLE |
| ° | DEGREES |
| ' | MINUTES OR FEET |
| # | NUMBER OR POUNDS |
| % | PERCENT |
| " | SECONDS OR INCH |

| EXISTING | PROPOSED | |
|---|---|---|
| S | S | SANITARY MANHOLE |
| SD | SD | STORM MANHOLE |
| | | SIGN |
| | | POWER POLE |
| E | E | ELECTRICAL BOX/TRANSFORMER/VAULT |
| +17.99 | × 17.99 | SPOT ELEVATION |
| 16 | 16 | CONTOURS |
| | | DROP INLET |
| | | FIRE HYDRANT |
| W | W | WATER VAULT |
| | | WATER/GAS/SEWER VALVE |
| | TPXX | TEST PIT |
| | HAXX | HAND AUGER |
| | CXX | CPT SOUNDINGS |
| UE | UE | UNDERGROUND ELECTRICAL |
| OE | OE | OVERHEAD ELECTRICAL |
| W | W | WATER LINE |
| SD | SD | STORM DRAINAGE PIPE |
| COMM | COMM | UNDERGROUND COMMUNICATIONS |
| DB | DB | DUCT BANK |
| FM | FM | FORCE MAIN |
| SAN | SAN | SANITARY SEWER |
| X | | FENCE |
| TREES | TREES | TREE LINE |
| ASPHALT | | PAVEMENT – ASPHALT |
| CONC | CLEAR | PAVEMENT – CONCRETE |
| C | | LIMITS OF CONSTRUCTION |
| C | | GRADING CUT |
| F | | GRADING FILL |
| F | | FIBER OPTIC |
| G | | GAS |
| W | | WATER |

*LEGEND*

| | |
|---|---|
| CMF | CONCRETE MONUMENT FOUND |
| RBF | IRON REBAR FOUND |
| TEL | TELEPHONE PEDESTAL/BOX |
| SSMH | SANITARY SEWER MANHOLE |
| –X– | FENCE LINE |
| –OHP– | OVERHEAD UTILITY LINE |

## GENERAL NOTES:

1. ALL SILT BARRIERS AND OTHER EROSION CONTROL MEASURES MUST BE PLACED PRIOR TO LAND DISTURBING ACTIVITIES.
2. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD WITH THE OWNER AND ENGINEER PRIOR TO BEGINNING CONSTRUCTION. THIS MEETING SHALL BE SCHEDULED WITH THE OWNER AND ENGINEER AT THE TIME NOTICE TO PROCEED IS GIVEN.
3. THE OWNER AND ENGINEER SHALL BE NOTIFIED AT LEAST 48 HOURS IN ADVANCE, DURING REGULAR HOURS (8:00 AM TO 5:00 PM, MONDAY THROUGH FRIDAY, EXCLUDING HOLIDAYS), BEFORE THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY.
4. ALL WORK TO BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION FOR THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT), BEAUFORT COUNTY SPECIFICATIONS, TOWN OF BLUFFTON SPECIFICATIONS, AND THE PROJECT SPECIFICATIONS.
5. THE CONTRACTOR WILL BE REQUIRED TO HAVE ON SITE A COPY OF SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND STANDARD DRAWINGS, LATEST EDITION.
6. ANY DISCREPANCIES, ERRORS, OR OMISSIONS DISCOVERED ON THE PLANS OR IN THE SPECIFICATIONS SHOULD BE IMMEDIATELY BROUGHT TO THE ENGINEERS ATTENTION, NOTED ON THE CONTRACTOR'S PROPOSAL, AND DOES NOT RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITY TO CORRECT THE SAME AND CONSTRUCT THE PROJECT AS DESIGNED.
7. THE EXISTENCE, ABSENCE, LOCATION AND ELEVATION OF UNDERGROUND UTILITIES ON THE PLANS ARE NOT BASED ON FIELD MARKS, ARE NOT GUARANTEED, AND SHALL BE INVESTIGATED, UNEARTHED IF NECESSARY, AND VERIFIED BY CONTRACTOR BEFORE BEGINNING CONSTRUCTION.
8. THE CONTRACTOR SHALL CONTACT SOUTH CAROLINA 811, "CALL BEFORE YOU DIG" SERVICE IN ORDER TO LOCATE UTILITIES PRIOR TO STARTING ANY EXCAVATION OR CONSTRUCTION.
9. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES, ABOVE GROUND OR BELOW GROUND.
10. CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH APPROPRIATE UTILITIES PRIOR TO AND/OR DURING CONSTRUCTION.
11. CONTRACTOR SHALL NOTIFY THE APPROPRIATE UTILITY BEFORE DIGGING NEAR WATER AND SANITARY SEWER LINES.
12. NO EXTRA PAYMENT WILL BE MADE FOR REPAIRS TO DAMAGE OF EXISTING UTILITIES.
13. THE CONTRACTOR WILL NOT BE PAID FOR DELAYS OR EXTRA EXPENSE CAUSED BY UTILITY FACILITIES, OBSTRUCTIONS, OR ANY OTHER ITEMS NOT REMOVED OR RELOCATED TO CLEAR CONSTRUCTION IN ADVANCE OF THEIR WORK.
14. ALL STRUCTURES, TREES AND SHRUBS WHICH ARE WITHIN THE LIMITS OF THE PROPERTY BOUNDARY, BUT OUTSIDE THE LIMITS OF CONSTRUCTION SHALL NOT BE DISTURBED UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER.
15. UNSUITABLE AND SURPLUS EXCAVATION MATERIAL NOT REQUIRED FOR FILL SHALL BE DISPOSED OF OFFSITE.
16. CONTRACTOR IS TO CLEAN ALL STORM WATER INLETS AND PIPE AT THE COMPLETION OF CONSTRUCTION TO REMOVE ANY SILT AND DEBRIS. THE CLEANING OF DROP INLETS, CULVERTS, AND PIPES (EXISTING AND PROPOSED) SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT, NO ADDITIONAL PAYMENT WILL BE MADE THEREFOR.
17. ANY DAMAGE TO THE SIDE STREETS OR SIDEWALK DUE TO CONSTRUCTION ACTIVITY SHALL BE REPAIRED IN AN EXPEDIENT MANNER AT THE CONTRACTOR'S EXPENSE.

## SCDHEC STANDARD NOTES:

1. PROVIDE SILT FENCE AND/OR OTHER CONTROL DEVICES, AS MAY BE REQUIRED, TO CONTROL SOIL EROSION DURING UTILITY CONSTRUCTION. ALL DISTURBED AREAS SHALL BE CLEANED, GRADED AND STABILIZED WITH GRASSING IMMEDIATELY AFTER THE UTILITY INSTALLATION. FILL, COVER & TEMPORARY SEEDING AT THE END OF THE DAY ARE RECOMMENDED. IF WATER IS ENCOUNTERED WHILE TRENCHING, THE WATER SHOULD BE FILTERED TO REMOVE ANY SEDIMENTS BEFORE BEING PUMPED BACK INTO ANY WATERS OF THE STATE.
2. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE WORK HAS CEASED, EXCEPT AS NOTED
   A. WHERE STABILIZATION BY THE 14TH DAY IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS. STABILIZATION MEASURES MUST BE INITIATED AS SOON AS PRACTICABLE.
   B. WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, & EARTH-DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 14 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.
3. THE CONTRACTOR MUST TAKE NECESSARY ACTION TO MINIMIZE THE TRACKING OF MUD ONTO THE PAVED ROADWAY FROM THE CONSTRUCTION AREA & THE GENERATION OF DUST. THE CONTRACTOR SHALL DAILY REMOVE MUD/SOIL FROM PAVEMENT, AS MAY BE REQUIRED.
4. ALL EROSION CONTROL DEVICES SHALL BE PROPERLY MAINTAINED DURING ALL PHASES OF CONSTRUCTION UNTIL THE COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND ALL DISTURBED AREAS HAVE BEEN STABILIZED. ADDITIONAL CONTROL DEVICES MAY BE REQUIRED DURING CONTRUCTION IN ORDER TO CONTROL EROSION AND/OR OFFSITE SEDIMENTATION. ALL TEMPORARY CONTROL DEVICES SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED.
5. RESIDENTIAL SUBDIVISIONS REQUIRE EROSION CONTROL FEATURES FOR INFRASTRUCTURE AS WELL AS FOR INDIVIDUAL LOT CONSTRUCTION. INDIVIDUAL PROPERTY OWNERS SHALL FOLLOW THESE PLANS OR OBTAIN APPROVAL FOR AN INDIVIDUAL PLAN IN ACCORDANCE WITH S.C. REG. 72-300 & SCR100000.
6. LITTER, CONSTRUCTION DEBRIS, OILS, FUELS & BUILDING PRODUCTS WITH THE SIGNIFICANT POTENTIAL IMPACT (SUCH AS STOCK-PILES OF FRESHLY TREATED LUMBER) & CONSTRUCTION CHEMICALS THAT COULD BE EXPOSED TO STORM WATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE IN STORM WATER DISCHARGES.
7. ALL SEDIMENT & EROSION CONTROL DEVICES SHALL BE INSPECTED ONCE EVERY CALENDAR WEEK. IF PERIODIC INSPECTION OR OTHER INFORMATION INDICATES THAT A BMP HAS BEEN INAPPROPRIATELY OR INCORRECTLY INSTALLED, THE PERMITTEE MUST ADDRESS THE NECESSARY REPLACEMENT OR MODIFICATION REQUIRED TO CORRECT THE BMP WITHIN 48 HOURS OF IDENTIFICATION.
8. INITIATE STABILIZATION MEASURES ON ANY EXPOSED STEEP SLOPE (3H:1V OR GREATER) WHERE LAND DISTURBING ACTIVITIES HAVE CEASED, AND WILL NOT RESUME FOR A PERIOD OF 7 CALENDAR DAYS.
9. MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.
10. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT & VEHICLE WASHING, WHEEL WASH WATER, & OTHER WASH WATER. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE.
11. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM DEWATERING OF TRENCHES & EXCAVATED AREAS. THESE DISCHARGES ARE TO BE ROUTED THROUGH APPROPRIATE BMP's (SEDIMENT BASIN, FILTER BAG, ETC.)
12. THE FOLLOWING DISCHARGES FROM THE SITE ARE PROHIBITED:
    - WASTEWATER FROM WASHOUT OF CONCRETE, UNLESS MANAGED BY AN APPROPRIATE CONTROL
    - WASTEWATER FROM WASHOUT & CLEANOUT OF STUCCO, PAINT, FROM RELEASE OILS, CURING COMPOUNDS & OTHER CONSTRUCTION MATERIALS
    - FUELS, OILS, OR OTHER POLLUTANTS USED IN VEHICLE & EQUIPMENT OPERATION & MAINTENANCE
    - SOAPS OR SOLVENTS USED IN VEHICLE & EQUIPMENT WASHING
13. AFTER CONSTRUCTION ACTIVITIES BEGIN, INSPECTIONS MUST BE CONDUCTED AT A MINIMUM OF AT LEAST ONCE EVERY CALENDAR WEEK & MUST BE CONDUCTED UNTIL FINAL STABILIZATION IS REACHED ON ALL AREAS OF THE CONSTRUCTION SITE.
14. IF EXISTING BMP's NEED TO BE MODIFIED OR IF ADDITIONAL BMP's ARE NECESSARY TO COMPLY WITH THE REQUIREMENTS OF THIS PERMIT AND/OR SC's WATER QUALITY STANDARDS, IMPLEMENTATION MUST BE COMPLETED BEFORE NEXT STORM EVENT WHENEVER PRACTICABLE. IF IMPLEMENTATION BEFORE NEXT STORM IS IMPRACTICABLE, THE SITUATION MUST BE DOCUMENTED IN THE SWPPP & ALTERNATIVE BMP's MUST BE IMPLEMENTED AS SOON A REASONABLY POSSIBLE.
15. TEMPORARY DIVERSION BERMS AND/OR DITCHES WILL BE PROVIDED AS NEEDED DURING CONSTRUCTION TO PROTECT WORK AREAS FROM UPSLOPE RUNOFF AND/OR TO DIVERT SEDIMENT-LADEN WATER TO APPROPRIATE TRAPS OR STABLE OUTLETS.
16. ALL WATERS OF THE STATE (WOS), INCLUDING WETLANDS, ARE TO BE FLAGGED OR OTHERWISE CLEARLY MARKED IN THE FIELD. A DOUBLE ROW OF SILT FENCE IS TO BE INSTALLED IN ALL AREAS WHERE A 50-FOOT BUFFER CAN'T BE MAINTAINED BETWEEN THE DISTURBED AREA AND ALL WOS. A 10-FOOT BUFFER SHOULD BE MAINTAINED BETWEEN THE LAST ROW OF SILT FENCE AND ALL WOS.
17. IF CABLE, ELECTRIC, AND NATURAL GAS UTILITIES ARE INSTALLED, THE INSTALLATION OF THESE IS TO BE WITHIN THE PERMITTED LIMITS OF DISTURBANCE AND INSTALLATION OUTSIDE OF THESE AREAS WILL REQUIRE A MODIFICATION TO THE PERMIT.
18. INLET PROTECTION SHALL BE PROVIDED AT ALL EXISTING INLETS THAT RECEIVE FLOWS FROM THE DISTURBED AREAS.
19. CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC ACCESSES A PAVED ROADWAY.

## UTILITIES:

WATER AND SEWER
BEAUFORT-JASPER WATER & SEWER AUTHORITY
SERVICE CONTACT: 843-987-9200
REPORT OUTAGE: 843-987-3200

POWER
DOMINION POWER
SERVICE CONTACT: 800-251-7234
REPORT OUTAGE: 888-333-4465

COMMUNICATION
SPARKLIGHT COMMUNICATIONS
SERVICE CONTACT: 843-379-9000
REPORT OUTAGE: 843-686-1138

Section VII. Item #2.

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA – STURRE DESIGN & DEVELOPMENT, LLC No. 6843 – CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA – LICENSED PROFESSIONAL ENGINEER – No. 40266 – NATHAN STURRE

02/24/2026

ENGINEER OF RECORD
NATHAN STURRE, P.E.
SC PE# 40266
PO Box 2227
Bluffton, SC 29910
843.705.4748

SURVEYOR:
JEREMY REEDER, P.L.S.
ATLAS SURVEYING, INC.
SC PLS# 28139
168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

CALL 811 BEFORE YOU DIG – SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

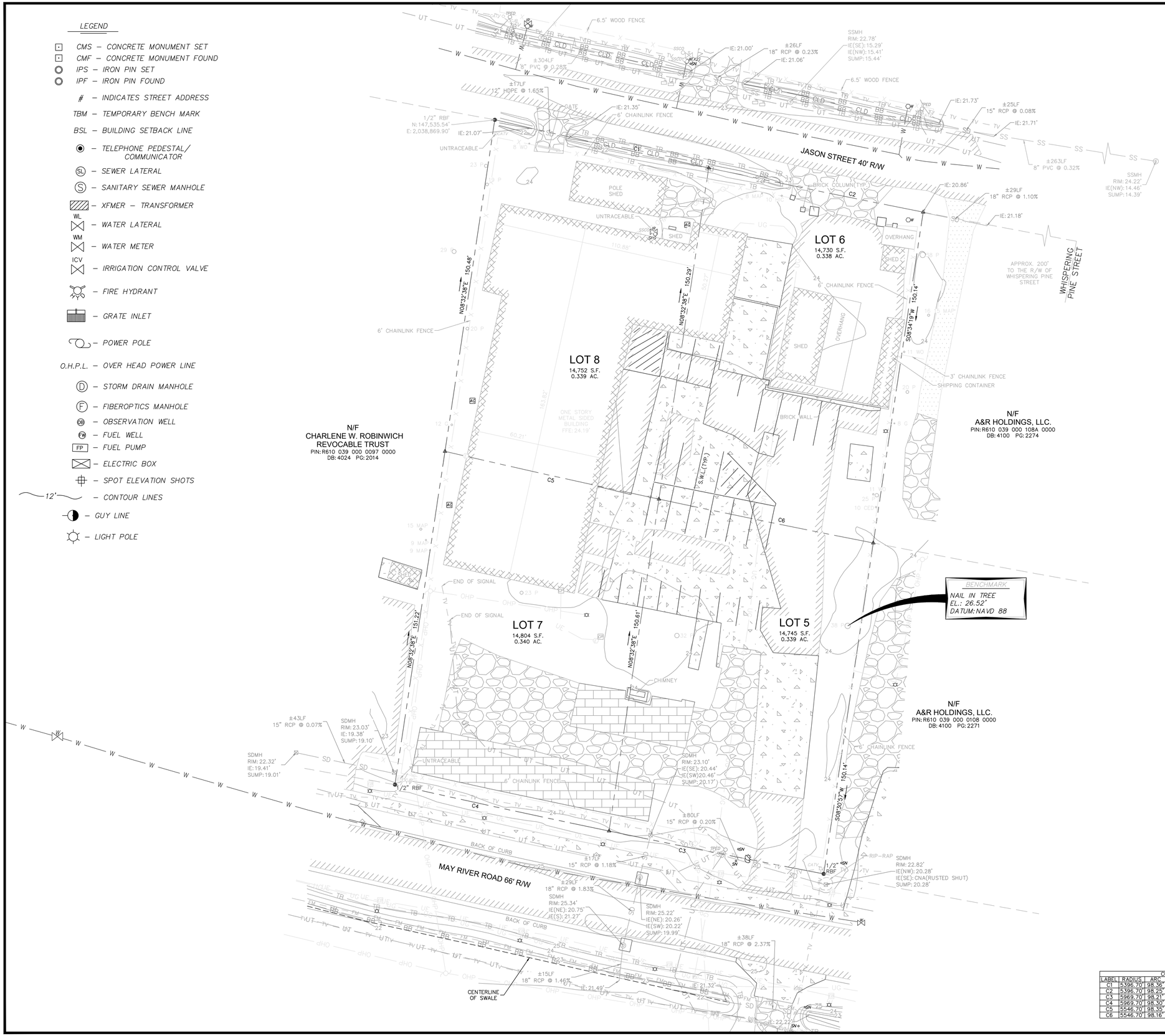
DATE 02/24/2026

SHEET NAME
GENERAL NOTES & LEGEND

SHEET NO.
C-2

LEGEND

- CMS – CONCRETE MONUMENT SET
- CMF – CONCRETE MONUMENT FOUND
- IPS – IRON PIN SET
- IPF – IRON PIN FOUND
- # – INDICATES STREET ADDRESS
- TBM – TEMPORARY BENCH MARK
- BSL – BUILDING SETBACK LINE
- – TELEPHONE PEDESTAL/ COMMUNICATOR
- SL – SEWER LATERAL
- S – SANITARY SEWER MANHOLE
- – XFMER – TRANSFORMER
- WL – WATER LATERAL
- WM – WATER METER
- ICV – IRRIGATION CONTROL VALVE
- – FIRE HYDRANT
- – GRATE INLET
- – POWER POLE
- O.H.P.L. – OVER HEAD POWER LINE
- D – STORM DRAIN MANHOLE
- F – FIBEROPTICS MANHOLE
- OB – OBSERVATION WELL
- FW – FUEL WELL
- FP – FUEL PUMP
- – ELECTRIC BOX
- – SPOT ELEVATION SHOTS
- 12' – CONTOUR LINES
- – GUY LINE
- – LIGHT POLE




| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| LABEL | RADIUS | ARC | CHORD | CHORD BEARING | DELTA |
| C1 | 5396.70' | 98.36' | 98.36' | S77°18'22"E | 1°02'39" |
| C2 | 5396.70' | 98.25' | 98.24' | S78°20'59"E | 1°02'35" |
| C3 | 5969.70' | 98.21' | 98.21' | N78°42'42"W | 0°56'33" |
| C4 | 5969.70' | 98.30' | 98.30' | N77°46'07"W | 0°56'37" |
| C5 | 5546.70' | 98.35' | 98.34' | S77°25'06"E | 1°00'57" |
| C6 | 5546.70' | 98.16' | 98.16' | S78°26'00"E | 1°00'50" |

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

STURRE ENGINEERING
Civil Design & Development

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168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

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| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

DATE 02/24/2026

SHEET NAME
EXISTING CONDITIONS

SHEET NO.
C-3

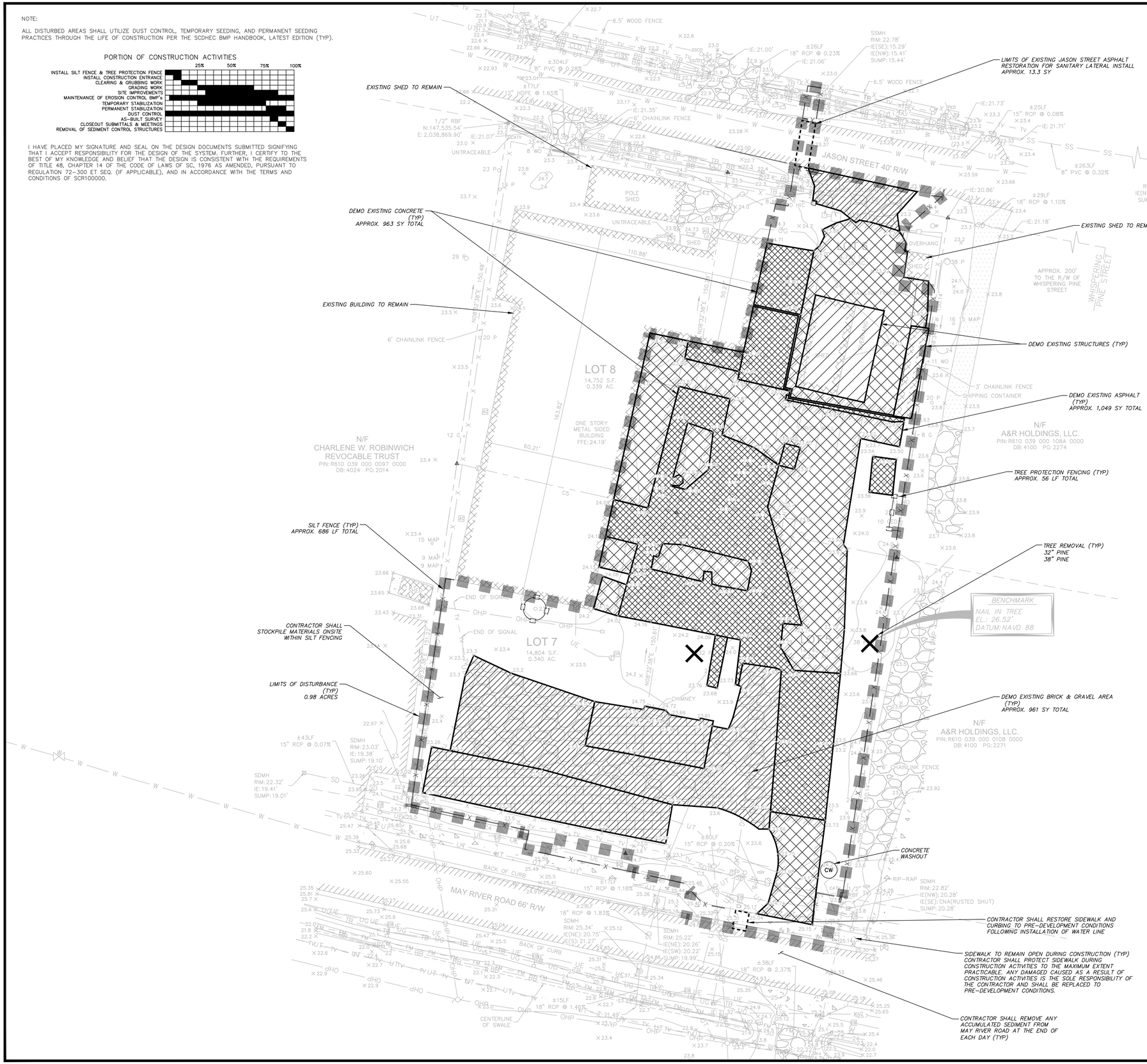
NOTE:

ALL DISTURBED AREAS SHALL UTILIZE DUST CONTROL, TEMPORARY SEEDING, AND PERMANENT SEEDING PRACTICES THROUGH THE LIFE OF CONSTRUCTION PER THE SCDHEC BMP HANDBOOK, LATEST EDITION (TYP).

PORTION OF CONSTRUCTION ACTIVITIES




I HAVE PLACED MY SIGNATURE AND SEAL ON THE DESIGN DOCUMENTS SUBMITTED SIGNIFYING THAT I ACCEPT RESPONSIBILITY FOR THE DESIGN OF THE SYSTEM. FURTHER, I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE DESIGN IS CONSISTENT WITH THE REQUIREMENTS OF TITLE 48, CHAPTER 14 OF THE CODE OF LAWS OF SC, 1976 AS AMENDED, PURSUANT TO REGULATION 72-300 ET SEQ. (IF APPLICABLE), AND IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF SCR100000.

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PROJECT:
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HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

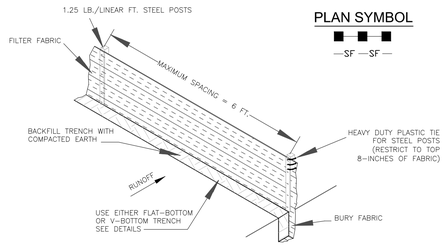
| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 02/24/2026

SHEET NAME
DEMOLITION & SWPP PLAN

SHEET NO.
C-4

## SILT FENCE INSTALLATION



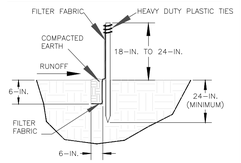

PLAN SYMBOL

—SF —SF—

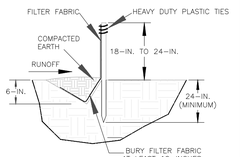
### SILT FENCE – GENERAL NOTES

1. Do not place silt fence across channels or in other areas subject to concentrated flows. Silt fence should not be used as a velocity control BMP. Concentrated flows are any flows greater than 0.5 cfs.
2. Maximum sheet or overland flow path length to the silt fence shall be 100–feet.
3. Maximum slope steepness (normal [perpendicular] to the fence line) shall be 2:1.
4. Silt fence joints, when necessary, shall be completed by one of the following options:
   - Wrap each fabric together at a support post with both ends fastened to the post, with a 1–foot minimum overlap;
   - Overlap silt fence by installing 3–feet passed the support post to which the new silt fence roll is attached. Attach old roll to new roll with heavy–duty plastic ties; or,
   - Overlap entire width of each silt fence roll from one support post to the next support post.
5. Attach filter fabric to the steel posts using heavy–duty plastic ties that are evenly spaced within the top 8–inches of the fabric.
6. Install the silt fence perpendicular to the direction of the stormwater flow and place the silt fence the proper distance from the toe of steep slopes to provide sediment storage and access for maintenance and cleanout.
7. Install Silt Fence Checks (Tie–Backs) every 50–100 feet, dependent on slope, along silt fence that is installed with slope and where concentrated flows are expected or are documented along the proposed/installed silt fence.

## FLAT-BOTTOM TRENCH DETAIL




## V-SHAPED TRENCH DETAIL




South Carolina Department of Health and Environmental Control

SILT FENCE

STANDARD DRAWING NO. SC–03 Page 1 of 2

NOT TO SCALE — FEBRUARY 2014 DATE

### SILT FENCE – POST REQUIREMENTS

1. Silt Fence posts must be 48–inch long steel posts that meet, at a minimum, the following physical characteristics.
   - Composed of a high strength steel with a minimum yield strength of 50,000 psi.
   - Include a standard "T" section with a nominal face width of 1.38–inches and a nominal "T" length of 1.48–inches.
   - Weigh 1.25 pounds per foot (± 8%)
2. Posts shall be equipped with projections to aid in fastening of filter fabric.
3. Steel posts may need to have a metal soil stabilization plate welded near the bottom when installed along steep slopes or installed in loose soils. The plate should have a minimum cross section of 17–square inches and be composed of 15 gauge steel, at a minimum. The metal soil stabilization plate should be completely buried.
4. Install posts to a minimum of 24–inches. A minimum height of 1– to 2–inches above the fabric shall be maintained, and a maximum height of 3 feet shall be maintained above the ground.
5. Post spacing shall be at a maximum of 6–feet on center.

### SILT FENCE – FABRIC REQUIREMENTS

1. Silt fence must be composed of woven geotextile filter fabric that consists of the following requirements:
   - Composed of fibers consisting of long chain synthetic polymers of at least 85% by weight of polyolefins, polyesters, or polyamides that are formed into a network such that the filaments or yarns retain dimensional stability relative to each other;
   - Free of any treatment or coating which might adversely alter its physical properties after installation;
   - Free of any defects or flaws that significantly affect its physical and/or filtering properties; and,
   - Have a minimum width of 36–inches.
2. Use only fabric appearing on SC DOT's Qualified Products Listing (QPL), Approval Sheet #34, meeting the requirements of the most current edition of the SC DOT Standard Specifications for Highway Construction.
3. 12–inches of the fabric should be placed within excavated trench and toed in when the trench is backfilled.
4. Filter Fabric shall be purchased in continuous rolls and cut to the length of the barrier to avoid joints.
5. Filter Fabric shall be installed at a minimum of 24–inches above the ground.

### SILT FENCE – INSPECTION & MAINTENANCE

1. The key to functional silt fence is weekly inspections, routine maintenance, and regular sediment removal.
2. Regular inspections of silt fence shall be conducted once every calendar week and, as recommended, within 24–hours after each rainfall even that produces 1/2–inch or more of precipitation.
3. Attention to sediment accumulations along the silt fence is extremely important. Accumulated sediment should be continually monitored and removed when necessary.
4. Remove accumulated sediment when it reaches 1/3 the height of the silt fence.
5. Removed sediment shall be placed in stockpile storage areas or spread thinly across disturbed area. Stabilize the removed sediment after it is relocated.
6. Check for areas where stormwater runoff has eroded a channel beneath the silt fence, or where the fence has sagged or collapsed due to runoff overtopping the silt fence. Install checks/tie–backs and/or reinstall silt fence, as necessary.
7. Check for tears within the silt fence, areas where silt fence has begun to decompose, and for any other circumstance that may render the silt fence ineffective. Removed damaged silt fence and reinstall new silt fence immediately.
8. Silt fence should be removed within 30 days after final stabilization is achieved and once it is removed, the resulting disturbed area shall be permanently stabilized.

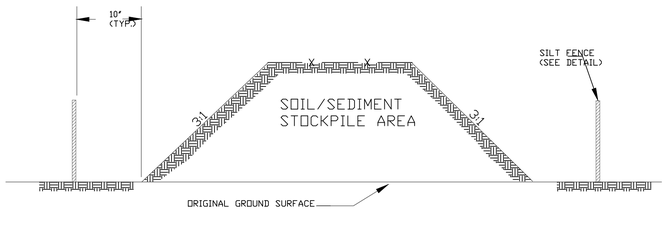
South Carolina Department of Health and Environmental Control

SILT FENCE

STANDARD DRAWING NO. SC–03 PAGE 2 of 2

GENERAL NOTES — FEBRUARY 2014 DATE

## TEMPORARY STOCKPILE AREA




NOTES:

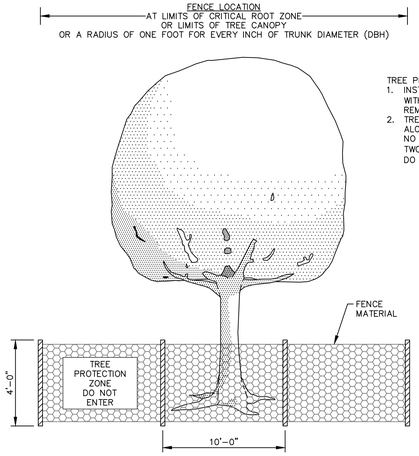
1. SILT FENCE TO EXTEND AROUND ENTIRE PERIMETER OF STOCKPILE, OR IF STOCKPILE AREA IS LOCATED ON/NEAR A SLOP THE SILT FENCE IS TO EXTEND ALONG CONTOURS OF THE DOWN–GRADIENT AREA.
2. IF STOCKPILE IS TO REMAIN FOR MORE THAN 14 DAYS, TEMPORARY STABILIZATION MEASURES MUST BE IMPLEMENTED.
3. SILT FENCE SHALL BE MAINTAINED UNTIL STOCKPILE AREA HAS EITHER BEEN REMOVED OR PERMANENTLY STABILIZED.
4. THE KEY TO FUNCTIONAL TEMPORARY STOCKPILE AREAS IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.

South Carolina Department of Health and Environmental Control

TEMPORARY STOCKPILE

STANDARD DRAWING NO. SC–15 PAGE 1 of 1

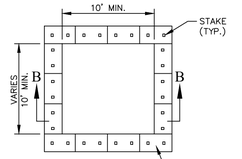
NOT TO SCALE — FEBRUARY 2014 DATE



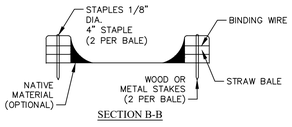

TREE PROTECTION NOTES:
1. INSTALL TREE PROTECTION FENCE AROUND ALL TREES TO REMAIN WITHIN 25' OF ANY PROPOSED GRADING, CONSTRUCTION, OR TREE REMOVALS.
2. TREE PROTECTION ZONE WARNING SIGNAGE SHALL BE INSTALLED ALONG ALL REQUIRED TREE PROTECTION FENCING,. SPACING SHALL BE NO MORE THAN 150 FEET APART. EACH SIGN MUST BE A MINIMUM OF TWO FEET BY TWO FEET WITH THE MESSAGE "TREE PROTECTION ZONE: DO NOT ENTER."

TREE PROTECTION FENCE DETAIL
N.T.S.

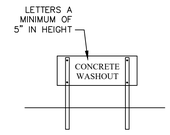
### STRAW BALE BARRIER CONCRETE WASHOUT




PLAN
TYPE "ABOVE GRADE" WITH STRAW BALES




SECTION B-B




CONCRETE WASHOUT SIGN DETAIL

NOTES

1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. INSTALL CONCRETE WASHOUT SIGN (24"X24", MINIMUM) WITHIN 30' OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. TEMPORARY WASHOUT AREA MUST BE AT LEAST 50' FROM A STORM DRAIN, CREEK BANK OR PERIMETER CONTROL.
4. CLEAN OUT CONCRETE WASHOUT AREA WHEN 50% FULL.
5. THE KEY TO FUNCTIONAL CONCRETE WASHOUTS IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR CLEAN OUT.
6. SILT FENCE SHALL BE INSTALLED AROUND PERIMETER OF CONCRETE WASHOUT AREA EXCEPT FOR THE SIDE UTILIZED FOR ACCESSING THE WASHOUT.
7. A ROCK CONSTRUCTION ENTRANCE MAY BE NECESSARY ALONG ONE SIDE OF THE WASHOUT TO PROVIDE VEHICLE ACCESS.

CONCRETE WASHOUT
STRAW BALES OR ABOVE GROUND
SOUTH CAROLINA DEPARTMENT OF PUBLIC HEALTH
STANDARD DRAWING NO. RC-07 [PAGE 1]
N.T.S.



STURRE ENGINEERING
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02/24/2026

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PREPARED FOR:
TREVOR WELLS

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CALL 811 BEFORE YOU DIG — SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 02/24/2026

SHEET NAME
SWPPP DETAILS

SHEET NO.
C-5

## Dust Control

### Plan Symbol

DC

### Description

Wind erosion occurs when the surface soil is loose and dry, vegetation is sparse or absent, the wind is sufficiently strong, and when construction traffic disturbs the soil. Wind erodes soils and transports the sediment off site in the form of fugitive dust, where it may be washed into receiving water bodies by the next rainfall event. Fugitive dust is a nuisance for neighbors. It settles on automobiles, structures and windows and finds its way into homes. It also makes breathing difficult for those with respiratory problems and becomes a safety problem when it blinds motorists, equipment operators, and laborers.

### When and Where to Use It

Utilize dust control methods whenever there are offsite impacts, especially during periods of drought. Implemented dust control until final stabilization is reached.

### Dust Control Design Criteria

There are many methods to control dust on construction sites. These methods include but are not limited to :

- Phasing the Project. Phasing is done to decrease the area of disturbed soil that is exposed to erosion. The smaller the amount of soil that is exposed at one time, the smaller the potential for dust generation. Phasing a project and utilizing temporary stabilization practices can significantly reduce dust emissions.
- Vegetative Cover. A vegetative cover helps reduce wind erosion. Vegetative Cover is for disturbed areas not subject to traffic. Vegetation provides the most practical method of dust control.
- Mulch. Mulching offers a temporary way to stabilize the soil and prevent erosion. Mulching offers a fast, effective means of controlling dust.
- Sprinkling Water. Sprinkling helps control the suspension of dust particles and promotes dust to settle out of the air. Sprinkling water is effective for dust control on haul roads and other traffic routes.
- Spray-on-Adhesive. Adhesives prevent soil from blowing away. Latex emulsions, or resin in water is sprayed onto mineral soils to prevent their blowing away and reduce dust caused by traffic.
- Calcium Chloride. Calcium chloride keeps the soil surface moist and prevents erosion. Calcium chloride is applied by mechanical spreaders as loose, dry granules or flakes at a rate that keeps the surface moist but not so high as to cause water pollution or plant damage.
- Barriers. Barriers are fences that prevent erosion by obstructing the wind near the ground stopping the soil from blowing offsite. Broad, wind, or sediment fences can control air currents and blowing soil. Barriers are not a substitute for permanent stabilization. Perennial grass and strands of existing trees may also serve as wind barriers.

### Inspection and Maintenance

- Add additional dust control or re-spray area as necessary to keep dust to a minimum.
- Spray exposed soil areas only with approved dust control agents as indicated by the SCDHEC Standard Specifications.





## Permanent Seeding

### Plan Symbol

PS

### Description

Controlling runoff and preventing erosion by establishing a perennial vegetative cover with seed.

### When and Where to Use It

A major consideration in the selection of the type of permanent grass to establish is the intended use of the land. Land use is separated in to two categories, high-maintenance and low-maintenance.

### High-maintenance

High maintenance areas are mowed frequently, lime or fertilized on a regular basis, and require maintenance to an aesthetic standard. Land uses with high maintenance grasses include homes, industrial parks, schools, churches, and recreational areas such as parks, athletic fields, and golf courses.

### Low-maintenance

Low maintenance areas are mowed infrequently, if at all, and lime and fertilizer may not be applied on a regular schedule. These areas are not subject to intense use and do not require a uniform appearance. The vegetation must be able to survive with little maintenance over long periods of time. Grass and legume mixtures are favored in these areas because legumes are capable of fixing nitrogen in the soil for their own use and the use of the grasses around them. Land uses requiring low-maintenance grasses include steep slopes, stream and channel banks, road banks, and commercial and industrial areas with limited access.

### Seed Selection

The use of native species is preferred when selecting vegetation. Base plant seed selection on geographical location, the type of soil, the season of the year in which the planting is to be done, and the needs and desires of the permanent land user. Failure to carefully follow agronomic recommendations results in an inadequate stand of permanent vegetation that provides little or no erosion control.

### Installation

#### Topsoil

Apply topsoil if the surface soil of the seedbed is not adequate for plant growth.

#### Tillage

If the area has been recently plowed, no tillage is required other than raking or surface roughening to break any crust that has formed leaving a textured surface. Disk the soil for optimal germination when the soil is compacted less than 6-inches. If the soil is compacted more than 6-inches, sub-soiled and disk the area.

#### Soil Testing

Soil testing is available through Clemson University Cooperative Extension Service.





## Permanent Seeding

### Plan Symbol

PS

### Description

Controlling runoff and preventing erosion by establishing a perennial vegetative cover with seed.

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### Low-maintenance

Low maintenance areas are mowed infrequently, if at all, and lime and fertilizer may not be applied on a regular schedule. These areas are not subject to intense use and do not require a uniform appearance. The vegetation must be able to survive with little maintenance over long periods of time. Grass and legume mixtures are favored in these areas because legumes are capable of fixing nitrogen in the soil for their own use and the use of the grasses around them. Land uses requiring low-maintenance grasses include steep slopes, stream and channel banks, road banks, and commercial and industrial areas with limited access.

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Soil testing is available through Clemson University Cooperative Extension Service.





#### Lime

Unless a specific soil test indicates otherwise, apply 1½ tons of ground course textured agricultural limestone per acre (70 pounds per 1000 square feet).

#### Fertilizer

Apply a minimum of 1000 pounds per acre of a complete 10-10-10 fertilizer (23 pounds per 1000 square feet) or equivalent during permanent seeding of grasses unless a soil test indicates a different requirement. Incorporate fertilizer and lime (if used) into the top 4-6 inches of the soil by disking or other means where conditions allow. Do not mix the lime and the fertilizer prior to the field application.

#### Seeding

Loosen the surface of the soil just before broadcasting the seed. Evenly apply seed by the most convenient method available for the type of seed applied and the location of the seeding. Typical application methods include but are not limited to cyclone seeders, rotary spreaders, drop spreaders, broadcast spreaders, hand spreaders, cultipacker seeder, and hydro-seeders. Cover applied seed by raking or dragging a chain or brush mat, and then lightly firm the area with a roller or cultipacker. Do not roll seed that is applied with a hydro-seeder and hydro-mulch.

#### Mulching

Cover all permanent seeded areas with mulch immediately upon completion of the seeding application to retain soil moisture and reduce erosion during establishment of vegetation. Apply the mulch evenly in such a manner that it provides a minimum of 75% coverage. Typical mulch applications include straw, wood fiber, hydromulches, BFM and FGM. Use hydromulches with a minimum blend of 70% wood fibers.

The most commonly accepted mulch used in conjunction with permanent seeding is small grain straw. Select straw that is dry and free from mold damage and noxious weeds. The straw may need to be anchored with netting or asphalt emulsions to prevent it from being blown or washed away. Apply straw mulch by hand or machine at the rate 2 tons per acre (90 pounds per 1000 square feet). Frequent inspections are necessary to check that conditions for growth are good.

#### Irrigation

Keep permanent seeded areas adequately moist, especially late in the specific growing season. Irrigate the seeded area if normal rainfall is not adequate for the germination and growth of seedlings. Water seeded areas at controlled rates that are less than the rate at which the soil can absorb water to prevent runoff. Runoff of irrigation water wastes water and can cause erosion.

#### Re-seeding

Inspect permanently seeded areas for failure, make necessary repairs and re-seed or overseed within the same growing season if possible. If the grass cover is sparse or patchy, re-evaluate the choice of grass and quantities of lime and fertilizer applied. Final stabilization by permanent seeding of the site requires that it be covered by a 70% coverage rate.

Dust Control by Sprinkling Water

Dust Control by Sprinkling Water

### Preventive Measures and Troubleshooting Guide

| Field Condition | Common Solutions |
|---|---|
| Excessive dust leaves the site. | Increase frequency of dust control application. Consider using a palliative or binder on inactive areas. |
| Vehicles kick up dust. | Water more frequently. Limit vehicle speeds. Stabilize the roadway. |
| Watering for dust control causes erosion. | Reduce water pressure on the water truck. Check watering equipment to ensure that it has a positive shutoff. Water less frequently. |
| Sprayed areas are ineffective at limiting dust. | Re-spray areas and ensure that the application rate is proper. Try another product or method if current dust control is not effective. |





#### Lime

Lime is not required for temporary seeding unless a soil test shows that the soil pH is below 5.0. It may be desirable to apply lime during the temporary seeding operation to benefit the long-term permanent seeding. Apply a minimum of 1.5 tons of Lime/acre (70 pounds per 1000 square feet) if it is to be used.

#### Fertilizer

Apply a minimum of 500 pounds per acre of 10-10-10 fertilizer (11.5 pounds per 1000 square feet) or equivalent during temporary seeding unless a soil test indicates a different requirement. Incorporate fertilizer and lime (if used) into the top 4-6 inches of the soil by disking or other means where conditions allow.

#### Seeding

Loosen the soil surface before broadcasting the seed. Apply seed evenly by the most convenient method available for the type of seed used and the location of the temporary seeding. Typical application methods include but are not limited to cyclone seeders, rotary spreaders, drop spreaders, broadcast spreaders, hand spreaders, cultipacker seeder, and hydro-seeders. Cover applied seed by raking or dragging a chain, and then lightly firm the area with a roller or cultipacker.

#### Mulching

Use mulch with temporary seed applications to retain soil moisture and reduce erosion during the establishment of vegetation. Typical mulch applications include straw, wood fiber, hydromulches, BFM and FGM. Use hydromulches with a minimum blend of 70% wood fibers.

The most commonly accepted mulch used in conjunction with temporary seeding is small grain straw. This straw should be dry and free from mold damage and noxious weeds. The straw may need to be anchored with netting or emulsions to prevent it from being blown or washed away. Apply the straw mulch by hand or machine at the rate 1.5-2 tons per acre (90 pounds per 1000 square feet). Frequent inspections are necessary to check that conditions for growth are good.

#### Irrigation

Seeded areas should be kept adequately moist. Irrigate the seeded area if normal rainfall is not adequate for the germination and growth of seedlings. Water seeded areas at controlled rates that are less than the rate at which the soil can absorb water to prevent runoff. Runoff of irrigation water wastes water and can cause erosion.

#### Re-seeding

Re-seed areas where seeding does not grow quickly, thick enough, or adequately to prevent erosion. Base seed selection should on the requirements of local Specifications.

#### Inspection and Maintenance

- Inspect every 7 calendar days and within 24-hours after each rainfall event that produces ½-inches or more of precipitation.
- Cover seeded with mulch to provide protection. Frequent inspections are necessary to check that conditions for growth are good.
- Supply temporary seeding with adequate moisture. Supply water as needed, especially in abnormally hot or dry weather or on adverse sites. Control water application rates to prevent runoff.





- Base seed selection on local Specifications.
- Re-seed areas where the plants do not grow quick enough, thick enough, or adequately enough to prevent erosion should be re-seeded.

Temporary Seeding

### Preventive Measures and Troubleshooting Guide

| Field Condition | Common Solutions |
|---|---|
| Slope was improperly dressed before application. | Roughen slopes. Furrow along the contour of areas to be seeded. |
| Coverage is inadequate. | Follow recommended application rates. Count the number of seedbags to ensure the correct amount of material is being applied. Reapply to thin areas. |
| Seeds fail to germinate. | Apply straw mulch to keep seeds in place and to moderate soil moisture and temperature. In arid areas, temporary irrigation may be necessary. |
| Seeded slope fails. | Fill in rills and re-seed; fertilize, and mulch slopes. |
| Seeding is washed off slope. | Allow at least 24-hours for the materials to dry before a rain event. Follow manufacturer's recommendations. Reapply where necessary. |
| Excessive water flows across stabilized surface. | Use other BMPs to limit flow on stabilized area and to reduce slope lengths. Do not use to stabilize areas with swift moving concentrated flows. |





#### Inspection and Maintenance

- Inspect seeded areas for failure and make necessary repairs and re-seed immediately. Conduct a follow-up survey after one year and replace failed plants where necessary.
- If vegetative cover is inadequate to prevent rill erosion, overseed and fertilize in accordance with soil test results.
- If a stand of permanent vegetation has less than 40 percent cover, re-evaluate choice of plant materials and quantities of lime and fertilizer.
- Re-establish the stand following seed bed preparation and seeding recommendations, omitting lime and fertilizer in the absence of soil test results.
- If the season prevents re-sowing, mulch is an effective temporary cover.
- Final stabilization of the site requires a 70 percent overall coverage rate. This does not mean that 30 percent of the site can remain bare. The coverage is defined as looking at a square yard of coverage, in which 70 percent of that square yard is covered with vegetation.

Permanent Seeding

Permanent Seeding

### Preventive Measures and Troubleshooting Guide

| Field Condition | Common Solutions |
|---|---|
| Areas have eroded. | Re-seed or replace eroded areas. |
| Vegetation cover is inadequate and rill erosion is occurring. | Overseed and fertilize in accordance with soil test results. |
| Stand of permanent vegetation has less than 40% cover. | Re-evaluate choice of plant materials and quantities of lime and fertilizer. |
| Vegetation show signs of wilting before noon. | Water vegetation by wetting soil to a depth of 4-inches. |





STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA
STURRE DESIGN & DEVELOPMENT, LLC
No. 6843
CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA
LICENSED PROFESSIONAL ENGINEER
No. 40266
NATHAN STURRE
02/24/2026

ENGINEER OF RECORD

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SC PE# 40266
PO Box 2227
Bluffton, SC 29910
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SURVEYOR:
JEREMY REEDER, P.L.S.
ATLAS SURVEYING, INC.
SC PLS# 28139
168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

CALL 811 BEFORE YOU DIG
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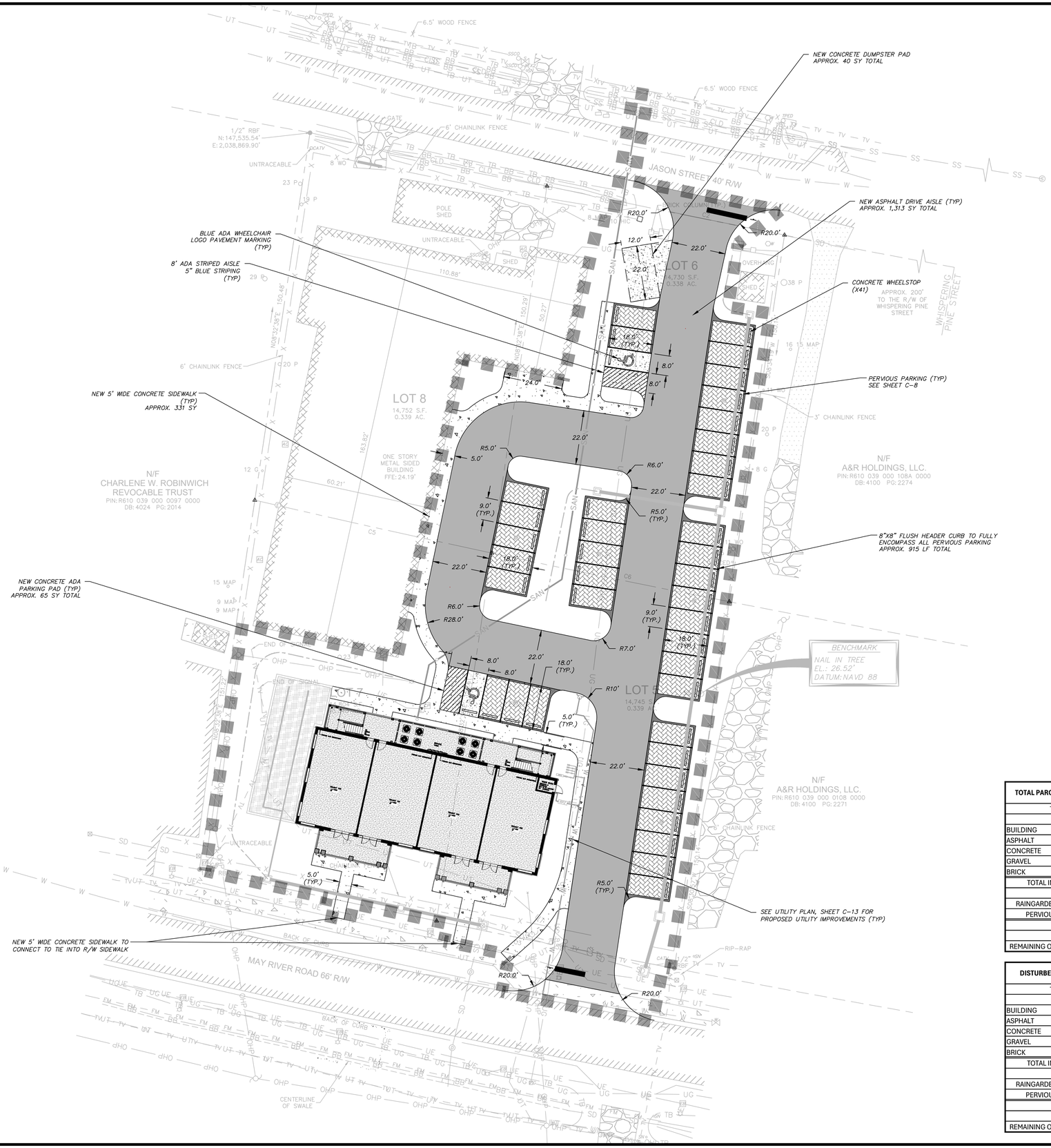
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 02/24/2026

SHEET NAME
SWPPP DETAILS

SHEET NO.
C-6




| TOTAL PARCEL AREA | PRE | | | POST | | | CHANGE |
|---|---|---|---|---|---|---|---|
| | SF | AC | % | SF | AC | % | |
| TOTAL AREA | 59,031 | 1.355 | 100% | 59,031 | 1.355 | 100% | - |
| | | | | | | | |
| BUILDING | 14,895 | 0.342 | 25% | 18,910 | 0.434 | 32% | |
| ASPHALT | 10,079 | 0.231 | 17% | 10,402 | 0.239 | 18% | |
| CONCRETE | 8,665 | 0.199 | 15% | 4,369 | 0.100 | 7% | |
| GRAVEL | 4,942 | 0.113 | 8% | 715 | 0.016 | 1% | |
| BRICK | 3,232 | 0.074 | 5% | - | - | 0% | |
| TOTAL IMPERVIOUS | 41,813 | 0.960 | 71% | 34,396 | 0.790 | 58% | (7,418) |
| | | | | | | | |
| RAINGARDEN PLANTER | - | - | 0% | 1,205 | 0.028 | 2% | |
| PERVIOUS PARKING | - | - | 0% | 5,714 | 0.131 | 10% | |
| TOTAL BMP | - | - | 0% | 6,919 | 0.159 | 12% | 6,919 |
| | | | | | | | |
| REMAINING OPEN SPACE | 17,218 | 0.395 | 29% | 17,716 | 0.407 | 30% | (498) |

| DISTURBED AREA | PRE | | | POST | | | CHANGE |
|---|---|---|---|---|---|---|---|
| | SF | AC | % | SF | AC | % | |
| TOTAL AREA | 41,293 | 0.948 | 100% | 41,293 | 0.948 | 100% | - |
| | | | | | | | |
| BUILDING | 1,576 | 0.036 | 4% | 5,591 | 0.128 | 14% | |
| ASPHALT | 10,277 | 0.236 | 25% | 10,402 | 0.239 | 25% | |
| CONCRETE | 9,188 | 0.211 | 22% | 4,369 | 0.100 | 11% | |
| GRAVEL | 4,737 | 0.109 | 11% | - | - | 0% | |
| BRICK | 3,168 | 0.073 | 8% | - | - | 0% | |
| TOTAL IMPERVIOUS | 28,947 | 0.665 | 70% | 20,362 | 0.467 | 49% | (8,585) |
| | | | | | | | |
| RAINGARDEN PLANTER | - | - | 0% | 1,205 | 0.028 | 3% | |
| PERVIOUS PARKING | - | - | 0% | 5,714 | 0.131 | 14% | |
| TOTAL BMP | - | - | 0% | 6,919 | 0.159 | 17% | 6,919 |
| | | | | | | | |
| REMAINING OPEN SPACE | 12,346 | 0.283 | 30% | 14,012 | 0.322 | 34% | (1,665) |

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168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

DATE 02/24/2026

SHEET NAME
SITE IMPROVEMENTS PLAN

SHEET NO.
C-7

1/2" RBF
N: 147,535.54'
E: 2,038,869.90'
JASON STREET 40' R/W
LOT 6
14,730 S.F.
0.338 AC.
LOT 8
14,752 S.F.
0.339 AC.
ONE STORY
METAL SIDED
BUILDING
FFE: 24.19'
APPROX. 200'
TO THE R/W OF
WHISPERING PINE
STREET
WHISPERING
PINE STREET
N/F
CHARLENE W. ROBINWICH
REVOCABLE TRUST
PIN: R610 039 000 0097 0000
DB: 4024 PG: 2014
N/F
A&R HOLDINGS, LLC.
PIN: R610 039 000 108A 0000
DB: 4100 PG: 2274
N/F
A&R HOLDINGS, LLC.
PIN: R610 039 000 0108 0000
DB: 4100 PG: 2271
PERVIOUS PARKING BMP
TRUEGRID PAVING SYSTEM FULLY ENCOMPASSED
IN 8"X8" CONCRETE HEADER CURB
PER DETAIL SHEET C-16 (TYP)
APPROX. 5,714 SF TOTAL
WQ VOLUME (40% VOID SPACE) = 1,333 CF
7" RESERVOIR DEPTH
BENCHMARK
NAIL IN TREE
EL.: 26.52'
DATUM: NAVD 88
BIORETENTION PLANTER BOX W/ UNDERDRAINS
PER DETAIL SHEET C-15
TOP=26.5'
12" PONDING ELEV.=25.5'
2" MULCH ELEV.=25.3'
18" MEDIA ELEV.=23.8'
12" STONE RESERVOIR=22.8'
SURFACE AREA=1,205 SF
SV = SA_bottom X [(d_media X n_media) + (d_gravel X n_gravel)] + (SA_average x d_ponding)
= 1,205 SF X [(1.5 FT X 0.25) + (1 FT X 0.4)] + (1,205 SF x 1 FT)
SV = 2,139 CF
MAY RIVER ROAD 66' R/W
BACK OF CURB
110.88'
150.48'
60.21'
N08°32'38"E
C5
C6
C7
C8
C9
C10
C11
C12
C13
C14
C15
C16
C17
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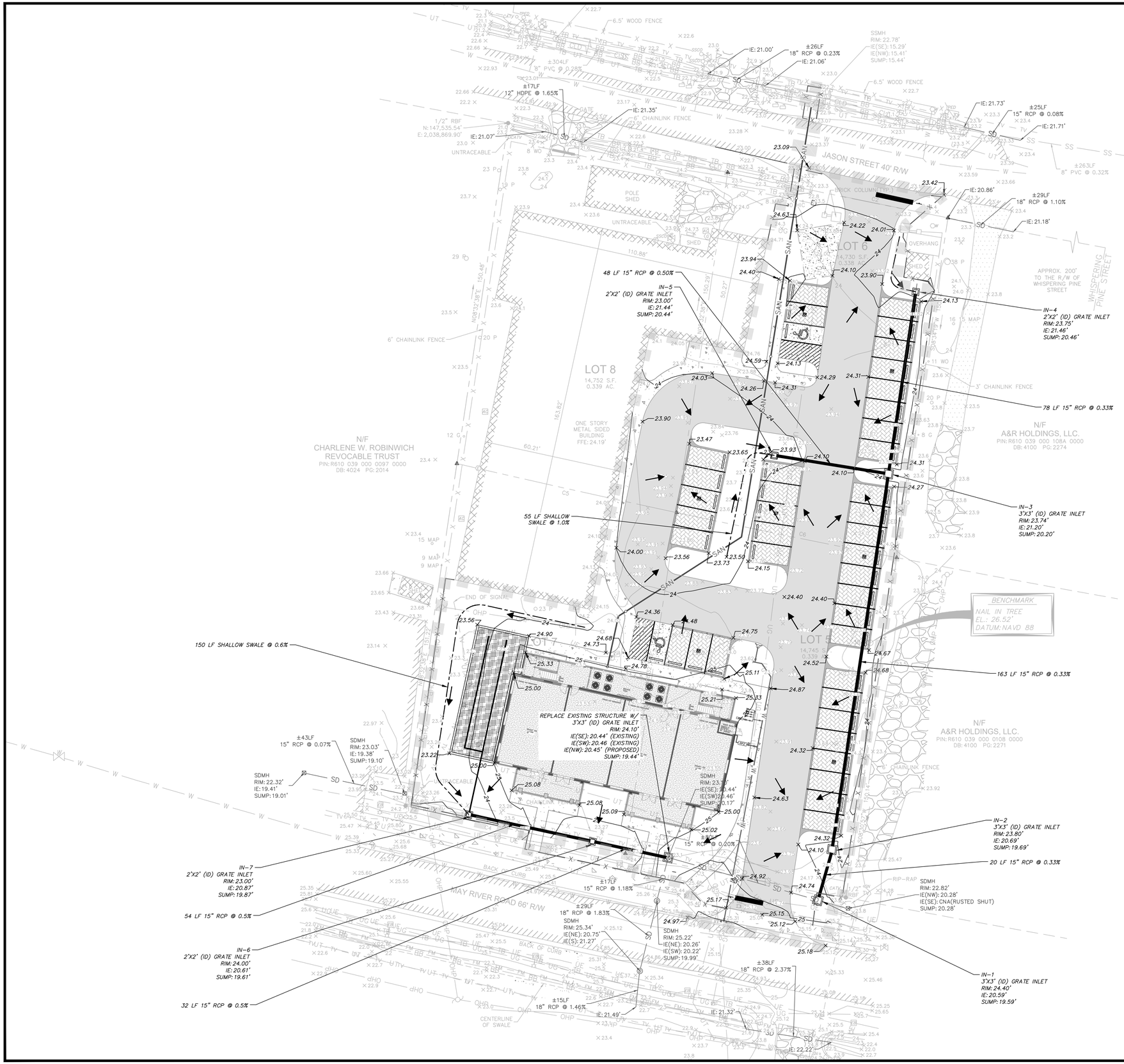
C43
C44

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843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

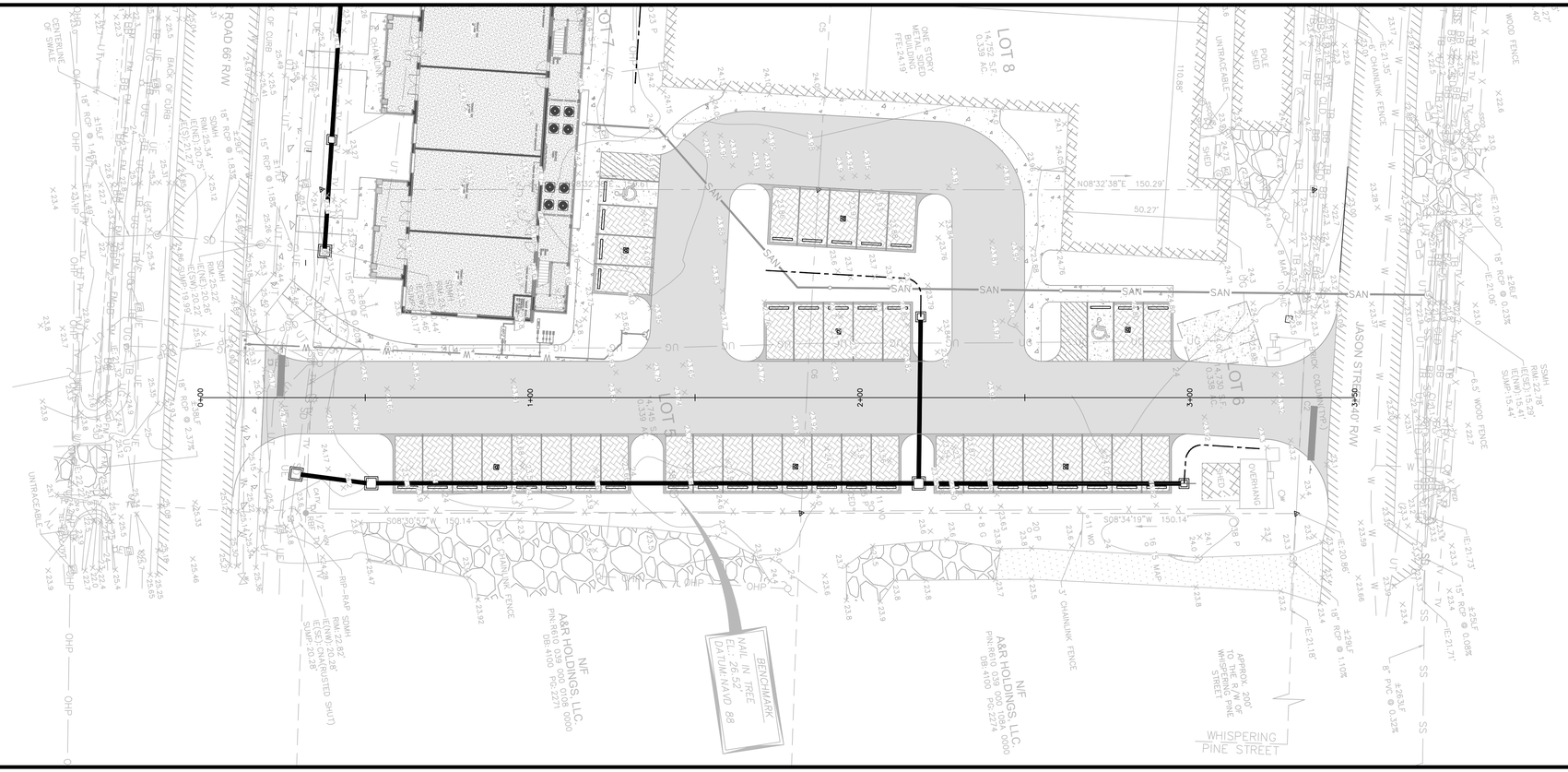
CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

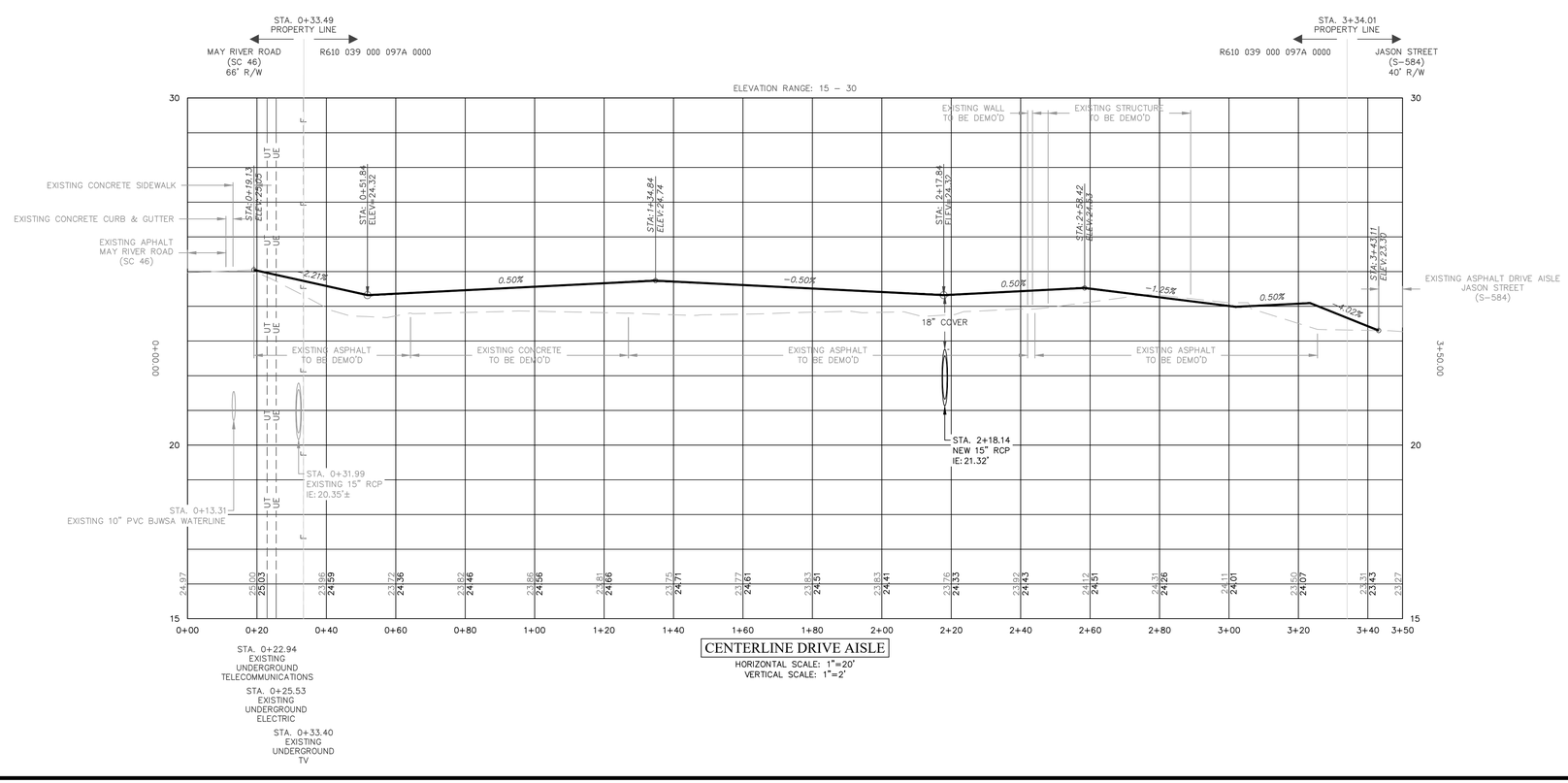
| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

DATE 02/24/2026

SHEET NAME
GRADING & DRAINAGE PLAN

SHEET NO.
C-9

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02/24/2026

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PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

SCALE IN FEET 0 1 2 4
PLAN
VERTICAL SCALE 1" = 2'

SCALE IN FEET 0 10 20 40
PLAN
HORIZONTAL SCALE 1" = 20'

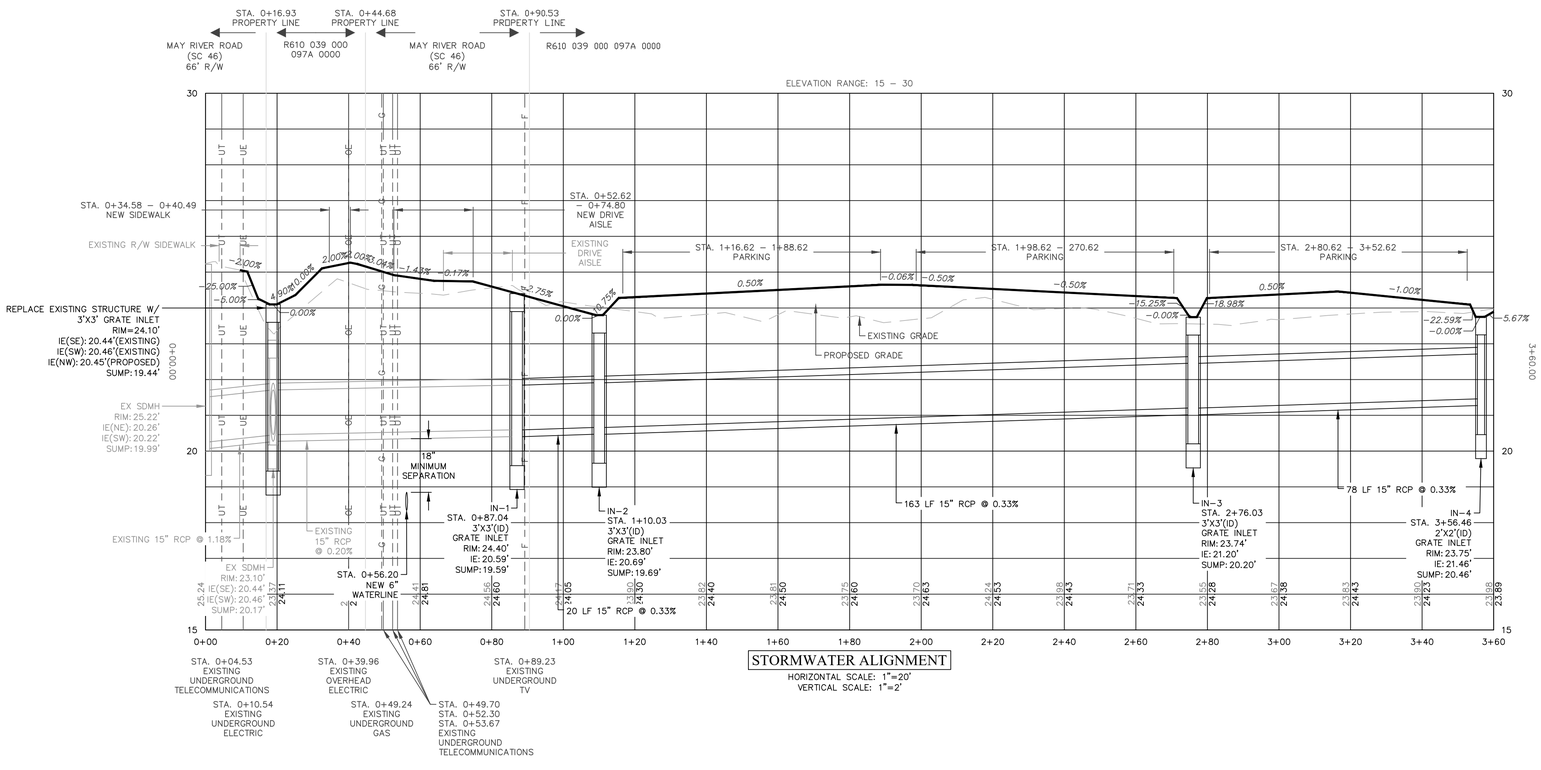
CALL 811 BEFORE YOU DIG — SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 02/24/2026

SHEET NAME
ACCESS DRIVE
PLAN & PROFILE

SHEET NO.
C-10




STORMWATER ALIGNMENT
HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=2'

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Civil Design & Development

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PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

SCALE IN FEET 0 1 2 4
PLAN
VERTICAL SCALE 1" = 2'
SCALE IN FEET 0 10 20 40
PLAN
HORIZONTAL SCALE 1" = 20'

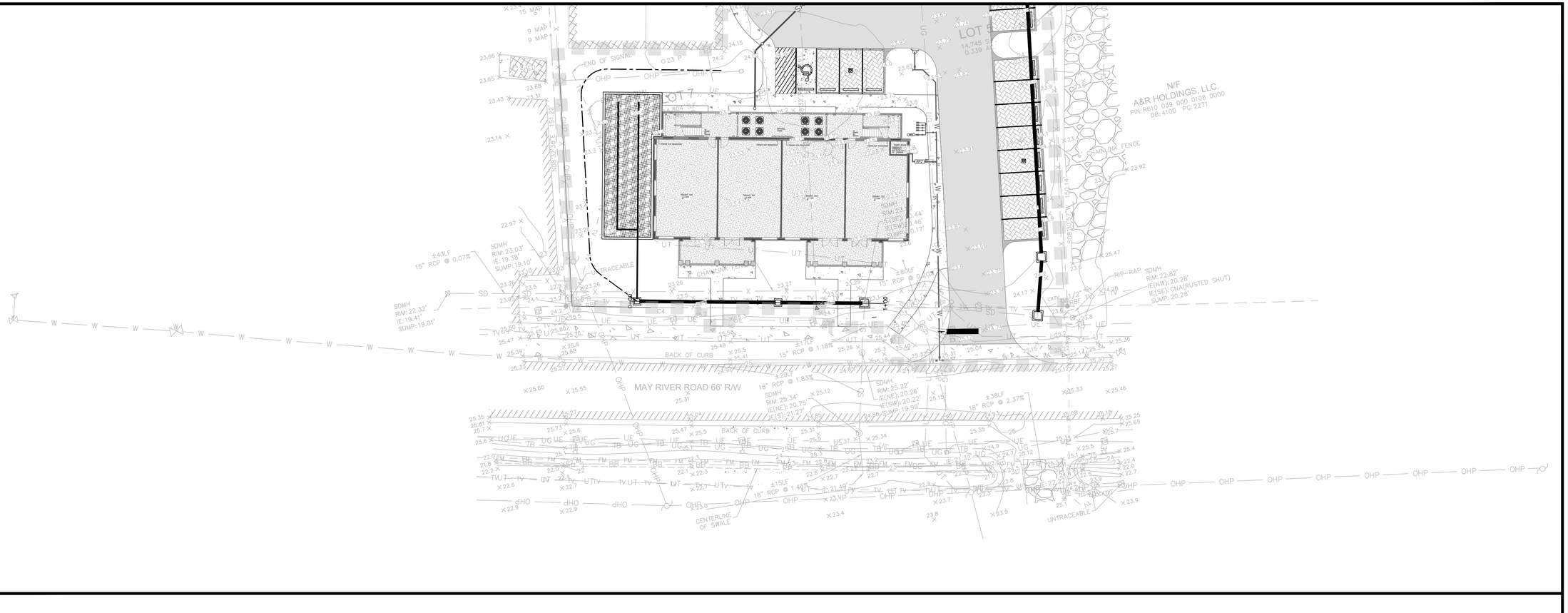
CALL 811 BEFORE YOU DIG SAFE DIGGING PARTNER

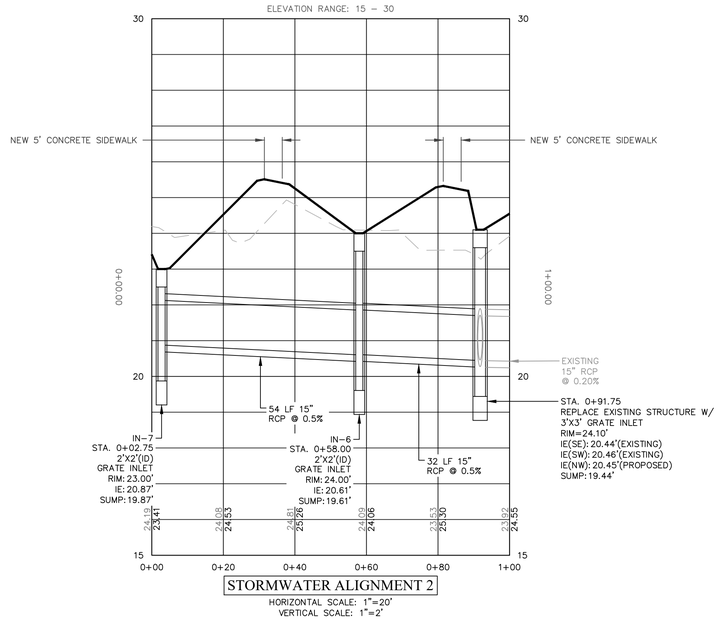
| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 02/24/2026

SHEET NAME
STORMWATER PLAN & PROFILE

SHEET NO.
C-11




STORMWATER ALIGNMENT 2

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=2'

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PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

0 1 2 4
SCALE IN FEET
PLAN
VERTICAL SCALE 1" = 2'

0 10 20 40
SCALE IN FEET
PLAN
HORIZONTAL SCALE 1" = 20'

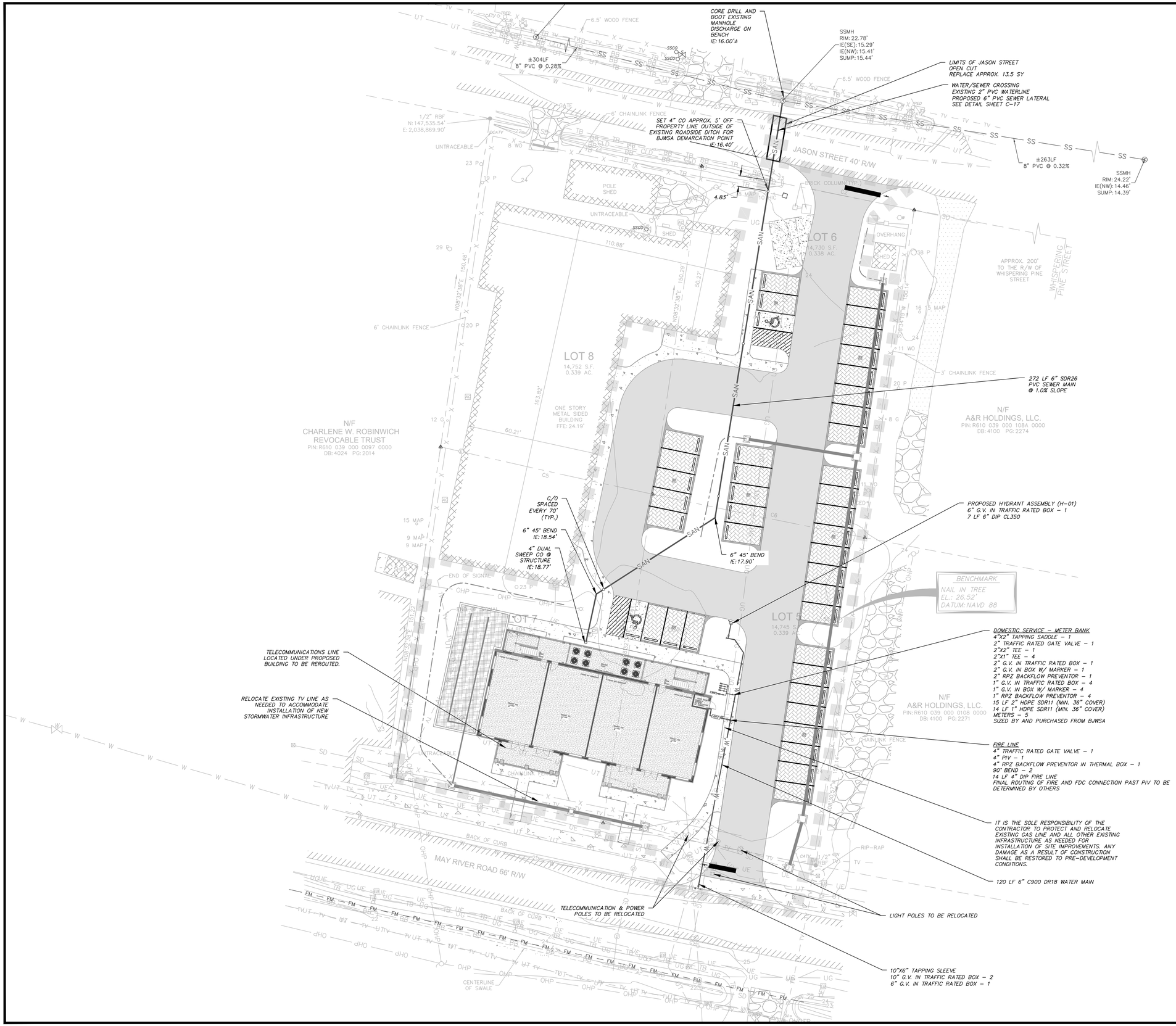
CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 02/24/2026

SHEET NAME
STORMWATER
PLAN & PROFILE

SHEET NO.
C-12




STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA LLC CERTIFICATE OF AUTHORIZATION
STURRE DESIGN & DEVELOPMENT, LLC No. 6843

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER
No. 40266
NATHAN STURRE
02/24/2026

ENGINEER OF RECORD

NATHAN STURRE, P.E.
SC PE# 40266
PO Box 2227
Bluffton, SC 29910
843.705.4748

SURVEYOR:
JEREMY REEDER, P.L.S.
ATLAS SURVEYING, INC.
SC PLS# 28139
168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

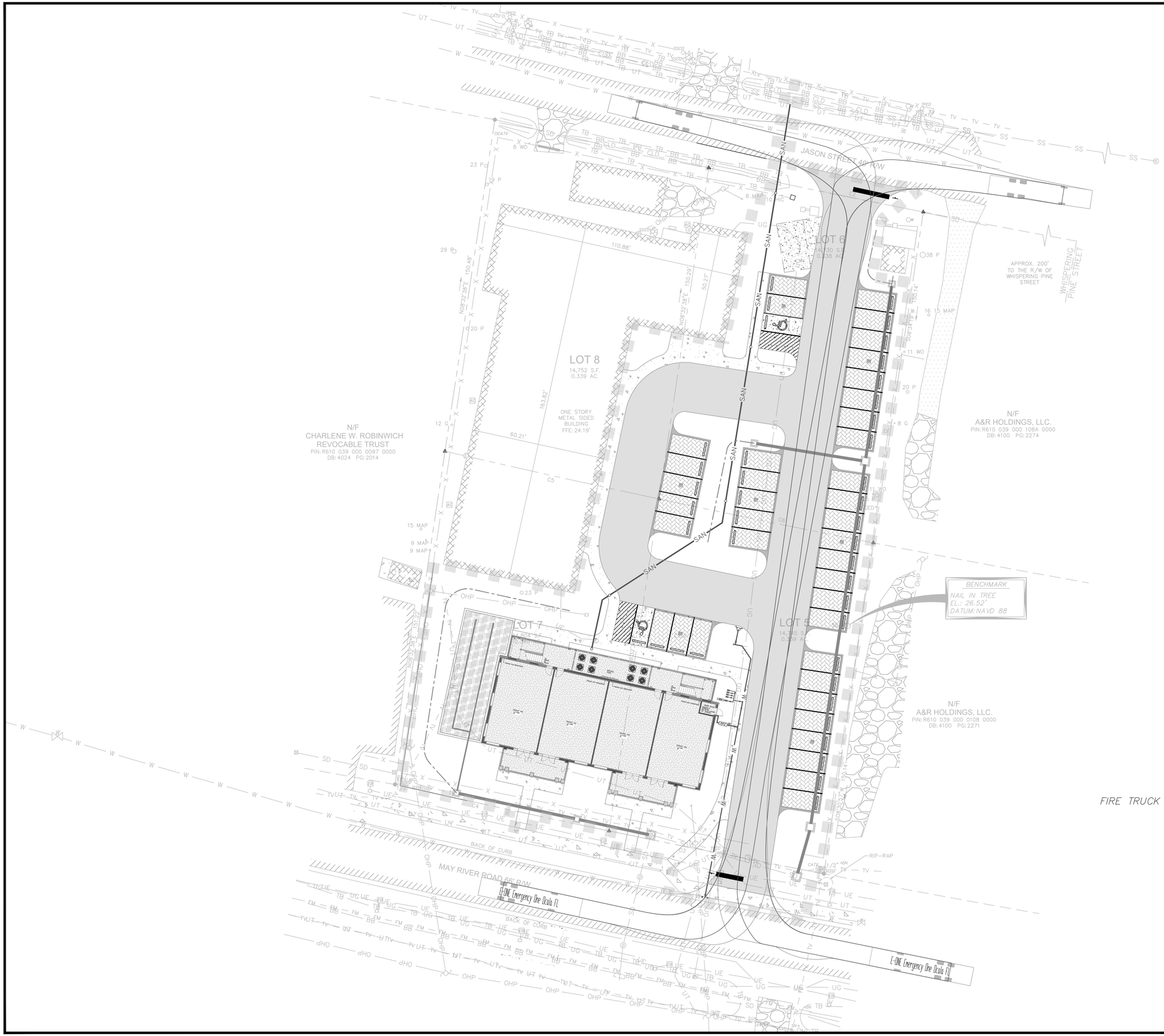
CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

DATE 02/24/2026

SHEET NAME
UTILITY PLAN

SHEET NO.
C-13




## DESIGN VEHICLE

FIRE TRUCK – E-ONE 30 EMERGENCY OCALA, FL
WIDTH = 8.333
LENGTH = 46.333
W/W RADIUS = 44.272

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N

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

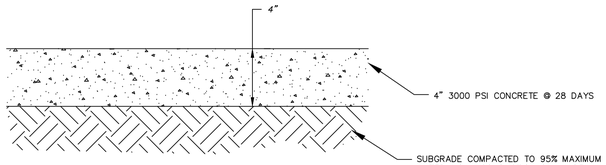
CALL 811 BEFORE YOU DIG
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

DATE 02/24/2026

SHEET NAME
AUTO-TURN EXHIBIT

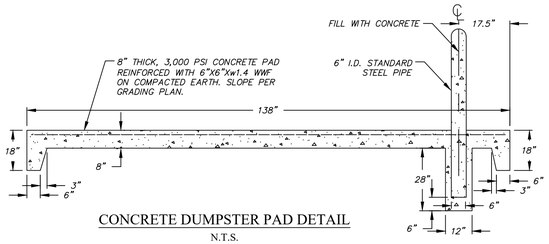
SHEET NO.
C-14




## CONCRETE SIDEWALK DETAIL

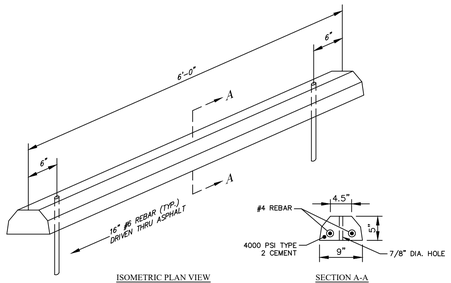
N.T.S.

NOTES:
1. SIDEWALK WIDTH PER SITE IMPROVEMENTS PLAN.
2. USE ⅜" X 4" EXPANSION JOINTS AT CHANGE OF DIRECTIONS, CURBS, RIGID STRUCTURES AND RIGID PAVEMENT. ON STRAIGHT RUNS PROVIDE EXPANSION JOINTS EVERY 24 FEET.
3. TOOL ALL EXPOSED EDGES AND JOINTS TO ¼" RADIUS.
4. BROOM FINISH PERPENDICULAR TO TRAVEL.
5. PROVIDE ¾" DEEP SAW CUT CONTRACTION JOINTS EVERY 5 FEET.




## CONCRETE DUMPSTER PAD DETAIL

N.T.S.

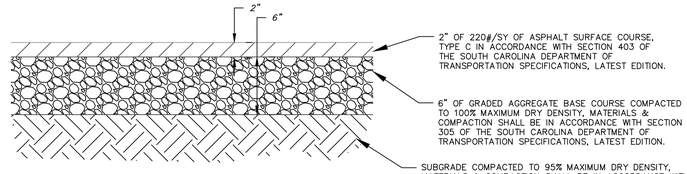



ISOMETRIC PLAN VIEW

SECTION A-A

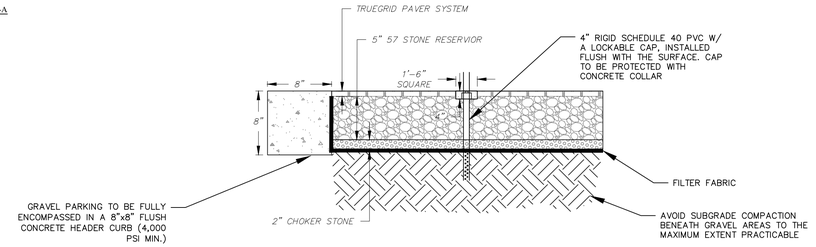
## WHEEL STOP

N.T.S.




## LIGHT-DUTY ASPHALT PAVING DETAIL

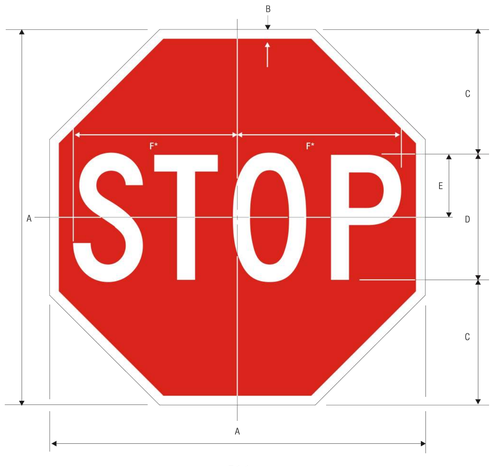
N.T.S.




## PERVIOUS PARKING DETAIL

N.T.S.

NOTE:
1. PERVIOUS PARKING AREAS SHALL NOT BE USED AS TEMPORARY RUNOFF CONTROL DURING CONSTRUCTION.
2. ALL AGGREGATES TO BE DOUBLE WASHED STONE. NO FINES OR DUSTS.
3. USE 4-INCH RIGID SCHEDULE 40 PVC PIPE WITH THREE OR FOUR ROWS OF 3/8-INCH PERFORATIONS AT 6 INCHES ON CENTER.
4. THERE SHOULD BE NO PERFORATION WITHIN 1 FOOT OF THE SURFACE

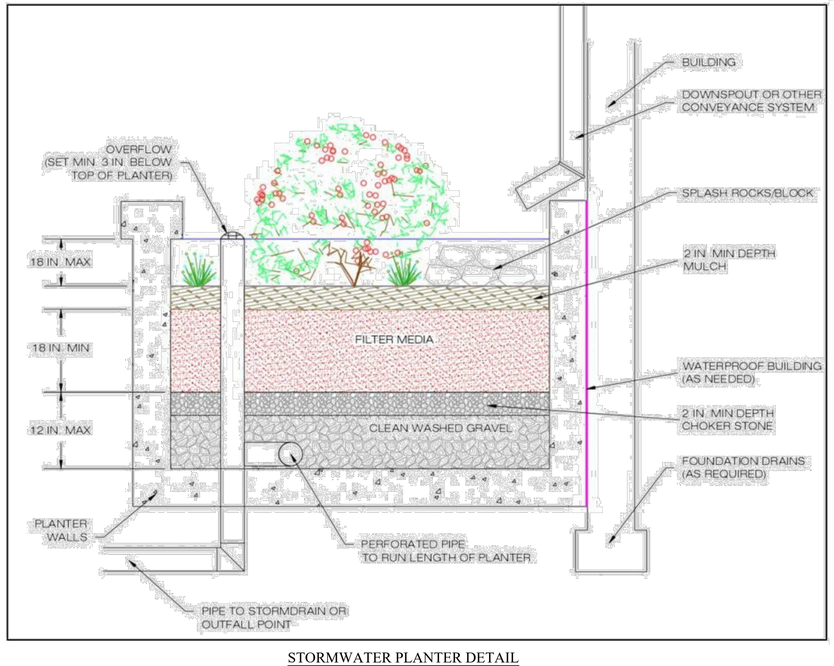



R1-1
STOP
*Reduce spacing 40%

| | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| | 18 | .375 | 6 | 6 C | 3 | 7.75 |
| | 24 | .625 | 8 | 8 C | 4 | 10 |
| C | 30 | .75 | 10 | 10 C | 5 | 12.5 |
| | 36 | .875 | 12 | 12 C | 6 | 15 |
| | 48 | 1.25 | 16 | 16 C | 8 | 20 |

COLORS: LEGEND – WHITE (RETROREFLECTIVE)
BACKGROUND – RED (RETROREFLECTIVE)

1-1




## STORMWATER PLANTER DETAIL

N.T.S.

FIGURE 4.10 SOUTHERN LOWCOUNTRY STORMWATER DESIGN MANUAL
DATED 3/11/2025

Section VII. Item #2.

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION
STURRE DESIGN & DEVELOPMENT, LLC
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02/24/2026

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168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

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811
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

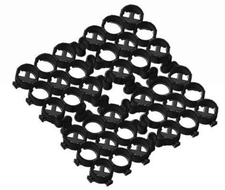
DATE 02/24/2026

SHEET NAME
CIVIL DETAILS

SHEET NO.
C-15

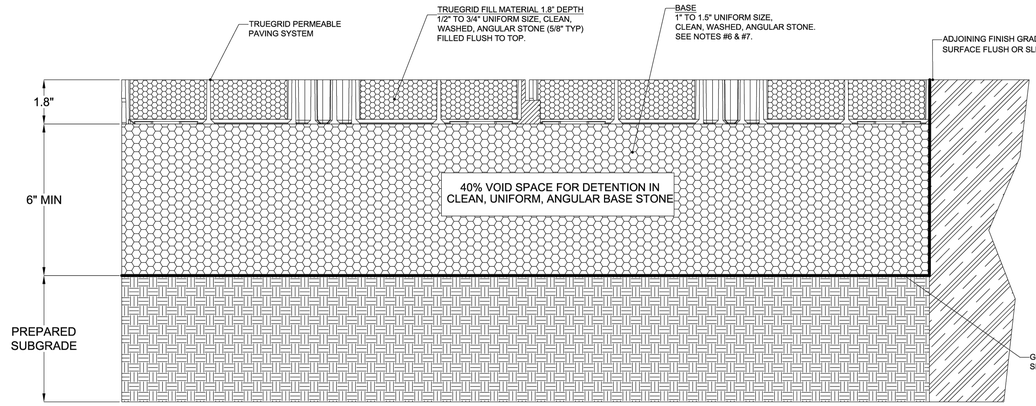
NOTES:

1. BASE DEPTH AND PREPARATION IS DEPENDENT ON SITE CONDITIONS PLUS LOADING REQUIREMENTS.
2. GEOTEXTILE FABRIC RECOMMENDED AND MAY BE REQUIRED BETWEEN SUB-GRADE & BASE FOR CERTAIN SOILS AND SITE SPECIFIC REQUIREMENTS.
3. INCREASE BASE DEPTH FOR INCREASED STORM WATER DETENTION.
4. NO STAKING NECESSARY WITH TRUEGRID PRO PLUS WHEN SLOPE IS BELOW 3 DEGREES. ASSESS PROJECT, AS NEEDED.
5. TRUEGRID PRO PLUS IS ADA COMPLIANT WITH PROPER FILL MATERIAL.
6. FINAL ENGINEERED CROSS SECTION AGGREGATES AND DEPTH SHOULD ALLOW FOR EXPECTED INFILTRATION RATES, STORAGE CAPACITIES, OUTLET,FLOW RATES, AND OTHER SITE SPECIFIC CONDITIONS AND LOAD REQUIREMENTS. TO BE COMPLETED BY SITE SPECIFIC ENGINEER.
7. DENSLY GRADED BASE MATERIAL (TYP. ROAD BASE) SUBSTUTION USE PER SITE SPECIFIC ENGINEER.
8. THIS CROSS SECTION IS FOR INFORMATION ONLY.



TRUEGRID BLOCK REFERENCE VIEW

PREASSEMBLED & DELIVERED IN 4' X 4' SHEET. RECONFIGURED AS NEEDED.NO EXTRA TOOLING OR ACCESSORIES REQUIRED




GRAVEL FILL MEDIUM LOAD TRUEGRID PRO PLUS

APPLICATION:

PARKING LOT, RV PARKING, PARKING PADS, DRIVEWAYS

| REV | REVISION | DRAWN | CHECKED | APPROVED | DATE |
|---|---|---|---|---|---|
| 06 | UPDATED TRUEGRID STANDARDS | ANGULERIS TECHNOLOGIES | TRUEGRID | TRUEGRID | 7/1/2024 |

MANUFACTURED IN NORTH AMERICA

1-855-355-4743

TRUEGRIDPAVER.com

CLIENT / PROJECT

UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN INCHES

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DO NOT SCALE DRAWING

APPROVAL INFORMATION

| | | |
|---|---|---|
| DRAWN BY: | J. Thelhy | DATE: 11/8/2016 |
| CHECKED BY: | TRUEGRID | DATE: 11/9/2016 |
| APPROVED BY: | C. White | DATE: 11/9/2016 |

WEIGHT:

TRUEGRID FOX BLOCKS

TRUEGRID GRAVEL FILL INSTALLATION MEDIUM LOAD

SIZE: D | DRAWING NUMBER: TG-GRV-ML | REV: 06

SCALE: 1:1.5 | SHEET: 1 OF 1

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA STATE OF AUTHORIZATION
STURRE DESIGN & DEVELOPMENT, LLC No. 6843
CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA LLC REGISTERED PROFESSIONAL ENGINEER
No. 40266
NATHAN STURRE

02/24/2026

ENGINEER OF RECORD

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SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

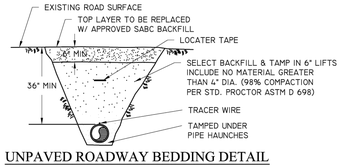
DATE 02/24/2026

SHEET NAME

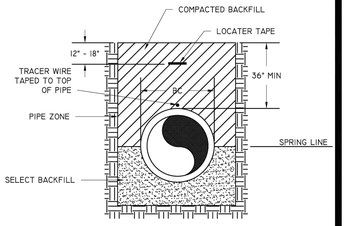
CIVIL DETAILS

SHEET NO.

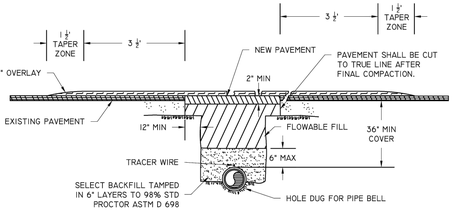
C-16




UNPAVED ROADWAY BEDDING DETAIL



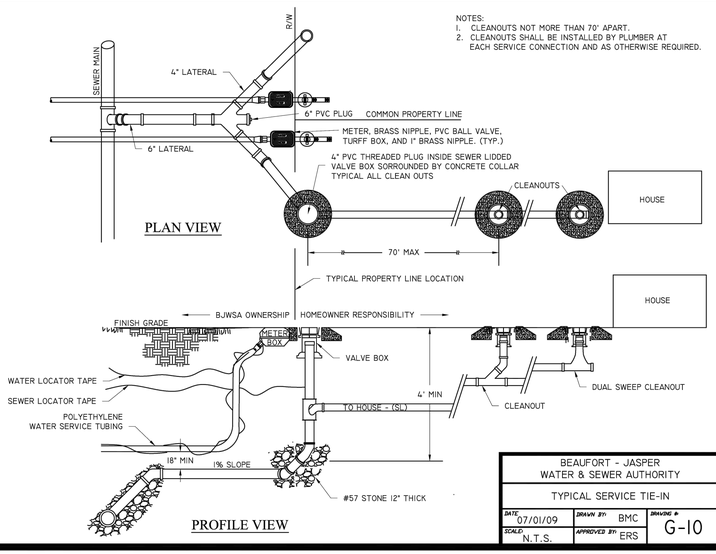

TYPICAL BEDDING DETAIL




PAVED AREA DETAIL

NOTES:
1. PAVEMENT CUT TO EXTEND 12" BEYOND EDGES OF TRENCH AS SHOWN.
2. MATCH EXISTING PAVEMENT TYPE AND THICKNESS. MINIMUM THICKNESS OVER TRENCH IS 2".
3. ALL INSTALLATIONS IN PUBLIC ROADWAYS SHALL COMPLY WITH CONDITIONS OUTLINED ON APPLICABLE ENCROACHMENT PERMIT.

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| BEDDING PRESSURE PIPE DETAIL | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-02 |
| SCALE: N.T.S. | APPROVED BY: ERS | |

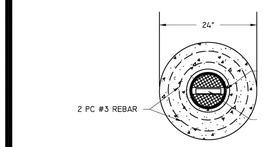



PLAN VIEW

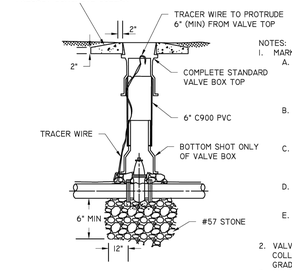
PROFILE VIEW

NOTES:
1. CLEANOUTS NOT MORE THAN 70' APART.
2. CLEANOUTS SHALL BE INSTALLED BY PLUMBER AT EACH SERVICE CONNECTION AND AS OTHERWISE REQUIRED.

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| TYPICAL SERVICE TIE-IN | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-10 |
| SCALE: N.T.S. | APPROVED BY: ERS | |

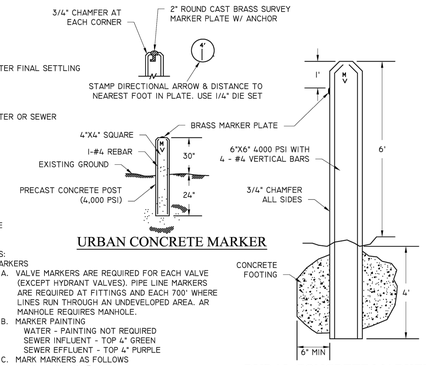



CONCRETE COLLAR




VALVE AND VALVE BOX

NOTES:
1. MARKERS
   A. VALVE MARKERS ARE REQUIRED FOR EACH VALVE (EXCEPT HYDRANT VALVES). PIPE LINE MARKERS ARE REQUIRED AT FITTINGS AND EACH 700' WHERE LINES RUN THROUGH AN UNDEVELOPED AREA. AR MANHOLE REQUIRES MANHOLE.
   B. MARKER PAINTING
      WATER - PAINTING NOT REQUIRED
      SEWER INFLUENT - TOP 4" GREEN
      SEWER EFFLUENT - TOP 4" PURPLE
   C. MARK MARKERS AS FOLLOWS
      MV - MAIN VALVE
      AV - AIR RELEASE VALVE
      PIPELINE - PIPELINE MARKER
   D. VALVE AND PIPELINE MARKERS IN MOWED AREAS TO BE SET TO AN EXPOSURE OF NOT MORE THAN 18" OR LESS THAN 6" ABOVE FINAL GRADE.
   E. IF SOILS ARE NOT STABLE ENOUGH TO MAINTAIN THE URBAN MARKERS VERTICAL, CONCRETE FOOTINGS ARE TO BE INSTALLED.
2. VALVE BOX LID SHALL BE WITHIN ½" OF COLLAR TOP. COLLAR TOP IS TO BE NO MORE THAN 1" ABOVE FINAL GRADE AND NO LOWER THAN 1" BELOW FINAL GRADE.
3. CONCRETE COLLAR NOT REQUIRED IN PAVEMENT. VALVE BOX TOP IS TO BE TRAFFIC RATED.




URBAN CONCRETE MARKER

RURAL CONCRETE MARKER

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| STANDARD VALVE DETAIL | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-12 |
| SCALE: N.T.S. | APPROVED BY: ERS | |




NOTES:
1. ALL TAPPING SLEEVES GREATER THAN 2" SHALL BE HYDROSTATICALLY PRESSURE TESTED TO 150 PSI FOR 20 MINUTES.
2. ALL WET TAPS 12" AND UNDER SHALL BE PERFORMED BY BJWSA.
3. TAP DIAMETER SHALL BE WITHIN ¼" OF LINE DIAMETER.
4. NOTCH TOP OF PVC PIPE TO AVOID PINCHING TRACER WIRE.



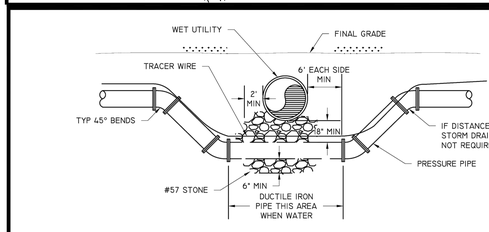

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| TAPPING SLEEVE & VALVE DETAIL | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-13 |
| SCALE: N.T.S. | APPROVED BY: ERS | |




| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| 2" CONNECTION | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-14 |
| SCALE: N.T.S. | APPROVED BY: ERS | |




| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| TEE AND VALVES | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-15 |
| SCALE: N.T.S. | APPROVED BY: ERS | |



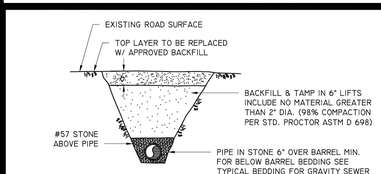

PRESSURE PIPE UNDER WET UTILITY FOR FINAL DEPTH 5' OR GREATER

NOTES:
1. WRITTEN AUTHORIZATION FROM BJWSA IS REQUIRED FOR LESS THAN 18" SEPARATION.
2. NORMAL JOINT RESTRAINT IS REQUIRED.

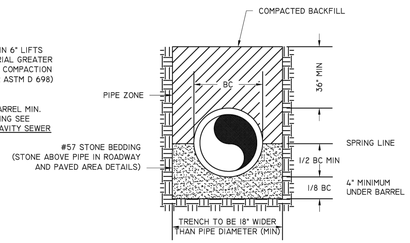



WET UTILITY CROSSING

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| WET UTILITY CROSSING | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-16 |
| SCALE: N.T.S. | APPROVED BY: ERS | |




UNPAVED ROADWAY BEDDING DETAIL



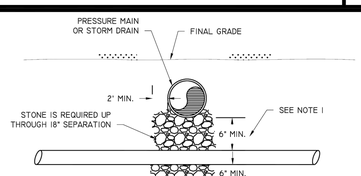

TYPICAL BEDDING FOR GRAVITY SEWER PIPE




PAVED AREA DETAIL

NOTES:
1. PAVEMENT CUT TO EXTEND 12" BEYOND EDGES OF TRENCH INSTALLATION CUT. FINAL CUT TO BE MADE AFTER FINAL COMPACTION.
2. MATCH EXISTING PAVEMENT TYP. THICKNESS IS TO BE 2" UNLESS EXISTING IS THICKER.
3. ALL INSTALLATIONS IN PUBLIC ROADWAYS SHALL COMPLY WITH CONDITIONS OUTLINED ON APPLICABLE ENCROACHMENT PERMIT, IF MORE STRINGENT.

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| BEDDING DETAIL, GRAVITY PIPE | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: S-01 |
| SCALE: N.T.S. | APPROVED BY: ERS | |




GRAVITY MAIN CROSSING UNDER STORM DRAIN / PRESSURE MAIN

NOTE:
1. SYSTEMS SHOULD NOT BE DESIGNED WITH LESS THAN 12" SEPARATION. IF LESS SEPARATION IS UNAVOIDABLE, WRITTEN AUTHORIZATION FROM BJWSA IS REQUIRED.




GRAVITY MAIN CROSSING OVER STORM DRAIN / PRESSURE MAIN

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| GRAVITY MAIN CROSSING | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: S-03 |
| SCALE: N.T.S. | APPROVED BY: ERS | |

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02/24/2026

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SURVEYOR:
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168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

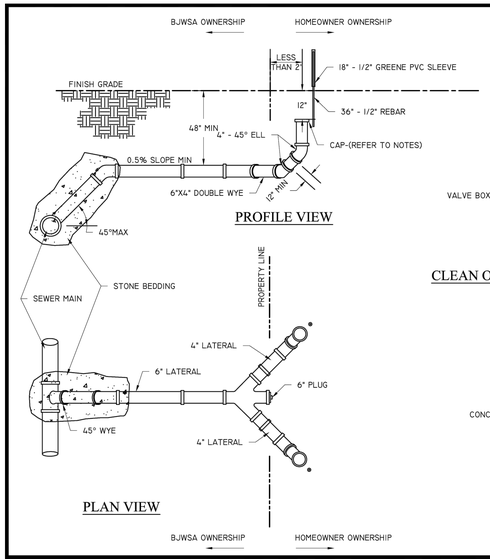
CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

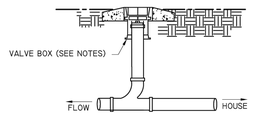
DATE 02/24/2026

SHEET NAME
UTILITY DETAILS

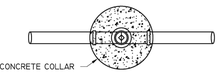
SHEET NO.
C-17




NOTES:
1. DOUBLE SERVICE LATERALS SHALL ONLY BE ALLOWED FOR RESIDENTIAL SERVICES.
2. SERVICE LATERAL SHALL BE INSTALLED 12" BELOW FINISHED GRADE AND CAPPED IN A MANNER SUITABLE FOR PRESSURE TESTING.
3. CLEAN OUTS INSIDE GRASSED AREA SHALL CONSIST OF PVC PLUG IN SEWER LIDDED VALVE BOX SURROUNDED BY A CONCRETE COLLAR. COLLAR SHALL BE FLUSH WITH FINISHED GRADE. VALVE BOX LID SHALL NOT PROTRUDE ABOVE COLLAR TOP.
4. ALL CLEAN OUTS ARE TO BE 4", INCLUDING CLEAN OUTS ON 6" SEWER LATERALS.

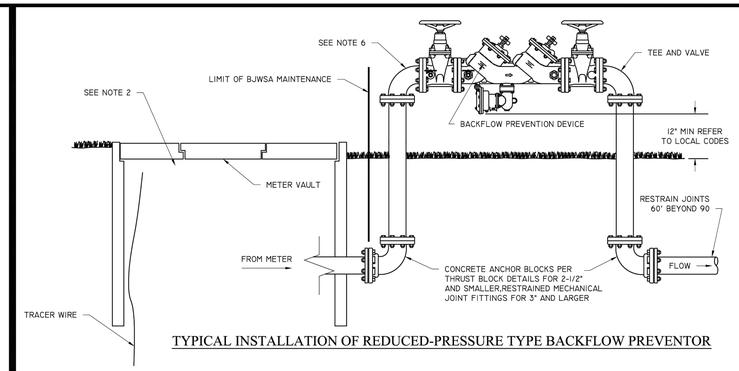



CLEAN OUT INSTALLATION - PROFILE VIEW




CLEAN OUT - PLAN VIEW

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | | |
|---|---|---|---|
| SEWER SERVICE, DOUBLE | | | |
| DATE 07/01/09 | DRAWN BY: BMC | | DRAWING # S-10 |
| SCALE: N.T.S. | APPROVED BY: ERS | | |

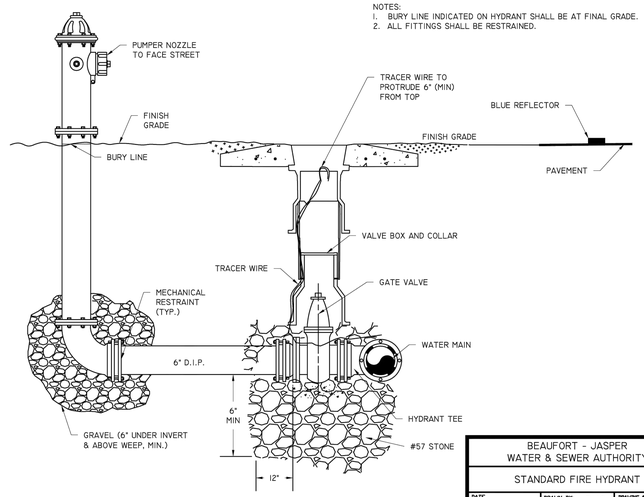



TYPICAL INSTALLATION OF REDUCED-PRESSURE TYPE BACKFLOW PREVENTOR

NOTES:
1. REDUCED-PRESSURE BACKFLOW PREVENTION DEVICES SHALL BE REQUIRED FOR ANY SERVICE WHERE TOXIC MATERIALS ARE USED OR WHERE POSITIVE PROTECTION FOR THE PUBLIC WATER SUPPLY IS REQUIRED. TYPICAL APPLICATIONS INCLUDE: HOSPITALS, MEDICAL & DENTAL LABS, MORTUARIES, INDUSTRIAL PLANTS, DRY CLEANERS, IRRIGATION SYSTEMS, OR AS DETERMINED BY BJWSA.
2. SEE SPECIFIC METER DETAIL FOR MORE INFORMAION.
3. BACKFLOW PREVENTION DEVICES SHALL BE INSTALLED ADJACENT TO AND ON PROPERTY SIDE OF SIDEWALK WHERE APPLICABLE. WHERE NO SIDEWALKS EXISTS, THE ASSEMBLY SHALL BE INSTALLED BEFORE ANY BRANCH AND AS CLOSE AS POSSIBLE TO THE WATER METER LOCATION. FINAL LOCATION TO BE APPROVED BY BJWSA PRIOR TO INSTALLATION.
4. SCREENING AND LANDSCAPING PLACES AROUND DEVICE SHALL ALLOW FOR ACCESS BY BJWSA PERSONNEL.
5. FREEZE PROTECTION IS THE OWNERS RESPOSIBILTY .
6. PIPING AND FITTINGS THROUGH 2 ½" SHALL BE SCHD 40 GALVANIZED STEEL. PIPING AND FITTINGS 3" AND LARGER SHALL BE FLANGED DUCTILE IRON.
7. REFER TO SCDHEC APPROVED LIST OF BACKFLOW PREVENTION DEVICES.
8. DUAL CHECK VALVES MAY BE INSTALLED IN UNDERGROUND VAULT (PRIOR APPROVAL BY BJWSA REQUIRED).

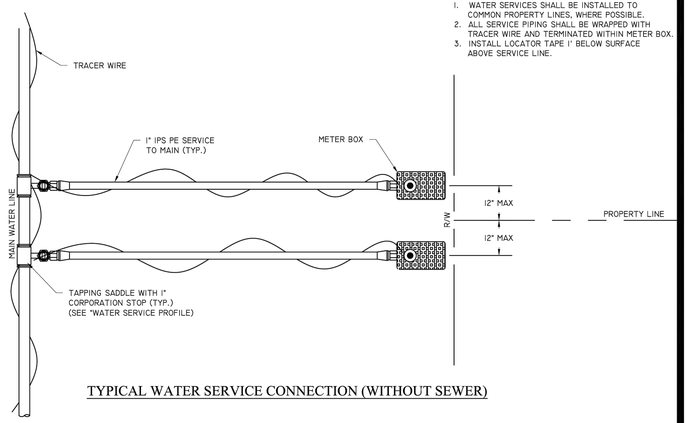
| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | | |
|---|---|---|---|
| BACKFLOW PREVENTION DETAIL | | | |
| DATE 07/01/09 | DRAWN BY: BMC | | DRAWING # W-01 |
| SCALE: N.T.S. | APPROVED BY: ERS | | |

NOTES:
1. BURY LINE INDICATED ON HYDRANT SHALL BE AT FINAL GRADE.
2. ALL FITTINGS SHALL BE RESTRAINED.



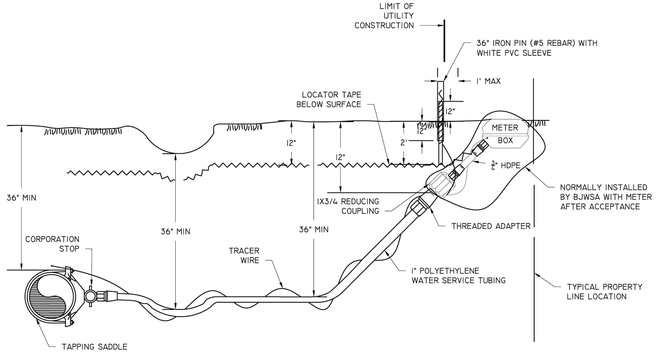

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | | |
|---|---|---|---|
| STANDARD FIRE HYDRANT | | | |
| DATE 07/01/09 | DRAWN BY: BMC | | DRAWING # W-03 |
| SCALE: N.T.S. | APPROVED BY: ERS | | |

NOTES:
1. WATER SERVICES SHALL BE INSTALLED TO COMMON PROPERTY LINES, WHERE POSSIBLE.
2. ALL SERVICE PIPING SHALL BE WRAPPED WITH TRACER WIRE AND TERMINATED WITHIN METER BOX.
3. INSTALL LOCATOR TAPE 1' BELOW SURFACE ABOVE SERVICE LINE.



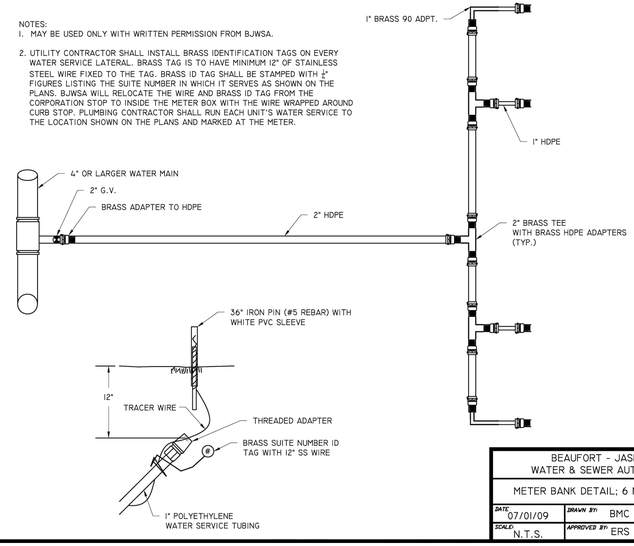

TYPICAL WATER SERVICE CONNECTION (WITHOUT SEWER)

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | | |
|---|---|---|---|
| WATER SERVICE PLAN VIEW | | | |
| DATE 07/01/09 | DRAWN BY: BMC | | DRAWING # W-08 |
| SCALE: N.T.S. | APPROVED BY: ERS | | |




| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | | |
|---|---|---|---|
| WATER SERVICE PROFILE | | | |
| DATE 07/01/09 | DRAWN BY: BMC | | DRAWING # W-09 |
| SCALE: N.T.S. | APPROVED BY: ERS | | |

NOTES:
1. MAY BE USED ONLY WITH WRITTEN PERMISSION FROM BJWSA.
2. UTILITY CONTRACTOR SHALL INSTALL BRASS IDENTIFICATION TAGS ON EVERY WATER SERVICE LATERAL. BRASS TAG IS TO HAVE MINIMUM 12" OF STAINLESS STEEL WIRE FIXED TO THE TAG. BRASS ID TAG SHALL BE STAMPED WITH ½" FIGURES LISTING THE SUITE NUMBER IN WHICH IT SERVES AS SHOWN ON THE PLANS. BJWSA WILL RELOCATE THE WIRE AND BRASS ID TAG FROM THE CORPORATION STOP TO INSIDE THE METER BOX WITH THE WIRE WRAPPED AROUND CURB STOP. PLUMBING CONTRACTOR SHALL RUN EACH UNIT'S WATER SERVICE TO THE LOCATION SHOWN ON THE PLANS AND MARKED AT THE METER.




| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | | |
|---|---|---|---|
| METER BANK DETAIL; 6 METER MAX | | | |
| DATE 07/01/09 | DRAWN BY: BMC | | DRAWING # W-11 |
| SCALE: N.T.S. | APPROVED BY: ERS | | |



STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA — STURRE DESIGN & DEVELOPMENT, LLC No. 6843 — CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA — LICENSED PROFESSIONAL ENGINEER — No. 40266 — NATHAN STURRE
02/24/2026

ENGINEER OF RECORD

NATHAN STURRE, P.E.
SC PE# 40266
PO Box 2227
Bluffton, SC 29910
843.705.4748

SURVEYOR:
JEREMY REEDER, P.L.S.
ATLAS SURVEYING, INC.
SC PLS# 28139
168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

CALL 811 BEFORE YOU DIG — SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

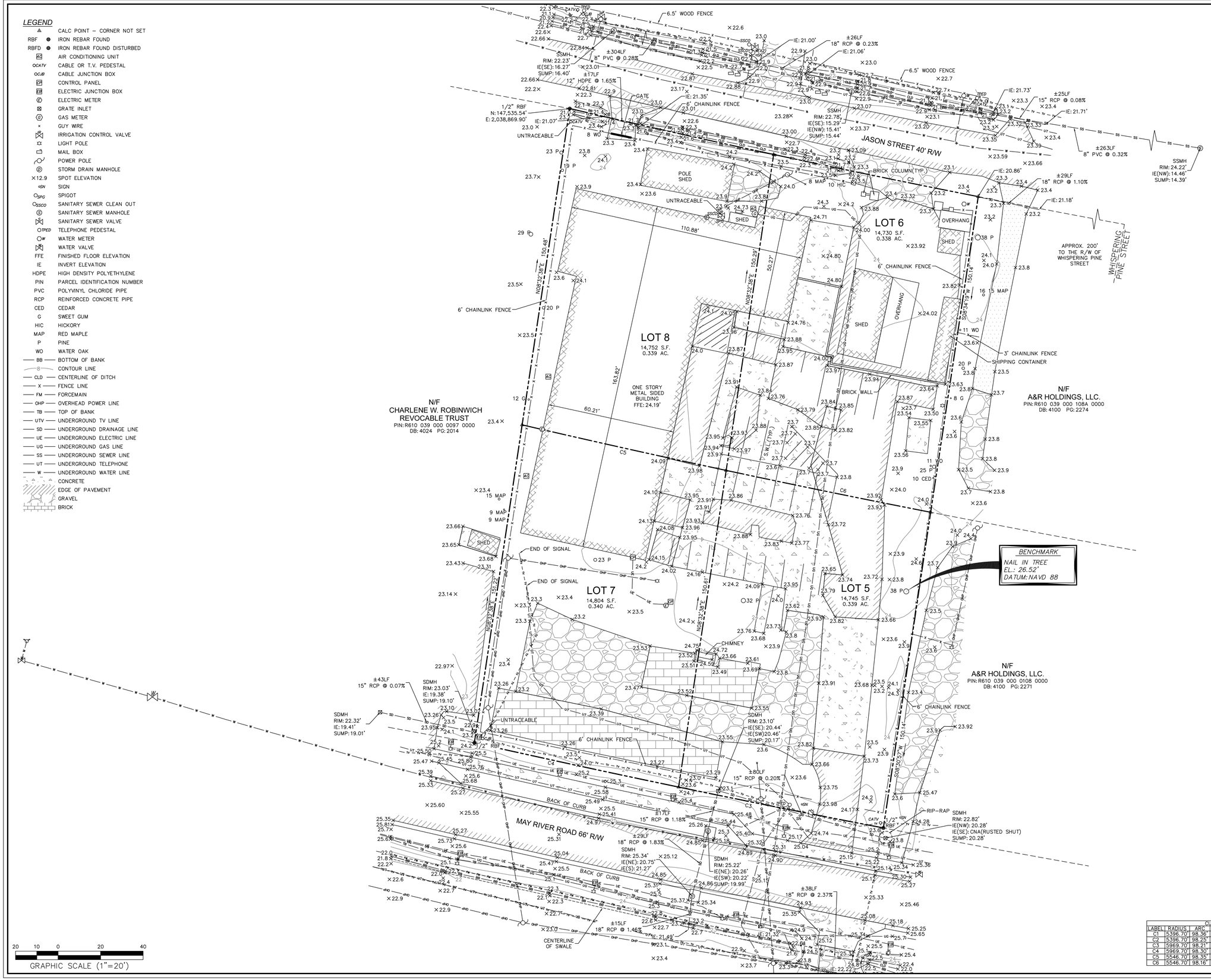
DATE 02/24/2026

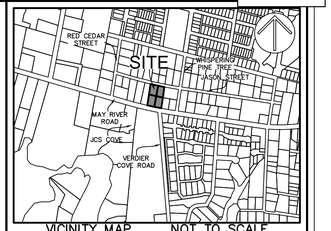
SHEET NAME
UTILITY DETAILS

SHEET NO.
C-18

## LEGEND

| | |
|---|---|
| ▲ | CALC POINT – CORNER NOT SET |
| RBF ● | IRON REBAR FOUND |
| RBFD ● | IRON REBAR FOUND DISTURBED |
| AC | AIR CONDITIONING UNIT |
| CATV | CABLE OR T.V. PEDESTAL |
| CJB | CABLE JUNCTION BOX |
| CP | CONTROL PANEL |
| EJB | ELECTRIC JUNCTION BOX |
| E | ELECTRIC METER |
| ⊠ | GRATE INLET |
| G | GAS METER |
| × | GUY WIRE |
| | IRRIGATION CONTROL VALVE |
| | LIGHT POLE |
| | MAIL BOX |
| | POWER POLE |
| D | STORM DRAIN MANHOLE |
| ×12.9 | SPOT ELEVATION |
| SN | SIGN |
| SPIG | SPIGOT |
| SSCO | SANITARY SEWER CLEAN OUT |
| S | SANITARY SEWER MANHOLE |
| | SANITARY SEWER VALVE |
| TPED | TELEPHONE PEDESTAL |
| W | WATER METER |
| | WATER VALVE |
| FFE | FINISHED FLOOR ELEVATION |
| IE | INVERT ELEVATION |
| HDPE | HIGH DENSITY POLYETHYLENE |
| PIN | PARCEL IDENTIFICATION NUMBER |
| PVC | POLYVINYL CHLORIDE PIPE |
| RCP | REINFORCED CONCRETE PIPE |
| CED | CEDAR |
| G | SWEET GUM |
| HIC | HICKORY |
| MAP | RED MAPLE |
| P | PINE |
| WO | WATER OAK |
| BB | BOTTOM OF BANK |
| 8 | CONTOUR LINE |
| CLD | CENTERLINE OF DITCH |
| X | FENCE LINE |
| FM | FORCEMAIN |
| OHP | OVERHEAD POWER LINE |
| TB | TOP OF BANK |
| UTV | UNDERGROUND TV LINE |
| SD | UNDERGROUND DRAINAGE LINE |
| UE | UNDERGROUND ELECTRIC LINE |
| UG | UNDERGROUND GAS LINE |
| SS | UNDERGROUND SEWER LINE |
| UT | UNDERGROUND TELEPHONE |
| W | UNDERGROUND WATER LINE |
| | CONCRETE |
| | EDGE OF PAVEMENT |
| | GRAVEL |
| | BRICK |




VICINITY MAP NOT TO SCALE

## NOTES

1. THESE PARCELS APPEAR TO LIE IN FLOOD ZONE X, COMMUNITY 450251, MAP NUMBER 45013C0426G.
2. CONTOURS ARE IN ONE FOOT INTERVALS. TREE SIZES SHOWN ARE IN INCHES OF DIAMETER.
3. VERTICAL DATUM IS NAVD 88.
4. BUILDING SETBACKS ARE TO BE DETERMINED BY THE PROPER AUTHORITIES, AND MUST BE VERIFIED PRIOR TO DESIGN & CONSTRUCTION.
5. COORDINATES AND DIRECTIONS SHOWN ON THIS SURVEY ARE BASED ON SOUTH CAROLINA STATE PLANE COORDINATE SYSTEM (NAD 83). DISTANCES SHOWN ARE GROUND DISTANCES, NOT GRID DISTANCES.
6. UNLESS ONE IS IDENTIFIED HEREON, NO TITLE PACKAGE PROVIDED PRIOR TO THE DATE SHOWN ON THIS SURVEY. ALL EASEMENTS AND APPURTENANCES AFFECTING THIS PROPERTY NOT NECESSARILY SHOWN.
7. THE EXISTENCE AND LOCATION OF THE SURFACE AND SUB-SURFACE UTILITIES SHOWN HEREON ARE BASED UPON AVAILABLE RECORDS AND SURFACE VISIBLE FEATURES ALONG WITH ELECTRONIC AND ACOUSTICAL EVIDENCE AS OF 08-06-2025. THE EXTENT AND LIABILITY OF THIS INFORMATION IS LIMITED TO THE STANDARDS OF CARE FOR A SPECIFIC UTILITY INVESTIGATION AS DEFINED BY THE AMERICAN SOCIETY OF CIVIL ENGINEERS (ASCE) PUBLICATION 38-02. THE EXACT LOCATION AND DEPTH OF UNDERGROUND UTILITIES CANNOT BE DETERMINED WITHOUT EXPOSING THEM IN SOME WAY. PRIOR TO CONSTRUCTION OR EXCAVATION, IT IS REQUIRED BY LAW TO CONTACT THE STATE 811 UTILITY PROTECTION CENTER.

## REFERENCES

1. PB:12 PG: 2
2. DB:2538 PG: 2050

| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| LABEL | RADIUS | ARC | CHORD | CHORD BEARING | DELTA |
| C1 | 5396.70' | 98.36' | 98.36' | S77°18'22"E | 1°02'39" |
| C2 | 5396.70' | 98.25' | 98.24' | S78°20'59"E | 1°02'35" |
| C3 | 5969.70' | 98.21' | 98.21' | N78°42'42"W | 0°56'33" |
| C4 | 5969.70' | 98.30' | 98.30' | N77°46'07"W | 0°56'37" |
| C5 | 5546.70' | 98.35' | 98.34' | S77°25'06"E | 1°00'57" |
| C6 | 5546.70' | 98.16' | 98.16' | S78°26'00"E | 1°00'50" |

PREPARED FOR:
STURRE ENGINEERING

*AN AS-BUILT/TREE & TOPOGRAPHIC SURVEY OF*

#1181 MAY RIVER ROAD

TAX PARCEL No. R610 039 000 097A 0000

*BLUFFTON*
*BEAUFORT COUNTY, SOUTH CAROLINA*

| | |
|---|---|
| FIELD WORK: | PRS |
| FIELD CHECK: | JWR |
| DRAWN BY: | DTJ |
| FIELD DATE: | 08-05-2025 |
| PLAT DATE: | 08-13-2025 |
| SCALE: | 1"=20' |
| PROJECT No.: | BFT-25170 |
| FILE: | BFT-25170-AT1.DWG |

ATLAS
SURVEYING, INC.
168 BOARDWALK DRIVE, SUITE A.
RIDGELAND, SC 29936.
PHONE: (843) 645-9277
WEBSITE: WWW.ATLASSURVEYING.COM

SOUTH CAROLINA
ATLAS SURVEYING BFT, LLC.
No. 5928
CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA
PROFESSIONAL
No. 28139
LAND SURVEYOR
JEREMY W. REEDER

I HEREBY STATE THAT TO THE BEST OF MY PROFESSIONAL KNOWLEDGE, INFORMATION, AND BELIEF, THE SURVEY SHOWN HEREIN WAS MADE IN ACCORDANCE WITH THE REQUIREMENTS OF THE STANDARDS OF PRACTICE MANUAL FOR SURVEYING IN SOUTH CAROLINA, AND MEETS OR EXCEEDS THE REQUIREMENTS AS SPECIFIED THEREIN.

JEREMY W. REEDER
S.C.P.L.S. No. 28139
NOT VALID UNLESS CRIMPED WITH SEAL

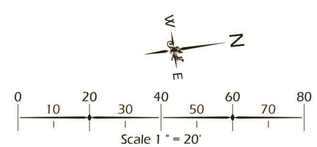
# SITE PHOTOS

## MAY RIVER ROAD

## JASON STREET

# SITE ANALYSIS

**TOTAL SITE AREA - 59,031 SF/1.36 AC**



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THIS SHEET TO SCALE AT: 24"X36"

SITE DEVELOPMENT PLANS
FOR
# 1181 MAY RIVER ROAD
BLUFFTON, SOUTH CAROLINA

| | |
|---|---|
| DATE: | FEBRUARY 20, 2026 |
| PROJECT NO.: | |
| DRAWN BY: | JM |
| CHECKED BY: | DK |

SOUTH CAROLINA REGISTERED LANDSCAPE ARCHITECT No. 857

PRELIMINARY DRC PLANS, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
**CONTEXT MAP AND SITE PHOTOS**

DRAWING NUMBER
A

# PARKING SUMMARY

## BUILDING 1

4,000 SF RETAIL
4 SPACES/1,000 SF = 16 REQUIRED

4 RESIDENTIAL APARTMENTS
2 SPACES / UNIT = 8 REQUIRED

## BUILDING 2 (EXISTING)

12,000 SF EX. GYMNASTICS STUDIO
1 SPACE/1,000 SF = 12 REQUIRED

**36 REQUIRED SPACES**
**41 PROPOSED SPACES**

**NOTE:** APPROXIMATE BUILDING AND PORCH FOOTPRINTS SHOWN ARE FOR REFERENCE ONLY. FINAL BUILDING FOOTPRINTS SUBJECT TO CHANGE BASED ON FUTURE BUILDING DESIGNS.

Edited by
Sturre Engineering
February 24, 2026

N W E

0 10 20 30 40 50 60 70 80
Scale 1 " = 20'

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THIS SHEET TO SCALE AT: 24"X36"

SITE DEVELOPMENT PLANS
FOR

# 1181 MAY RIVER ROAD

BLUFFTON, SOUTH CAROLINA

| | |
|---|---|
| DATE: | DECEMBER 12, 2025 |
| PROJECT NO.: | |
| DRAWN BY: | JM |
| CHECKED BY: | DK |

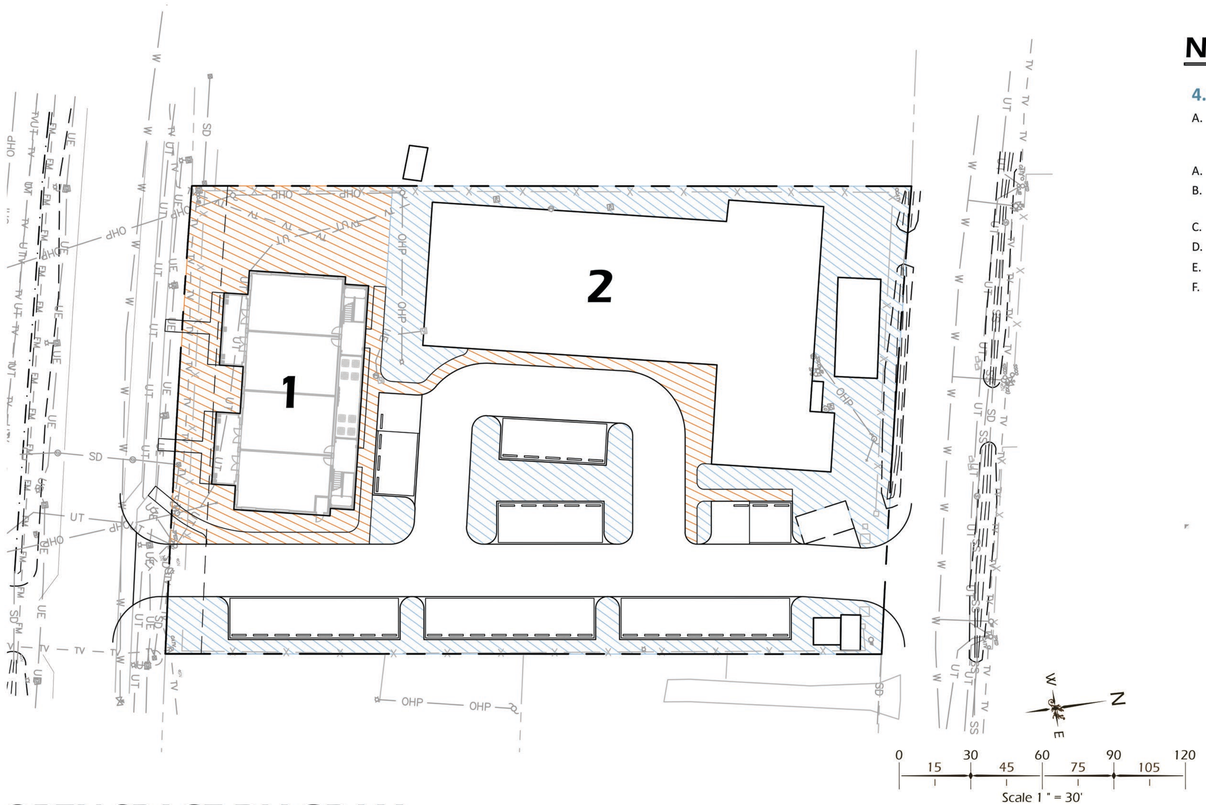
SOUTH CAROLINA No. 837 REGISTERED LANDSCAPE ARCHITECT

PRELIMINARY DRC PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
**SITE PLAN**

DRAWING NUMBER
B




# OPEN SPACE DIAGRAM

| PROJECT SITE | AREA (SF) | PERCENT OF TOTAL SITE (%) |
|---|---|---|
| TOTAL SITE AREA | 59,031 SF | |
| GENERAL OPEN SPACE | ±13,310 SF | 22.55% |
| COMMON OPEN SPACE | ±8,740 SF | 14.81% |

# DEVELOPMENT SUMMARY

**1181 MAY RIVER ROAD BUILDING SQUARE FOOTAGE AND PARKING SUMMARY**

| Building | Building Type | Proposed Building Footprint* | Maximum Building Square Footage* | Actual Building Square Footage* | Assumed Building Uses | Required Parking | Notes |
|---|---|---|---|---|---|---|---|
| **Building 1** | Medium Mixed-Use Lot | 4,000 | - | 8,000 SF (2 stories) | **1st Floor:** 4,000 S.F. Retail / Office Use<br>**2nd Floor:** 4 Residential Units | **24** | Parking based on 2/1,000 S.F. Retail + Office Use or Alternate: Residential 2 spaces per unit |
| **Building 2** | Existing | 12,000 (Existing) | - | 12,000 | **1st Floor:** 12,000 S.F. Existing Gymnastics Studio | **-** | Existing Building - Recreation |
| * Square footage does not include porches.<br>** Building square footage and parking calculations subject to change pending final building uses. Parking will be allocated based on total provided for all uses. | | | | | **Total Required Parking** | **24** | Shared parking for Retail / Office Use Buildings |
| | | | | | **Total Parking Provided** | **41** | |

# NEIGHBORHOOD CORE INFO

## 4.2.5 Neighborhood Core (NC)

A. **Purpose and Intent.** The NC district is intended to provide a compact, commercial environment with a mix of complementary and supporting services. The NC district will provide nearby residential areas with convenient access to stores, essential goods and services, and workplaces in close proximity to each other.

A. **Applicability.** The boundaries of the NC district are illustrated on the Official *Zoning Map*.

B. **Allowed Uses.** Uses permitted in the NC district and conditions and standards for those permitted uses are provided in *Section 4.3*.

C. **Density.** Density shall be based upon the designated lot types in the design standards in *Article 5, Design Standards*.

D. **Lot Standards.** All lots shall be subject to the design standards in *Article 5, Design Standards*.

E. **Building Standards.** All buildings shall be subject to the design standards in *Article 5, Design Standards*.

F. **Open Space Standards.** All sites shall be subject to the open space standards in *Section 5.6*.

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THIS SHEET TO SCALE AT: 24"X36"

SITE DEVELOPMENT PLANS
FOR
# 1181 MAY RIVER ROAD
BLUFFTON, SOUTH CAROLINA

DATE: FEBRUARY 20, 2026
PROJECT NO.:
DRAWN BY: JM
CHECKED BY: DK

SOUTH CAROLINA REGISTERED LANDSCAPE ARCHITECT No. 857 PATRICK KEEFER

PRELIMINARY DRC PLAN NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
**SITE DATA AND OPEN SPACE**

DRAWING NUMBER
C

# 1181 May River Road

## Traffic Impact Analysis

Bluffton, South Carolina

*Prepared for*

Sturre Engineering

*Prepared by*

Kimley»Horn

DRAFT

October 2025

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# 1181 May River Road

## Traffic Impact Analysis

Bluffton, South Carolina

*Prepared for*

Sturre Engineering

*Prepared by*

Kimley»Horn

DRAFT

October 2025

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1080 Morrison Drive, Suite 240
Charleston, South Carolina, 29403

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DRAFT

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A – Conceptual Site Plan
B – Trip Generation Data
C – Turning Movement Counts
D – Traffic Volume Development Worksheets
E – Capacity Analysis Worksheets
F – Turn Lane Warrant Analyses

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## Executive Summary

The purpose of this Traffic Impact Analysis (TIA) is to review vehicular traffic impacts as a result of the proposed 1181 May River Road Mixed-Use Development. The proposed development is located on the north side of May River Road between Red Cedar Street and Whispering Pine Street, and is planned to consist of the following:

- 4 Residential Units
- 4,000 Square Feet of Retail Space
- 12,000 Square Feet of Health/Fitness Club Space

The development is anticipated to be completed in 2030. Based on the site layout, the proposed development will be accessed via the existing driveway/southbound leg at the intersection of May River Road at Verdier Cove Road.

This TIA evaluates the traffic operations under 2025 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours at the following intersections:

- May River Road at Red Cedar Street
- May River Road at Verdier Cove Road/Site Access
- May River Road at Whispering Pine Street/Ginkgo Lane
- Jason Street at Whispering Pine Street
- Jason Street at Red Cedar Street

Based on the results of the traffic analyses, the proposed 1181 May River Road Mixed-use Development is anticipated to have minimal impact on the surrounding road network. No mitigation due to the impacts is recommended as part of this TIA. The site access driveway should maintain its existing configuration with one ingress and one egress lane and placed under stop sign control.

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# 1 Introduction

The purpose of this TIA is to review vehicular traffic impacts as a result of the proposed 1181 May River Road Mixed-Use Development. The proposed development is located on the north side of May River Road between Red Cedar Street and Whispering Pine Street, and is planned to consist of the following:

- 4 Residential Units
- 4,000 Square Feet of Retail Space
- 12,000 Square Feet of Health/Fitness Club Space

The development is anticipated to be completed in 2030. Based on the site layout, the proposed development will be accessed via the existing driveway/southbound leg at the intersection of May River Road at Verdier Cove Road.

The conceptual site plan can be seen in **Appendix A**.

This TIA evaluates the traffic operations under 2025 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours at the following intersections and is illustrated in **Figure 1**.

- May River Road at Red Cedar Street
- May River Road at Verdier Cove Road/Site Access
- May River Road at Whispering Pine Street/Ginkgo Lane
- Jason Street at Whispering Pine Street
- Jason Street at Red Cedar Street

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## 1.1 Existing Conditions

The primary roadways in the vicinity of the site are May River Road, Jason Street, Whispering Pine Street, Red Cedar Street, Ginkgo Lane, and Verdier Cove Road.

May River Road is two-lane roadway classified by SCDOT as a minor arterial, with a posted speed limit of 30 miles per hour (mph) in the vicinity of the site. May River Road had a 2024 average daily traffic (ADT) volume of 15,200 vehicles per day (vpd) at SCDOT Count Station 07-0157 in the vicinity of the proposed development.

Jason Street is a two-lane local roadway with a posted speed limit of 30 mph in the vicinity of the site. SCDOT does not provide ADT data for Jason Street.

Whispering Pine Street is a two-lane local roadway with a posted speed limit of 30 mph in the vicinity of the site. SCDOT does not provide ADT data for Whispering Pine Street.

Red Cedar Street is a two-lane local roadway with a posted speed limit of 30 mph in the vicinity of the site. SCDOT does not provide ADT data for Red Cedar Street.

Ginkgo Lane is a two-lane local roadway with a posted speed limit of 20 mph in the vicinity of the site. SCDOT does not provide ADT data for Ginkgo Lane. Ginkgo Lane is the southern leg of the Whispering Pine at May River Road intersection.

Verdier Cove Road is a two-lane local roadway with a posted speed limit of 20 mph in the vicinity of the site. SCDOT does not provide ADT data for Verdier Cove Road.

The existing geometry and traffic control for the study area is illustrated in **Figure 2**.

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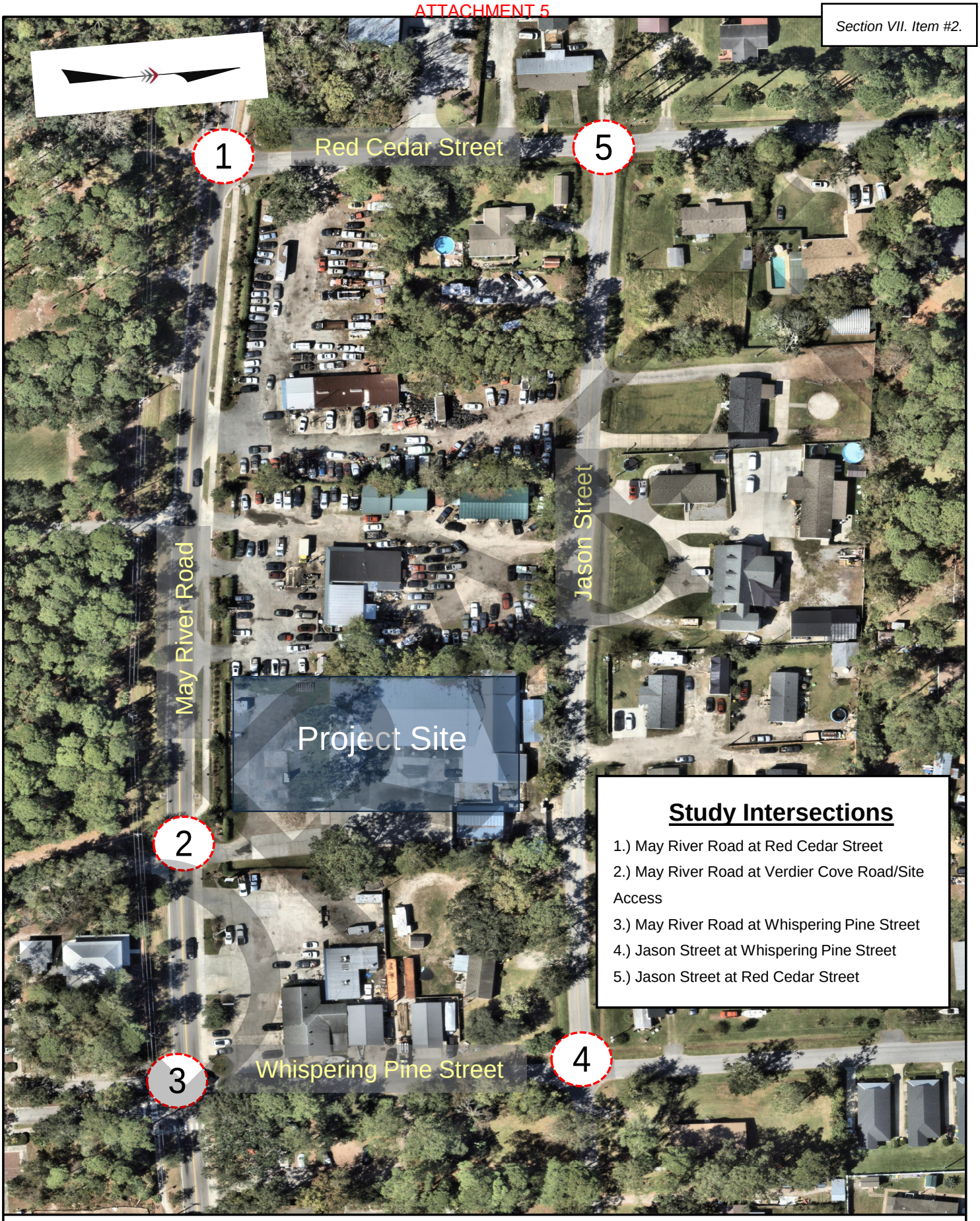



## Study Intersections

1.) May River Road at Red Cedar Street

2.) May River Road at Verdier Cove Road/Site Access

3.) May River Road at Whispering Pine Street

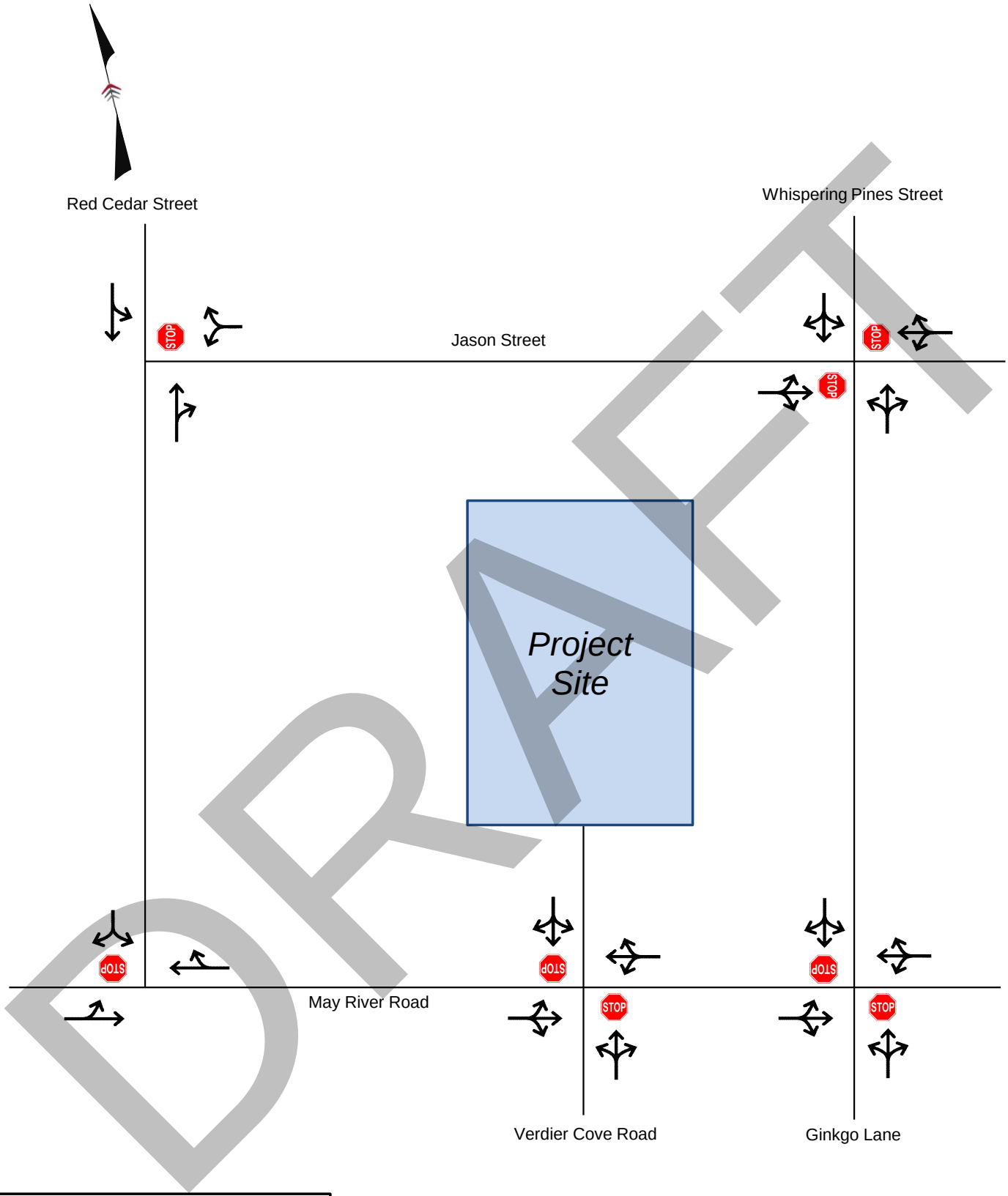
4.) Jason Street at Whispering Pine Street

5.) Jason Street at Red Cedar Street

Kimley»Horn

***1181 May River Road***

*Figure 1 - Study Area Map*

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***1181 May River Road***

*Figure 2 - Existing Roadway Geometry and Intersection Control*

# 2 Project Traffic

## 2.1 Trip Generation

The trip generation rates and equations published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 12th Edition* were used to estimate the trip generation potential for the development. The analysis was performed using the information provided for the following land use codes (LUCs):

- LUC 215 – Single-Family Attached Housing
- LUC 492 – Health/Fitness Club
- LUC 822 – Strip Retail Plaza (<40K)

Since the development includes retail, recreational, and residential land uses, internal capture reductions were calculated. As shown in **Table 1**, the development is anticipated to generate 48 (25 In/23 Out) AM peak hour trips and 93 (51 In/42 Out) PM peak hour net new external trips. Trip generation calculations can be found in **Appendix B**.

**Table 1 – Trip Generation Summary**

| Land Use | Intensity | Units | Daily | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | In | Out | Total | In | Out |
| 215 - Single-Family Attached Housing | 4 | DU | 29 | 2 | 1 | 1 | 2 | 1 | 1 |
| 492 – Health/Fitness Club | 12.0 | KSF | 360 | 30 | 15 | 15 | 54 | 31 | 23 |
| 822 - Strip Retail Plaza (<40k) | 4.0 | KSF | 218 | 16 | 9 | 7 | 41 | 21 | 20 |
| Subtotal | | | 607 | 48 | 25 | 23 | 97 | 53 | 44 |
| Internal Capture | | | 22 | 0 | 0 | 0 | 4 | 2 | 2 |
| Total Net New External Trips | | | 585 | 48 | 25 | 23 | 93 | 51 | 42 |

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## 2.2 Trip Distribution & Assignment

New external trips generated by the proposed development were distributed and assigned to the surrounding roadway network based on existing travel patterns, surrounding land uses, and the proposed site layout. The trip distribution percentages used in this analysis are as follows:

- 45% to/from the West via May River Road
- 45% to/from the East via May River Road
- 3% to/from the North via Whispering Pine Street
- 4% to/from the North via Red Cedar Street
- 3% to/from the South via Ginkgo Street

The site trip distribution and assignment and project trips are illustrated in **Figure 3** and **Figure 4**, respectively.

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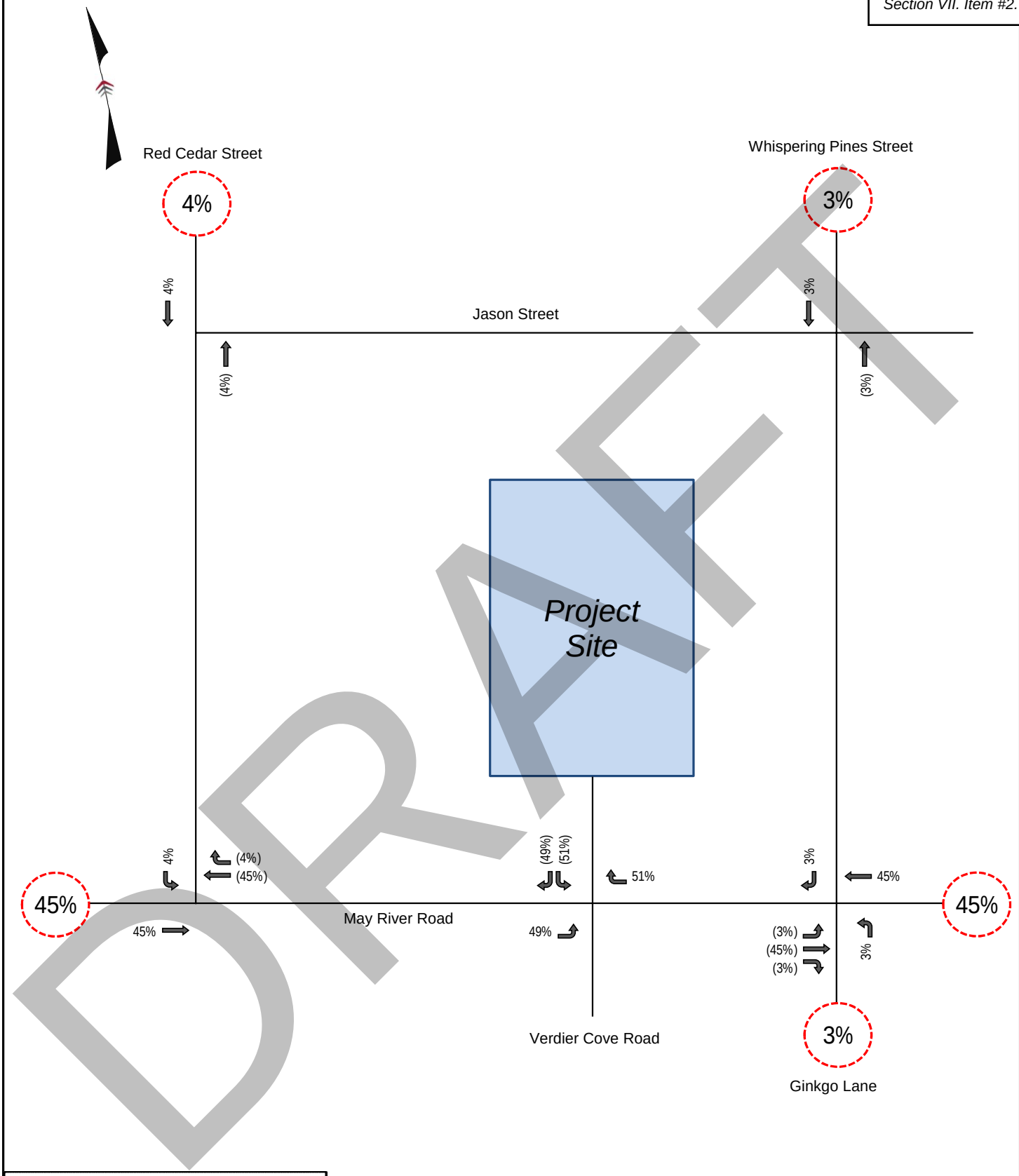


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**Legend**

xx% Inbound Trip Distribution

(xx%) Outbound Trip Distribution

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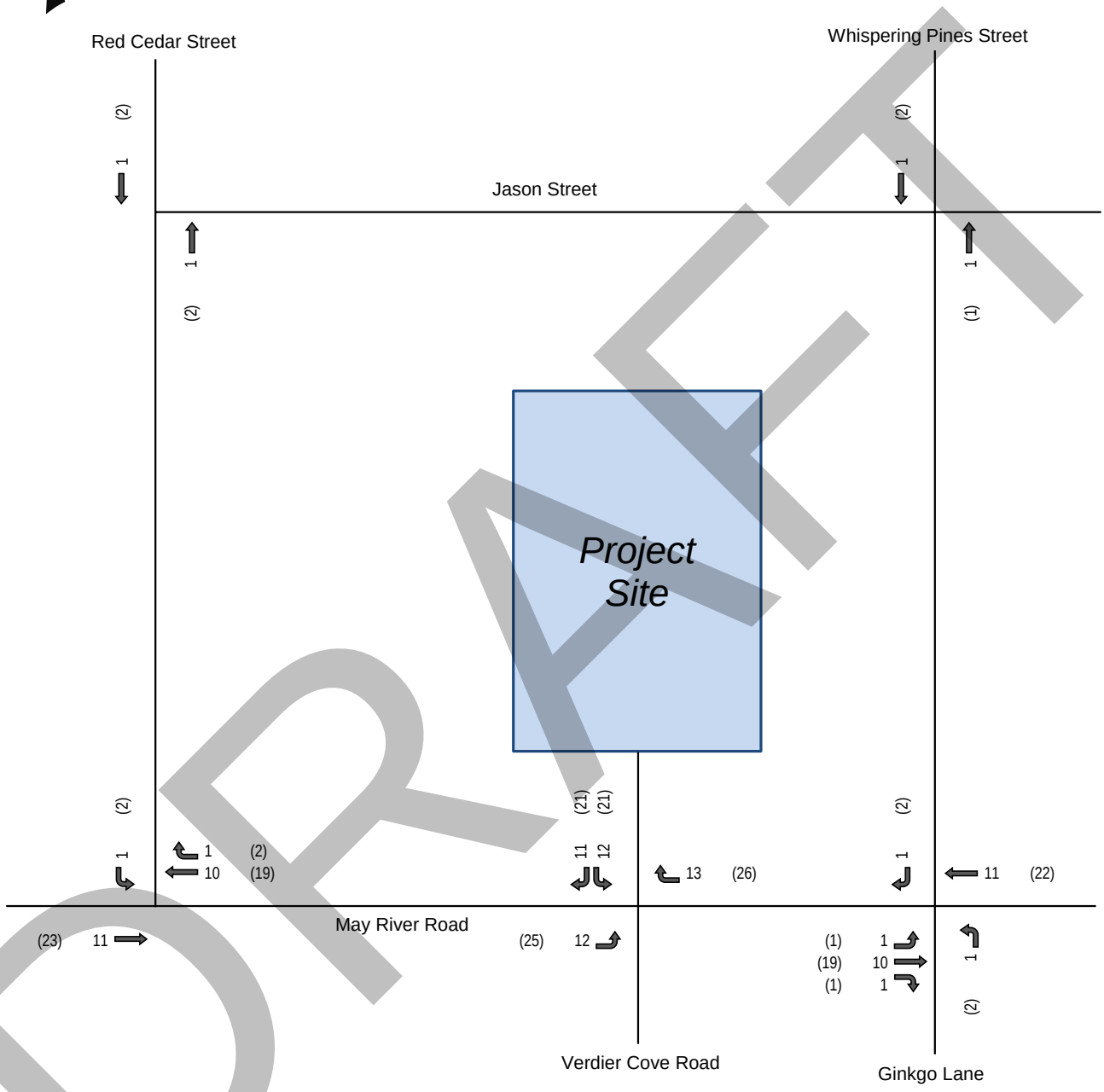
***1181 May River Road***

*Figure 3 - Trip Distribution and Assignment*

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***Legend***

xx AM Peak Hour Project Trips

(xx) PM Peak Hour Project Trips

# 3 Existing and Future Traffic Volume Development

## 3.1 Existing Traffic Development

Peak period intersection turning movement and heavy vehicle counts were performed by All Traffic Data Services from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on Tuesday, August 19, 2025. **Figure 5** illustrates the 2025 Existing AM and PM peak hour traffic volumes. The raw turning-movement count data is included in **Appendix C.**

## 3.2 Future-Year No-Build Traffic Development

Historic traffic growth represents the increase in existing traffic volumes due to usage increases and non-specific growth throughout the area (i.e., that not associated with the subject development). Count station ID 07-0157 data on May River Road shows an annual growth rate of 3.3% for traffic volume since 2021. Therefore, an annual growth rate of 3.5% was used to capture the expected increase in traffic volume associated with the surrounding developments over the next 5 years.

The 2030 No-Build traffic volumes were estimated by increasing the 2025 Existing traffic volumes at a rate of 3.5% for five years. The 2030 No-Build AM and PM peak hour traffic volumes are shown in **Figure 6**.

## 3.3 Future-Year Build Traffic Development

The 1181 May River Road Mixed-Use Development project traffic volumes were added to the 2030 No-Build traffic volumes to develop 2030 Build traffic volumes. **Figure 7** illustrates the 2030 Build traffic volumes for the AM and PM peak hours.

Worksheets documenting the traffic volume development are provided in **Appendix D**.

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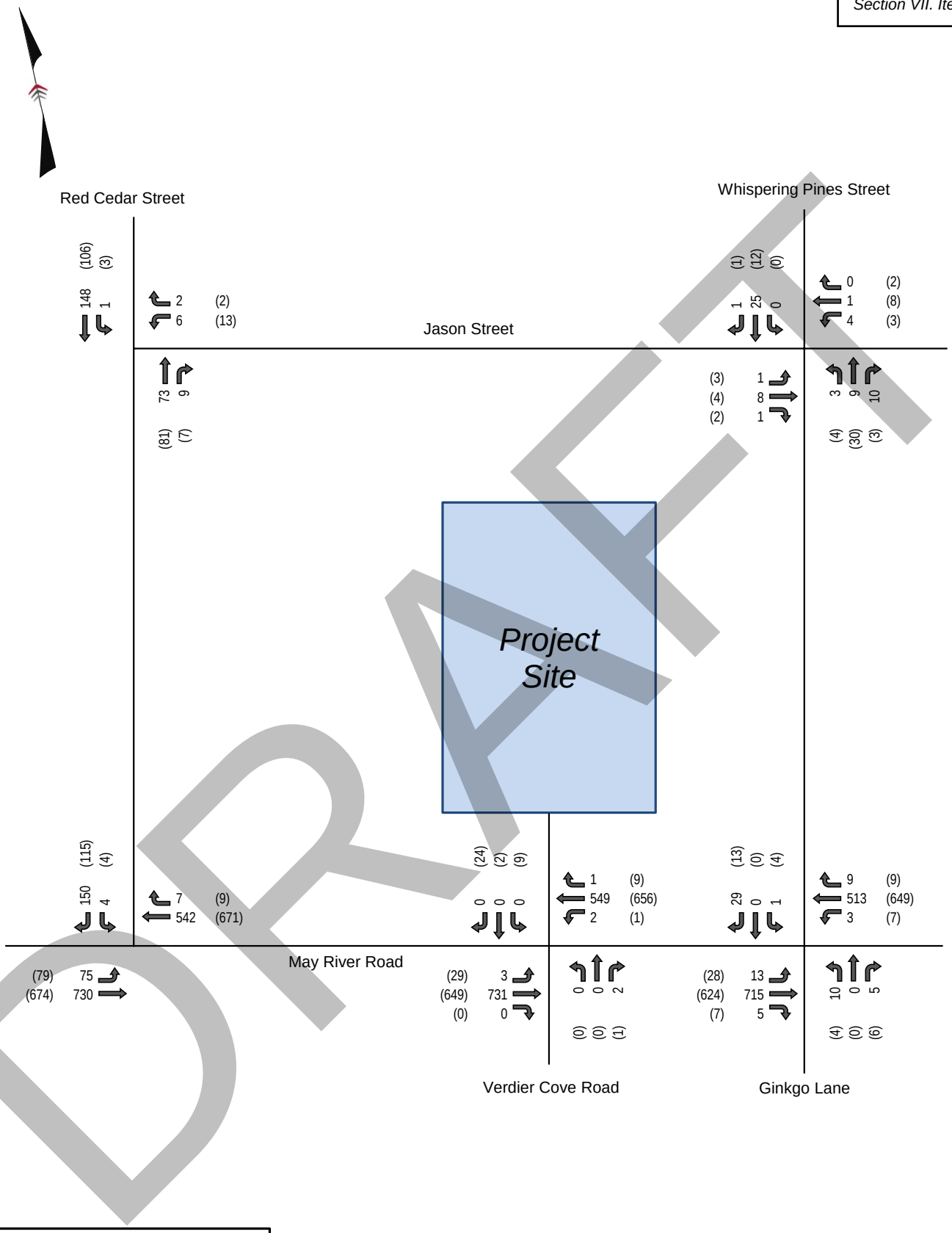


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***Legend***

xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

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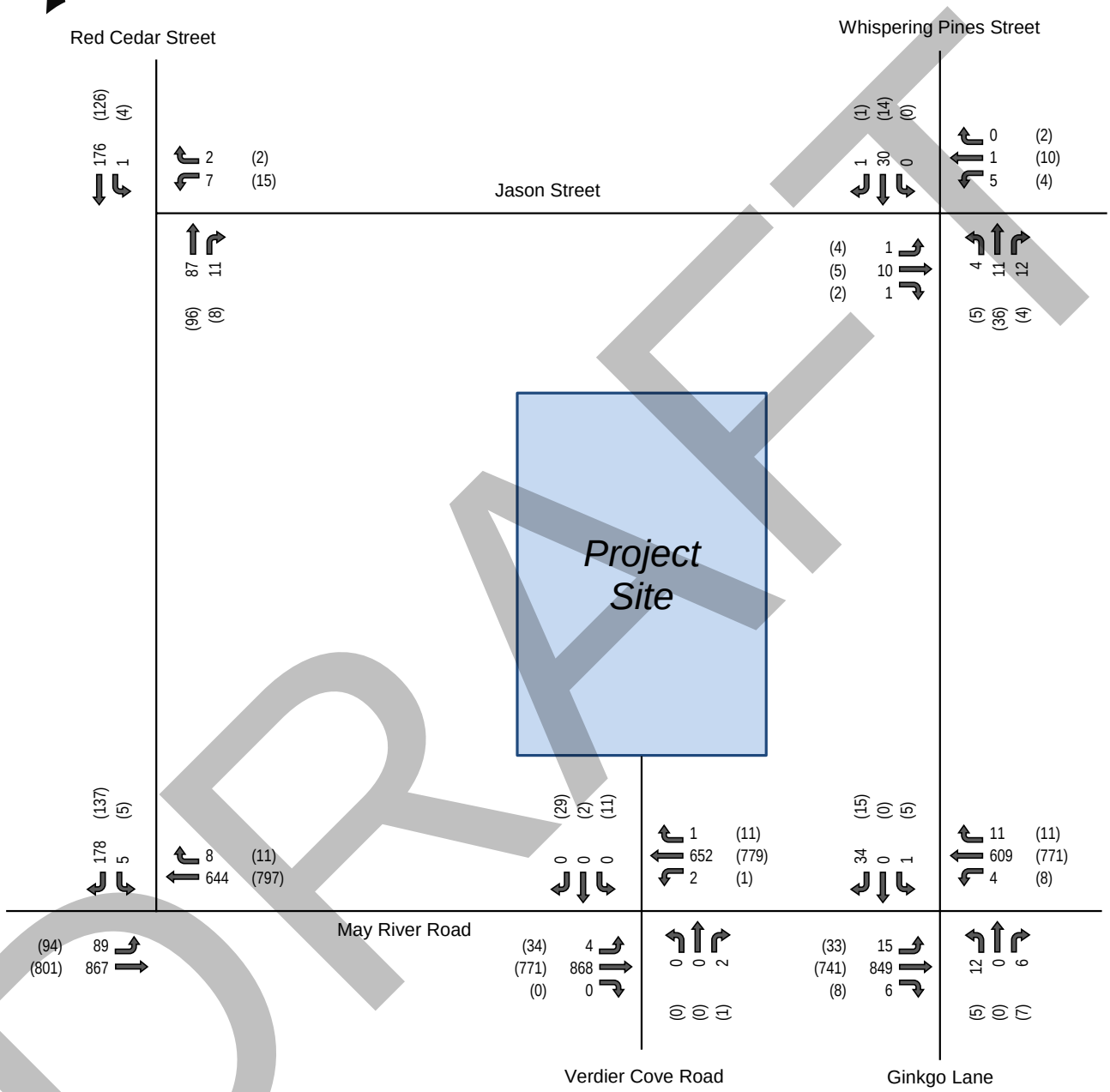
***1181 May River Road***

*Figure 5 - 2025 Existing Peak Hour Traffic Volumes*

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***Legend***

xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

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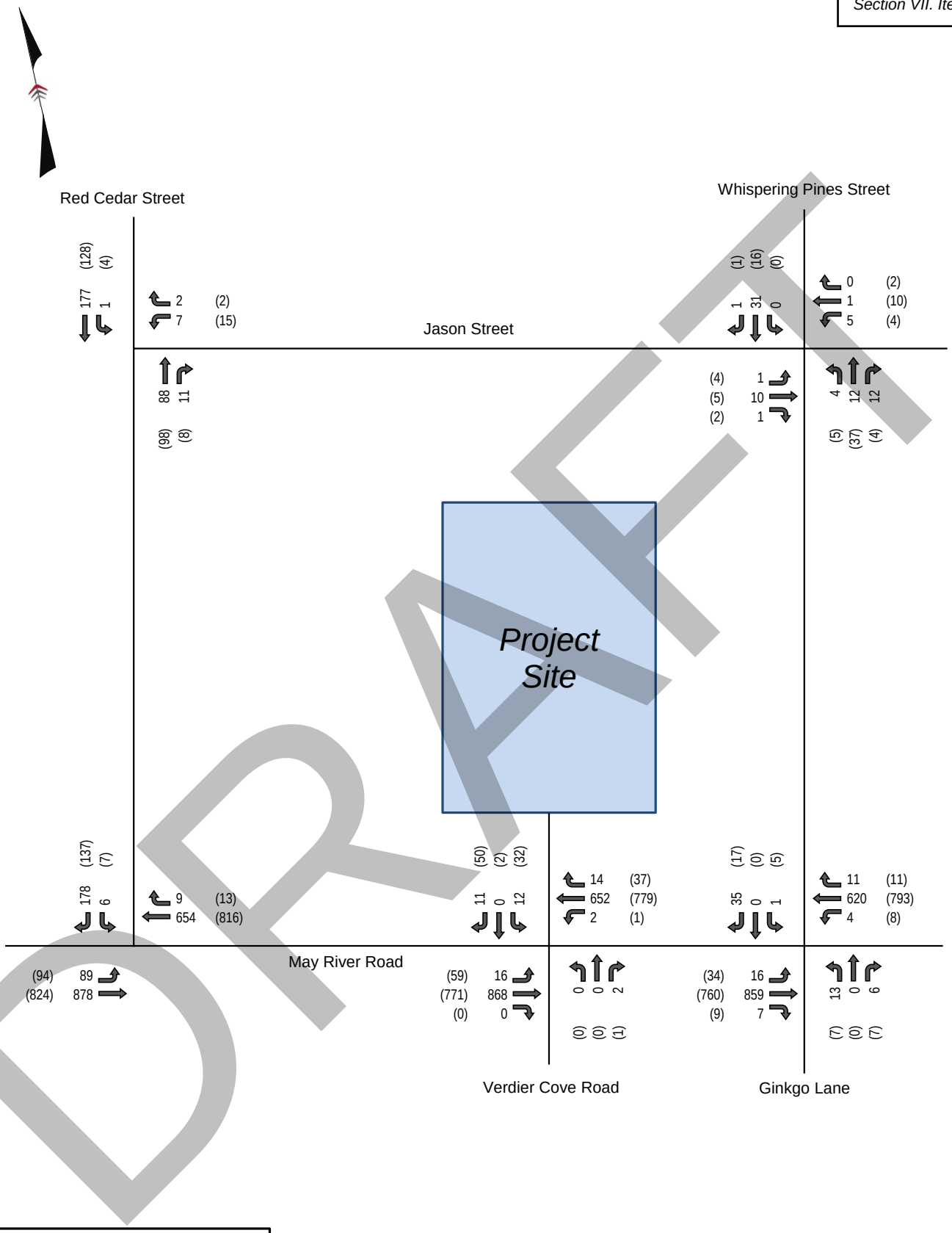
***1181 May River Road***

*Figure 6 - 2030 No-Build Peak Hour Traffic Volumes*




***Legend***

xx AM Peak Hour Traffic Volumes

(xx) PM Peak Hour Traffic Volumes

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# 4 Capacity Analysis

Capacity/level-of-Service (LOS) analyses were conducted using the *Highway Capacity Manual (HCM),* 7th Edition, methodologies of the *Synchro*, Version 12, traffic analysis software. Capacity analyses were conducted for the AM and PM peak hours of the 2025 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions analysis scenarios.

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, gridlocked conditions with high vehicular delays, and are generally considered undesirable. **Table 2** lists the LOS control delay thresholds published in the *HCM* for unsignalized intersections.

**Table 2 – *HCM* Level of Service Criteria**

| LOS | Control Delay per Vehicle (sec/veh) |
|---|---|
| | Unsignalized Intersections |
| **A** | ≤ 10 |
| **B** | > 10 – 15 |
| **C** | > 15 – 25 |
| **D** | > 25 – 35 |
| **E** | > 35 – 50 |
| **F** | > 50 |

Existing peak-hour factors (PHF) were utilized for the existing and future scenarios. Existing heavy vehicle percentages were utilized for all scenarios, with a minimum of 2% considered.

Unsignalized intersections operating at LOS A-LOS C are considered to operate with short delays, unsignalized intersections operate at LOS D-LOS E are considered to operate with moderate delays, and intersections operating at LOS F are considered to operate with long delays.

The following sections outline the results of the capacity analysis for each of the study intersections. The capacity analysis worksheets are included in **Appendix E.**

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## 4.1 May River Road at Red Cedar Street

The capacity analysis results for the unsignalized intersection of May River Road at Red Cedar Street are summarized in **Table 3**.

**Table 3 – May River Road at Red Cedar Street Analysis Results**

| Condition | Measure | May River Road | | May River Road | | Red Cedar Street | |
|---|---|---|---|---|---|---|---|
| | | EBL | EBT | WBT | WBR | SBL | SBR |
| AM Peak Hour | | | | | | | |
| 2025 Existing | LOS (Delay) | A (9.0)* | | A (0.0) | | C (17.5) | |
| | Synchro 95th Q | 8' | | 0' | | 43' | |
| 2030 No-Build | LOS (Delay) | A (9.6)* | | A (0.0) | | D (25.6) | |
| | Synchro 95th Q | 10' | | 0' | | 78' | |
| 2030 Build | LOS (Delay) | A (9.6)* | | A (0.0) | | D (27.9) | |
| | Synchro 95th Q | 10' | | 0' | | 85' | |
| PM Peak Hour | | | | | | | |
| 2025 Existing | LOS (Delay) | A (9.6)* | | A (0.0) | | C (18.9) | |
| | Synchro 95th Q | 8' | | 0' | | 35' | |
| 2030 No-Build | LOS (Delay) | B (10.3)* | | A (0.0) | | D (28.2) | |
| | Synchro 95th Q | 10' | | 0' | | 65' | |
| 2030 Build | LOS (Delay) | B (10.4)* | | A (0.0) | | D (33.7) | |
| | Synchro 95th Q | 13' | | 0' | | 80' | |

1. Delay Represented in sec/veh.
2. *Left-turn movement LOS (Delay) reported.

Under 2025 Existing conditions, the minor street southbound approach operates at LOS C during the AM and PM peak hour. The eastbound left-turn movement operates at LOS A during both the AM and PM peak hour. Under 2030 No-Build conditions, the minor street southbound approach is expected to increase to LOS D during the AM and PM peak hours, and the eastbound left-turn movement is expected to increase to LOS B during the PM peak hour.

With the addition of the proposed development, all approaches and movements are expected to operate similar to the 2030 No-Build conditions.

It is not uncommon for minor street approaches to operate at LOS E, or even LOS F, during peak hours. Based on the results presented in **Table 3**, no mitigation is recommended at this intersection due to the proposed development.

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## 4.2 May River Road at Verdier Cove Road/Site Access

The capacity analysis results for the unsignalized intersection of May River Road at Verdier Cove Road/Site Access are summarized in **Table 4**. The southbound approach of Site Access is planned to maintain the existing driveway configuration. Site Access is proposed to consist of one ingress lane and one egress lane.

**Table 4 – May River Road at Verdier Cove Road/Site Access Analysis Results**

| Condition | Measure | May River Road | | | May River Road | | | Verdier Cove Road | | | Site Access | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| AM Peak Hour | | | | | | | | | | | | | |
| 2025 Existing | LOS (Delay) | A (8.7)* | | | A (9.4)* | | | B (14.6) | | | A (0.0) | | |
| | Synchro 95th Q | 0' | | | 0' | | | 0' | | | 0' | | |
| 2030 No-Build | LOS (Delay) | A (9.1)* | | | B (10.1)* | | | C (16.7) | | | A(0.0) | | |
| | Synchro 95th Q | 0' | | | 0' | | | 0' | | | 0' | | |
| 2030 Build | LOS (Delay) | A (9.2)* | | | B (10.1)* | | | C (16.7) | | | E (48.0) | | |
| | Synchro 95th Q | 3' | | | 0' | | | 0' | | | 23' | | |
| PM Peak Hour | | | | | | | | | | | | | |
| 2025 Existing | LOS (Delay) | A (9.1)* | | | A (8.9)* | | | B (12.9) | | | C (23.4) | | |
| | Synchro 95th Q | 3' | | | 0' | | | 0' | | | 13' | | |
| 2030 No-Build | LOS (Delay) | A (9.7)* | | | A (9.4)* | | | B (14.5) | | | E (37.2) | | |
| | Synchro 95th Q | 3' | | | 0' | | | 0' | | | 28' | | |
| 2030 Build | LOS (Delay) | A (10.0)* | | | A (9.4)* | | | B (14.5) | | | F (107.1) | | |
| | Synchro 95th Q | 8' | | | 0' | | | 0' | | | 113' | | |

1. Delay Represented in sec/veh.
2. *Left-turn movement LOS (Delay) reported.

Under 2025 Existing and 2030 No-Build condition, the minor street northbound approach operates at LOS C or better during the AM and PM peak hour. The westbound and eastbound left-turn movement operates at LOS B or better during the AM and PM peak hours. With the addition of the proposed development, the northbound approach, eastbound left-turn movement, and westbound left-turn movement are expected to maintain acceptable LOS operations.

Under the 2030 Build condition, the southbound approach providing site access is anticipated to operate at LOS E and LOS F during the AM and PM peak hours, respectively. It is not uncommon for minor street approaches to operate at LOS E, or even LOS F, during peak hours of travel. The Site Access should maintain the existing driveway configuration with one ingress lane, one egress lane, and operating under stop control.

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## 4.3 May River Road at Whispering Pine Street/Ginkgo Lane

The capacity analysis results for the unsignalized intersection of May River Road at Whispering Pine Street/Ginkgo Lane are summarized in **Table 5**.

**Table 5 – May River Road at Whispering Pine Street/Ginkgo Lane Analysis Results**

| Condition | Measure | May River Road | | | May River Road | | | Ginkgo Lane | | | Whispering Pine Street | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| AM Peak Hour | | | | | | | | | | | | | |
| 2025 Existing | LOS (Delay) | A (8.7)* | | | A (9.4)* | | | D (33.2) | | | B (13.3) | | |
| | Synchro 95th Q | 0' | | | 0' | | | 10' | | | 5' | | |
| 2030 No-Build | LOS (Delay) | A (9.0)* | | | A (10.0)* | | | F (53.4) | | | C (15.1) | | |
| | Synchro 95th Q | 3' | | | 0' | | | 18' | | | 8' | | |
| 2030 Build | LOS (Delay) | A (9.1)* | | | B (10.0)* | | | F (58.3) | | | C (15.3) | | |
| | Synchro 95th Q | 3' | | | 0' | | | 20' | | | 8' | | |
| PM Peak Hour | | | | | | | | | | | | | |
| 2025 Existing | LOS (Delay) | A (9.1)* | | | A (8.9)* | | | C (24.6) | | | C (20.3) | | |
| | Synchro 95th Q | 3' | | | 0' | | | 5' | | | 5' | | |
| 2030 No-Build | LOS (Delay) | A (9.7)* | | | A (9.4)* | | | E (36.6) | | | D (28.6) | | |
| | Synchro 95th Q | 3' | | | 0' | | | 8' | | | 10' | | |
| 2030 Build | LOS (Delay) | A (9.8)* | | | A (9.5)* | | | E (45.7) | | | D (29.2) | | |
| | Synchro 95th Q | 3' | | | 0' | | | 13' | | | 13' | | |

1. Delay Represented in sec/veh.
2. *Left-turn movement LOS (Delay) reported.

Under 2025 Existing and 2030 No-Build conditions, the eastbound left-turn and westbound left-turn are expected to operate at LOS A. With the addition of project trips, the westbound left-turn movement is expected to increase to LOS B in the AM peak hour.

The minor street northbound approach currently operates at LOS D and LOS C in the AM and PM peak hours, respectively. The LOS is expected to increase to LOS F and LOS E under the 2030 No-Build conditions. With the addition of project trips in the AM peak hour, the approach is expected to continue to operate at LOS F with approximately 5 seconds of additional delay. In the PM peak hour, it is expected to continue to operate at LOS E with approximately 9 seconds of additional delay.

The minor street southbound approach currently operates at LOS B and LOS C in the AM and PM peak hours, respectively. The LOS is expected to increase to LOS C and LOS D under the 2030 No-Build conditions. With the addition of project trips in the AM peak hour, the approach is expected to continue to operate at LOS C. In the PM peak hour, it is expected to continue to operate at LOS D. In the 2030 Build conditions, the additional project trips are anticipated to add less than 1 second of delay for the AM and PM peak hour conditions.

It is not uncommon for minor street approaches to operate at LOS E, or even LOS F, during peak hours. Based on the results presented in **Table 5**, no mitigation is recommended at this intersection due to the proposed development.

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## 4.4 Jason Street at Whispering Pine Street

The capacity analysis results for the unsignalized intersection of Jason Street at Whispering Pine Street are summarized in **Table 6**.

**Table 6 – Jason Street at Whispering Pine Street Analysis Results**

| Condition | Measure | Jason Street | | | Jason Street | | | Whispering Pine Street | | | Whispering Pine Street | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| AM Peak Hour | | | | | | | | | | | | | |
| 2025 Existing | LOS (Delay) | A (9.4) | | | A (9.1) | | | A (7.3)* | | | A (0.0)* | | |
| | Synchro 95th Q | 0' | | | 0' | | | 0' | | | 0' | | |
| 2030 No-Build | LOS (Delay) | A (9.5) | | | A (9.1) | | | A (7.3)* | | | A (0.0)* | | |
| | Synchro 95th Q | 3' | | | 0' | | | 0' | | | 0' | | |
| 2030 Build | LOS (Delay) | A (9.5) | | | A (9.2) | | | A (7.3)* | | | A (0.0)* | | |
| | Synchro 95th Q | 3' | | | 0' | | | 0' | | | 0' | | |
| PM Peak Hour | | | | | | | | | | | | | |
| 2025 Existing | LOS (Delay) | A (9.2) | | | A (9.3) | | | A (7.3)* | | | A (0.0)* | | |
| | Synchro 95th Q | 0' | | | 3' | | | 0' | | | 0' | | |
| 2030 No-Build | LOS (Delay) | A (9.3) | | | A (9.5) | | | A (7.3)* | | | A (0.0)* | | |
| | Synchro 95th Q | 3' | | | 3' | | | 0' | | | 0' | | |
| 2030 Build | LOS (Delay) | A (9.4) | | | A (9.5) | | | A (7.3)* | | | A (0.0)* | | |
| | Synchro 95th Q | 3' | | | 3' | | | 0' | | | 0' | | |

1. Delay Represented in sec/veh.
2. *Left-turn movement LOS (Delay) reported.

Under 2025 Existing and 2030 No-Build conditions, all approaches and movements are expected to operate at LOS A during the AM and PM peak hours. With the addition of project traffic, all approaches and movements are expected to continue to operate at LOS A during the AM and PM peak hours. Based the results presented in **Table 6**, No mitigation is recommended at this intersection due to the proposed development.

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## 4.5 Jason Street at Red Cedar Street

The capacity analysis results for the unsignalized intersection of Jason Street at Red Cedar Street are summarized in **Table 7**.

**Table 7 – Jason Street at Red Cedar Street Analysis Results**

| Condition | Measure | Jason Street | | Red Cedar Street | | Red Cedar Street | |
|---|---|---|---|---|---|---|---|
| | | WBL | WBR | NBT | NBR | SBL | SBT |
| AM Peak Hour | | | | | | | |
| 2025 Existing | LOS (Delay) | A (9.7) | | A (0.0) | | A (7.4)* | |
| | Synchro 95th Q | 0' | | 0' | | 0' | |
| 2030 No-Build | LOS (Delay) | B (10.0) | | A (0.0) | | A (7.4)* | |
| | Synchro 95th Q | 0' | | 0' | | 0' | |
| 2030 Build | LOS (Delay) | B (10.0) | | A (0.0) | | A (7.4)* | |
| | Synchro 95th Q | 0' | | 0' | | 0' | |
| PM Peak Hour | | | | | | | |
| 2025 Existing | LOS (Delay) | A (9.7) | | A (0.0) | | A (7.4)* | |
| | Synchro 95th Q | 3' | | 0' | | 0' | |
| 2030 No-Build | LOS (Delay) | B (10.1) | | A (0.0) | | A (7.5)* | |
| | Synchro 95th Q | 3' | | 0' | | 0' | |
| 2030 Build | LOS (Delay) | B (10.1) | | A (0.0) | | A (7.5)* | |
| | Synchro 95th Q | 3' | | 0' | | 0' | |

1. Delay Represented in sec/veh.
2. *Left-turn movement LOS (Delay) reported.

Under 2025 Existing conditions, all approaches and movements are expected to operate at LOS A during the AM and PM peak hours. Under 2030 No-Build conditions, the minor street westbound approach is anticipated to increase to LOS B during the AM and PM peak hours. With the addition of project traffic, all approaches and movements are expected to continue to operate at the same LOS as the 2030 No-Build conditions during the AM and PM peak hours. Based the results presented in **Table 7**, No mitigation is recommended at this intersection due to the proposed development.

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# 5 Auxiliary Turn Lane Warrants

Warrants for additional turn-lane improvements for unsignalized intersections beyond those necessary for capacity were determined based on a review of the 2021 SCDOT Highway Design Manual. The results of the warrants for the left-turn and right-turn lanes under 2030 Build conditions are summarized below and included in **Appendix F**.

The following auxiliary turn-lanes are warranted along May River Road based on the projected 2030 Build traffic volumes:

***May River Road at Verdier Cove Road Road/Site Access***

- Eastbound left-turn lane

***May River Road at Red Cedar Street***

- Eastbound left-turn lane

***May River Road at Whispering Pine Street/Ginkgo Lane***

- Eastbound left-turn lane
- Westbound left-turn lane

It is important to note that there are no turn-lanes present along May River Road, except at the signalized intersection of Buck Island Road. To maintain the recent Town of Bluffton Streetscape Project and the goals of the Old Town Master Plan, *auxiliary turn lanes are not recommended along May River Road.*

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# 6 Conclusion

The purpose of this TIA is to review vehicular traffic impacts as a result of the proposed 1181 May River Road Mixed-Use Development. The proposed development is located on the north side of May River Road between Red Cedar Street and Whispering Pine Street, and is planned to consist of the following:

- 4 Residential Units
- 4,000 Square Feet of Retail Space
- 12,000 Square Feet of Health/Fitness Club Space

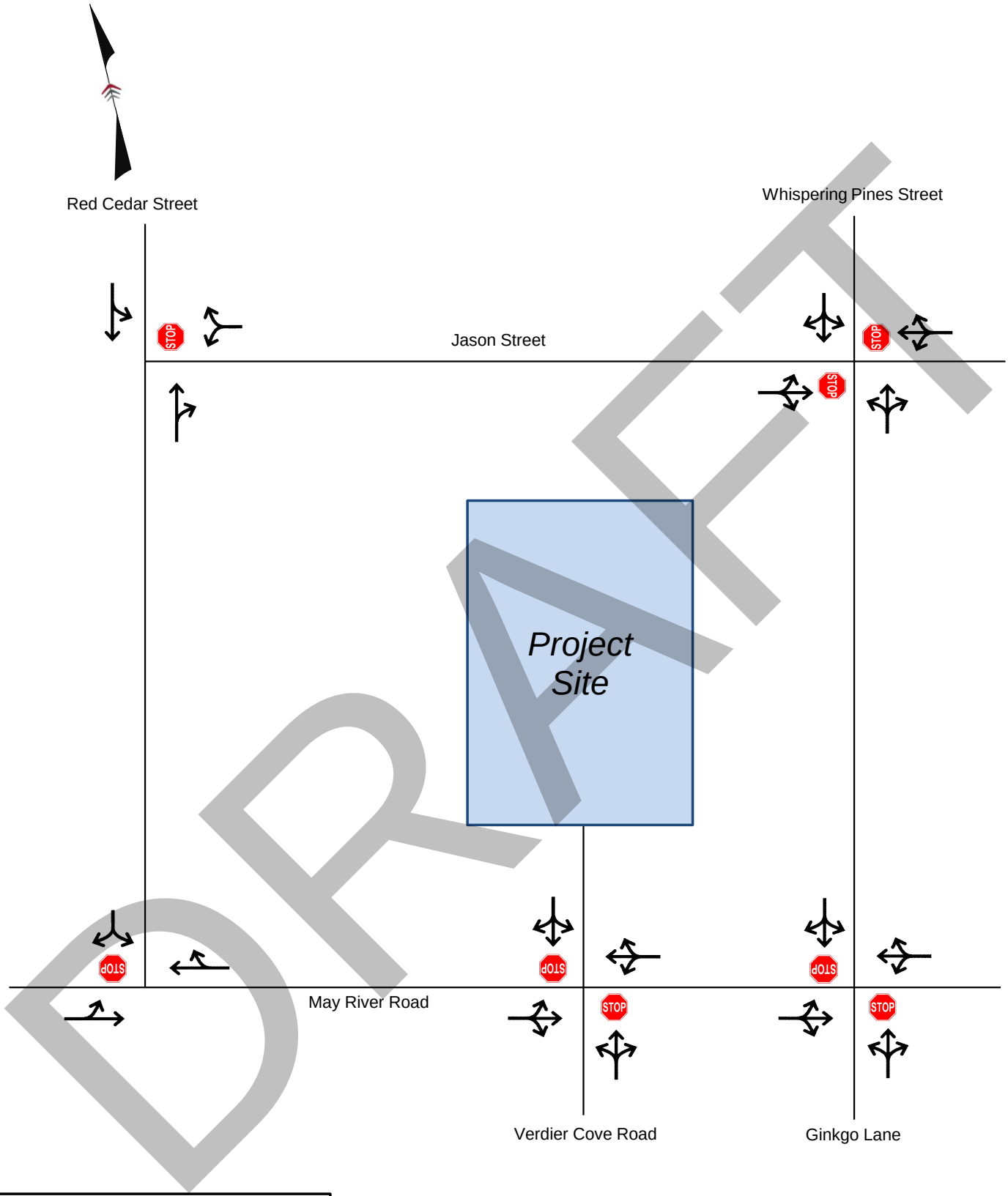
The development is anticipated to be completed in 2030. Based on the site layout, the proposed development will be accessed via the existing driveway/southbound leg at the intersection of May River Road at Verdier Cove Road.

This TIA evaluates the traffic operations under 2025 Existing conditions, 2030 No-Build conditions, and 2030 Build conditions during the AM and PM peak hours at the following intersections:

- May River Road at Red Cedar Street
- May River Road at Verdier Cove Road/Site Access
- May River Road at Whispering Pine Street/Ginkgo Lane
- Jason Street at Whispering Pine Street
- Jason Street at Red Cedar Street

Based on the results of the traffic analyses, the proposed 1181 May River Road Mixed-use Development is anticipated to have minimal impact on the surrounding road network. No mitigation due to the impacts is recommended as part of this TIA. The site access driveway should maintain its existing configuration with one ingress and one egress lane and placed under stop sign control. Recommended roadway geometry and traffic control is illustrated in **Figure 8**.

DRAFT

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Kimley»Horn

***1181 May River Road***

*Figure 8 - Recommended Roadway Geometry and Intersection Control*

# Appendix A – Conceptual Site Plan

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## PARKING SUMMARY

### BUILDING 1

4,000 SF RETAIL
4 SPACES/1,000 SF = 16 REQUIRED

4 RESIDENTIAL APARTMENTS
2 SPACES / UNIT = 8 REQUIRED

### BUILDING 2 (EXISTING)

12,000 SF GYM
1 SPACE/1,000 SF = 12 REQUIRED

**36 REQUIRED SPACES**
**40 PROPOSED SPACES**

**NOTE:** APPROXIMATE BUILDING AND PORCH FOOTPRINTS SHOWN ARE FOR REFERENCE ONLY. FINAL BUILDING FOOTPRINTS SUBJECT TO CHANGE BASED ON FUTURE BUILDING DESIGNS.

N
0 10 20 30 40 50 60 70 80
Scale 1" = 20'

Wilmer Jones, Ltd.
landscape architecture land planning
www.wjltd.com
89 Promenade Street, Suite 201 | Bluffton, South Carolina | 843/757-7411

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DESIGN CONCEPTS, DRAWING, SHEETS, LOGOS, SPECIFICATIONS, DETAILS, WRITTEN MATERIAL SHALL NOT BE USED OR REPRODUCED IN WHOLE OR IN PART IN ANY FORM WITHOUT PRIOR WRITTEN CONSENT OF WJK LTD.
THIS SHEET TO SCALE AT: 24"X36"

SITE DEVELOPMENT PLANS
FOR
# 1181 MAY RIVER ROAD
BLUFFTON, SOUTH CAROLINA

| | |
|---|---|
| DATE: | NOV 13, 2024 |
| PROJECT NO.: | XXXXX.XX |
| DRAWN BY: | XX |
| CHECKED BY: | XX |

SOUTH CAROLINA No. 833 REGISTERED LANDSCAPE ARCHITECT

PRELIMINARY DRC PLAN - NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
**SITE PLAN**

DRAWING NUMBER
B

DRAFT

# Appendix B – Trip Generation Data

DRAFT

## Daily Trip Generation Calculations

| | TRIP GENERATION CHARACTERISTICS | | | | | VEHICLE TRIPS | | | INTERNAL CAPTURE | NEW EXTERNAL VEHICLE TRIPS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Land Use + Code | Source | Scale | ITE Unit | Equation/Rate | In | Out | Total | IC Trips | In | Out | Total |
| 1 | (215) Single-Family Attached Housing | ITE 12th Ed | 4 | DU | T = 6.53(X) + 3.25 | 15 | 14 | 29 | 7 | 11 | 11 | 22 |
| 2 | (822) Strip Retail Plaza (<40k) | ITE 12th Ed | 4 | LKSF | T = 54.45(X) | 109 | 109 | 218 | 11 | 104 | 103 | 207 |
| 3 | (492) Health/Fitness Club | ITE 12th Ed | 12 | KSF | T = 30.02(X) | 180 | 180 | 360 | 4.00 | 178 | 178 | 356 |
| | | | | | | 304 | 303 | 607 | 22 | 293 | 292 | 585 |

## AM Peak Hour Trip Generation Calculations

| | TRIP GENERATION CHARACTERISTICS | | | | | VEHICLE TRIPS | | | INTERNAL CAPTURE | NEW EXTERNAL VEHICLE TRIPS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Land Use + Code | Source | Scale | ITE Unit | Equation/Rate | In | Out | Total | IC Trips | In | Out | Total |
| 1 | (215) Single-Family Attached Housing | ITE 12th Ed | 4 | DU | T = 0.47(X) | 1 | 1 | 2 | 0 | 1 | 1 | 2 |
| 2 | (822) Strip Retail Plaza (<40k) | ITE 12th Ed | 4 | LKSF | T = 3.93(X) | 9 | 7 | 16 | 0 | 9 | 7 | 16 |
| 3 | (492) Health/Fitness Club | ITE 12th Ed | 12 | KSF | Ln(T) = 0.68 Ln(X) + 1.70 | 15 | 15 | 30 | 0 | 15 | 15 | 30 |
| | | | | | | 25 | 23 | 48 | 0 | 25 | 23 | 48 |

## PM Peak Hour Trip Generation Calculations

| | TRIP GENERATION CHARACTERISTICS | | | | | VEHICLE TRIPS | | | INTERNAL CAPTURE | NEW EXTERNAL VEHICLE TRIPS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Land Use + Code | Source | Scale | ITE Unit | Equation/Rate | In | Out | Total | IC Trips | In | Out | Total |
| 1 | (215) Single-Family Attached Housing | ITE 12th Ed | 4 | DU | T = 0.51(X) | 1 | 1 | 2 | 0 | 1 | 1 | 2 |
| 2 | (822) Strip Retail Plaza (<40k) | ITE 12th Ed | 4 | LKSF | Ln(T) = 0.68 Ln(X) + 2.77 | 21 | 20 | 41 | 2 | 20 | 19 | 39 |
| 3 | (492) Health/Fitness Club | ITE 12th Ed | 12 | KSF | Ln(T) = 0.79 Ln(X) + 2.02 | 31 | 23 | 54 | 2 | 30 | 22 | 52 |
| | | | | | | 53 | 44 | 97 | 4 | 51 | 42 | 93 |

DRAFT

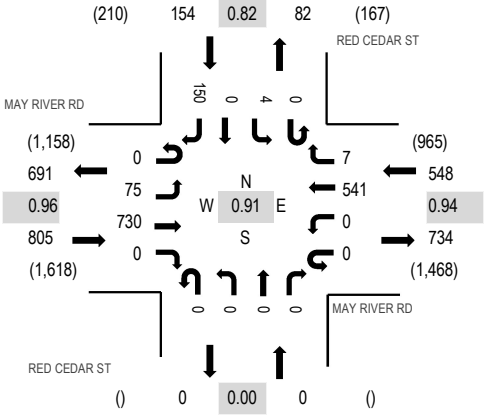
# Appendix C – Turning Movement Counts

DRAFT

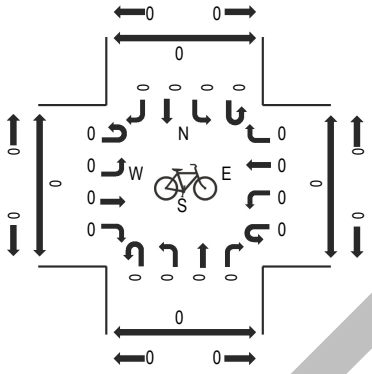
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 1 RED CEDAR ST & MAY RIVER RD AM
**Date:** Tuesday, August 19, 2025
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 08:00 AM - 08:15 AM

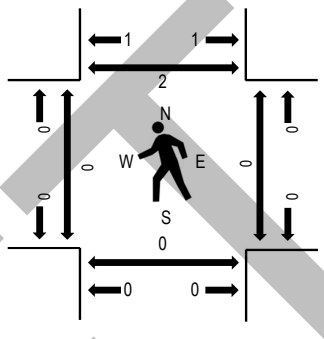
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | MAY RIVER RD Eastbound | | | | MAY RIVER RD Westbound | | | | RED CEDAR ST Northbound | | | | RED CEDAR ST Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 18 | 162 | 0 | 0 | 0 | 95 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 287 | 1,330 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 30 | 173 | 0 | 0 | 0 | 134 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 355 | 1,455 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 23 | 157 | 0 | 0 | 0 | 129 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 345 | 1,507 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 13 | 171 | 0 | 0 | 0 | 128 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 28 | 343 | 1,497 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 17 | 209 | 0 | 0 | 0 | 140 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 412 | 1,463 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 22 | 193 | 0 | 0 | 0 | 144 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 45 | 407 | | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 21 | 191 | 0 | 0 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 21 | 335 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 13 | 205 | 0 | 0 | 0 | 86 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 309 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Lights | 0 | 75 | 725 | 0 | 0 | 0 | 531 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 147 | 1,489 |
| Mediums | 0 | 0 | 5 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 17 |
| Total | 0 | 75 | 730 | 0 | 0 | 0 | 541 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 150 | 1,507 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 0.0% | | | | 0.2% | | | | 0.0% | | | | 0.0% | | 0.1% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% |
| Peak Hour Factor | | | 0.96 | | | | 0.94 | | | | 0.00 | | | | 0.82 | | 0.91 |
| Peak Hour Factor | 0.00 | 0.70 | 0.95 | 0.00 | 0.00 | 0.00 | 0.94 | 0.58 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.75 | 0.00 | 0.83 | 0.91 |

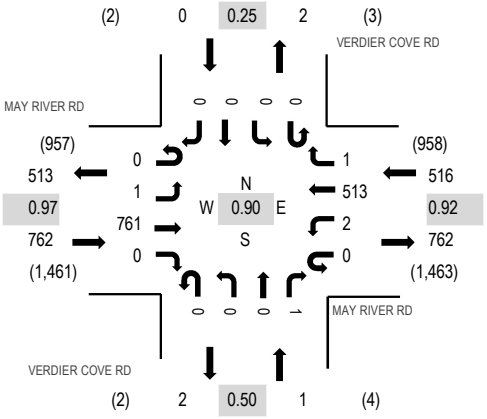
DRAFT

ATTACHMENT 5

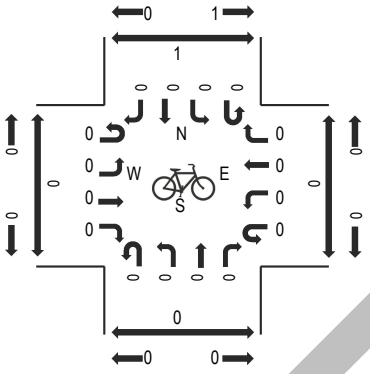
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 2 VERDIER COVE RD & MAY RIVER RD AM
**Date:** Tuesday, August 19, 2025
**Peak Hour:** 07:45 AM - 08:45 AM
**Peak 15-Minutes:** 08:00 AM - 08:15 AM

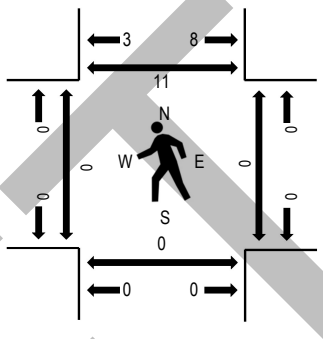
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | MAY RIVER RD Eastbound | | | | MAY RIVER RD Westbound | | | | VERDIER COVE RD Northbound | | | | VERDIER COVE RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 1 | 163 | 0 | 0 | 0 | 92 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 258 | 1,153 | 0 | 0 | 0 | 1 |
| 7:15 AM | 0 | 0 | 174 | 0 | 0 | 0 | 133 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 307 | 1,250 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 156 | 0 | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 292 | 1,277 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 169 | 0 | 0 | 1 | 126 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 296 | 1,279 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 1 | 205 | 0 | 0 | 1 | 147 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 355 | 1,272 | 0 | 0 | 0 | 2 |
| 8:15 AM | 0 | 0 | 195 | 0 | 0 | 0 | 138 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 334 | | 0 | 0 | 0 | 5 |
| 8:30 AM | 0 | 0 | 192 | 0 | 0 | 0 | 102 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 294 | | 0 | 0 | 0 | 3 |
| 8:45 AM | 0 | 0 | 205 | 0 | 0 | 0 | 82 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 289 | | 0 | 0 | 0 | 2 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Lights | 0 | 1 | 754 | 0 | 0 | 2 | 505 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1,264 |
| Mediums | 0 | 0 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| Total | 0 | 1 | 761 | 0 | 0 | 2 | 513 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1,279 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 0.1% | | | | 0.2% | | | | 0.0% | | | | 0.0% | | 0.2% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% |
| Peak Hour Factor | | | 0.97 | | | | 0.92 | | | | 0.50 | | | | 0.25 | | 0.90 |
| Peak Hour Factor | 0.00 | 0.25 | 0.97 | 0.00 | 0.00 | 0.50 | 0.93 | 0.25 | 0.00 | 0.25 | 0.00 | 0.50 | 0.00 | 0.25 | 0.00 | 0.25 | 0.90 |

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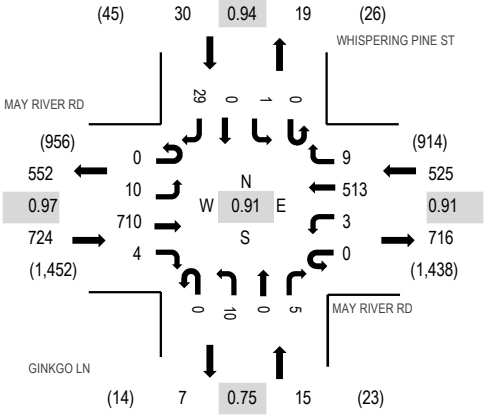
ATTACHMENT 5

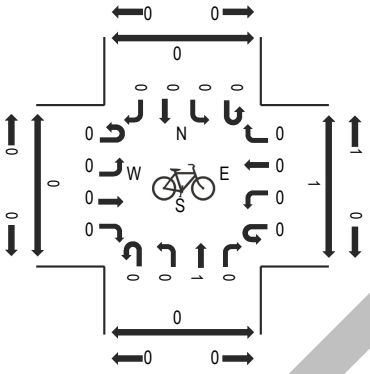
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 3 GINKGO LN & MAY RIVER RD AM
**Date:** Tuesday, August 19, 2025
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 08:00 AM - 08:15 AM

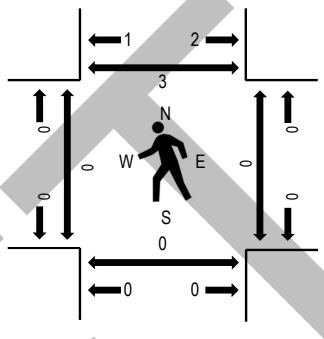
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | MAY RIVER RD Eastbound | | | | MAY RIVER RD Westbound | | | | GINKGO LN Northbound | | | | WHISPERING PINE ST Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 161 | 0 | 0 | 0 | 87 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 255 | 1,159 | 0 | 1 | 1 | 0 |
| 7:15 AM | 0 | 1 | 169 | 2 | 0 | 0 | 127 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 5 | 307 | 1,261 | 0 | 1 | 0 | 1 |
| 7:30 AM | 0 | 4 | 152 | 0 | 0 | 0 | 124 | 3 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 8 | 296 | 1,294 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 1 | 168 | 1 | 0 | 1 | 117 | 3 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 7 | 301 | 1,290 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 3 | 198 | 2 | 0 | 1 | 142 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 6 | 357 | 1,275 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 2 | 192 | 1 | 0 | 1 | 130 | 1 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 8 | 340 | | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 1 | 186 | 3 | 0 | 0 | 96 | 1 | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 292 | | 0 | 2 | 0 | 2 |
| 8:45 AM | 0 | 2 | 201 | 2 | 0 | 0 | 76 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 286 | | 0 | 1 | 0 | 1 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Lights | 0 | 10 | 705 | 4 | 0 | 3 | 503 | 8 | 0 | 10 | 0 | 5 | 0 | 1 | 0 | 29 | 1,278 |
| Mediums | 0 | 0 | 5 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| Total | 0 | 10 | 710 | 4 | 0 | 3 | 513 | 9 | 0 | 10 | 0 | 5 | 0 | 1 | 0 | 29 | 1,294 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 0.0% | | | | 0.4% | | | | 0.0% | | | | 0.0% | | 0.2% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% |
| Peak Hour Factor | | | 0.97 | | | | 0.91 | | | | 0.75 | | | | 0.94 | | 0.91 |
| Peak Hour Factor | 0.00 | 0.63 | 0.97 | 0.67 | 0.00 | 0.75 | 0.90 | 0.75 | 0.00 | 0.69 | 0.00 | 0.63 | 0.00 | 0.38 | 0.00 | 0.91 | 0.91 |

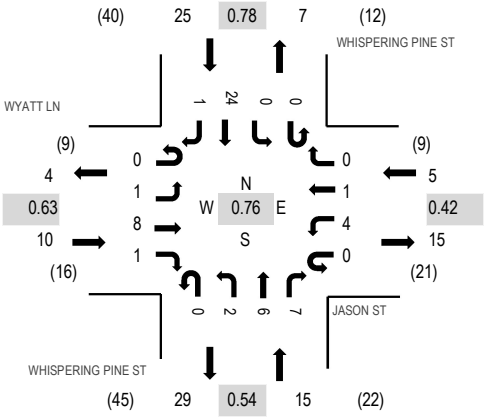
DRAFT

ATTACHMENT 5

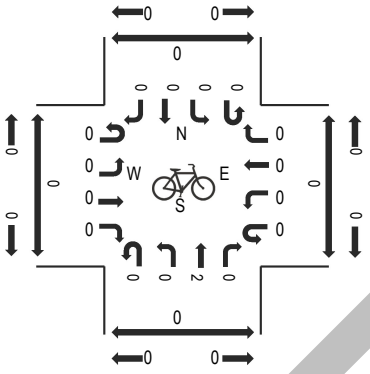
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 4 WHISPERING PINE ST & JASON ST AM
**Date:** Tuesday, August 19, 2025
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 07:30 AM - 07:45 AM

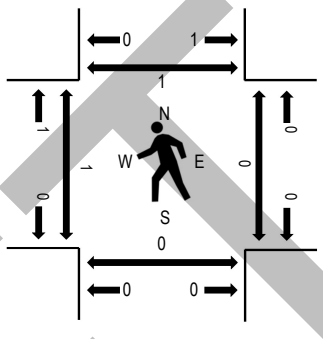
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | WYATT LN Eastbound | | | | JASON ST Westbound | | | | WHISPERING PINE ST Northbound | | | | WHISPERING PINE ST Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 5 | 0 | 10 | 49 | 1 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 2 | 0 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 11 | 50 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 8 | 0 | 18 | 55 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 6 | 0 | 10 | 42 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 5 | 0 | 11 | 38 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 4 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 0 | 5 | 1 | 16 | | 1 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 1 | 0 | 1 | 5 | | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 2 | 0 | 6 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 8 | 1 | 0 | 4 | 1 | 0 | 0 | 2 | 5 | 7 | 0 | 0 | 24 | 0 | 52 |
| Mediums | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| Total | 0 | 1 | 8 | 1 | 0 | 4 | 1 | 0 | 0 | 2 | 6 | 7 | 0 | 0 | 24 | 1 | 55 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 0.0% | | | | 0.0% | | | | 0.0% | | | | 0.0% | | 0.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Peak Hour Factor | | | 0.63 | | | | 0.42 | | | | 0.54 | | | | 0.78 | | 0.76 |
| Peak Hour Factor | 0.00 | 0.25 | 0.50 | 0.50 | 0.00 | 0.33 | 0.38 | 0.00 | 0.00 | 0.50 | 0.58 | 0.58 | 0.00 | 0.25 | 0.78 | 0.50 | 0.76 |

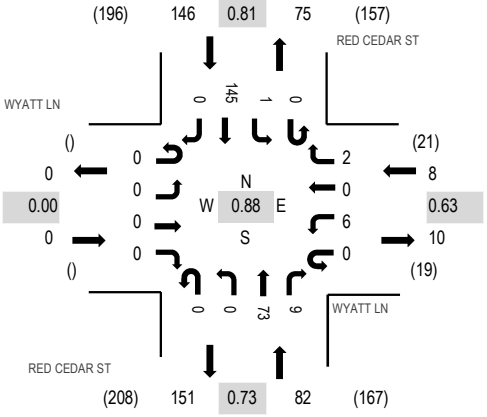
DRAFT

ATTACHMENT 5

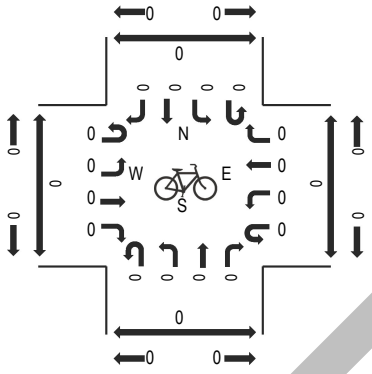
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 5 RED CEDAR ST & WYATT LN AM
**Date:** Tuesday, August 19, 2025
**Peak Hour:** 07:30 AM - 08:30 AM
**Peak 15-Minutes:** 08:00 AM - 08:15 AM

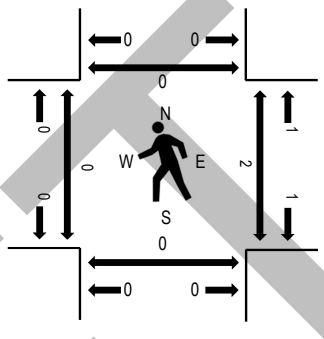
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | WYATT LN Eastbound | | | | WYATT LN Westbound | | | | RED CEDAR ST Northbound | | | | RED CEDAR ST Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | 0 | 16 | 2 | 0 | 0 | 8 | 0 | 29 | 186 | 0 | 1 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 29 | 2 | 0 | 1 | 14 | 0 | 52 | 224 | 1 | 0 | 1 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 21 | 3 | 0 | 0 | 32 | 0 | 61 | 236 | 0 | 1 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 14 | 2 | 0 | 1 | 26 | 0 | 44 | 220 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 17 | 3 | 0 | 0 | 45 | 0 | 67 | 198 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | 1 | 0 | 0 | 42 | 0 | 64 | | 0 | 1 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 18 | 3 | 0 | 0 | 23 | 0 | 45 | | 0 | 1 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 14 | 1 | 0 | 0 | 4 | 0 | 22 | | 0 | 1 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 73 | 9 | 0 | 1 | 142 | 0 | 233 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 73 | 9 | 0 | 1 | 145 | 0 | 236 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 0.0% | | | | 0.0% | | | | 0.0% | | | 0.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Peak Hour Factor | | 0.00 | | | | 0.63 | | | | 0.73 | | | | 0.81 | | | 0.88 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.56 | 0.00 | 0.50 | 0.00 | 0.00 | 0.70 | 0.83 | 0.00 | 0.50 | 0.81 | 0.00 | 0.88 |

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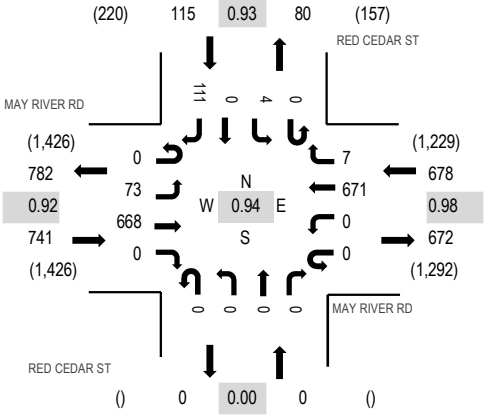
ATTACHMENT 5

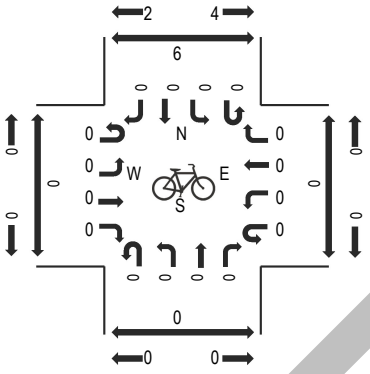
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 1 RED CEDAR ST & MAY RIVER RD PM
**Date:** Tuesday, August 19, 2025
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

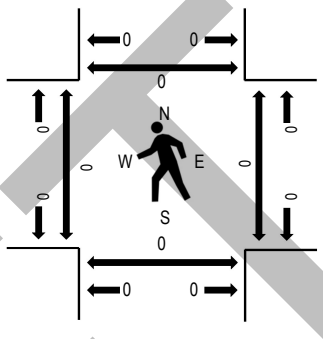
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | MAY RIVER RD Eastbound | | | | MAY RIVER RD Westbound | | | | RED CEDAR ST Northbound | | | | RED CEDAR ST Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 17 | 157 | 0 | 0 | 0 | 81 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 276 | 1,341 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 19 | 156 | 0 | 0 | 0 | 163 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 25 | 365 | 1,438 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 16 | 148 | 0 | 0 | 0 | 140 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 331 | 1,480 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 16 | 156 | 0 | 0 | 0 | 158 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 32 | 369 | 1,524 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 15 | 153 | 0 | 0 | 0 | 171 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 31 | 373 | 1,534 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 29 | 172 | 0 | 0 | 0 | 167 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 34 | 407 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 12 | 162 | 0 | 0 | 0 | 172 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 375 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 17 | 181 | 0 | 0 | 0 | 161 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 18 | 379 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 71 | 665 | 0 | 0 | 0 | 668 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 109 | 1,524 |
| Mediums | 0 | 2 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 10 |
| Total | 0 | 73 | 668 | 0 | 0 | 0 | 671 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 111 | 1,534 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 0.0% | | | | 0.0% | | | | 0.0% | | | | 0.0% | | 0.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Peak Hour Factor | | | 0.92 | | | | 0.98 | | | | 0.00 | | | | 0.93 | | 0.94 |
| Peak Hour Factor | 0.00 | 0.66 | 0.92 | 0.00 | 0.00 | 0.00 | 0.98 | 0.60 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.63 | 0.00 | 0.92 | 0.94 |

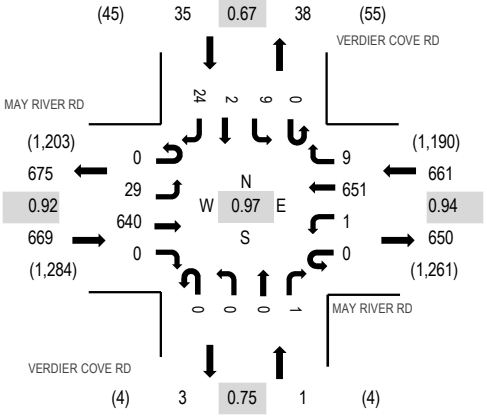
DRAFT

ATTACHMENT 5

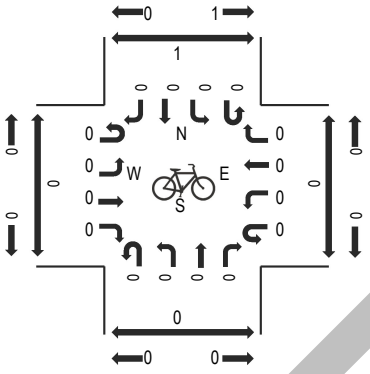
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 2 VERDIER COVE RD & MAY RIVER RD PM
**Date:** Tuesday, August 19, 2025
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

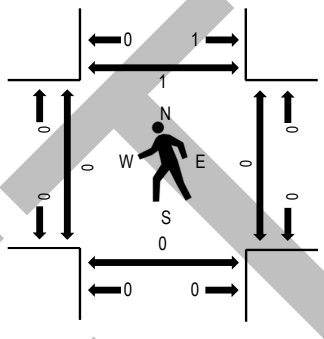
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | MAY RIVER RD Eastbound | | | | MAY RIVER RD Westbound | | | | VERDIER COVE RD Northbound | | | | VERDIER COVE RD Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 1 | 161 | 0 | 0 | 0 | 87 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 253 | 1,157 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 156 | 1 | 0 | 0 | 137 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 298 | 1,245 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 3 | 138 | 0 | 0 | 0 | 138 | 1 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 1 | 284 | 1,299 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 4 | 150 | 0 | 0 | 0 | 159 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 322 | 1,338 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 15 | 136 | 0 | 0 | 0 | 176 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 10 | 341 | 1,366 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 8 | 168 | 0 | 0 | 0 | 162 | 5 | 0 | 0 | 0 | 1 | 0 | 2 | 1 | 5 | 352 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 5 | 156 | 0 | 0 | 0 | 150 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 6 | 323 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 1 | 180 | 0 | 0 | 1 | 163 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 3 | 350 | | 0 | 0 | 0 | 1 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 29 | 637 | 0 | 0 | 1 | 648 | 9 | 0 | 0 | 0 | 1 | 0 | 9 | 2 | 24 | 1,360 |
| Mediums | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 29 | 640 | 0 | 0 | 1 | 651 | 9 | 0 | 0 | 0 | 1 | 0 | 9 | 2 | 24 | 1,366 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 0.0% | | | | 0.0% | | | | 0.0% | | | | 0.0% | | 0.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Peak Hour Factor | | | 0.92 | | | | 0.94 | | | | 0.75 | | | | 0.67 | | 0.97 |
| Peak Hour Factor | 0.00 | 0.53 | 0.89 | 0.25 | 0.00 | 0.25 | 0.92 | 0.63 | 0.00 | 0.00 | 0.00 | 0.75 | 0.00 | 0.75 | 0.50 | 0.60 | 0.97 |

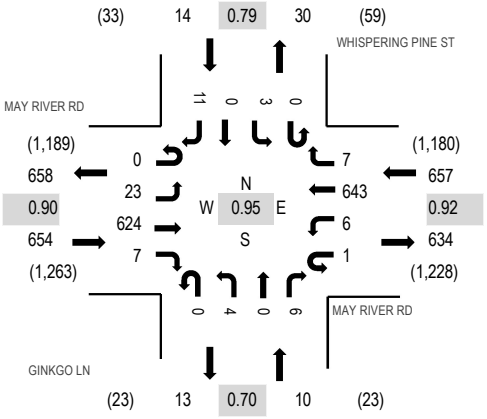
DRAFT

ATTACHMENT 5

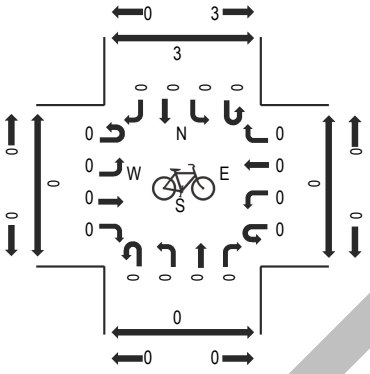
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 3 GINKGO LN & MAY RIVER RD PM
**Date:** Tuesday, August 19, 2025
**Peak Hour:** 05:00 PM - 06:00 PM
**Peak 15-Minutes:** 05:45 PM - 06:00 PM

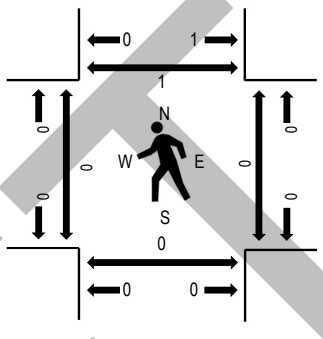
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | MAY RIVER RD Eastbound | | | | MAY RIVER RD Westbound | | | | GINKGO LN Northbound | | | | WHISPERING PINE ST Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 5 | 154 | 2 | 0 | 0 | 88 | 8 | 0 | 3 | 1 | 1 | 0 | 2 | 0 | 2 | 266 | 1,164 | 0 | 0 | 1 | 0 |
| 4:15 PM | 0 | 2 | 154 | 2 | 0 | 1 | 128 | 3 | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 4 | 297 | 1,218 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 4 | 131 | 4 | 0 | 0 | 134 | 1 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 4 | 281 | 1,266 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 3 | 148 | 0 | 0 | 1 | 157 | 2 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 4 | 320 | 1,304 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 5 | 133 | 1 | 1 | 0 | 176 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 320 | 1,335 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 8 | 159 | 2 | 0 | 2 | 161 | 3 | 0 | 1 | 0 | 4 | 0 | 1 | 0 | 4 | 345 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 6 | 155 | 3 | 0 | 4 | 142 | 0 | 0 | 2 | 0 | 1 | 0 | 2 | 0 | 4 | 319 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 4 | 177 | 1 | 0 | 0 | 164 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 351 | | 0 | 0 | 0 | 1 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 23 | 621 | 7 | 1 | 6 | 640 | 7 | 0 | 4 | 0 | 6 | 0 | 3 | 0 | 11 | 1,329 |
| Mediums | 0 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 23 | 624 | 7 | 1 | 6 | 643 | 7 | 0 | 4 | 0 | 6 | 0 | 3 | 0 | 11 | 1,335 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | | 0.0% | | | | 0.0% | | | | 0.0% | | | | 0.0% | | 0.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Peak Hour Factor | | | 0.90 | | | | 0.92 | | | | 0.70 | | | | 0.79 | | 0.95 |
| Peak Hour Factor | 0.00 | 0.72 | 0.88 | 0.50 | 0.25 | 0.44 | 0.91 | 0.44 | 0.00 | 0.63 | 0.25 | 0.44 | 0.00 | 0.63 | 0.00 | 0.88 | 0.95 |

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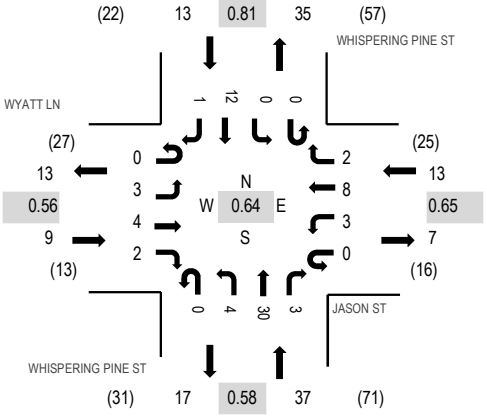
ATTACHMENT 5

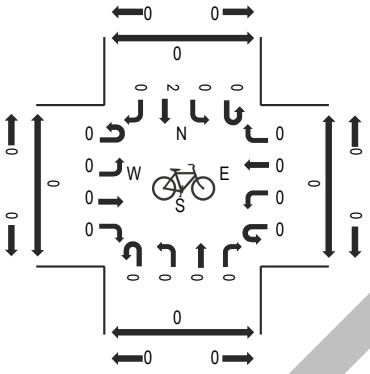
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 4 WHISPERING PINE ST & JASON ST PM
**Date:** Tuesday, August 19, 2025
**Peak Hour:** 04:00 PM - 05:00 PM
**Peak 15-Minutes:** 04:00 PM - 04:15 PM

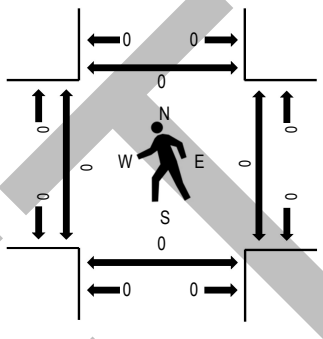
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles




## Peak Hour - Pedestrians




Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | WYATT LN Eastbound | | | | JASON ST Westbound | | | | WHISPERING PINE ST Northbound | | | | WHISPERING PINE ST Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 1 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 2 | 14 | 0 | 0 | 0 | 2 | 1 | 28 | 72 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 1 | 1 | 0 | 1 | 4 | 0 | 0 | 1 | 7 | 1 | 0 | 0 | 4 | 0 | 21 | 58 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 5 | 1 | 0 | 0 | 3 | 0 | 13 | 57 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | 1 | 0 | 0 | 3 | 0 | 10 | 57 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 1 | 0 | 0 | 1 | 4 | 0 | 0 | 1 | 4 | 1 | 0 | 0 | 2 | 0 | 14 | 59 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 0 | 0 | 0 | 9 | 3 | 0 | 0 | 4 | 0 | 20 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 3 | 0 | 0 | 1 | 0 | 13 | | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 4 | 4 | 1 | 0 | 0 | 2 | 0 | 12 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 3 | 4 | 2 | 0 | 3 | 8 | 2 | 0 | 4 | 30 | 3 | 0 | 0 | 11 | 1 | 71 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total | 0 | 3 | 4 | 2 | 0 | 3 | 8 | 2 | 0 | 4 | 30 | 3 | 0 | 0 | 12 | 1 | 72 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 0.0% | | | | 0.0% | | | | 0.0% | | | 0.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Peak Hour Factor | | 0.56 | | | | 0.65 | | | | 0.58 | | | | 0.81 | | | 0.64 |
| Peak Hour Factor | 0.00 | 0.75 | 0.50 | 0.25 | 0.00 | 0.38 | 0.63 | 0.50 | 0.00 | 0.31 | 0.54 | 0.67 | 0.00 | 0.00 | 0.75 | 0.25 | 0.64 |

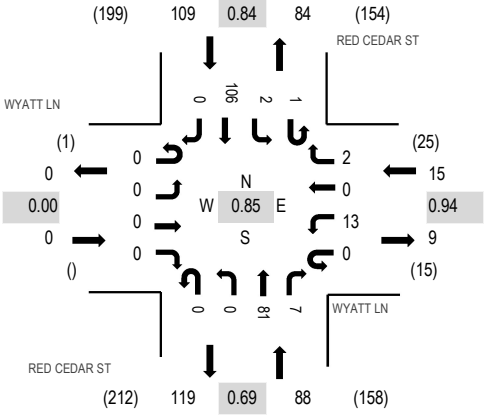
DRAFT

ATTACHMENT 5

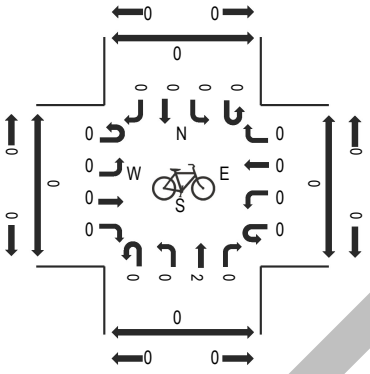
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

**Location:** 5 RED CEDAR ST & WYATT LN PM
**Date:** Tuesday, August 19, 2025
**Peak Hour:** 04:30 PM - 05:30 PM
**Peak 15-Minutes:** 05:15 PM - 05:30 PM

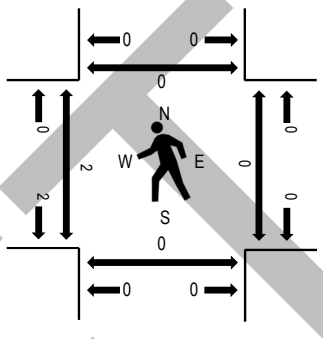
## Peak Hour - Motorized Vehicles




## Peak Hour - Bicycles



## Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

## Traffic Counts - Motorized Vehicles

| Interval Start Time | WYATT LN Eastbound | | | | WYATT LN Westbound | | | | RED CEDAR ST Northbound | | | | RED CEDAR ST Southbound | | | | | Rolling Hour | Pedestrian Crossings | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | Total | | West | East | South | North |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 16 | 3 | 0 | 0 | 22 | 0 | 42 | 186 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 20 | 0 | 0 | 1 | 25 | 0 | 50 | 200 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 17 | 2 | 0 | 0 | 18 | 0 | 41 | 212 | 1 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 17 | 3 | 0 | 0 | 30 | 0 | 53 | 211 | 1 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 16 | 1 | 1 | 2 | 32 | 0 | 56 | 196 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 0 | 26 | 0 | 62 | | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 1 | 24 | 1 | 40 | | 0 | 1 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 17 | 1 | 0 | 0 | 16 | 0 | 38 | | 0 | 0 | 0 | 0 |

## Peak Rolling Hour Flow Rates

| Vehicle Type | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Articulated Trucks | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lights | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 79 | 7 | 1 | 2 | 105 | 0 | 209 |
| Mediums | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 81 | 7 | 1 | 2 | 106 | 0 | 212 |

## Heavy Vehicle Percentage and Peak Hour Factor

| | Eastbound | | | | Westbound | | | | Northbound | | | | Southbound | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | U-Turn | Left | Thru | Right | |
| Heavy Vehicle % | | 0.0% | | | | 0.0% | | | | 0.0% | | | | 0.0% | | | 0.0% |
| Heavy Vehicle % | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Peak Hour Factor | | 0.00 | | | | 0.94 | | | | 0.69 | | | | 0.84 | | | 0.85 |
| Peak Hour Factor | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.81 | 0.00 | 0.63 | 0.00 | 0.00 | 0.65 | 0.67 | 0.25 | 0.38 | 0.88 | 0.25 | 0.85 |

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# Appendix D – Traffic Volume Development Worksheets

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# INTERSECTION TRAFFIC VOLUME DEVELOPMENT

**INTERSECTION:** May River Road at Red Cedar Street
**COUNT DATE:** August 19, 2025
**AM PEAK HOUR FACTOR:** 0.91 **AM FUTURE PEAK HOUR FACTOR:** 0.91
**PM PEAK HOUR FACTOR:** 0.94 **PM FUTURE PEAK HOUR FACTOR:** 0.94

## AM Peak Hour

| AM 2025 EXISTING TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Adjusted Turning Movement Counts[1] | 0 | 75 | 730 | 0 | 0 | 0 | 541 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 150 |
| AM Volume Balancing | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM 2025 EXISTING TRAFFIC** | **0** | **75** | **730** | **0** | **0** | **0** | **542** | **7** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **150** |
| AM Heavy Vehicle Percentage | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| **AM 2030 NO-BUILD TRAFFIC** | **EBU** | **EBL** | **EBT** | **EBR** | **WBU** | **WBL** | **WBT** | **WBR** | **NBU** | **NBL** | **NBT** | **NBR** | **SBU** | **SBL** | **SBT** | **SBR** |
| Years To Buildout | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Annual Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| **AM 2030 NO-BUILD TRAFFIC GROWTH** | 0 | 14 | 137 | 0 | 0 | 0 | 102 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 28 |
| **AM 2030 NO-BUILD TRAFFIC** | **0** | **89** | **867** | **0** | **0** | **0** | **644** | **8** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **178** |

**"SITE TRAFFIC DISTRUBUTION"**

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | **45%** | | | | | | | | | | | **4%** | | |
| Distribution | Exiting | | | | | | | **45%** | **4%** | | | | | | | | |

**"AM PROJECT TRIPS"**

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Trip | Net New | 0 | 0 | **11** | 0 | 0 | 0 | **10** | **1** | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 0 |
| **AM TOTAL PROJECT TRIPS** | | **0** | **0** | **11** | **0** | **0** | **0** | **10** | **1** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** |
| **AM 2030 BUILD-OUT TRAFFIC** | | **0** | **89** | **878** | **0** | **0** | **0** | **654** | **9** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **178** |

## PM Peak Hour

| PM 2025 EXISTING TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Adjusted Turning Movement Counts[1] | 0 | 73 | 668 | 0 | 0 | 0 | 671 | 7 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 111 |
| PM Volume Balancing | 0 | 6 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| **PM 2025 EXISTING TRAFFIC** | **0** | **79** | **674** | **0** | **0** | **0** | **671** | **9** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **115** |
| PM Heavy Vehicle Percentage | 2% | 3% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |
| **PM 2030 NO-BUILD TRAFFIC** | **EBU** | **EBL** | **EBT** | **EBR** | **WBU** | **WBL** | **WBT** | **WBR** | **NBU** | **NBL** | **NBT** | **NBR** | **SBU** | **SBL** | **SBT** | **SBR** |
| Years To Buildout | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Annual Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| **PM 2030 NO-BUILD TRAFFIC GROWTH** | 0 | 15 | 127 | 0 | 0 | 0 | 126 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 22 |
| **PM 2030 NO-BUILD TRAFFIC** | **0** | **94** | **801** | **0** | **0** | **0** | **797** | **11** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **137** |

**"SITE TRAFFIC DISTRUBUTION"**

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | **45%** | | | | | | | | | | | **4%** | | |
| Distribution | Exiting | | | | | | | **45%** | **4%** | | | | | | | | |

**"PM PROJECT TRIPS"**

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Trip | Net New | 0 | 0 | **23** | 0 | 0 | 0 | **19** | **2** | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 0 |
| **PM TOTAL PROJECT TRIPS** | | **0** | **0** | **23** | **0** | **0** | **0** | **19** | **2** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** |
| **PM 2030 BUILD-OUT TRAFFIC** | | **0** | **94** | **824** | **0** | **0** | **0** | **816** | **13** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **137** |

DRAFT

# INTERSECTION TRAFFIC VOLUME DEVELOPMENT

**INTERSECTION:** May River Road at Verdier Cove Road/Site Access
**COUNT DATE:** August 19, 2025
**AM PEAK HOUR FACTOR:** 0.90 **AM FUTURE PEAK HOUR FACTOR:** 0.90
**PM PEAK HOUR FACTOR:** 0.97 **PM FUTURE PEAK HOUR FACTOR:** 0.95

## AM Peak Hour

| AM 2025 EXISTING TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Adjusted Turning Movement Counts[1] | 0 | 1 | 725 | 0 | 0 | 2 | 546 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| AM Volume Balancing | 0 | 2 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM 2025 EXISTING TRAFFIC** | **0** | **3** | **731** | **0** | **0** | **2** | **549** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** |
| AM Heavy Vehicle Percentage | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

| AM 2030 NO-BUILD TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Years To Buildout | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Annual Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| **AM 2030 NO-BUILD TRAFFIC GROWTH** | 0 | 1 | 137 | 0 | 0 | 0 | 103 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM 2030 NO-BUILD TRAFFIC** | **0** | **4** | **868** | **0** | **0** | **2** | **652** | **1** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** |

**"SITE TRAFFIC DISTRUBUTION"**

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | **49%** | | | | | | **51%** | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | | | **51%** | | **49%** |

**"AM PROJECT TRIPS"**

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Trip | Net New | 0 | **12** | 0 | 0 | 0 | 0 | 0 | **13** | 0 | 0 | 0 | 0 | 0 | **12** | 0 | **11** |
| **AM TOTAL PROJECT TRIPS** | | **0** | **12** | **0** | **0** | **0** | **0** | **0** | **13** | **0** | **0** | **0** | **0** | **0** | **12** | **0** | **11** |
| **AM 2030 BUILD-OUT TRAFFIC** | | **0** | **16** | **868** | **0** | **0** | **2** | **652** | **14** | **0** | **0** | **0** | **2** | **0** | **12** | **0** | **11** |

## PM Peak Hour

| PM 2025 EXISTING TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Adjusted Turning Movement Counts[1] | 0 | 29 | 640 | 0 | 0 | 1 | 651 | 9 | 0 | 0 | 0 | 1 | 0 | 9 | 2 | 24 |
| PM Volume Balancing | 0 | 0 | 9 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM 2025 EXISTING TRAFFIC** | **0** | **29** | **649** | **0** | **0** | **1** | **656** | **9** | **0** | **0** | **0** | **1** | **0** | **9** | **2** | **24** |
| PM Heavy Vehicle Percentage | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

| PM 2030 NO-BUILD TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Years To Buildout | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Annual Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| **PM 2030 NO-BUILD TRAFFIC GROWTH** | 0 | 5 | 122 | 0 | 0 | 0 | 123 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 |
| **PM 2030 NO-BUILD TRAFFIC** | **0** | **34** | **771** | **0** | **0** | **1** | **779** | **11** | **0** | **0** | **0** | **1** | **0** | **11** | **2** | **29** |

**"SITE TRAFFIC DISTRUBUTION"**

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | **49%** | | | | | | **51%** | | | | | | | | |
| Distribution | Exiting | | | | | | | | | | | | | | **51%** | | **49%** |

**"PM PROJECT TRIPS"**

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Trip | Net New | 0 | **25** | 0 | 0 | 0 | 0 | 0 | **26** | 0 | 0 | 0 | 0 | 0 | **21** | 0 | **21** |
| **PM TOTAL PROJECT TRIPS** | | **0** | **25** | **0** | **0** | **0** | **0** | **0** | **26** | **0** | **0** | **0** | **0** | **0** | **21** | **0** | **21** |
| **PM 2030 BUILD-OUT TRAFFIC** | | **0** | **59** | **771** | **0** | **0** | **1** | **779** | **37** | **0** | **0** | **0** | **1** | **0** | **32** | **2** | **50** |

DRAFT

# INTERSECTION TRAFFIC VOLUME DEVELOPMENT

**INTERSECTION:** May River Road at Whispering Pine Street/Ginkgo Lane
**COUNT DATE:** August 19, 2025
**AM PEAK HOUR FACTOR:** 0.91 **AM FUTURE PEAK HOUR FACTOR:** 0.91
**PM PEAK HOUR FACTOR:** 0.95 **PM FUTURE PEAK HOUR FACTOR:** 0.95

## AM Peak Hour

| AM 2025 EXISTING TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Adjusted Turning Movement Counts[1] | 0 | 10 | 710 | 4 | 0 | 3 | 513 | 9 | 0 | 10 | 0 | 5 | 0 | 1 | 0 | 29 |
| AM Volume Balancing | 0 | 3 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **AM 2025 EXISTING TRAFFIC** | **0** | **13** | **715** | **5** | **0** | **3** | **513** | **9** | **0** | **10** | **0** | **5** | **0** | **1** | **0** | **29** |
| AM Heavy Vehicle Percentage | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 11% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

| AM 2030 NO-BUILD TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Years To Buildout | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Annual Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| **AM 2030 NO-BUILD TRAFFIC GROWTH** | 0 | 2 | 134 | 1 | 0 | 1 | 96 | 2 | 0 | 2 | 0 | 1 | 0 | 0 | 0 | 5 |
| **AM 2030 NO-BUILD TRAFFIC** | **0** | **15** | **849** | **6** | **0** | **4** | **609** | **11** | **0** | **12** | **0** | **6** | **0** | **1** | **0** | **34** |

"SITE TRAFFIC DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | 45% | | | 3% | | | | | | 3% |
| Distribution | Exiting | | 3% | 45% | 3% | | | | | | | | | | | | |

"AM PROJECT TRIPS"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Trip | Net New | 0 | 1 | 10 | 1 | 0 | 0 | 11 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| **AM TOTAL PROJECT TRIPS** | | **0** | **1** | **10** | **1** | **0** | **0** | **11** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **1** |
| **AM 2030 BUILD-OUT TRAFFIC** | | **0** | **16** | **859** | **7** | **0** | **4** | **620** | **11** | **0** | **13** | **0** | **6** | **0** | **1** | **0** | **35** |

## PM Peak Hour

| PM 2025 EXISTING TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Adjusted Turning Movement Counts[1] | 0 | 23 | 624 | 7 | 1 | 6 | 643 | 7 | 0 | 4 | 0 | 6 | 0 | 3 | 0 | 11 |
| PM Volume Balancing | 0 | 5 | 0 | 0 | -1 | 1 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| **PM 2025 EXISTING TRAFFIC** | **0** | **28** | **624** | **7** | **0** | **7** | **649** | **9** | **0** | **4** | **0** | **6** | **0** | **4** | **0** | **13** |
| PM Heavy Vehicle Percentage | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

| PM 2030 NO-BUILD TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Years To Buildout | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Annual Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| **PM 2030 NO-BUILD TRAFFIC GROWTH** | 0 | 5 | 117 | 1 | 0 | 1 | 122 | 2 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 2 |
| **PM 2030 NO-BUILD TRAFFIC** | **0** | **33** | **741** | **8** | **0** | **8** | **771** | **11** | **0** | **5** | **0** | **7** | **0** | **5** | **0** | **15** |

"SITE TRAFFIC DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | 45% | | | 3% | | | | | | 3% |
| Distribution | Exiting | | 3% | 45% | 3% | | | | | | | | | | | | |

"PM PROJECT TRIPS"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Trip | Net New | 0 | 1 | 19 | 1 | 0 | 0 | 22 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| **PM TOTAL PROJECT TRIPS** | | **0** | **1** | **19** | **1** | **0** | **0** | **22** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **2** |
| **PM 2030 BUILD-OUT TRAFFIC** | | **0** | **34** | **760** | **9** | **0** | **8** | **793** | **11** | **0** | **7** | **0** | **7** | **0** | **5** | **0** | **17** |

DRAFT

# INTERSECTION TRAFFIC VOLUME DEVELOPMENT

**INTERSECTION:** Jason Street at Whispering Pine Street
**COUNT DATE:** August 19, 2025
**AM PEAK HOUR FACTOR:** 0.76 **AM FUTURE PEAK HOUR FACTOR:** 0.76
**PM PEAK HOUR FACTOR:** 0.64 **PM FUTURE PEAK HOUR FACTOR:** 0.64

## AM Peak Hour

| AM 2025 EXISTING TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Adjusted Turning Movement Counts[1] | 0 | 1 | 8 | 1 | 0 | 4 | 1 | 0 | 0 | 2 | 6 | 7 | 0 | 0 | 24 | 1 |
| AM Volume Balancing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 3 | 0 | 0 | 1 | 0 |
| **AM 2025 EXISTING TRAFFIC** | **0** | **1** | **8** | **1** | **0** | **4** | **1** | **0** | **0** | **3** | **9** | **10** | **0** | **0** | **25** | **1** |
| AM Heavy Vehicle Percentage | 2% | 100% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 17% | 2% | 2% | 2% | 2% | 100% |

| AM 2030 NO-BUILD TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Years To Buildout | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Annual Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| **AM 2030 NO-BUILD TRAFFIC GROWTH** | 0 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | 2 | 0 | 0 | 5 | 0 |
| **AM 2030 NO-BUILD TRAFFIC** | **0** | **1** | **10** | **1** | **0** | **5** | **1** | **0** | **0** | **4** | **11** | **12** | **0** | **0** | **30** | **1** |

"SITE TRAFFIC DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | | | | | | 3% | |
| Distribution | Exiting | | | | | | | | | | | 3% | | | | | |

"AM PROJECT TRIPS"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Trip | Net New | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| **AM TOTAL PROJECT TRIPS** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** |
| **AM 2030 BUILD-OUT TRAFFIC** | | **0** | **1** | **10** | **1** | **0** | **5** | **1** | **0** | **0** | **4** | **12** | **12** | **0** | **0** | **31** | **1** |

## PM Peak Hour

| PM 2025 EXISTING TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Adjusted Turning Movement Counts[1] | 0 | 3 | 4 | 2 | 0 | 3 | 8 | 2 | 0 | 4 | 30 | 3 | 0 | 0 | 12 | 1 |
| PM Volume Balancing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **PM 2025 EXISTING TRAFFIC** | **0** | **3** | **4** | **2** | **0** | **3** | **8** | **2** | **0** | **4** | **30** | **3** | **0** | **0** | **12** | **1** |
| PM Heavy Vehicle Percentage | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 8% | 2% |

| PM 2030 NO-BUILD TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Years To Buildout | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Annual Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| **PM 2030 NO-BUILD TRAFFIC GROWTH** | 0 | 1 | 1 | 0 | 0 | 1 | 2 | 0 | 0 | 1 | 6 | 1 | 0 | 0 | 2 | 0 |
| **PM 2030 NO-BUILD TRAFFIC** | **0** | **4** | **5** | **2** | **0** | **4** | **10** | **2** | **0** | **5** | **36** | **4** | **0** | **0** | **14** | **1** |

"SITE TRAFFIC DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | | | | | | 3% | |
| Distribution | Exiting | | | | | | | | | | | 3% | | | | | |

"PM PROJECT TRIPS"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Trip | Net New | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 2 | 0 |
| **PM TOTAL PROJECT TRIPS** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **2** | **0** |
| **PM 2030 BUILD-OUT TRAFFIC** | | **0** | **4** | **5** | **2** | **0** | **4** | **10** | **2** | **0** | **5** | **37** | **4** | **0** | **0** | **16** | **1** |

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# INTERSECTION TRAFFIC VOLUME DEVELOPMENT

**INTERSECTION:** Jason Street at Red Cedar Street
**COUNT DATE:** August 19, 2025
**AM PEAK HOUR FACTOR:** 0.88 **AM FUTURE PEAK HOUR FACTOR:** 0.88
**PM PEAK HOUR FACTOR:** 0.85 **PM FUTURE PEAK HOUR FACTOR:** 0.85

## AM Peak Hour

| AM 2025 EXISTING TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| AM Adjusted Turning Movement Counts[1] | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 2 | 0 | 0 | 73 | 9 | 0 | 1 | 145 | 0 |
| AM Volume Balancing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 |
| **AM 2025 EXISTING TRAFFIC** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **2** | **0** | **0** | **73** | **9** | **0** | **1** | **148** | **0** |
| AM Heavy Vehicle Percentage | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

| AM 2030 NO-BUILD TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Years To Buildout | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Annual Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| **AM 2030 NO-BUILD TRAFFIC GROWTH** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 14 | 2 | 0 | 0 | 28 | 0 |
| **AM 2030 NO-BUILD TRAFFIC** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **2** | **0** | **0** | **87** | **11** | **0** | **1** | **176** | **0** |

"SITE TRAFFIC DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | | | | | | 4% | |
| Distribution | Exiting | | | | | | | | | | | 4% | | | | | |

"AM PROJECT TRIPS"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Trip | Net New | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 |
| **AM TOTAL PROJECT TRIPS** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **1** | **0** |
| **AM 2030 BUILD-OUT TRAFFIC** | | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **2** | **0** | **0** | **88** | **11** | **0** | **1** | **177** | **0** |

## PM Peak Hour

| PM 2025 EXISTING TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PM Adjusted Turning Movement Counts[1] | 0 | 0 | 0 | 0 | 0 | 13 | 0 | 2 | 0 | 0 | 81 | 7 | 1 | 2 | 106 | 0 |
| PM Volume Balancing | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | 1 | 0 | 0 |
| **PM 2025 EXISTING TRAFFIC** | **0** | **0** | **0** | **0** | **0** | **13** | **0** | **2** | **0** | **0** | **81** | **7** | **0** | **3** | **106** | **0** |
| PM Heavy Vehicle Percentage | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% | 2% |

| PM 2030 NO-BUILD TRAFFIC | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Years To Buildout | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Annual Growth Rate | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% | 3.5% |
| **PM 2030 NO-BUILD TRAFFIC GROWTH** | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 15 | 1 | 0 | 1 | 20 | 0 |
| **PM 2030 NO-BUILD TRAFFIC** | **0** | **0** | **0** | **0** | **0** | **15** | **0** | **2** | **0** | **0** | **96** | **8** | **0** | **4** | **126** | **0** |

"SITE TRAFFIC DISTRUBUTION"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Net New | Entering | | | | | | | | | | | | | | | 4% | |
| Distribution | Exiting | | | | | | | | | | | 4% | | | | | |

"PM PROJECT TRIPS"

| LAND USE | TYPE | EBU | EBL | EBT | EBR | WBU | WBL | WBT | WBR | NBU | NBL | NBT | NBR | SBU | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Project Trip | Net New | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| **PM TOTAL PROJECT TRIPS** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **2** | **0** |
| **PM 2030 BUILD-OUT TRAFFIC** | | **0** | **0** | **0** | **0** | **0** | **15** | **0** | **2** | **0** | **0** | **98** | **8** | **0** | **4** | **128** | **0** |

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# Appendix E – Capacity Analysis Worksheets

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# 2025 EXISTING CONDITIONS

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| Intersection | |
|---|---|
| Int Delay, s/veh | 2.2 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 75 | 730 | 542 | 7 | 4 | 150 |
| Future Vol, veh/h | 75 | 730 | 542 | 7 | 4 | 150 |
| 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 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 82 | 802 | 596 | 8 | 4 | 165 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 603 | 0 | - | 0 | 1566 | 599 |
| Stage 1 | - | - | - | - | 599 | - |
| Stage 2 | - | - | - | - | 967 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 974 | - | - | - | 122 | 501 |
| Stage 1 | - | - | - | - | 548 | - |
| Stage 2 | - | - | - | - | 369 | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 974 | - | - | - | 104 | 501 |
| Mov Cap-2 Maneuver | - | - | - | - | 104 | - |
| Stage 1 | - | - | - | - | 465 | - |
| Stage 2 | - | - | - | - | 369 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0.84 | 0 | 17.48 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 168 | - | - | - | 456 |
| HCM Lane V/C Ratio | 0.085 | - | - | - | 0.371 |
| HCM Control Delay (s/veh) | 9 | 0 | - | - | 17.5 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | 1.7 |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 731 | 0 | 2 | 549 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| Future Vol, veh/h | 3 | 731 | 0 | 2 | 549 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 3 | 812 | 0 | 2 | 610 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 611 | 0 | 0 | 812 | 0 | 0 | 1433 | 1434 | 812 | 1434 | 1434 | 611 |
| Stage 1 | - | - | - | - | - | - | 819 | 819 | - | 615 | 615 | - |
| Stage 2 | - | - | - | - | - | - | 614 | 616 | - | 819 | 819 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 968 | - | - | 814 | - | - | 112 | 134 | 379 | 112 | 134 | 494 |
| Stage 1 | - | - | - | - | - | - | 370 | 389 | - | 479 | 482 | - |
| Stage 2 | - | - | - | - | - | - | 479 | 482 | - | 370 | 389 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 968 | - | - | 814 | - | - | 111 | 132 | 379 | 110 | 132 | 494 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 111 | 132 | - | 110 | 132 | - |
| Stage 1 | - | - | - | - | - | - | 367 | 387 | - | 477 | 480 | - |
| Stage 2 | - | - | - | - | - | - | 477 | 480 | - | 365 | 387 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.04 | 0.03 | 14.56 | 0 |
| HCM LOS | | | B | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 379 | 7 | - | - | 7 | - | - | - |
| HCM Lane V/C Ratio | 0.006 | 0.003 | - | - | 0.003 | - | - | - |
| HCM Control Delay (s/veh) | 14.6 | 8.7 | 0 | - | 9.4 | 0 | - | 0 |
| HCM Lane LOS | B | A | A | - | A | A | - | A |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | - |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 13 | 715 | 5 | 3 | 513 | 9 | 10 | 0 | 5 | 1 | 0 | 29 |
| Future Vol, veh/h | 13 | 715 | 5 | 3 | 513 | 9 | 10 | 0 | 5 | 1 | 0 | 29 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 11 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 14 | 786 | 5 | 3 | 564 | 10 | 11 | 0 | 5 | 1 | 0 | 32 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 574 | 0 | 0 | 791 | 0 | 0 | 1387 | 1397 | 788 | 1390 | 1395 | 569 |
| Stage 1 | - | - | - | - | - | - | 817 | 817 | - | 575 | 575 | - |
| Stage 2 | - | - | - | - | - | - | 570 | 580 | - | 814 | 820 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 999 | - | - | 829 | - | - | 120 | 141 | 391 | 120 | 141 | 522 |
| Stage 1 | - | - | - | - | - | - | 370 | 390 | - | 503 | 503 | - |
| Stage 2 | - | - | - | - | - | - | 506 | 500 | - | 372 | 389 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 999 | - | - | 829 | - | - | 109 | 136 | 391 | 114 | 137 | 522 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 109 | 136 | - | 114 | 137 | - |
| Stage 1 | - | - | - | - | - | - | 361 | 380 | - | 500 | 500 | - |
| Stage 2 | - | - | - | - | - | - | 473 | 497 | - | 357 | 379 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.15 | 0.05 | 33.23 | 13.3 |
| HCM LOS | | | D | B |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 144 | 32 | - | - | 10 | - | - | 467 |
| HCM Lane V/C Ratio | 0.115 | 0.014 | - | - | 0.004 | - | - | 0.071 |
| HCM Control Delay (s/veh) | 33.2 | 8.7 | 0 | - | 9.4 | 0 | - | 13.3 |
| HCM Lane LOS | D | A | A | - | A | A | - | B |
| HCM 95th %tile Q(veh) | 0.4 | 0 | - | - | 0 | - | - | 0.2 |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 8 | 1 | 4 | 1 | 0 | 3 | 9 | 10 | 0 | 25 | 1 |
| Future Vol, veh/h | 1 | 8 | 1 | 4 | 1 | 0 | 3 | 9 | 10 | 0 | 25 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 |
| Heavy Vehicles, % | 100 | 2 | 2 | 2 | 2 | 2 | 2 | 17 | 2 | 2 | 2 | 100 |
| Mvmt Flow | 1 | 11 | 1 | 5 | 1 | 0 | 4 | 12 | 13 | 0 | 33 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 54 | 66 | 34 | 64 | 61 | 18 | 34 | 0 | 0 | 25 | 0 | 0 |
| Stage 1 | 34 | 34 | - | 26 | 26 | - | - | - | - | - | - | - |
| Stage 2 | 20 | 33 | - | 38 | 34 | - | - | - | - | - | - | - |
| Critical Hdwy | 8.1 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 7.1 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 7.1 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 4.4 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 749 | 824 | 1040 | 929 | 830 | 1060 | 1577 | - | - | 1589 | - | - |
| Stage 1 | 782 | 867 | - | 991 | 873 | - | - | - | - | - | - | - |
| Stage 2 | 796 | 868 | - | 977 | 867 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 746 | 822 | 1040 | 914 | 828 | 1060 | 1577 | - | - | 1589 | - | - |
| Mov Cap-2 Maneuver | 746 | 822 | - | 914 | 828 | - | - | - | - | - | - | - |
| Stage 1 | 782 | 867 | - | 989 | 871 | - | - | - | - | - | - | - |
| Stage 2 | 793 | 865 | - | 964 | 867 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 9.4 | 9.05 | 0.99 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 222 | - | - | 831 | 896 | 1589 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.016 | 0.007 | - | - | - |
| HCM Control Delay (s/veh) | 7.3 | 0 | - | 9.4 | 9 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0 | 0 | - | - |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 0.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 6 | 2 | 73 | 9 | 1 | 148 |
| Future Vol, veh/h | 6 | 2 | 73 | 9 | 1 | 148 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 7 | 2 | 83 | 10 | 1 | 168 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 259 | 88 | 0 | 0 | 93 | 0 |
| Stage 1 | 88 | - | - | - | - | - |
| Stage 2 | 170 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 730 | 970 | - | - | 1501 | - |
| Stage 1 | 935 | - | - | - | - | - |
| Stage 2 | 859 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 730 | 970 | - | - | 1501 | - |
| Mov Cap-2 Maneuver | 730 | - | - | - | - | - |
| Stage 1 | 935 | - | - | - | - | - |
| Stage 2 | 859 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 9.68 | 0 | 0.05 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 778 | 12 | - |
| HCM Lane V/C Ratio | - | - | 0.012 | 0.001 | - |
| HCM Control Delay (s/veh) | - | - | 9.7 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

DRAFT

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.9 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 79 | 674 | 671 | 9 | 4 | 115 |
| Future Vol, veh/h | 79 | 674 | 671 | 9 | 4 | 115 |
| 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 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 3 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 84 | 717 | 714 | 10 | 4 | 122 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 723 | 0 | - | 0 | 1604 | 719 |
| Stage 1 | - | - | - | - | 719 | - |
| Stage 2 | - | - | - | - | 885 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 874 | - | - | - | 116 | 429 |
| Stage 1 | - | - | - | - | 483 | - |
| Stage 2 | - | - | - | - | 403 | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 874 | - | - | - | 98 | 429 |
| Mov Cap-2 Maneuver | - | - | - | - | 98 | - |
| Stage 1 | - | - | - | - | 406 | - |
| Stage 2 | - | - | - | - | 403 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 1 | 0 | 18.88 |
| HCM LOS | | | C |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 189 | - | - | - | 385 |
| HCM Lane V/C Ratio | 0.096 | - | - | - | 0.329 |
| HCM Control Delay (s/veh) | 9.6 | 0 | - | - | 18.9 |
| HCM Lane LOS | A | A | - | - | C |
| HCM 95th %tile Q(veh) | 0.3 | - | - | - | 1.4 |

DRAFT

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 29 | 649 | 0 | 1 | 656 | 9 | 0 | 0 | 1 | 9 | 2 | 24 |
| Future Vol, veh/h | 29 | 649 | 0 | 1 | 656 | 9 | 0 | 0 | 1 | 9 | 2 | 24 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 30 | 669 | 0 | 1 | 676 | 9 | 0 | 0 | 1 | 9 | 2 | 25 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 686 | 0 | 0 | 669 | 0 | 0 | 1408 | 1416 | 669 | 1412 | 1412 | 681 |
| Stage 1 | - | - | - | - | - | - | 729 | 729 | - | 683 | 683 | - |
| Stage 2 | - | - | - | - | - | - | 679 | 688 | - | 729 | 729 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 908 | - | - | 921 | - | - | 116 | 137 | 458 | 116 | 138 | 450 |
| Stage 1 | - | - | - | - | - | - | 414 | 428 | - | 439 | 449 | - |
| Stage 2 | - | - | - | - | - | - | 441 | 447 | - | 414 | 428 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 908 | - | - | 921 | - | - | 102 | 130 | 458 | 109 | 131 | 450 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 102 | 130 | - | 109 | 131 | - |
| Stage 1 | - | - | - | - | - | - | 393 | 406 | - | 438 | 448 | - |
| Stage 2 | - | - | - | - | - | - | 414 | 446 | - | 392 | 406 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.39 | 0.01 | 12.89 | 23.39 |
| HCM LOS | | | B | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 458 | 77 | - | - | 3 | - | - | 232 |
| HCM Lane V/C Ratio | 0.002 | 0.033 | - | - | 0.001 | - | - | 0.156 |
| HCM Control Delay (s/veh) | 12.9 | 9.1 | 0 | - | 8.9 | 0 | - | 23.4 |
| HCM Lane LOS | B | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.5 |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 28 | 624 | 7 | 7 | 649 | 9 | 4 | 0 | 6 | 4 | 0 | 13 |
| Future Vol, veh/h | 28 | 624 | 7 | 7 | 649 | 9 | 4 | 0 | 6 | 4 | 0 | 13 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 29 | 657 | 7 | 7 | 683 | 9 | 4 | 0 | 6 | 4 | 0 | 14 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 693 | 0 | 0 | 664 | 0 | 0 | 1417 | 1427 | 661 | 1418 | 1426 | 688 |
| Stage 1 | - | - | - | - | - | - | 719 | 719 | - | 703 | 703 | - |
| Stage 2 | - | - | - | - | - | - | 698 | 707 | - | 716 | 723 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 903 | - | - | 925 | - | - | 115 | 135 | 463 | 114 | 135 | 446 |
| Stage 1 | - | - | - | - | - | - | 419 | 432 | - | 428 | 440 | - |
| Stage 2 | - | - | - | - | - | - | 431 | 438 | - | 421 | 431 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 903 | - | - | 925 | - | - | 104 | 126 | 463 | 106 | 127 | 446 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 104 | 126 | - | 106 | 127 | - |
| Stage 1 | - | - | - | - | - | - | 398 | 410 | - | 423 | 434 | - |
| Stage 2 | - | - | - | - | - | - | 412 | 432 | - | 394 | 408 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.39 | 0.09 | 24.58 | 20.26 |
| HCM LOS | | | C | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 194 | 76 | - | - | 19 | - | - | 254 |
| HCM Lane V/C Ratio | 0.054 | 0.033 | - | - | 0.008 | - | - | 0.071 |
| HCM Control Delay (s/veh) | 24.6 | 9.1 | 0 | - | 8.9 | 0 | - | 20.3 |
| HCM Lane LOS | C | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.2 | 0.1 | - | - | 0 | - | - | 0.2 |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 3 | 4 | 2 | 3 | 8 | 2 | 4 | 30 | 3 | 0 | 12 | 1 |
| Future Vol, veh/h | 3 | 4 | 2 | 3 | 8 | 2 | 4 | 30 | 3 | 0 | 12 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 8 | 2 |
| Mvmt Flow | 5 | 6 | 3 | 5 | 13 | 3 | 6 | 47 | 5 | 0 | 19 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 85 | 84 | 20 | 84 | 82 | 49 | 20 | 0 | 0 | 52 | 0 | 0 |
| Stage 1 | 20 | 20 | - | 62 | 62 | - | - | - | - | - | - | - |
| Stage 2 | 66 | 64 | - | 22 | 20 | - | - | - | - | - | - | - |
| 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 | 901 | 807 | 1058 | 903 | 808 | 1019 | 1596 | - | - | 1555 | - | - |
| Stage 1 | 999 | 879 | - | 949 | 843 | - | - | - | - | - | - | - |
| Stage 2 | 945 | 842 | - | 997 | 878 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 881 | 803 | 1058 | 890 | 805 | 1019 | 1596 | - | - | 1555 | - | - |
| Mov Cap-2 Maneuver | 881 | 803 | - | 890 | 805 | - | - | - | - | - | - | - |
| Stage 1 | 999 | 879 | - | 946 | 840 | - | - | - | - | - | - | - |
| Stage 2 | 924 | 838 | - | 987 | 878 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 9.18 | 9.33 | 0.79 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 191 | - | - | 876 | 851 | 1555 | - | - |
| HCM Lane V/C Ratio | 0.004 | - | - | 0.016 | 0.024 | - | - | - |
| HCM Control Delay (s/veh) | 7.3 | 0 | - | 9.2 | 9.3 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | 0.1 | 0 | - | - |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 13 | 2 | 81 | 7 | 3 | 106 |
| Future Vol, veh/h | 13 | 2 | 81 | 7 | 3 | 106 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 15 | 2 | 95 | 8 | 4 | 125 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 231 | 99 | 0 | 0 | 104 | 0 |
| Stage 1 | 99 | - | - | - | - | - |
| Stage 2 | 132 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 757 | 956 | - | - | 1488 | - |
| Stage 1 | 925 | - | - | - | - | - |
| Stage 2 | 894 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 755 | 956 | - | - | 1488 | - |
| Mov Cap-2 Maneuver | 755 | - | - | - | - | - |
| Stage 1 | 925 | - | - | - | - | - |
| Stage 2 | 892 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 9.74 | 0 | 0.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 777 | 50 | - |
| HCM Lane V/C Ratio | - | - | 0.023 | 0.002 | - |
| HCM Control Delay (s/veh) | - | - | 9.7 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

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# 2030 NO BUILD CONDITIONS

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| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 89 | 867 | 644 | 8 | 5 | 178 |
| Future Vol, veh/h | 89 | 867 | 644 | 8 | 5 | 178 |
| 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 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 98 | 953 | 708 | 9 | 5 | 196 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 716 | 0 | - | 0 | 1860 | 712 |
| Stage 1 | - | - | - | - | 712 | - |
| Stage 2 | - | - | - | - | 1148 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 884 | - | - | - | 80 | 432 |
| Stage 1 | - | - | - | - | 486 | - |
| Stage 2 | - | - | - | - | 302 | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 884 | - | - | - | 62 | 432 |
| Mov Cap-2 Maneuver | - | - | - | - | 62 | - |
| Stage 1 | - | - | - | - | 372 | - |
| Stage 2 | - | - | - | - | 302 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0.89 | 0 | 25.58 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 168 | - | - | - | 371 |
| HCM Lane V/C Ratio | 0.111 | - | - | - | 0.542 |
| HCM Control Delay (s/veh) | 9.6 | 0 | - | - | 25.6 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 3.1 |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 0.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 4 | 868 | 0 | 2 | 652 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| Future Vol, veh/h | 4 | 868 | 0 | 2 | 652 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 964 | 0 | 2 | 724 | 1 | 0 | 0 | 2 | 0 | 0 | 0 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 726 | 0 | 0 | 964 | 0 | 0 | 1702 | 1703 | 964 | 1703 | 1703 | 725 |
| Stage 1 | - | - | - | - | - | - | 973 | 973 | - | 729 | 729 | - |
| Stage 2 | - | - | - | - | - | - | 729 | 730 | - | 973 | 973 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 877 | - | - | 714 | - | - | 72 | 92 | 309 | 72 | 92 | 425 |
| Stage 1 | - | - | - | - | - | - | 303 | 330 | - | 414 | 428 | - |
| Stage 2 | - | - | - | - | - | - | 414 | 428 | - | 303 | 330 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 877 | - | - | 714 | - | - | 71 | 90 | 309 | 71 | 90 | 425 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 71 | 90 | - | 71 | 90 | - |
| Stage 1 | - | - | - | - | - | - | 300 | 327 | - | 412 | 426 | - |
| Stage 2 | - | - | - | - | - | - | 412 | 425 | - | 298 | 327 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.04 | 0.03 | 16.72 | 0 |
| HCM LOS | | | C | A |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 309 | 8 | - | - | 5 | - | - | - |
| HCM Lane V/C Ratio | 0.007 | 0.005 | - | - | 0.003 | - | - | - |
| HCM Control Delay (s/veh) | 16.7 | 9.1 | 0 | - | 10.1 | 0 | - | 0 |
| HCM Lane LOS | C | A | A | - | B | A | - | A |
| HCM 95th %tile Q(veh) | 0 | 0 | - | - | 0 | - | - | - |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 15 | 849 | 6 | 4 | 609 | 11 | 12 | 0 | 6 | 1 | 0 | 34 |
| Future Vol, veh/h | 15 | 849 | 6 | 4 | 609 | 11 | 12 | 0 | 6 | 1 | 0 | 34 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 11 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 16 | 933 | 7 | 4 | 669 | 12 | 13 | 0 | 7 | 1 | 0 | 37 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 681 | 0 | 0 | 940 | 0 | 0 | 1647 | 1659 | 936 | 1650 | 1657 | 675 |
| Stage 1 | - | - | - | - | - | - | 969 | 969 | - | 684 | 684 | - |
| Stage 2 | - | - | - | - | - | - | 678 | 690 | - | 966 | 973 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 911 | - | - | 729 | - | - | 79 | 97 | 321 | 79 | 98 | 454 |
| Stage 1 | - | - | - | - | - | - | 305 | 332 | - | 439 | 449 | - |
| Stage 2 | - | - | - | - | - | - | 442 | 446 | - | 306 | 331 | - |
| Platoon blocked, % | | | - | | | - | | | | | | |
| Mov Cap-1 Maneuver | 911 | - | - | 729 | - | - | 69 | 93 | 321 | 74 | 93 | 454 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 69 | 93 | - | 74 | 93 | - |
| Stage 1 | - | - | - | - | - | - | 293 | 319 | - | 434 | 444 | - |
| Stage 2 | - | - | - | - | - | - | 402 | 442 | - | 288 | 318 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.16 | 0.06 | 53.38 | 15.08 |
| HCM LOS | | | F | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 94 | 31 | - | - | 11 | - | - | 395 |
| HCM Lane V/C Ratio | 0.211 | 0.018 | - | - | 0.006 | - | - | 0.097 |
| HCM Control Delay (s/veh) | 53.4 | 9 | 0 | - | 10 | 0 | - | 15.1 |
| HCM Lane LOS | F | A | A | - | A | A | - | C |
| HCM 95th %tile Q(veh) | 0.7 | 0.1 | - | - | 0 | - | - | 0.3 |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 2.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 10 | 1 | 5 | 1 | 0 | 4 | 11 | 12 | 0 | 30 | 1 |
| Future Vol, veh/h | 1 | 10 | 1 | 5 | 1 | 0 | 4 | 11 | 12 | 0 | 30 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 |
| Heavy Vehicles, % | 100 | 2 | 2 | 2 | 2 | 2 | 2 | 17 | 2 | 2 | 2 | 100 |
| Mvmt Flow | 1 | 13 | 1 | 7 | 1 | 0 | 5 | 14 | 16 | 0 | 39 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 66 | 81 | 40 | 79 | 74 | 22 | 41 | 0 | 0 | 30 | 0 | 0 |
| Stage 1 | 40 | 40 | - | 33 | 33 | - | - | - | - | - | - | - |
| Stage 2 | 26 | 41 | - | 46 | 41 | - | - | - | - | - | - | - |
| Critical Hdwy | 8.1 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 7.1 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 7.1 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 4.4 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 734 | 809 | 1031 | 910 | 817 | 1055 | 1569 | - | - | 1582 | - | - |
| Stage 1 | 775 | 862 | - | 983 | 868 | - | - | - | - | - | - | - |
| Stage 2 | 790 | 861 | - | 968 | 861 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 731 | 807 | 1031 | 891 | 814 | 1055 | 1569 | - | - | 1582 | - | - |
| Mov Cap-2 Maneuver | 731 | 807 | - | 891 | 814 | - | - | - | - | - | - | - |
| Stage 1 | 775 | 862 | - | 980 | 865 | - | - | - | - | - | - | - |
| Stage 2 | 786 | 858 | - | 952 | 861 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 9.51 | 9.14 | 1.08 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 241 | - | - | 814 | 877 | 1582 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.019 | 0.009 | - | - | - |
| HCM Control Delay (s/veh) | 7.3 | 0 | - | 9.5 | 9.1 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0 | 0 | - | - |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 2 | 87 | 11 | 1 | 176 |
| Future Vol, veh/h | 7 | 2 | 87 | 11 | 1 | 176 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 2 | 99 | 13 | 1 | 200 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 307 | 105 | 0 | 0 | 111 | 0 |
| Stage 1 | 105 | - | - | - | - | - |
| Stage 2 | 202 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 685 | 949 | - | - | 1478 | - |
| Stage 1 | 919 | - | - | - | - | - |
| Stage 2 | 832 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 684 | 949 | - | - | 1478 | - |
| Mov Cap-2 Maneuver | 684 | - | - | - | - | - |
| Stage 1 | 919 | - | - | - | - | - |
| Stage 2 | 831 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.01 | 0 | 0.04 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 729 | 10 | - |
| HCM Lane V/C Ratio | - | - | 0.014 | 0.001 | - |
| HCM Control Delay (s/veh) | - | - | 10 | 7.4 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

DRAFT

| Intersection | |
|---|---|
| Int Delay, s/veh | 2.7 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 94 | 801 | 797 | 11 | 5 | 137 |
| Future Vol, veh/h | 94 | 801 | 797 | 11 | 5 | 137 |
| 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 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 3 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 100 | 852 | 848 | 12 | 5 | 146 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 860 | 0 | - | 0 | 1906 | 854 |
| Stage 1 | - | - | - | - | 854 | - |
| Stage 2 | - | - | - | - | 1052 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 777 | - | - | - | 75 | 359 |
| Stage 1 | - | - | - | - | 417 | - |
| Stage 2 | - | - | - | - | 336 | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 777 | - | - | - | 57 | 359 |
| Mov Cap-2 Maneuver | - | - | - | - | 57 | - |
| Stage 1 | - | - | - | - | 315 | - |
| Stage 2 | - | - | - | - | 336 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 1.08 | 0 | 28.25 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 189 | - | - | - | 302 |
| HCM Lane V/C Ratio | 0.129 | - | - | - | 0.5 |
| HCM Control Delay (s/veh) | 10.3 | 0 | - | - | 28.2 |
| HCM Lane LOS | B | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 2.6 |

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| 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 | 34 | 771 | 0 | 1 | 779 | 11 | 0 | 0 | 1 | 11 | 2 | 29 |
| Future Vol, veh/h | 34 | 771 | 0 | 1 | 779 | 11 | 0 | 0 | 1 | 11 | 2 | 29 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 36 | 812 | 0 | 1 | 820 | 12 | 0 | 0 | 1 | 12 | 2 | 31 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 832 | 0 | 0 | 812 | 0 | 0 | 1706 | 1717 | 812 | 1711 | 1711 | 826 |
| Stage 1 | - | - | - | - | - | - | 883 | 883 | - | 828 | 828 | - |
| Stage 2 | - | - | - | - | - | - | 823 | 834 | - | 883 | 883 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 801 | - | - | 815 | - | - | 72 | 90 | 379 | 71 | 91 | 372 |
| Stage 1 | - | - | - | - | - | - | 340 | 364 | - | 365 | 386 | - |
| Stage 2 | - | - | - | - | - | - | 368 | 383 | - | 340 | 364 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 801 | - | - | 815 | - | - | 59 | 82 | 379 | 65 | 83 | 372 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 59 | 82 | - | 65 | 83 | - |
| Stage 1 | - | - | - | - | - | - | 313 | 334 | - | 364 | 385 | - |
| Stage 2 | - | - | - | - | - | - | 335 | 382 | - | 312 | 334 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.41 | 0.01 | 14.52 | 37.17 |
| HCM LOS | | | B | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 379 | 76 | - | - | 2 | - | - | 155 |
| HCM Lane V/C Ratio | 0.003 | 0.045 | - | - | 0.001 | - | - | 0.285 |
| HCM Control Delay (s/veh) | 14.5 | 9.7 | 0 | - | 9.4 | 0 | - | 37.2 |
| HCM Lane LOS | B | A | A | - | A | A | - | E |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 1.1 |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 33 | 741 | 8 | 8 | 771 | 11 | 5 | 0 | 7 | 5 | 0 | 15 |
| Future Vol, veh/h | 33 | 741 | 8 | 8 | 771 | 11 | 5 | 0 | 7 | 5 | 0 | 15 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 35 | 780 | 8 | 8 | 812 | 12 | 5 | 0 | 7 | 5 | 0 | 16 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 823 | 0 | 0 | 788 | 0 | 0 | 1682 | 1694 | 784 | 1684 | 1692 | 817 |
| Stage 1 | - | - | - | - | - | - | 854 | 854 | - | 834 | 834 | - |
| Stage 2 | - | - | - | - | - | - | 828 | 840 | - | 849 | 858 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 807 | - | - | 831 | - | - | 75 | 93 | 393 | 75 | 93 | 376 |
| Stage 1 | - | - | - | - | - | - | 353 | 375 | - | 362 | 383 | - |
| Stage 2 | - | - | - | - | - | - | 365 | 381 | - | 355 | 374 | - |
| Platoon blocked, % | | | - | | | - | | | | | | |
| Mov Cap-1 Maneuver | 807 | - | - | 831 | - | - | 65 | 84 | 393 | 66 | 84 | 376 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 65 | 84 | - | 66 | 84 | - |
| Stage 1 | - | - | - | - | - | - | 326 | 347 | - | 356 | 376 | - |
| Stage 2 | - | - | - | - | - | - | 343 | 374 | - | 322 | 345 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.41 | 0.09 | 36.55 | 28.57 |
| HCM LOS | | | E | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 127 | 76 | - | - | 18 | - | - | 174 |
| HCM Lane V/C Ratio | 0.1 | 0.043 | - | - | 0.01 | - | - | 0.121 |
| HCM Control Delay (s/veh) | 36.6 | 9.7 | 0 | - | 9.4 | 0 | - | 28.6 |
| HCM Lane LOS | E | A | A | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 0.3 | 0.1 | - | - | 0 | - | - | 0.4 |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 4 | 5 | 2 | 4 | 10 | 2 | 5 | 36 | 4 | 0 | 14 | 1 |
| Future Vol, veh/h | 4 | 5 | 2 | 4 | 10 | 2 | 5 | 36 | 4 | 0 | 14 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 8 | 2 |
| Mvmt Flow | 6 | 8 | 3 | 6 | 16 | 3 | 8 | 56 | 6 | 0 | 22 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 102 | 101 | 23 | 101 | 98 | 59 | 23 | 0 | 0 | 63 | 0 | 0 |
| Stage 1 | 23 | 23 | - | 75 | 75 | - | - | - | - | - | - | - |
| Stage 2 | 80 | 78 | - | 26 | 23 | - | - | - | - | - | - | - |
| 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 | 878 | 789 | 1054 | 880 | 792 | 1006 | 1592 | - | - | 1540 | - | - |
| Stage 1 | 996 | 876 | - | 934 | 833 | - | - | - | - | - | - | - |
| Stage 2 | 929 | 830 | - | 992 | 876 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 854 | 785 | 1054 | 865 | 788 | 1006 | 1592 | - | - | 1540 | - | - |
| Mov Cap-2 Maneuver | 854 | 785 | - | 865 | 788 | - | - | - | - | - | - | - |
| Stage 1 | 996 | 876 | - | 929 | 828 | - | - | - | - | - | - | - |
| Stage 2 | 904 | 826 | - | 980 | 876 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 9.33 | 9.48 | 0.81 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 196 | - | - | 849 | 829 | 1540 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.02 | 0.03 | - | - | - |
| HCM Control Delay (s/veh) | 7.3 | 0 | - | 9.3 | 9.5 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.1 | 0 | - | - |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 2 | 96 | 8 | 4 | 126 |
| Future Vol, veh/h | 15 | 2 | 96 | 8 | 4 | 126 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 2 | 113 | 9 | 5 | 148 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 275 | 118 | 0 | 0 | 122 | 0 |
| Stage 1 | 118 | - | - | - | - | - |
| Stage 2 | 158 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 714 | 934 | - | - | 1465 | - |
| Stage 1 | 907 | - | - | - | - | - |
| Stage 2 | 871 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 712 | 934 | - | - | 1465 | - |
| Mov Cap-2 Maneuver | 712 | - | - | - | - | - |
| Stage 1 | 907 | - | - | - | - | - |
| Stage 2 | 868 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.05 | 0 | 0.23 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 732 | 55 | - |
| HCM Lane V/C Ratio | - | - | 0.027 | 0.003 | - |
| HCM Control Delay (s/veh) | - | - | 10.1 | 7.5 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

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# 2030 BUILD CONDITIONS

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| Intersection | |
|---|---|
| Int Delay, s/veh | 3.3 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 89 | 878 | 654 | 9 | 6 | 178 |
| Future Vol, veh/h | 89 | 878 | 654 | 9 | 6 | 178 |
| 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 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 98 | 965 | 719 | 10 | 7 | 196 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 729 | 0 | - | 0 | 1884 | 724 |
| Stage 1 | - | - | - | - | 724 | - |
| Stage 2 | - | - | - | - | 1160 | - |
| Critical Hdwy | 4.12 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 875 | - | - | - | 78 | 426 |
| Stage 1 | - | - | - | - | 480 | - |
| Stage 2 | - | - | - | - | 298 | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 875 | - | - | - | 59 | 426 |
| Mov Cap-2 Maneuver | - | - | - | - | 59 | - |
| Stage 1 | - | - | - | - | 365 | - |
| Stage 2 | - | - | - | - | 298 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 0.89 | 0 | 27.86 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 166 | - | - | - | 354 |
| HCM Lane V/C Ratio | 0.112 | - | - | - | 0.571 |
| HCM Control Delay (s/veh) | 9.6 | 0 | - | - | 27.9 |
| HCM Lane LOS | A | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.4 | - | - | - | 3.4 |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 16 | 868 | 0 | 2 | 652 | 14 | 0 | 0 | 2 | 12 | 0 | 11 |
| Future Vol, veh/h | 16 | 868 | 0 | 2 | 652 | 14 | 0 | 0 | 2 | 12 | 0 | 11 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 964 | 0 | 2 | 724 | 16 | 0 | 0 | 2 | 13 | 0 | 12 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 740 | 0 | 0 | 964 | 0 | 0 | 1729 | 1744 | 964 | 1737 | 1737 | 732 |
| Stage 1 | - | - | - | - | - | - | 1000 | 1000 | - | 737 | 737 | - |
| Stage 2 | - | - | - | - | - | - | 729 | 744 | - | 1000 | 1000 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 867 | - | - | 714 | - | - | 69 | 86 | 309 | 69 | 87 | 421 |
| Stage 1 | - | - | - | - | - | - | 293 | 321 | - | 410 | 425 | - |
| Stage 2 | - | - | - | - | - | - | 414 | 421 | - | 293 | 321 | - |
| Platoon blocked, % | | | - | | | - | | | | | | |
| Mov Cap-1 Maneuver | 867 | - | - | 714 | - | - | 64 | 82 | 309 | 65 | 83 | 421 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 64 | 82 | - | 65 | 83 | - |
| Stage 1 | - | - | - | - | - | - | 280 | 307 | - | 408 | 422 | - |
| Stage 2 | - | - | - | - | - | - | 400 | 419 | - | 278 | 307 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.17 | 0.03 | 16.72 | 48.02 |
| HCM LOS | | | C | E |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 309 | 33 | - | - | 5 | - | - | 109 |
| HCM Lane V/C Ratio | 0.007 | 0.021 | - | - | 0.003 | - | - | 0.235 |
| HCM Control Delay (s/veh) | 16.7 | 9.2 | 0 | - | 10.1 | 0 | - | 48 |
| HCM Lane LOS | C | A | A | - | B | A | - | E |
| HCM 95th %tile Q(veh) | 0 | 0.1 | - | - | 0 | - | - | 0.9 |

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| 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 | 16 | 859 | 7 | 4 | 620 | 11 | 13 | 0 | 6 | 1 | 0 | 35 |
| Future Vol, veh/h | 16 | 859 | 7 | 4 | 620 | 11 | 13 | 0 | 6 | 1 | 0 | 35 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 11 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 944 | 8 | 4 | 681 | 12 | 14 | 0 | 7 | 1 | 0 | 38 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 693 | 0 | 0 | 952 | 0 | 0 | 1673 | 1685 | 948 | 1675 | 1683 | 687 |
| Stage 1 | - | - | - | - | - | - | 983 | 983 | - | 696 | 696 | - |
| Stage 2 | - | - | - | - | - | - | 690 | 702 | - | 979 | 987 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 902 | - | - | 722 | - | - | 76 | 94 | 316 | 76 | 94 | 447 |
| Stage 1 | - | - | - | - | - | - | 299 | 327 | - | 432 | 443 | - |
| Stage 2 | - | - | - | - | - | - | 435 | 440 | - | 301 | 326 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 902 | - | - | 722 | - | - | 66 | 89 | 316 | 70 | 89 | 447 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 66 | 89 | - | 70 | 89 | - |
| Stage 1 | - | - | - | - | - | - | 287 | 313 | - | 428 | 439 | - |
| Stage 2 | - | - | - | - | - | - | 394 | 436 | - | 282 | 312 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.16 | 0.06 | 58.31 | 15.3 |
| HCM LOS | | | F | C |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 88 | 33 | - | - | 11 | - | - | 389 |
| HCM Lane V/C Ratio | 0.238 | 0.019 | - | - | 0.006 | - | - | 0.102 |
| HCM Control Delay (s/veh) | 58.3 | 9.1 | 0 | - | 10 | 0 | - | 15.3 |
| HCM Lane LOS | F | A | A | - | B | A | - | C |
| HCM 95th %tile Q(veh) | 0.8 | 0.1 | - | - | 0 | - | - | 0.3 |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 2.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 1 | 10 | 1 | 5 | 1 | 0 | 4 | 12 | 12 | 0 | 31 | 1 |
| Future Vol, veh/h | 1 | 10 | 1 | 5 | 1 | 0 | 4 | 12 | 12 | 0 | 31 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 | 76 |
| Heavy Vehicles, % | 100 | 2 | 2 | 2 | 2 | 2 | 2 | 17 | 2 | 2 | 2 | 100 |
| Mvmt Flow | 1 | 13 | 1 | 7 | 1 | 0 | 5 | 16 | 16 | 0 | 41 | 1 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 68 | 84 | 41 | 82 | 76 | 24 | 42 | 0 | 0 | 32 | 0 | 0 |
| Stage 1 | 41 | 41 | - | 34 | 34 | - | - | - | - | - | - | - |
| Stage 2 | 27 | 42 | - | 47 | 42 | - | - | - | - | - | - | - |
| Critical Hdwy | 8.1 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 | 4.12 | - | - | 4.12 | - | - |
| Critical Hdwy Stg 1 | 7.1 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 7.1 | 5.52 | - | 6.12 | 5.52 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 4.4 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 | 2.218 | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver | 731 | 807 | 1029 | 906 | 814 | 1053 | 1567 | - | - | 1581 | - | - |
| Stage 1 | 773 | 860 | - | 982 | 867 | - | - | - | - | - | - | - |
| Stage 2 | 789 | 860 | - | 966 | 860 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 727 | 804 | 1029 | 887 | 811 | 1053 | 1567 | - | - | 1581 | - | - |
| Mov Cap-2 Maneuver | 727 | 804 | - | 887 | 811 | - | - | - | - | - | - | - |
| Stage 1 | 773 | 860 | - | 978 | 864 | - | - | - | - | - | - | - |
| Stage 2 | 785 | 857 | - | 950 | 860 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 9.52 | 9.16 | 1.04 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 234 | - | - | 812 | 873 | 1581 | - | - |
| HCM Lane V/C Ratio | 0.003 | - | - | 0.019 | 0.009 | - | - | - |
| HCM Control Delay (s/veh) | 7.3 | 0 | - | 9.5 | 9.2 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0 | 0 | - | - |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 0.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 2 | 88 | 11 | 1 | 177 |
| Future Vol, veh/h | 7 | 2 | 88 | 11 | 1 | 177 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 8 | 2 | 100 | 13 | 1 | 201 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 310 | 106 | 0 | 0 | 113 | 0 |
| Stage 1 | 106 | - | - | - | - | - |
| Stage 2 | 203 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 683 | 948 | - | - | 1477 | - |
| Stage 1 | 918 | - | - | - | - | - |
| Stage 2 | 831 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 682 | 948 | - | - | 1477 | - |
| Mov Cap-2 Maneuver | 682 | - | - | - | - | - |
| Stage 1 | 918 | - | - | - | - | - |
| Stage 2 | 830 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.02 | 0 | 0.04 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 727 | 10 | - |
| HCM Lane V/C Ratio | - | - | 0.014 | 0.001 | - |
| HCM Control Delay (s/veh) | - | - | 10 | 7.4 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | - |

DRAFT

| Intersection | |
|---|---|
| Int Delay, s/veh | 3.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 94 | 824 | 816 | 13 | 7 | 137 |
| Future Vol, veh/h | 94 | 824 | 816 | 13 | 7 | 137 |
| 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 | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 3 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 100 | 877 | 868 | 14 | 7 | 146 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 882 | 0 | - | 0 | 1952 | 875 |
| Stage 1 | - | - | - | - | 875 | - |
| Stage 2 | - | - | - | - | 1077 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | 763 | - | - | - | 71 | 349 |
| Stage 1 | - | - | - | - | 408 | - |
| Stage 2 | - | - | - | - | 327 | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 763 | - | - | - | 53 | 349 |
| Mov Cap-2 Maneuver | - | - | - | - | 53 | - |
| Stage 1 | - | - | - | - | 304 | - |
| Stage 2 | - | - | - | - | 327 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 1.07 | 0 | 33.68 |
| HCM LOS | | | D |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 184 | - | - | - | 274 |
| HCM Lane V/C Ratio | 0.131 | - | - | - | 0.56 |
| HCM Control Delay (s/veh) | 10.4 | 0 | - | - | 33.7 |
| HCM Lane LOS | B | A | - | - | D |
| HCM 95th %tile Q(veh) | 0.5 | - | - | - | 3.2 |

DRAFT

| Intersection | |
|---|---|
| Int Delay, s/veh | 5.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 59 | 771 | 0 | 1 | 779 | 37 | 0 | 0 | 1 | 32 | 2 | 50 |
| Future Vol, veh/h | 59 | 771 | 0 | 1 | 779 | 37 | 0 | 0 | 1 | 32 | 2 | 50 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 62 | 812 | 0 | 1 | 820 | 39 | 0 | 0 | 1 | 34 | 2 | 53 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 859 | 0 | 0 | 812 | 0 | 0 | 1759 | 1797 | 812 | 1777 | 1777 | 839 |
| Stage 1 | - | - | - | - | - | - | 936 | 936 | - | 842 | 842 | - |
| Stage 2 | - | - | - | - | - | - | 823 | 861 | - | 936 | 936 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 782 | - | - | 815 | - | - | 66 | 80 | 379 | 64 | 82 | 365 |
| Stage 1 | - | - | - | - | - | - | 318 | 344 | - | 359 | 380 | - |
| Stage 2 | - | - | - | - | - | - | 368 | 372 | - | 318 | 344 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 782 | - | - | 815 | - | - | 47 | 68 | 379 | 55 | 70 | 365 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 47 | 68 | - | 55 | 70 | - |
| Stage 1 | - | - | - | - | - | - | 272 | 294 | - | 358 | 379 | - |
| Stage 2 | - | - | - | - | - | - | 312 | 371 | - | 271 | 294 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.71 | 0.01 | 14.52 | 107.12 |
| HCM LOS | | | B | F |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 379 | 128 | - | - | 2 | - | - | 112 |
| HCM Lane V/C Ratio | 0.003 | 0.079 | - | - | 0.001 | - | - | 0.791 |
| HCM Control Delay (s/veh) | 14.5 | 10 | 0 | - | 9.4 | 0 | - | 107.1 |
| HCM Lane LOS | B | A | A | - | A | A | - | F |
| HCM 95th %tile Q(veh) | 0 | 0.3 | - | - | 0 | - | - | 4.5 |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | ↕ | | | ↕ | | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 34 | 760 | 9 | 8 | 793 | 11 | 7 | 0 | 7 | 5 | 0 | 17 |
| Future Vol, veh/h | 34 | 760 | 9 | 8 | 793 | 11 | 7 | 0 | 7 | 5 | 0 | 17 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 36 | 800 | 9 | 8 | 835 | 12 | 7 | 0 | 7 | 5 | 0 | 18 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 846 | 0 | 0 | 809 | 0 | 0 | 1728 | 1739 | 805 | 1729 | 1738 | 841 |
| Stage 1 | - | - | - | - | - | - | 876 | 876 | - | 857 | 857 | - |
| Stage 2 | - | - | - | - | - | - | 852 | 863 | - | 872 | 881 | - |
| Critical Hdwy | 4.12 | - | - | 4.12 | - | - | 7.12 | 6.52 | 6.22 | 7.12 | 6.52 | 6.22 |
| 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 | 2.218 | - | - | 2.218 | - | - | 3.518 | 4.018 | 3.318 | 3.518 | 4.018 | 3.318 |
| Pot Cap-1 Maneuver | 791 | - | - | 816 | - | - | 70 | 87 | 383 | 69 | 87 | 365 |
| Stage 1 | - | - | - | - | - | - | 343 | 366 | - | 352 | 374 | - |
| Stage 2 | - | - | - | - | - | - | 354 | 372 | - | 345 | 365 | - |
| Platoon blocked, % | | - | - | | - | - | | | | | | |
| Mov Cap-1 Maneuver | 791 | - | - | 816 | - | - | 59 | 78 | 383 | 61 | 78 | 365 |
| Mov Cap-2 Maneuver | - | - | - | - | - | - | 59 | 78 | - | 61 | 78 | - |
| Stage 1 | - | - | - | - | - | - | 315 | 336 | - | 345 | 367 | - |
| Stage 2 | - | - | - | - | - | - | 330 | 364 | - | 311 | 335 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 0.41 | 0.09 | 45.73 | 29.23 |
| HCM LOS | | | E | D |

| Minor Lane/Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 103 | 76 | - | - | 18 | - | - | 172 |
| HCM Lane V/C Ratio | 0.143 | 0.045 | - | - | 0.01 | - | - | 0.135 |
| HCM Control Delay (s/veh) | 45.7 | 9.8 | 0 | - | 9.5 | 0 | - | 29.2 |
| HCM Lane LOS | E | A | A | - | A | A | - | D |
| HCM 95th %tile Q(veh) | 0.5 | 0.1 | - | - | 0 | - | - | 0.5 |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 3.2 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Traffic Vol, veh/h | 4 | 5 | 2 | 4 | 10 | 2 | 5 | 37 | 4 | 0 | 16 | 1 |
| Future Vol, veh/h | 4 | 5 | 2 | 4 | 10 | 2 | 5 | 37 | 4 | 0 | 16 | 1 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | - | - | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 | 64 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 8 | 2 |
| Mvmt Flow | 6 | 8 | 3 | 6 | 16 | 3 | 8 | 58 | 6 | 0 | 25 | 2 |

| Major/Minor | Minor2 | | | Minor1 | | | Major1 | | | Major2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 107 | 105 | 26 | 105 | 103 | 61 | 27 | 0 | 0 | 64 | 0 | 0 |
| Stage 1 | 26 | 26 | - | 77 | 77 | - | - | - | - | - | - | - |
| Stage 2 | 81 | 80 | - | 29 | 27 | - | - | - | - | - | - | - |
| 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 | 872 | 785 | 1050 | 874 | 787 | 1004 | 1587 | - | - | 1538 | - | - |
| Stage 1 | 992 | 874 | - | 932 | 831 | - | - | - | - | - | - | - |
| Stage 2 | 927 | 829 | - | 988 | 873 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | | - | - |
| Mov Cap-1 Maneuver | 848 | 781 | 1050 | 858 | 783 | 1004 | 1587 | - | - | 1538 | - | - |
| Mov Cap-2 Maneuver | 848 | 781 | - | 858 | 783 | - | - | - | - | - | - | - |
| Stage 1 | 992 | 874 | - | 928 | 827 | - | - | - | - | - | - | - |
| Stage 2 | 902 | 824 | - | 976 | 873 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s/v | 9.35 | 9.51 | 0.79 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | WBLn1 | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 192 | - | - | 844 | 824 | 1538 | - | - |
| HCM Lane V/C Ratio | 0.005 | - | - | 0.02 | 0.03 | - | - | - |
| HCM Control Delay (s/veh) | 7.3 | 0 | - | 9.4 | 9.5 | 0 | - | - |
| HCM Lane LOS | A | A | - | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | 0.1 | 0.1 | 0 | - | - |

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| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 15 | 2 | 98 | 8 | 4 | 128 |
| Future Vol, veh/h | 15 | 2 | 98 | 8 | 4 | 128 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 85 | 85 | 85 | 85 | 85 | 85 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 18 | 2 | 115 | 9 | 5 | 151 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 280 | 120 | 0 | 0 | 125 | 0 |
| Stage 1 | 120 | - | - | - | - | - |
| Stage 2 | 160 | - | - | - | - | - |
| Critical Hdwy | 6.42 | 6.22 | - | - | 4.12 | - |
| Critical Hdwy Stg 1 | 5.42 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.42 | - | - | - | - | - |
| Follow-up Hdwy | 3.518 | 3.318 | - | - | 2.218 | - |
| Pot Cap-1 Maneuver | 710 | 931 | - | - | 1462 | - |
| Stage 1 | 905 | - | - | - | - | - |
| Stage 2 | 869 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 707 | 931 | - | - | 1462 | - |
| Mov Cap-2 Maneuver | 707 | - | - | - | - | - |
| Stage 1 | 905 | - | - | - | - | - |
| Stage 2 | 866 | - | - | - | - | - |

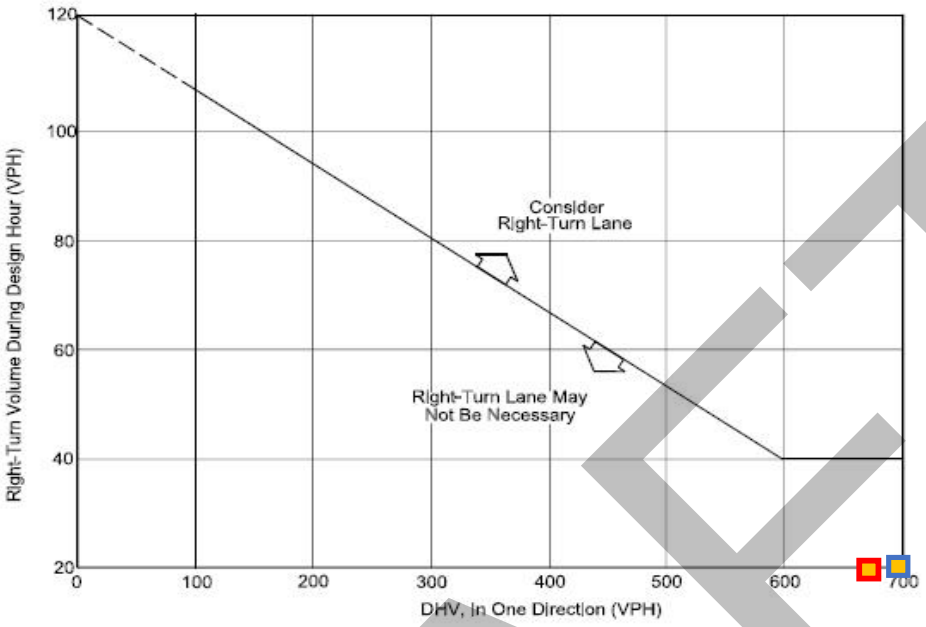
| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s/v | 10.08 | 0 | 0.23 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 728 | 55 | - |
| HCM Lane V/C Ratio | - | - | 0.027 | 0.003 | - |
| HCM Control Delay (s/veh) | - | - | 10.1 | 7.5 | 0 |
| HCM Lane LOS | - | - | B | A | A |
| HCM 95th %tile Q(veh) | - | - | 0.1 | 0 | - |

DRAFT

# Appendix F – Turn Lane Warrant Analyses

DRAFT




*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.*

**Example**

| | | | |
|---|---|---|---|
| Given: | Design Speed | = | 35 miles per hour |
| | DHV | = | 250 vehicles per hour |
| | Right Turns | = | 100 vehicles per hour |

Problem: Determine if a right-turn lane is necessary.

Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS**
**Figure 9.5-A**

*May River Road at Red Cedar Street*

| Westbound | Right | DHV | RTs |
|---|---|---|---|
| | 2030 Build AM | 663 | 9 |
| | 2030 Build PM | 829 | 13 |

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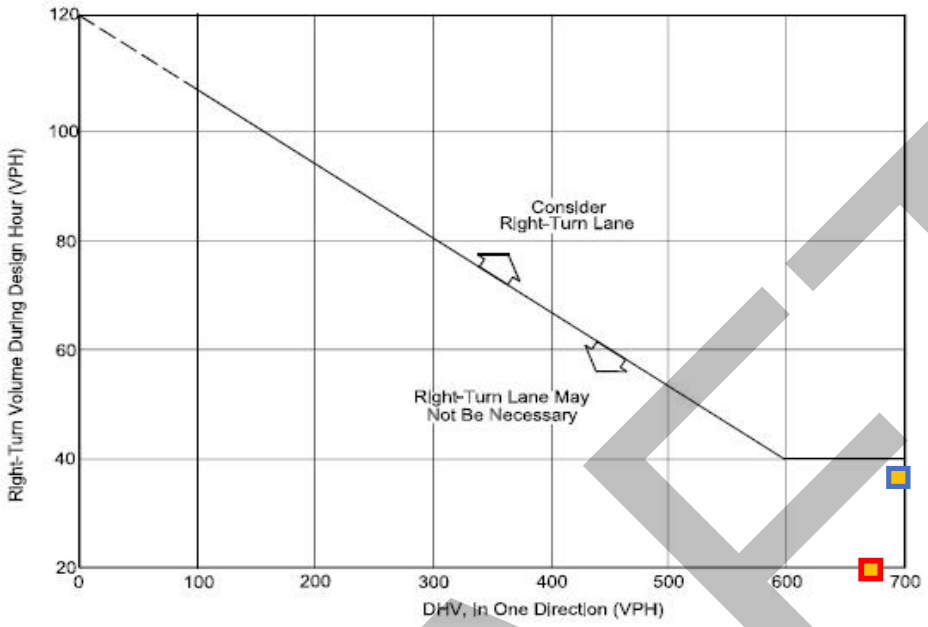



*Note: For highways with a design speed below 50 miles per hour with a DHV < 300 and where right turns > 40, an adjustment should be used. To read the vertical axis of the chart, subtract 20 from the actual number of right turns.*

**Example**

Given:
- Design Speed = 35 miles per hour
- DHV = 250 vehicles per hour
- Right Turns = 100 vehicles per hour

Problem: Determine if a right-turn lane is necessary.

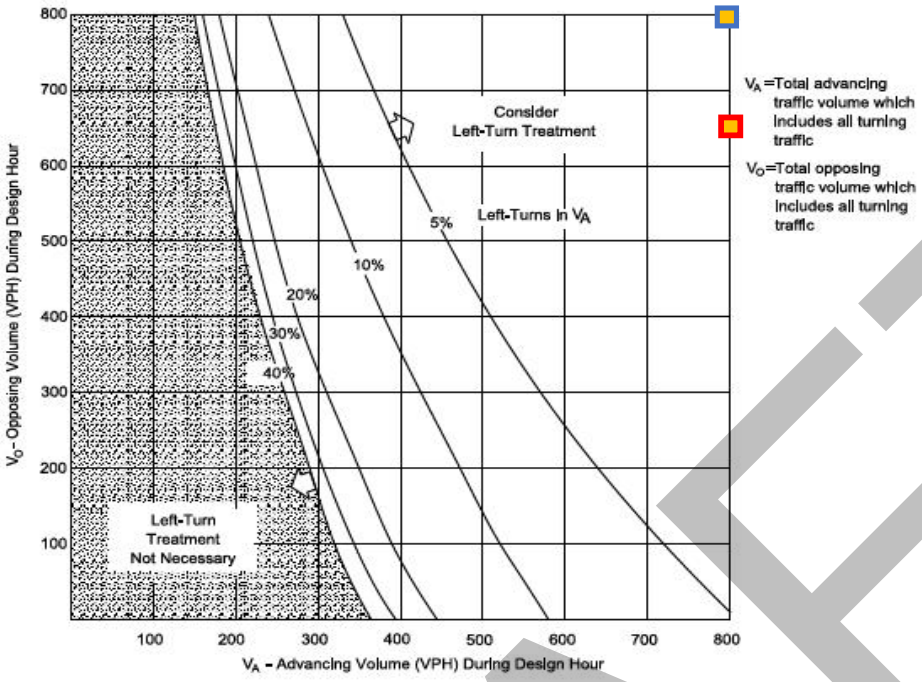
Solution: To read the vertical axis, use 100 – 20 = 80 vehicles per hour. The figure indicates that a right-turn lane is not necessary, unless other factors (e.g., high crash rate) indicate a lane is needed.

**GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS**
**Figure 9.5-A**

*May River Road at Site Access*

| Westbound | Right | DHV | RTs |
|---|---|---|---|
| | 2030 Build AM | 668 | 14 |
| | 2030 Build PM | 817 | 37 |

DRAFT




*Instructions:*

1. *The family of curves represents the percent of left turns in the advancing volume ($V_A$). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*

2. *Read $V_A$ and $V_O$ into the chart and locate the intersection of the two volumes.*

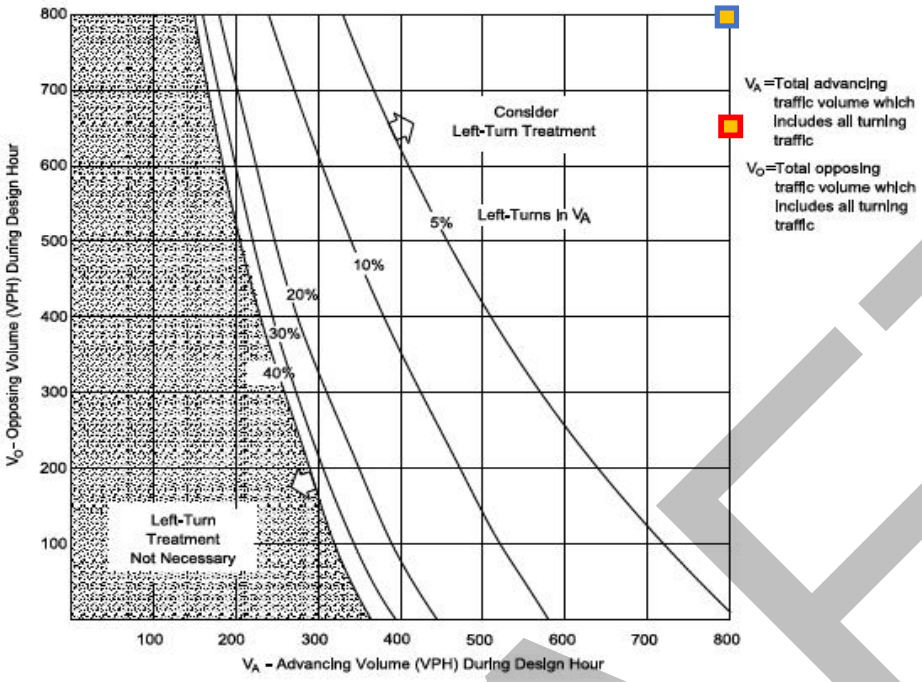
3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)**
**Figure 9.5-G**

*May River Road at Site Access*

| Eastbound | Left | Va | Vo | LTs | LT % |
|---|---|---|---|---|---|
| | 2030 Build AM | 884 | 668 | 16 | 1.8% |
| | 2030 Build PM | 830 | 817 | 59 | 7.1% |

DRAFT




*Instructions:*

1. *The family of curves represents the percent of left turns in the advancing volume ($V_A$). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*

2. *Read $V_A$ and $V_O$ into the chart and locate the intersection of the two volumes.*

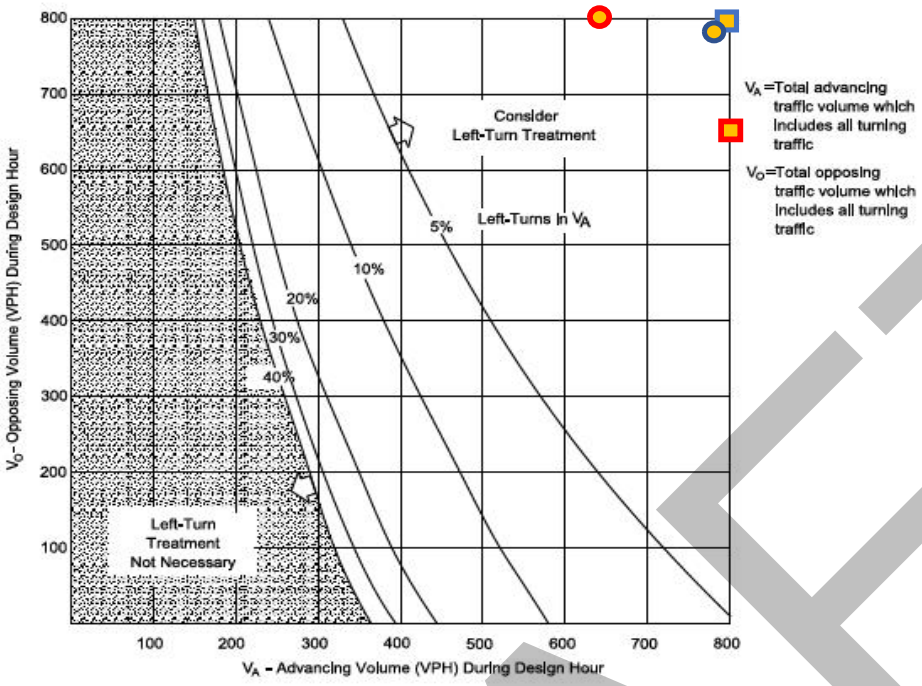
3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)**
**Figure 9.5-G**

*May River Road at Red Cedar Road*

| Eastbound | Left | Va | Vo | LTs | LT % |
|---|---|---|---|---|---|
| | 2030 Build AM | 967 | 663 | 89 | 9.2% |
| | 2030 Build PM | 918 | 829 | 94 | 10.2% |

DRAFT




*Instructions:*

1. *The family of curves represents the percent of left turns in the advancing volume ($V_A$). The designer should locate the curve for the actual percentage of left turns. When this is not an even increment of 5, the designer should estimate where the curve lies.*

2. *Read $V_A$ and $V_O$ into the chart and locate the intersection of the two volumes.*

3. *Note the location of the point in #2 relative to the line in #1. If the point is to the right of the line, then a left-turn lane is warranted. If the point is to the left of the line, then a left-turn lane is not warranted based on traffic volumes.*

**VOLUME GUIDELINES FOR LEFT-TURN LANES AT UNSIGNALIZED INTERSECTIONS ON TWO-LANE HIGHWAYS (40 mph)**
**Figure 9.5-G**

*May River Road at Whispering Pine Street/Ginkgo Lane*

| Eastbound | Left | Va | Vo | LTs | LT % |
|---|---|---|---|---|---|
| | 2030 Build AM | 882 | 635 | 16 | 1.8% |
| | 2030 Build PM | 803 | 812 | 34 | 4.2% |
| Westbound | Left | Va | Vo | LTs | LT % |
| | 2030 Build AM | 635 | 882 | 4 | 0.6% |
| | 2030 Build PM | 812 | 803 | 8 | 1.0% |

DRAFT

ATTACHMENT 5



Outlook

## RE: 1181 May River Road Conceptual Review

**From** Johnson, Joshua, A. <JOHNSONJA@scdot.gov>
**Date** Fri 2/20/2026 2:34 PM
**To** Turner, Dillon <Dillon.turner@kimley-horn.com>; Nathan Sturre <Nathan@sturreengineering.com>
**Cc** Weatherford, Luke, A. <WEATHERFORDLA@scdot.gov>; Fleming, Juleigh, B. <FLEMINGJB@scdot.gov>; Grooms, Robert, W. <GROOMSRW@scdot.gov>; Smalls, Patricia, B. <SMALLSPB@scdot.gov>

Dillon, We will not require an updated TIA for this connection. Thanks,

**Josh Johnson, PE, PTOE**
*District 6 Traffic Engineer*

**P** 843-746-6719 **E** johnsonja@scdot.gov

South Carolina Department of Transportation
6355 Fain Street, North Charleston, SC 29406

**From:** Turner, Dillon <Dillon.Turner@kimley-horn.com>
**Sent:** Tuesday, February 10, 2026 3:15 PM
**To:** Nathan Sturre <Nathan@sturreengineering.com>; Smalls, Patricia, B. <SMALLSPB@scdot.gov>
**Cc:** Johnson, Joshua, A. <JOHNSONJA@scdot.gov>; Weatherford, Luke, A. <WEATHERFORDLA@scdot.gov>; Fleming, Juleigh, B. <FLEMINGJB@scdot.gov>; Grooms, Robert, W. <GROOMSRW@scdot.gov>
**Subject:** RE: 1181 May River Road Conceptual Review

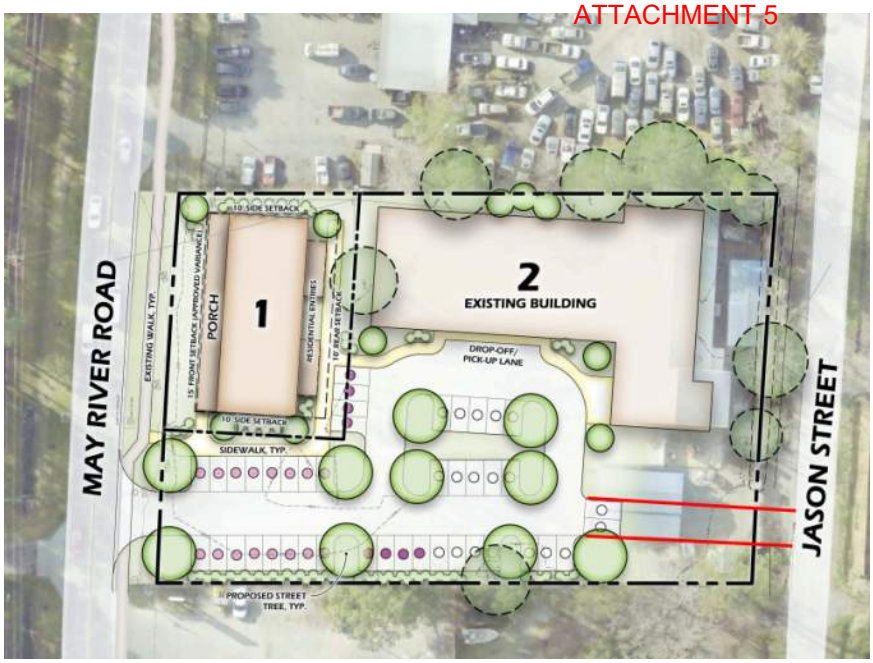
*** This is an EXTERNAL email. Please do not click on a link or open any attachments unless you are confident it is from a trusted source. ***

Josh,

The Town of Bluffton has requested that the site extend its driveway from the proposed connection at May River Road up to the north, to connect to Jason Street. This proposed connection is shown below:

ATTACHMENT 5






Would SCDOT require an updated TIA to analyze this connection?

Thanks,
Dillon Turner

# PLAN REVIEW COMMENTS FOR DP-12-25-020070

Town of Bluffton
Department of Growth Management
20 Bridge Street P.O. Box 386 Bluffton, South Carolina 29910
Telephone 843-706-4522

**Plan Type:** Development Plan
**Plan Status:** Pending
**Case Manager:** Dan Frazier
**Apply Date:** 12/23/2025
**Plan Address:** 1181 A May River Road BLUFFTON, SC 29910
**Plan PIN #:** R610 039 000 097A 0000

**Plan Description:** **A request by Nathan Sturre of Sturre Engineering. on behalf of property owner Trevor Wells for review of a Preliminary Development Plan application. The project consists of the construction of a two-story 8,000 SF mixed use building with associated infrastructure. The property is zoned Neighborhood Core and consists of 1.4 acres identified by tax map number 6610 039 000 097A 0000. (DP-06-25-019806) (Staff - Dan Frazier) STATUS: This item will be heard at the February 4, 2026 Development Review Committee meeting.**

## Technical Review

**Submission #: 1** Received: 12/23/2025 Completed: 01/30/2026

| *Reviewing Dept.* | *Complete Date* | *Reviewer* | *Status* |
|---|---|---|---|
| Fire Department Review | 01/20/2026 | Dan Wiltse | Revisions Required |

**Comments:**

1. Revise turning exhibit, or proposed parking lanes, to demonstrate that emergency vehicles can maneuver through site and remain within the proposed parking lanes.
2. Verify use of existing structures. How are they accessed? How are they accounted for in the Parking Study?

| | | | |
|---|---|---|---|
| Watershed Management Review DRC | 01/22/2026 | Samantha Crotty | Revisions Required |

**Comments:**

1. Revise narrative to remove the "no state post-construction requirements" verbiage and "There is no additional onsite detention requirement per the SoLoCo Compliance Calculator. "
2. Revise narrative to state post-development peak discharge control for the 2, 10, 25, 50, and 100-year 24-hour storm events. (SWDM 3.5.2)
3. The site must meet the compliance calculator TSS removal requirements, at a minimum. This is also a state requirement.
4. Based on the geotechnical report, SHGW levels, and proposed pervious pavement detail, it does not appear that any form of pervious pavement will be feasible for this site.

| | | | |
|---|---|---|---|
| Planning Commission Review | 01/29/2026 | Dan Frazier | Approved with Conditions |

**Comments:**

Planning Commission DRC Members provided the following comment:
1. Due to backups that already occur for the gym on site, it is strongly recommended that an entrance/exit or at least an exit to Jason street is required.

| | | | |
|---|---|---|---|
| Planning Review - Principal | 01/30/2026 | Dan Frazier | Approved with Conditions |

**Comments:**

1. Per UDO Table 5.11.3.C., provide data that justifies the proposed 1 parking space per 1,000 SF of Building 2 (Gymnastics studio) is necessary and reasonable.
2. The proposed HC space adjacent to Building 1 cannot serve as a dedicated residential parking space. Mark it as a retail space, and identify one of the retail spaces as residential.
3. Excluding HC Parking space, the dedicated residential spaces should be the 8 closest spaces to the residential stairwells.
4. Confirm the 1st floor commercial/office entrance for public (front or back?).

| | | | |
|---|---|---|---|
| Beaufort Jasper Water and Sewer Review | 01/30/2026 | Matthew Michaels | Approved |
| Building Safety Review | 01/30/2026 | Sidney Holland | Approved |
| Planning Review - Address | 01/30/2026 | Diego Farias | Approved |
| Police Department Review | 01/30/2026 | Bill Bonhag | Approved |
| Transportation Department Review | 01/02/2026 | Mark Maxwell | Approved |

**Comments:**
No comments

**Plan Review Case Notes:**

PERMIT PLANS FOR

# WELLS MIXED USE

## BLUFFTON, SC

PARCEL R610 039 000 097A 0000
EXISTING LAND USE: COMMERCIAL
PROPOSED LAND USE: MIXED USE

1181 MAY RIVER ROAD
BLUFFTON, SC 29910

HORIZONTAL DATUM IS BASED OFF
STATE PLANE COORDINATES NAD83.
VERTICAL DATUM IS NAVD88.

OWNER/DEVELOPER

TREVOR WELLS
1181 MAY RIVER ROAD
BLUFFTON, SC 29910
PHONE NO.: 912.313.1274

VICINITY MAP

0 500 1,000 2,000
SCALE IN FEET

I HAVE PLACED MY SIGNATURE AND SEAL ON THE DESIGN DOCUMENTS SUBMITTED SIGNIFYING THAT I ACCEPT RESPONSIBILITY FOR THE DESIGN OF THE SYSTEM. FURTHER, I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE DESIGN IS CONSISTENT WITH THE REQUIREMENTS OF TITLE 48, CHAPTER 14 OF THE CODE OF LAWS OF SC, 1976 AS AMENDED, PURSUANT TO REGULATION 72-300 ET SEQ. (IF APPLICABLE), AND IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF SCR100000.

| Sheet List Table | |
|---|---|
| Sheet No. | Sheet Title |
| C-1 | TITLE SHEET |
| C-2 | GENERAL NOTES & LEGEND |
| C-3 | EXISTING CONDITIONS |
| C-4 | DEMOLITION & SWPP PLAN |
| C-5 | SWPPP DETAILS |
| C-6 | SWPPP DETAILS |
| C-7 | SITE IMPROVEMENTS PLAN |
| C-8 | STORM COMPLIANCE PLAN |
| C-9 | GRADING & DRAINAGE PLAN |
| C-10 | ACCESS DRIVE PLAN & PROFILE |
| C-11 | STORMWATER PLAN & PROFILE |
| C-12 | STORMWATER PLAN & PROFILE |
| C-13 | UTILITY PLAN |
| C-14 | AUTO-TURN EXHIBIT |
| C-15 | CIVIL DETAILS |
| C-16 | CIVIL DETAILS |
| C-17 | UTILITY DETAILS |
| C-18 | UTILITY DETAILS |

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION
STURRE DESIGN & DEVELOPMENT, LLC
No. 6843

SOUTH CAROLINA REGISTERED PROFESSIONAL ENGINEER
No. 40266
NATHAN STURRE

12/20/2025

ENGINEER OF RECORD

NATHAN STURRE, P.E.
SC PE# 40266
PO Box 2227
Bluffton, SC 29910
843.705.4748

SURVEYOR:
JEREMY REEDER, P.L.S.
ATLAS SURVEYING, INC.
SC PLS# 28139
168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

DATE 12/20/2025

SHEET NAME
TITLE SHEET

SHEET NO.
C-1

BJWSA PROJECT NO: TBD

| ABBREVIATIONS LIST | |
|---|---|
| ABBREVIATIONS | DESCRIPTIONS |
| A | |
| ABBR | ABBREVIATION |
| ABV | ABOVE |
| AC | ACRE |
| AFF | ABOVE FINISHED FLOOR |
| APPROX | APPROXIMATE |
| ASTM | AMERICAN SOCIETY FOR TESTING AND MATERIALS |
| AWG | AMERICAN WIRE GAUGE |
| AWS | AMERICAN WELDING SOCIETY |
| AWWA | AMERICAN WATER WORKS ASSOCIATION |
| B | |
| BC | BEGIN CURVE |
| BIR | |
| BLDG | BUILDING |
| BFS | BEGIN FULL SLOPE |
| BG | BLACK GUM |
| BNC | BEGIN NORMAL CROWN |
| BNS | BEGIN NORMAL SHOULDER |
| BOS | BOTTOM OF STEEL |
| BOT | BOTTOM |
| B.S.L. | BUILDING SETBACK LINE |
| C | |
| C | CONDUIT |
| CATV | CABLE TELEVISION JUNCTION BOX |
| CED | CEDAR |
| CF | CUBIC FEET |
| CHY | CHERRY |
| CJ | CONSTRUCTION JOINT |
| CLR | CLEAR |
| CMF | CONSTRUCTION MONUMENT FOUND |
| CMP | CORRUGATED METAL PIPE |
| CMU | CONCRETE MASONRY UNIT |
| CO | CLEANOUT OR CONDUIT ONLY |
| COL | COLUMN |
| CONC | CONCRETE |
| CONN | CONNECTION |
| CONST | CONSTRUCTION |
| COORD | COORDINATES |
| CREPE | CREPE MYRTLE |
| CTR | CENTER |
| D | |
| DEG | DEGREE |
| DGAB | DENSE GRADE AGGREGATE BASE |
| DIA | DIAMETER |
| DIM | DIMENSION |
| DIP | DUCTILE IRON PIPE |
| DOG | DOGWOOD |
| DSTB | DISTURBED |
| DWG | DRAWING |
| E | |
| EA | EACH |
| EB | ELECTRICAL BOX |
| EC | EMPTY CONDUIT |
| EC | END CURVE |
| EF | EACH FACE |
| EFS | END FULL SLOPE |
| EJ | EXPANSION JOINT |
| EL OR ELEV | ELEVATION |
| ELEC | ELECTRICAL |
| ENC | END NORMAL CROWN |
| ENS | END NORMAL SHOULDER |
| EO | ELECTRICAL OUTLET |
| EOP | EDGE OF PAVEMENT |
| EQ | EQUAL |
| EQUIP | EQUIPMENT |
| ES | EACH SIDE |
| EW | EACH WAY OR EXISTING WATER |
| EXIST | EXISTING |
| EXP | EXPANSION |
| F | |
| FFE | FINISH FLOOR ELEVATION |
| FH | FIRE HYDRANT |
| FOM | FIBER OPTIC MARKER |
| FT | FOOT OR FEET |
| FR | FRAME |
| G | |
| GA | GAUGE |
| GABC | GRADED AGGREGATE BASE COURSE |
| GALV | GALVANIZED |
| GI | GRATE INLET |
| GUM | SWEET GUM |
| GW | GUY WIRE |
| I | |
| IE | INVERT ELEVATION |
| INV | INVERT |
| I.O. | IRON PIPE, OLD (FOUND) |
| J | |
| JB | JUNCTION BOX |
| JT | JOINT |
| K | |
| KSI | KIPS PER SQUARE INCH |
| kV | KILOVOLTS |
| kVA | KILOVOLT-AMPERES |
| kW | KILOWATTS |
| kWHM | KILOWATT HOUR METER |
| L | |
| LA | LAUREL OAK |
| LB | POUND |
| LF | LINEAR FEET |

| ABBREVIATIONS LIST | |
|---|---|
| ABBREVIATIONS | DESCRIPTIONS |
| LO | LIVE OAK |
| M | |
| MB | MAILBOX |
| MAG | MAGNOLIA |
| MAP | MAPLE |
| MAX | MAXIMUM |
| MECH | MECHANICAL |
| MH | MANHOLE |
| MHW | MEAN HIGH WATER |
| MHHW | MEAN HIGHER HIGH WATER |
| MIN | MINIMUM |
| MIM | MIMOSA |
| MLW | MEAN LOW WATER |
| MLLW | MEAN LOWER LOW WATER |
| MSL | MEAN SEA LEVEL |
| N | |
| N/F | NOW OR FORMERLY |
| NAD | NORTH AMERICAN DATUM |
| NAVD | NORTH AMERICAN VERTICAL DATUM |
| NEMA | NATIONAL ELECTRICAL MANUFACTURERS ASSOCIATION |
| NIC | NOT IN CONTRACT |
| NO | NUMBER |
| NTS | NOT TO SCALE |
| O | |
| OC | ON CENTER |
| OD | OUTER DIAMETER |
| OE | OVERHEAD ELECTRICAL |
| P | |
| PA | |
| PL | PLATE |
| PN | PINE |
| PNL | PANEL |
| PP | POWER POLE |
| P/S | PRESTRESSED |
| PSF | POUNDS PER SQUARE FOOT |
| PSI | POUNDS PER SQUARE INCH |
| PVC | POLYVINYL CHLORIDE |
| PVMT | PAVEMENT |
| PWR | POWER |
| R | |
| R | RADIUS |
| RAD | RADIUS |
| RCP | REINFORCED CONCRETE PIPE |
| REINF | REINFORCING |
| REQD | REQUIRED |
| R/W | RIGHT-OF-WAY |
| S | |
| SAN | SANITARY |
| SCH | SCHEDULE |
| SD | STORM DRAIN |
| SF | SQUARE FEET |
| SPECS | SPECIFICATIONS |
| SQ | SQUARE |
| SS | STAINLESS STEEL OR SANITARY SEWER |
| SSMH | SANITARY SEWER MANHOLE |
| STA | STATION |
| STD | STANDARD |
| STL | STEEL |
| STRUC | STRUCTURE OR STRUCTURAL |
| SGD | SUBGRADE DRAIN |
| T | |
| T&B | TOP & BOTTOM |
| TC | TOP OF CURB |
| TEL | TELEPHONE JUNCTION BOX |
| TEMP | TEMPORARY |
| TOS | TOP OF STEEL |
| TRNSFMR | TRANSFORMER |
| TYP | TYPICAL |
| T/P | TOP OF PAVEMENT |
| U | |
| UE | UNDERGROUND ELECTRICAL |
| UL | UNDERWRITERS LABORATORY |
| UON | UNLESS OTHERWISE NOTED |
| V | |
| V | VOLT |
| VERT | VERTICAL |
| W | |
| W/ | WITH |
| WAX | WAX MYRTLE |
| WM | WATER METER |
| WO | WATER OAK |
| WP | WORKING POINT |
| WV | WATER VALVE |
| WWF | WELDED WIRE FABRIC |

| SYMBOLS LIST | |
|---|---|
| SYMBOLS | DESCRIPTION |
| & | AND |
| @ | AT |
| * | ASTERISK |
| L | ANGLE |
| ° | DEGREES |
| ' | MINUTES OR FEET |
| # | NUMBER OR POUNDS |
| % | PERCENT |
| " | SECONDS OR INCH |

| EXISTING | | PROPOSED | |
|---|---|---|---|
| S | EXISTING SANITARY MANHOLE | S | PROPOSED SANITARY MANHOLE |
| SD | EXISTING STORM MANHOLE | SD | PROPOSED STORM MANHOLE |
| | EXISTING SIGN | | PROPOSED SIGN |
| | POWER POLE | | PROPOSED POLE |
| E | EXISTING ELECTRICAL BOX/TRANSFORMER/VAULT | E | PROPOSED ELECTRICAL BOX/TRANSFORMER/VAULT |
| +17.99 | EXISTING SPOT ELEVATION | × 17.99 | PROPOSED SPOT ELEVATION |
| 16 | EXISTING CONTOURS | 16 | PROPOSED CONTOURS |
| | EXISTING DROP INLET | | PROPOSED DROP INLET |
| | EXISTING FIRE HYDRANT | | PROPOSED FIRE HYDRANT |
| W | EXISTING WATER VAULT | W | PROPOSED WATER VAULT |
| | EXISTING WATER/GAS/SEWER VALVE | | PROPOSED WATER/GAS/SEWER VALVE |
| | EXISTING CONTROL POINT/BENCHMARK | TPXX | TEST PIT |
| | | HAXX | HAND AUGER |
| | | CXX | CPT SOUNDINGS |
| UE | EXISTING UNDERGROUND ELECTRICAL | UE | PROPOSED UNDERGROUND ELECTRICAL |
| OE | EXISTING OVERHEAD ELECTRICAL | OE | PROPOSED OVERHEAD ELECTRICAL |
| W | EXISTING WATER LINE | W | PROPOSED WATER LINE |
| SD | EXISTING STORM DRAINAGE PIPE | SD | PROPOSED STORM DRAINAGE PIPE |
| COMM | EXISTING UNDERGROUND COMMUNICATIONS | COMM | PROPOSED UNDERGROUND COMMUNICATIONS |
| DB | EXISTING DUCT BANK | DB | PROPOSED DUCT BANK |
| FM | EXISTING FORCE MAIN | FM | PROPOSED FORCE MAIN |
| SAN | EXISTING SANITARY SEWER | SAN | PROPOSED SANITARY SEWER |
| X | EXISTING FENCE | | PROPOSED FENCE |
| | EXISTING TREE LINE | TREES | PROPOSED TREE LINE |
| ASPHALT | EXISTING PAVEMENT – ASPHALT | | PROPOSED PAVEMENT – ASPHALT |
| CONC | EXISTING PAVEMENT – CONCRETE | | PROPOSED PAVEMENT – CONCRETE |
| | LIMITS OF CONSTRUCTION | CLEAR | PROPOSED PAVEMENT – GRAVEL |
| C | GRADING CUT | | |
| F | GRADING FILL | | |
| F | EXISTING – FIBER OPTIC | | |
| G | EXISTING – GAS | | |
| W | EXISTING – WATER | | |

*LEGEND*

| | |
|---|---|
| CMF | CONCRETE MONUMENT FOUND |
| RBF | IRON REBAR FOUND |
| TEL | TELEPHONE PEDESTAL/BOX |
| SSMH | SANITARY SEWER MANHOLE |
| –X– | FENCE LINE |
| –OHP– | OVERHEAD UTILITY LINE |

## GENERAL NOTES:

1. ALL SILT BARRIERS AND OTHER EROSION CONTROL MEASURES MUST BE PLACED PRIOR TO LAND DISTURBING ACTIVITIES.
2. A PRE-CONSTRUCTION CONFERENCE SHALL BE HELD WITH THE OWNER AND ENGINEER PRIOR TO BEGINNING CONSTRUCTION. THIS MEETING SHALL BE SCHEDULED WITH THE OWNER AND ENGINEER AT THE TIME NOTICE TO PROCEED IS GIVEN.
3. THE OWNER AND ENGINEER SHALL BE NOTIFIED AT LEAST 48 HOURS IN ADVANCE, DURING REGULAR HOURS (8:00 AM TO 5:00 PM, MONDAY THROUGH FRIDAY, EXCLUDING HOLIDAYS), BEFORE THE COMMENCEMENT OF ANY CONSTRUCTION ACTIVITY.
4. ALL WORK TO BE DONE IN ACCORDANCE WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION FOR THE SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION (SCDOT), BEAUFORT COUNTY SPECIFICATIONS, TOWN OF BLUFFTON SPECIFICATIONS, AND THE PROJECT SPECIFICATIONS.
5. THE CONTRACTOR WILL BE REQUIRED TO HAVE ON SITE A COPY OF SOUTH CAROLINA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND STANDARD DRAWINGS, LATEST EDITION.
6. ANY DISCREPANCIES, ERRORS, OR OMISSIONS DISCOVERED ON THE PLANS OR IN THE SPECIFICATIONS SHOULD BE IMMEDIATELY BROUGHT TO THE ENGINEERS ATTENTION, NOTED ON THE CONTRACTOR'S PROPOSAL, AND DOES NOT RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITY TO CORRECT THE SAME AND CONSTRUCT THE PROJECT AS DESIGNED.
7. THE EXISTENCE, ABSENCE, LOCATION AND ELEVATION OF UNDERGROUND UTILITIES ON THE PLANS ARE NOT BASED ON FIELD MARKS, ARE NOT GUARANTEED, AND SHALL BE INVESTIGATED, UNEARTHED IF NECESSARY, AND VERIFIED BY CONTRACTOR BEFORE BEGINNING CONSTRUCTION.
8. THE CONTRACTOR SHALL CONTACT SOUTH CAROLINA 811, "CALL BEFORE YOU DIG" SERVICE IN ORDER TO LOCATE UTILITIES PRIOR TO STARTING ANY EXCAVATION OR CONSTRUCTION.
9. CONTRACTOR SHALL PROTECT ALL EXISTING UTILITIES, ABOVE GROUND OR BELOW GROUND.
10. CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH APPROPRIATE UTILITIES PRIOR TO AND/OR DURING CONSTRUCTION.
11. CONTRACTOR SHALL NOTIFY THE APPROPRIATE UTILITY BEFORE DIGGING NEAR WATER AND SANITARY SEWER LINES.
12. NO EXTRA PAYMENT WILL BE MADE FOR REPAIRS TO DAMAGE OF EXISTING UTILITIES.
13. THE CONTRACTOR WILL NOT BE PAID FOR DELAYS OR EXTRA EXPENSE CAUSED BY UTILITY FACILITIES, OBSTRUCTIONS, OR ANY OTHER ITEMS NOT REMOVED OR RELOCATED TO CLEAR CONSTRUCTION IN ADVANCE OF THEIR WORK.
14. ALL STRUCTURES, TREES AND SHRUBS WHICH ARE WITHIN THE LIMITS OF THE PROPERTY BOUNDARY, BUT OUTSIDE THE LIMITS OF CONSTRUCTION SHALL NOT BE DISTURBED UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER.
15. UNSUITABLE AND SURPLUS EXCAVATION MATERIAL NOT REQUIRED FOR FILL SHALL BE DISPOSED OF OFFSITE.
16. CONTRACTOR IS TO CLEAN ALL STORM WATER INLETS AND PIPE AT THE COMPLETION OF CONSTRUCTION TO REMOVE ANY SILT AND DEBRIS. THE CLEANING OF DROP INLETS, CULVERTS, AND PIPES (EXISTING AND PROPOSED) SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT, NO ADDITIONAL PAYMENT WILL BE MADE THEREFOR.
17. ANY DEBRIS TO THE SIDE STREETS OR SIDEWALK DUE TO CONSTRUCTION ACTIVITY SHALL BE REPAIRED IN AN EXPEDIENT MANNER AT THE CONTRACTOR'S EXPENSE.

## SCDHEC STANDARD NOTES:

1. PROVIDE SILT FENCE AND/OR OTHER CONTROL DEVICES, AS MAY BE REQUIRED, TO CONTROL SOIL EROSION DURING UTILITY CONSTRUCTION. ALL DISTURBED AREAS SHALL BE CLEANED, GRADED AND STABILIZED WITH GRASSING IMMEDIATELY AFTER THE UTILITY INSTALLATION. FILL, COVER & TEMPORARY SEEDING AT THE END OF THE DAY ARE RECOMMENDED. IF WATER IS ENCOUNTERED WHILE TRENCHING, THE WATER SHOULD BE FILTERED TO REMOVE ANY SEDIMENTS BEFORE BEING PUMPED BACK INTO ANY WATERS OF THE STATE.
2. STABILIZATION MEASURES SHALL BE INITIATED AS SOON AS PRACTICABLE IN PORTIONS OF THE SITE WHERE CONSTRUCTION ACTIVITIES HAVE TEMPORARILY OR PERMANENTLY CEASED, BUT IN NO CASE MORE THAN 14 DAYS AFTER THE WORK HAS CEASED, EXCEPT AS NOTED
   A. WHERE STABILIZATION BY THE 14TH DAY IS PRECLUDED BY SNOW COVER OR FROZEN GROUND CONDITIONS. STABILIZATION MEASURES MUST BE INITIATED AS SOON AS PRACTICABLE.
   B. WHERE CONSTRUCTION ACTIVITY ON A PORTION OF THE SITE IS TEMPORARILY CEASED, & EARTH-DISTURBING ACTIVITIES WILL BE RESUMED WITHIN 14 DAYS, TEMPORARY STABILIZATION MEASURES DO NOT HAVE TO BE INITIATED ON THAT PORTION OF THE SITE.
3. THE CONTRACTOR MUST TAKE NECESSARY ACTION TO MINIMIZE THE TRACKING OF MUD ONTO THE PAVED ROADWAY FROM THE CONSTRUCTION AREA & THE GENERATION OF DUST. THE CONTRACTOR SHALL DAILY REMOVE MUD/SOIL FROM PAVEMENT, AS MAY BE REQUIRED.
4. ALL EROSION CONTROL DEVICES SHALL BE PROPERLY MAINTAINED DURING ALL PHASES OF CONSTRUCTION UNTIL THE COMPLETION OF ALL CONSTRUCTION ACTIVITIES AND ALL DISTURBED AREAS HAVE BEEN STABILIZED. ADDITIONAL CONTROL DEVICES MAY BE REQUIRED DURING CONSTRUCTION IN ORDER TO CONTROL EROSION AND/OR OFFSITE SEDIMENTATION. ALL TEMPORARY CONTROL DEVICES SHALL BE REMOVED ONCE CONSTRUCTION IS COMPLETE AND THE SITE IS STABILIZED.
5. RESIDENTIAL SUBDIVISIONS REQUIRE EROSION CONTROL FEATURES FOR INFRASTRUCTURE AS WELL AS FOR INDIVIDUAL LOT CONSTRUCTION. INDIVIDUAL PROPERTY OWNERS SHALL FOLLOW THESE PLANS OR OBTAIN APPROVAL FOR AN INDIVIDUAL PLAN IN ACCORDANCE WITH S.C. REG. 72-300 & SCR100000.
6. LITTER, CONSTRUCTION DEBRIS, OILS, FUELS & BUILDING PRODUCTS WITH THE SIGNIFICANT POTENTIAL IMPACT (SUCH AS STOCK-PILES OF FRESHLY TREATED LUMBER) & CONSTRUCTION CHEMICALS THAT COULD BE EXPOSED TO STORM WATER MUST BE PREVENTED FROM BECOMING A POLLUTANT SOURCE IN STORM WATER DISCHARGES.
7. ALL SEDIMENT & EROSION CONTROL DEVICES SHALL BE INSPECTED ONCE EVERY CALENDAR WEEK. IF PERIODIC INSPECTION OR OTHER INFORMATION INDICATES THAT A BMP HAS BEEN INAPPROPRIATELY OR INCORRECTLY INSTALLED, THE PERMITTEE MUST ADDRESS THE NECESSARY REPLACEMENT OR MODIFICATION REQUIRED TO CORRECT THE BMP WITHIN 48 HOURS OF IDENTIFICATION.
8. INITIATE STABILIZATION MEASURES ON ANY EXPOSED STEEP SLOPE (3H:1V OR GREATER) WHERE LAND DISTURBING ACTIVITIES HAVE CEASED, AND WILL NOT RESUME FOR A PERIOD OF 7 CALENDAR DAYS.
9. MINIMIZE SOIL COMPACTION AND, UNLESS INFEASIBLE, PRESERVE TOPSOIL.
10. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM EQUIPMENT & VEHICLE WASHING, WHEEL WASH WATER, & OTHER WASH WATER. WASH WATERS MUST BE TREATED IN A SEDIMENT BASIN OR ALTERNATIVE CONTROL THAT PROVIDES EQUIVALENT OR BETTER TREATMENT PRIOR TO DISCHARGE.
11. MINIMIZE THE DISCHARGE OF POLLUTANTS FROM DEWATERING OF TRENCHES & EXCAVATED AREAS. THESE DISCHARGES ARE TO BE ROUTED THROUGH APPROPRIATE BMP's (SEDIMENT BASIN, FILTER BAG, ETC.)
12. THE FOLLOWING DISCHARGES FROM THE SITE ARE PROHIBITED:
    - WASTEWATER FROM WASHOUT OF CONCRETE, UNLESS MANAGED BY AN APPROPRIATE CONTROL
    - WASTEWATER FROM WASHOUT & CLEANOUT OF STUCCO, PAINT, FROM RELEASE OILS, CURING COMPOUNDS & OTHER CONSTRUCTION MATERIALS
    - FUELS, OILS, OR OTHER POLLUTANTS USED IN VEHICLE & EQUIPMENT OPERATION & MAINTENANCE
    - SOAPS OR SOLVENTS USED IN VEHICLE & EQUIPMENT WASHING
13. AFTER CONSTRUCTION ACTIVITIES BEGIN, INSPECTIONS MUST BE CONDUCTED AT A MINIMUM OF AT LEAST ONCE EVERY CALENDAR WEEK & MUST BE CONDUCTED UNTIL FINAL STABILIZATION IS REACHED ON ALL AREAS OF THE CONSTRUCTION SITE.
14. IF EXISTING BMP's NEED TO BE MODIFIED OR IF ADDITIONAL BMP's ARE NECESSARY TO COMPLY WITH THE REQUIREMENTS OF THIS PERMIT AND/OR SC's WATER QUALITY STANDARDS, IMPLEMENTATION MUST BE COMPLETED BEFORE NEXT STORM EVENT WHENEVER PRACTICABLE. IF IMPLEMENTATION BEFORE NEXT STORM IS IMPRACTICABLE, THE SITUATION MUST BE DOCUMENTED IN THE SWPPP & ALTERNATIVE BMP's MUST BE IMPLEMENTED AS SOON A REASONABLY POSSIBLE.
15. TEMPORARY DIVERSION BERMS AND/OR DITCHES WILL BE PROVIDED AS NEEDED DURING CONSTRUCTION TO PROTECT WORK AREAS FROM UPSLOPE RUNOFF AND/OR TO DIVERT SEDIMENT-LADEN WATER TO APPROPRIATE TRAPS OR STABLE OUTLETS.
16. ALL WATERS OF THE STATE (WOS), INCLUDING WETLANDS, ARE TO BE FLAGGED OR OTHERWISE CLEARLY MARKED IN THE FIELD. A DOUBLE ROW OF SILT FENCE IS TO BE INSTALLED IN ALL AREAS WHERE A 50-FOOT BUFFER CAN'T BE MAINTAINED BETWEEN THE DISTURBED AREA AND ALL WOS. A 10-FOOT BUFFER SHOULD BE MAINTAINED BETWEEN THE LAST ROW OF SILT FENCE AND ALL WOS.
17. IF CABLE, ELECTRIC, AND NATURAL GAS UTILITIES ARE INSTALLED, THE INSTALLATION OF THESE IS TO BE WITHIN THE PERMITTED LIMITS OF DISTURBANCE AND INSTALLATION OUTSIDE OF THESE AREAS WILL REQUIRE A MODIFICATION TO THE PERMIT.
18. INLET PROTECTION SHALL BE PROVIDED AT ALL EXISTING INLETS THAT RECEIVE FLOWS FROM THE DISTURBED AREAS.
19. CONSTRUCTION ENTRANCES SHALL BE PROVIDED AT ALL LOCATIONS WHERE CONSTRUCTION TRAFFIC ACCESSES A PAVED ROADWAY.

## UTILITIES:

WATER AND SEWER
BEAUFORT-JASPER WATER & SEWER AUTHORITY
SERVICE CONTACT: 843-987-9200
REPORT OUTAGE: 843-987-3200

POWER
DOMINION POWER
SERVICE CONTACT: 800-251-7234
REPORT OUTAGE: 888-333-4465

COMMUNICATION
SPARKLIGHT COMMUNICATIONS
SERVICE CONTACT: 843-379-9000
REPORT OUTAGE: 843-686-1138

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA – STURRE DESIGN & DEVELOPMENT, LLC No. 6843 – CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA – LICENSED PROFESSIONAL ENGINEER – No. 40266 – NATHAN STURRE

12/20/2025

ENGINEER OF RECORD

NATHAN STURRE, P.E.
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PO Box 2227
Bluffton, SC 29910
843.705.4748

SURVEYOR:
JEREMY REEDER, P.L.S.
ATLAS SURVEYING, INC.
SC PLS# 28139
168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

CALL 811 BEFORE YOU DIG – SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|

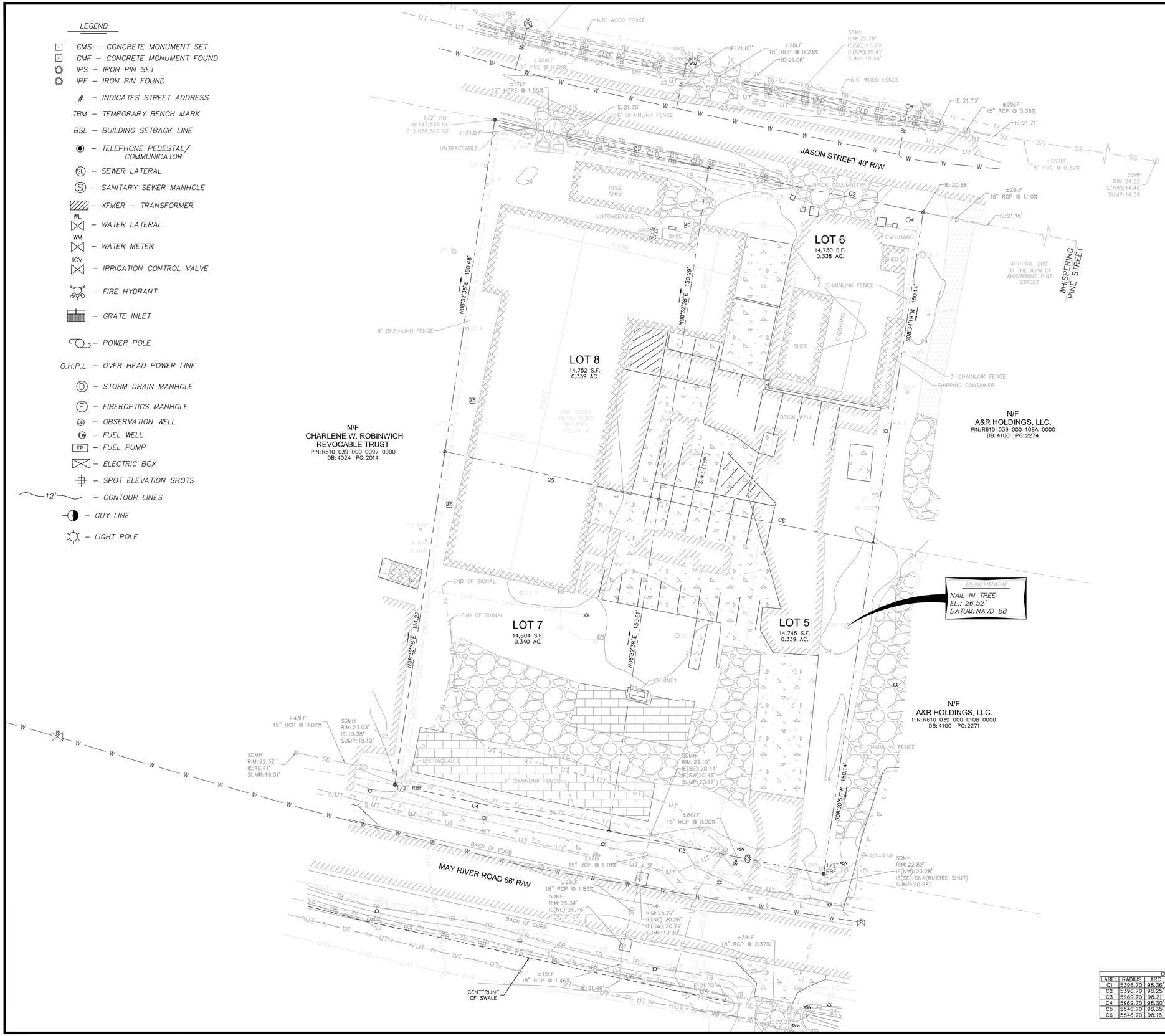
DATE 12/20/2025

SHEET NAME
GENERAL NOTES & LEGEND

SHEET NO.
C-2

## LEGEND

- CMS – CONCRETE MONUMENT SET
- CMF – CONCRETE MONUMENT FOUND
- IPS – IRON PIN SET
- IPF – IRON PIN FOUND
- # – INDICATES STREET ADDRESS
- TBM – TEMPORARY BENCH MARK
- BSL – BUILDING SETBACK LINE
- – TELEPHONE PEDESTAL/ COMMUNICATOR
- SL – SEWER LATERAL
- S – SANITARY SEWER MANHOLE
- – XFMER – TRANSFORMER
- WL – WATER LATERAL
- WM – WATER METER
- ICV – IRRIGATION CONTROL VALVE
- – FIRE HYDRANT
- – GRATE INLET
- – POWER POLE
- O.H.P.L. – OVER HEAD POWER LINE
- D – STORM DRAIN MANHOLE
- F – FIBEROPTICS MANHOLE
- OB – OBSERVATION WELL
- FW – FUEL WELL
- FP – FUEL PUMP
- – ELECTRIC BOX
- – SPOT ELEVATION SHOTS
- 12' – CONTOUR LINES
- – GUY LINE
- – LIGHT POLE




| CURVE TABLE | | | | | |
|---|---|---|---|---|---|
| LABEL | RADIUS | ARC | CHORD | CHORD BEARING | DELTA |
| C1 | 5396.70' | 98.36' | 98.36' | S77°18'22"E | 1°02'39" |
| C2 | 5396.70' | 98.25' | 98.24' | S78°20'59"E | 1°02'35" |
| C3 | 5969.70' | 98.21' | 98.21' | N78°42'42"W | 0°56'33" |
| C4 | 5969.70' | 98.30' | 98.30' | N77°46'07"W | 0°56'37" |
| C5 | 5546.70' | 98.35' | 98.34' | S77°25'06"E | 1°00'57" |
| C6 | 5546.70' | 98.16' | 98.16' | S78°26'00"E | 1°00'50" |

STURRE ENGINEERING
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12/20/2025

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SC PE# 40266
PO Box 2227
Bluffton, SC 29910
843.705.4748

SURVEYOR:
JEREMY REEDER, P.L.S.
ATLAS SURVEYING, INC.
SC PLS# 28139
168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

CALL 811 BEFORE YOU DIG – SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

DATE 12/20/2025

SHEET NAME
EXISTING CONDITIONS

SHEET NO.
C-3

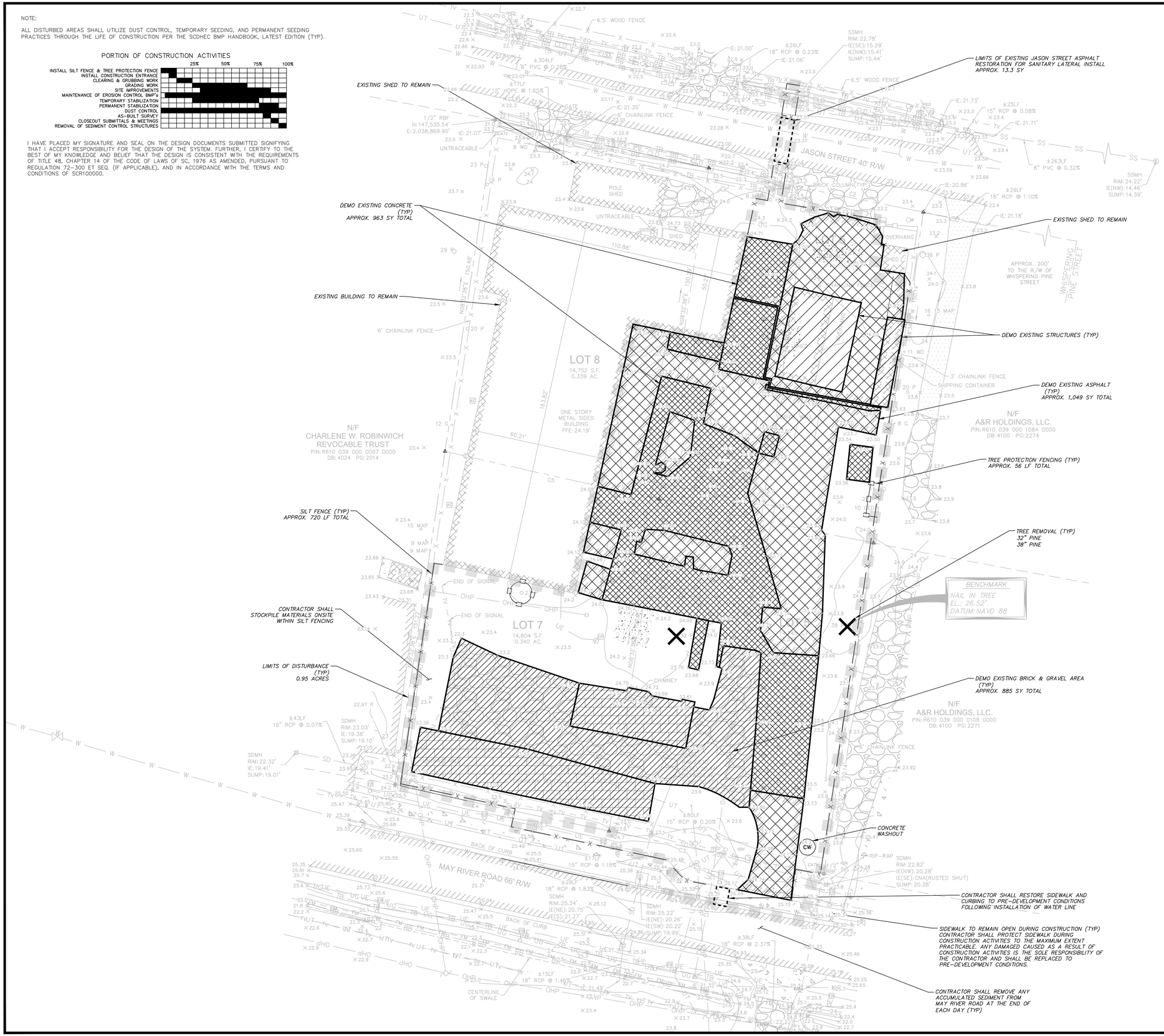
NOTE:

ALL DISTURBED AREAS SHALL UTILIZE DUST CONTROL, TEMPORARY SEEDING, AND PERMANENT SEEDING PRACTICES THROUGH THE LIFE OF CONSTRUCTION PER THE SCDHEC BMP HANDBOOK, LATEST EDITION (TYP).

PORTION OF CONSTRUCTION ACTIVITIES




I HAVE PLACED MY SIGNATURE AND SEAL ON THE DESIGN DOCUMENTS SUBMITTED SIGNIFYING THAT I ACCEPT RESPONSIBILITY FOR THE DESIGN OF THE SYSTEM. FURTHER, I CERTIFY TO THE BEST OF MY KNOWLEDGE AND BELIEF THAT THE DESIGN IS CONSISTENT WITH THE REQUIREMENTS OF TITLE 48, CHAPTER 14 OF THE CODE OF LAWS OF SC, 1976 AS AMENDED, PURSUANT TO REGULATION 72-300 ET SEQ. (IF APPLICABLE), AND IN ACCORDANCE WITH THE TERMS AND CONDITIONS OF SCR100000.

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0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

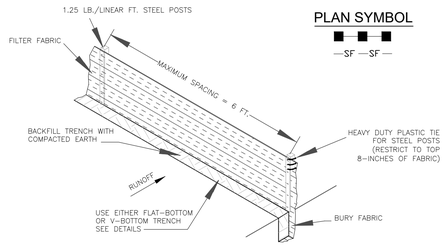
| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

DATE 12/20/2025

SHEET NAME
DEMOLITION & SWPP PLAN

SHEET NO.
C-4

## SILT FENCE INSTALLATION



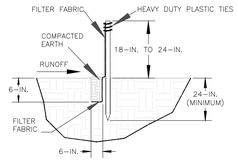

PLAN SYMBOL

—SF —SF—

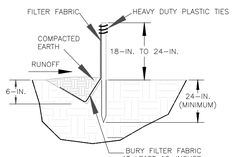
### SILT FENCE - GENERAL NOTES

1. Do not place silt fence across channels or in other areas subject to concentrated flows. Silt fence should not be used as a velocity control BMP. Concentrated flows are any flows greater than 0.5 cfs.
2. Maximum sheet or overland flow path length to the silt fence shall be 100-feet.
3. Maximum slope steepness (normal [perpendicular] to the fence line) shall be 2:1.
4. Silt fence joints, when necessary, shall be completed by one of the following options:
   - Wrap each fabric together at a support post with both ends fastened to the post, with a 1-foot minimum overlap;
   - Overlap silt fence by installing 3-feet passed the support post to which the new silt fence roll is attached. Attach old roll to new roll with heavy-duty plastic ties; or,
   - Overlap entire width of each silt fence roll from one support post to the next support post.
5. Attach filter fabric to the steel posts using heavy-duty plastic ties that are evenly spaced within the top 8-inches of the fabric.
6. Install the silt fence perpendicular to the direction of the stormwater flow and place the silt fence the proper distance from the toe of steep slopes to provide sediment storage and access for maintenance and cleanout.
7. Install Silt Fence Checks (Tie-Backs) every 50-100 feet, dependent on slope, along silt fence that is installed with slope and where concentrated flows are expected or are documented along the proposed/installed silt fence.

## FLAT-BOTTOM TRENCH DETAIL




## V-SHAPED TRENCH DETAIL




South Carolina Department of Health and Environmental Control

SILT FENCE

STANDARD DRAWING NO. SC-03 Page 1 of 2

NOT TO SCALE — FEBRUARY 2014 DATE

### SILT FENCE - POST REQUIREMENTS

1. Silt Fence posts must be 48-inch long steel posts that meet, at a minimum, the following physical characteristics.
   - Composed of a high strength steel with a minimum yield strength of 50,000 psi.
   - Include a standard "T" section with a nominal face width of 1.38-inches and a nominal "T" length of 1.48-inches.
   - Weigh 1.25 pounds per foot (± 8%)
2. Posts shall be equipped with projections to aid in fastening of filter fabric.
3. Steel posts may need to have a metal soil stabilization plate welded near the bottom when installed along steep slopes or installed in loose soils. The plate should have a minimum cross section of 17-square inches and be composed of 15 gauge steel, at a minimum. The metal soil stabilization plate should be completely buried.
4. Install posts to a minimum of 24-inches. A minimum height of 1- to 2-inches above the fabric shall be maintained, and a maximum height of 3 feet shall be maintained above the ground.
5. Post spacing shall be at a maximum of 6-feet on center.

### SILT FENCE - FABRIC REQUIREMENTS

1. Silt fence must be composed of woven geotextile filter fabric that consists of the following requirements:
   - Composed of fibers consisting of long chain synthetic polymers of at least 85% by weight of polyolefins, polyesters, or polyamides that are formed into a network such that the filaments or yarns retain dimensional stability relative to each other;
   - Free of any treatment or coating which might adversely alter its physical properties after installation;
   - Free of any defects or flaws that significantly affect its physical and/or filtering properties; and,
   - Have a minimum width of 36-inches.
2. Use only fabric appearing on SC DOT's Qualified Products Listing (QPL), Approval Sheet #34, meeting the requirements of the most current edition of the SC DOT Standard Specifications for Highway Construction.
3. 12-inches of the fabric should be placed within excavated trench and toed in when the trench is backfilled.
4. Filter Fabric shall be purchased in continuous rolls and cut to the length of the barrier to avoid joints.
5. Filter Fabric shall be installed at a minimum of 24-inches above the ground.

### SILT FENCE - INSPECTION & MAINTENANCE

1. The key to functional silt fence is weekly inspections, routine maintenance, and regular sediment removal.
2. Regular inspections of silt fence shall be conducted once every calendar week and, as recommended, within 24-hours after each rainfall even that produces 1/2-inch or more of precipitation.
3. Attention to sediment accumulations along the silt fence is extremely important. Accumulated sediment should be continually monitored and removed when necessary.
4. Remove accumulated sediment when it reaches 1/3 the height of the silt fence.
5. Removed sediment shall be placed in stockpile storage areas or spread thinly across disturbed area. Stabilize the removed sediment after it is relocated.
6. Check for areas where stormwater runoff has eroded a channel beneath the silt fence, or where the fence has sagged or collapsed due to runoff overtopping the silt fence. Install checks/tie-backs and/or reinstall silt fence, as necessary.
7. Check for tears within the silt fence, areas where silt fence has begun to decompose, and for any other circumstance that may render the silt fence ineffective. Removed damaged silt fence and reinstall new silt fence immediately.
8. Silt fence should be removed within 30 days after final stabilization is achieved and once it is removed, the resulting disturbed area shall be permanently stabilized.

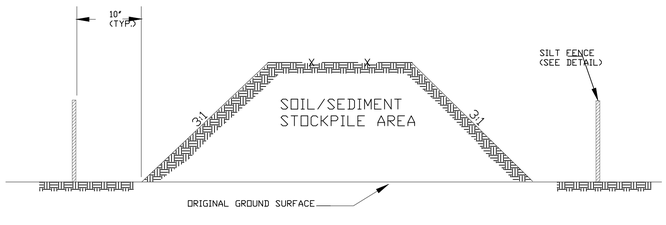
South Carolina Department of Health and Environmental Control

SILT FENCE

STANDARD DRAWING NO. SC-03 PAGE 2 of 2

GENERAL NOTES — FEBRUARY 2014 DATE

## TEMPORARY STOCKPILE AREA




NOTES:

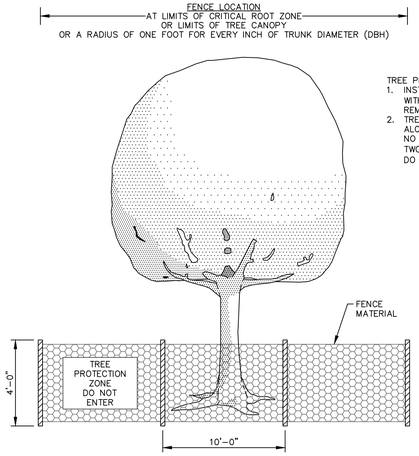
1. SILT FENCE TO EXTEND AROUND ENTIRE PERIMETER OF STOCKPILE, OR IF STOCKPILE AREA IS LOCATED ON/NEAR A SLOP THE SILT FENCE IS TO EXTEND ALONG CONTOURS OF THE DOWN-GRADIENT AREA.
2. IF STOCKPILE IS TO REMAIN FOR MORE THAN 14 DAYS, TEMPORARY STABILIZATION MEASURES MUST BE IMPLEMENTED.
3. SILT FENCE SHALL BE MAINTAINED UNTIL STOCKPILE AREA HAS EITHER BEEN REMOVED OR PERMANENTLY STABILIZED.
4. THE KEY TO FUNCTIONAL TEMPORARY STOCKPILE AREAS IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR SEDIMENT REMOVAL.

South Carolina Department of Health and Environmental Control

TEMPORARY STOCKPILE

STANDARD DRAWING NO. SC-15 PAGE 1 of 1

NOT TO SCALE — FEBRUARY 2014 DATE



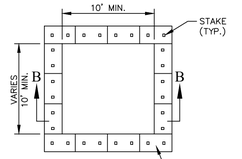

TREE PROTECTION NOTES:

1. INSTALL TREE PROTECTION FENCE AROUND ALL TREES TO REMAIN WITHIN 25' OF ANY PROPOSED GRADING, CONSTRUCTION, OR TREE REMOVALS.
2. TREE PROTECTION ZONE WARNING SIGNAGE SHALL BE INSTALLED ALONG ALL REQUIRED TREE PROTECTION FENCING,. SPACING SHALL BE NO MORE THAN 150 FEET APART. EACH SIGN MUST BE A MINIMUM OF TWO FEET BY TWO FEET WITH THE MESSAGE "TREE PROTECTION ZONE: DO NOT ENTER."

TREE PROTECTION FENCE DETAIL

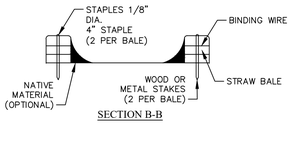
N.T.S.

## STRAW BALE BARRIER CONCRETE WASHOUT

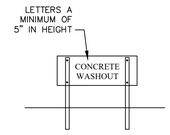



PLAN

TYPE "ABOVE GRADE" WITH STRAW BALES




SECTION B-B




CONCRETE WASHOUT SIGN DETAIL

### NOTES

1. ACTUAL LAYOUT DETERMINED IN FIELD.
2. INSTALL CONCRETE WASHOUT SIGN (24"X24", MINIMUM) WITHIN 30' OF THE TEMPORARY CONCRETE WASHOUT FACILITY.
3. TEMPORARY WASHOUT AREA MUST BE AT LEAST 50' FROM A STORM DRAIN, CREEK BANK OR PERIMETER CONTROL.
4. CLEAN OUT CONCRETE WASHOUT AREA WHEN 50% FULL.
5. THE KEY TO FUNCTIONAL CONCRETE WASHOUTS IS WEEKLY INSPECTIONS, ROUTINE MAINTENANCE, AND REGULAR CLEAN OUT.
6. SILT FENCE SHALL BE INSTALLED AROUND PERIMETER OF CONCRETE WASHOUT AREA EXCEPT FOR THE SIDE UTILIZED FOR ACCESSING THE WASHOUT.
7. A ROCK CONSTRUCTION ENTRANCE MAY BE NECESSARY ALONG ONE SIDE OF THE WASHOUT TO PROVIDE VEHICLE ACCESS.

CONCRETE WASHOUT
STRAW BALES OR ABOVE GROUND
SOUTH CAROLINA DEPARTMENT OF PUBLIC HEALTH
STANDARD DRAWING NO. RC-07 [PAGE 1]
N.T.S.



STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION
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SURVEYOR:
JEREMY REEDER, P.L.S.
ATLAS SURVEYING, INC.
SC PLS# 28139
168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

CALL 811 BEFORE YOU DIG — SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 12/20/2025

SHEET NAME

SWPPP DETAILS

SHEET NO.

C-5

## Dust Control

### Plan Symbol

DC

### Description

Wind erosion occurs when the surface soil is loose and dry, vegetation is sparse or absent, the wind is sufficiently strong, and when construction traffic disturbs the soil. Wind erodes soils and transports the sediment off site in the form of fugitive dust, where it may be washed into receiving water bodies by the next rainfall event. Fugitive dust is a nuisance for neighbors. It settles on automobiles, structures and windows and finds its way into homes. It also makes breathing difficult for those with respiratory problems and becomes a safety problem when it blinds motorists, equipment operators, and laborers.

### When and Where to Use It

Utilize dust control methods whenever there are offsite impacts, especially during periods of drought. Implemented dust control until final stabilization is reached.

### Dust Control Design Criteria

There are many methods to control dust on construction sites. These methods include but are not limited to :

- Phasing the Project. Phasing is done to decrease the area of disturbed soil that is exposed to erosion. The smaller the amount of soil that is exposed at one time, the smaller the potential for dust generation. Phasing a project and utilizing temporary stabilization practices can significantly reduce dust emissions.
- Vegetative Cover. A vegetative cover helps reduce wind erosion. Vegetative Cover is for disturbed areas not subject to traffic. Vegetation provides the most practical method of dust control.
- Mulch. Mulching offers a temporary way to stabilize the soil and prevent erosion. Mulching offers a fast, effective means of controlling dust.
- Sprinkling Water. Sprinkling helps control the suspension of dust particles and promotes dust to settle out of the air. Sprinkling water is effective for dust control on haul roads and other traffic routes.
- Spray-on-Adhesive. Adhesives prevent soil from blowing away. Latex emulsions, or resin in water is sprayed onto mineral soils to prevent their blowing away and reduce dust caused by traffic.
- Calcium Chloride. Calcium chloride keeps the soil surface moist and prevents erosion. Calcium chloride is applied by mechanical spreaders as loose, dry granules or flakes at a rate that keeps the surface moist but not so high as to cause water pollution or plant damage.
- Barriers. Barriers are fences that prevent erosion by obstructing the wind near the ground stopping the soil from blowing offsite. Broad, wind, or sediment fences can control air currents and blowing soil. Barriers are not a substitute for permanent stabilization. Perennial grass and strands of existing trees may also serve as wind barriers.

### Inspection and Maintenance

- Add additional dust control or re-spray area as necessary to keep dust to a minimum.
- Spray exposed soil areas only with approved dust control agents as indicated by the SCDHEC Standard Specifications.





## Permanent Seeding

### Plan Symbol

PS

### Description

Controlling runoff and preventing erosion by establishing a perennial vegetative cover with seed.

### When and Where to Use It

A major consideration in the selection of the type of permanent grass to establish is the intended use of the land. Land use is separated in to two categories, high-maintenance and low-maintenance.

### High-maintenance

High maintenance areas are mowed frequently, lime or fertilized on a regular basis, and require maintenance to an aesthetic standard. Land uses with high maintenance grasses include homes, industrial parks, schools, churches, and recreational areas such as parks, athletic fields, and golf courses.

### Low-maintenance

Low maintenance areas are mowed infrequently, if at all, and lime and fertilizer may not be applied on a regular schedule. These areas are not subject to intense use and do not require a uniform appearance. The vegetation must be able to survive with little maintenance over long periods of time. Grass and legume mixtures are favored in these areas because legumes are capable of fixing nitrogen in the soil for their own use and the use of the grasses around them. Land uses requiring low-maintenance grasses include steep slopes, stream and channel banks, road banks, and commercial and industrial areas with limited access.

### Seed Selection

The use of native species is preferred when selecting vegetation. Base plant seed selection on geographical location, the type of soil, the season of the year in which the planting is to be done, and the needs and desires of the permanent land user. Failure to carefully follow agronomic recommendations results in an inadequate stand of permanent vegetation that provides little or no erosion control.

### Installation

#### Topsoil

Apply topsoil if the surface soil of the seedbed is not adequate for plant growth.

#### Tillage

If the area has been recently plowed, no tillage is required other than raking or surface roughening to break any crust that has formed leaving a textured surface. Disk the soil for optimal germination when the soil is compacted less than 6-inches. If the soil is compacted more than 6-inches, sub-soiled and disk the area.

#### Soil Testing

Soil testing is available through Clemson University Cooperative Extension Service.



Permanent Seeding

Permanent Seeding

Plan Symbol

PS

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Controlling runoff and preventing erosion by establishing a perennial vegetative cover with seed.

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Permanent Seeding

### Lime

Unless a specific soil test indicates otherwise, apply 1½ tons of ground course textured agricultural limestone per acre (70 pounds per 1000 square feet).

### Fertilizer

Apply a minimum of 1000 pounds per acre of a complete 10-10-10 fertilizer (23 pounds per 1000 square feet) or equivalent during permanent seeding of grasses unless a soil test indicates a different requirement. Incorporate fertilizer and lime (if used) into the top 4-6 inches of the soil by disking or other means where conditions allow. Do not mix the lime and the fertilizer prior to the field application.

### Seeding

Loosen the surface of the soil just before broadcasting the seed. Evenly apply seed by the most convenient method available for the type of seed applied and the location of the seeding. Typical application methods include but are not limited to cyclone seeders, rotary spreaders, drop spreaders, broadcast spreaders, hand spreaders, cultipacker seeder, and hydro-seeders. Cover applied seed by raking or dragging a chain or brush mat, and then lightly firm the area with a roller or cultipacker. Do not roll seed that is applied with a hydro-seeder and hydro-mulch.

### Mulching

Cover all permanent seeded areas with mulch immediately upon completion of the seeding application to retain soil moisture and reduce erosion during establishment of vegetation. Apply the mulch evenly in such a manner that it provides a minimum of 75% coverage. Typical mulch applications include straw, wood fiber, hydromulches, BFM and FGM. Use hydromulches with a minimum blend of 70% wood fibers.

The most commonly accepted mulch used in conjunction with permanent seeding is small grain straw. Select straw that is dry and free from mold damage and noxious weeds. The straw may need to be anchored with netting or asphalt emulsions to prevent it from being blown or washed away. Apply straw mulch by hand or machine at the rate 2 tons per acre (90 pounds per 1000 square feet). Frequent inspections are necessary to check that conditions for growth are good.

### Irrigation

Keep permanent seeded areas adequately moist, especially late in the specific growing season. Irrigate the seeded area if normal rainfall is not adequate for the germination and growth of seedlings. Water seeded areas at controlled rates that are less than the rate at which the soil can absorb water to prevent runoff. Runoff of irrigation water wastes water and can cause erosion.

### Re-seeding

Inspect permanently seeded areas for failure, make necessary repairs and re-seed or overseed within the same growing season if possible. If the grass cover is sparse or patchy, re-evaluate the choice of grass and quantities of lime and fertilizer applied. Final stabilization by permanent seeding of the site requires that it be covered by a 70% coverage rate.

Dust Control by Sprinkling Water

Dust Control by Sprinkling Water

### Preventive Measures and Troubleshooting Guide

| Field Condition | Common Solutions |
|---|---|
| Excessive dust leaves the site. | Increase frequency of dust control application. Consider using a palliative or binder on inactive areas. |
| Vehicles kick up dust. | Water more frequently. Limit vehicle speeds. Stabilize the roadway. |
| Watering for dust control causes erosion. | Reduce water pressure on the water truck. Check watering equipment to ensure that it has a positive shutoff. Water less frequently. |
| Sprayed areas are ineffective at limiting dust. | Re-spray areas and ensure that the application rate is proper. Try another product or method if current dust control is not effective. |





### Lime

Lime is not required for temporary seeding unless a soil test shows that the soil pH is below 5.0. It may be desirable to apply lime during the temporary seeding operation to benefit the long-term permanent seeding. Apply a minimum of 1.5 tons of Lime/acre (70 pounds per 1000 square feet) if it is to be used.

### Fertilizer

Apply a minimum of 500 pounds per acre of 10-10-10 fertilizer (11.5 pounds per 1000 square feet) or equivalent during temporary seeding unless a soil test indicates a different requirement. Incorporate fertilizer and lime (if used) into the top 4-6 inches of the soil by disking or other means where conditions allow.

### Seeding

Loosen the soil surface before broadcasting the seed. Apply seed evenly by the most convenient method available for the type of seed used and the location of the temporary seeding. Typical application methods include but are not limited to cyclone seeders, rotary spreaders, drop spreaders, broadcast spreaders, hand spreaders, cultipacker seeder, and hydro-seeders. Cover applied seed by raking or dragging a chain, and then lightly firm the area with a roller or cultipacker.

### Mulching

Use mulch with temporary seed applications to retain soil moisture and reduce erosion during the establishment of vegetation. Typical mulch applications include straw, wood fiber, hydromulches, BFM and FGM. Use hydromulches with a minimum blend of 70% wood fibers.

The most commonly accepted mulch used in conjunction with temporary seeding is small grain straw. This straw should be dry and free from mold damage and noxious weeds. The straw may need to be anchored with netting or emulsions to prevent it from being blown or washed away. Apply the straw mulch by hand or machine at the rate 1.5-2 tons per acre (90 pounds per 1000 square feet). Frequent inspections are necessary to check that conditions for growth are good.

### Irrigation

Seeded areas should be kept adequately moist. Irrigate the seeded area if normal rainfall is not adequate for the germination and growth of seedlings. Water seeded areas at controlled rates that are less than the rate at which the soil can absorb water to prevent runoff. Runoff of irrigation water wastes water and can cause erosion.

### Re-seeding

Re-seed areas where seeding does not grow quickly, thick enough, or adequately to prevent erosion. Base seed selection should on the requirements of local Specifications.

### Inspection and Maintenance

- Inspect every 7 calendar days and within 24-hours after each rainfall event that produces ½-inches or more of precipitation.
- Cover seeded with mulch to provide protection. Frequent inspections are necessary to check that conditions for growth are good.
- Supply temporary seeding with adequate moisture. Supply water as needed, especially in abnormally hot or dry weather or on adverse sites. Control water application rates to prevent runoff.





- Base seed selection on local Specifications.
- Re-seed areas where the plants do not grow quick enough, thick enough, or adequately enough to prevent erosion should be re-seeded.

Temporary Seeding

### Preventive Measures and Troubleshooting Guide

| Field Condition | Common Solutions |
|---|---|
| Slope was improperly dressed before application. | Roughen slopes. Furrow along the contour of areas to be seeded. |
| Coverage is inadequate. | Follow recommended application rates. Count the number of seedbags to ensure the correct amount of material is being applied. Reapply to thin areas. |
| Seeds fail to germinate. | Apply straw mulch to keep seeds in place and to moderate soil moisture and temperature. In arid areas, temporary irrigation may be necessary. |
| Seeded slope fails. | Fill in rills and re-seed; fertilize, and mulch slopes. |
| Seeding is washed off slope. | Allow at least 24-hours for the materials to dry before a rain event. Follow manufacturer's recommendations. Reapply where necessary. |
| Excessive water flows across stabilized surface. | Use other BMPs to limit flow on stabilized area and to reduce slope lengths. Do not use to stabilize areas with swift moving concentrated flows. |





### Inspection and Maintenance

- Inspect seeded areas for failure and make necessary repairs and re-seed immediately. Conduct a follow-up survey after one year and replace failed plants where necessary.
- If vegetative cover is inadequate to prevent rill erosion, overseed and fertilize in accordance with soil test results.
- If a stand of permanent vegetation has less than 40 percent cover, re-evaluate choice of plant materials and quantities of lime and fertilizer.
- Re-establish the stand following seed bed preparation and seeding recommendations, omitting lime and fertilizer in the absence of soil test results.
- If the season prevents re-sowing, mulch is an effective temporary cover.
- Final stabilization of the site requires a 70 percent overall coverage rate. This does not mean that 30 percent of the site can remain bare. The coverage is defined as looking at a square yard of coverage, in which 70 percent of that square yard is covered with vegetation.

Permanent Seeding

Permanent Seeding

### Preventive Measures and Troubleshooting Guide

| Field Condition | Common Solutions |
|---|---|
| Areas have eroded. | Re-seed or replace eroded areas. |
| Vegetation cover is inadequate and rill erosion is occurring. | Overseed and fertilize in accordance with soil test results. |
| Stand of permanent vegetation has less than 40% cover. | Re-evaluate choice of plant materials and quantities of lime and fertilizer. |
| Vegetation show signs of wilting before noon. | Water vegetation by wetting soil to a depth of 4-inches. |





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168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

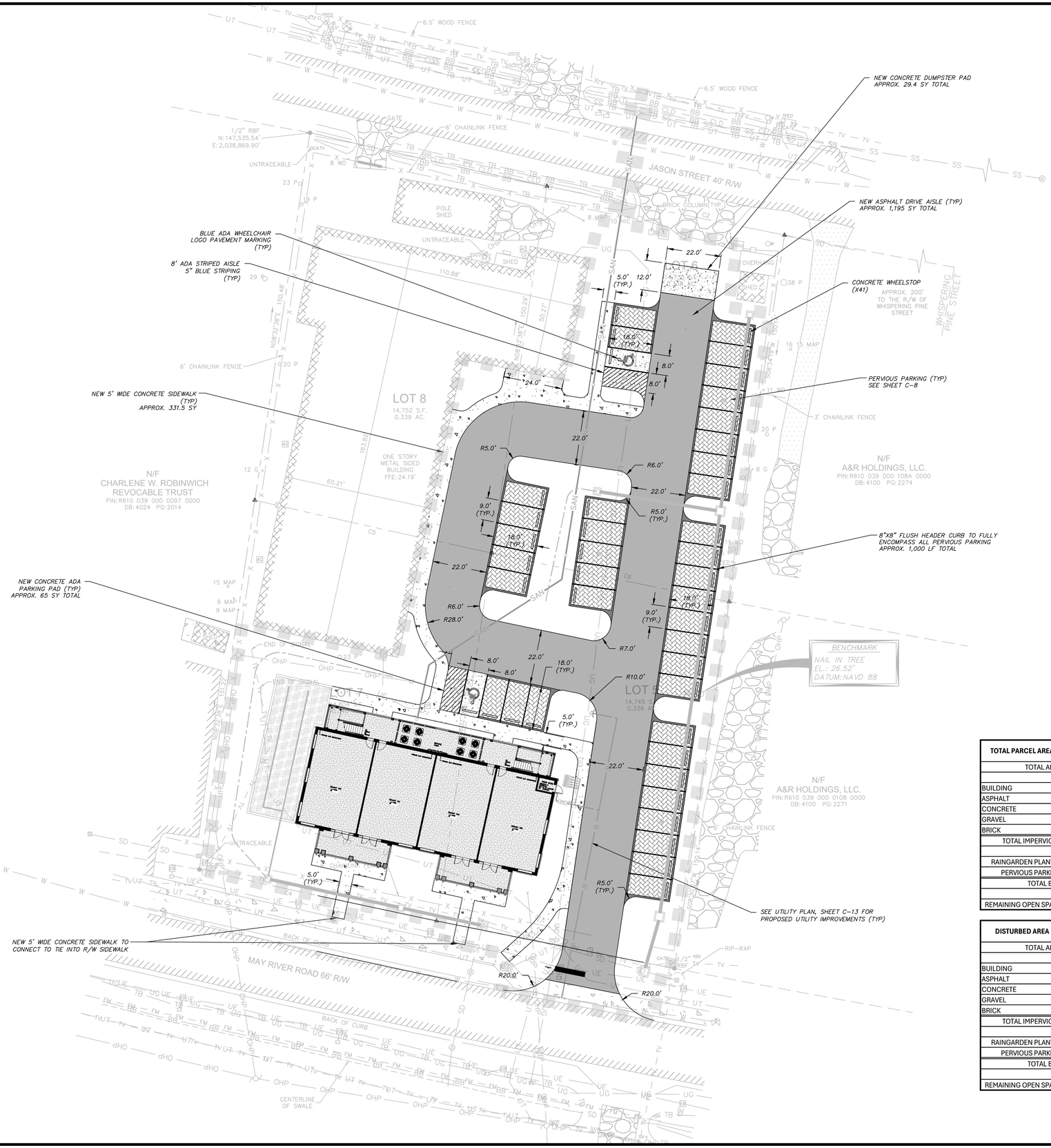
CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 12/20/2025

SHEET NAME
SWPPP DETAILS

SHEET NO.
C-6




| TOTAL PARCEL AREA | PRE | | | POST | | | CHANGE |
|---|---|---|---|---|---|---|---|
| | SF | AC | % | SF | AC | % | |
| TOTAL AREA | 59,031 | 1.355 | 100% | 59,031 | 1.355 | 100% | - |
| | | | | | | | |
| BUILDING | 14,895 | 0.342 | 25% | 18,910 | 0.434 | 32% | |
| ASPHALT | 10,079 | 0.231 | 17% | 10,402 | 0.239 | 18% | |
| CONCRETE | 8,665 | 0.199 | 15% | 4,369 | 0.100 | 7% | |
| GRAVEL | 4,942 | 0.113 | 8% | 715 | 0.016 | 1% | |
| BRICK | 3,232 | 0.074 | 5% | - | - | 0% | |
| TOTAL IMPERVIOUS | 41,813 | 0.960 | 71% | 34,396 | 0.790 | 58% | (7,418) |
| | | | | | | | |
| RAINGARDEN PLANTER | - | - | 0% | 1,205 | 0.028 | 2% | |
| PERVIOUS PARKING | - | - | 0% | 5,714 | 0.131 | 10% | |
| TOTAL BMP | - | - | 0% | 6,919 | 0.159 | 12% | 6,919 |
| | | | | | | | |
| REMAINING OPEN SPACE | 17,218 | 0.395 | 29% | 17,716 | 0.407 | 30% | (498) |

| DISTURBED AREA | PRE | | | POST | | | CHANGE |
|---|---|---|---|---|---|---|---|
| | SF | AC | % | SF | AC | % | |
| TOTAL AREA | 41,293 | 0.948 | 100% | 41,293 | 0.948 | 100% | - |
| | | | | | | | |
| BUILDING | 1,576 | 0.036 | 4% | 5,591 | 0.128 | 14% | |
| ASPHALT | 10,277 | 0.236 | 25% | 10,402 | 0.239 | 25% | |
| CONCRETE | 9,188 | 0.211 | 22% | 4,369 | 0.100 | 11% | |
| GRAVEL | 4,737 | 0.109 | 11% | - | - | 0% | |
| BRICK | 3,168 | 0.073 | 8% | - | - | 0% | |
| TOTAL IMPERVIOUS | 28,947 | 0.665 | 70% | 20,362 | 0.467 | 49% | (8,585) |
| | | | | | | | |
| RAINGARDEN PLANTER | - | - | 0% | 1,205 | 0.028 | 3% | |
| PERVIOUS PARKING | - | - | 0% | 5,714 | 0.131 | 14% | |
| TOTAL BMP | - | - | 0% | 6,919 | 0.159 | 17% | 6,919 |
| | | | | | | | |
| REMAINING OPEN SPACE | 12,346 | 0.283 | 30% | 14,012 | 0.322 | 34% | (1,665) |

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PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 12/20/2025

SHEET NAME
SITE IMPROVEMENTS PLAN

SHEET NO.
C-7

| Post PP | POST-PP | | |
|---|---|---|---|
| | SF | AC | % |
| TOTAL AREA | 17,512 | 0.402 | 100% |
| | | | |
| BUILDING | 5,524 | 0.127 | 32% |
| ASPHALT | 3,679 | 0.084 | 21% |
| CONCRETE | 1,411 | 0.032 | 8% |
| GRAVEL | - | - | 0% |
| BRICK | - | - | 0% |
| TOTAL IMPERVIOUS | 10,614 | 0.244 | 61% |
| | | | |
| RAINGARDEN PLANTER | - | - | 0% |
| PERVIOUS PARKING | 5,714 | 0.131 | 33% |
| TOTAL BMP | 5,714 | 0.131 | 33% |
| | | | |
| REMAINING OPEN SPACE | 1,184 | 0.027 | 7% |

| Post Bio | POST-BIO | | |
|---|---|---|---|
| | SF | AC | % |
| TOTAL AREA | 6,797 | 0.156 | 100% |
| | | | |
| BUILDING | 5,591 | 0.128 | 82% |
| ASPHALT | - | - | 0% |
| CONCRETE | - | - | 0% |
| GRAVEL | - | - | 0% |
| BRICK | - | - | 0% |
| TOTAL IMPERVIOUS | 5,591 | 0.128 | 82% |
| | | | |
| RAINGARDEN PLANTER | 1,205 | 0.028 | 18% |
| PERVIOUS PARKING | - | - | 0% |
| TOTAL BMP | 1,205 | 0.028 | 18% |
| | | | |
| REMAINING OPEN SPACE | - | - | 0% |

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HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

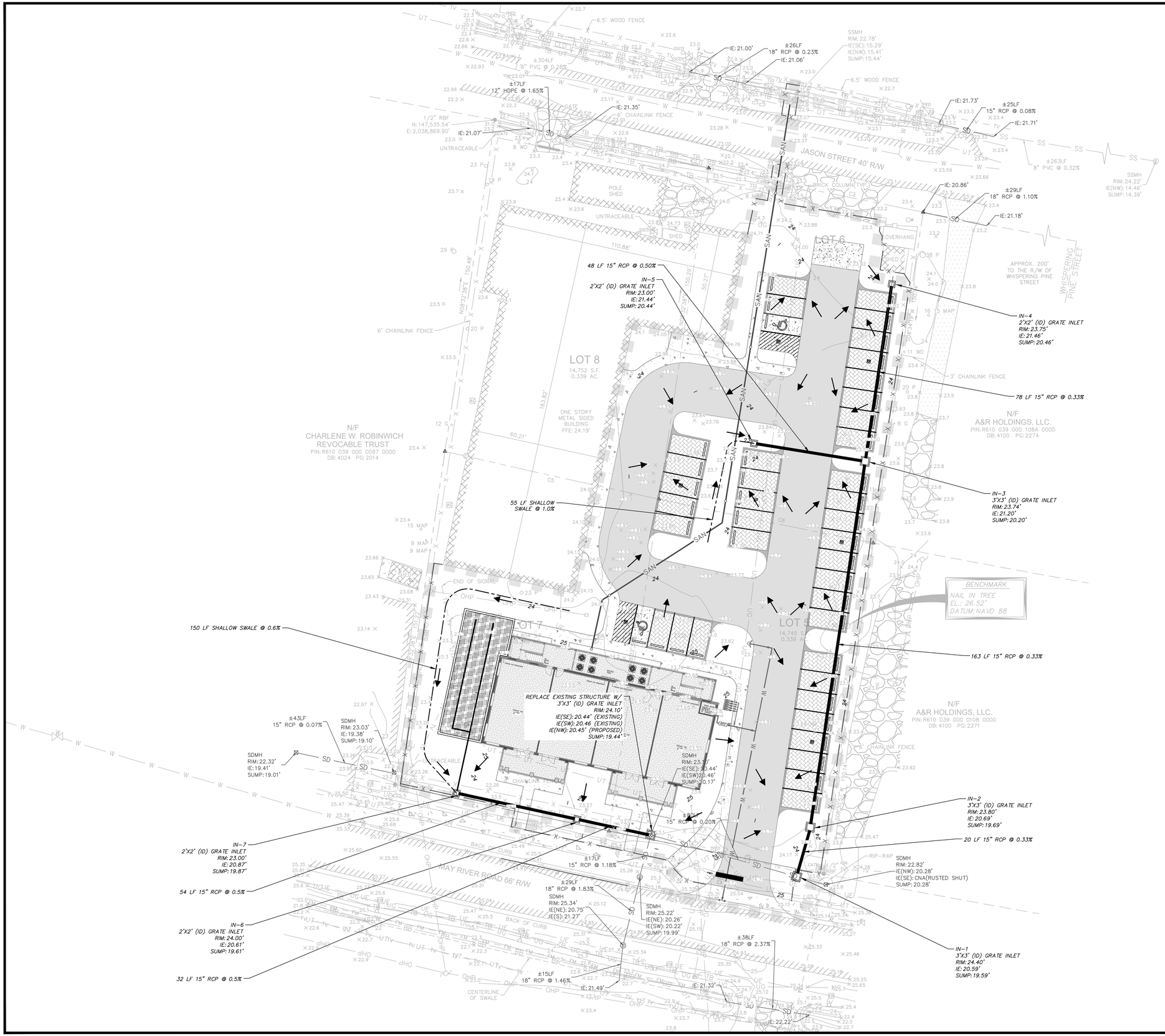
CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

DATE 12/20/2025

SHEET NAME
STORMWATER COMPLIANCE PLAN

SHEET NO.
C-8

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Civil Design & Development

SOUTH CAROLINA CERTIFICATE OF AUTHORIZATION
STURRE DESIGN & DEVELOPMENT, LLC
No. 6843

SOUTH CAROLINA LICENSED PROFESSIONAL ENGINEER
No. 40266
NATHAN STURRE

12/20/2025

ENGINEER OF RECORD

NATHAN STURRE, P.E.
SC PE# 40266
PO Box 2227
Bluffton, SC 29910
843.705.4748

SURVEYOR:
JEREMY REEDER, P.L.S.
ATLAS SURVEYING, INC.
SC PLS# 28139
168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

N

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

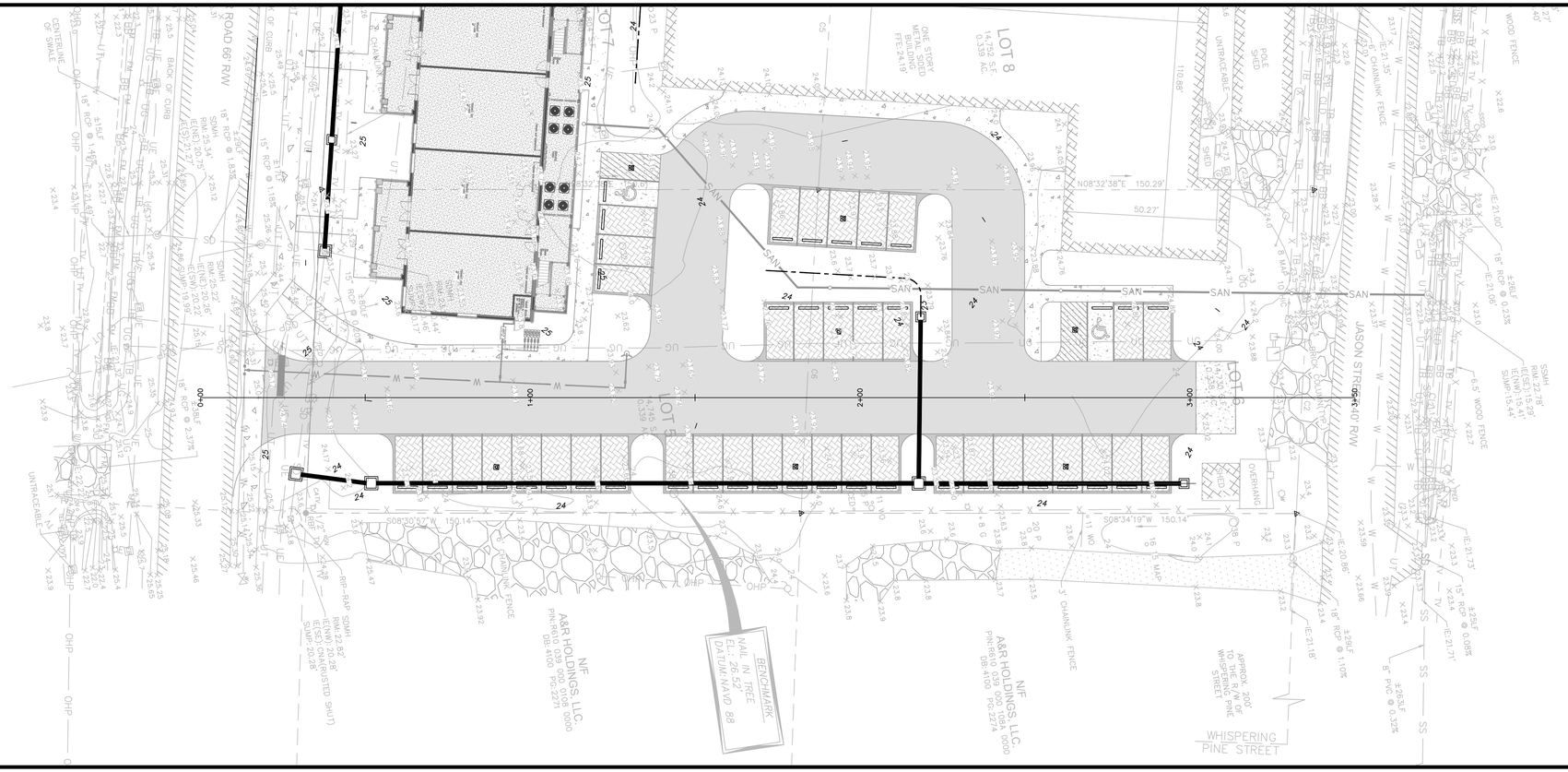
CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

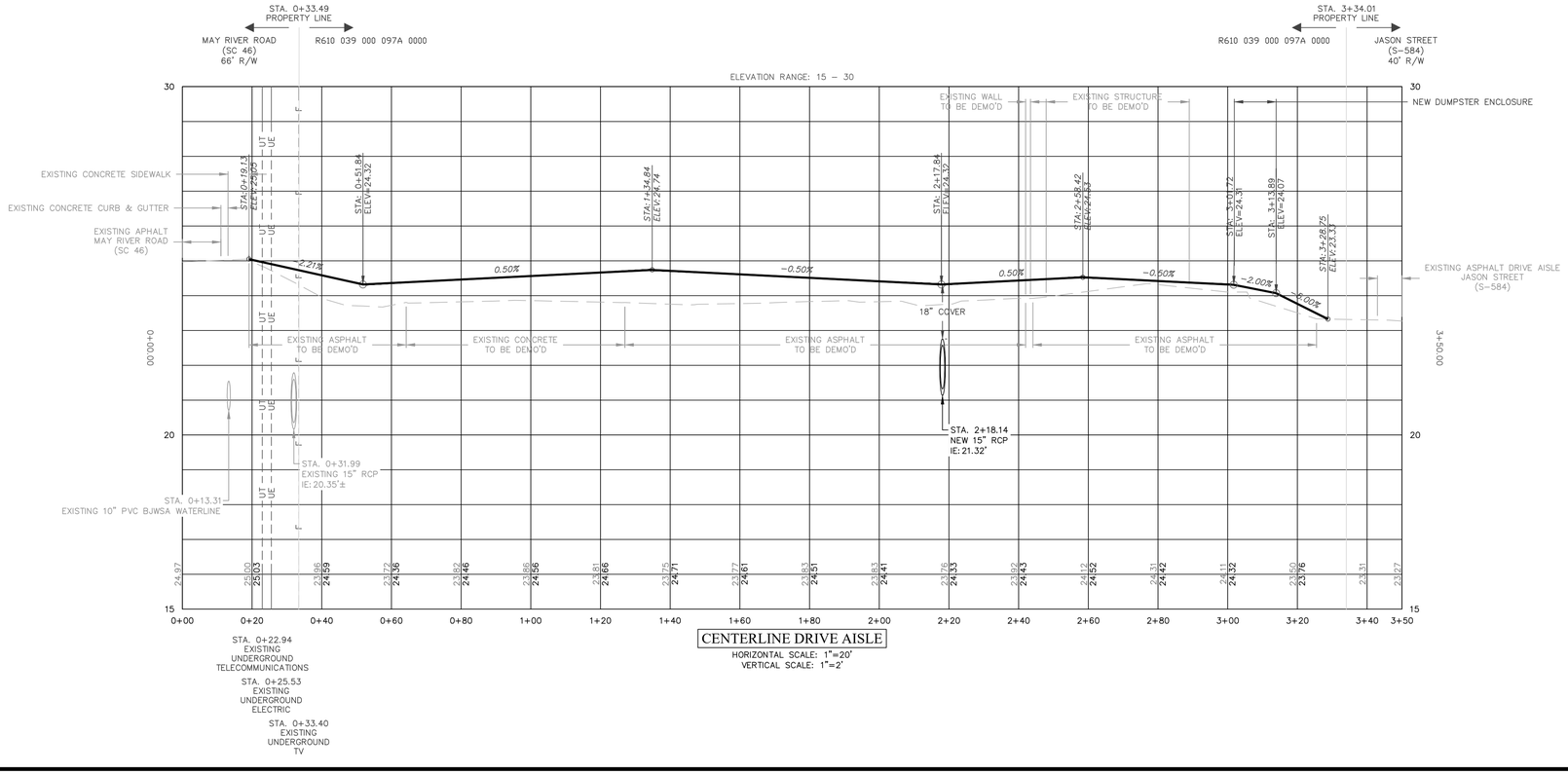
| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

DATE 12/20/2025

SHEET NAME
GRADING & DRAINAGE PLAN

SHEET NO.
C-9

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Civil Design & Development

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HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

SCALE IN FEET
0 1 2 4
PLAN
VERTICAL SCALE 1" = 2'

SCALE IN FEET
0 10 20 40
PLAN
HORIZONTAL SCALE 1" = 20'

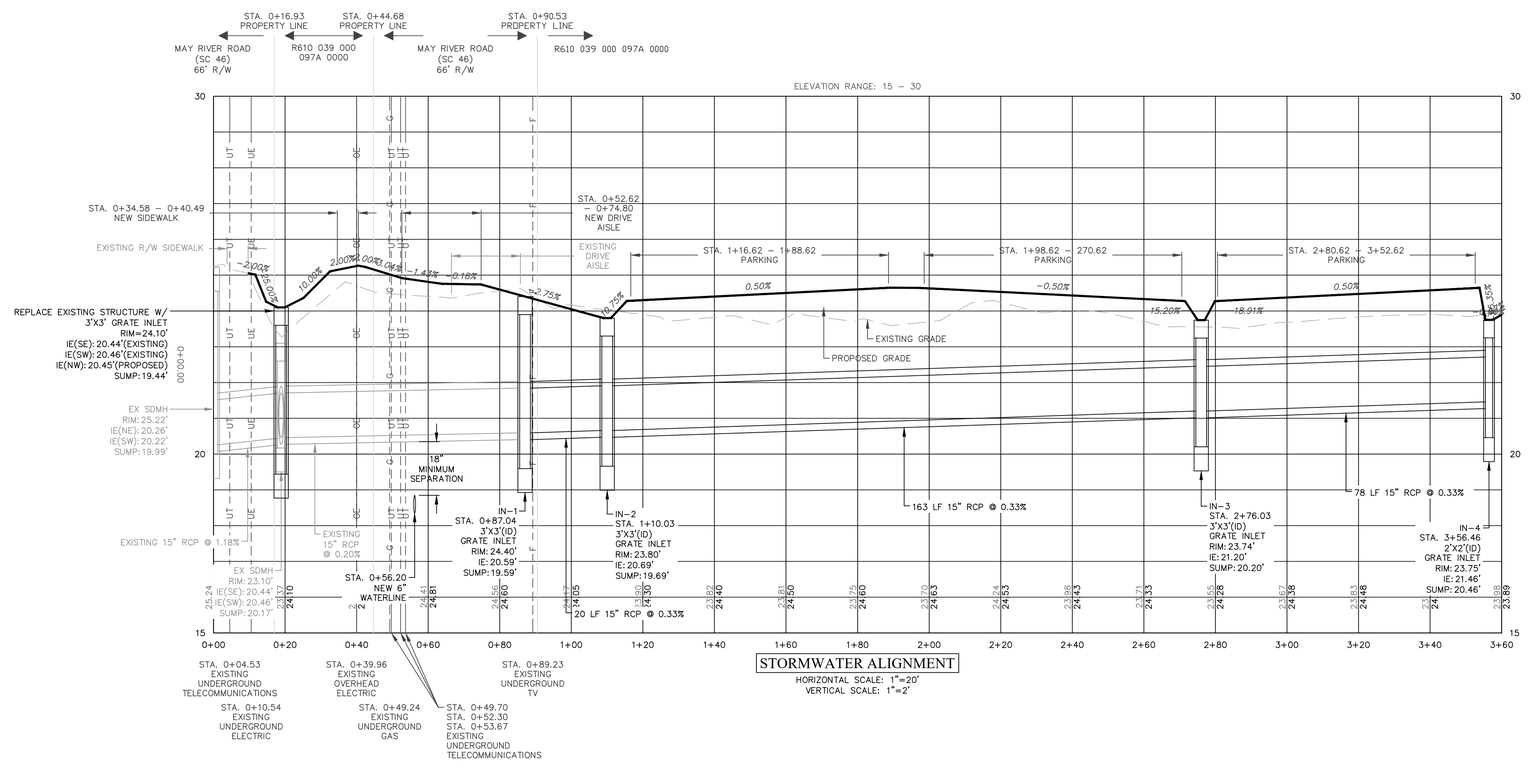
CALL 811 BEFORE YOU DIG SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 12/20/2025

SHEET NAME
ACCESS DRIVE
PLAN & PROFILE

SHEET NO.
C-10




## STORMWATER ALIGNMENT

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=2'

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VERT. DATUM: NAVD88

0 1 2 4
SCALE IN FEET
PLAN
VERTICAL SCALE 1" = 2'

0 10 20 40
SCALE IN FEET
PLAN
HORIZONTAL SCALE 1" = 20'

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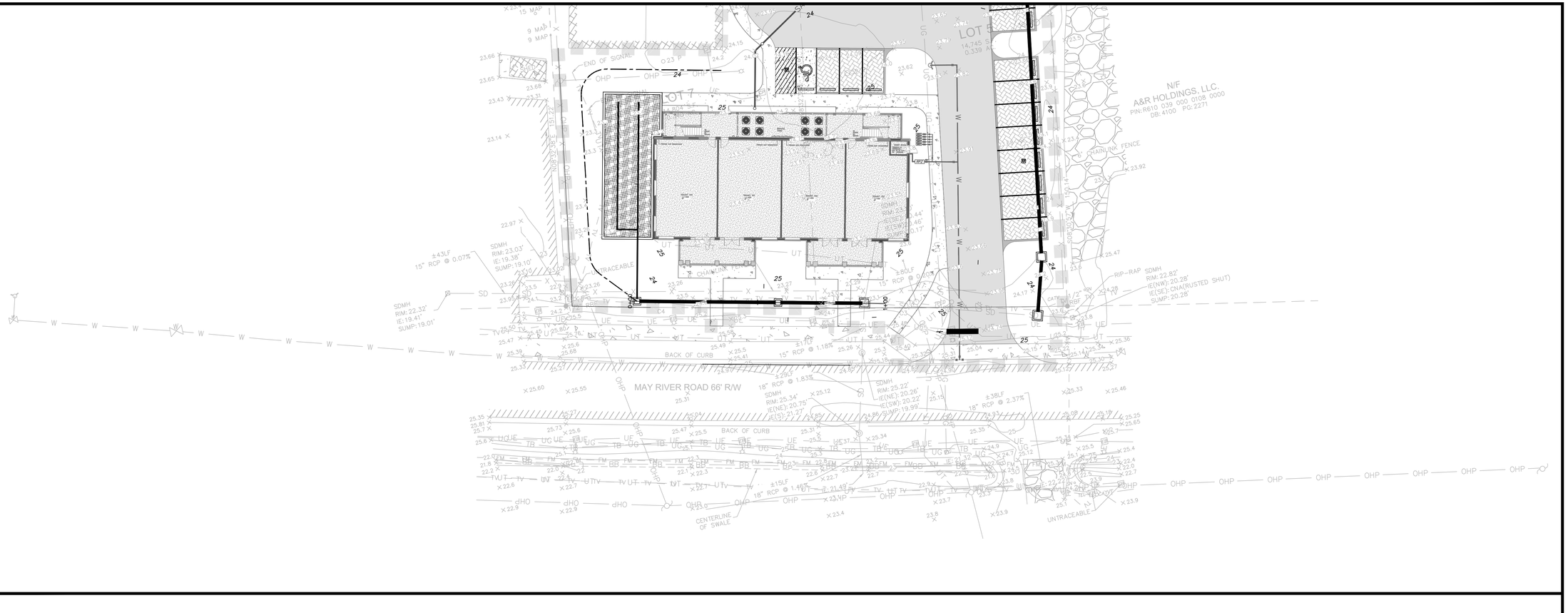
SAFE DIGGING PARTNER

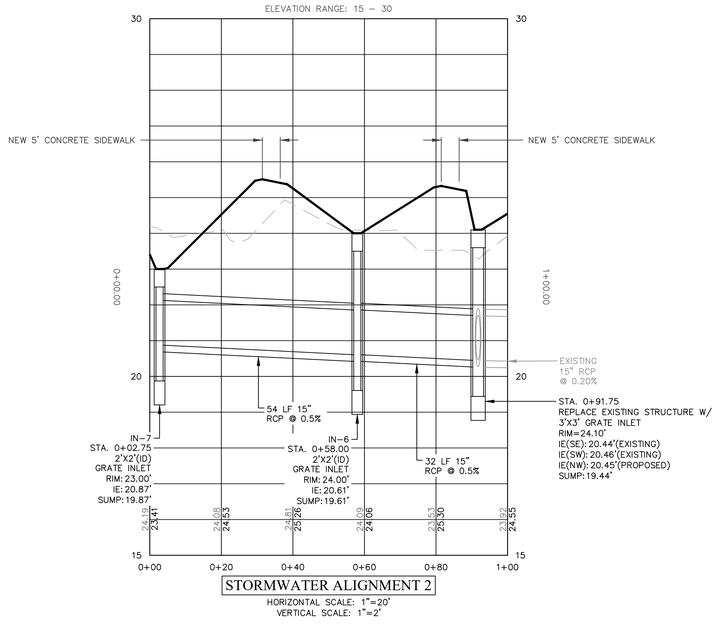
| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 12/20/2025

SHEET NAME
STORMWATER PLAN & PROFILE

SHEET NO.
C-11




STORMWATER ALIGNMENT 2

HORIZONTAL SCALE: 1"=20'
VERTICAL SCALE: 1"=2'

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA — STURRE DESIGN & DEVELOPMENT, LLC No. 6843 — CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA — LICENSED PROFESSIONAL ENGINEER — No. 40266 — NATHAN STURRE

12/20/2025

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0 1 2 4
SCALE IN FEET
PLAN
VERTICAL SCALE 1" = 2'

0 10 20 40
SCALE IN FEET
PLAN
HORIZONTAL SCALE 1" = 20'

CALL 811 BEFORE YOU DIG — SAFE DIGGING PARTNER

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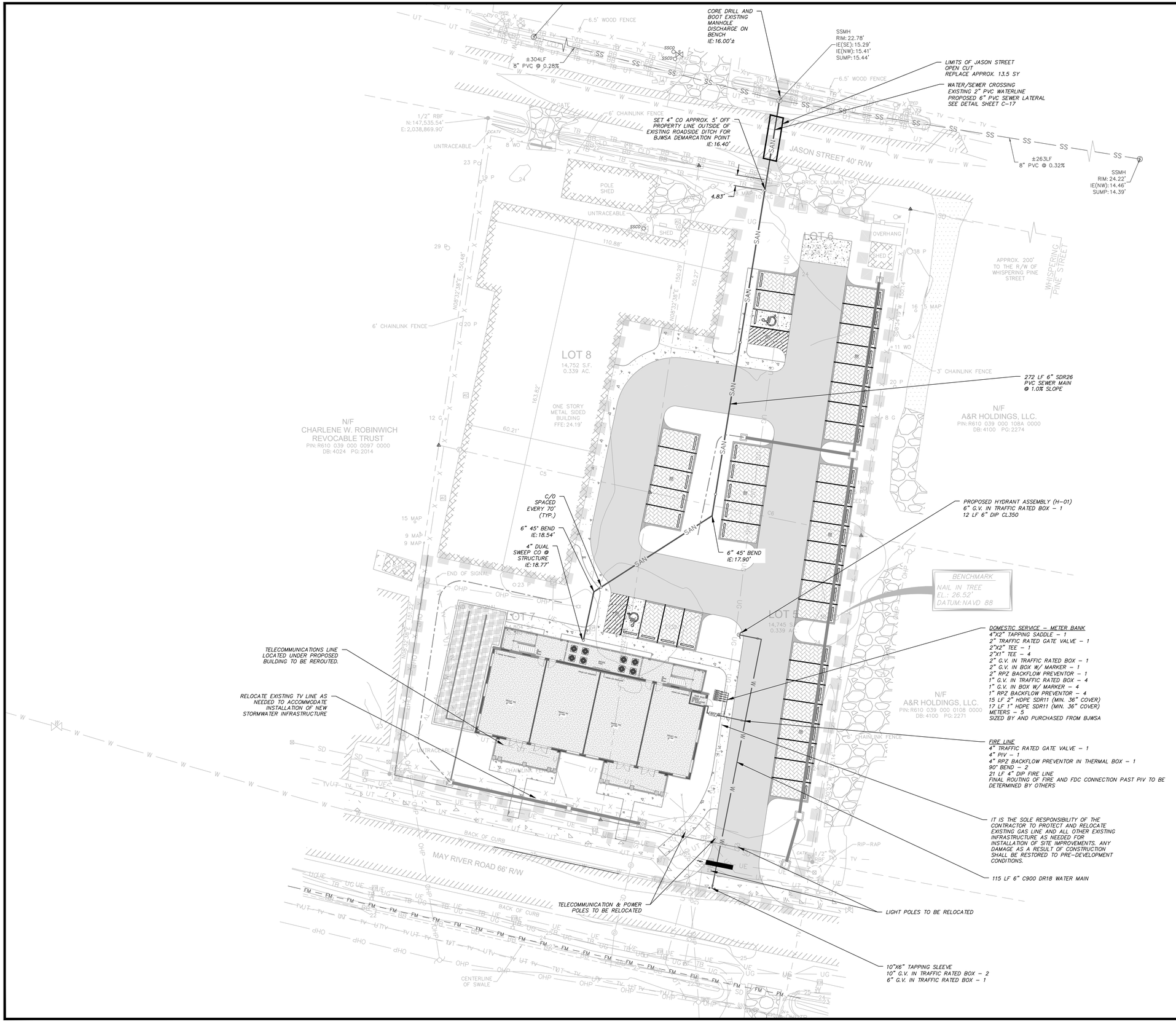
|---|---|---|

DATE 12/20/2025

SHEET NAME
STORMWATER
PLAN & PROFILE

SHEET NO.
C-12

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N

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

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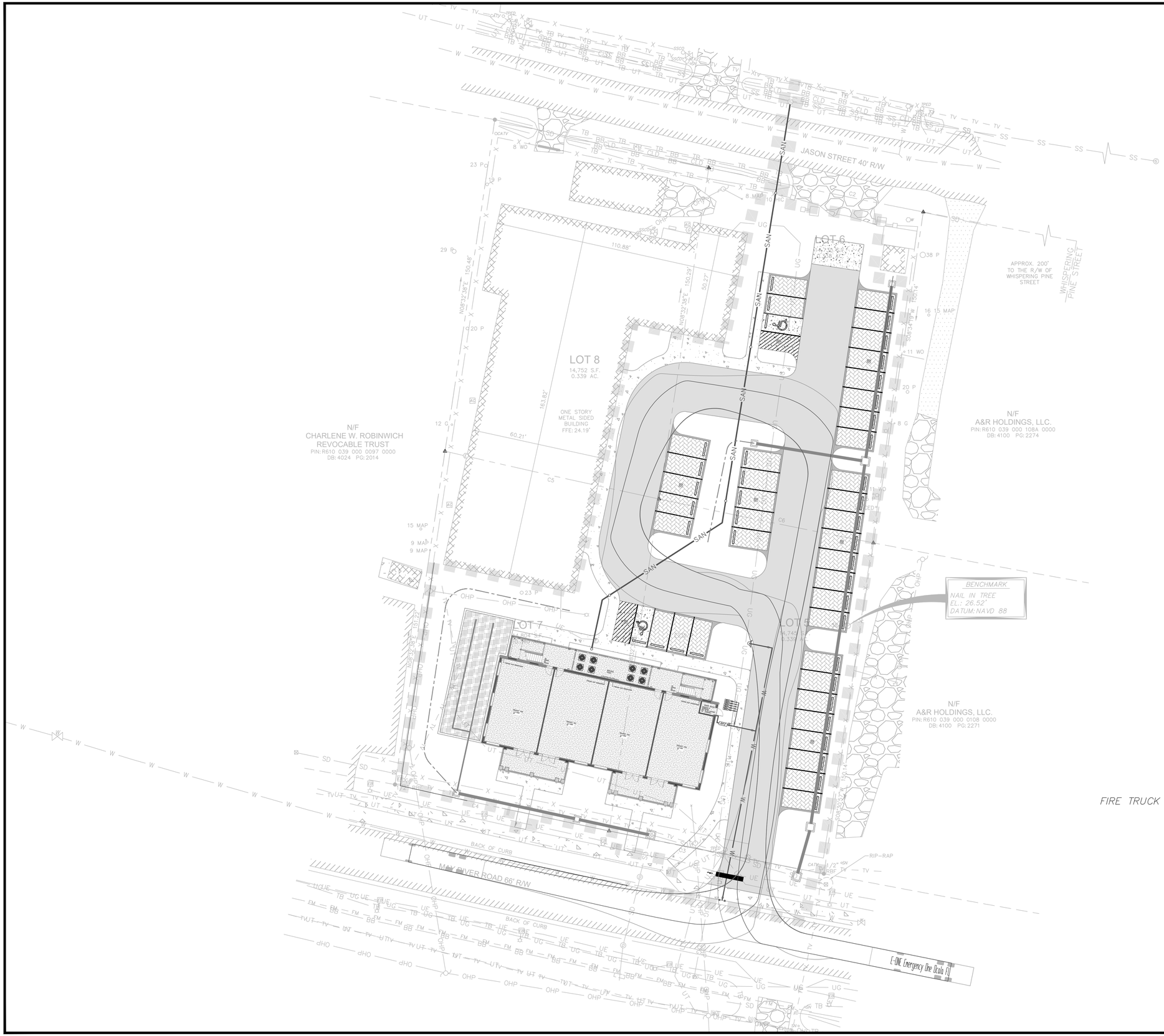
811
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

DATE 12/20/2025

SHEET NAME
UTILITY PLAN

SHEET NO.
C-13




## DESIGN VEHICLE

FIRE TRUCK – E-ONE 30 EMERGENCY OCALA, FL
WIDTH = 8.333
LENGTH = 46.333
W/W RADIUS = 44.272

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N

0 10 20 40
SCALE IN FEET

PLAN
HORIZONTAL SCALE 1" = 20'

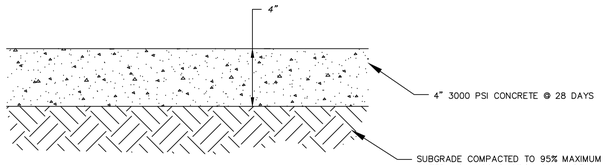
CALL 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 12/20/2025

SHEET NAME
AUTO-TURN EXHIBIT

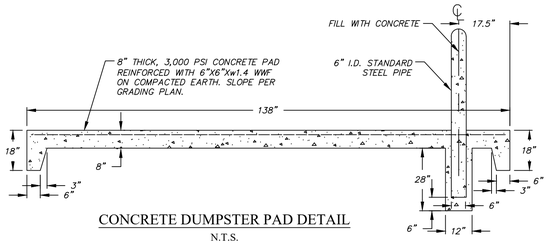
SHEET NO.
C-14




## CONCRETE SIDEWALK DETAIL

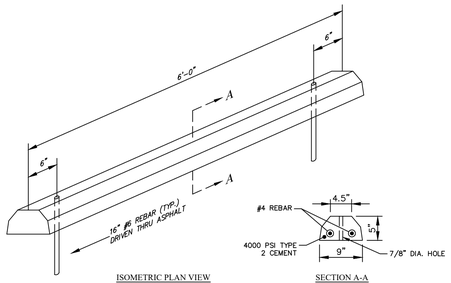
N.T.S.

NOTES:
1. SIDEWALK WIDTH PER SITE IMPROVEMENTS PLAN.
2. USE ⅜" X 4" EXPANSION JOINTS AT CHANGE OF DIRECTIONS, CURBS, RIGID STRUCTURES AND RIGID PAVEMENT. ON STRAIGHT RUNS PROVIDE EXPANSION JOINTS EVERY 24 FEET.
3. TOOL ALL EXPOSED EDGES AND JOINTS TO ¼" RADIUS.
4. BROOM FINISH PERPENDICULAR TO TRAVEL.
5. PROVIDE ¾" DEEP SAW CUT CONTRACTION JOINTS EVERY 5 FEET.




## CONCRETE DUMPSTER PAD DETAIL

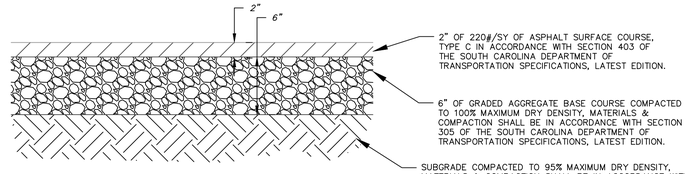
N.T.S.




ISOMETRIC PLAN VIEW — SECTION A-A

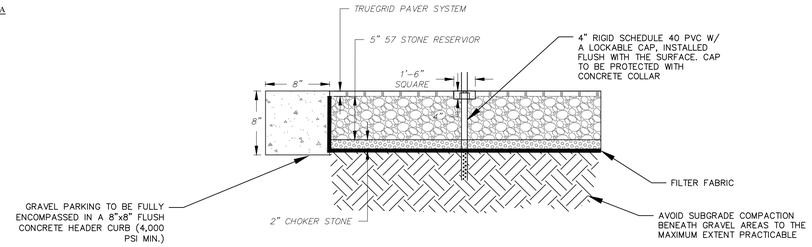
## WHEEL STOP

N.T.S.




## LIGHT-DUTY ASPHALT PAVING DETAIL

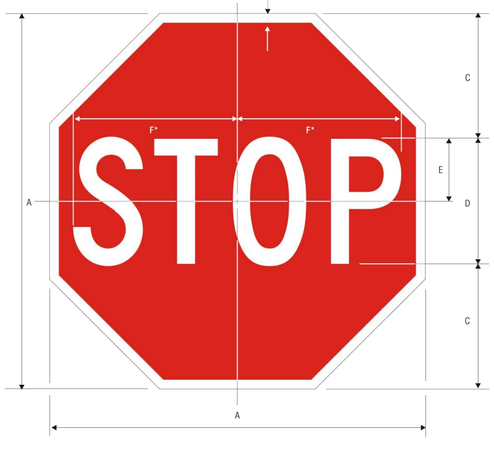
N.T.S.




## PERVIOUS PARKING DETAIL

N.T.S.

NOTE:
1. PERVIOUS PARKING AREAS SHALL NOT BE USED AS TEMPORARY RUNOFF CONTROL DURING CONSTRUCTION.
2. ALL AGGREGATES TO BE DOUBLE WASHED STONE. NO FINES OR DUSTS.
3. USE 4-INCH RIGID SCHEDULE 40 PVC PIPE WITH THREE OR FOUR ROWS OF 3/8-INCH PERFORATIONS AT 6 INCHES ON CENTER.
4. THERE SHOULD BE NO PERFORATION WITHIN 1 FOOT OF THE SURFACE

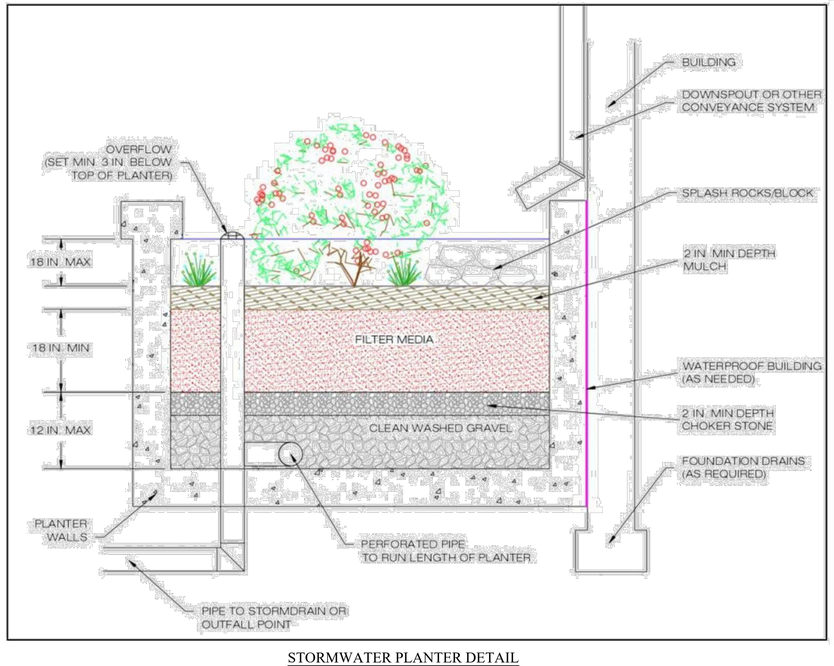



R1-1
STOP
*Reduce spacing 40%

| | A | B | C | D | E | F |
|---|---|---|---|---|---|---|
| | 18 | .375 | 6 | 6 C | 3 | 7.75 |
| | 24 | .625 | 8 | 8 C | 4 | 10 |
| C | 30 | .75 | 10 | 10 C | 5 | 12.5 |
| | 36 | .875 | 12 | 12 C | 6 | 15 |
| | 48 | 1.25 | 16 | 16 C | 8 | 20 |

COLORS: LEGEND – WHITE (RETROREFLECTIVE)
BACKGROUND – RED (RETROREFLECTIVE)

1-1




## STORMWATER PLANTER DETAIL

N.T.S.

FIGURE 4.10 SOUTHERN LOWCOUNTRY STORMWATER DESIGN MANUAL
DATED 3/11/2025



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PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
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VERT. DATUM: NAVD88

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|---|---|---|
| | | |

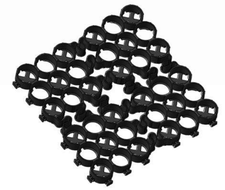
DATE 12/20/2025

SHEET NAME
CIVIL DETAILS

SHEET NO.
C-15

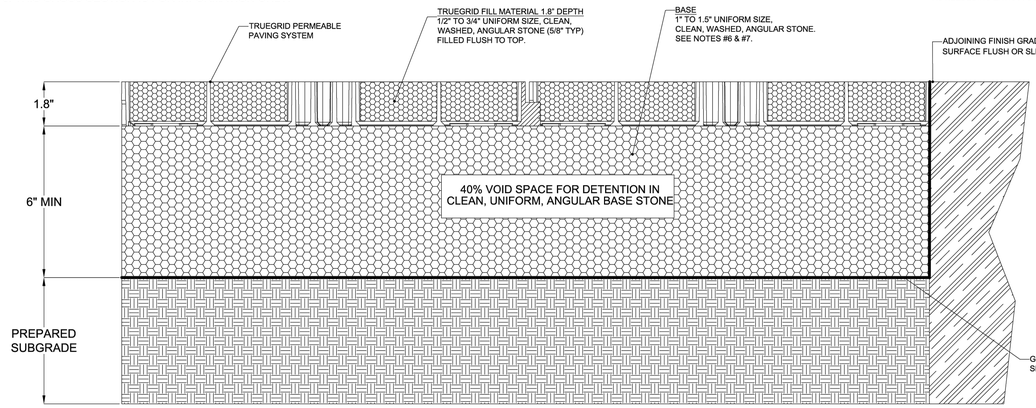
NOTES:

1. BASE DEPTH AND PREPARATION IS DEPENDENT ON SITE CONDITIONS PLUS LOADING REQUIREMENTS.
2. GEOTEXTILE FABRIC RECOMMENDED AND MAY BE REQUIRED BETWEEN SUB-GRADE & BASE FOR CERTAIN SOILS AND SITE SPECIFIC REQUIREMENTS.
3. INCREASE BASE DEPTH FOR INCREASED STORM WATER DETENTION.
4. NO STAKING NECESSARY WITH TRUEGRID PRO PLUS WHEN SLOPE IS BELOW 3 DEGREES. ASSESS PROJECT, AS NEEDED.
5. TRUEGRID PRO PLUS IS ADA COMPLIANT WITH PROPER FILL MATERIAL.
6. FINAL ENGINEERED CROSS SECTION AGGREGATES AND DEPTH SHOULD ALLOW FOR EXPECTED INFILTRATION RATES, STORAGE CAPACITIES, OUTLET,FLOW RATES, AND OTHER SITE SPECIFIC CONDITIONS AND LOAD REQUIREMENTS. TO BE COMPLETED BY SITE SPECIFIC ENGINEER.
7. DENSLY GRADED BASE MATERIAL (TYP. ROAD BASE) SUBSTUTION USE PER SITE SPECIFIC ENGINEER.
8. THIS CROSS SECTION IS FOR INFORMATION ONLY.



TRUEGRID BLOCK REFERENCE VIEW

PREASSEMBLED & DELIVERED IN 4' X 4' SHEET. RECONFIGURED AS NEEDED.NO EXTRA TOOLING OR ACCESSORIES REQUIRED




GRAVEL FILL MEDIUM LOAD TRUEGRID PRO PLUS

APPLICATION:

PARKING LOT, RV PARKING, PARKING PADS, DRIVEWAYS

| REV | REVISION | DRAWN | CHECKED | APPROVED | DATE |
|---|---|---|---|---|---|
| 06 | UPDATED TRUEGRID STANDARDS | ANGULERIS TECHNOLOGIES | TRUEGRID | TRUEGRID | 7/1/2024 |

MANUFACTURED IN NORTH AMERICA

1-855-355-4743

TRUEGRIDPAVER.com

CLIENT / PROJECT

UNLESS OTHERWISE SPECIFIED: DIMENSIONS ARE IN INCHES

PROPRIETARY DESIGN RIGHTS NOTICE: THIS DRAWING IS CONFIDENTIAL AND IS THE EXCLUSIVE PROPERTY OF TRUEGRID. IT IS DISCLOSED IN CONFIDENCE WITH THEUNDERSTANDING THAT NO REPRODUCTIONOR OTHER USE OF THE INFORMATION ISAUTHORIZED WITHOUT SPECIFIC AGREEMENT IN WRITING BY TRUEGRID.

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APPROVAL INFORMATION

| | | |
|---|---|---|
| DRAWN BY: | J. Thelhy | DATE: 11/8/2016 |
| CHECKED BY: | TRUEGRID | DATE: 11/9/2016 |
| APPROVED BY: | C. White | DATE: 11/9/2016 |

TRUEGRID FOX BLOCKS

TRUEGRID GRAVEL FILL INSTALLATION MEDIUM LOAD

| WEIGHT: | SCALE: 1:1.5 | DRAWING NUMBER: TG-GRV-ML | REV: 06 |
|---|---|---|---|
| | | SIZE: D | SHEET: 1 OF 1 |

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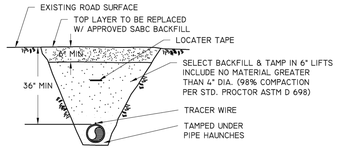
DATE 12/20/2025

SHEET NAME

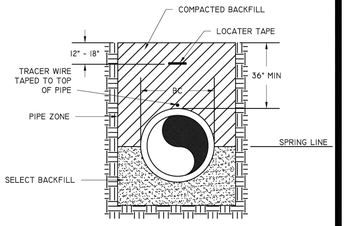
CIVIL DETAILS

SHEET NO.

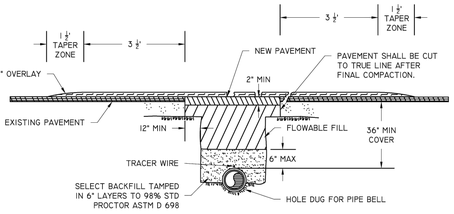
C-16




UNPAVED ROADWAY BEDDING DETAIL



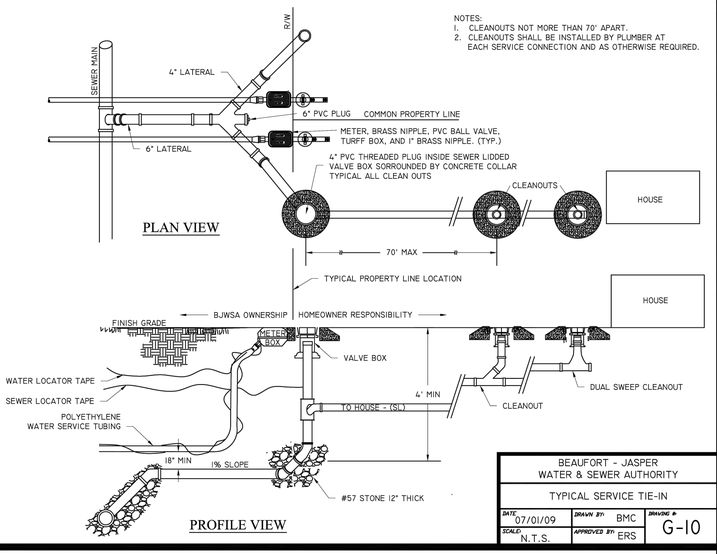

TYPICAL BEDDING DETAIL




PAVED AREA DETAIL

NOTES:
1. PAVEMENT CUT TO EXTEND 12" BEYOND EDGES OF TRENCH AS SHOWN.
2. MATCH EXISTING PAVEMENT TYPE AND THICKNESS. MINIMUM THICKNESS OVER TRENCH IS 2".
3. ALL INSTALLATIONS IN PUBLIC ROADWAYS SHALL COMPLY WITH CONDITIONS OUTLINED ON APPLICABLE ENCROACHMENT PERMIT.

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| BEDDING PRESSURE PIPE DETAIL | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-02 |
| SCALE: N.T.S. | APPROVED BY: ERS | |

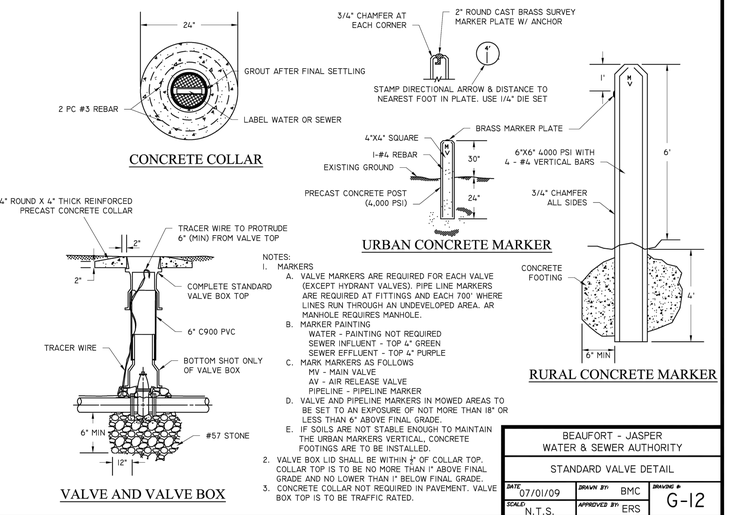



PLAN VIEW

PROFILE VIEW

NOTES:
1. CLEANOUTS NOT MORE THAN 70' APART.
2. CLEANOUTS SHALL BE INSTALLED BY PLUMBER AT EACH SERVICE CONNECTION AND AS OTHERWISE REQUIRED.

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| TYPICAL SERVICE TIE-IN | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-10 |
| SCALE: N.T.S. | APPROVED BY: ERS | |




CONCRETE COLLAR

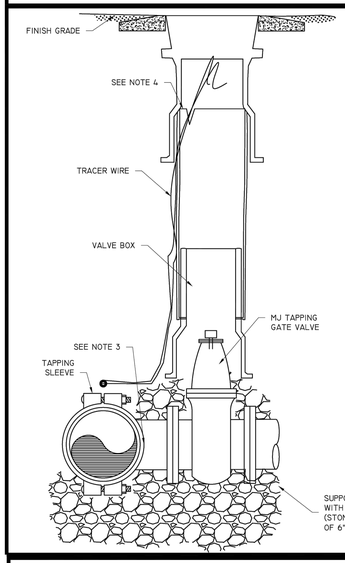
URBAN CONCRETE MARKER

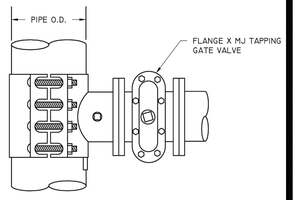
RURAL CONCRETE MARKER

VALVE AND VALVE BOX

NOTES:
1. MARKERS
   A. VALVE MARKERS ARE REQUIRED FOR EACH VALVE (EXCEPT HYDRANT VALVES). PIPE LINE MARKERS ARE REQUIRED AT FITTINGS AND EACH 700' WHERE LINES RUN THROUGH AN UNDEVELOPED AREA. AR MANHOLE REQUIRES MANHOLE.
   B. MARKER PAINTING
      WATER - PAINTING NOT REQUIRED
      SEWER INFLUENT - TOP 4" GREEN
      SEWER EFFLUENT - TOP 4" PURPLE
   C. MARK MARKERS AS FOLLOWS
      MV - MAIN VALVE
      AV - AIR RELEASE VALVE
      PIPELINE - PIPELINE MARKER
   D. VALVE AND PIPELINE MARKERS IN MOWED AREAS TO BE SET TO AN EXPOSURE OF NOT MORE THAN 18" OR LESS THAN 6" ABOVE FINAL GRADE.
   E. IF SOILS ARE NOT STABLE ENOUGH TO MAINTAIN THE URBAN MARKERS VERTICAL, CONCRETE FOOTINGS ARE TO BE INSTALLED.
2. VALVE BOX LID SHALL BE WITHIN ½" OF COLLAR TOP. COLLAR TOP IS TO BE NO MORE THAN 1" ABOVE FINAL GRADE AND NO LOWER THAN 1" BELOW FINAL GRADE.
3. CONCRETE COLLAR NOT REQUIRED IN PAVEMENT. VALVE BOX TOP IS TO BE TRAFFIC RATED.

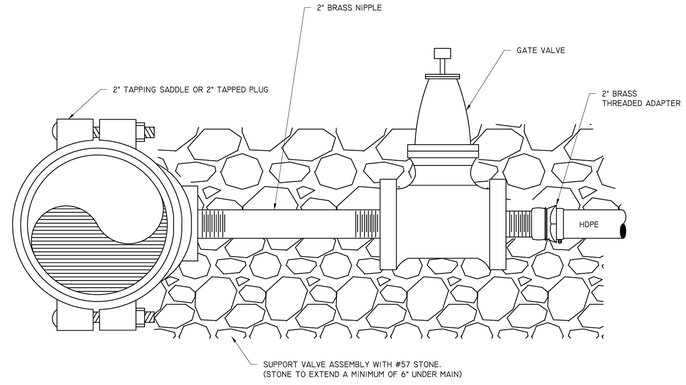
| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| STANDARD VALVE DETAIL | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-12 |
| SCALE: N.T.S. | APPROVED BY: ERS | |



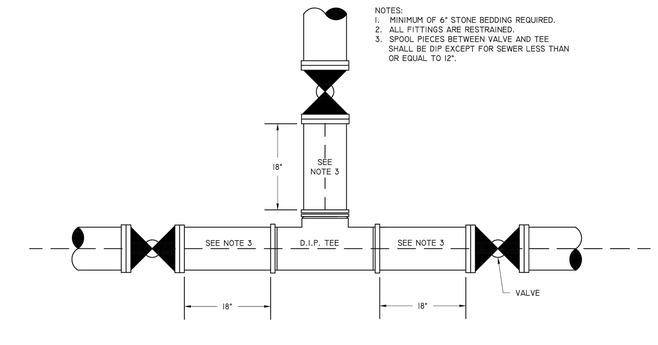




NOTES:
1. ALL TAPPING SLEEVES GREATER THAN 2" SHALL BE HYDROSTATICALLY PRESSURE TESTED TO 150 PSI FOR 20 MINUTES.
2. ALL WET TAPS 12" AND UNDER SHALL BE PERFORMED BY BJWSA.
3. TAP DIAMETER SHALL BE WITHIN ¼" OF LINE DIAMETER.
4. NOTCH TOP OF PVC PIPE TO AVOID PINCHING TRACER WIRE.

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| TAPPING SLEEVE & VALVE DETAIL | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-13 |
| SCALE: N.T.S. | APPROVED BY: ERS | |

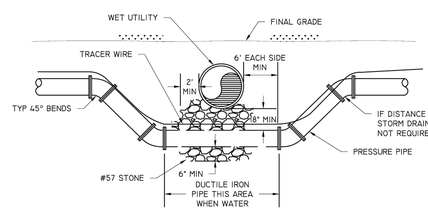



| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| 2" CONNECTION | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-14 |
| SCALE: N.T.S. | APPROVED BY: ERS | |



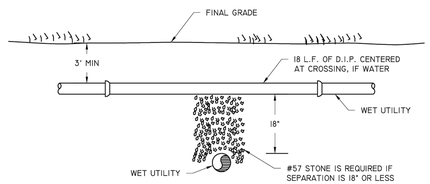

NOTES:
1. MINIMUM OF 6" STONE BEDDING REQUIRED.
2. ALL FITTINGS ARE RESTRAINED.
3. SPOOL PIECES BETWEEN VALVE AND TEE SHALL BE DIP EXCEPT FOR SEWER LESS THAN OR EQUAL TO 12".

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| TEE AND VALVES | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-15 |
| SCALE: N.T.S. | APPROVED BY: ERS | |



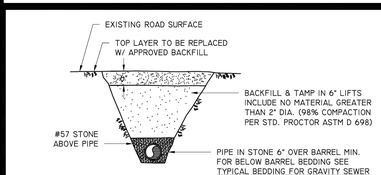

PRESSURE PIPE UNDER WET UTILITY FOR FINAL DEPTH 5' OR GREATER

NOTES:
1. WRITTEN AUTHORIZATION FROM BJWSA IS REQUIRED FOR LESS THAN 18" SEPARATION.
2. NORMAL JOINT RESTRAINT IS REQUIRED.

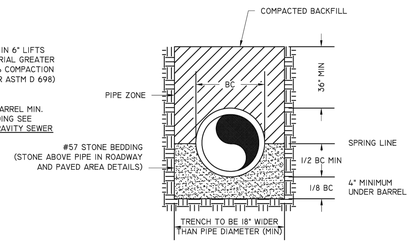



WET UTILITY CROSSING

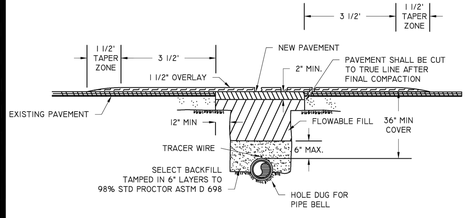
| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| WET UTILITY CROSSING | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: G-16 |
| SCALE: N.T.S. | APPROVED BY: ERS | |




UNPAVED ROADWAY BEDDING DETAIL



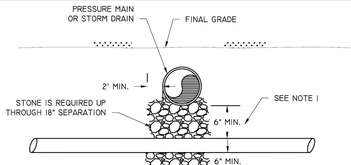

TYPICAL BEDDING FOR GRAVITY SEWER PIPE




PAVED AREA DETAIL

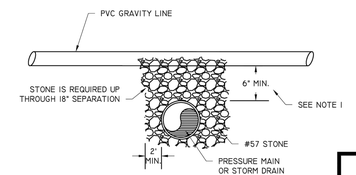
NOTES:
1. PAVEMENT CUT TO EXTEND 12" BEYOND EDGES OF TRENCH INSTALLATION CUT. FINAL CUT TO BE MADE AFTER FINAL COMPACTION.
2. MATCH EXISTING PAVEMENT TYP. THICKNESS IS TO BE 2" UNLESS EXISTING IS THICKER.
3. ALL INSTALLATIONS IN PUBLIC ROADWAYS SHALL COMPLY WITH CONDITIONS OUTLINED ON APPLICABLE ENCROACHMENT PERMIT, IF MORE STRINGENT.

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| BEDDING DETAIL, GRAVITY PIPE | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: S-01 |
| SCALE: N.T.S. | APPROVED BY: ERS | |




GRAVITY MAIN CROSSING UNDER STORM DRAIN / PRESSURE MAIN

NOTE:
1. SYSTEMS SHOULD NOT BE DESIGNED WITH LESS THAN 12" SEPARATION. IF LESS SEPARATION IS UNAVOIDABLE, WRITTEN AUTHORIZATION FROM BJWSA IS REQUIRED.




GRAVITY MAIN CROSSING OVER STORM DRAIN / PRESSURE MAIN

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| GRAVITY MAIN CROSSING | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING #: S-03 |
| SCALE: N.T.S. | APPROVED BY: ERS | |

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA — STURRE DESIGN & DEVELOPMENT, LLC No. 6843 — CERTIFICATE OF AUTHORIZATION

SOUTH CAROLINA — LICENSED PROFESSIONAL ENGINEER — No. 40266 — NATHAN STURRE

12/20/2025

ENGINEER OF RECORD

NATHAN STURRE, P.E.
SC PE# 40266
PO Box 2227
Bluffton, SC 29910
843.705.4748

SURVEYOR:
JEREMY REEDER, P.L.S.
ATLAS SURVEYING, INC.
SC PLS# 28139
168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

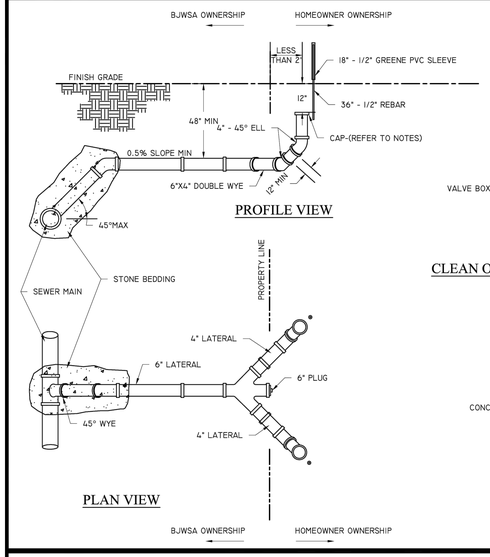
CALL 811 BEFORE YOU DIG — SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|
| | | |

DATE 12/20/2025

SHEET NAME
UTILITY DETAILS

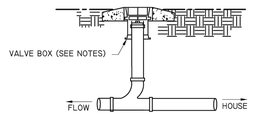
SHEET NO.
C-17



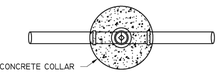

PROFILE VIEW

PLAN VIEW

NOTES:
1. DOUBLE SERVICE LATERALS SHALL ONLY BE ALLOWED FOR RESIDENTIAL SERVICES.
2. SERVICE LATERAL SHALL BE INSTALLED 12" BELOW FINISHED GRADE AND CAPPED IN A MANNER SUITABLE FOR PRESSURE TESTING.
3. CLEAN OUTS INSIDE GRASSED AREA SHALL CONSIST OF PVC PLUG IN SEWER LIDDED VALVE BOX SURROUNDED BY A CONCRETE COLLAR. COLLAR SHALL BE FLUSH WITH FINISHED GRADE. VALVE BOX LID SHALL NOT PROTRUDE ABOVE COLLAR TOP.
4. ALL CLEAN OUTS ARE TO BE 4", INCLUDING CLEAN OUTS ON 6" SEWER LATERALS.

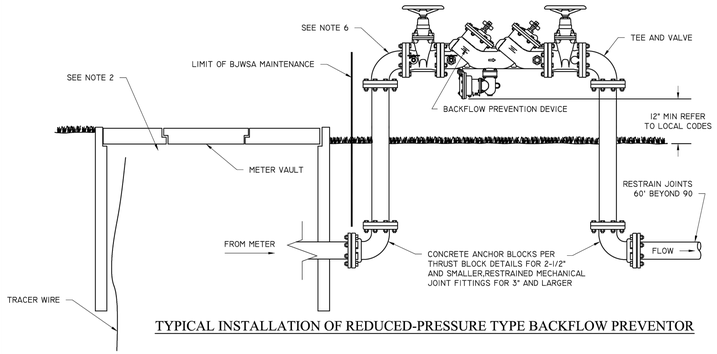



CLEAN OUT INSTALLATION - PROFILE VIEW




CLEAN OUT - PLAN VIEW

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| SEWER SERVICE, DOUBLE | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING # S-10 |
| SCALE: N.T.S. | APPROVED BY: ERS | |

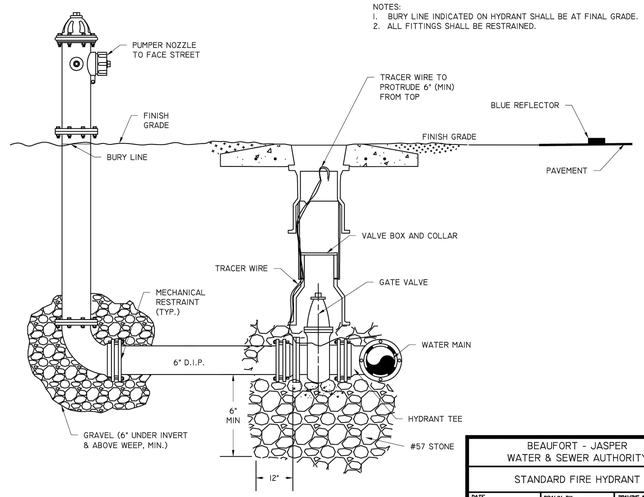



TYPICAL INSTALLATION OF REDUCED-PRESSURE TYPE BACKFLOW PREVENTOR

NOTES:
1. REDUCED-PRESSURE BACKFLOW PREVENTION DEVICES SHALL BE REQUIRED FOR ANY SERVICE WHERE TOXIC MATERIALS ARE USED OR WHERE POSITIVE PROTECTION FOR THE PUBLIC WATER SUPPLY IS REQUIRED. TYPICAL APPLICATIONS INCLUDE: HOSPITALS, MEDICAL & DENTAL LABS, MORTUARIES, INDUSTRIAL PLANTS, DRY CLEANERS, IRRIGATION SYSTEMS, OR AS DETERMINED BY BJWSA.
2. SEE SPECIFIC METER DETAIL FOR MORE INFORMAION.
3. BACKFLOW PREVENTION DEVICES SHALL BE INSTALLED ADJACENT TO AND ON PROPERTY SIDE OF SIDEWALK WHERE APPLICABLE. WHERE NO SIDEWALKS EXISTS, THE ASSEMBLY SHALL BE INSTALLED BEFORE ANY BRANCH AND AS CLOSE AS POSSIBLE TO THE WATER METER LOCATION. FINAL LOCATION TO BE APPROVED BY BJWSA PRIOR TO INSTALLATION.
4. SCREENING AND LANDSCAPING PLACES AROUND DEVICE SHALL ALLOW FOR ACCESS BY BJWSA PERSONNEL.
5. FREEZE PROTECTION IS THE OWNERS RESPOSIBILTY .
6. PIPING AND FITTINGS THROUGH 2 ½" SHALL BE SCHD 40 GALVANIZED STEEL. PIPING AND FITTINGS 3" AND LARGER SHALL BE FLANGED DUCTILE IRON.
7. REFER TO SCDHEC APPROVED LIST OF BACKFLOW PREVENTION DEVICES.
8. DUAL CHECK VALVES MAY BE INSTALLED IN UNDERGROUND VAULT (PRIOR APPROVAL BY BJWSA REQUIRED).

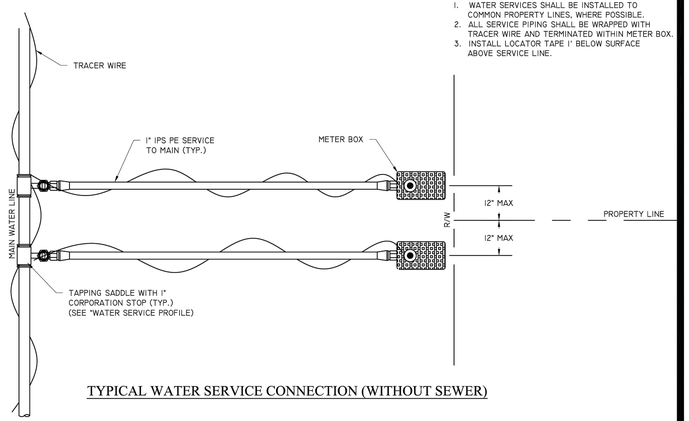
| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| BACKFLOW PREVENTION DETAIL | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING # W-01 |
| SCALE: N.T.S. | APPROVED BY: ERS | |

NOTES:
1. BURY LINE INDICATED ON HYDRANT SHALL BE AT FINAL GRADE.
2. ALL FITTINGS SHALL BE RESTRAINED.



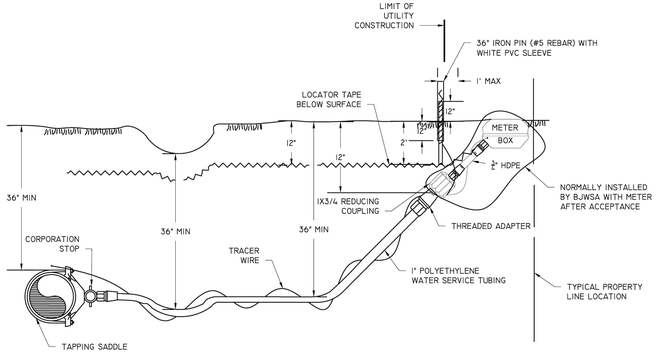

| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| STANDARD FIRE HYDRANT | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING # W-03 |
| SCALE: N.T.S. | APPROVED BY: ERS | |

NOTES:
1. WATER SERVICES SHALL BE INSTALLED TO COMMON PROPERTY LINES, WHERE POSSIBLE.
2. ALL SERVICE PIPING SHALL BE WRAPPED WITH TRACER WIRE AND TERMINATED WITHIN METER BOX.
3. INSTALL LOCATOR TAPE 1' BELOW SURFACE ABOVE SERVICE LINE.



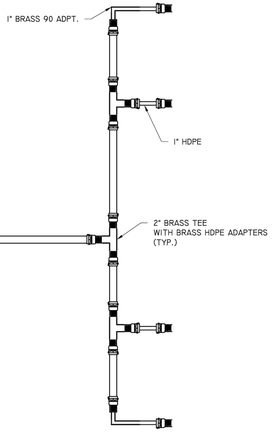

TYPICAL WATER SERVICE CONNECTION (WITHOUT SEWER)

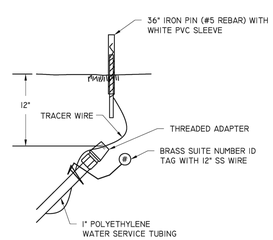
| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| WATER SERVICE PLAN VIEW | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING # W-08 |
| SCALE: N.T.S. | APPROVED BY: ERS | |




| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| WATER SERVICE PROFILE | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING # W-09 |
| SCALE: N.T.S. | APPROVED BY: ERS | |

NOTES:
1. MAY BE USED ONLY WITH WRITTEN PERMISSION FROM BJWSA.
2. UTILITY CONTRACTOR SHALL INSTALL BRASS IDENTIFICATION TAGS ON EVERY WATER SERVICE LATERAL. BRASS TAG IS TO HAVE MINIMUM 12" OF STAINLESS STEEL WIRE FIXED TO THE TAG. BRASS ID TAG SHALL BE STAMPED WITH ½" FIGURES LISTING THE SUITE NUMBER IN WHICH IT SERVES AS SHOWN ON THE PLANS. BJWSA WILL RELOCATE THE WIRE AND BRASS ID TAG FROM THE CORPORATION STOP TO INSIDE THE METER BOX WITH THE WIRE WRAPPED AROUND CURB STOP. PLUMBING CONTRACTOR SHALL RUN EACH UNIT'S WATER SERVICE TO THE LOCATION SHOWN ON THE PLANS AND MARKED AT THE METER.




| BEAUFORT - JASPER WATER & SEWER AUTHORITY | | |
|---|---|---|
| METER BANK DETAIL; 6 METER MAX | | |
| DATE 07/01/09 | DRAWN BY: BMC | DRAWING # W-11 |
| SCALE: N.T.S. | APPROVED BY: ERS | |

Section VII. Item #2.

STURRE ENGINEERING
Civil Design & Development

SOUTH CAROLINA — STURRE DESIGN & DEVELOPMENT, LLC No. 6843 — CERTIFICATE OF AUTHORITY

SOUTH CAROLINA — LICENSED PROFESSIONAL ENGINEER — No. 40266 — NATHAN STURRE

12/20/2025

ENGINEER OF RECORD

NATHAN STURRE, P.E.
SC PE# 40266
PO Box 2227
Bluffton, SC 29910
843.705.4748

SURVEYOR:
JEREMY REEDER, P.L.S.
ATLAS SURVEYING, INC.
SC PLS# 28139
168 BOARDWALK DRIVE, STE. A
843.645.9277

PROJECT:
WELLS MIXED USE

PREPARED FOR:
TREVOR WELLS

HORIZ. DATUM:
STATE PLANE, NAD83
VERT. DATUM: NAVD88

CALL 811 BEFORE YOU DIG — SAFE DIGGING PARTNER

| REV # | DATE | DESCRIPTION |
|---|---|---|

DATE 12/20/2025

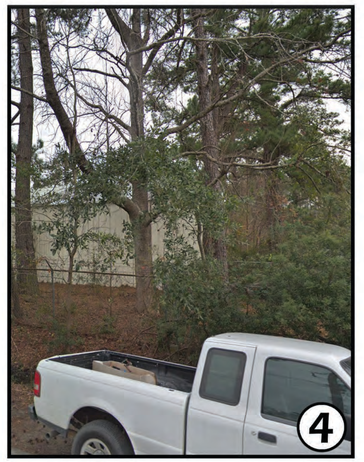
SHEET NAME
UTILITY DETAILS

SHEET NO.
C-18

# SITE PHOTOS

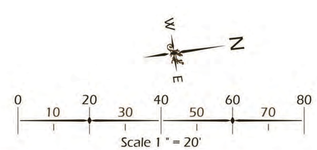
## MAY RIVER ROAD

## JASON STREET




# SITE ANALYSIS

**TOTAL SITE AREA - 59,031 SF/1.36 AC**




Wilmer Jones Keefer Ltd.
landscape architecture
land planning
www.wjkltd.com
333 Promenade Street, Suite 201 | Bluffton, South Carolina | 29910 | ph 843.757.7

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THIS SHEET TO SCALE AT: 24"X36"

SITE DEVELOPMENT PLANS
FOR
# 1181 MAY RIVER ROAD
BLUFFTON, SOUTH CAROLINA

DATE: DECEMBER 12, 2025
PROJECT NO.:
DRAWN BY: JM
CHECKED BY: DK

SOUTH CAROLINA REGISTERED LANDSCAPE ARCHITECT No. 857

PRELIMINARY DRC PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
**CONTEXT MAP AND SITE PHOTOS**

DRAWING NUMBER
A

## PARKING SUMMARY

### BUILDING 1

- 4,000 SF RETAIL
  4 SPACES/1,000 SF = 16 REQUIRED
- 4 RESIDENTIAL APARTMENTS
  2 SPACES / UNIT = 8 REQUIRED

### BUILDING 2 (EXISTING)

- 12,000 SF EX. GYMNASTICS STUDIO
  1 SPACE/1,000 SF = 12 REQUIRED

**36 REQUIRED SPACES**
**41 PROPOSED SPACES**

**NOTE:** APPROXIMATE BUILDING AND PORCH FOOTPRINTS SHOWN ARE FOR REFERENCE ONLY. FINAL BUILDING FOOTPRINTS SUBJECT TO CHANGE BASED ON FUTURE BUILDING DESIGNS.

Wilmer Jones Keefer Ltd.
landscape architecture
land planning
www.wjkld.com
333 Promenade Street, Suite 201 | Bluffton, South Carolina | 29910 | ph 843.757.7

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THIS SHEET TO SCALE AT: 24"X36"

SITE DEVELOPMENT PLANS
FOR

# 1181 MAY RIVER ROAD

BLUFFTON, SOUTH CAROLINA

| | |
|---|---|
| DATE: | DECEMBER 12, 2025 |
| PROJECT NO.: | |
| DRAWN BY: | JM |
| CHECKED BY: | DK |

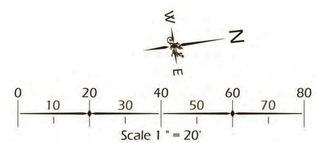
SOUTH CAROLINA
No. 837
REGISTERED LANDSCAPE ARCHITECT

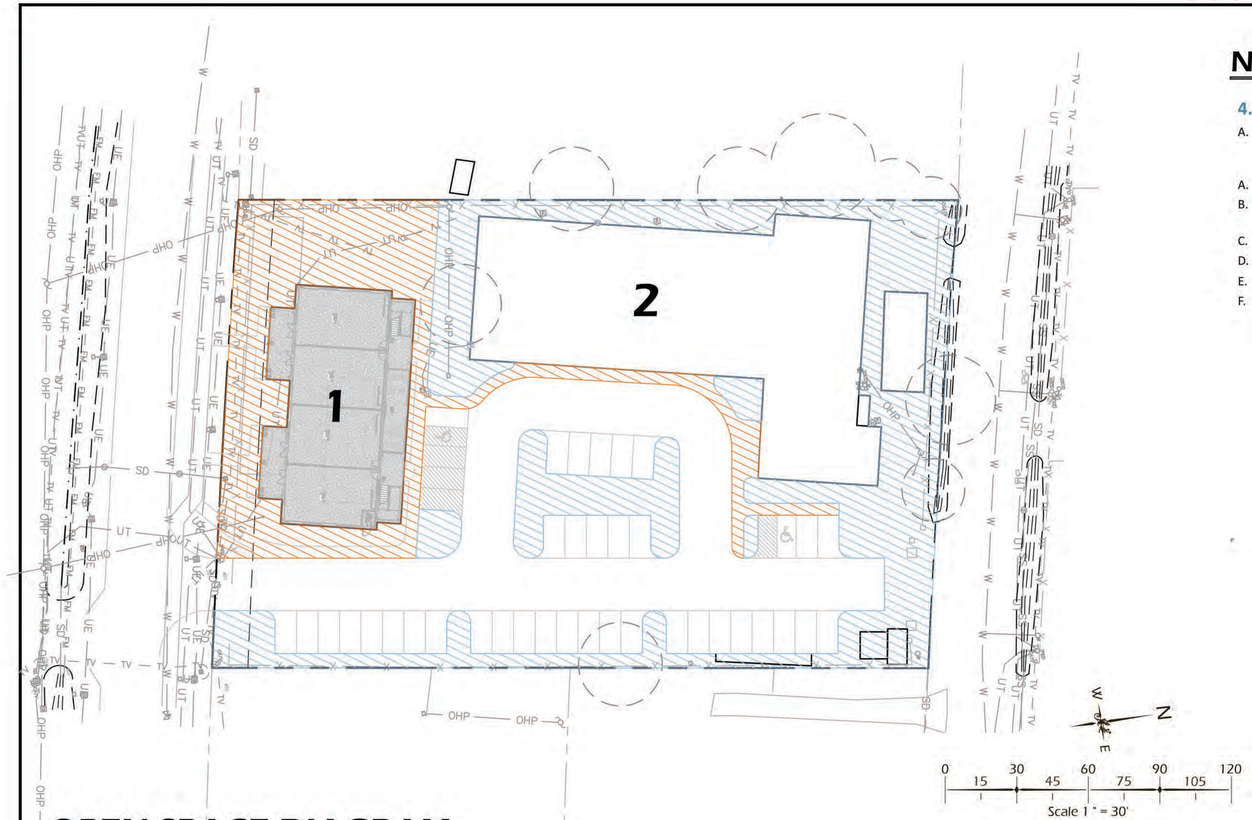
PRELIMINARY DRC PLAN, NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
**SITE PLAN**

DRAWING NUMBER
B






# OPEN SPACE DIAGRAM

| PROJECT SITE | AREA (SF) | PERCENT OF TOTAL SITE (%) |
|---|---|---|
| TOTAL SITE AREA | 59,031 SF | |
| GENERAL OPEN SPACE | ±14,420 SF | 24.43% |
| COMMON OPEN SPACE | ±8,450 SF | 14.31% |

# DEVELOPMENT SUMMARY

**1181 MAY RIVER ROAD BUILDING SQUARE FOOTAGE AND PARKING SUMMARY**

| Building | Building Type | Proposed Building Footprint* | Maximum Building Square Footage* | Actual Building Square Footage* | Assumed Building Uses | Required Parking | Notes |
|---|---|---|---|---|---|---|---|
| **Building 1** | Medium Mixed-Use Lot | 4,000 | - | 8,000 SF (2 stories) | **1st Floor:** 4,000 S.F. Retail / Office Use<br>**2nd Floor:** 4 Residential Units | **24** | Parking based on 2/1,000 S.F. Retail + Office Use or Alternate: Residential 2 spaces per unit |
| **Building 2** | Existing | 12,000 (Existing) | - | 12,000 | **1st Floor:** 12,000 S.F. Existing Gymnastics Studio | **12*** | *Estimating 1/1,000 S.F. |
| * Square footage does not include porches.<br>** Building square footage and parking calculations subject to change pending final building uses. Parking will be allocated based on total provided for all uses. | | | | | **Total Required Parking** | **36** | Shared parking for Retail / Office Use Buildings |
| | | | | | **Total Parking Provided** | **41** | |

## NEIGHBORHOOD CORE INFO

### 4.2.5 Neighborhood Core (NC)

A. **Purpose and Intent.** The NC district is intended to provide a compact, commercial environment with a mix of complementary and supporting services. The NC district will provide nearby residential areas with convenient access to stores, essential goods and services, and workplaces in close proximity to each other.

A. **Applicability.** The boundaries of the NC district are illustrated on the Official *Zoning Map*.

B. **Allowed Uses.** Uses permitted in the NC district and conditions and standards for those permitted uses are provided in *Section 4.3*.

C. **Density.** Density shall be based upon the designated lot types in the design standards in *Article 5, Design Standards*.

D. **Lot Standards.** All lots shall be subject to the design standards in *Article 5, Design Standards*.

E. **Building Standards.** All buildings shall be subject to the design standards in *Article 5, Design Standards*.

F. **Open Space Standards.** All sites shall be subject to the open space standards in *Section 5.6*.

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DESIGN CONCEPTS, DRAWING, SHEETS, LOGOS, SPECIFICATIONS, DETAILS, WRITTEN MATERIAL SHALL NOT BE USED OR REPRODUCED IN WHOLE OR IN PART IN ANY FORM WITHOUT PRIOR WRITTEN CONSENT OF WJK LTD.

THIS SHEET TO SCALE AT: 24"X36"

SITE DEVELOPMENT PLANS
FOR
# 1181 MAY RIVER ROAD
BLUFFTON, SOUTH CAROLINA

DATE: DECEMBER 12, 2025
PROJECT NO.:
DRAWN BY: JM
CHECKED BY: DK

PRELIMINARY DRC PLAN - NOT FOR CONSTRUCTION

REVISIONS:

DRAWING TITLE
**SITE DATA AND OPEN SPACE**

DRAWING NUMBER
C

# PLAN REVIEW COMMENTS FOR DP-12-25-020070

Town of Bluffton
Department of Growth Management
20 Bridge Street P.O. Box 386 Bluffton, South Carolina 29910
Telephone 843-706-4522

| | | | |
|---|---|---|---|
| **Plan Type:** | **Development Plan** | **Apply Date:** | **12/23/2025** |
| **Plan Status:** | **Pending** | **Plan Address:** | **1181 A May River Road BLUFFTON, SC 29910** |
| **Case Manager:** | **Dan Frazier** | **Plan PIN #:** | **R610 039 000 097A 0000** |

**Plan Description:** **A request by Nathan Sturre of Sturre Engineering. on behalf of property owner Trevor Wells for review of a Preliminary Development Plan application. The project consists of the construction of a two-story 8,000 SF mixed use building with associated infrastructure. The property is zoned Neighborhood Core and consists of 1.4 acres identified by tax map number 6610 039 000 097A 0000. (DP-06-25-019806) (Staff - Dan Frazier) STATUS: This item will be heard at the February 4, 2026 Development Review Committee meeting.**

## Technical Review

**Submission #: 1** Received: 12/23/2025 Completed: 01/30/2026

| *Reviewing Dept.* | *Complete Date* | *Reviewer* | *Status* |
|---|---|---|---|
| Fire Department Review | 01/20/2026 | Dan Wiltse | Revisions Required |

**Comments:**

1. Revise turning exhibit, or proposed parking lanes, to demonstrate that emergency vehicles can maneuver through site and remain within the proposed parking lanes.

*SE Response: Full movement access at Jason Street will aid in emergency vehicle maneuverability through the site, see Sheet C-14.*

2. Verify use of existing structures. How are they accessed? How are they accounted for in the Parking Study?

*SE Response: Existing 12,000 square foot Gymnastics Studio to remain. Visitors will access the site through either full movement access locations along May River Road (SC 46) and Jason Street (S-584). Parking for the existing use was calculated at 1 space per 1,000 square feet per Town of Bluffton UDO Table 5.11.3.C, Civic/Institutional Uses. After a review of land use definitions in UDO Section 9.4, the gymnastics training studio fell most in line with the Civil/Institutional use, particularly Club, Lodge, Union Hall, or Social Center: A meeting, recreational, or social facility of a private or nonprofit organization primarily for use by members or guests. The gyms hours of operation are Monday 4-8PM and Tuesday – Thursday 4:30 – 8 PM, projecting most of the parking demand to occur outside of normal commercial operating hours of the shared use. In addition, seventeen (17) spaces are allocated to the gym use as shown on the WJK parking exhibit, providing roughly 1.4 spaces per 1,000 square feet.*

| | | | |
|---|---|---|---|
| Planning Commission Review | 01/29/2026 | Dan Frazier | Approved with Conditions |

**Comments:**

Planning Commission DRC Members provided the following comment:

1. Due to backups that already occur for the gym on site, it is strongly recommended that an entrance/exit or at least an exit to Jason street is required.

*SE Response: Jason Street access has been approved by SCDOT with no revision to the TIA required. See email correspondence from SCDOT included with this resubmittal.*

| | | | | |
|---|---|---|---|---|
| Watershed Management Review DRC | 01/22/2026 | Samantha Crotty | Revisions Required | Section VII. Item #2. |

**Comments:**

1. Revise narrative to remove the "no state post-construction requirements" verbiage and "There is no additional onsite detention requirement per the SoLoCo Compliance Calculator. "

*SE Response: Language removed.*

2. Revise narrative to state post-development peak discharge control for the 2, 10, 25, 50, and 100-year 24-hour storm events. (SWDM 3.5.2)

*SE Response: Verbiage added.*

3. The site must meet the compliance calculator TSS removal requirements, at a minimum. This is also a state requirement.

*SE Response: Based on Watershed comment #4 below, additional depth to seasonal high groundwater borings and infiltration testing is necessary to fully understand the ability to retain volume onsite. As there is a net reduction in impervious area for the site of over 7,400 square feet (-13% of site), it is our hope to work through watershed management concerns at the time of Watershed submittal, once additional geotechnical information is received. Current geotechnical investigations indicate a depth to seasonal high groundwater 6" below existing grade and an infiltration rate of 0.6 inches per hour, satisfying State and SoLoCo requirements for infiltration practices. As most of the 7" deep pervious parking material is proposed 8"-12" above existing grade, there is additional capacity to increase the rock layer where allowable to achieve the required 80% TSS reduction.*

4. Based on the geotechnical report, SHGW levels, and proposed pervious pavement detail, it does not appear that any form of pervious pavement will be feasible for this site.

*SE Response: See SE Response Watershed Comment #3.*

| | | | |
|---|---|---|---|
| Planning Review - Principal | 01/30/2026 | Dan Frazier | Approved with Conditions |

**Comments:**

1. Per UDO Table 5.11.3.C., provide data that justifies the proposed 1 parking space per 1,000 SF of Building 2 (Gymnastics studio) is necessary and reasonable.

*SE Response: See SE Response for Fire Department Comment #2 regarding justification of the proposed parking for the existing use.*

2. The proposed HC space adjacent to Building 1 cannot serve as a dedicated residential parking space. Mark it as a retail space, and identify one of the retail spaces as residential.

*SE Response: Revision made to WJK parking exhibit.*

3. Excluding HC Parking space, the dedicated residential spaces should be the 8 closest spaces to the residential stairwells.

*SE Response: Revision made to WJK parking exhibit.*

4. Confirm the 1st floor commercial/office entrance for public (front or back?).

*SE Response: 1st floor commercial/office entrance is located along May River Road (front of structure).*

| | | | |
|---|---|---|---|
| Beaufort Jasper Water and Sewer Review | 01/30/2026 | Matthew Michaels | Approved |
| Building Safety Review | 01/30/2026 | Sidney Holland | Approved |
| Planning Review - Address | 01/30/2026 | Diego Farias | Approved |
| Police Department Review | 01/30/2026 | Bill Bonhag | Approved |
| Transportation Department Review | 01/02/2026 | Mark Maxwell | Approved |

**Comments:**
No comments

**Plan Review Case Notes:**